

**AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 21, 2015
APPOINTMENTS COMMITTEE – 6:30 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 16, 2015 – Regular Meeting.
October 7, 2015 – 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. 15-077, 7:00 p.m. Public Hearing and second reading on the proposed amendments to Chapter 313-A, the Town of Scarborough Property Tax Assistance Ordinance.

Order No. 15-082, 7:00 p.m. Public Hearing and second reading on the proposed amendments to Chapter 601 – the Town of Scarborough Traffic Ordinance Section 25, Parking Restrictions, Section A. Parking Restrictions, subsection II. Higgins Beach regarding metered parking.

Resolution 15-006. Act to authorize the Town Manager to purchase meters and associated enforcement expenses for Higgins Beach from the Beach Revenue Account, in an amount not to exceed \$17,000.00.

OLD BUSINESS: None at this time.

NEW BUSINESS:

Order No. 15-083. Act on the review of a dangerous building, located at 9 Partridge Lane, and schedule a public hearing for Wednesday, November 4, 2015 pursuant to 17 M.R.S.A. §2581.

- 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.
- Item 12.** Adjournment.

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 21, 2015
REGULAR MEETING – 7:00 P.M.

Order No. 15-077. Move approval of the second reading on the proposed amendments to Chapter 313-A, the Town of Scarborough Property Tax Assistance Ordinance.

Note: Amend existing Ch. 313 not to apply to refund years after 2015

BE IT HEREBY ORDAINED by the Town Council of the Town of Scarborough, Maine, in Town Council assembled, that new Chapter 313-A – Town of Scarborough Property Tax Assistance Ordinance is hereby adopted as follows:

CHAPTER 313-A TOWN OF SCARBOROUGH PROPERTY TAX ASSISTANCE ORDINANCE

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 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.

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

1. Eligibility for Homeowners

If the Tax Assessor determines that the applicant is eligible to participate in the Program, he 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. \$500.00.

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 be 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.

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
2016

(This version for Tax Filing Owners)

1. Name:	_____	Phone:	_____
2. Address:	_____	E-Mail:	_____
3. Date of Birth:	_____	Document Seen:	_____ ME Drivers License/ID
Applicants must be 62 on 10/15/2016			_____ US Passport
Born on/before 10/15/1954			_____ Other _____
4. Resident of Scarborough	_____	Document Seen:	_____ Assessing Record
For at least 10 years on 10/15/2016			_____ 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: _____

Explaining the Proposed Senior Property Tax Relief Program

1. Why does our ordinance need to decouple from the State program?

Our ordinance relies on the State program for eligibility. State program changes caused nearly half of our participants to lose eligibility. Our residents should have a consistent program.

2. What is the framework of the new program?

Applicants need to be at least 62 years of age and reside in Scarborough for 10 years (no change from the current ordinance). The test for eligibility then looks at how much of an applicant's income (5%) has to be paid in property taxes. For every dollar the property taxes are more than 5% of income a rebate is paid up to \$500.

3. Will the new program be too complicated to manage with our limited resources in assessing?

The formula focuses on simplicity. It uses information that is readily available to applicants and is easily calculated by the staff. No sensitive documents will be or need be retained by the Town.

4. Why was 5% of income chosen as a threshold for creating eligibility?

Relying upon the judgments underlying the State's successful earlier program, any percentage in the 4-6% range is probably appropriate as a limit on how much of an applicant's income should go to property tax. The former State program started with 4% and the 2015 proposed legislative fix that failed used 5%.

5. Why was \$50,000 chosen as an income cap?

Several benchmarks were considered. The income limit for eligibility for affordable housing like the new Avesta project in Scarborough is slightly below \$50,000. Median household income in Scarborough is roughly \$60,000.

6. So a person with income just over \$50,000 gets no benefit?

The draft does cut off eligibility. This is somewhat inequitable but the formula as proposed has a progressive element (higher income levels require higher tax obligations). At the price of increased complexity a phase-out could be introduced. Allowing the program to operate for a year with a "hard cap" will allow us to monitor the need for a phase-out.

7. Why was Federal Adjusted Gross Income (AGI) chosen?

The premise was to use a suitable number that nearly every applicant would have. Federal AGI is the simplest of the readily available numbers and is much simpler than Maine AGI. It is anticipated that few if any recipients will have sources of income that escape Federal AGI and staff can monitor for any anomalies.

8. Why is the maximum benefit capped at \$500?

\$500 was chosen because it was the limit in the Town's previous ordinance and having a cap helps control the size of the program. With the loss of State program benefits for many Scarborough residents it would not be unreasonable to consider increasing the cap.

9. How do the changes work procedurally for adoption?

Chapter 313 is the old ordinance and remains in effect for the 2015 program. Chapter 313-A replaces Chapter 313 for 2016 and thereafter.

10. Are renters and persons not filing tax returns covered?

Yes. For renters the same formula applies using 18% of rent (the State figure proposed in the 2015 legislative fix) as their "property taxes". As a practical matter, few renters are expected to be 62 and 10 year residents. Rent subsidies cannot be used to qualify. Non-filers only need to show their W-2's and 1099's to allow staff to calculate Federal AGI.

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 21, 2015
REGULAR MEETING – 7:00 P.M.

Order No. 15-082. Move approval of the second reading on the proposed amendments to Chapter 601 – the Town of Scarborough Traffic Ordinance Section 25, Parking Restrictions, Section A. Parking Restrictions, subsection II. Higgins Beach regarding metered parking.

**CHAPTER 601
TOWN OF SCARBOROUGH
TRAFFIC ORDINANCE**

BE IT HEREBY ORDAINED, by the Town Council of the Town of Scarborough, Maine, in Town Council assembled, that Chapter 601 - - the Traffic Ordinance of the Town of Scarborough, Maine is amended by adding the underlined text and/or deleting the text shown in strikeover type, as shown below:

II. HIGGINS BEACH.[amended 01/19/2011][amended02/16/2011]

- a. Upon any of the public streets or highways within the area known as Higgins Beach. For the purpose of this Ordinance the Higgins Beach area is defined as including the area bounded on the South by the Atlantic Ocean, on the East by the Spurwink River, on the West by the property now or formerly of one Edward Piper and on the North by the Spurwink Road (Route #77).

Parking shall be allowed on the easterly side of Acorn Lane from September 16^h to April 30th.

- b. Exempt from paragraph (a) of this subsection are the following:
- (i) two handicapped parking spaces on Bayview Avenue across from Ashton Street, with no time limit. (amended April 21, 1999)
 - (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.
 - (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. (amended02/16/2011)
 - (iiii) there shall be no parking on any of the other streets year round unless otherwise noted herein.

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 21, 2015
REGULAR MEETING – 7:00 P.M.

Resolution 15-006. Move approval to authorize the Town Manager to purchase meters and associated enforcement expenses for Higgins Beach from the Beach Revenue Account, in an amount not to exceed \$17,000.00.

Town of Scarborough, Maine

US ROUTE ONE, PO BOX 360
SCARBOROUGH, MAINE • 04070-0360

RESOLUTION 15-006

Town of Scarborough

PARKING METERS AT HIGGINS BEACH

BE IT RESOLVED, by the Town Council of the Town of Scarborough, in Town Council assembled that the Town Council authorizes the Town Manager to expend monies from the Beach Revenue Account to purchase parking meters and associated enforcement for on-street parking at Higgins Beach, in an amount not to exceed \$17,000.00, estimated cost breakdown is as follows:

1. Meter Station	\$ 7,500.00
2. Monthly service fees	
[5 months @ \$65.00]	325.00
3. Installation	500.00
4. Additional staff cost	<u>\$ 8,500.00</u>
	\$16,825.00

Signed and sealed this the 21st day of October, 2015, on behalf of the Scarborough Town Council and the Town Manager of Scarborough, Maine.

Signed by: _____
Jessica L. Holbrook
Council Chair

Attested by: _____
Yolande P. Justice
Town Clerk



Town of Scarborough

Manager's Office Memorandum

To: Scarborough Town Council

From: Thomas J. Hall, Town Manager

Re: Proposal and Recommendation for Metered Parking at Higgins Beach

Date: October 16, 2015

Per Resolution 15-005 I have been tasked with researching the options and recommending a proposal for use of meters at Higgins Beach as a means to enhance enforcement of the time limits. Of course the installation of meters alone will do nothing without additional staff resources for enforcement. Initial thinking suggested that the most cost-effective solution consider use of meters at the public parking lot as well; however after further review it has been determined that the needs of the lot are different enough from the on-street parking that the effort not be combined at this time.

This memorandum will provide a discussion of the relevant issues and provide recommendations to address the specific intent of enhancing parking management and enforcement for the on-street, time-limited parking spaces on Bayview Avenue.

Background - In 2011 the Town designated thirteen (13) one-hour time limited on-street spaces (2 of which are handicapped) and a temporary (5 minute) drop-off zone on Bayview Avenue. This on-street parking occupies the area between Pearl Street and Morning Street. As a part of this project the Town constructed a sidewalk on the ocean side of the street and designated crosswalk locations to provide for pedestrian safety. Generally, the spaces have worked well, serving the intended purpose of providing short-term, convenient parking opportunities proximate to the beach. However, residents in the area have expressed concern regarding "behavioral issues" of some of those using the spaces as well as concerns relating to abuses of the time limit and a lack of enforcement.

The Ordinance Committee, and then the Town Council, considered various approaches to address the behavioral issues, but in the end decided not to pursue any changes in this regard. However, there is a desire to enhance enforcement capabilities to ensure that abuses of the time limit are reduced and the intent of short-term, convenient access is achieved. Lack of enforcement has been a consistent theme in these discussions, in fact it was widely acknowledged at the time of creating the spaces that there are certain times of the day that there is no designated staff in the area. The installation of a parking meter has been identified as an important component of enhanced enforcement.

Integrated Parking Solution – Since the start of the operating the parking lot it has been the desire of staff to find an automated solution to managing the spaces in the lot. Initially, we saw this as an opportunity to advance an integrated solution with the use of multi-space meters, based on our research and consideration of staffing requirements, we do not recommended the use of meters in the lot at this time. Initial thought was that the use of civilian parking enforcement (for the lot and on-street) was significantly more cost-effective, but after evaluation that was not the case. More importantly, management of the lot presents several unique challenges and costs that unnecessarily complicates the immediate issue of better management of the on-street spaces on Bayview Avenue. Therefore, we do not recommend implementing an integrated solution at this time. Rather, we intend to study the matter further and propose solutions as part of the budget process.

It appears that this approach will be the best option and we would like to consider it at all lots. By pursuing the installation on Bayview Avenue it will provide a great opportunity to have some experience with this approach before integrating town wide.

Meter Recommendation – In evaluating strategies for enhanced enforcement, the installation of meters to more accurately monitor time has been identified and a preferred approach. Initial consideration was given to traditional coin-operated meters at each spaces, but that was quickly dismissed as too costly and unsightly. Newer technology of a “meter station” capable of controlling multiple spaces has been identified as the preferred option. Given the limited number of spaces and the fact that they are contiguous, a single meter station located at the midpoint (near the intersection with Ashton Street) of the spaces will be sufficient to meet the need.

Based on our research of surrounding communities, we recommend a CWT Compact unit by Cale America (see attached information). This unit is low profile and solar powered and can be easily removed during the winter months. Though my recommendation does not involve payment, this unit is certainly capable of receiving payment should we choose to require this in the future.

Cost: The cost of the preferred meter station is \$7,500 and although there is a 36-month lease option at \$230/month, I recommend outright purchase. There is a \$65/month service fee for administrative support and we have negotiated that the fee be charged only during those months the unit is in operation (our intention is to remove the meters in the winter). Public Works will prepare the concrete pad for the unit at an estimated cost of \$500.

Operations: A parking ticket would need to be obtained from the meter station, at which time the patron would need to input the license plate number of the vehicle. This ticket would indicate the time issued and more importantly when the time will expire and be displayed on the dashboard of the vehicle so it is plainly visible from the outside. To guard against “shuffling” among the spaces and generating a new ticket to enable parking beyond one-hour, the meter

station will be programed not to issue another ticket to the same vehicle until at least one hour (it could longer) has elapsed after expiration of the previous ticket. The Reserve Officer will observe the ticket and the time stamp and issue fines as appropriate. Since this is our first experience with parking meters, I will be recommending an additional amendment to the Traffic Ordinance (Chapter 601), that will make it a violation if a ticket is not displayed. Below the language from the City of Portland that addresses this matter:

Sec. 28-84. Violations. *It shall be unlawful for any person to: (b) Cause, allow, permit or suffer any vehicle registered in the name of or operated by such person to remain in a parking space controlled by a multi-space parking meter or single space meter without displaying a valid receipt while so parked, or without displaying the receipt on the dashboard in such a manner as to be clearly visible and face up, showing the date and time available to park on the receipt;*

Staffing Enhancement – Of course meters alone will not stop abuses of the time limit as personnel are necessary for effective enforcement. As we consider an integrated solution, civilian parking enforcement may be the best option in the long run; however, in response to the immediate need, I believe expanded use of Reserve Officers is the best solution. Historically, Reserve Officers have provided coverage from Memorial Day to Labor Day from 10 AM to 5 PM daily, with additional coverage on Friday and Saturday to 11 PM. Since the on street parking restriction begins on May 1 and extends to September 15 and is allowed between the hours of 6 AM to 10 PM, additional coverage is needed. To meet this additional need, I propose to schedule a Reserve Officer in from 530AM – 900PM each weekday and from 530AM-11PM on Friday and Saturday nights from May 1st through September 15th. The additional annual cost for these expanded hours is approximately \$18,500, which will be considered in the 2017 budget request. In the meantime, to ensure we can provide the enhanced coverage beginning this spring we need an additional \$8,500 to supplement the budget.

In addition to parking enforcement, below please find an overview of the other functions that Reserve Officers perform on a daily basis:

- Be dispatched to calls at Higgins Beach
- Enforce parking ordinances at Higgins Beach (all of the beach community, not just Bayview Avenue)
- Monitor piping plover nesting areas for violations when appropriate a
- Monitor restrictions to dogs on the beach for violations
- Enforce surfing ordinance
- Enforce smoking and consumer fireworks ordinances
- Enforce other laws and ordinances that are applicable town wide
- Provide foot / bike patrol of the neighborhood

Fees and Fines – I recommend that there be no fee associated with these spaces. The meter is certainly capable of requiring payment if it is decided that payment is necessary, but in the near term I recommend parking be free of charge. With vigilant enforcement it is possible that fine revenue will increase to help off-set the cost of the program. It is my intent to ensure that all costs to support this program are derived from non-tax beach revenues.

With respect to what other communities charge for parking tickets, please see the chart below. Although the actual fine amount is \$80, for the purpose of this analysis I am using \$40, which is actually the reduced rate if paid within 30 days (the majority are paid within 30 days). Our ordinance is a bit different from some in that it shows the fine being \$80 with a 50% reduction if paid in the first thirty days instead of showing a fine that gets doubled if not paid within thirty days. I have been advised by the Police Dept. that the intent of the reduce rate was to reward the early payment instead of punishing the late payment.

The data below indicates that Scarborough is above average, even when using the lesser amount of \$40, with the exception of the handicap and fire hydrant violations, which are driven by a couple of very high fines in other communities. Based on this, I do not recommend any increase in the fine amount at this time.

	Scarborough	Portland	Westbrook	Falmouth	Saco	Average	Above/Below Average
No parking zone	40	30	40	15	25	30	10
Handicap	60	200	40	50	100	90	-30
Fire Hydrant	40	35	60	15	100	50	-10
Overnight	40	15	20	15	0	18	22
Too close to inter	40	30	20	15	25	26	14
On sidewalk	40	30	20	0	100	38	2
Snow ban	40	35	60	15	25	35	5

Should you accept my recommendations, I respectfully request authorization to expend up to \$17,000 from the Beach Revenue Account to implement this program to begin May 1, 2016. I recommend approval of Resolution No. 15-006. With this approval, we look forward to gaining experience with a meters as a parking management tool for management of all town-owned parking facilities.

Attachment: Cale America –Meter Specifications

CC: Chief Moulton



**CALE
AMERICA**

CWT Parking Made Easy

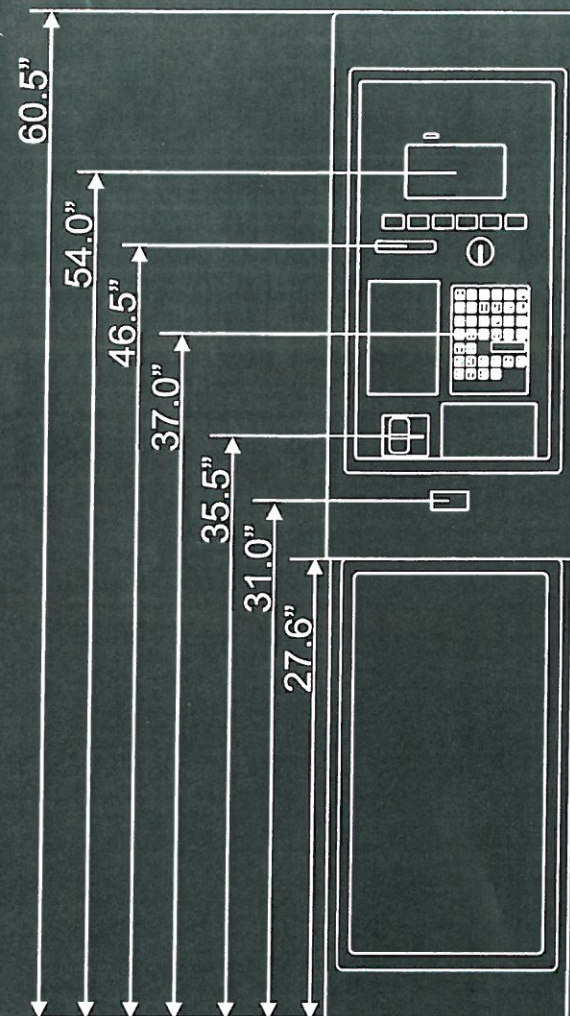
Any Enforcement Style:
Pay by License Plate
Pay by Space
Pay and Display



- Enforcement Applications: Pay by Plate, Pay and Display or Pay by Space
- Meets Current ADA and PCI Compliance Guidelines
- Stainless Steel Construction
- Solar or AC Powered
- Programmable LCD Display 3" X 6"
- Access to Cale Help Desk, Open 7 Days per Week
- Payment Options: Coins, Debit/Credit Cards, Contactless Payment, NFC
- Bill Acceptance (Optional)
- 3G Wireless Communications
- Web-based Back-Office Reporting
- Maintenance Tracking with Automatic Tech. Ticket Generation
- Electronic Locks (Optional)
- Custom Graphics
- Finance or Rental Options Available
- Mobile Payment (Optional)
- Online Permit Account and Coupon Code Capable
- Back-Office Rate Configuration Capable

**The innovative CWT can change enforcement styles
without replacing any hardware!**

**&ADA
COMPLIANT**



CWT SPECIFICATIONS

Cabinet and Pedestal

Dimensions (H x W x D)	60.5" x 16" x 11.8"
Construction	LDX Stainless Steel and Aluminum
Weight	165-187lbs.
Paint	Powder-Coated with Anti-Graffiti Paint
Compliance	EN12414

Electrical Data

Solar Operation	12V, 10.W	
Power (Optional)	230 V	115 V
Consumption		
Mains	0.2 A	0.4 A
Operation		
One Heater	0.5 A	1 A
Two Heaters	1 A	2 A
Battery Operation	12 V DC	

Environmental Conditions

Operating Temperature*	-31° to 158° F
Heating	High Efficiency Heater with Thermostat.
Relative Humidity up to 97%	(Only Available with Main Power)

Operation

Function Buttons	4 Software Controlled Buttons Below Display Separate Accept and Reject Buttons Alpha Numeric Keyboard with up to 48 Buttons
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Display

Appl. & Data memory	Graphical, Monochrome, 6.6" Supports Various Alphabets Sdcard up to 4GB
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Near Field Communication

NFC	Contactless Card or RFID Tag for Electronic Lock and Access and Cale Online Permit Account Service
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Card Payment

Magstripe	Insertion Reader for Track 2 with Various Online Processing Services.
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Contactless

	Mifare DES Firesmart Card Support Also used for Electronic Lock access and Cale Online Permit Account Service
--	--

Coin System

Coin Verifier	
Coin Slot Protection	
Escrow Volume	
Coin Box Volume	

Coin Vault Locks

Coin Vault Door	
Audit/ticket	
Coin Vault	

Printer

Type	
Capacity	
Characters	
Paper Cutter	
Ticket Sensor	
Graphics	
Orientation	
Paper Supply	
Black Mark	
Ticket Length	
Paper Thickness	
Paper Loading	

Communication

3G, GPRS, LAN	
Type of Data	

Miscellaneous

Mounting Frame	
----------------	--

Electronic Locks

Buzzer	
Audio	

LED Light

Vibration Detector	
--------------------	--

Central Administration

Software	
----------	--

Industry Standard for up to 16 Coins/Tokens,
3 switch Controlled, Reprogrammable Tolerance Ranges
Mechanical Coin Slot Shutter with Inductive Loop
0.35L, 1.8foz
4.6L 155.5foz with Presence Sensor
SW Controlled Overfill Protection
Closed Cash Collection System Supported

Ablay Exec.
6mm (0.24") Hardened Steel, 4-Way and 6 Points,
Drilling-Protected Locking Latches
Supported
4mm (0.16") Sheet Metal with Side
Drilling Protection

Thermoelectric
Up to 4,500 per Roll
Proportional Font, up to 25 chars/line
Complete Cutting Take
Standard
Supported
Landscape and Portrait
57mm (2.24") from Roll
Supported
75-150mm(2.95-5.90")
55-110g/m
Automatic

Supported
Transactions, Blacklists, Tariffs, Parameters,
Statistics, SW, OS, Firmware Alarms, Etc.

The CWT Compact is Compatible with Base
Anchors Supplied by Cale and Various Terminal
Suppliers
Patented Cale Technology with Central
Administration and Both Electronic and Mechanical
Opening Mechanisms
Supported

Multi Language Audio Support with Pre-Recorded
Messages or Sounds for Press of Button, Panels, Popups etc.
Supported
Supported

CaleWebOffice



CALE

For more information, please contact the Sales Team at
(813)405-3900 or sales@caleamerica.com
Cale America Inc.
13808 Monroes Business Park

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 21, 2015
REGULAR MEETING – 7:00 P.M.

Order No. 15-083. Move approval of the review of a dangerous building, located at 9 Partridge Lane and schedule a public hearing for Wednesday, November 4, 2015, pursuant to 17 M.R.S.A §2581.

Town of Scarborough, Maine
Planning and Code Enforcement

VIA FIRST CLASS AND CERTIFIED MAIL

August 21, 2015

Mr. Douglas Brown
C/O L.L. Bean
Double L Building
LL Street
Freeport, ME 04033

Subject: Condemned Building, Parcel Map U0080087, 9 Partridge Lane

Dear Mr. Brown,

As you are now aware, the Town conducted an inspection of the subject premises on August 13, 2015, at 3:15 PM and has determined the dwelling is uninhabitable. We have posted the building as condemned and it may not be occupied in its current condition.

I have enclosed a copy of the Return of Administrative Inspection Warrant which cites the specific violations that were found during the inspection. The District Court has received this document as required by law.

As the owner of the property, you are responsible for correcting the conditions that make the building uninhabitable, or to have the building demolished. To avoid the maximum penalties that may be imposed, please contact me within 7 days upon receipt of this notice of condemnation.

Please do not ignore this request. If you do not contact me, the matter will be referred to Town Council for action pursuant to the Maine Dangerous Building statutes, 17 M.R.S.A. §§ 2851-2859.

I can be reached at 207.730.4050 or by email at blongstaff@ci.scarborough.me.us between the hours of 8:00 AM and 4:00 PM Monday through Friday.

Sincerely,



Brian Longstaff
Zoning Administrator

Cc: Phil Saucier, Attorney via email
Tom Hall, Town Manager via email
Mike Thurlow, Fire Chief via email
Robert Moulton, Chief of Police via email
Dan Bacon, Town Planner via email



STATE OF MAINE
Cumberland, ss.

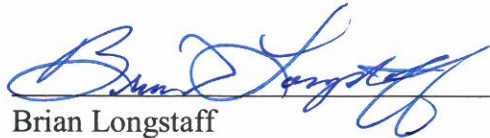
DISTRICT COURT
Location: Portland
Docket No. CV-15-350

TOWN OF SCARBOROUGH,	)	
Plaintiff,	)	RETURN OF ADMINISTRATIVE
	)	INSPECTION WARRANT
v.	)	
	)	
DOUGLAS BROWN,	)	
Defendant.	)	

Pursuant to M.R. Civ. P. 80E(f) and the Administrative Inspection Warrant issued in the above-captioned matter on August 5, 2015 by the Maine District Court, (9th Div. So. Cumb.), I, Brian Longstaff, Zoning Administrator for the Town of Scarborough, County of Cumberland, in the State of Maine, along with other agents of the Town, executed the above referenced Warrant by leaving a copy of the same in a conspicuous place at the premises known as 9 Partridge Road, Scarborough, Maine (the "Premises"), and following execution and inspection of the premises, found the following violations of 17 M.R.S. § 2851; 22 §§ M.R.S. § 461, 1561 and other related statutes:

- i) Failing floor framing adjacent to second story sliding door;
- ii) Collapsed second story deck;
- iii) Water damaged ceiling in danger of collapse;
- iv) Non-functioning plumbing;
- v) Non-weather tight building shell;
- vi) Filth, insect, rodent, and animal infestation;
- vii) Unsanitary conditions; and
- viii) Stored human waste.

Dated this 18th day of August, 2015.



Brian Longstaff
Zoning Administrator
Town of Scarborough

Maine Revised Statutes

Title 17: CRIMES

Chapter 91: NUISANCES

§2851. DANGEROUS BUILDINGS

Whenever the municipal officers in the case of a municipality, or the county commissioners in the case of the unorganized or deorganized areas in their county, find that a building or structure or any portion thereof or any wharf, pier, pilings or any portion thereof that is or was located on or extending from land within the boundaries of the municipality or the unorganized or deorganized area, as measured from low water mark, is structurally unsafe; unstable; unsanitary; constitutes a fire hazard; is unsuitable or improper for the use or occupancy to which it is put; constitutes a hazard to health or safety because of inadequate maintenance, dilapidation, obsolescence or abandonment; or is otherwise dangerous to life or property, they may after notice and hearing on this matter adjudge the same to be a nuisance or dangerous and may make and record an order prescribing what disposal must be made of that building or structure. [1997, c. 6, §1 (AMD) .]

1. Notice. The notice must be served on the owner and all parties in interest, as defined in Title 14, section 6321, in the same way service of process is made in accordance with the Maine Rules of Civil Procedure.

[1997, c. 6, §1 (AMD) .]

2. Notice; how published. When the name or address of any owner or co-owner is unknown or is not ascertainable with reasonable diligence, then the notice must be published once a week for 3 successive weeks prior to the date of hearing in a newspaper generally circulated in the county, or if none, in the state paper.

[1997, c. 6, §1 (AMD) .]

3. Order. The order made by the municipal officers or county commissioners must be recorded by the municipal or county clerk, who shall cause an attested copy to be served upon the owner and all parties in interest in the same way service of process is made in accordance with the Maine Rules of Civil Procedure. If the name or address cannot be ascertained, the clerk shall publish a copy of the order in the same manner as provided for notice in subsection 2.

[1997, c. 6, §1 (AMD) .]

4. Proceedings in Superior Court. In addition to proceedings before the municipal officers or the county commissioners, the municipality or the county may seek an order of demolition by filing a complaint in the Superior Court situated in the county where the structure is located. The complaint must identify the location of the property and set forth the reasons why the municipality or the county seeks its removal. Service of the complaint must be made upon the owner and parties-in-interest in accordance with the Maine Rules of Civil Procedure. After hearing before the court sitting without a jury, the court shall issue an appropriate order and, if it requires removal of the structure, it shall award costs as authorized by this subchapter to the municipality or the county. Appeal from a decision of the Superior Court is to the law court in accordance with the Maine Rules of Civil Procedure.

[1997, c. 6, §1 (AMD) .]

SECTION HISTORY

1965, c. 284, (RPR). 1967, c. 401, §1 (AMD). 1973, c. 143, §1 (AMD). 1979, c. 27, §§1-3 (AMD). 1997, c. 6, §1 (AMD).

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