

City of Biddeford

City Council

July 20, 2021 6:00 PM Council Chambers & Via Zoom

Please click the link below to join the webinar:

<https://biddeford.zoom.us/j/92021677099?pwd=UWhIWjBJckJyWGFLTGs5Z2s3MjZyUT09>

Passcode: 323133

Or One tap mobile :

US: +16465588656,,92021677099# or +13017158592,,92021677099#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

**US: +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 9128 or +1
253 215 8782 or +1 346 248 7799**

Webinar ID: 920 2167 7099

International numbers available: <https://biddeford.zoom.us/u/actruMJ0ox>

- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Adjustment(s) to Agenda**
 - 3.a. Remove: Orders of the Day: 2021.70; 2021.71; and 2021.77
- 4. Presentations:**
 - 4.a. Update: Climate Control Committee
[7-20-2021 Climate Control Presentation.pdf](#)
 - 4.b. Adams Point Tax Increment Financing (TIF) Request

Public Hearing:

Member and Public Participation in Governmental Public Meetings

- 5. Consideration of Minutes:**
 - 5.a. July 6, 2021 Council Meeting Minutes
[7-06-2021 Council Meeting Minutes.docx](#)
- 6. Second Readings:**
 - 6.a. 2021.58) Amendment/Ch. 46, Parks/Sec. 46-8-Sanitation & Sec. 46-13-Park operating policy/Add Language for Horses
[7-06-2021 Animal Waste on public places-Ch 46.doc](#)
 - 6.b. 2021.59) Amendment/Ch. 42, Motor Vehicles & Traffic/Sec. 42-90-No Parking/Add on Phillips Lane
[7-06-2021 Phillips Lane - No Parking.doc](#)
 - 6.c. 2021.60) Amendment/Ch. 42, Motor Vehicles & Traffic/Sec. 42-92-Limited Parking/Sec. 42-90-No Parking/Sec. 42-88-One-way Streets/Add on Day's Landing

- [7-06-2021 Days Landing Outlook-Parking Amendments.doc](#)
[7-06-2021 Day's Landing-Seasonal Overlook and Ramp-MEMO.docx](#)
- 6.d. 2021.61) Amendment/Ch. 42, Motor Vehicles & Traffic/Sec. 42-64-Fees for parking violations/Add for All Other Violations
[7-06-2021 Fees for Parking Violations-All Other Violations.doc](#)
[7-06-2021 Fees for Parking Violations-MEMO.docx](#)
- 6.e. 2021.62) Amendment/Ch. 58, Solid Waste, Sec. 58-163.1, et al./Change Name of Solid Waste Management Commission to Recycling & Waste Management Commission
[7-06-2021 SWMC Name Change.doc](#)
- 7. Orders of the Day:**
- 7.a. 2021.69) Approval/Heart of Biddeford to Serve Alcohol on City Property (Mechanics Park) during 2021 River Jam
[7-20-2021 River Jam-Alcohol Request at Mechanics Park.docx](#)
[7-20-2021 River Jam Special Event Application.pdf](#)
- 7.b. 2021.72) Amendment/Land Development Regulations/Art. XV-Historic Preservation Ordinance/
 Process for nomination and addition of historic buildings, landmarks and sites/Responsibilities of Historic Preservation Commission
[7-20-2021 Historic Preservation Ordinance Zoning Amendment-ORDER.pdf](#)
[7-20-2021 Hist Preservation Ordinance Revisions-MEMO.pdf](#)
- 7.c. 2021.73) Amendment/Land Development Regulations/Art. V-Establishment of Zones, Table A-Table of Land Uses/Add Public and private schools in Industrial-3 (I-3) Zone as a Permitted Use
[7-20-2021 Schools in I-3 Amendment-ORDER.docx](#)
[7-20-2021 Schools in I-3 Zone-MEMO.pdf](#)
- 7.d. 2021.74) Amendment/Land Development Regulations/Art. III-Official Zoning Map/565 Elm Street, LLC Zone Change from Business-2 (B-2) Zone to Industrial-1 (I-1) Zone
[7-20-2021 565 Elm Street Zone Change-ORDER.docx](#)
[7-20-2021 565 Elm Street-MEMO.pdf](#)
[7-20-2021 565 Elm Street Zone Change-Planning Brd MEMO.pdf](#)
[7-20-2021 565 Elm Street Zoning Application Package.pdf](#)
- 7.e. 2021.75) Amendment/Land Development Regulations/Art. XIII-Amendments/Sec. 3, Contract Zone #19-York County Judicial Center/Allowance of Solar Panel Arrays
[7-20-2021 YJC CZ 19 Amendment-ORDER.docx](#)
[7-20-2021 YJC CZ 19 Amendment-MEMO.pdf](#)
[7-20-2021 YJC CZ 19-Amendment Application Package.pdf](#)
[7-20-2021 YJC CZ 19-Amendment Agreement.pdf](#)
[7-20-2021 YJC CZ 19- Notice of Decision-Conditional Use Permit.pdf](#)
[7-20-2021 YJC CZ 19-Findings of Fact.pdf](#)
- 7.f. 2021.76) Authorization/Contract w/Spurwink to Expand Community Engagement Services Program through the Police Department
[7-20-2021 Spurwink Expansion of CES-ORDER.doc](#)
[7-20-2021 Spurwink Expansion CES-MEMO.docx](#)
[7-20-2021 Spurwink CES Expansion-Bennett Memo.pdf](#)
[7-20-2021 Spurwink CES Expansion Proposal-6-24-21.pdf](#)

- 7-20-2021 Mental Health Summary-July 2021.docx
- 7.g. 2021.78) Approval/Carry Forward Funds from FY21 to FY22
 7-20-2021 Carry Forward Reserves-FY21 to FY22-ORDER.docx
 7-20-2021 Carry Forward Reserves-FY21 to FY22-MEMO.pdf
- 7.h. 2021.79) Authorization/FY22 Property Tax Commitment
 7-20-2021 Property Tax Commitment-FY22-Rev.docx
- 7.i. 2021.80) Approval/Allocation of FY22 Capital Improvement Projects (CIP) Funds
 7-20-2021 CIP FY22 Master Plan-ORDER.docx
 7-20-2021 CIP Allocation-MEMO.pdf
 7-20-2021 CIP Allocation Recommendations.pdf
 7-20-2021 CIP Allocation Recommendations (2).pdf
 7-20-2021 CIP FY22 Request Summary.pdf
 7-20-2021 CIP Request-St Louis Field Improvements-MEMO.pdf
- 7.j. 2021.81) Approval/Lease-Purchase of Fire Pumper/Engine Truck/Dingee Machine Company, an Authorized Representative for Sutphen Corporation
 7-20-2021 Fire Truck-Pumper Lease-Purchase-ORDER.docx
 7-20-2021 Fire Pumper Lease-Purchase-MEMO.docx
 7-20-2021 Fire Pumper Apparatus-BID.pdf
 7-20-2021 Fire Pumper Specifications.docx
- 7.k. 2021.82) Approval/Policy for Conducting Governmental Public Meetings
 7-20-2021 Public Meeting Participation-ORDER.docx
 7-20-2021 Public Meeting Participation Policy-MEMO.docx
 7-20-2021 Remote Public Meeting Participation Policy.docx
 7-20-2021 Remote Meetings-Maine Law.pdf
- 7.l. 2021.68) REMOVE FROM TABLE: Approval/Additional Compensation for Non-Union Employees
 7-06-2021 Employee Additional Compensation-ORDER.doc
 7-20-2021 Additional Compensation-MEMO.pdf
- 8. Appointments:**
- 8.a. Municipal Service Budget Committee
 7-20-2021 Appt-Municipal Service Budget Committee.docx
- 8.b. JJ Bennett....Clayton & Virginia Cartmill Trust
 7-20-2021 Appt-JJ Bennett-Cartmill Trust.docx
- 9. Public Addressing the Council..(5 minute limit per speaker; 30 minute total time limit)**
- 10. City Manager Report**
- 11. Other Business**
- 12. Council President Addressing the Council**
- 13. Mayor Addressing the Council**
- 14. Executive Session**
- 14.a. 1 MRSA 405(6)(A)...Personnel Matter
- 15. Adjourn**



Toward a Climate Action Plan:

The Role of the Biddeford Climate Task Force



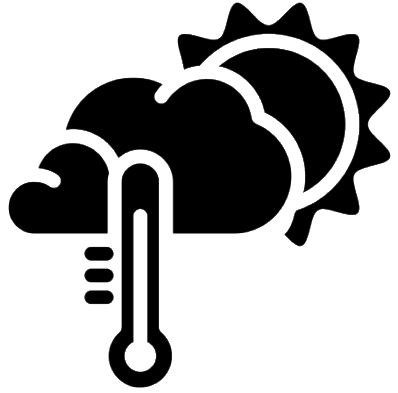
We are already experiencing the impacts of climate change in Maine...

We have observed shorter winters and longer summers, more heavy rainfall events, and rapidly warming waters in the Gulf of Maine.

Sea level has already risen by about 4 in. in Maine – and the rate of rise has accelerated to about 1 ft. per decade – with impacts on homes, businesses, & infrastructure.

It's time to take action.

Human health is affected through increases in tick-borne diseases, longer and more intense allergy seasons, and a greater number of “extreme” heat days.



What is the Biddeford Climate Task Force?

Oct 2019

Biddeford City
Council passes a
climate emergency
declaration
resolution

Dec 2019

Mayor creates a
new ad hoc
committee to
develop a Climate
Action Plan

Jan 2020

Mayor Approves the
Biddeford Climate
Task Force (BCTF)
charter & regular
meetings begin

Who is the Biddeford Climate Task Force?

A team of eight concerned and motivated volunteers – including residents, city officials, community orgs, & educational institutions – with diverse backgrounds and skills tasked with developing a Climate Action Plan for the City of Biddeford

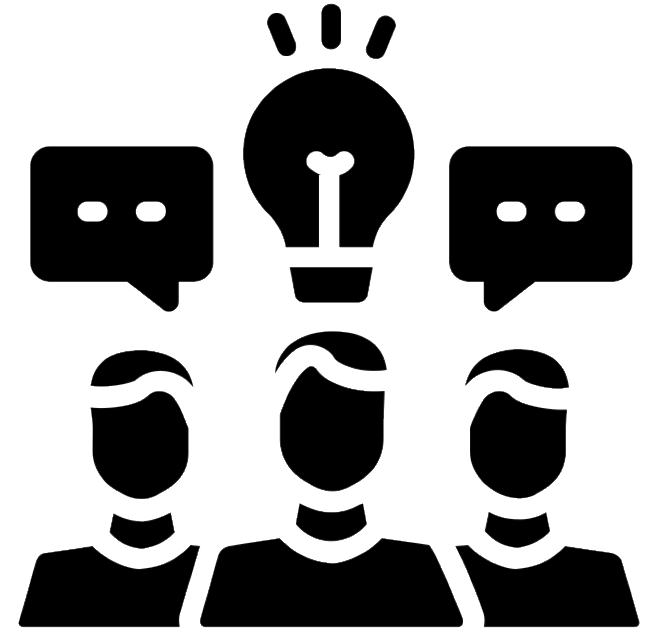


Who is the Biddeford Climate Task Force?

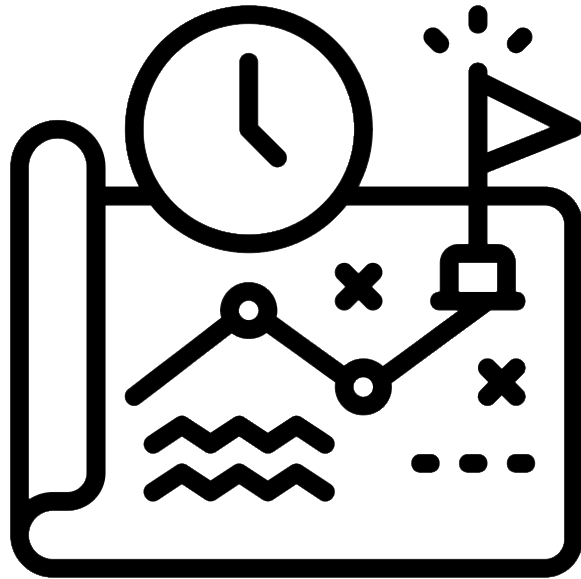
- **Steve Reiter**, BCTF Chair; Former Chair, Biddeford Conservation Commission
- **William Emhiser**, Ward 1 City Council Representative, City of Biddeford
- **Brad Favreau**, Economic Development Coordinator, City of Biddeford
- **Dr. Meaghan Daly**, Professor of Environmental Studies, UNE
- **Chrystina Gastelum**, Chair, Biddeford Conservation Commission
- **Martin Grohman**, Chair, Solid Waste Commission; President, E2Tech; Former State Rep
- **Andrew Thompson**, Engineer, Running Tide Aquaculture
- **Jackie Watson**, Director of Energy Services, York County Community Action Corp
- **Nicole Corriveau**, Environmental Studies Student, UNE

What is the role of the Biddeford Climate Task Force?

- Reports directly to the Mayor
- Expected duration of 1 - 2 years
- Focuses on communities & land within the City
- Works collaboratively with:
 - City Council & staff
 - City commissions & committees
 - Residents & other community stakeholders
 - Local / state organizations & educational institutions



What is the role of the Biddeford Climate Task Force?



- Develop a Climate Action Plan to reduce carbon pollution & prepare for climate risks
- Identify short- & long-term strategies
- Align with State of Maine climate targets

Maine's Climate Goals in State Law: L.D. 1679

REDUCE MAINE'S
GREENHOUSE GAS EMISSIONS

45%

BELOW 1990 LEVELS
BY 2030

80%

BELOW 1990 LEVELS
BY 2050



ACHIEVE STATE
CARBON NEUTRALITY BY

2045



12.01.20

4-YEAR CLIMATE ACTION
PLAN DELIVERED

ADVANCE EQUITY
THROUGH MAINE'S
CLIMATE RESPONSE



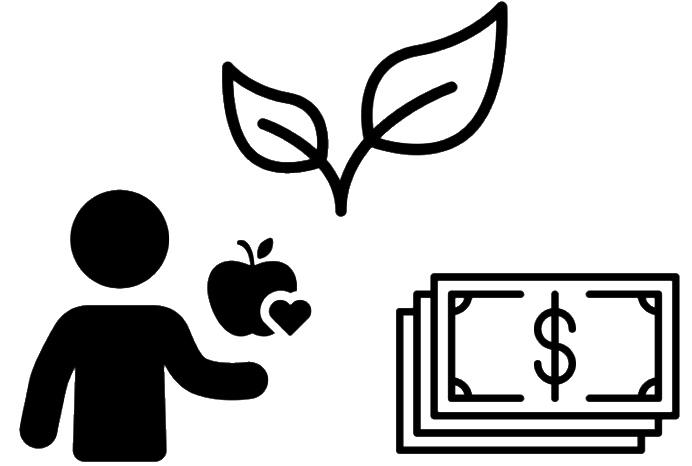
ENSURE MAINE PEOPLE,
INDUSTRIES, AND COMMUNITIES
ARE RESILIENT TO THE IMPACTS
OF CLIMATE CHANGE



FOSTER
ECONOMIC
OPPORTUNITY
AND PROSPERITY

What is the role of the Biddeford Climate Task Force?

Ensure that Biddeford's Climate Action Plan:



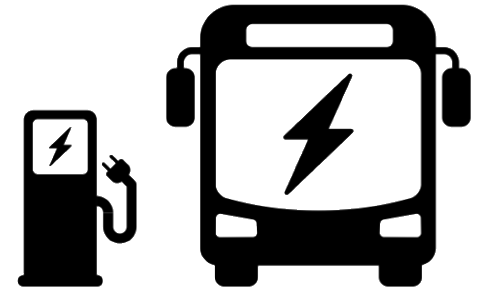
Promotes **SUSTAINABILITY** → creating the conditions for ecological, human, & economic vitality, now and for generations to come

Enhances **RESILIENCE** → ability to prepare for, respond to, & recover from disruptions, like floods and droughts

Fosters **EQUITY** → protection from climate hazards & access to benefits of climate action, regardless of income, race, gender, and other characteristics

What is the work of the Biddeford Climate Task Force?

MITIGATION = reduce carbon pollution in the atmosphere to address the **causes** of climate change



ADAPTATION = reduce vulnerability to current or expected change to minimize the negative **impacts** of climate change



A comprehensive Climate Action Plan includes **BOTH** mitigation & adaptation

What is the work of the Biddeford Climate Task Force?



- Involve Biddeford residents & other stakeholders at all stages
- Create transparency through public access & team accountability
- Learn from other communities & organizations

What is the goal of the Biddeford Climate Task Force?



Greenhouse Gas
Inventory

+



Vulnerability
Assessment

+

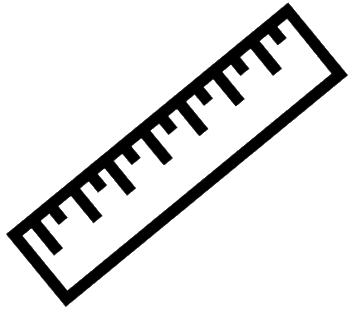


Robust Public
Engagement

=

Identification of **effective**, **cost-efficient**, & **equitable** strategies as part of a comprehensive Climate Action Plan

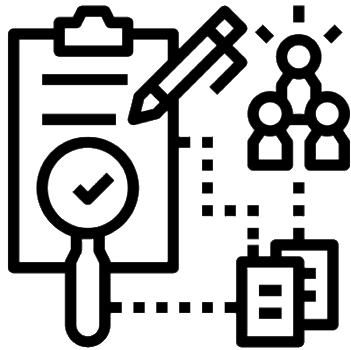
Next Steps: Greenhouse Gas Inventory



How much carbon pollution does Biddeford produce?
Where does Biddeford's carbon pollution come from?

- Use standardized tools & methods to measure the quantity & sources of Biddeford's carbon pollution → to help set appropriate mitigation goals & targets
- Member support through ICLEI → a network of over 2,500 local & regional governments committed to sustainability & climate action
- Hire a student intern to help with data gathering & analysis
- Work to be conducted during Summer / Fall 2021

Next Steps: Vulnerability Assessment

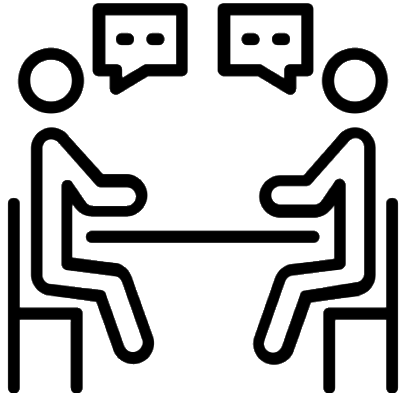


What climate hazards pose the greatest risks?

What people, places, & resources in Biddeford are most susceptible to harm?

- Use standardized tools & methods to assess Biddeford's vulnerability → gather & analyze climate, environmental, socio-economic, & other data
- Identify how to best protect people, as well as the infrastructure, systems, & assets needed for ecological, human, & economic resilience
- Technical support from ICLEI & Southern Maine Planning & Development Comm.
- Work to be conducted in 2022

Next Steps: Public Engagement



How does climate change affect our everyday lives?
What climate change solutions are best for Biddeford?

- Ensure that Biddeford residents & other stakeholders are aware of the BCTF
- Gather knowledge, ideas, & input from City staff & officials, residents, & other community stakeholders to shape the Climate Action Plan at each step
- Provide updates & access to meetings – in real-time & through the BCTF website
- To be conducted throughout the duration of the BCTF's work

Climate change is already affecting our lives – from more intense storms, to rising seas, to human health.

Together, we can take action to avoid the worst of these impacts.

There are lots of ways to get involved.

We hope you'll take part!



Thank you for your time.

Any comments or questions?

Join our meetings every 2nd & 4th Monday of the month (currently via Zoom)

Visit us on our City of Biddeford webpage:

<https://www.biddefordmaine.org>

Biddeford Climate Task Force

And follow us on Facebook Groups:

Biddeford Climate Task Force



COUNCIL MEETING

JULY 6, 2021

NOTE: Due to COVID-19, this meeting was held in-person in the Council Chambers, as well as virtually (via ZOOM),

Mayor Casavant called the meeting to order at 6:02 p.m.

Roll Call: William Emhiser, John McCurry, Jr., Stephen St. Cyr, Ashanti Williams, Norman Belanger, Michael Ready, Doris Ortiz

Amy Clearwater and Marc Lessard were excused.

The Council, and all who were present, recited the Pledge of Allegiance.

There were no adjustments to the agenda.

Swearing In of Assistant Fire Chief – Edward Dexter

City Clerk Carmen Morris administered the Oath of Office.

Consideration of Minutes: **June 15, 2021**

Motion by Councilor McCurry, seconded by Councilor Belanger to accept the minutes as printed.

Vote: Unanimous.

Orders of the Day:

2021.56

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that in accordance with the provisions set forth under *Ch. 6, Amusements, Article V – Sales, Possession and Consumption of liquor at and during Special Events on City Public Property*, the City Council of the City of Biddeford does hereby grant approval for Biddeford Saco Chamber of Commerce to serve liquor at their Membership Cookout on August 3, 2021 at Mechanics Park, providing that the said Biddeford Saco Chamber of Commerce is and remains in compliance with the provisions set forth under Ch. 6, Section 6-178 et seq.

Motion by Councilor Belanger, seconded by Councilor McCurry to grant the order.

Vote: 5/2; Councilors Ready and McCurry opposed.

Councilors Emhiser, St. Cyr, Williams, Belanger and Ortiz in favor.

Motion carries.

2021.57

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby approve the *Rates and Minimum Standards* for the Biddeford Municipal Airport.

NOTE: The *Rates and Minimum Standards* were reviewed by the Airport Commission. The Commission unanimously voted at their June 14, 2021 meeting to recommend approval by the City Council.

Motion by Councilor McCurry, seconded by Councilor Ready to grant the order.

Vote: Unanimous.

2021.58

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 46, PARKS, **Section 46-8, Sanitation and Section 46-13, Park operating policy** is amended by adding or ~~deleting~~ to read as follows:

Sec. 46-8(c) **Sanitation.**

- Animal waste: fail to immediately remove and lawfully dispose of any feces left in any park, beach or public space by ~~a dog~~ an animal owned by such person or under his/her control. This regulation shall not apply to ~~a dog~~ an animal accompanying any handicapped person who, by reason of his/her handicap, is physically unable to comply with the requirements of this subsection.

Sec. 46-13 **Park operating policy.**

- Dogs, horses and horse-drawn vehicles.
 - o **(1)** Dogs, ~~horses and horse-drawn vehicles~~ are prohibited from entering or remaining in any park, playground, schoolyard, athletic field, beach areas, or any other area posted under authorization of the Recreation Director, except as follows:
 - **a.** City beaches. No unleashed dog is allowed on any of the City's public beaches from March 15 to September 15. Dogs are completely prohibited from May 25 to September 15 between the hours of 9:00 a.m. and 5:00 p.m. Unleashed dogs under voice command are allowed on the City's public beaches all day from September 16 to March 14. This subsection does not apply to the beach at Rotary Park.
 - **b.** Rotary Park. ~~Horses, horse-drawn vehicles, or~~ dogs may not use any part of the Rotary Park beach between the hours of 9:00 a.m. and 8:00 p.m. from May 25 to September 15 of each year.
 - o **c.** Horses.
 - Horses and horse-drawn vehicles are prohibited from entering or remaining in any park, or athletic field. They are restricted from beach areas between the hours of 9:00 a.m. to 5:00 p.m. from May 25 to September 15.
 - Horses using the public beaches must utilize a manure catch device.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.

2021.59 **IN BOARD OF CITY COUNCIL..JULY 6, 2021**

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Phillips Lane, easterly side, beginning at the intersection with Chapel Street, thence southerly to Pool Street.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.

2021.60 **IN BOARD OF CITY COUNCIL..JULY 6, 2021**

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-92 Limited Parking**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) 1-hour parking from Dawn to Dusk.

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) No parking from Dusk to Dawn.

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-88 One-way streets**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) one-way, proceeding counter-clockwise.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.

2021.61

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article III PARKING, STOPPING AND STANDING, **Section 42-64 Fees for parking violations** be amended by adding or ~~deleting~~ to read as follows:

Sec. 42-64 Fees for parking violations.

(a) Fees for parking violations shall be set as follows:

- (1) Parking in snow removal or plowing area: \$40.
- (2) Parking in fire lane: \$40.
- (3) Overtime parking: \$25.
- (4) Parking in a truck zone and/or loading/unloading zone: \$30.
- (5) Double parking: \$40.
- (6) Parking in no parking, etc., area: \$40.
- (7) Parking in front of fire hydrant: \$40.
- (8) Blocking driveway (upon complaint): \$40.
- (9) Parking on sidewalks: \$35.
- (10) Parking facing traffic: \$25.
- (11) Parking in a permit-only zone: \$35.
- (12) Parking in a disability-designated area: traffic infraction.
- (13) All other violations within this Chapter not specifically listed above: \$25

All parking fines left unpaid after 30 days shall be doubled.

- (b) A vehicle with three or more outstanding parking violations issued by the Police Department, and found to be in violation of any of the City parking ordinances, will be subject to towing or immobilized by the use of an auto boot. The vehicle will not be released to the owner or agent of the owner until the violations and tow charges are paid.
- (c) It will be prima facie evidence that the registered owner of the vehicle committed the parking violation.
- (d) The maximum fee that may be charged by a towing company for a vehicle requested to be towed by the Police Department will be at the direction of the Chief of Police.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.

2021.62

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDAINED, that the City Council of the City of Biddeford does hereby amend the Code of Ordinances, **Chapter 58, SOLID WASTE, Section 58-163.1 et al., Solid Waste Management Commission**, as follows:

Sec. 58-163.1. ~~Solid Waste Management Commission.~~

Recycling & Waste Management Commission

(a) Mission.

- (1) The ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** is created by the Council of the City of Biddeford to facilitate the development and implementation of the City's comprehensive waste management program and coordinate the efforts of the several departments in the City that address the municipal waste issues.
- (2) The Commission is further charged with the operation and maintenance of the provisions of this article.
- (3) The Commission shall report to the Mayor and Council upon a periodic basis.

(b) Membership.

- (1) The ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** shall be composed of nine members. Of the nine voting members, two shall be Councilors. A 10th and nonvoting member shall be a School Department representative who shall be nominated by the Superintendent and confirmed by the School Committee. All other members are to be nominated by the Mayor and confirmed by the City Council.

(c) Terms.

- (1) The members of the ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** shall serve three-year terms and may serve additional terms upon nomination and reappointment.
- (2) The initial membership shall be appointed for staggered terms in order that a stabilized organization remain in place as much as possible. Initial terms will be:
 - a. Councilors serve two years;
 - b. Two members initially appointed for one year.
 - c. Two members initially appointed for two years;
 - d. Two member initially appointed for three years.
- (3) Whenever a vacancy occurs in the membership, a replacement member shall be appointed to fill the unexpired term of the vacancy.
- (4) Members may be removed from the Commission by the Council, upon recommendation by the Commission Chairman to the Council, for reasons to include:
 - a. Inability to attend scheduled meetings;
 - b. Continual conflicts of interest;
 - c. Inability to function with the group process.

(d) Organization.

- (1) The ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** shall be composed of the following standing subcommittees, membership and Chair to be appointed by the Chairman of the Commission:
 - a. Municipal solid waste: addressing issues of transportation and handling of municipal solid waste.
 - b. Recycling: addressing issues of recycling.
 - c. Transfer station: addressing transfer station issues.
 - d. Wastewater Commission relations: to coordinate Wastewater Commission issues as relating to waste management.
- (2) These subcommittees shall research issues and provide reports as needed by the Chairman of the Commission to fulfill the Commission's mission and long-term goals.
- (3) The Chairman may appoint additional committees as necessary to fulfill the mission and long-term goals of the Commission.

(e) Relation with other commissions, committees, etc.

- (1) With the establishment of this Commission, all other waste management committees are abolished and their functions incorporated in this Commission.
- (2) This Commission may interact with other commissions, boards, committees and City departments as needed to fulfill its mission and long-term goals.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.

2021.63

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby direct the Planning Board to review and consider the following amendment to the Land Use Regulations, Art. VI-Performance Standards, Section 30, Extractive Industry, as follows:

L. Hours of operation shall not exceed 7:00 a.m. to 6:00 p.m., Monday through Friday and 7:00 a.m. to 2:00 p.m. on Saturdays. No Sunday operation is permitted. The Planning Board may allow for an Extractive Industry to begin operations at 6 AM, Monday-Friday if the applicant can demonstrate that such operation will remain compliant with the City of Biddeford Noise Regulations contained in Chapter 30 (Environment) and LDR, Article VI, Section 48 (Noise). If allowed, the ability to do shall be conditioned on noise regulation compliance and that the Planning Board may revoke such an allowance upon evidence that the operation is not compliant with the noise regulations for the period of time between 6 AM and 7 AM, Monday through Friday.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the order.

Councilor Ready requested that the Council be sent a copy of the notifications and the specific waiver of the noise ordinance provision whenever applicable.

Vote: Unanimous.

2021.64

IN BOARD OF THE CITY COUNCIL.....JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby accept the 2021 Edward Byrne Memorial Justice Assistance Grant (JAG), which has been awarded by the U.S. Department of Justice to the Biddeford Police Department. The Police Department will use this grant money to purchase four (4) electronic speed display signs and two (2) WatchGuard units as upgrades to current cruiser video recording.

NOTE: A stipulation of this Grant is that these funds, or any part thereof may not be used to supplant the Police Department budget. This is a direct Grant, which requires no matching funds, or in-kind contributions. Grant is in the amount of \$29,668.00 and must be officially approved by the city council in order to receive funds.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the order.

Vote: Unanimous.

2021.65

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby approve the purchase of two(2) 2021 Ford Interceptor Police Cruisers from Rowe Ford of Westbrook, Maine, with trade-ins, in an amount not to exceed \$47,394.00. Funding for these vehicles is in the Police Department Budget, Account 21146-60603 – Vehicles Purchase Capital, in which \$48,000.00 has been allocated.

NOTE: The Finance Committee will consider this item at their July 6, 2021 meeting and vote to recommend approval by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the order.

Councilor McCurry noted that prior to this meeting, the Finance Committee asked that, if possible, ARP Funds be used for this purchase.

Vote: Unanimous.

2021.66

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby approve a contract with Thyng Paving for Sidewalk Paving Projects on Simard Avenue, Wilson Street, Bacon Street and Pierson's Lane in an amount not to exceed \$393,733.00. These projects are to be funded out of the CIP Roads/Paving/Sidewalk Carryover Fund – Account 21204-60604.

NOTE: The Finance Committee will review this item at their July 6, 2021 meeting and recommend passage by the City Council.

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the order.
Vote: Unanimous.

2021.67

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby authorize that City Hall Offices business hours be permanently set at Monday through Friday, 8:00 a.m. to 4:00 p.m.

NOTE: The Personnel Committee considered this item at their June 29, 2021 meeting and voted unanimously to recommend passage by the City Council.

Motion by Councilor Belanger, seconded by Councilor McCurry to grant the order.
Vote: Unanimous.

2021.68

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby approve that each non-union employee shall be entitled to a one-time monthly bonus of one hundred twenty-five dollars (\$125.00) per each month worked, for the period covering February 2020 to July 2021 (18 months), payable in full by July 31, 2021. Any employee that worked any hours in a given month is deemed eligible for that month.

NOTE: The Personnel Committee considered this item at their June 29, 2021 meeting and voted 3/1 to recommend passage by the City Council.

Motion by Councilor Belanger, seconded by Councilor Williams to grant the order.

Motion by Councilor Belanger, seconded by Councilor McCurry to table the order until the July 20, 2021 Council Meeting in order to get clarification on where the funding is coming from.
Vote: Unanimous.

Appointments:

IN BOARD OF CITY COUNCIL...JULY 6, 2021

ORDERED, that I, Alan Casavant, Mayor of the City of Biddeford, do hereby appoint the following City Councilors to the **Social Service Budget Committee**, to determine the allocation of FY22 Social Service Funds:

**Michael Ready
Norman Belanger
Doris Ortiz**

NOTE: Mayor Casavant also serves on this Committee.

Motion by Councilor McCurry, seconded by Councilor Belanger to confirm the appointments.
Vote: Unanimous.

IN BOARD OF CITY COUNCIL....JULY 6, 2021

ORDERED, that I, Alan M. Casavant, Mayor of the City of Biddeford, do hereby appoint:

**Ronald Lachance
23 Westwood Drive
Ward 3**

to the *Recreation Commission*, for a term to expire in December 2026.

Motion by Councilor Ready, seconded by Councilor McCurry to confirm the appointment.
Vote: Unanimous.

Public Addressing the Council...(5 minute limit per speaker; 30 minute total time limit):
There were no public comments.

There was no City Manager Report.

Other Business:

Councilor Ortiz: shared that she had attended the Pride Flag Raising at City Hall and was pleased at how well-attended the event was. She is hopeful that the City will come up with a policy in the near future that addresses requests from different groups and organizations to raise their flags at City Hall.

Councilor Ortiz also shared that she had attended the signing of the Fire Union Contract and that it felt good to witness the accomplishment of many years of negotiations. In that vein, she encouraged her fellow Councilors to spend some at the Fire Department to get a true appreciation of their operations.

Councilor McCurry: let the Council know that the City Manager has been asked to look into purchasing a second flag pole, to be used for the raising of different flags.

Councilor McCurry also shared that at tonight's Finance Committee meeting, Public Works Director Jeff Demers was asked to look into contracting with a shredding company and coordinating a time when citizens could use the shredding service.

Councilor St. Cyr: has a constituent who has talked with him a few times about public parking at Hills Beach. He thinks it would be in the City's best interest, as well as the citizens, to come up with clear parking signage and marking of the right of ways at Hills Beach.

Council President Addressing the Council: Councilor McCurry wished his wife a Happy Birthday!

Mayor Addressing the Council: A couple weeks ago, Mayor Casavant attended the induction ceremony of the newest members into the Biddeford Hall of Fame.

He thanked New Life Church for all their volunteer efforts throughout the community, from cleaning up of the parks, to helping out at the food pantry to assisting with renovations at the skate park at Rotary Park.

Executive Session: 1 MRSA 405(6)(A)...Personnel Matter

Motion by Councilor McCurry, seconded by Councilor Belanger to move into Executive Session.

Vote: Unanimous.

Time: 6:44 p.m.

Motion by Councilor Ready, seconded by Councilor McCurry to move out of Executive Session.

Vote: Unanimous.

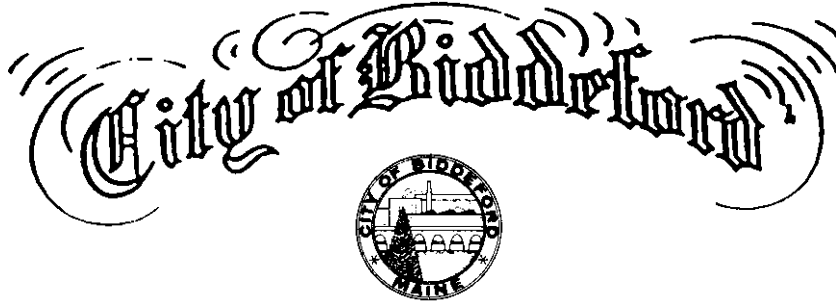
Time: 6:50 p.m.

Motion by Councilor Ready, seconded by Councilor McCurry to adjourn.

Vote: Unanimous.

Time: 6:50 p.m.

Attest by: _____
Carmen J. Morris, City Clerk



2021.58

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 46, PARKS, **Section 46-8, Sanitation and Section 46-13, Park operating policy** is amended by adding or ~~deleting~~ to read as follows:

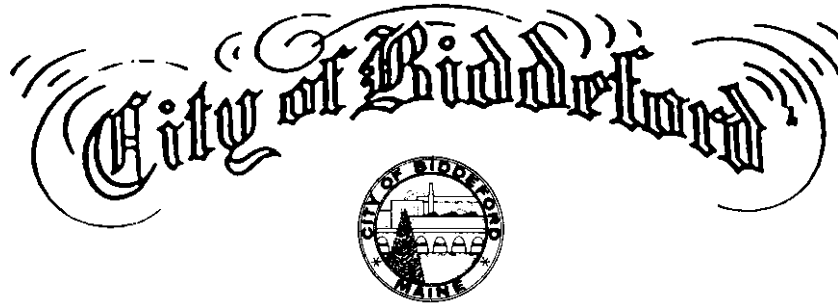
Sec. 46-8(c) Sanitation.

- Animal waste: fail to immediately remove and lawfully dispose of any feces left in any park, beach or public space by ~~a dog~~ an animal owned by such person or under his/her control. This regulation shall not apply to ~~a dog~~ an animal accompanying any handicapped person who, by reason of his/her handicap, is physically unable to comply with the requirements of this subsection.

Sec. 46-13 Park operating policy.

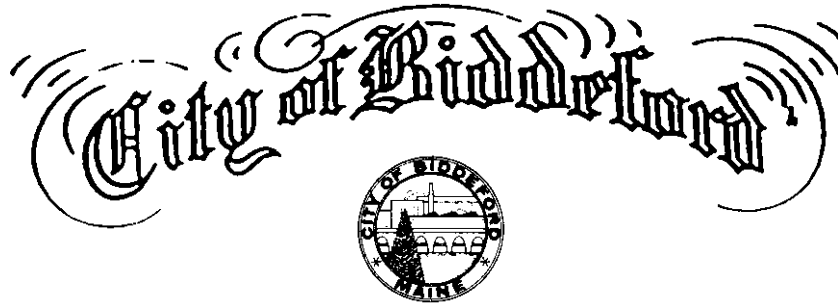
- Dogs, horses and horse-drawn vehicles.
 - o **(1)** ~~Dogs, horses and horse-drawn vehicles~~ are prohibited from entering or remaining in any ~~park~~, playground, schoolyard, athletic field, beach areas, or any other area posted under authorization of the Recreation Director, except as follows:
 - **a.** City beaches. No unleashed dog is allowed on any of the City's public beaches from March 15 to September 15. Dogs are completely prohibited from May 25 to September 15 between the hours of 9:00 a.m. and 5:00 p.m. Unleashed dogs under voice command are allowed on the City's public beaches all day from September 16 to March 14. This subsection does not apply to the beach at Rotary Park.
 - **b.** Rotary Park. ~~Horses, horse-drawn vehicles, or~~ dogs may not use any part of the Rotary Park beach between the hours of 9:00 a.m. and 8:00 p.m. from May 25 to September 15 of each year.
 - o **c.** Horses.
 - Horses and horse-drawn vehicles are prohibited from entering or remaining in any park, or athletic field. They are restricted from beach areas between the hours of 9:00 a.m. to 5:00 p.m. from May 25 to September 15.
 - Horses using the public beaches must utilize a manure catch device.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.



July 6, 2021

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.
Vote: Unanimous.



2021.59

IN BOARD OF CITY COUNCIL...JULY 6, 2021

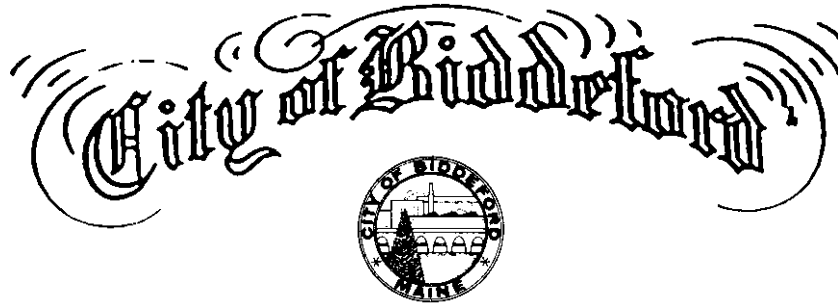
BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Phillips Lane, easterly side, beginning at the intersection with Chapel Street, thence southerly to Pool Street.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

July 6, 2021

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.



2021.60

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-92 Limited Parking**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) 1-hour parking from Dawn to Dusk.

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) No parking from Dusk to Dawn.

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-88 One-way streets**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) one-way, proceeding counter-clockwise.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

July 6, 2021

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.



City Council

Meeting Date: July 6, 2021

Meeting Time: 6:00 P.M.

Agenda Item No: 2021.60

Item Description: Days Landing Parking Amendments/Outlook

Submitted by: Chief of Police Roger P. Beaupre

Supporting Information/Documentation:

March 31, 2021 e-mail and related documentation that describes Seasonal Platform as proposed by Rachel Carson, and the concerns or commentary expressed by residents of Day's Landing. Map of Day's Landing

Executive Summary:

As the supporting information and documentation indicates, there was a process that involved dedicating of a portion of land on the Rachel Carson Preserve to be used for bird watching and similar activities that required the installation of an Overlook. The Day's Landing residents maintained written notes of their discussions with Rachel Carson representatives encompassing the installation of the Seasonal Platform. (These notes cover about a dozen (12) years, and are attached hereto). An excerpt of this letter reads, in part..."U.S. Department of the Interior, Fish and Wildlife Service, Rachel Carson National Wildlife Refuge (RC) letter dated Feb 8, 2008 – states

- (a) Building a "small ... 4 foot x 8 foot overlook ... provide passive wildlife dependent recreation.... observation and photography to Refuge Visitors. ...
- (b)Visitors ... to access ... between spring and early fall each year. ...
- (c) Do not anticipate increase traffic Busses will not be allowed to visit the site ...
- (d) 20 minute parking signs will be installed..."

The Overlook has been installed, with platform dimensions of 8' X 12" which is equipped with permanently attached binoculars. Since there are no existing parking regulations, the area attracts both partyers and others who use this area as a "smoking" area, or simply remain parked there for several hours at a time to go biking. Since the area of Day's Landing is in close proximity to UNE (which does not allow for parking without a permit or smoking on campus) staffers use this area for socializing and smoking while on "break", and others use this as a parking area during hours of biking.

Rachel Carson National Wildlife Refuge staff had indicated to the residents of Day's Landing that there would be 20 minute parking in the area of the Overlook, but took no steps to address this by policy at the City level.

Detailed Review:

Day's Landing is a city street that is 25 feet wide and measures 1,075± feet in length, beginning at the intersection with the Old Pool Road, thence easterly to the beginning of the cul-de-sac. The cul-de-sac is 37 feet in width and measures 315± in length, affording a view of the area known as *Back Bay*.

Funding Source:

City Budget sign account.

Staff Recommendation as proposal of discussion and consideration:

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-92 Limited Parking**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) 30 minute parking from Dawn to Dusk.

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-90 No Parking**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) No parking from Dusk to Dawn.

BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article IV Specific Street Regulations, **Section 42-88 One-way streets**, be amended by adding or deleting to read as follows:

Day's Landing, beginning at a point 1,075 feet easterly of the intersection with Old Pool Road, thence easterly for a distance of 315 feet (entire cul-de-sac) one-way, proceeding counter-clockwise.

Seasonal Platform (Overlook) and Ramp Days Landing, Biddeford

U.S. Department of the Interior, Fish and Wildlife Service, Rachel Carson National Wildlife Refuge (RC) letter dated Feb 8, 2008 – states

- (a) Building a “small ... 4 foot x 8 foot overlook ... provide passive wildlife dependent recreation.... observation and photography to Refuge Visitors. ...
- (b)Visitors ... to access ... between spring and early fall each year. ...
- (c) Do not anticipate increase traffic Busses will not be allowed to visit the site ...
- (d) 20 minute parking signs will be installed...”

- (1) To date we have spoken with the planning board (Tuesday, March 4th)
 - no plans rec’d and they stated that RC will be responsible for making sure busses not allowed and to monitor parking
 - apparently they are allowed to put in an “overlook” provided it is a temporary structure according to Biddeford ordinance
 - ramp and overlook must be removed – allowed for 7 months max per year
- (2) Have spoken with Code Enforcement office (Tuesday, March 4th)
 - no application received
- (3) We went to Rachel Carson in Wells - March 5th
 - took photos
 - picked up pamphlets
- (4) Ward Feurt came to the Martins’ home at 4:45pm – Wednesday March 5th – met the Pickwoods by chance
- (5) We have spoken to:
 - Paul Brady – who has also spoken to Building Inspector / Code Enforcement Office
 - Dave Curran – local architect
 - Kathryn Thorndike who spearheaded the objection to the 2002 – 59 Old Pool Rd, RC Educational Site Project

CONCERNS

- (a) “Small 4’ x 8’ overlook” – At our meeting on Wednesday afternoon with Mr. Feurt, he informed us of an error in the letter – the “overlook” is not 4’x 8’ but is to be 8’x12’ (96 sq ft not 32 sq ft). Also it is to have binoculars permanently affixed to the platform, with Interpretative signs, and is to be located not more than 40 feet from the road and at not more than 2 ft elevation and thus would not

require side rails – would be wheel chair accessible – the ramp (walkway) would start at the road with crushed gravel and be made of recycled material.

(b)Visitors ... to access ... between spring and early fall each year. ... According to Mr. Feurt, access will be between dawn and dusk and the local residents are to be responsible to call the police if there are problems with loitering, people on “overlook” after dusk or other misbehaviour etc. Mr. Feurt spoke of the R.C. policy “leave no trace” – but again we will be responsible to clear up any litter and report any problems to the police.

(c) Do not anticipate increased traffic Busses will not be allowed to visit the site ... However, they have done no study. In their brochures they talk of increasing visitors from 100,000 to 300,000 per year at Wells Refuge but they claim they do not anticipate much traffic on Day’s Landing. While the City told us that RC is responsible for ensuring a “no bus” policy, Mr. Feurt told us that we would have to. Days Landing is a Cul de Sac, therefore every car going onto the street has to return to get out – i.e. one car is like two on a continuous street.

(d) 20 minute parking signs will be installed... - they do not monitor and again it would be for the neighbourhood to complain to the police.

DETAILS ON STRUCTURE

- Structure is to be a level platform on a natural slope down toward the pool
- It is to be constructed with composite materials and will sit on floating pads.
- A planned 40 ft crushed stone pathway will channel water down the natural slope and cause erosion unless managed
- The platform is to be no higher than 2 feet above ground. This will harm all vegetation underneath and likely attract skunks and other vermin like any low deck structure. As mentioned in their brochure (Trail Guide) “Salt marches, like barrier beaches, are fragile and dynamic ecosystems. When we build on or dig into these habitats, we can adversely affect them in dramatic ways. The upland edge along marshes now seems to be more important than once thought...”

COMMENTS

In all probability most people have at some time donated to one of the Rachel Carson’s group of foundations. It would be difficult not to support the RC mission. In fact within the past 5 years, following a statement by RC that they wanted to restore the marshlands to their original state without the invasive trees, some residents offered to donate funds to RC to achieve this. RC apparently refused the offer on the grounds of lack of manpower.

The neighbourhood is frequently visited by birdwatchers and dog walkers and summer cyclists – with no objection. The bird sign, which was put up a few years ago, certainly caused no problems.

But we all purchased land and built on Days Landing because it is a quiet “Cul de Sac” neighbourhood. It is a small residential area which invites children to be outside and to have no fear of being on the street.

This project creates objections because RC does not appear to have considered these elements nor to have seriously considered any other alternatives and in their literature they appear to want to expand their footprint in this area. Further more the project may not meet some of the most basic criteria required by the City of Biddeford ordinances, as follows:

PART III ARTICLE VII CONDITIONAL USES

Section 6. Standards.

A. Applications for conditional use permits must meet the standards specified in article VI of this ordinance as well as the standards of subdivision or site review. In addition, because of the unique nature and particular concern that the general public may have relating to a conditional use in a particular zone, the planning board shall consider each of the applications in light of the guidelines presented below.

5. The proposed use would not have a significant, detrimental effect on the use and peaceful enjoyment of abutting property as the result of noise, vibrations, fumes, odor, dust, glare, hours of operation, or other causes;

6. The provisions for vehicular loading and unloading and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets would not create hazards to public safety or traffic congestion;

7. The proposed use would generate a volume of traffic that can reasonably be accommodated by the existing road network, or would not create unreasonable traffic hazards or would not exacerbate an existing traffic hazard, or would not create unreasonable traffic congestion;

8. The proposed use would not have a significant, detrimental effect on the value of adjacent properties which could be avoided by reasonable modification of the proposal;

9. The proposed use would not have an adverse impact on the privacy of the residents of the immediate area (within 500 feet) which could be avoided by reasonable modification of the proposal;

19. When located in the shoreland district or in the resource protection district, the proposed use would meet state shoreland zoning objectives, including:

- b. The control of building sites, placement of structures, and land use;
- e. This specific location is needed for this particular use.

Frustration with the project is heightened by the disregard of the following:

-RC owns a 60 acre parcel of land which adjoins the Days Landing residential area and runs down from Old Pool Road to the Tidal Pool.

-Most birdwatchers and other viewers shun the Days Landing side of the Tidal Pool in favour of the Mile Stretch Side because there is significantly more bird activity on that side. RC staff recently refused the offer of donated time by a Days Landing resident with that precise comment.

-RC have stated in their plans

Objective 5.5—Wildlife Observation and Photography

Create and enhance opportunities for high-quality wildlife observation and photography on the refuge, while ensuring that at least 90 percent of our visitors have a positive experience.

Rationale

The National Survey of Fishing, Hunting, and Wildlife-Associated Recreation (2001) indicate that 778,000 residents and non-residents participated in wildlife watching (e.g., observing, feeding, or photographing) in Maine that year.

That by – “2010, partner with others to install an interpretive panel and wildlife viewing area at Biddeford Pool”

- It is unlikely that the “seasonal” structure on Days Landing fulfills this rationale. Therefore why start a project on a small site at the end of a residential neighborhood on the wrong side of the Tidal Pool when you own larger sites around the Tidal Pool which are acknowledged to be better viewing sites.

SUGGESTED ACTION

1. We again approach RC to help them achieve part of their mission – i.e. to “remain engaged in the land use and public use decisions of neighboring municipalities and conservation groups ...” and offer to help assist RC to put the Tidal Pool back to the state it should be in – i.e. no shrub growth and unwanted trees.

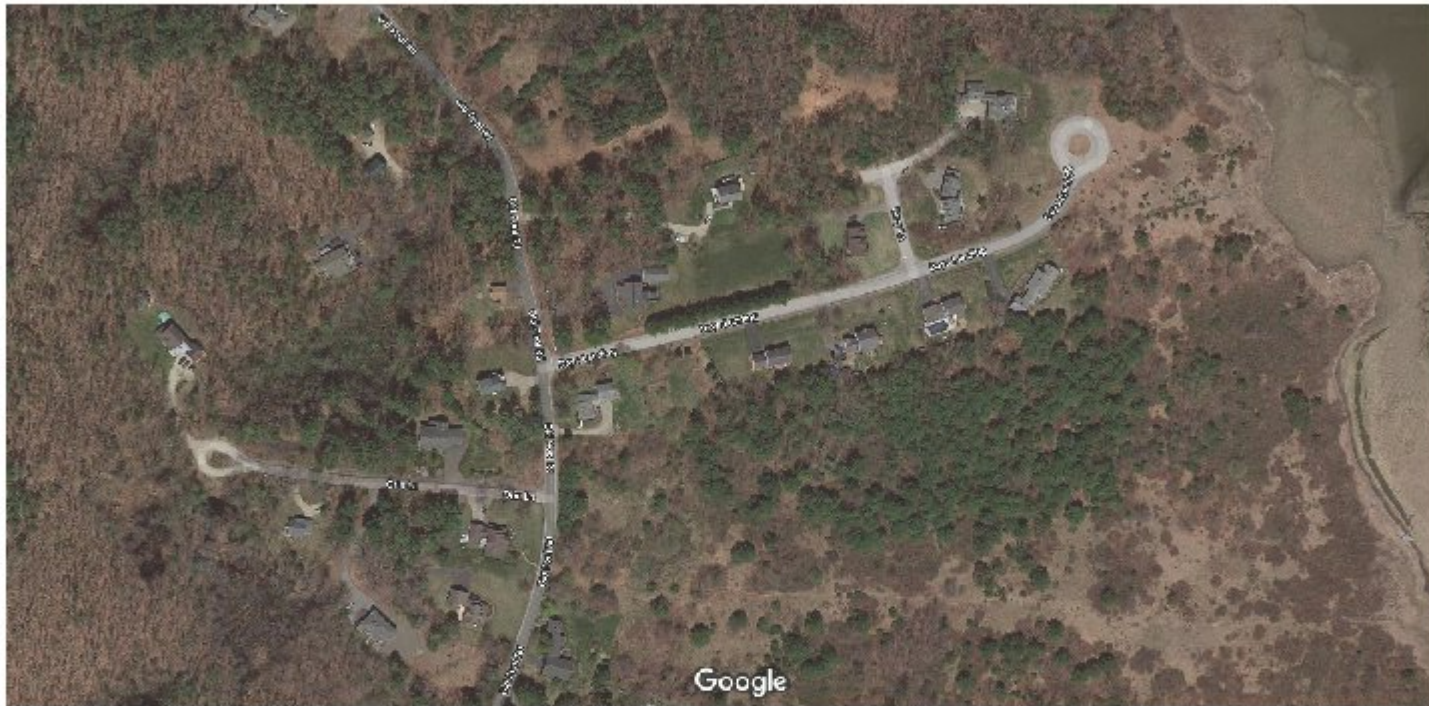
2. We should find out with whom they plan to partner to meet Their Objective 5.5 noted above to determine their ultimate plan. As RC also states in their Objectives 6.3 –People - that ... “more visitors bring more human impacts, and we need to implement ways to minimize their potentially damaging effects on habitat and wildlife.

More immediately however it appears that RC will be granted a permit to construct the platform by virtue of its temporary nature (as per Code Enforcer). To forestall this, the neighbourhood should collectively or individually submit its concerns to the Town Planner on the basis of potential violation of the City of Biddeford Section 6 Standards noted above. This should force a review by the Town Planner – even for a temporary structure (as per Code Enforcer) and may enable the Days Landing residents to make further submissions to the City at a later date to cause reconsideration of the project.

6/15/2021

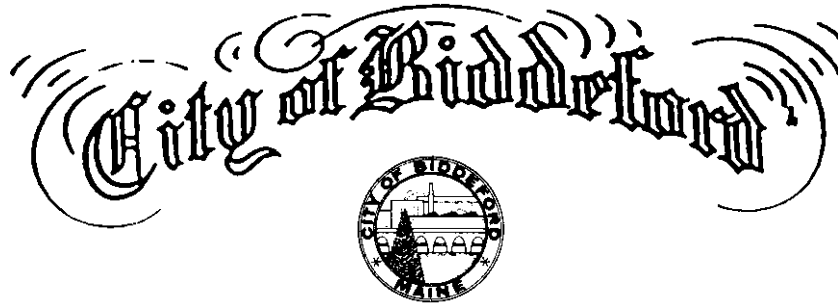
Google Maps

Google Maps



Imagery ©2021 Maine GeoLibrary, Maxar Technologies, USDA Farm Service Agency, Map data ©2021 100 ft

<https://www.google.com/maps/@43.4484735,-70.3770536,406m/data=!3m1!1e3>



2021.61

IN BOARD OF CITY COUNCIL...JULY 6, 2021

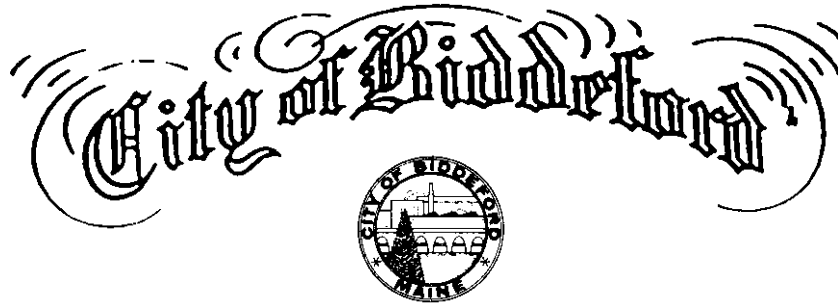
BE IT ORDAINED, by the City Council of the City of Biddeford that the Code of Ordinances, Chapter 42, Motor Vehicles and Traffic, Article III PARKING, STOPPING AND STANDING, **Section 42-64 Fees for parking violations** be amended by adding or ~~deleting~~ to read as follows:

Sec. 42-64 Fees for parking violations.

[Code 1975, § 14-51; Ord. No. 11-17-1997(1); Ord. of 7-7-1998(1); Ord. No. 2006.98, 11-21-2006]

(a) Fees for parking violations shall be set as follows: **[Amended 6-6-2017 by Ord. No. 2017.50]**

- (1) Parking in snow removal or plowing area: \$40.
- (2) Parking in fire lane: \$40.
- (3) Overtime parking: \$25.
- (4) Parking in a truck zone and/or loading/unloading zone: \$30.
- (5) Double parking: \$40.
- (6) Parking in no parking, etc., area: \$40.
- (7) Parking in front of fire hydrant: \$40.
- (8) Blocking driveway (upon complaint): \$40.
- (9) Parking on sidewalks: \$35.
- (10) Parking facing traffic: \$25.
- (11) Parking in a permit-only zone: \$35. **[Amended 2-5-2019 by Ord. No. 2019.2]**
- (12) Parking in a disability-designated area: traffic infraction.



(13) All other violations within this Chapter not specifically listed above: \$25

All parking fines left unpaid after 30 days shall be doubled.

- (b) A vehicle with three or more outstanding parking violations issued by the Police Department, and found to be in violation of any of the City parking ordinances, will be subject to towing or immobilized by the use of an auto boot. The vehicle will not be released to the owner or agent of the owner until the violations and tow charges are paid.
- (c) It will be prima facie evidence that the registered owner of the vehicle committed the parking violation.
- (d) The maximum fee that may be charged by a towing company for a vehicle requested to be towed by the Police Department will be at the direction of the Chief of Police.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

July 6, 2021

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.



City Council

Meeting Date: July 6, 2021
Meeting Time: 6:00 p.m.
Agenda Item No: 2021.61
Item Description: Fees for parking violations
Submitted by: Chief Roger P. Beaupre

Executive Summary:

Under existing Chapter 42, Motor Vehicles and Traffic, Section 42-64, Fees for parking violations, there is a listing of specific violations for which there are fine amounts identified. However, not all of the violations within Chapter 42, a specific fine amounts delineated, and have been typically treating those violations under the No Parking fine structure. Absence of fine amounts for non listed violations tends to cause a discussion with those cited with violating other provisions within Chapter 42. The proposed language makes clear what the practice has been all along.

Staff Recommendation:

See attached ordinance amendment.

Key Terms:

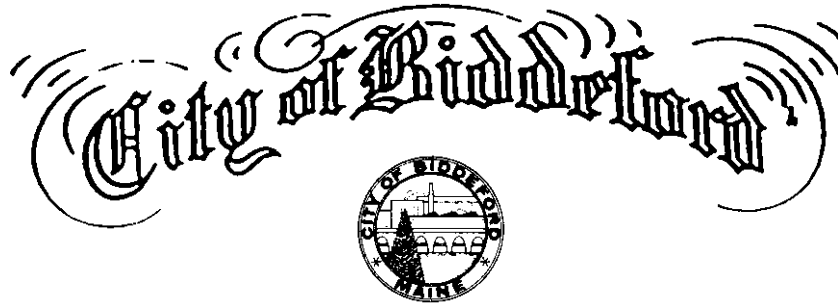
N/A

Detailed Review:

Outlined in Executive Summary

Funding Source:

N/A



2021.62 IN BOARD OF CITY COUNCIL...JULY 6, 2021
BE IT ORDAINED, that the City Council of the City of Biddeford does hereby amend the Code of Ordinances, **Chapter 58, SOLID WASTE, Section 58-163.1 et al., Solid Waste Management Commission**, as follows:

**Sec. 58-163.1. ~~Solid Waste Management Commission.~~
Recycling & Waste Management Commission**

(a) Mission.

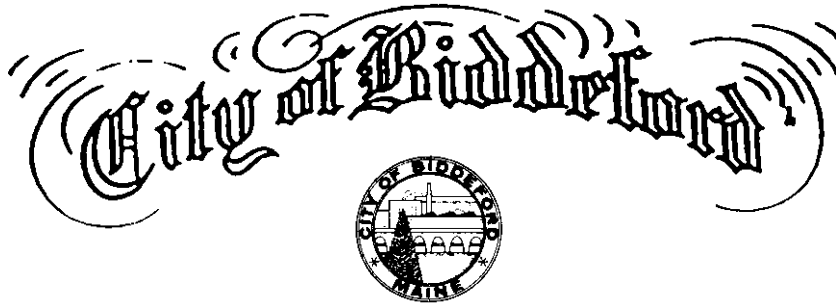
- (1) The ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** is created by the Council of the City of Biddeford to facilitate the development and implementation of the City's comprehensive waste management program and coordinate the efforts of the several departments in the City that address the municipal waste issues.
- (2) The Commission is further charged with the operation and maintenance of the provisions of this article.
- (3) The Commission shall report to the Mayor and Council upon a periodic basis.

(b) Membership.

- (1) The ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** shall be composed of nine members. Of the nine voting members, two shall be Councilors. A 10th and nonvoting member shall be a School Department representative who shall be nominated by the Superintendent and confirmed by the School Committee. All other members are to be nominated by the Mayor and confirmed by the City Council.

(c) Terms.

- (1) The members of the ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** shall serve three-year terms and may serve additional terms upon nomination and reappointment.
- (2) The initial membership shall be appointed for staggered terms in order that a stabilized organization remain in place as much as possible. Initial terms will be:
 - a. Councilors serve two years;
 - b. Two members initially appointed for one year.
 - c. Two members initially appointed for two years;
 - d. Two member initially appointed for three years.
- (3) Whenever a vacancy occurs in the membership, a replacement member shall be appointed to fill the unexpired term of the vacancy.



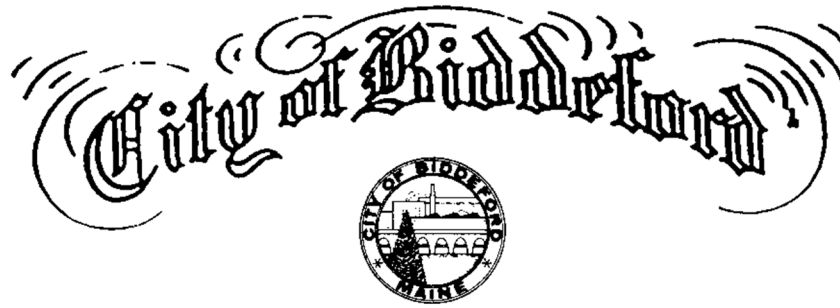
- (4) Members may be removed from the Commission by the Council, upon recommendation by the Commission Chairman to the Council, for reasons to include:
 - a. Inability to attend scheduled meetings;
 - b. Continual conflicts of interest;
 - c. Inability to function with the group process.
- (d) Organization.
 - (1) The ~~Solid Waste Management Commission~~ **Recycling & Waste Management Commission** shall be composed of the following standing subcommittees, membership and Chair to be appointed by the Chairman of the Commission:
 - a. Municipal solid waste: addressing issues of transportation and handling of municipal solid waste.
 - b. Recycling: addressing issues of recycling.
 - c. Transfer station: addressing transfer station issues.
 - d. Wastewater Commission relations: to coordinate Wastewater Commission issues as relating to waste management.
 - (2) These subcommittees shall research issues and provide reports as needed by the Chairman of the Commission to fulfill the Commission's mission and long-term goals.
 - (3) The Chairman may appoint additional committees as necessary to fulfill the mission and long-term goals of the Commission.
- (e) Relation with other commissions, committees, etc.
 - (1) With the establishment of this Commission, all other waste management committees are abolished and their functions incorporated in this Commission.
 - (2) This Commission may interact with other commissions, boards, committees and City departments as needed to fulfill its mission and long-term goals.

NOTE: The Policy Committee considered this ordinance amendment at their June 24, 2021 meeting and voted unanimously to recommend passage by the City Council.

July 6, 2021

Motion by Councilor McCurry, seconded by Councilor Belanger to grant the first reading of the ordinance amendment.

Vote: Unanimous.



2021.69

IN BOARD OF CITY COUNCIL...JULY 20, 2021

BE IT ORDERED, that in accordance with the provisions set forth under *Ch. 6, Amusements, Article V – Sales, Possession and Consumption of liquor at and during Special Events on City Public Property*, the City Council of the City of Biddeford does hereby grant approval for Heart of Biddeford to serve liquor at the **2021 River Jam** on August 21, 2021 at Mechanics Park, providing that the said Heart of Biddeford is and remains in compliance with the provisions set forth under *Ch. 6, Section 6-178 et seq.*

River Jam 2002

APPLICATION NUMBER: _____

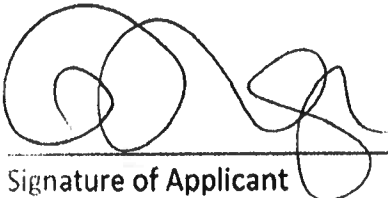
**INDEMNIFICATION AND RELEASE PROVISIONS
CITY OF BIDDEFORD SPECIAL EVENT PERMIT**

A. In consideration for being permitted to use the facilities and/or rights-of-way of the City of Biddeford, (hereinafter "City"), Heart of Biddeford
(insert name of person/entity seeking permission to use facilities and/or right-of-way, hereinafter "Applicant") agrees to indemnify and hold harmless the City, its officers, employees, and insurers, from and against all liability, claims, and demands, which are incurred, made, or brought by any person or entity on account of damage, loss, or injury, including without limitation claims arising from property loss, or damage, bodily injury, personal injury, sickness, disease, death, or any other loss of any kind whatsoever, which arise out of or are in any manner connected with the use of the facilities and/or rights-of-way, whether any such liability, claims, and demands result from the act, omission, negligence, or other fault on the part of the City, its officers, or its employees, or from any other cause whatsoever.

B. By signing below, Applicant agrees that in the event of damage, loss or injury to the facilities or to any property or equipment therein or to the City rights-of-way, the City may deduct from any damage deposit the full amount of such damage, loss, or injury. Applicant further agrees that if such damage, loss, or injury exceeds the amount of the damage deposit, Applicant will promptly reimburse the City for all costs associated therewith upon billing by the City.

C. In addition, in consideration for being permitted or allowed to use the facilities and/or right-of-way, Applicant on behalf of itself and its officers, employees, members, and participants, hereby expressly exempts and releases the City, its officers, employees, insurers, from and against all liability, claims, and demands, on account of injury, loss, or damage, including without limitation claims arising from property loss or damage, bodily injury, personal injury, sickness, disease, or death, that Applicant may incur as a result of such use, whether any such liability claims and demands result from the act, omission, negligence, or other fault on the part of the City, its officer, or its employees, or from any other cause whatsoever.

D. In addition, Heart of Biddeford has furnished and attached two copies of certificates of insurance with the City of Biddeford named as an additional insured in the amount of \$400,000 unless a greater amount is warranted.



Signature of Applicant

5/15/21

Date

Leah Peapack

Printed Name of Applicant

APPLICATION NUMBER: _____

CITY OF BIDDEFORD
SPECIAL EVENT APPLICATION

City of Biddeford
P.O. Box 586
Biddeford, ME 04005

Name of Event 2000 River Jam Location of Event Mechanics Park
Date of Event: 8/21/2021 Start Time 8:00 Finish Time 9:00

Detailed and specific description of Event (attached separate sheet if necessary)

Daytime events: music, food, crafts,
slip & slide

Evening event: music, food trucks, will
apply for beer permit

Estimated # of Participants 100 Estimated Attendance 1500 4

Type of Event:

☒ Festival/Fair With Alcohol: Yes: X ** No: _____

☐ Race/Walk/Bike Ride no running race

☒ Concert

☐ Parade/March

☐ Other – Please Specify: _____

Lakeview
Firework

**** NOTE:** If alcohol is being sold, a Separate License must be obtained through application at City Clerk's Office, and must be approved by the City Council.

What impact will this have upon the surrounding neighborhood? (Noise, Traffic, etc.) Please explain:

concert noise possible road closure
on water street

APPLICATION NUMBER: _____

Describe the means by which the neighborhood (residents and businesses) will be notified of this event and its public hearing:

Letters. Social media + newsletter
posted

Organization (Applicant) Information

Name of Organization or Name of Applicant if NOT an Organization

Heart of Biddeford

Physical Address: 205 Main St, Suite 103 Biddeford

Mailing Address: same

Business Telephone 284 8520 Fax N/A E-mail office@heartofbiddeford.org

Income Tax Exempt: Yes: _____ No: _____ Tax Exempt Number: _____

Contact Person/Event Coordinator

Name & Address

Deborah Poupore

Telephone 284 8520 Cellular 251 5493 E-Mail director@heartofbiddeford.org

Relationship Organization: Director

General Service Questions

Department of Public Works

Is the use of barricades necessary/requested for this event? Y

If yes, number needed 20

Will it be necessary to cover street and/or parking signs for this event? yes If yes, please note on diagram.

What is your plan for cleanup and debris disposal for this event?

Volunteer clean up

Is any other Public Works assistance anticipated?

extra trash cans

Parks and Recreation Department

APPLICATION NUMBER: _____

Will this event take place in a Public Right of Way, Public Way, City Park or athletic field? Y

If yes, where

Mechanics Park

Will tenting/staging be utilized for this event? Y If yes, what is your plan to repair any damage caused by stakes, tie-downs, etc?

Any Parks and Recreation assistance required?

Fire Department

Will the Fire Department have access to all sites in the event of an emergency?

Y

Will any fire hydrants be obstructed? N Will you have access to E 9-1-1?

Y

Will you have First Aid or medical staff present?

Y

***** If First aid or Medical Staff is needed, The Biddeford Fire Department can provide for a fee. Please Contact the Biddeford Fire Department at 207-282-6632 for details.*****

Police Department

Is traffic control necessary for this event? NO If yes, who will provide it?

Is crowd control necessary for this event? yes If yes, who will provide it?

we will have security for evening, due to alcohol

Other

All vendors *must* obtain proper licenses/permits from the City Clerk's office (284-9307).

APPLICATION NUMBER: _____

Indemnification agreement/Insurance certificate must be attached to this application at the time of submission. Site Plan Sketch may be accompanied by a separate map, if necessary.

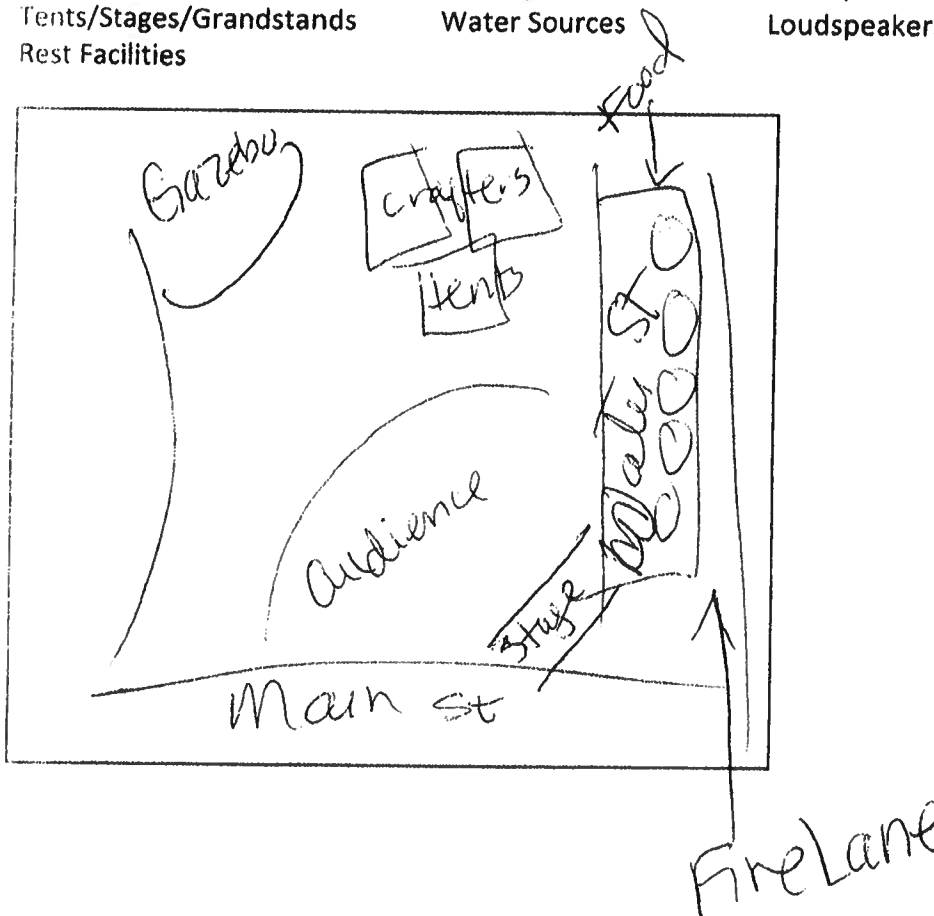
SITE PLAN SKETCH OF SPECIAL EVENT (Completed by Event Coordinator)

In the space below, please provide the following information. Attach a separate map if necessary.

General Map of Location
Event Coordinator's Booth
Tents/Stages/Grandstands
Rest Facilities

Vender Locations
Garbage Cans
Water Sources

Street Closures/Parking Information
Water/Electricity Sources
Loudspeakers





Bureau of Alcoholic Beverages and Lottery
Operations
Division of Liquor Licensing and Enforcement

Application for License for
Incorporated Civic Organization

DIVISION USE ONLY	
License No:	
Registered Non-Profit:	Yes No
Deposit Date:	By:
Amt. Deposited:	
Cash Ck Mo:	

\$50.00 Fee / \$10.00 Filing Fee - Check Payable: Treasurer, State of Maine

The law requires the application to be submitted at least 24 Hours prior to the function, however a longer notice is appreciated to allow additional time for processing.

1. Full Name of Applicant: Heart of Biddeford
(Corporate Name)
Corporate Address: 205 Main Street, Suite 103 Biddeford Maine 04005
Street Address City/Town State Zip Code
Authorized Corporate Office: same as above
Address: same as above
Street Address Town/City State Zip Code
Telephone Number: 207-284-8520 Fax: _____
Email Address: director@heartofbiddeford.org

INFORMATION PERTAINING TO SPECIAL EVENTS OR GATHERINGS

2. Title and Purpose of Event: 2021 River Jam
☒ **Date of Event:** August 21, 2021 Time: From: 4:00 AM(PM) To: AM(PM)
☐ **Multi Day Event:** Start Date _____ End Date _____ (one per year)
Time: From: _____ AM/PM To: _____ AM/PM
☐ Inside ☒ **Outside Event (attach diagram of area)**
Location of Event: Mechanics Park, corner of Main & Water Street. Biddeford ME 04005
Number of Persons Attending: approximately 1000 over that timeframe
Type of building to be occupied: n/a
Area to be licensed: Cordoned off area section of Mechanics Park

Payments to the Division of liquor licensing & enforcement by check subject to penalty provided by Section 3-B of Title 28A, MRS

The Division of Liquor Licensing & Enforcement is hereby authorized to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also such books, records and returns during the year in which any liquor license is in effect.

Dated at: Biddeford, Maine on June 20, 2021
Town/City, State Month/Day

This application must be signed by a duly authorized officer of the corporation executing the application. Please obtain approval by Municipal Officer(s) or County Commissioners before filing with the Division.

Heart of Biddeford
NAME OF CORPORATION
BY: [Signature]
CORPORATE OFFICER'S SIGNATURE - TITLE

Deborah Poirer, Exec. Dir.
PRINTED NAME & TITLE

If said event or gathering is located in an unincorporated place, the application must be approved by the County Commissioners of the County wherein the event or gathering is to take place and the above approval form may be changed in accordance with the fact. *Please enclose a copy of the receipt from the County Commissioners.*

Submit Forms To: Bureau of Alcoholic Beverages and Lottery Operations
Division of Liquor Licensing and Enforcement
8 State House Station, Augusta, ME 04333 (regular mail)
10 Water Street, Hallowell, ME 04347 (overnight address)
Telephone Inquiries: (207) 624-7220
Fax Number: (207) 287-3434
Email Inquiries: MaineLiquor@Maine.gov

For Municipal Approval Only

TO STATE OF MAINE MUNICIPAL OFFICERS & COUNTY COMMISSIONERS:

Hereby certify that we have complied with Section 653 of Title 28-A Maine Revised Statutes and hereby approve said application.

NOTE: PLEASE PROVIDE ALL OF THE REQUESTED INFORMATION BELOW

STATE OF MAINE

Dated at: Biddeford, Maine York
City/Town County

On: 6/29/2021
Date

The undersigned being: ☒ Municipal Offices ☐ County Commissioners
of the ☒ City ☐ Town ☐ Plantation ☐ Unincorporated Place of: Biddeford, Maine

Signature	Print
<u>Carmen Morris</u>	<u>Carmen Morris, City Clerk</u>

Bureau of Alcoholic Beverages and Lottery Operations

Division of Liquor Licensing & Enforcement

8 State House Station, Augusta, ME 04333-0008

10 Water Street, Hallowell, ME 04347

Tel: (207) 624-7220 Fax: (207) 287-3434

Email Inquiries: MaineLiquor@maine.gov



INCORPORATED CIVIC DIAGRAM

In an effort to clearly define your license premise and the area that consumption and storage of liquor is allowed. The Division requires all applicants to submit a diagram of the premise to be licensed in addition to a completed license application.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the areas of your diagram that you are requesting approval.

please see attached

For Office Use Only:

Date Filed: _____

Date Issued: _____

Issued By: _____

☐ Approved

☐ Not Approved

The Law

§1071. INCORPORATED CIVIC ORGANIZATIONS

1. Issuance of licenses. The bureau may issue licenses under this section for the sale of spirits, wine and malt liquor to be consumed on the premises to incorporated civic organizations, as defined in section 2, subsection 15, paragraph 1.

[1997, c. 373, §96 (AMD) .]

2. Up to 5 licensed events per year; one event per license. An incorporated civic organization may obtain up to 5 licenses under this section per calendar year. Each license authorizes the licensee to sell or serve liquor at only one public event or public gathering which is sponsored by the licensee.

[1987, c. 151, §2 (RPR) .]

3. Length of licenses. [REDACTED] The [REDACTED] for which the incorporated civic organization is eligible are valid for [REDACTED]. The bureau may not issue separate licenses under this section to the same incorporated civic organization for events or gatherings held on consecutive days.

[1997, c. 373, §97 (AMD) .]

4. Application. An incorporated civic organization shall file an application for a license. The application includes the following:

A. Title and purpose of the event; [1987, c. 45, Pt. A, §4 (NEW).]

B. Date, time and duration; [1987, c. 45, Pt. A, §4 (NEW).]

C. Location; [1987, c. 45, Pt. A, §4 (NEW).]

D. Approximate number of persons to be accommodated; [1987, c. 45, Pt. A, §4 (NEW).]

E. Name and address of the sponsoring civic organization and the name and title of the officer making the application; [1987, c. 45, Pt. A, §4 (NEW).]

F. If food is to be served, the name and address of food caterer, if other than the licensee; and [1987, c. 45, Pt. A, §4 (NEW).]

G. [REDACTED] of the municipality in which the proposed licensed premises are located, which, notwithstanding section 653, [REDACTED]. [1987, c. 45, Pt. A, §4 (NEW).]

[1987, c. 45, Pt. A, §4 (NEW) .]

5. Ruling on application. The bureau shall approve or deny the application and immediately notify the applicant of its decision. The bureau shall advise the applicant that the license may be revoked and suspended under chapter 33.

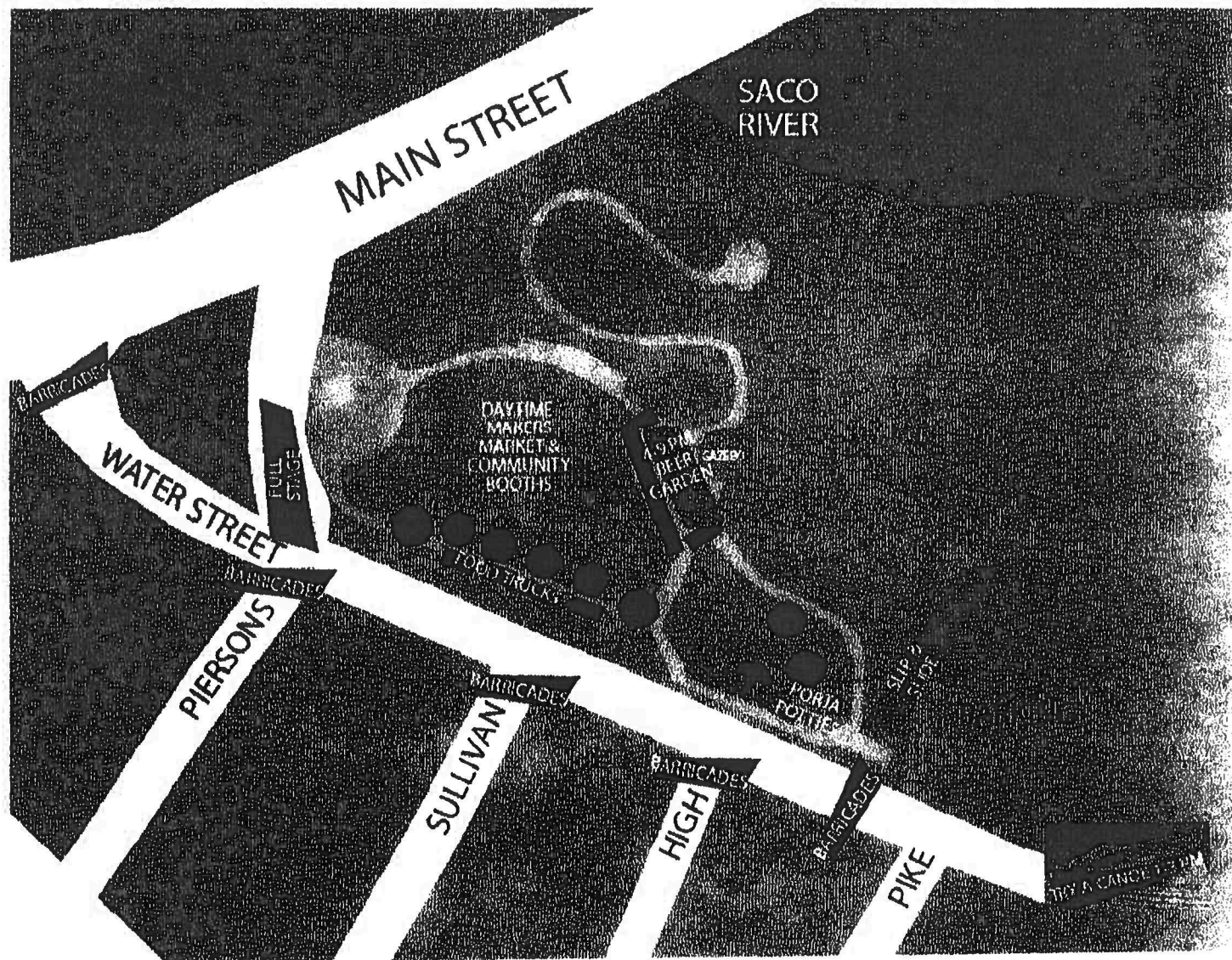
[1997, c. 373, §98 (AMD) .]

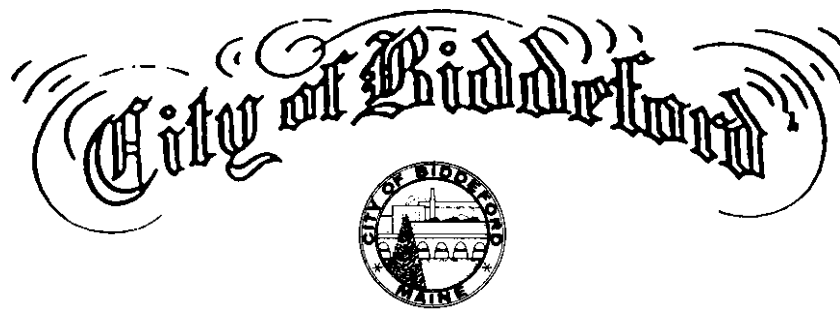
6. Server requirements. A manufacturer licensed by the bureau under section 1355-A, a certificate of approval holder or a wholesaler who provides malt liquor, wine, fortified wine or spirits for the public event or gathering being sponsored may serve its product at the event. [REDACTED]. In the event that a server from that list is unavailable, a licensed manufacturer, distributor, wholesaler, small winery or small brewery that has provided alcoholic beverages to be served at the event may provide serving assistance.

[2015, c. 2, §17 (COR) .]

SECTION HISTORY

1987, c. 45, §A4 (NEW). 1987, c. 151, §2 (AMD). 1997, c. 373, §§96-98 (AMD). 2009, c. 102, §1 (AMD). 2011, c. 629, §19 (AMD). RR 2015, c. 2, §17 (COR). 2015, c. 214, §6 (AMD).





2021.72

IN BOARD OF CITY COUNCIL...JULY 20, 2021

BE IT ORDAINED by the City Council of Biddeford, Maine to amend the Code of Ordinances of the City of Biddeford as follows:

Part III (Land Development Regulations), Article XV (Historic Preservation Ordinance):

Part III (Land Development Regulations), Article XV (Historic Preservation Ordinance):

Section 1. Authority.

This ordinance is adopted by the municipal officers of the City of Biddeford, Maine, pursuant to the authority granted under 30-A M.R.S.A. § 3001 and § 3007.

Section 2. Purpose and intent.

- A. Purpose. The purpose of this ordinance is to promote the educational, cultural, economic and general welfare of the City of Biddeford by providing a legal framework within which the residents of the City can protect the historic and architectural heritage of historically significant areas, landmarks and sites while accepting compatible new construction.
- B. Intent. The intent of this ordinance is to create a legal mechanism to further the above-mentioned purpose and -to:
 - 1. Protect, preserve and enhance the outward appearance and architectural features of structures within designated historic districts and of designated historic landmarks.
 - 2. Protect and enhance neighborhood character.
 - 3. Enhance the economic welfare of the City by stabilizing and improving the values of structures and properties within designated historic districts.
 - 4. Protect and enhance the attractiveness of the City to its home buyers, home owners, residents, tourists, visitors, businesses and shoppers.
 - 5. Foster civic pride in the City's history and development patterns as represented in such designated historic districts and landmarks.
 - 6. Apply design standards in a reasonable and flexible manner to prevent the unnecessary

loss of the community's historical features and to ensure compatible construction and rehabilitation in historic districts while not stifling change and development or forcing modern recreations of historic styles.

7. Prevent the demolition or removal of significant historic buildings or structures within designated historic districts or of designated historic landmarks.
8. Preserve, protect and enhance the essential character of designated historic districts by protecting relationships of groups of buildings and structures.
9. Accept new buildings and structures in designated historic districts, which are designed and built in a manner which is compatible with the character of the district.
10. Encourage the use of environmentally sustainable practices in building construction and renovations, while ~~at the same time~~ supporting the ~~overall~~ purpose of this ordinance being historic preservation.

Section 3. Definitions.

As used in this article, the following terms shall have the meanings indicated:

ALTERATION — Any act or process requiring a building permit and any other act or process not requiring a building permit but specifically listed in this article as a reviewable action, including, without limitation, the repair, reconstruction, demolition or relocation of any structure or object or any part of a structure or object.

ALTERED — The word altered includes "rebuilt," "reconstructed," "rehabilitated," "restored," "removed" and "demolished."

APPLICANT — A person who submits an application for issuance of a certificate of appropriateness.

APPLICATION — A form submitted for approval of alteration, construction, demolition or removal that requires issuance of a certificate of appropriateness.

APPROPRIATE — Refers to those changes in historic properties, landmarks, buildings, structures or sites within historic overlay zones, or sites or landmarks, which are not incongruous with what is historically and architecturally significant as determined by the Commission or its designee.

APPROVAL AUTHORITY — Either the Commission or its designee as provided for in Section 8 of this ordinance.

ARCHAEOLOGICAL RESOURCE – An archaeological site or bounded geographical location containing the physical evidence of previous human occupation including but not limited to structures, artifacts, graphics (paintings or drawings) and discarded material including plants or animals.

CERTIFICATE OF APPROPRIATENESS — A certificate issued by the Commission or its designee evidencing approval of specific plans for alteration of a structure or construction on a site in accordance with this article.

CERTIFICATE OF ECONOMIC HARDSHIP — A certificate issued by the Commission or its designee evidencing a hardship variance approved by the Board of Appeals in accordance with Section ~~13~~⁴E of this ordinance.

CERTIFICATE OF NONAPPLICABILITY — A certificate issued by the Commission or its designee evidencing a determination that specific plans for alteration of a structure or construction on a site do not require approval under this article.

COMMISSION — The Commission acting as the Historic Preservation Commission established in Section 86 of this ordinance.

CONSTRUCTION — The adding to a structure by an addition, or the erection or placement of any new structure on a lot or property.

CONTRIBUTING — A classification applied to a site, structure or object within an historic district signifying that it contributes generally to the qualities that give the historic district cultural, historic, architectural or archeological significance as embodied in the criteria for designating an historic district, but without being itself a landmark. See Section 197 of this ordinance.

~~CONTRIBUTING STRUCTURE — A structure located within a designated historic district and identified as contributing to the historical or architectural significance of said district. See Section 17 of this ordinance.~~

DEMOLITION —

- A. Any act or process that partially or totally destroys a structure or object.
- B. The razing of a building or a structure or the removal of any exterior architectural feature or structure or object.

DEPARTMENT — The Planning and Development Department.

EXTERIOR ARCHITECTURAL FEATURE — The ~~architectural parts, elements, style~~ and general arrangement of the exterior of a building or structure, including but not limited to:

- A. The kind, type, and texture of the building materials;
- B. The type and style of ~~elements including, but not limited to, all~~ windows, doors, lights, dormers, roofs, gable cornices, porches, ~~and~~ decorative trim, ~~etc.~~;
- ~~C. The location and treatment of any vehicle access or parking space;~~
- ~~D.C. The design of any signs; and~~
- ~~E.D. The arrangement of any fencing.~~

HISTORIC (adj.) — Important in or contributing to history.

HISTORIC DISTRICT — Any place or area which includes or encompasses such historic landmarks, buildings, signs, appurtenances, structures or objects as may be designated within this ordinance in Section 5 as appropriate for historic preservation.

HISTORIC LANDMARK — Any improvement, building or structure of particular historic or architectural significance to the City relating to its heritage or cultural, social, economic or political history or which exemplifies historic personages or important events in local, state or national history, as may be designated in accordance with this ~~chapter~~ article. An historic landmark does not necessarily need to be located within an historic district.

~~HISTORIC SIGNIFICANCE — Any building, structure or site identified in Section 179 as contributing. Any building, structure, or site not identified in Section 179 is not considered to possess historical significance.~~

~~LANDMARK — A property, site, structure or object designated as a "landmark" by the City Council.~~

MASSING — The perception of the general shape and form as well as size of a building.

MAJOR REPAIR — Any exterior alteration that does not qualify as a minor repair.

MINOR REPAIR — Exterior alterations that do not change materials, form, style, or overall appearance, and are only necessary to correct deficiencies resulting from normal wear and tear.

NONCONTRIBUTING STRUCTURE — Any structure which is neither a contributing structure within a district nor a landmark and is not identified as contributing in Section 179 of this ordinance.

OBJECT — Anything constructed, fabricated or created the use of which does not require permanent or semipermanent location on or in the ground. A material thing of functionality aesthetic, cultural, or scientific value that may be, by nature or design, movable yet related to a specific setting or environment. The term “object” is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed.

ORDINARY MAINTENANCE — Acts of maintenance or repair which do not include a change in the design, material or outer appearance of a structure, including, without limitation, repainting, replacement of materials or windows of the same scale, texture and color, and landscaping other than within an historic landscape district.

OWNER — The person or persons holding record title to the building, site or property; provided, however, the last previous tax roll in the records of the City Assessor's office may be relied upon as showing record ownership in the absence of substantial evidence to the contrary.

PROPERTY — Land and improvements identified as a separate lot for purposes of subdivision, site plan, or zoning regulation.

RELOCATION — Any removal or relocation of a structure on its site or to another site.

RESTORATION — Any act which returns a structure or a feature of a structure to a prior state of historic significance.

RHYTHM — Characterized by the regular recurrence of strong and weak elements.

SCALE — The size or apparent size of an object seen in relation to other objects, people, or its environment or format.

Section 4. Applicability.

This ordinance shall apply to exterior alterations of all lands, building, structures, and exterior architectural building features which require a building permit, including but not limited to sign and demolition permits, from the Code Enforcement Office, as identified in Section 10 A., either located within a designated Historic District or designated as an historic landmark in Section 5 of this ordinance.

Section 5. Historic districts and historic landmarks designated.

The following described lands, buildings, structures, or areas of the City of Biddeford are designated as historic districts or historic landmarks:

A. Districts:

1. Downtown Historic District, as defined by the MSRD-1 Zone.
2. Mill Area Historic District, as defined by the MSRD-3 Zone, except for those lands within MSRD-3 located northwest of Elm Street.
3. Mixed Residential Historic District, as defined by the MSRD-2 Zone.

B. Landmarks: All such structures/places, not including districts, identified on the National Register of Historic Places.

Section 6. Eligibility for Historic Designation.

The historic districts, historic sites, and historic landmarks established in accordance with this article shall have one or more of the following characteristics:

- A. History of Biddeford. Structures, buildings or sites at which events have occurred that contribute to and are identified with or significantly represent or exemplify the broad cultural, political, economic, military, social history of Biddeford or the nation, including sites or buildings at which visitors may gain insight or see examples of particular items or of larger patterns in the North American heritage.
- B. Persons. Structures, buildings, or sites associated with important historic persons.
- DC. Architecture. Structures or structural remains and sites embodying examples of architectural types or specimens valuable for study of a period, style or method of building construction, of community organization and living; landscaping; a single notable structure; or a site representing the work of a master builder, master designer, architect or landscape architect.
- ~~E~~.D. Visual continuity. Structures or buildings contributing to the visual continuity of the historic district.
- ~~F~~.E. National register. Those sites or areas listed on or eligible for listing on the National Register of Historic Places or as a National Historic Landmark.

Section 7. Establishment of Historic Sites, Landmarks, and New Historic Districts; and Expansion of Existing Historic Districts.

- A. Amendment process. Any person, including acting members of the Historic Preservation Commission, seeking to add or expand historic districts, sites, or landmarks shall request the amendment in writing to the Commission. Any proposal by the Council or Planning Board shall be referred to the Commission for comment before Council action. After receiving the Commission's recommendation concerning the request, the City Manager shall place the matter on the agenda of the City Council. Any applications or designation of buildings, structures, sites and districts shall be in writing.
- B. Application requirements. Applications shall be in writing and shall include the following, as appropriate:
 - 1. For individual properties, a letter of consent from the property owner.
 - 2. A concise description of the physical elements, qualities, architectural style, period and historical significance represented by the building, structure or site, including a consideration of scale, materials, workmanship and spatial qualities, as relevant.
 - 3. A concise statement of how the building, structure or site meets the review criteria of this article.
 - 4. Exterior photographs of the building or structure, and/or a site map, illustrating significant details. In addition, the Commission may request photographs of interior features of particular historic significance. These interior photographs may be provided by the applicant on a voluntary basis and are not required submissions.
 - a. A concise statement of the physical elements which justify making this area an historic district and a description of building types and architectural styles and periods represented
 - b. An explanation of the proposed boundaries of the district.
 - c. Details on the structures that do not contribute to the significance of the district.

- d. A map showing the location of all district structures.
- C. Studies and recommendations. Before making its recommendation concerning the proposed establishment or expansion of an historic district, historic site or historic landmark, the Commission may conduct studies and research on the proposal. The Commission shall make a report to the City Manager on every request received within six months. Drafts of the report shall also be mailed to the Maine Historic Preservation Commission for review.
- D. Public hearing. Prior to making a recommendation concerning the proposed establishment or expansion of an historic district, historic site, or historic landmark, the Commission shall hold a public hearing on the request, after due notice is provided at least seven days prior to the hearing in a newspaper of general local circulation. Written notice of the proposal shall be given to the applicant, owners of all property to be included within the proposed designation and property within a 200-foot radius of the property under consideration.
- E. Final report. Not later than 30 days after the public hearing, the Commission shall submit a final report to the City Council with the Commission's recommendation.
- F. Action by the City Council. After receipt of the Commission's recommendations, as provided above, the City Council shall consider said proposed designation and approve or disapprove the request. Within 20 days after the designation of any historic district, historic site or historic landmark, the owner of each property so designated shall be given written notice.
- G. From the time of nomination until the Historic Preservation Board acts upon such nomination, a site, structure, object or area nominated but not yet designated as a landmark or district shall be subject to all of the provisions of Section 12 governing demolition, to the same extent as if designated. Upon final action of the Historic Preservation Board recommending designation, the site, structure, object, or area nominated shall be subject to all of the protections of this article until a final decision on designation by the City Council becomes effective. If the City Council rejects designation or fails to designate a property, that property shall no longer be subject to the provisions of -Section 14 of this article.
- H. Applicability of this section. All land, buildings or structures within an historic district are subject to the requirements of this article after a district has been designated by the City Council. All historic sites and landmarks are subject to the requirements of this article after they have been so designated by the City Council.

Section 86. Historic Preservation Commission membership; meetings.

- A. Membership.
1. The Board shall consist of seven members, five voting members and two associate members, each a resident of the City of Biddeford. Each member shall be nominated by the Mayor, confirmed by the City Council, for a three year-term. The Mayor shall have the discretion of appointing members and associate members to the Commission with terms expiring after two years but less than three years for the purpose of staggering appointments throughout a calendar year.
 2. Associate members may be made voting members of the Board upon the retirement or no appointment of a voting member. Associate members are expected to participate in all hearings and discussions. They shall vote only if the Chair appoints an associate to act in place of a regular member who is absent or has been disqualified because of conflict of interest.
 3. When there is a permanent vacancy, the Mayor shall nominate, with confirmation by the City Council, a new member to serve for the remainder of the unexpired term. Vacancies

shall be filled within 60 days.

4. No serving municipal officer or official of the City of Biddeford shall serve as a member or associate member of the Board.
- B. Member qualifications.
 1. All members of the Commission shall be residents of the City of Biddeford.
 2. Appointments shall be made on the basis of demonstrated interest, knowledge, ability, experience and desire to promote historic preservation in the City of Biddeford. To the extent possible, members should have a background in architecture, historic preservation, planning, engineering, building construction, or a combination thereof.
 3. Ideally a member of the Biddeford Historical Society would be a member, as well as a resident of one of the Historic Districts designated by this ordinance.
- C. Removal of an Historic Preservation Commission member.
 1. Members of the Commission may be removed for cause by the City Council. Cause may include, but not necessarily be limited to, the following reasons:
 - a. A member is no longer a resident of the City of Biddeford;
 - b. A member is absent from meetings without good cause; or
 - c. A member conducts himself/herself in a manner that is inconsistent with the official position of the Historic Preservation Commission, such as consistently having conflicts of interest or displaying unprofessional behavior toward applicants, City employees, or members of the public.
 2. Removal action may be initiated by the Mayor or the City Council; however, any member proposed for removal shall be given written notice and shall have an opportunity to be heard prior to final action.
- D. Commission officers.
 1. The Commission shall elect from its voting membership a Chair, Vice Chair, and Secretary. Each officer shall be elected each January and shall serve a term of one year.
 2. Elected officers shall be responsible for the following:
 - a. The Chair shall preside at all meetings and shall be responsible for the scheduling of special meetings of the Commission as needed. The Chair shall vote only in case of a tie.
 - b. In the event the Chair is absent or has been recused due to conflict of interest, the Vice Chair shall act as the Chair.
 - c. Secretary: ensures that the records of meetings are accurate and available for the Commission's review and reference.
- E. Staff. The Commission shall be staffed by the Planning Department.
- F. Meetings.
 1. The Commission shall conduct monthly meetings. Meetings shall convene on the second Wednesday of each month, unless prior arrangement and announcement has been made by the Commission.
 2. In coordination with the Planning Department, the Chair may call special meetings and workshops as needed.
 3. All meetings of the Commission shall be open to the public. All meeting agendas shall be posted at the same location in City Hall as Planning Board agendas no less than seven days prior to the hearing. Materials and records of the meetings shall be maintained and available for public inspection in the Planning Department.
 4. The Commission shall adopt Roberts Rules of Order and may adopt rules of procedure

for the conduct of its business not inconsistent with this article. The Commission shall allow for public comment at all meetings on all applications, with a reasonable amount of time provided to all who wish to speak. In cases where there are applications and a number of those present wish to speak, the Commission may by motion establish a time limit for public comment.

5. Commission meetings shall be called to order when a quorum of the voting members is present. For this purpose a quorum shall be three voting members. When a regular member of the Commission is unable to serve because of conflict of interest, incapacity, absence or lack of confirmed appointment to fill a permanent vacancy, an associate member shall be designated to vote by the Chairman.
6. The Commission shall issue a written decision, appropriately signed by the Chairman, on matters when determined by the Commission to be necessary. The decisions shall include:
 - a. A statement of findings and conclusions.
 - b. Any conditional actions and the timetable for completion.
- G. Conflicts. Any questions raised by any interested party of whether a particular issue involves a conflict of interest sufficient to disqualify a member from voting shall be decided by a majority of the members present except the member who is being challenged.

Section 97. Responsibilities.

The Historic Preservation Commission shall have the following responsibilities:

- A. Issue certificates of appropriateness for eligible activities identified in Section 8-10 of this ordinance.
- B. Conduct or administer an ongoing survey to identify historically and architecturally significant areas, sites, structures, and landmarks.
- C. Make recommendations for designation of landmarks or new or expanded districts to the Planning Board.
- D. Advise the City Council, Planning Board, and City Departments, as necessary, regarding the protection of historic landmarks and districts.
- E. Review and make recommendations regarding all national register proposals for properties and districts within the City.
- F. Assist in the development of relevant sections of the City's Comprehensive Plan pertaining to historic resources and historic preservation.
- G. Educate and inform the citizens and property owners in Biddeford concerning the historic and architectural heritage of the City.
- H. To engage in other activities in furtherance of the purposes of this ordinance.
- I. Provide an annual report of Commission activities to the Maine Historic Preservation Commission.
- J. Attend at least one informational or educational meeting, when available, sponsored by the Maine Historic Preservation Commission, pertaining to the work and functions of the Commission or to historic preservation.
- K. Establish written guidelines for the preservation of designated local landmarks and historic districts in decisions on requests for permits for new construction, alterations, demolition, relocation, additions, or other actions affecting listed landmarks and buildings within historic districts.

Section ~~8~~10. Certificate of appropriateness required.

- A. Historic Preservation Commission review. The Historic Preservation Commission shall protect historic districts and historic landmarks by the issuance of certificates of appropriateness for certain activities in historic districts and involving historic landmarks. Certificates of appropriateness from the Commission are required for:
1. Any change to the exterior appearance or to an exterior architectural feature of any building or structure in an historic district that requires a building permit or a sign permit from the Code Enforcement Office and for any change to the exterior appearance or to an exterior architectural feature of an historic landmark that requires either a building permit or a sign permit from the Code Enforcement Office;
 2. New construction of a principal or accessory building or structure visible from a public street where such a building or structure will be located in an historic district;
 3. Demolition of an historic landmark or ~~any~~ building or exterior significant architectural feature in an historic district;
 4. Moving of an historic landmark or any building in an historic district; and/or
 5. Any change, except for minor repair, in siding materials, roofing materials, door and window sash and integral decorative elements, such as, but not limited to, cornices, brackets, window architraves, doorway pediments, railings, balusters, columns, cupolas, and cresting ~~and~~ roof decorations.
- 5-6. Improvement projects and objects on contributing properties, such as lighting, sidewalks, raised walkways, handicapped access ramps, paving, curbing, located beyond the right-of-way of any public street or way, but visible from the street, and located within an historic district or affecting any historic site or landmark.
- B. Subcommittee review. In order to process certificates of appropriateness more efficiently, applications for minor alterations, temporary alterations, and the installation or alteration of any exterior sign shall be reviewed by a subcommittee consisting of the City Planner and the Chair of the Historic Preservation Commission, or their respective designees, rather than the Historic Preservation Commission, as follows:
1. The subcommittee shall review the application under the standards of Section ~~11-13~~ and approve the application, approve it with modifications or deny it within 10 working days of receiving a complete application.
 2. No public hearings, meeting agenda postings, or abutter notices are required for applications reviewed under this section.
 3. If the subcommittee has not acted on an application within 10 working days the applicant may seek approval from the Commission instead. Inaction by the subcommittee under this section does not constitute approval or disapproval of the plan.
 4. If the applicant is not satisfied with the determination of the subcommittee, the applicant shall be permitted to have the entire application reviewed by the Commission. The subcommittee can, for any reason, forward any application received under these provisions to the Commission for review.
 5. For purposes of this section only, "temporary" is defined as either a one-time occurrence that does not exceed 30 days or as an annual occurrence that does not exceed one thirty-day period each year.
 6. The City Planner or Commission Chair shall report back to the Commission at the next meeting of the Commission any decisions made by the subcommittee since the last

meeting.

7. "Minor alterations" are defined as incidental changes or additions to a building or site features which will neither result in substantial changes to any significant historic features nor obscure such features. In no event shall any change be deemed minor when, in the determination of the subcommittee, such change shall alter the historic character of the building or site.
- C. When a certificate of appropriateness is required in any historic district or for any historic landmark, no building or sign permit shall be issued by the Code Enforcement Office until a corresponding certificate of appropriateness has been issued by the authorities described above.

Section 11. Application for certificate of appropriateness.

- A. Applications for certificates of appropriateness can be obtained either in the Code Enforcement Office or the Planning [and Development](#) Department.
- B. Completed applications shall be submitted to the Biddeford Planning Department, which shall date and time stamp said applications upon receipt. Completed applications are due 14 days prior to the Commission's regularly scheduled meetings, which are the second Wednesday of every month.
- C. The Commission shall review and make a decision on all complete applications within 35 days of submission. If after 35 days no decision has been made, the certificate of appropriateness shall be deemed as approved.
- D. Applications shall be on a form developed by the Planning Department, and all applications shall include the following:
 1. The applicant's name and address and his or her interest in the property;
 2. The owner's name and address, if different from the applicant's;
 3. If applicable, the contractor's and/or architect's name and address;
 4. The address or location of the subject property;
 5. The existing use and zoning of the property;
 6. A brief description of the proposed activity for which a certificate of appropriateness is sought.
- E. The applicant may wish to also provide, or the Planning Department may also request, on behalf of the Commission, additional information to better enable the Commission to reach a timely decision on an application under review, which may include:
 1. Drawings (i.e., exterior elevations) and/or plans to better illustrate the proposed activity for which the certificate is being applied for;
 2. Samples of materials proposed for use in the activity;
 3. Photographs of other recently completed projects by the applicant in a similar fashion to which the certificate is being applied for; and
 4. Photographs of the building involved as well as adjacent buildings.

Section 102. Hearings and action on applications for certificates of appropriateness.

- A. Hearing required. Where applications under Section [810A](#) are reviewed by the Commission, the Commission shall conduct a public hearing prior to rendering a decision.
- B. Notice requirements.
 1. Notice requirements for all items scheduled for a public hearing shall include posting the

- meeting agenda at the same location in City Hall as Planning Board agendas are posted no less than seven days prior to the hearing; and
2. Notice via United States Postal Service shall also be sent to the applicant, owner, and all property owners within 100 feet of the subject property no less than seven days prior; and
- C. Hearing and notice not required. Where applications are reviewed under Section [810B](#), no public hearing or notice is required. If the applicant requests a public hearing, the application shall be forwarded to the Commission, which shall then review and make a decision regarding a certificate of appropriateness for said application under its normal procedure of review.
- D. Approval. If the approval authority determines that the proposed activity is appropriate, it shall approve the certificate of appropriateness and forward it to the Planning Department, which shall subsequently forward it to the Code Enforcement Office for the issuance of necessary permits.
- E. Disapproval. If the approval authority determines that the proposed activity is not appropriate, it shall make findings as to why it is not appropriate and shall forward said decision to the Planning Department, which shall notify the applicant of said determination and provide, as applicable, guidance regarding the opportunity to resubmit the application with revisions or to appeal the determination as outlined in Section [15-17](#) of this ordinance.

Section [143](#). Evaluation standards for certificate of appropriateness.

- A. Reconstruction and alterations.
1. A building or structure classified as an historic landmark or located within an historic district, or any part thereof, or any appurtenance related to such structures, including but not limited to walls, fences, light fixtures, steps, paving and signs, shall not be reconstructed or altered unless a certificate of appropriateness has been issued for such activity. No certificate of appropriateness for a structure or building identified as contributing to the district shall be issued unless the proposed activity is found to preserve or enhance a building's or structure's historical or architectural character. No certificate of appropriateness shall be issued for a noncontributing structure or building unless the proposed activity is complementary to the historic character of surrounding structures and buildings and meets the intent of this ordinance.
 2. The standards and requirements in the United States Secretary of the Interior's Standards of Rehabilitation as well as the following factors shall be considered when reviewing applications for reconstruction or alteration of buildings or structures subject to review under this ordinance:
 - a. Every reasonable effort shall be made to use a property for its historic purpose and in a way which will require minimum alteration to the structure and its environment;
 - b. Rehabilitation work shall not destroy the distinguishing qualities nor character of the structure and its environment. The removal or alteration of any historic material or architectural features should be avoided;
 - c. Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event that replacement is necessary, the new material should match the material being replaced in composition, design, texture and other visual qualities. Repair or replacement of missing architectural features should be based on physical or pictorial evidence rather than on conjectural designs or the availability of different architectural features from other buildings;

- d. Distinctive stylistic features or examples of skilled craftsmanship which characterize historic structures and often predate the mass production of building materials shall be treated with sensitivity;
 - e. Changes which may have taken place in the course of time are evidence of the history and development of the structure and its environment, and these changes shall be recognized and respected;
 - f. All structures shall be recognized as products of their own time. Alterations to create an earlier appearance shall be discouraged;
 - g. Contemporary design for additions to existing structures shall be encouraged if such design is compatible with the size, scale, material and character of the neighborhood, the structure or its environment; and
 - h. Wherever possible, new additions or alterations to structures shall be done in such a manner that if they were to be removed in the future the essential form and integrity of the original structure would be unimpaired.
- B. Demolition or removal: See Section [12-14](#) of this ordinance.
- C. Construction of new buildings or structures. The construction of a new building or structure within an historic district shall be generally of such a design, form, proportion, mass, configuration, building material, texture, color and location on a lot as will be compatible with buildings, structures and open spaces where it is visually related and in keeping with the area. The following factors shall be considered:
- 1. Height. The height of proposed buildings shall be compatible with adjacent buildings;
 - 2. Proportion of building's front facade. The relationship of the width of the building to the height of the front elevation shall be visually compatible with buildings, structures and open spaces where it is visually related;
 - 3. Proportion of openings within the facade. The relationship of the width of the windows to the height of windows and doors in a building shall be visually compatible with that of windows and doors of buildings to which the building is visually related;
 - 4. Rhythm of solids to voids in front facades. The relationship of solids to voids in the front facade of a building shall be visually compatible with that of the buildings to which it is visually related;
 - 5. Rhythm of spacing of buildings on streets. The relationship of the building to the open space between it and adjoining buildings shall be visually compatible with that prevailing in the area to which it is visually related;
 - 6. Rhythm of entrance and/or porch projection. The relationship of entrances and porch projections to sidewalks of a building shall be visually compatible with that of buildings to which it is visually related;
 - 7. Relationship of materials and textures. The relationship of the materials and textures of the facade of a building shall be visually compatible with that of the predominant materials used in the buildings to which it is visually related;
 - 8. Roof shapes. The roof shape of a building shall be visually compatible with that of the buildings to which it is visually related;
 - 9. Scale of building. The size of the building and the building mass of a building in relation to open spaces, the windows, door openings, porches and balconies shall be visually compatible with those characteristics of buildings and spaces to which it is visually related; and
 - 10. Directional expression of front elevation. A building shall be visually compatible with the

- building, squares and places to which it is visually related in its directional character, whether this shall be vertical character, horizontal character or nondirectional character.
- D. Signs. Signs shall be reviewed based on the standards contained in Article VI (Performance Standards), Section 59 (Signs). When a certificate of appropriateness is required for a new or altered sign, the following factors shall be considered:
1. See Article VI (Performance Standards), Section 59 (Signs).
 2. Sign size should be contextually compatible with the building or storefront facade. Signs should be placed so as to not obscure architectural details related to the building.
 3. Sign placement should respect adjacent signs and structures.
- E. Exceptional circumstances.
1. The approval authority may issue a certificate of hardship in lieu of a certificate of appropriateness where the standards otherwise set forth in this section are not met but where the approval authority determines that failure to issue a certificate would result in undue hardship to the owner of the property. Before the approval authority may issue a certificate under this subsection, the records must show the following:
 - a. The property cannot yield a reasonable economic return or the owner cannot make any reasonable use of the property;
 - b. The plight of the owner is due to exceptional or unique circumstances and not due to the general applicability of this ordinance; and
 - c. The conditions or circumstances which constitute the hardship were not caused or created by the property owner after this ordinance became applicable to that property.
 2. For the purposes of Subsection E1a, "reasonable economic return" shall not be construed to mean a maximum return, and "any reasonable use" shall not be construed to mean the highest and best use.

Section 124. Demolition.

- A. An historic landmark, or any building or structure identified as contributing, shall not be demolished or removed and a certificate of appropriateness to do so shall not be issued unless one of the following conditions is met:
1. The building or structure has been identified by the Historic Preservation Commission (~~hereafter referred to as "the Commission"~~) as noncontributing or incompatible with the MSRD District in which it is located; or
 2. The property owner can demonstrate to the Commission that it cannot be renovated or reconstructed so as to earn an economic return on its value in its present location as determined by a qualified real estate appraiser; or
 3. The property owner can demonstrate to the Commission that he/-she has offered the property for sale through a real estate broker for at least 180 days and that there has been no bona fide offer to buy the property from any person or entity that is willing to preserve and restore the property.
- B. Applicants applying for the demolition or removal of designated historic landmarks or contributing structures or buildings, or important portions and features thereof, shall clearly demonstrate that their application meets one or more of the following demolition or removal criteria before the Commission will approve the application for demolition or removal:
1. The physical condition of the building makes the continued upkeep of the building, or important portions or features thereof, uneconomical; or
 2. The building or structure, or important portions and features thereof, has been determined

- by the Division of Code Enforcement to represent an immediate hazard to the public health or safety, which hazard cannot be abated by reasonable measures.
- C. Demolition delay. Before the issuance of a demolition permit by the Code Enforcement Office, a delay period of 90 days shall apply to any building or structure and portion thereof that is:
 - 1. An historic landmark or is designated as contributing.
 - 2. Listed and eligible for listing on the National Register of Historic Places, but not designated significant locally.
 - D. Demolition delay procedures. At the hearing on an application to relocate or demolish a contributing building in an historic preservation district, or an historic landmark, the Commission may, in the interest of exploring reasonable alternatives, delay issuance of a permit for up to 120 days from the date of the hearing. If, 10 days prior to the expiration of the delay period, the Commission finds that there are still reasonable alternatives to explore, the Commission may continue the delay for an additional period of up to 60 days. The purpose of the delay is to find alternatives to demolition, such as assisting in securing funding to preserve in place the building, structure, or important portions and features thereof; or finding other ways to preserve the building or structure, such as outright purchase of the property, when feasible, or relocation; or proper recordation of buildings, structures and sites, including photography and narrative report; or preservation of historic artifacts.
 - E. This section shall not apply to any structure which has been ordered demolished by the City Council or the court in accordance with 17 M.R.S.A. §§ 2851 through 2959 and amendments thereto, or to any structure which has been partially destroyed and is determined by the Division of Code Enforcement to represent an immediate hazard to the public health or safety, which hazard cannot be abated by reasonable measures, specified by the Division of Code Enforcement, including securing apertures and/or erecting fences.

Section 135. Exceptions to requirement for certificate of appropriateness.

A certificate of appropriateness is not required and the City Planner shall issue a certificate of nonapplicability for the following:

- A. Where a certificate of hardship has been issued within the previous 12 months.
- B. Where the activity involves ordinary maintenance, or the repair of exterior features of an historic landmark or of a building or structure in an historic district is permitted, so long as it does not alter the design, materials, or outer appearance thereof.
- C. The construction, reconstruction, alteration, restoration or demolition of any feature which the Code Enforcement Office has certified as required to maintain public safety because of an unsafe or dangerous condition.
- D. Where the activity involves emergency repairs of a temporary nature.
- E. Where the activity proposed results in exterior alterations not readily visible at pedestrian heights, when viewed at any height between four and six feet from any open space or street.

Section 146. Certificate validity.

All certificates of appropriateness, nonapplicability, and hardship shall be valid for no more than 12 months from the date of issuance.

Section 157. Appeals.

Appeals of the issuance of any certificate under this ordinance or denial of any certificate under this ordinance may be appealed within 30 days of such a decision as follows:

- A. Appeals of decisions made by the Commission shall be to the Zoning Board of Appeals.
- B. Appeals of any decision made by the City Planner and Chair of the Commission under Section ~~8B-10B~~ of this ordinance shall be to the Historic Preservation Commission. Appeals of this nature shall be appellate reviews by the Commission and not de novo.

Section 168. Enforcement.

Enforcement of this ordinance shall be as per Part III (Land Development Regulations), Article VIII (Administration, Enforcement, and Penalties).

Section 179. ~~Parcels with s~~Structures or buildings identified as historically contributing.

Parcels comprising "contributing" structures or buildings identified as "contributing" are contained in the "Official Listing of Historically Contributing Buildings or Structures" which has been certified by the Mayor and attested by the City Clerk together with the date of adoption of this ordinance. Identified parcels/structures/buildings may only be added to the list through a zoning amendment that approves such -an amended list. Parcels/structures/buildings may be removed from the list upon recommendation by the Historic Preservation Commission and approval of the Planning Board, at which time it shall be recertified by the Mayor and re-attested by the City Clerk.



Biddeford City Council

Meeting Date: July 20, 2021

Meeting Time: 6:00 p.m.

Agenda Item No: 2021.72

Item Description: Revisions to the Historic Preservation Ordinance

Submitted by: Brad Favreau, Economic Development Coordinator

Supporting Information/Documentation: Current Ordinance with legislative edits

Key Terms: None

Executive Summary:

The Historic Preservation Commission is seeking revisions to the Ordinance as required by the Maine Historic Preservation Commission in order for the City to obtain Certified Local Government (CLG) status.

Detailed Review:

The Maine Historic Preservation Commission grants towns and cities in Maine Certified Local Government (CLG) status to help these communities meet preservation standards as determined by the United States Department of the Interior under the National Historic Preservation Act of 1966.

To achieve CLG status, a community must have an ordinance in place that meets MHPC requirements. Currently, Biddeford's ordinance lacks only three requirements: 1.) Criteria for eligibility as a historic building, landmark or site, 2.) A process to nominate and approve new buildings, landmarks and sites as historic places, and 3.) Additional responsibilities of the Biddeford Historic Preservation Committee. The ordinance changes proposed here fill these omissions and will make Biddeford eligible to apply to the MHPC for CLG status. Other minor changes have been made to enhance content and clarity of the ordinance.

Achieving CLG status will make Biddeford only the 11 community in Maine to be a Certified Local Government. This status confers upon Biddeford the benefits of:

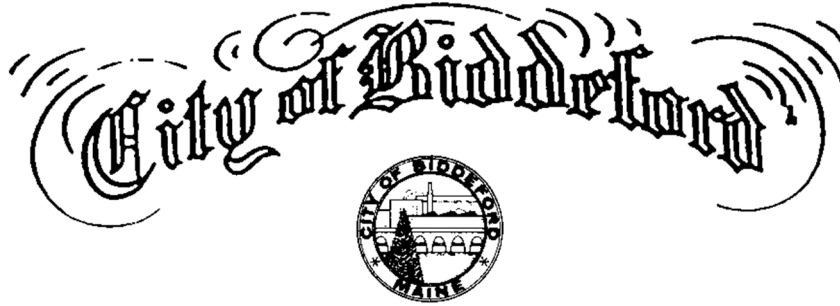
- Technical assistance and design guidelines to support our preservation efforts
- Grant opportunities that may be used for:
 - The preservation of buildings that are listed on the National Register of Historic Places or are eligible for placement on this Register. City Hall is among buildings in Biddeford that could benefit from this grant opportunity.
 - Architectural survey of Biddeford's historic district. The survey in use today was performed by architect Russell Wright in 1999. An updated survey would greatly help the commission's efforts

- o Lectures, workshops and classes that educate both commission members and the citizens of Biddeford about the benefits of historic preservation and how to best achieve preservation standards.

Funding Source: N/A

Staff Recommendation:

On July 7, 2021 the Biddeford Planning board held a duly noticed Public Hearing to address these proposed changes. The Board voted unanimously to recommend approval of these changes by City Council. City Staff agrees with is recommendation.



2021.73 IN BOARD OF CITY COUNCIL...JULY 20, 2021
BE IT ORDAINED by the City Council of Biddeford, Maine to amend the Code of Ordinances of the City of Biddeford as follows:

**Part III (Land Development Regulations), Article V (Establishment of Zones),
Table A (Table of Land Uses):**

KEY:

- * Subject to Article VI, Performance Standards, of this ordinance.
- P Permitted use.
- Not permitted.
- C Conditional use. See Article VII for specific standards.
- A Accessory use

	Article VI Section	I-3
Educational, institutional public uses:		
Public and private schools*	53	<u>P</u>

Part III (Land Development Regulations), Article VI (Performance Standards):

~~Section 53 (Primary and secondary schools, fraternal organizations, and not for profit clubs).~~

~~Schools, fraternal organizations and not for profit shall be permitted as a conditional use in accordance with the provisions below:~~

- ~~A. The buffers standards of this ordinance shall be met.~~
- ~~B. No building shall be closer than 50 feet from any property line.~~
- ~~C. When adjacent to residential properties, parking areas and outdoor activity areas shall be effectively screened from view by a continuous vegetative barrier, or stockade fence, not less than six feet in height.~~



Biddeford City Council

Meeting Date: July 20, 2021

Meeting Time: 6:00 PM

Agenda Item No: 2021.73

Item Description: Allowing "Public and Private Schools" in the I-3 Zone

Submitted by: Mathew Eddy, Planning and Development Director
Greg Tansley, A.I.C.P., City Planner

Supporting Information/Documentation:

- See Attached Council Order

Key Terms:

SCHOOLS, PUBLIC AND PRIVATE: Primary and secondary schools, or parochial schools, which teaches courses of study which are sufficient to qualify attendance in compliance with state compulsory education requirements.

Executive Summary:

Discussions have occurred between City officials, the School Department and the owner of Five Points Shopping Center (Big Lots, Goodwill, etc.) about expanding Biddeford's vocational school offerings to the shopping center into the space once occupied by Smitty's Cinema. In advance of the discussion going to much further, Staff have moved forward a zoning amendment necessary for this to happen since Public and Private Schools (by definition) are not permitted in the I-3 Zone. If passed, Staff also recommend deleting the Performance Standards (Section 53) related to these schools for the reasons outlined below.

Detailed Review:

The City has been in recent discussions with the owner of Five Points Shopping Center (Big Lots, Goodwill, etc.) and the Biddeford School Department about the potential of expanding Biddeford's Center for Technology into what is presently known as the "Smitty's Theater". The concept plan calls for the redevelopment of Smitty's into a second Vocational Campus that will focus on:

- Culinary skill development
- Hospitality certifications
- Personal care programs (salon technicians, massage, etc.)
- Other programs given present space limitations

Although the shopping center presents an ideal location for this type of school facility, we quickly realized that public and private schools are not currently permitted in the I-3 Zone. I believe the I-3 Zone is a bit of misunderstood zone - its name implies "industry" but it is much more of a mixed-use

zone today (minus the residential). Currently the I-3 Zone contains retail, restaurants, services, industry, an Ice Arena, the YMCA, and a significant amount of medical services.

With the mixed use nature of the I-3 Zone in mind, Staff and the Planning Board recommend City Council consider a zone change to allow schools in the I-3 Zone. Through the review of the Ordinance and the Performance Standards for Schools (Article VI, Section 53) we also recommending deleting Section 53 in its entirety. Our notes in red are why we make that recommendation:

*Section 53. Primary and secondary schools, fraternal organizations, and not-for-profit clubs.
[Ord. No. 2001.45, 5-16-2001]*

Schools, fraternal organizations and not-for-profit shall be permitted as a conditional use in accordance with the provisions below:

- A. The buffers standards of this ordinance shall be met. Redundant – the Performance Standards for Article VI, Section 12. Buffers apply regardless (see below).*
- B. No building shall be closer than 50 feet from any property line. Based on Staff's research this standard appears to have been added to the Ordinance at some point between 1990 and 2001. Prior to 2001, we believe it was in place solely for the purposes of UNE. When the UNE Ordinance was created, however, it was not removed from this section of the Ordinance, and by leaving it in the Ordinance it creates a significant problem for both existing and future uses that fall in this definition of land use.*
- C. When adjacent to residential properties, parking areas and outdoor activity areas shall be effectively screened from view by a continuous vegetative barrier, or stockade fence, not less than six feet in height. Redundant – the Performance Standards for Buffers apply regardless (see below).*

For reference, Article VI, Section 12 (Buffers) reads as follows:

Section 12. Buffers.

[Ord. No. 2001.90, § 8, 10-16-2001; amended 1-3-2017 by Ord. No. 2016.113]

- A. No structure shall be erected or any use permitted in nonresidential districts, which abut residential districts, unless a buffer strip at least 30 feet wide is provided and maintained between any adjoining residential district or use and the nonresidential structure or use. Such buffer area shall be for the purpose of eliminating or minimizing any adverse effects upon the environmental or esthetic qualities of abutting properties or any type of nuisance affecting the health, safety, welfare and property values of the residents of Biddeford. This requirement may be waived by the Planning Board upon request of the applicant if it can be demonstrated that the waiver is warranted or necessary due to*

existing conditions and/or if other means of eliminating or minimizing any adverse impacts on residential structures or uses can achieve the same purpose, such as, but not limited to, the installation of stockade fencing or noise barriers.

- B. No building, structure, or parking shall be erected, provided, or enlarged or use permitted within the institutional zone which abuts or is adjacent to a Suburban Residential (SR-1), Coastal Residential (CR), or Rural-Farm (R-F) Zone unless a buffer at least 50 feet wide is provided and maintained between the adjoining zone and the building, structure, parking, or use in the institutional zone. Such buffer area shall be for the purpose of eliminating or minimizing any adverse effects upon the environmental or aesthetic qualities of abutting properties or any type of nuisance affecting the health, safety, welfare and property values of the residents of Biddeford, especially the residents of the surrounding neighborhoods. The buffer standards related to this subsection (Article VI, Section 12B) pertaining to the institutional zone may not be waived.*
- C. Required buffer areas shall not include parking or loading areas, and shall consist of coniferous or deciduous trees.*

Funding Source:

- N/A

PlanningBoard/Staff Recommendation:

On July 7, 2021, following a Public Hearing, the Planning Board voted unanimously IN FAVOR OF the attached Ordinance Amendments passing at the City Council.

The Planning Board presumably recommended in favor of this amendment based on the rationale explained by Staff and the desire to make these changes now in anticipation of the project coming to fruition in the not-so-distant future.



2021.74

IN BOARD OF CITY COUNCIL...JULY 20, 2021

BE IT ORDAINED by the City Council of Biddeford, Maine to amend the Code of Ordinances of the City of Biddeford as follows:

Part III (Land Development Regulations), Article III (Official Zoning Map), is amended to rezone 565 Elm Street (Tax Map 13, Lot 43) from Business 2 (B-2) to Industrial-1 (I-1).



Biddeford City Council

Meeting Date: July 20, 2021

Meeting Time: 6:00 PM

Agenda Item No: 2021.74

Item Description: 565 Elm Street, LLC Requested Zone Change – Business 2 (B-2) to Industrial 1 (I-1)

Submitted by: Greg Tansley, A.I.C.P., City Planner

Supporting Information/Documentation:

- 565 Elm Street, LLC Application Dated May 27, 2021
- 565 Elm Street Zone Change Planning Board Report

Key Terms: N/A

Executive Summary:

The Applicant has requested that the Official Zoning Map be amended to rezone 565 Elm Street (Tax Map 13, Lot 43) from Business 2 (B-2) to Industrial 1 (I-1). A map is provided in the applicant's submission package.

The parcel requested for re-zoning is the former Precott Metal facility.

Detailed Review:

Please see the attached Planning Board Memorandum for a detailed review of the proposal including a comparison of the Table of Land Uses and Dimensional Requirements for each zoning district.

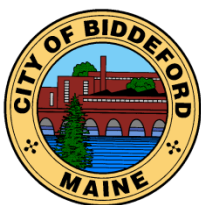
Funding Source:

- N/A.

Staff/Planning Board Recommendation:

The Planning Board voted 3-1 **AGAINST** the requested zoning amendment. During its review of the request the Board spoke of the following reasons for not supporting the change:

- The change to a heavier industrial zone could have negative impacts on surrounding properties and businesses;
- The general area around the intersection of Precourt Street and Elm Street should be looked at rather than just one parcel; and
- The consideration of any rezoning in the area should wait for the completion of the Comprehensive Plan.



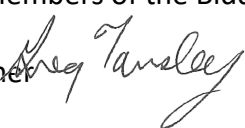
CITY OF BIDDEFORD

Planning and Development Department

Greg D. Tansley, A.I.C.P.
City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 282-7119 or (207) 284-9115
Greg.Tansley@biddefordmaine.org

PLANNING BOARD REPORT

TO: William Southwick, Chair & Members of the Biddeford Planning Board

FROM: Greg Tansley, AICP, City Planner 

DATE: July 1, 2021

RE: Public Hearing – Change the Zoning for 565 Elm Street (Tax Map 13, Lot 43) from Business 2 (B-2) to Industrial 1 (I-1)

MEETING/PUBLIC HEARING DATE: July 7, 2021 @ 6:00 PM

The new owners of 565 Elm Street have requested the zoning be changed for the parcel from B-2 to I-1. They have provided a cover letter describing the request and their reasoning for it. The applicant has provided a series of pictures in their application describing the property and how it fits in with the general industrial nature of the area.

Below is the Table of Land Uses comparing the uses in Zones B-2 and I-1.

Part III (Land Development Regulations), Article V (Establishment of Zones), Table A (Table of Land Uses):

KEY:

- * Subject to Article VI, Performance Standards, of this ordinance.
- P Permitted use.
- Not permitted.
- C Conditional use. See Article VII for specific standards.
- A Accessory use

	Article VI Section	B-2	I-1
Residential uses:			
Accessory dwelling unit* 27	78		
Accessory structure*	2	P	P
Boarding, rooming house*	10		
Bed-and-breakfast*	9		

Cluster development*	18		
Congregate housing*	19		
Duplex/2-family	24		
Home occupation*	38		
Manufactured housing*			
Mobile home park*			
Multifamily dwelling*	47		
Planned unit developments*	73		
Single-family dwelling 11	2		
Commercial uses:			
Adult business	3	C17	
Amusement center*	5	C	
Art gallery			
Art studio			
Auto body shops			C
Automobile graveyard, automobile recycling business, junkyard*	7		C
Automobile repair, sales		P	P
Boat building, repair, marine services, sales, boat livery, marina, yacht club		P	
Building materials retail sales		P	P
Carwash*	14	C	C
Commercial gardening, commercial greenhouse*	17	P	
Commercial recreation*	18	C	C
Commercial school*	53	P	
Drugstore/medical supply		P	
Financial institution		P	C
Firewood processing*	33		
Fisheries processing, storage*	34		
Funeral parlor		P	P
Gasoline service station*	36	P	P
Hotel/motel*	40	P	P
Indoor theater		P	P
Kennel, veterinary hospital*	42	P	P
Marijuana caregiver retail store	77		C
Marijuana store, adult use	77		
Marijuana cultivation facility	77		C
Marijuana testing facility	77		C

Marijuana products manufacturing facility	77		C
Neighborhood convenience store		P	
Off-street loading and parking lot and facilities, commercial parking garage	49	P9	P
Offices, business and professional*	52	P	P
Planned unit developments*	73	C	
Publishing, printing		P	P
Restaurant*	56	P	P
Retail store		P	P
Sawmill*	33		
Services		P	P
Shopping center		C	C
Telecommunications facilities	71		
Wholesale business		P	P
Industrial uses:			
Air transportation related use			
Air transportation dependent use*			C
Airport	4		C
Bulk oil terminal*	41		C
Contractor's storage yard			C
Demolition disposal*	23		
Experimental research and testing laboratory	29	C	C
Light manufacturing*	41	C	P
Light trucking dependent industry*	41	C	P
Manufacturing*	41		C
Planned unit developments*	73		C
Resource recovery facility			
Recycling facilities	76		C
Redemption centers		C	P
Storage of bulk gaseous fuels*	41		P
Transportation facilities			P
Trucking, distribution terminal*		C	P
Warehousing and storage*	60	P	P
Self-storage facilities*	60	C25,26	P
Educational, institutional public uses:			
Addiction treatment facility 22			
Church, synagogue*		C	
Civic, convention centers		C	
Community centers, clubs		C	

Day care center, adult	22	P	P
Day care home, adult	22	C	
Day care home, children's	22	C	
Day care center, children's	22	C	C
Essential services	27	C	C
Fire, police station		P	
Group homes, hospice	19	P	
Hospital*	39		
Municipal use	47.1	P	P
Museum, library		P	
Nursing home*	39		
Public and private schools*	53	C	
Public facility		P	C
Rehabilitation facility			
University/college*			
University uses*			
Water supply system		C	C
Outdoor, resource-based uses:			
Agriculture*	3, 31		
Agricultural products processing and storage*	3, 31		P
Animal breeding or care	42		
Campground*	13		
Cemetery	14.1		
Extractive industry*	30	P2	P2
Farm stands* 13	31		
Timber harvesting	64		
Golf course excluding miniature golf			
Parks and recreation*		P	P

In terms of Dimensional requirements, the following page provides a summary of the two zones:

Part III (Land Development Regulations), Article V (Establishment of Zones), Table B (Dimensional Requirements):

Zoning District	Minimum Lot Size, Square Feet Per Unit A				Frontage			Minimum Setback, Feet**				Maximum Heights+	
	Water and Sewer	Water, No Sewer	Sewer, No Water	Neither Water Nor Sewer	Water and Sewer	Water or Sewer	Neither Water Nor Sewer	From Major R.O.W.	From Other R.O.W	Side	Rear	Stories	Feet
B-2 O	10,000 J	20,000	20,000	40,000	150	150	150	30	25	10	10	3	35
I-1 O	None	None	None	N/A	50	50	N/A	40 S	30 S	25 E, S	25 E,S	6	60

NOTES for Table B:

N/A: Not allowed.

E. All buildings and structures shall be set back at least 50 feet from any zone in which residential dwellings are an allowed use, except as otherwise provided in this table.

J. Applies to all uses.

O. Any residential structures in existence prior to December 20, 1990, may be expanded or added to as long as they meet minimum setbacks (from major access, 40 feet; from other streets, 25 feet; from side and rear property lines, 10 feet).

S. The Building Inspector may allow a lessening of setback requirements, to no less than 10 feet, for utility buildings and structures to facilitate utility infrastructure improvements. Any such buildings or structures built under this provision shall be removed when no longer used for such necessary utility infrastructure.

SAMPLE MOTIONS:

*Motion to **recommend** that the zoning for 565 Elm Street be changed from B-2 to I-1 based on the reasons outlined in the applicants letter dated May 27, 2021; and/or for the following reasons:*

*Motion to **not recommend** that the zoning for 565 Elm Street be changed from B-2 to I-1 for the following reasons:*

ATTACHMENTS:

1. Application Materials for the Zone Change request.

Redstone

100 Bank Street | Suite 200

Burlington, VT 05401

May 27, 2021

Carmen J. Morris, City Clerk
City of Biddeford
205 Main Street
Biddeford, ME 04005

Re: Zoning Map Amendment Request for 565 Elm Street

Dear Carmen,

Please accept this letter as a formal request pursuant to Article XII, Section s(B) of the City's Land Development Regulations to rezone 565 Elm Street (the "Property") from the B-2 Business Zone to the I-1 Industrial Zone. The Property was recently acquired by 565 Elm Street LLC from Prescott Metal on February 16th, 2021. Prior to this transaction the Property was purchased by Prescott Metal on January 4th, 1977 and operated as a sheet metal fabrication facility until Prescott's relocation to 18 Morin Street in 2019. The Property has sat vacant since.

The existing physical improvements on site include a 28,153 SF manufacturing/warehouse building, 1,847 SF detached storage garage, and an 800 SF Quonset hut. Given the characteristics of the improvements we believe the highest and best use of the Property would be categorized as an Industrial use per the City of Biddeford's Table of Land Uses. Under the current B-2 zoning many of the industrial uses are either not permitted or conditional. Furthermore, it is our understanding that the historical use of the Property as a manufacturing facility has been consistent since the completion of the original improvements in 1967, prior to the Property being zoned B-2. Under B-2 zoning a manufacturing facility is not permissible.

As depicted in the zoning map attached to this application, the Property's eastern border is contiguous to the I-1 zone. Furthermore, the Property is a short distance from Landry Street, where zoning along Elm Street changes from the B-2 Business Zone to the I-1 Industrial Zone. At its southernmost border, the Property is approximately 385 feet from this zone change.

Over the last several months we have been actively marketing the space for lease with NAI The Dunham Group. The interest we have received has consistently come from two types of tenants: small but growing Maine manufacturers that are outgrowing their current locations, and businesses that grow and produce cannabis products for medicinal and adult use. With the former, a common theme in our

conversations has been forward-looking, with many of them viewing 565 Elm Street as an opportunity to continue expanding production and warehousing of their inventory due to the size and layout of the space. With the latter, they are searching for suitable space in a market that is virtually fully occupied. Given the extreme shortage of warehousing/manufacturing space in the market 565 Elm Street is currently the only option within Biddeford for many of these businesses.

Because of the existing improvements, historical use, and proximity to the Biddeford Industrial Park, we believe a zoning change from B-2 to I-1 is appropriate for this parcel and would be complimentary to the industrial park. We are not currently requesting a zoning permit and understand that some I-1 uses (e.g. cannabis) may be conditional, requiring further review and approval from the City. At this time we are not requesting any waivers or proposing any improvements to the site.

We look forward to working with the Planning Board and the City Council on our application. Please let us know if we can provide any other information that would be helpful throughout the process.

Thank you in advance for your consideration,

Joe Engelken



cc: Mathew Eddy, Planning and Development Director

CITY OF BIDDEFORD, MAINE
PLANNING BOARD
P.O. Box 586, 205 Main Street Biddeford, Maine 04005
207-284-9115

APPLICATION FORM

Type of Application:

☐ Shoreland Zoning Permit

☐ Site Plan Review

☐ Extraction

☐ Conditional Use Permit

☐ Subdivision

☐ Private Way

☒ Other: Site rezoning

Applicant Information:

Applicant's Name: Joe Engelken

Applicant's Mailing Address: P.O. Box 790, Burlington, VT 05402

Applicant's Telephone: 802-578-5139

What is Applicant's legal interest in the property?

☒ Owner

☐ Potential Buyer with Contract

☐ Lease/Rental Agreement

Owner's Name: 565 Elm Street LLC

Owner's Address: P.O. Box 790, Burlington, VT 05402

Owner's Telephone: 802-658-7400

Agent's Name: Peter J. Van Hemel

Agent's Address: P.O. Box 9729, Portland, ME 04104

Telephone: 207-228-7114

Engineer/Surveyor: N/A

Engineer/Surveyor's Address: _____

Telephone: _____

Project Location and Lot Information:

Street Address: 565 Elm Street, Biddeford, ME 04005

Tax Map: 13 Lot: 43

Current Zoning: B2

Shoreland Zoning: _____

Size of lot: 7.17 ☒ acres ☐ s.f. Lot Frontage: 340 feet

Existing Use of Property: Manufacturing/Warehouse

Property currently serviced by:

☒ City Road	☐ Private Road
☒ Public Sewer	☐ Septic System
☒ Public Water	☐ Private Well
☐ Public Trash	☐ Private Hauler

Slope Conditions in Area of Construction (if applicable):

☐ Flat (0-3 % slope) ☐ Rolling (3-8% slope) ☐ Hilly (8-15% slope) ☐ Steep (15% + slope)

Are there any wetlands or waterbodies on the site? ☒ Yes ☐ No If yes, attach information

Do you plan to bring fill onto the lot? ☐ Yes ☒ No If yes, attach information

Description of proposed use of property:

Project/Proposed Use Description: Zoning ordinance alteration from B-2 to I-1 to be more in line with the
historical and existing use of the site, as well as the surrounding industrial park (currently zoned I-1).

Property to be serviced by:

☒ City Road	☐ Private Road
☒ Public Sewer	☐ Septic System
☒ Public Water	☐ Private Well
☐ Public Trash	☐ Private Hauler

Is this project part of a larger project? ☐ Yes ☒ No

☐ If in a Shoreland Zone:

Percent of residential lot coverage (Max. 20%): _____

Percent of structure expansion (Max. 30%): _____

☐ If Subdivision Review, number of lots proposed: _____

☐ If a Private Way is proposed, number of lots served: _____

☐ **If Site Plan Review, you must provide the following information:**

Total new square feet footprint of structures: _____

Total new square feet paving/parking: _____

Waiver Requests (attach details):

1. _____
2. _____
3. _____
4. _____
5. _____

Attachments:

A. Letters of Approval

- ☐ Fire Department - Contact - 282-9986
- ☐ Ability to Serve – Maine Water - 282-1543
- ☐ Ability to Serve - Engineering Department (Sewer) - Contact - 284-9118
- ☐ Police Department - E-911 Road Name Designation - Contact - 282-5127

B. Letter to Planning Board describing project, waiver requests, proposed improvements, addressing permit requirements, etc.

C. Photographs of site.

D. Architectural renderings/drawings of proposed buildings, as required.

E. Engineered Plans, as required.

Fees (due at time of application):

Refer to "Attachment A Fees and Charges" of the Land Development Regulations for more information. Consult with Planning Staff if you have questions.

Required Signatures:

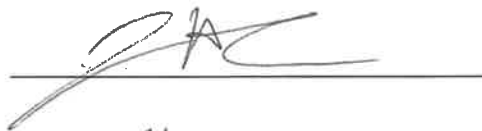
By signing this application, as the foresaid applicant or authorized agent:

- I certify that I have read and completely understand the application;
- I certify that the information contained in this application and it's attachments are true and correct;
- I understand that all information provided on this form and all other documents submitted as part of my proposal is a matter of public record;
- I understand that copies of this information may be supplied upon request to an interested party.
- I understand that additional funds may be required through the course of review for special studies, legal review costs, and/or engineering review.
- I understand that by submitting this application I am not guaranteed a place on any particular agenda. I further understand that the City Planner will place me on an agenda for review when the application is deemed substantially complete.

☐ Project proposed to have 1 acre or more of site disturbance:

-Project may need to apply for a Maine Construction General Permit and shall comply with the requirements of DEP Chapter 500 Stormwater Regulations, as they apply.

Signature of applicant:

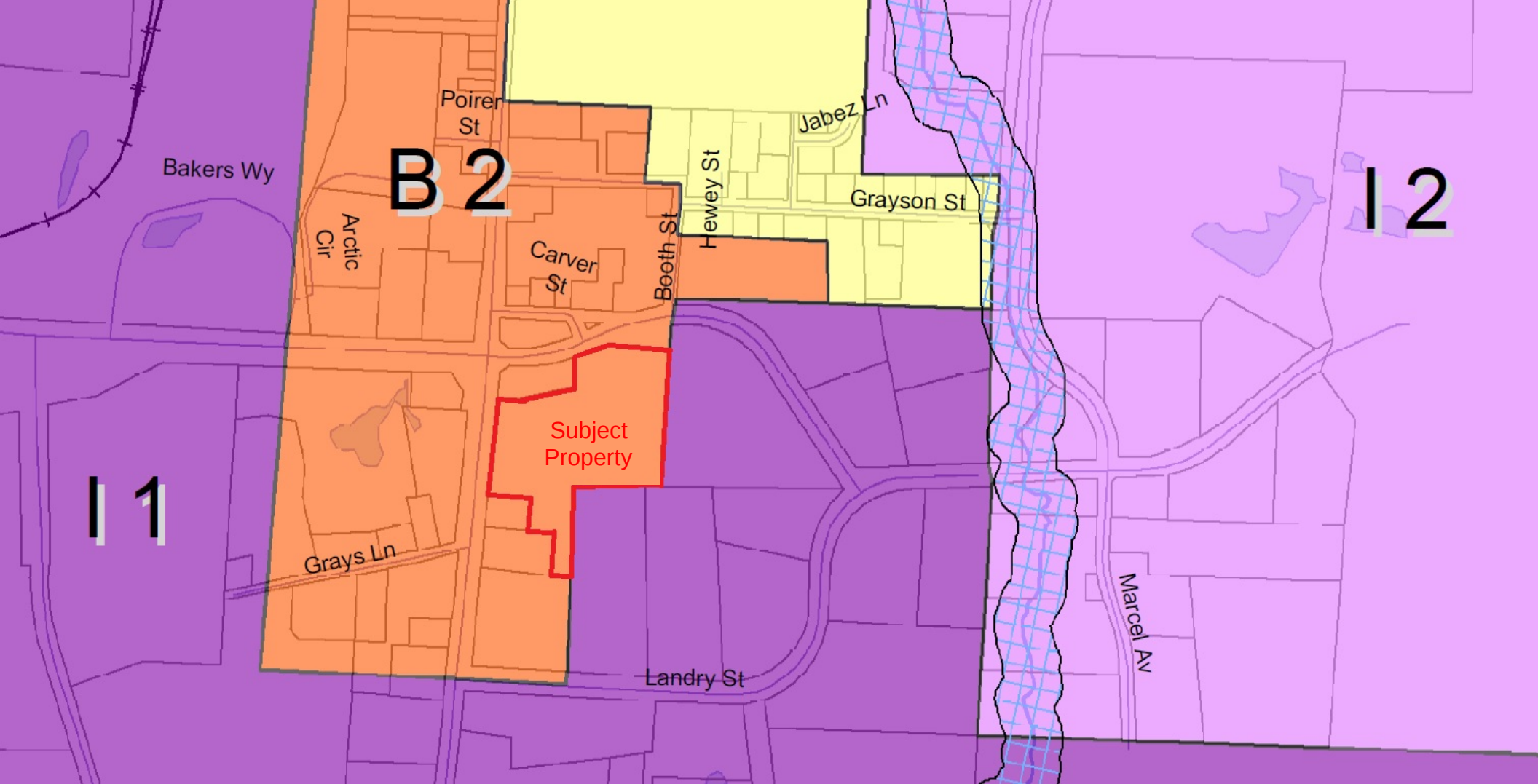


Date: 5/27/21

Signature of owner of property:



Date: 5/27/21



B 2

I 2

I 1

Subject
Property

Bakers Wy

Arctic
Cir

Poire
St

Carver
St

Booth St

Hewey St

Jabez Ln

Grayson St

Grays Ln

Landry St

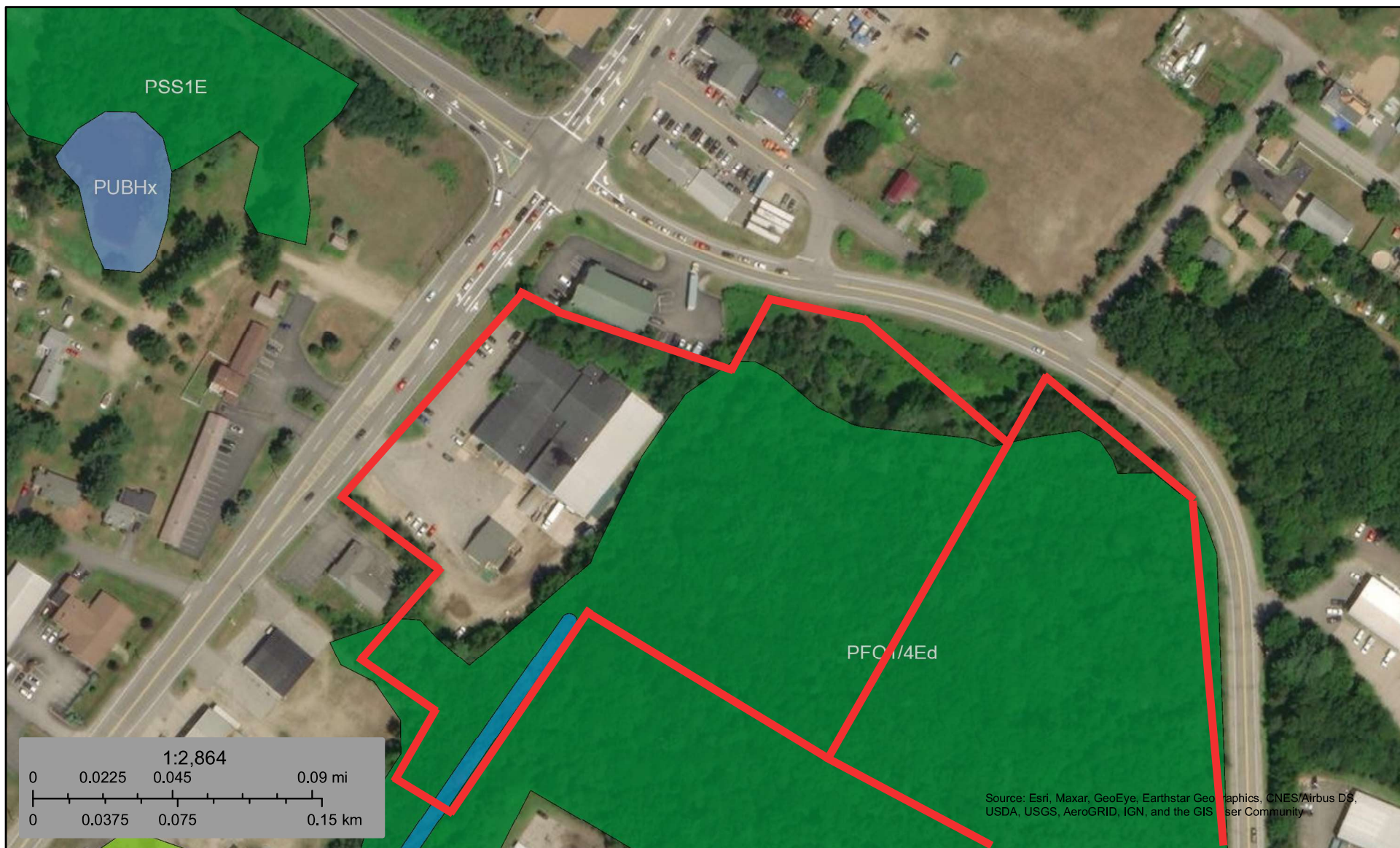
Marcel Av



U.S. Fish and Wildlife Service

National Wetlands Inventory

565 Elm St, Wetland



January 15, 2021

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

565 Elm Street – Property Photos



View of building from Elm Street



Loading docks and Quonset hut

565 Elm Street – Property Photos



Loading dock and dolly ramp



Front entrance

565 Elm Street – Property Photos



Parking lot and storage garage



Front entrance to storage garage

565 Elm Street – Property Photos



Rear of storage garage



Warehouse

565 Elm Street – Property Photos



Warehouse



Warehouse

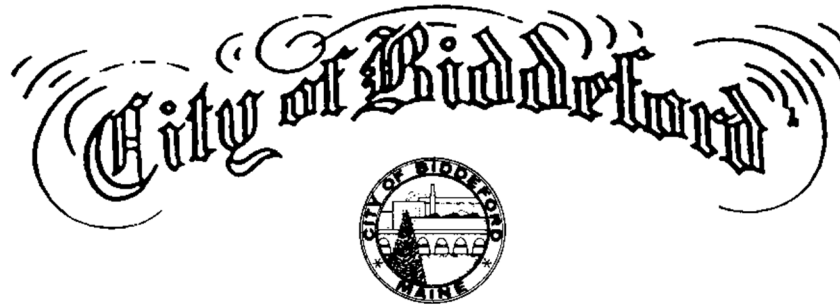
565 Elm Street – Property Photos



Loading dock area



Office



2021.75

IN BOARD OF CITY COUNCIL...JULY 20, 2021

BE IT ORDAINED that the City Council of Biddeford, Maine amends Contract Zone #19 for the Maine Governmental Facilities Authority to allow for the installation of photovoltaic (PV) panels in the parking lots east of the courthouse, in addition to PV panels on the roof, and that the amended Contract Zone #19, as recommended by the Planning Board on July 7, 2021, be adopted, and that said Contract Zone as amended be considered an amendment to the Zoning Ordinance and the Official Zoning Map of the City of Biddeford, and

BE IT ORDERED that the City Manager is authorized to sign and execute an Agreement to Amend Contract Zone #19 between the City of Biddeford and the Maine Governmental Facilities Authority.



Biddeford City Council

Meeting Date: July 20, 2021

Meeting Time: 6:00 PM

Agenda Item No: 2021.75

Item Description: Contract Zone #19 (York Judicial Center) Amendment

Submitted by: Greg Tansley, A.I.C.P., City Planner

Supporting Information/Documentation:

- [Part III \(Land Development Regulations\), Article V, Section 9. Contract and conditional zoning.](#)
- Application to the Planning Board Dated June 16, 2021
- Planning Board Notice of Decision Dated July 13, 2021
- Planning Board Findings of Fact related to the Contract Zone Amendment
- DRAFT Contract Zone Amendment Agreement

Key Terms:

- Zero Net Energy Facility – A facility where the total amount of energy used in the facility on an annual basis is roughly equal to the amount of renewable energy created on site, or nearby.
- *Contract Zoning:* “Contract zoning” is where a property owner or person/entity with interest in property accepts certain conditions or restrictions not imposed on other similarly zoned properties in return for the rezoning of the property as a “Contract Zone”. Contract zones are typically best-suited for unique or unusual projects that are generally consistent with existing or allowed uses in the existing zones.

Executive Summary:

On July 7, 2020 the City Council adopted Contract Zone #19 for the York Judicial Center (YJC) to construct a new courthouse facility off Route 1 (Elm Street). The facility is now well under construction and progressing at a steady rate. On May 4, 2021 the City Council endorsed a proposed amendment to Contract Zone #19 to allow photovoltaic arrays (solar arrays) in the parking lots of the facility, in addition to the solar arrays already planned for the rooftop.

As you recall, the applicant on May 4th presented a goal for the facility to reach 75% Zero Net Energy (ZNE), which in part would be due to the requested solar arrays in the parking lots. 75% ZNE means that 75% of the energy used in the facility would be from renewable energy created on the site. On July 7, 2021 the applicant presented its plans to the Planning Board and expanded this goal with the hopes of reaching 100% ZNE for the facility.

Staff are encouraged by this initiative as it goes towards overall goals of addressing climate change. The Planning Board agreed and has unanimously recommended the City Council adopt the Amendment to the Contract Zone. As part of that approval, however, the Planning Board has conditioned its approval on the applicant returning to the Planning Board for a final review and approval of the design plans before allowing the parking lot solar arrays project to move into construction.

Detailed Review:

- See above.

Funding Source:

- N/A

Staff/Planning Board Recommendation:

- **The Planning Board recommended the City Council approve the Amendment to Contract Zone #19 which would require the applicant to return to the Planning Board for final review and approval of the design plans for the parking lot solar arrays. Staff concur with this recommendation.**

June 16, 2021

Mr. Greg Tansley, Planner

City of Biddeford
205 Main Street
Biddeford, ME 04005

**Subject: Site Plan and Contract Zone Amendment
York Judicial Center
511- 515 Elm Street**

Dear Greg Tansley,

On May 4, 2021 the City of Biddeford's City Council endorsed the York Judicial Center project to seek the Planning Board's approval for an amendment to Contract Zone #19, approved in June 2020, for the addition of photovoltaic (PV) canopies onsite. An amendment to the Contract Zone is required.

Please see the attached Amended Site Plan application, as required by the City for significant changes, that is to be reviewed by the Planning Board.

Proposed Site Plan Improvements

The Courts are proposing the installation of PV canopies above both the public and staff parking located on the eastern and southeastern lots shown on the attached site plan. Approximately 50,000 s.f. of PVs covering 243 parking spaces is proposed at this time. By installing the proposed PV panels the York Judicial Center is hoping to reach 100% Zero Net Energy.

An example of the proposed canopy array is included with this package; the final design of the array has not been determined, as the Courts are currently soliciting bids for their construction. Similar to this example, the PV canopies will be supported by foundations installed within the islands and between parking spaces. The parking lot lighting will be modified from the Contract Zone #19 lighting plan where the proposed PV canopies conflict with pole fixture lighting. In these locations, lights will be installed directly under the PV panels. The vegetation in the island separating staff and public parking will be changed to a gravel bed. As the proposed PV canopies will be constructed above non-vegetated surfaces, there will be limited effect on stormwater analysis and permitting. Additionally, as can be seen on the Amended Site Plan, the snow storage areas are not affected by the proposed panels.

Contract Zone Amendment

Draft Contract Zone Amendment documentation is included within this package. Contract Zone language has been revised to reference the Amended Site Plan, approvals and dates.

Also, on May 4th, the City Council requested the Planning Board consider the installation of fencing. It is our opinion that the abutter's request to add 150' of additional fencing is unrelated to the application to install the PV canopies over the parking lots.



Attachments

1. Application
2. Draft Amended Contract Zone Document
3. Example Photo: Photovoltaic Canopy Array
4. Amended Site Plan

As you requested, we are providing electronic copies of this letter and documentation. Hard copies can be provided upon request. We look forward to presenting the Amended Site Plan at the Planning Board's July 7th meeting.

If you have any questions regarding the submitted information, please feel free to contact our office.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Reynolds'.

Douglas Reynolds, PE
Project Manager

Attachments

- c: James Glessner, Administrative Office of the Courts
Clair Coburn, Finegold Alexander Architects
Philip Johnston, MC2

SECTION 1

Planning Board Application

**CITY OF BIDDEFORD, MAINE
PLANNING BOARD
P.O. Box 586, 205 Main Street Biddeford, Maine 04005
207-284-9115**

APPLICATION FORM

Type of Application:

- | | | |
|---|---|--------------------------------------|
| ☐ Shoreland Zoning Permit | ☐ Site Plan Review | ☐ Extraction |
| ☐ Conditional Use Permit | ☐ Subdivision | ☐ Private Way |
| ☒ Other: <u>Site Plan + Contract Zone Amendment</u> | | |

Applicant Information:

Applicant's Name: Maine Governmental Facilities Authority
Applicant's Mailing Address: 127 Community Drive P.O. Box 2268, Augusta, ME 04338-2268
Applicant's Telephone: 207-622-9386

What is Applicant's legal interest in the property?

- ☒ Owner ☐ Potential Buyer with Contract ☐ Lease/Rental Agreement

Owner's Name: Maine Governmental Facilities Authority
Owner's Address: 127 Community Drive P.O. Box 2268, Augusta, ME 04338-2268
Owner's Telephone: 207-622-9386

Agent's Name: James T. Glessner, State Court Administrator
Agent's Address: 125 Presumpscot Street P.O. Box 4820, Portland, ME 04112-4820
Telephone: 207-822-0781

Engineer/Surveyor: Gorrill Palmer
Engineer/Surveyor's Address: 707 Sable Oaks Drive, Suite 30, South Portland, ME 04106
Telephone: 207-772-2515

Project Location and Lot Information:

Street Address: 511-515 Elm Street and 384 Hill Street
Tax Map: 88 and 3 Lot: 5 and 66-1
Current Zoning: Contract Zone CZ-19 Shoreland Zoning: _____

Size of lot: 14.4 and 14.1 ☒ acres ☐ s.f. Lot Frontage: 400 feet and 180 feet

Existing Use of Property: Construction site for York Judicial Center

Property currently serviced by: ☒ City Road ☐ Private Road
☒ Public Sewer ☐ Septic System
☒ Public Water ☐ Private Well
☐ Public Trash ☐ Private Hauler

Slope Conditions in Area of Construction (if applicable):

☐ Flat (0-3 % slope) ☒ Rolling (3-8% slope) ☐ Hilly (8-15% slope) ☐ Steep (15% + slope)

Are there any wetlands or waterbodies on the site? ☐ Yes ☐ No If yes, attach information NA

Do you plan to bring fill onto the lot? ☐ Yes ☐ No If yes, attach information NA

Description of proposed use of property:

Project/Proposed Use Description: Installation of Photo Voltaic (PV) panels within the parking lots
East of the courthouse building

Property to be serviced by: ☒ City Road ☐ Private Road
☒ Public Sewer ☐ Septic System
☒ Public Water ☐ Private Well
☐ Public Trash ☐ Private Hauler

Is this project part of a larger project? ☒ Yes ☐ No

☐ If in a Shoreland Zone:

Percent of residential lot coverage (Max. 20%): _____

Percent of structure expansion (Max. 30%): _____

☐ If Subdivision Review, number of lots proposed: _____

☐ If a Private Way is proposed, number of lots served: _____

☒ If Site Plan Review, you must provide the following information:

Total new square feet footprint of structures: 34,545

Total new square feet paving/parking: 159,501

Waiver Requests (attach details):

1. _____
2. See Narrative
3. _____
4. _____
5. _____

Attachments:

A. Letters of Approval

- ☐ Fire Department - Contact Chief or Deputy Chief - 282-9986 NA
- ☐ Ability to Serve for Water Service – Maine Water - 282-1543 NA
- ☐ Ability to Serve for Sewer Service- Engineering Dept (Sewer) - Tom Milligan 284-9118 NA
- ☐ Police Department - E-911 Road Name Designation - Contact Joanne Fisk - 282-5127

B. Letter to Planning Board describing project, waiver requests, proposed improvements, addressing permit requirements, etc.

C. Photographs of site.

D. Architectural renderings/drawings of proposed buildings, as required.

E. Engineered Plans, as required.

Fees (due at time of application):

Refer to "Attachment A Fees and Charges" of the Land Development Regulations for more information. Consult with Planning Staff if you have questions.

A check for \$1290 is included with this application.

-\$250 - Amended Site Plan Review Fee

-\$40 - Administrative Fee

-\$1000 - Contract Zone Amendment Fee

Required Signatures:

By signing this application, as the foresaid applicant or authorized agent:

- I certify that I have read and completely understand the application;
- I certify that the information contained in this application and it's attachments are true and correct;
- I understand that all information provided on this form and all other documents submitted as part of my proposal is a matter of public record;
- I understand that copies of this information may be supplied upon request to an interested party.
- I understand that additional funds may be required through the course of review for special studies, legal review costs, and/or engineering review.
- I understand that by submitting this application I am not guaranteed a place on any particular agenda. I further understand that the City Planner will place me on an agenda for review when the application is deemed substantially complete.

☐ Project proposed to have 1 acre or more of site disturbance:

-Project may need to apply for a Maine Construction General Permit and shall comply with the requirements of DEP Chapter 500 Stormwater Regulations, as they apply.

Signature of applicant: _____

Date: _____

Signature of owner of property: _____

James T. Oleson

Date: *JUNE 15, 2021*

**IF PLAN APPROVAL IS ANTICIPATED, PROVIDE 2 FULL SIZE MYLARS & 2 FULL SIZE PAPER COPIES FOR BOARD SIGNATURE (AS APPLICABLE).
CHECK WITH PLANNING STAFF FOR CLARIFICATION.**

SECTION 2

**Draft Amended Contract Zone
Documents**

SECTION 3

Example Photo: Photovoltaic Canopy Array

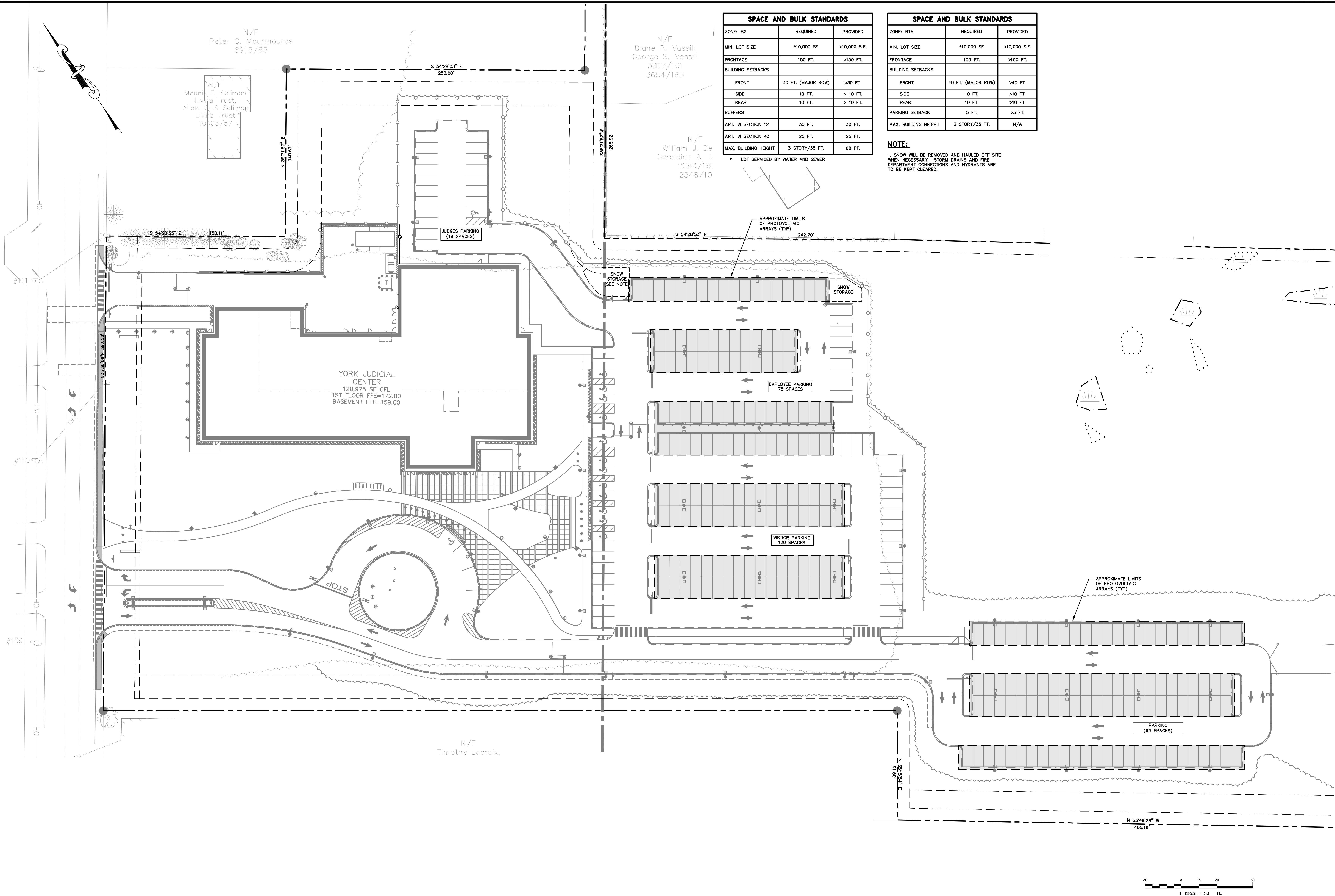
Parking Lot Canopy Array

Example



SECTION 4

Amended Site Plan



SEAL:

Finegold Alexander Architects

Civil Engineer
Gorrii Palmer
707 Sable Oaks Dr. Suite 30, S. Portland, ME 04106
207-772-2515
gorriipalmer.com
Douglas Reynolds, Project Manager

PROJECT INFORMATION:
York Judicial Center
511 Elm St., Biddeford, ME 04005

DRAWING HISTORY:		
NO.	DATE	DESCRIPTION
1	01/30/2020	SITE PLAN REVIEW - CITY OF BIDDEFORD
2	02/12/2020	SITE PLAN SUBMITTAL
3	02/17/2020	STORMWATER LAW PERMIT APPLICATION
4	03/24/2020	MDRP RESPONSE TO COMMENTS
5	04/15/2020	FINAL SITE PLAN REVIEW
6	04/30/2020	MDRP RESPONSE TO COMMENTS
7	05/20/2020	FINAL PLAN APPROVAL
8	10/08/2020	DE MINIMIS CHANGE REVIEW
9	6/9/2021	SITE PLAN & CONTRACT ZONE AMENDMENT

PROJECT #	3201
ISSUE DATE:	05/20/2020
PROJECT STATUS:	BID PACKAGE 01
DRAWN BY:	CEH/CG
CHECKED BY:	DER
SHEET NAME:	
Site Plan	
SHEET #:	

C101

AMENDMENT
TO
CONTRACT ZONE 19 AGREEMENT

AGREEMENT made as of _____, 2021, by and between the STATE OF MAINE, acting by and through the Maine Judicial Branch, having a mailing address in care of the Administrative Office of the Courts, P.O. Box 4820, Portland, Maine 04112-4820, and MAINE GOVERNMENTAL FACILITIES AUTHORITY, a body corporate and politic and a public instrumentality of the State of Maine, having a mailing address of 127 Community Drive, P.O. Box 2268, Augusta, Maine 04338 (together with its successors and assigns, hereinafter called "MJB/MGFA") and THE CITY OF BIDDEFORD, a body politic and corporate located in Biddeford, Maine:

WINESSETH:

WHEREAS, MJB/MGFA, is the current owner of parcels identified on the City of Biddeford's Tax Map 88 as Lot 5 and Lot 44 and Tax Map 3 as Lot 66 (the "Property"); and

WHEREAS, on July 7, 2020, the City Council adopted Contract Zone #19 for the York County Judicial Center ("YJC") courthouse facility off Route 1.

WHEREAS, MJB/MGFA has applied for and obtained approval to amend Contract Zone 19 to allow for the installation of photovoltaic canopies within the public and staff parking lots located east of the courthouse building with associated modifications to the lighting plan and island vegetation between the staff and public parking areas; and

WHEREAS, the parties are entering into this Agreement to provide written contractual evidence of the agreement of the parties and the terms and conditions of the Amendment to Contract Zone 19; and

WHEREAS, the Biddeford City Council has determined that:

- As required by Title 30-A, M.R.S. §4352 *Zoning Ordinances*, the Amendment to Contract Zone 19 is:
 - o consistent with an enacted municipal comprehensive plan;
 - o consistent with existing or permitted uses within the existing original zone(s); and
 - o includes only conditions and restrictions which relate to the physical development or operation of the Property.
- The Amendment to Contract Zone 19 will not negatively impact the existing or permitted uses within the original zone and Contract Zone 19, and
- The provisions of this Agreement only include conditions and restrictions which relate to the physical development or operation of the Property; and

WHEREAS, pursuant to 30-A M.R.S. § 4352(8) and City of Biddeford Revised Code of Ordinances Part III, Article V, Section 9, and after notice and hearing and due deliberation thereon, the Biddeford City Council approved the Amendment to Contract Zone 19, subject, however, to the conditions set forth in this Agreement;

NOW, THEREFORE,

in consideration of the mutual agreements hereinafter set forth and in consideration of the granting of the Amendment to Contract Zone 19, the parties agree as follows:

1. Development of the Property. MJB/MGFA agrees that it shall develop the Property in accordance with the following provisions and conditions:
 - A. The terms and conditions of Contract Zone 19 adopted by the City Council on July 7, 2020;
 - B. The Findings of Fact and Recommendations of the Biddeford Planning Board relating to this Amendment attached hereto as Exhibit A, and
 - C. Conditions, waivers and restrictions shown on the plans as part of the Amended Site Plan Application for the York Judicial Center approved by the Planning Board on _____.
2. Failure to Complete Development. In the event MJB/MGFA shall fail to commence construction of the improvements contemplated by the Amendment to Contract Zone 19 within four (4) years of the date hereof, the Amendment to Contract Zone 19 granted hereby shall automatically be void. Significant commencement of construction shall mean the installation of all infrastructure improvements contemplated by the Amendment to Contract Zone 19.
3. Construction and Effect. Except as amended hereby all other provisions of Contract Zone 19 shall remain in full force and effect. This Agreement shall be construed in accordance with the laws of the State of Maine and shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto. The recital clauses above are an integral, substantive part of this Agreement.

IN WITNESS WHEREOF, the parties have caused this instrument to be signed all as of the day and date above written.

WITNESS:

STATE OF MAINE, acting by and through the
Maine Judicial Branch

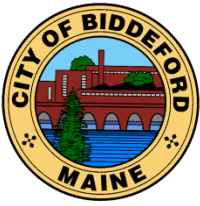
By: _____
James T. Glessner, State Court Administrator

MAINE GOVERNMENTAL FACILITIES
AUTHORITY

By: _____
Teresea M. Hayes, Executive Director

CITY OF BIDDEFORD

By: _____
James A. Bennett, City Manager



CITY OF BIDDEFORD

Planning and Development Department

Greg D. Tansley, A.I.C.P.
City Planner
205 Main Street
P.O. Box 586
Biddeford, ME 04005
(207) 282-7119 or (207) 284-9115
Greg.Tansley@biddefordmaine.org

NOTICE OF DECISION

July 13, 2021

Doug Reynolds, P.E.
Gorrill-Palmer
707 Sable Oaks Drive, Suite 30
South Portland, ME 04106

RE: 2021.25 Site Plan Review/Conditional Use Permit and Contract Zone Amendment for the York Judicial Center off Elm Street (Route 1). The purpose of the Contract Zone Amendment is to allow for photovoltaic arrays (solar arrays) in the parking lots of the facility.

Dear Doug,

At their meeting of July 7, 2021 the Biddeford Planning Board reviewed the Amendment to the Site Plan, Conditional Use Permit, and Contract Zone for the Maine Governmental Facilities Authority (127 Community Drive, P.O. Box 2268, Augusta, ME 04338-2268) to install solar arrays in the parking lots of the facility that is currently under construction.

Maine Governmental Facilities Authority owns the property and you and representatives of the project team were present for the meeting. Based on the presentation and the materials submitted, the Planning Board approved the site plan and conditional use permit amendment and recommended the Contract Zone Amendment be approved by the City Council conditioned on the following:

- 1. This Amendment is only valid with City Council approval of the Contract Zone Amendment.**
- 2. If the City Council approves the Amendment to Contract Zone #19, the Applicant shall return to the Planning Board for a final review of the design, layout, and site modifications related to the installation of the solar arrays in the parking lots. No building permits shall be issued for the solar arrays in the parking lots without prior final review and approval by the Planning Board.**
- 3. All Previous Conditions of Approval for the York Judicial Center remain in effect.**

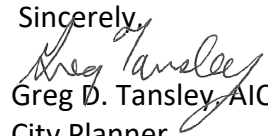
The Planning Board Site Plan and Conditional Use Permit approvals shall be valid for one (1) year from the date of said approval. If a building permit has not been issued within one (1) year, then said approval shall become automatically null and void.

Appeals of the Planning Board's decision may be made as per the Biddeford Revised Code of Ordinances.

Please contact us at 284-9115 if you have any questions.

FOR THE BIDDEFORD PLANNING BOARD

Sincerely,


Greg D. Tansley, AICP
City Planner

Cc: C. Colburn, Finegold Alexander Architects (via e-mail)
P. Johnston, Owner's Project Manager (via e-mail)
R. Fecteau, Code Enforcement Officer (via e-mail)
M. Eddy, Planning and Development Director (via e-mail)
File

Findings of Fact and Recommendations of the City of Biddeford Planning Board

To: Mayor Alan Casavant
Members of the Biddeford City Council

The Planning Board of the City of Biddeford has met and reviewed the Request for an Amendment to the previously approved Contract Zone #19 for the Maine Governmental Facilities Authority and Maine Judicial Branch at N/F 511-515 Elm Street (Route 1) and 384 Hill Street, Tax Map 88, Lots 5 and 44 and Tax Map 3, Lot 66-1. The purpose of the Contract Zone Amendment is to allow solar panel arrays in the parking lots as per the applicant's Planning Board application dated June 16, 2021 submitted by Gorrill-Palmer of South Portland, Maine.

In reviewing the request for the Amendment to Contract Zone #19, the Planning Board has reviewed and approved this project under Part III (Land Development Regulations), Article XI (Site Plan Review) and Article VII (Conditional Uses) and makes the following Findings of Fact regarding the Contract Zone:

1. The proposed contract zone amendment as hereinafter set forth is consistent with the Comprehensive Plan of the City of Biddeford in that the area to be developed is located in a growth area of the City along a mixed-use corridor zoned to allow for public facilities; and
2. The proposed solar arrays are consistent with those uses allowed in the underlying zones; and
3. The proposed amendment shall meet all of the area, front yard, side yard, rear yard and height requirements of the existing zone and contract zone; and
4. The proposed solar arrays will not affect traffic congestion on contiguous or adjacent streets; and:
5. The proposed solar arrays include provisions for providing and maintaining adequate:
 - Utility services; and
 - Drainage; and
 - Access; and
 - Parking and loading; and
 - All other necessary site improvements.

The Planning Board of the City of Biddeford specifically finds there is a demonstrated need to promote alternative energy sources and the proposed solar arrays will not affect the general intent and purpose of Contract Zone #19 which is to facilitate the location of the new York Judicial Court at N/F 511-515 Elm Street (Route 1) and 384 Hill Street, Tax Map 88, Lots 5 and 44 and Tax Map 3, Lot 66-1.

The Planning Board of the City of Biddeford, therefore, recommends that the Request for an amendment to Contract Zone #19, based on the Planning Board application dated June 16, 2021 submitted by Gorrill-Palmer of South Portland, Maine, be affirmatively acted upon by the City Council thereby permitting the Maine Governmental Facilities Authority and Maine Judicial Branch to construct the proposed solar arrays. This amendment to Contract Zone #19 is pursuant to the provisions of Article XVII, Section 3 of the Zoning Ordinance.

The Contract Zone #19 amendment shall provide for the following:

1. The installation of solar arrays consistent with the Planning Board application dated June 16, 2021 submitted by from Gorrill-Palmer of South Portland, Maine and approved by the Planning Board on July 7, 2020.

In consideration of such Amendment to Contract Zone 19 the Applicant agrees to:

1. Complete construction of the York County Judicial Center and associated on- and off-site improvements in accordance with the previously approved and amended plans.
2. Install the solar arrays in accordance with the application dated June 16, 2021 submitted by from Gorrill-Palmer of South Portland, Maine and approved by the Planning Board on July 7, 2020.

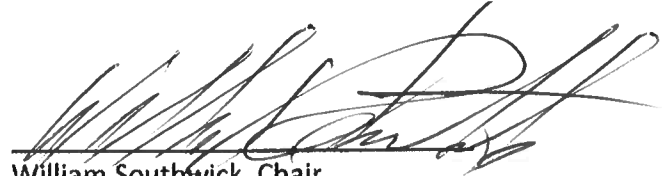
It shall be a condition of this Contract Zone Change that the Developer, or its Approved Assignee, shall commence significant construction of the solar arrays within four (4) years of the effective date of the Contract Zone and shall complete construction within seven (7) years of the effective date of the Zone Change. Significant commencement of construction shall mean the installation of all the solar arrays so approved by the Contract Zone Amendment. In the event Applicant shall not comply with the provisions of this paragraph, the Contract Zone Amendment granted hereby shall automatically be void and the Property shall revert to the original Contract Zone #19 Agreement approved by the City Council on July 7, 2020.

Except as amended hereby all other provisions of Contract Zone #19 shall remain in full force and effect. This Agreement shall be construed in accordance with the laws of the State of Maine and shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto. The recital clauses above are an integral, substantive part of this Agreement.

In the event that the zones have changed, the Property shall revert to the zoning classifications of the abutting properties. In the event the abutting properties shall have more than one zoning classification, the Property shall become part of the more restrictive abutting zone.

July 14, 2021

By:


William Southwick, Chair

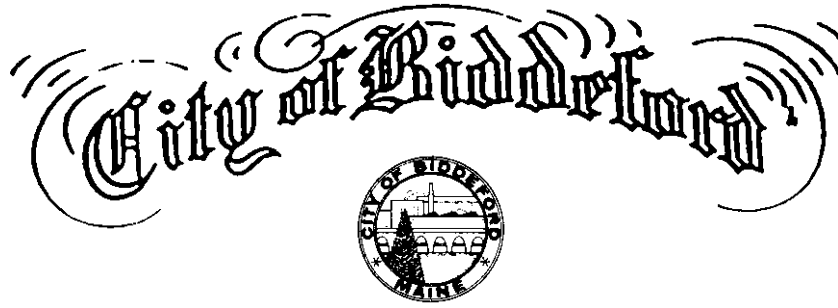
The undersigned Applicant agrees with the City of Biddeford to be bound by the terms, conditions and provisions of this Approval, if the zone change is enacted.

State of Maine, acting by and through the Maine Judicial Branch

July 14, 2021

By:


James T. Glessner, State Court
Adminstrator



2021.76 **IN BOARD OF THE CITY COUNCIL.....JULY 20, 2021**
BE IT ORDERED, that the City Council of the City of Biddeford does hereby authorize the City Manager to execute an Agreement with SPURWINK to expand the Community Engagement Specialist Partnership with the Biddeford Police Department at a cost not to exceed \$230,000 the first year and \$237,000 in the second year.



City Council

Meeting Date: July 20, 2021

Meeting Time: 6:00

Agenda Item No: 2021.76

Item Description: Expansion of Community Engagement Specialist Program

Submitted by: Chief Roger P. Beaupre

Supporting Information/Documentation:

Reports attached.

Key Terms:

CES – Community Engagement Specialist

Executive Summary:

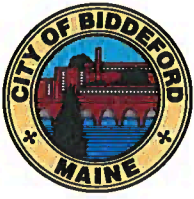
The attach report details our handling of Mental Health related calls for service from January 1, 2021 to June 30, 2021. Because of coding calls for service in general, this representation is actually under reporting of our dealings with those suffering from mental health related issues, which could range from substance use, to suicidal ideations. Keeping a better handle on proper recording moving forward, it is being used as the spring board to request support for the addition of two (2) licensed mental health workers as an adjunct to the patrol officers on the street. The current FY budget funds the People Recover position, which has handled over 700 individuals since its beginning in 2017. Our current Community Engagement Specialist (Jacob Hammer) has handled 314 referrals since starting with us mid-January 2021. Although I plan to make a presentation at the July 20th Council Meeting, I wanted you have the “numbers” well in advance in order to give you ample time to review and digest its contents. I have also included the contract proposal from Spurwick in our quest to expand the current program These budget figures include Jacob Hammer’s wages, which are already included this the FY/22 budget.

Funding Source:

Attached as part of the proposal submitted by SPURWINK.

Staff Recommendation: Acceptance and Execution of Agreement

City of Biddeford, Maine



The Office of
City Manager

James A. Bennett

Email: jbennett@biddefordmaine.org

MEMORANDUM

TO:	Honorable Mayor Casavant Honorable City Council
FROM:	James A. Bennett, City Manager 
DATE:	July 16, 2021
RE:	Funding for Police Community Engagement Services Program

The Police Chief is requesting and recommending that the City contract for two additional Community Engagement members through Spurwink. As the Council is aware, the adopted budget does not include funding beyond the one current position. Roger has provided you the rationale for asking for the two additional positions now and why the request was not in the budget.

If granted, the additional annual funds needed would be \$156,437. Given that it would take some time before the contract is executed and positions staffed, the actual impact on the FY22 budget is estimated to be no more than \$135,000.

If the Council is interested in proceeding, I suggest that we try to cover the expenses from the savings that would be created within the normal turnover process at the Police Department. As part of the turnover process, we would also evaluate with the next vacancy to see if the employment of these additional members would create an opportunity to hold that position vacant for an extended amount of time. Of course, any savings that would not be obtained could be absorbed by the contingency.

Feel free to contact me if you have any questions.



June 24, 2021

Hello Steve,

Thanks so much for your interest in expanding the Community Engagement Specialist Role. Spurwink has enjoyed partnering with the Biddeford Police Department and would be excited to expand the program. Per our discussion, below please find a budget that includes two Community Engagement Specialists and one Community Engagement Specialist Supervisor. The supervisor position would be case carrying, giving the Biddeford Police Department three on-the-ground behavioral health responders.

Position	total
Community Engagement Specialist Supervisor	\$80,496
Community Engagement Specialist	\$73,341
Community Engagement Specialist	\$73,341
Spurwink Clinical Supervision	\$2,600
Year one total	\$229,778
Year two total (y1*1.03)	\$236,672

Changes of note:

- The Community Engagement Specialist rate was increased from the current \$64,000 to \$73,341 to support the potential hiring of master's level clinicians, and a wage differential for evening and weekend work.
- There is a three percent escalator in year two to support annual expense increases (eg. health insurance costs).

Please let me know if you have any questions. We are happy to make updates and customize this in a way that works for Biddeford.

Thank you,

BENJAMIN STRICK, LCSW
Director of Adult Behavioral Health
207.871.1200 x 3160 | 207.615.2146 (c) | 207.871.1232 (f)
62 Elm Street
Portland, Maine 04101
www.spurwink.org



BIDDEFORD POLICE DEPARTMENT

39 ALFRED STREET, BIDDEFORD, MAINE 04005

COURAGE • HONOR • INTEGRITY



ROGER P. BEAUPRE
Chief of Police

(207) 282-5127
biddefordmaine.org/police

REPORT OF BASE DATA RELATED TO MENTAL HEALTH January 1, 2021 to June 30, 2021

PURPOSE:

The purpose of this document is to provide base quantitative dimensions of the Biddeford Public Safety Departments' service response to the broad mental health issues in our community. Various changes in classification/coding of data have occurred during the past three years. To avoid inconsistency in data and to provide the most current information, this document covers the first half of calendar year 2021.

MENTAL HEALTH & ATTEMPTED/THREATENED SUICIDE DISPATCHES:

Calls for service that are the most overtly related to mental health issue are classified into one of two call reasons by the Communications Center's Dispatchers:

- 1) Mental Illness
- 2) Attempted/Threatened Suicide

The Communications Center created service calls and dispatched Public Safety Units 334 times (an average of 1.9 times per day) for these two categories during the first half of 2021.

<u>CALL CATEGORY</u>	<u>#</u>	<u>%</u>
ATTEMPTED/THREATENED SUICIDE	103	30.8%
MENTAL ILLNESS CASES	231	69.2%
TOTAL for 1/1/21 to 6/30/21	334	100.0%

Public Safety units were dispatched to 320 of the calls and Dispatchers were able to handle 14 of them without dispatching units. Police unit(s) responded to all 320 calls. Fire and/or EMS units responded to 25 of the calls.

<u>UNIT(S) FROM</u>	<u>#</u>
POLICE	320
FIRE AND/OR EMS	25
DISPATCHERS	14

A considerable expenditure of time on mental health calls occurs even when public safety units are not dispatched. An actual dispatch that demonstrates this is displayed on pages 6 and 7.

While there is variation in these types of calls for service from a day and time of day standpoint, the calls span all days and all times of the day. However, the majority occur during the sixteen-hour period from 7:00 am to 11:00 pm.

	SUN	MON	TUE	WED	THU	FRI	SAT	TOTALS
7am to 3pm	13 1.8%	26 3.6%	14 1.9%	30 4.1%	19 2.6%	24 3.3%	15 2.1%	141 42.2%
3pm to 11 pm	11 1.5%	24 3.3%	13 1.8%	39 5.3%	15 2.1%	21 2.9%	19 2.6%	142 42.5%
11pm to 7am	8 1.1%	6 0.8%	3 0.4%	12 1.6%	10 1.4%	3 0.4%	9 1.2%	51 15.3%
Total	32 4.4%	56 7.7%	30 4.1%	81 11.1%	44 6.0%	48 6.6%	43 5.9%	334 100.0%

During the 320 dispatches of units, 582 public safety units (vehicles) were sent to the field/scene. 552 were Police units and 30 were Fire and/or EMS. Collectively, units expended 284 hours in the field, an average of 0.49 hours per Public Safety unit. Police units account for 95% of the units and 98% of the unit hours. In some incidents, two officers per unit responded; which translates to 284 hours of police officers' field time expended on these calls.

	# of Units	Unit Field Hours	Hours per Unit	# of Officers	Officer Field Hours	Hours per Officer
EMS	24	4	0.17	582	299	0.51
FIRE	6	1	0.17			
POLICE	552	279	0.51			
TOTAL	582	284	0.49			

167 individuals were the principal subjects of the 334 collective mental illness and suicide dispatches; which is an average of two dispatches per person during this six-month period. This average per person result of a heavily skewed distribution that ranges from one person involved in 35 dispatches to 124 individuals involved in only one dispatch each. As seen in the table below, five individuals averaged twenty calls each during this time-period.

	Persons	Dispatches per person	Total Dispatches	
Principal Party Known	1	35	35	<i>Five, or 3%, of the individuals, accounted for 98, or 30%, of the 334 calls.</i>
	1	34	34	
	1	14	14	
	1	8	8	
	1	7	7	
	3	6	18	
	3	5	15	
	4	4	16	
	11	3	33	
	13	2	26	
	124	1	124	
	163	2.02	330	
Party Unknown	4	1	4	
TOTALS	167	2.00	334	

OTHER DISPATCHES:

In addition to the 330 dispatches for mental illness and/or threatened/attempted suicide, the 163 known individuals were also 'involved parties' in 661 other dispatches during this time-period. The individuals were typically the principally involved person (as victims, offenders, or requiring assistance).

DISPATCH REASON	DISPATCHES	%
911 MISUSE	12	1.2%
ANIMAL COMPLAINT	8	0.8%
ARTICLES LOST/FOUND	8	0.8%
ASSAULT, FIGHTS	27	2.7%
ASSIST CITIZEN, TRANSPORTS	20	2.0%
BURGLARY	5	0.5%
CHECK WELFARE	64	6.5%
CIVIL COMPLAINT	15	1.5%
CRIMINAL THREATENING/TERRORIZING	15	1.5%
CRIMINAL MISCHIEF	8	0.8%
DISORDERLY CONDUCT/DISTURBANCE	76	7.7%
DRUNKENNESS, DRINK IN PUBLIC, OUI	7	0.7%
DOMESTIC COMPLAINTS	26	2.6%
FRAUD/SCAM, THEFT, FORGERY	37	3.7%
HARRASSMENT	23	2.3%
MEDICAL	59	6.0%
MISSING PERSON	5	0.5%
SUSPICION	60	6.1%
TRAFFIC OFFENSES, VEHICLE CRASHES	4	0.4%
TRESPASSING	25	2.5%
VIOLATION OF CONDITIONS/ORDERS	13	1.3%
WARRANT ARRESTS	4	0.4%
OFFICER FOLLOW-UP/SERVICE OF PAPERWORK	79	8.0%
ALL OTHER	61	6.2%
SUB-TOTAL	661	66.7%
MENTAL ILLNESS	231	23.3%
THREATENED/ATTEMPTED SUICIDE	99	10.0%
TOTAL	991	100.0%

OFFENDERS:

Of the 163 individuals involved in the 661 other type of calls, 24 were offenders associated to 33 arrests reports and 8 open incident reports (with 66 collective offenses listed below).

OPEN INCIDENT AND ARREST REPORT CHARGES	# of CHARGES	%
AGGRAVATED FORGERY	3	4.5%
ALLOWING DOG TO BE AT LARGE	1	1.5%
ASSAULT	2	3.0%
ASSAULT ON AN EMERGENCY MEDICAL CARE PROVIDER	1	1.5%
BURGLARY OF A MOTOR VEHICLE	1	1.5%
CRIMINAL MISCHIEF	2	3.0%
CRIMINAL TRESPASS	3	4.5%
DISORDERLY CONDUCT, FIGHTING	1	1.5%
DISORDERLY CONDUCT, OFFENSIVE WORDS, GESTURES	2	3.0%
DISSEMINATION OF SEXUALLY EXPLICIT MATERIAL	1	1.5%
DOMESTIC VIOLENCE ASSAULT	1	1.5%
DOMESTIC VIOLENCE ASSAULT, PRIORS DV	1	1.5%
DOMESTIC VIOLENCE TERRORIZING	1	1.5%
DRINKING IN PUBLIC	2	3.0%
DRIVING TO ENDANGER	1	1.5%
GROSS SEXUAL ASSAULT	1	1.5%
LEAVING SCENE OF MOTOR VEHICLE ACCIDENT	1	1.5%
MISUSE OF IDENTIFICATION	1	1.5%
OBSTRUCTING REPORT OF CRIME	1	1.5%
OPERATE VEHICLE WITHOUT LICENSE	1	1.5%
PUBLIC URINATION OR DEFECACTION	1	1.5%
REFUSING TO SUBMIT TO ARREST OR DETENTION, PHYSICAL FORCE	1	1.5%
REFUSING TO SUBMIT TO ARREST OR DETENTION-REFUSAL TO STOP	1	1.5%
SALE/USE OF DRUG PARAPHERNALIA	2	3.0%
TERRORIZING	3	4.5%
THEFT BY UNAUTHORIZED TAKING OR TRANSFER	4	6.1%
THEFT BY UNAUTHORIZED TAKING OR TRANSFER - SHOPLIFTING	1	1.5%
THEFT BY UNAUTHORIZED TAKING OR TRANSFER-SHOPLIFTING	1	1.5%
THEFT BY UNAUTHORIZED USE OF PROPERTY	1	1.5%
UNLAWFUL FURNISHING SCHEDULED DRUG	1	1.5%
UNLAWFUL POSSESSION OF FENTANYL POWDER	1	1.5%
UNLAWFUL POSSESSION OF SCHEDULED DRUG	3	4.5%
VIOLATING CONDITION OF RELEASE	15	22.7%
WARRANT ARREST	3	4.5%
TOTAL CHARGES	66	100.0%

VICTIMS

39 of the 163 individuals were reported to be victims or non-criminal parties in 76 cases (OF and AR Reports).

UNFOUNDED INCIDENTS:

ASSAULT	1
BURGLARY OF A MOTOR VEHICLE	1
CRIMINAL MISCHIEF	1
DOMESTIC VIOLENCE TERRORIZING	1
GROSS SEXUAL ASSAULT	1
TERRORIZING	1
THEFT BY UNAUTHORIZED TAKING OR TRANSFER	2
TOTAL UNFOUNDED	8

NON-CRIMINAL:

ADULT DHHS REFERRAL	1
ASSIST CITIZEN	1
DISTURBANCE	1
DOMESTIC VIOLENCE (NO CRIME)	8
HARASSMENT	1
LOST PROPERTY	1
MENTAL HEALTH CASES	1
OVERDOSE	1
PFA SERVICE/FIREARM SEIZURE	1
POLICE INFORMATION	2
REPORTED AS CRIMINAL THREATENING/TERRORIZING	1
SUICIDE OR ATTEMPTED SUICIDE	6
SUSPICION	1
TRESPASS	1
TOTAL NON-CRIMINAL	27

CLOSED OTHER THAN BY ARREST:

ASSAULT	4	(2 Closed - Lack of Victim Interest, 2 Closed - No Probable Cause)
CRIMINAL USE OF DISABLING CHEMICALS	1	(Closed - Lack of Victim Interest)
HARASSMENT	1	(Closed - No Further Action Needed)
TERRORIZING	5	(2 Closed - Lack of Victim Interest, 3 Closed - No Probable Cause)
THEFT BY DECEPTION	2	(2 Closed - Unable to ID Suspect)
THEFT BY UNAUTHORIZED TAKING OR TRANSFER	5	(2 Closed - Lack of Victim Interest, 2 Closed - No Probable Cause, 1 Closed Unable to ID Suspect)
UNLAWFUL SEXUAL TOUCHING	1	(Closed - No Probable Cause)
VIOLATING CONDITION OF RELEASE	2	(1 Closed - No Probable Cause, 1 Closed Unable to ID Suspect)
TOTAL CLOSED OTHER THAN BY ARREST	21	

SUSPENDED CASES:

ASSAULT	1
CRIMINAL MISCHIEF	3
HARASSMENT BY TELEPHONE	1
THEFT BY UNAUTHORIZED TAKING OR TRANSFER	1
TOTAL SUSPENDED CASES	6

OPEN CASES:

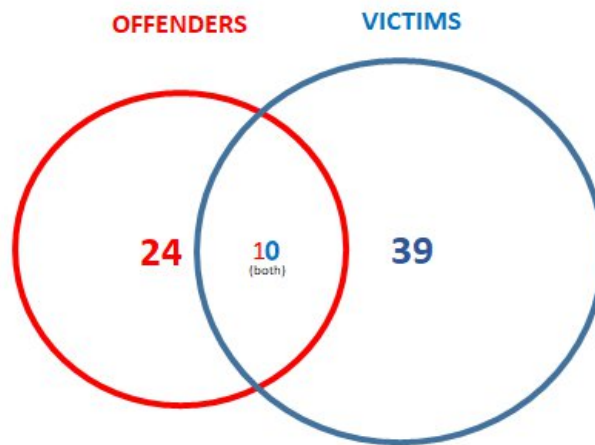
AGGRAVATED ASSAULT	1
ASSAULT	1
BURGLARY	2
CRIMINAL THREATENING	1
GROSS SEXUAL ASSAULT	1
UNAUTHORIZED DISSEMINATION OF PRIVATE IMAGES	1
VIOLATING CONDITION OF RELEASE	1
TOTAL OPEN CASES	8

ARRESTS:

ASSAULT	2
DISORDERLY CONDUCT, FIGHTING	1
TERRORIZING	2
VIOLATING CONDITION OF RELEASE	1
TOTAL ARRESTS	6

GRAND TOTAL	76
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Ten of the 63 individuals reported as offenders or victims were both.



NAMI SUBMISSIONS

BPD and other Maine Law Enforcement Agencies voluntarily collect and provide data to Maine's component of the National Alliance on Mental Illness. Officers create a submission of data to NAMI Maine when the behavior of a subject creates a condition, either physical or psychological in nature, which presents a threat of imminent and substantial harm to that person or to other persons. This behavior is characterized by symptoms such as: loss of contact with reality, extreme agitation, severe depression, imminent suicidal or homicidal tendencies, or the inability to control behavior to the extent that the symptoms are of sufficient severity that they cause such a degree of mental dysfunction that requires professional evaluation.

BPD formalized and automated its collection and submission to NAMI Maine during May 2021. The table below summarizes the number of submissions generated during only the month of June 2021 by reason for the call for service. Pages 8 to 12 provide an example of an actual NAMI submission.

CALL REASON	# OF CALLS
MENTAL ILLNESS CASES	13
ATTEMPTED/THREATENED SUICIDE	9
CHECK WELFARE	4
MEDICAL	4
DISTURBANCE / NOISE	3
JUVENILE OFFENSES	3
SUSPICION	2
ASSAULT	1
CRIM THREAT / TERRORIZING	1
DOMESTIC COMPLAINTS	1
HARASSMENT	1
WARRANT ARREST	1
TOTAL NAMI SUBMISSION FORMS	43

Biddeford Police Department Detailed Log with Notes

Page: 1

For Date: 06/16/2021 - Wednesday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
21-21934	1629	Phone - MENTAL ILLNESS CASES	Services Rendered	
Call Taker: WALKER, BETHANY Location/Address: [BID 108] BIDDEFORD POLICE DEPARTMENT - 39 ALFRED ST Calling Party: [REDACTED] Unit: 06/16/2021 1630 WALKER, BETHANY Unit: 06/16/2021 1923 WALKER, BETHANY Unit:				
Narrative: Modified By: Call created to keep track of [REDACTED] calls in, he is not making any complaints, but seems to just want to talk about his mental health and/or make statements such as, "I need to be me and you need to be you" He's Called at 1501 1527 1532 1611 1626 Sent through to Jake Hammer's v/m 1627				
Narrative: 06/16/2021 1637 MARTIN, DYLAN Modified By: 06/16/2021 1923 WALKER, BETHANY [REDACTED] called again and was offered multiple times police assistance. He stated he just wanted to talk on the phone to someone but knew Hammer wasn't available. He was again offered to meet with a police officer which he refused and said he was all set. 06/16/2021 1639 Rang back and Said Jake's v/m was full, but then said he forgot what he wanted him for.				
Narrative: 06/16/2021 1713 MILLS, SARAH [REDACTED] called again wanted to talk to Jake Hammer even though he knows he is not on duty. He wanted to leave him a message but doesn't know what message he wanted to leave.				
Narrative: 06/16/2021 1714 MARTIN, DYLAN 1710 called again for Hammer's VM				
Narrative: 06/16/2021 1843 MARTIN, DYLAN Modified By: 06/16/2021 1845 MARTIN, DYLAN On the phone speaking random things again. Refused needing any assistance right now.				
Narrative: 06/16/2021 1920 WALKER, BETHANY [REDACTED] back on the line. Talking about himself being Fu**ed up, refused any assistance, said he was OK, then went on to say he rejected being an American.				
Narrative: 06/16/2021 1929 WALKER, BETHANY [REDACTED] back on the line asking to talk to someone who cares. Parked for Ofc.Gilman to pick up.				
Narrative: 06/16/2021 2105 WALKER, BETHANY Modified By: 06/16/2021 2116 WALKER, BETHANY on the line again, states he has been hissing like a snake, because he is angry. Conf with Officer Dube.				
Narrative: 06/16/2021 2141 WALKER, BETHANY				

Biddeford Police Department Detailed Log with Notes

Page: 2

Modified By: 06/16/2021 2142 WALKER, BETHANY
[REDACTED] on the line, he wants a "lion tamer" but states the officer he just talked to will do. Officer Dube is 10-6 and [REDACTED] was ok to just disconnect.

Narrative: 06/16/2021 2238 MARTIN, DYLAN
Called again yelling about some sins and then hung up.

Narrative: 06/16/2021 2302 MOORE, RAELYNN
called asking for Officer Simmons. He was advised that he works during the day, said he would just call back some other time.

7/13/2021 <https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&search...>

Print

NAMI Maine Data Collection - Submission #7764

Date Submitted: 6/18/2021

NAMI Maine Online Data Sheet

Officer*

XXXXXXXXXX

Dispatch #:*

XX-XXXXX

Date*

6/18/2021

CRISIS CAUSED BY

- ☒ **MENTAL HEALTH** - the primary reason for police contact is related to mental health such as reports of suicidal, homicidal, experiencing psychosis, in need of de-escalating, etc.
- ☐ **SUBSTANCE USE**: this is if the primary reason for police contact is due to an individual's substance use such as intoxication, over dose, needing treatment.
- ☐ **BOTH**: police contact is related to someone struggling with depression or suicidal thoughts, etc. while intoxicated or related to their substance use.
- ☐ **UNKNOWN**: if it is unclear the reason for the police contact.
- ☐ **UNREPORTED**: it was not noted or documented if the reason for police contact was related to mental health or substance use.

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7/13/2021 <https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&search...>

PRESENTING MENTAL HEALTH CHALLENGES

- ☐ PSYCHOSIS: the individual is seeing or hearing things that others are not; the individual is expressing beliefs or ideas that are not based in reality.
- ☐ DEPRESSION: the individual is expressing hopelessness, sadness, irritability.
- ☐ ANXIETY: individual is expressing high levels of nervousness, feeling on edge, feeling scared.
- ☐ PTSD: individual has a history of trauma or stressful events, is struggling with managing reactions to it. Feeling scared, defense, always on guard, anxiety, etc.
- ☐ SUBSTANCE USE: individual reports using substances more than they want, feeling it is necessary to use substances due to physical symptoms of withdrawal or difficulty coping with stress when not using
- ☐ MANIA: individual has reported decreased or no sleep for a period of time however report increased energy or not feeling tired, engaging in pleasure seeking or risk taking behavior that is out of character
- ☐ SUICIDAL: individual expresses hopelessness, not wanting to live, thoughts of death or killing self. "have you had thought of killing yourself" or "have you thought about dying".
- ☐ SELF-HARM: engages in actions that cause hurt to self through cutting, burning, ingesting chemicals without the desire to die, remaining in unsafe situations or relationships.
- ☐ HOMICIDAL: individual has thoughts about killing others.
- ☒ AGGRESSION/ANGER: individual has engaged in behaviors and actions towards others out of anger or fear, is verbally or physically attempting to control other people or situations.
- ☐ OTHER: individual is experiencing a mental health or substance use related crisis but reasoning does not match others on the list such.
- ☐ UNKNOWN: it is unclear the reason the individual is experiencing a crisis situation.

<https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&searchKeyword=&di...> 2/5

7/13/2021

<https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&search...>**DISPOSITION OF THE CALL**

- ☐ ED/ER: individual was brought to the hospital either voluntarily or involuntary.
- ☐ STABILIZED ON SCENE: individual de-escalated once officer spoke with them and there was no reason to transport or make referrals.
- ☐ JAIL: individual was taken into custody and brought to the jail.
- ☐ CRISIS: crisis was contacted and either met with the individual or was able to make a plan to support the individual.
- ☒ COMMUNITY PROVIDER: individual is already connected to services and supports in the community and they were able to work with the individual either in facility or make arrangements to see them.

REASON FOR ARREST

- ☐ MANDATORY: individual was taken into custody for mandatory arrest such as domestic violence, warrant, violation of a PFA.
- ☐ NON-MANDATORY: individual was taken into custody based on officer's discretion.
- ☐ SUMMONS: individual was not taken into custody but was issued a citation.
- ☒ NO CHARGES: the individual was not charged.

REFERRALS MADE: (These are any referrals or information for resources that you gave the individual).

- ☐ CRISIS: you connected the individual to the crisis services to receive support.
- ☒ COMMUNITY MENTAL HEALTH PROVIDER: you connected the individual or gave them information regarding community resources in your area.
- ☐ COMMUNITY RESOURCES: you provided information regarding financial, housing, food, etc. resources in the community.
- ☐ SUBSTANCE USE SERVICES: you provided information regarding substance use supports such as counseling, AA, detox programs, treatment programs, etc.
- ☐ RECOVERY/PEER CENTER: providing information or contacts for a recovery or peer center, or connecting them in the moment of crisis.
- ☐ NAMI MAINE: connecting them with or reaching out to the NAMI Maine helpline, affiliate program, or another connection to NAMI Maine.
- ☐ DECLINED SERVICES OR REFERRALS: you offered or attempted to connect the individual to services or resources and they declined.
- ☐ NONE: you were not able to offer any referrals at the time of the call or in follow up.

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7/13/2021 <https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&search...>

OTHER REFERRALS: If there was more than one you are provided additional space to enter.

INJURY INCURRED

- ☒ NO INJURIES: no one experienced injuries during call.
- ☐ OFFICER: one of the responding officers experienced an injury.
- ☐ INDIVIDUAL IN CRISIS: the individual in crisis experienced an injury during call (after officer arrived).
- ☐ BOTH: both the individual in crisis and the officer sustained an injury during the call.
- ☐ INDIVIDUAL IN CRISIS PRIOR TO POLICE ARRIVING: if the individual in crisis received an injury prior to the officers arriving on scene.
- ☐ UNKNOWN: it is unknown by the person reporting the data if an injury occurred.

RESPONDING OFFICER CIT CERTIFIED: (Was the primary officer on scene CIT trained - yes or no?)

- ☒ YES
- ☐ NO

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7/13/2021 <https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&search...>

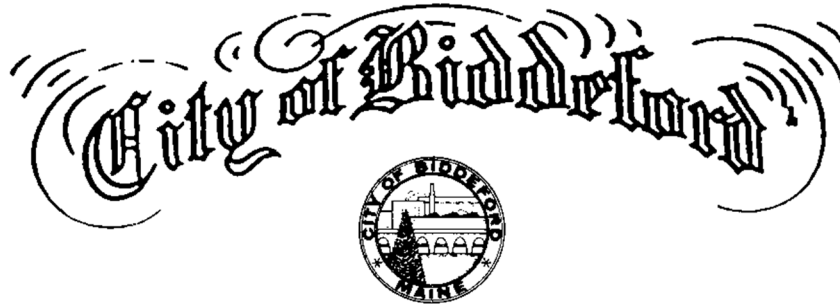
REFERRAL SOURCE OF THE CALL: (This is the initial call that was placed to dispatch requesting a response.)

- ☐ SELF: the individual in crisis called 9-1-1 requesting a response due to being in crisis.
- ☒ FAMILY/FRIEND: the call for an officer response was made by a concerned family, friend, neighbor, etc.
- ☐ COMMUNITY MEMBER: the call made requesting response was made by a member of the community who observed something concerning.
- ☐ VETERAN'S CRISIS LINE: the national veteran's crisis line made the initial contact requesting response.
- ☐ STATE CRISIS LINE: this is the state 1-888-568-1112 number run out of Opportunity Alliance.
- ☐ CRISIS MOBILE TRIAGE: this is the mobile triage providers in each area including- Sweetser, Opportunity Alliance, Western Maine Behavioral Health, Crisis and Counseling, Aroostook Mental Health (AMHC)
- ☐ COMMUNITY MH PROVIDER: non-crisis mental health providers including case managers, therapists, counselors, psychologists, psychiatrists, ACT teams, group homes, etc.
- ☐ OTHER COMMUNITY PROVIDERS: these are other community service providers such as PCP officers, food banks, homeless shelters, etc.

COMMUNITY CO-RESPONSE: (Was there a co-response by community providers such as crisis, case managers, etc.?)

- ☒ YES
- ☐ NO

<https://www.biddefordmaine.org/Admin/FormCenter/Submissions/BulkPrint?id=115&categoryID=7&startDate=null&endDate=null&searchKeyword=&di...> 5/5



2021.78

IN BOARD OF CITY COUNCIL...JULY 20, 2021

BE IT ORDERED, that the Deputy Finance Director is authorized to create dedicated reserve accounts under the listed fund balance accounts, and transfer remaining funds from the FY 2021 Budget to said dedicated accounts as herein named in amounts not to exceed those stated, as of June 30, 2021 deducting any encumbrances:

10013-30101, General Fund Assigned Fund Balance

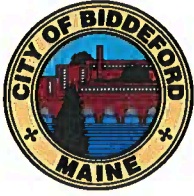
<u>Account Description</u>	<u>Amount</u>
Assessing Consultant (for commercial review)	\$50,000
Engagement Position	\$57,500
Engineering Consulting	\$55,000
Grant Matches*	\$85,000
Biddeford Pool Study	\$30,000
Engineering (MERC Tower)	\$30,000
Crosswalk Warning Lights	\$100,000
Software for Mobile App (citizen focus)	\$30,000
Backstop/netting for field #1 for St. Louis Field #1	\$150,000
Total	\$737,500

BE IT FURTHER ORDERED, that the Deputy Finance Director is authorized to create dedicated reserve accounts for all unspent FY21 Capital Improvement Funds (estimated at \$540,000), and transfer remaining funds from the FY 2021 Budget to said dedicated accounts for the same purposes as of June 30, 2021 deducting any encumbrances:

BE IT FURTHER ORDERED, that the City Manager be authorized to expend from the above dedicated reserves for expenses related to on-going project costs as approved in accordance with the Purchasing Code.

NOTE: The Finance Committee will consider this item at the July 20, 2021 meeting and vote on recommendation for approval by the City Council.

City of Biddeford, Maine



The Office of
City Manager

James A. Bennett

Email: jbennett@biddefordmaine.org

MEMORANDUM

TO:	Honorable Mayor Casavant Honorable City Council
FROM:	James A. Bennett, City Manager
DATE:	July 15, 2021
RE:	Carry Forward Requests and Capital Funds Allocation

As part of the normal process of fiscal year activities, the City Council is asked to approve certain carry forward funds from the previous year to be established in designated reserves. In addition, the Council receives the recommendation for the allocation of the capital funds that are included within the approved annual budget. On Tuesday evening, each of these items appear on your agenda for consideration. The Capital Committee met on July 13 and have made the recommendations contained within this memo. While each item is different agenda item, this memo is written to cover both of the items.

For background purposes, a copy of the Capital Committee agenda package is included. Of the package, the July 12, 2021 memo is the most important.

Allocation of the FY22 Capital Funds

The approved FY22 budget included \$1,750,000. The Capital Committee met in February to do an initial allocation of the funding. At their meeting last evening, the committee reaffirmed that recommendation. It now appears before the Council for approval. The recommended allocation is as follows:

FY22 CAPITAL FUND USES

NEW FURNANCE PWD	\$75,000
THATCHER BROOK III	\$80,000
FIRE SUBSTATION ARCHITECT PHASE I	\$0
VEHICLE REPLACEMENTS	
TOTAL COST	\$899,000
LESS: LEASE PORTION	\$575,000
CASH REQUIRED	\$324,000
VEHICLE ADDITIONS	\$70,000
RIVER WALL ENGINEERING-MECHANICS PARK	\$200,000
PACTS (FEDERAL) MATCH	
ELM & PEARL STUDY	\$50,000
PRECOURT PAVING	\$70,000
PAVING	\$525,000

205 Main Street

Biddeford, ME 04005

Phone: 207.284.9313

Fax 207.571.0678

*The City of Biddeford is an equal opportunity provider. To file a complaint, write to
Diana Depaolo, Human Resource Director, 205 Main Street Biddeford, ME 04005, or call (207) 286-0593.*

SIDEWALK	\$75,000
OTHER:	
ECONOMIC DEVELOPMENT	
OTHER MATCH FUNDS	
CONTINGENCY FOR INCREASING COSTS	\$281,000
TOTAL	\$1,750,000

The vehicle replacement includes the recommended vehicles listed below. The estimated costs projections are nearly six months old and in some cases older. Normally, that would not be an issue but given the current supply issues worldwide and other factors, we know that some of the estimates are no longer reasonable (see the purchase of the fire truck on the agenda). As presented the recommendation is to use \$324,000 towards these purchases (with the balance being lease/purchases).

<i>Department</i>	<i>Item</i>	<i>Replacing</i>	<i>Net Cost Estimate</i>
<i>Police</i>	Detective Vehicle	2010 Chevy Impala	\$28,000
<i>Police</i>	Detective Vehicle	2010 Chevy Impala	\$28,000
<i>Fire Department</i>	Fire Trucker (Pumper)	1995 International Pumper	\$500,000
<i>Public Works</i>	Engineering Vehicle	2007 Ford Expedition	\$26,000
<i>Public Works</i>	Parks Pick Up	2008 GMC 2500	\$34,000
<i>Public Works</i>	Wheeler Plow Truck	2008 Volvo Plow	\$210,000
<i>Public Works</i>	Backhoe/Loader	2010 John Deere	\$80,000

The recommendation for funding also includes \$70,000 for the purchase of two new vehicles to the fleet. The first is to purchase a used pick up for the recreation department. The second is to set up a pickup for the Fire Department on Duty Captain.

Appropriation of FY21 Carryforward Funds

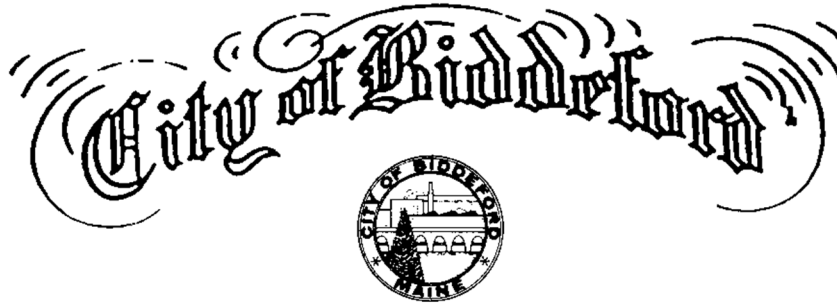
There are two separate recommendation for carry forward funds. The first is the annual exercise of appropriating into reserve any capital funds that remain unspent in the current year for the specific purpose originally intended. This year the unspent funds (\$540,000) is higher than usual because staff was not allowed to use the funds until this spring as a precaution against potential adverse impacts from COVID.

The second request includes \$587,500 as noted below in the chart below. These are not new requests and have been explained during the budget deliberations.

Item	Request
Assessing Consultant (for commercial review)	\$50,000
Engagement Position	\$57,500
Engineering Consulting	\$55,000
Grant Matches*	\$85,000
Biddeford Pool Study	\$30,000

Engineering (MERC Tower)	\$30,000
Crosswalk Warning Lights	\$100,000
Software for Mobile App (citizen focus)	\$30,000
Additional Sidewalk Work	\$150,000
Backstop/netting for field #1 for St. Louis Field #1	\$150,000
Total	\$737,500

Based on the expected operational surplus prior to the Council allocations to date and the expectation that the Council will accept the Capital Committee's recommendation, the remaining funds (\$619,380) will become part of the City's unassigned fund balance. I would point out that this amount is \$110,753 higher than the recommendation found in the July 12, 2021 memo.



2021.79

IN BOARD OF CITY COUNCIL..JULY 20, 2021

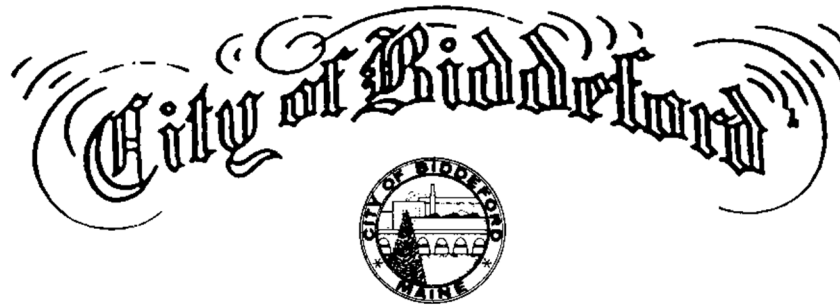
BE IT ORDERED, that the City Assessor be authorized to commit property taxes for the fiscal year commencing July 1, 2021 and ending June 30, 2022 in the total sum of \$50,241,414 with \$1,331,480 raised for County Taxes, \$23,245,570 raised for School/Educational use, \$36,145,876 raised for Municipal use, and \$1,840,868 raised for TIF funding use, less estimated revenues of \$12,322,370, and

BE IT FURTHER ORDERED, that said Property Tax Commitment shall be payable in two equal installments on October 13, 2021 and April 13, 2022 with any odd amount to be due on the first installment, and that interest shall be collected at the rate of 6.00% per annum on any taxes remaining unpaid after each respective installment date.

BE IT FURTHER ORDERED, that the Tax Collector be authorized to accept voluntary prepayments on property taxes and to pay interest on these voluntary prepayments at the rate of 0.00% per annum.

BE IT FURTHER ORDERED, that said Property Tax Commitment be recommended to be at the rate of **\$18.42** per \$1,000 of Property Valuation.

Note: Overlay to be confirmed after commitment by the Assessor.



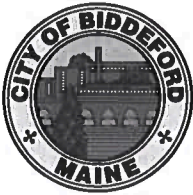
2021.80

IN BOARD OF CITY COUNCIL...JULY 20, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby approve the Capital Improvement Projects Master Plan allocation for FY22, in the amount of **\$1,750,000** as recommended by the Capital Projects Committee. (see attached list)

NOTE: The Capital Projects Committee reviewed the FY22 CIP Allocation at their July 13, 2021 meeting and voted to recommended passage by the City Council.

City of Biddeford, Maine



The Office of
City Manager

James A. Bennett

Email: jbennett@biddefordmaine.org

MEMORANDUM

TO:	Capital Committee
FROM:	James A. Bennett, City Manager
DATE:	July 12, 2021
RE:	July 13, 2021 Meeting

On Tuesday evening, you will be asked to update your current recommendations to the City Council for final approval of the FY22 capital funds that were approved as part of the budget process. That amount is \$1,750,000. Earlier in the spring, the Committee reviewed the recommendation that staff had made for the submitted budgeted amount of \$1,975,000. At that time there was strong indications that the final appropriated amount would be \$1,750,000. The Committee approved the following recommendations:

FY22 CAPITAL FUND USES

NEW FURNANCE PWD	\$75,000
THATCHER BROOK III	\$80,000
FIRE SUBSTATION ARCHITECT PHASE I	\$0
VEHICLE REPLACEMENTS	
TOTAL COST	\$899,000
LESS: LEASE PORTION	\$575,000
CASH REQUIRED	\$324,000
VEHICLE ADDITIONS	\$70,000
RIVER WALL ENGINEERING-MECHANICS PARK	\$200,000
PACTS (FEDERAL) MATCH	
ELM & PEARL STUDY	\$50,000
PRECOURT PAVING	\$70,000
PAVING	\$525,000
SIDEWALK	\$75,000
OTHER:	
ECONOMIC DEVELOPMENT	
OTHER MATCH FUNDS	
CONTINGENCY FOR INCREASING COSTS	\$281,000
TOTAL	\$1,750,000

The Committee is being asked to consider three actions on Tuesday. Each item is independent but also directly related to the others.

205 Main Street

Biddeford, ME 04005

Phone: 207.284.9313

Fax 207.571.0678

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First, the Committee will be given the opportunity to amend the current recommendation. Staff is not recommending any change but simply providing the list to you.

Attached to his memo is a copy of a May 25, 2021 memo to the City Council regarding the projected FY21 operational surplus. The information contained within the memo will provide a solid base for the meeting.

I have reviewed the preliminary end of the year balances (6.30.21). I am now projecting that the operational surplus will be \$3,400,000 prior to adjustments. The following chart is my recommendation for the funds. You will note that some of the items have been already been formally approved by the City Council.

<i>Item</i>	<i>Amount</i>	<i>Approved</i>
1. <i>Projected Surplus</i>	\$3,400,000	
2. <i>Approved Reserves</i>	\$745,000	Yes
3. <i>Approved capital</i>	\$458,120	Yes
4. <i>Use for FY22 Budget</i>	\$300,000	Yes
5. <i>Expected CIP Carryforward</i>	\$540,000	No
6. <i>Targeted for Unassigned Fund Balance</i>	\$508,627	No
7. <i>Suggested Capital & Reserves (May 25 memo)</i>	\$587,500	No
8. <i>Balance Available For Additional Capital, Other</i>	\$260,753	No

Each year, any unexpected CIP funds are traditionally approved to carry forward by the Council for the intended purpose. This year's total is higher than other years primarily because we held off on most capital expenditures until the spring. Item 5 is the total of the unspent CIP funds from FY21.

As you will note from the May 25 memo, the City is \$2,087,014 away from the desired unassigned fund balance goal of 12.5%. As desirable as it might be to make a more significant step towards that goal, I am recommending that we target \$508,627 towards that goal (item 6). This would leave our projected FY21 balance at \$7,500,000.

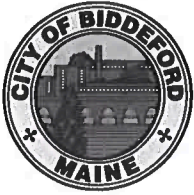
Item 7 is the same recommendation that was made in the May 25 memo, less the \$15,000 in replacement wages.

If these recommendations are accepted in their entirety, it leaves a balance of \$260,753 for the committee to use for additional capital allocation (or other uses such as fund balance).

The two other items that the committee will be asked to make a recommendation on are items 7 & 8 in the chart. Of course, by the nature of the items, item 6 becomes a default decision based on the others.

In preparation for your work on Tuesday, the package also includes a copy of the requested items from the original CIP document. That list will give you the list of identified needs (requested items) that have not been funded.

City of Biddeford, Maine



The Office of
City Manager

James A. Bennett

Email: jbennett@biddefordmaine.org

MEMORANDUM

TO:	Honorable Mayor Casavant Honorable City Council
FROM:	James A. Bennett, City Manager
DATE:	May 25, 2021
RE:	Update on FY21 Operational Surplus Uses

Per the Council request, here is an update on the current FY21 general fund projected operational surplus. This includes any actions that the Council has taken, or is expected to take. It also includes the remaining suggested items that remain as recommendations.

Fund Balance Policy Compliance

The fund balance policy for the City requires the unassigned fund balance to be equal to 12.5% of the total budget. In FY20, all expenditures were \$72,627,096. Using this benchmark, the unassigned fund balance should be \$9,078,387. As of the FY20 audit, the City's unassigned fund balance was \$6,991,373 or 77% of the goal. The FY15 unassigned fund balance was \$1,723,143.

It should be noted that WWTP enterprise account has an internal loan payable to the general fund of \$2,542,712 as of the FY20 audit. The rating agencies essentially net this loan as deduct from the City's fund balance. As a reference, the loan was \$5,426,754 as of the FY15 audit.

Summary

The following chart summarizes the information that is outlined within this memo. The details for each line is found later in separate charts.

ITEM	AMOUNT	APPROVED
PROJECTED FY21 OPERATIONAL SURPLUS	\$2,500,000	
APPROVED RESERVES	\$745,000	Yes
APPROVED CAPITAL*	\$458,120	Yes*
SUGGESTED CAPITAL, RESERVES	<u>\$602,500</u>	No
LAPSE TO UNASSIGNED FUND BALANCE	<u>\$694,380</u>	No

Update of FY21 General Fund Operational Surplus

Based on a late January, early February forecast, I was projecting a net \$1,800,000 FY21 operational surplus. Components of the forecast included:

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• Non-property tax revenues in excess of projection	\$1,700,000
• Expenditures authorized but not spent	<u>\$ 650,000</u>
<i>Subtotal:</i>	\$2,350,000
• Less: use of surplus to reduce tax rate	<u>(\$ 550,000)</u>
<i>Funds available:</i>	<u>\$1,800,000</u>

Based on the April 16 review, the following results was projected for the end of the FY21 year:

• Non-property tax revenues in excess of projection	\$2,400,000
• Expenditures authorized but not spent	<u>\$ 650,000</u>
<i>Subtotal:</i>	\$3,050,000
• Less: use of surplus to reduce tax rate	<u>(\$ 550,000)</u>
<i>Funds available:</i>	<u>\$2,500,000</u>

As noted below, the Budget Committee took action on several of the recommended reserves that directly impacted the proposed FY22 spending.

Approved Recommendations	
<i>IT Equipment</i>	\$200,000
<i>Recreation Financial Aid</i>	\$35,000
<i>Earned Pay @ Separation</i>	\$75,000
<i>Street Light Replacement*</i>	\$125,000
<i>SCBA Fire</i>	\$150,000
<i>Clifford Park, Other Park Improvements</i>	\$100,000
<i>Reserve for Police grant positions</i>	\$60,000
Total	\$745,000

Consistent with the past few years of utilizing some of the excess revenues towards one time capital purchase, I am recommending that the Council authorize the following purchases: As noted below, the budget committee has taken the following actions.

Item	Cost
<i>Purchase 2 cruisers</i>	\$56,820
<i>Increase cash for FY21 CIP Vehicles (No lease/purchase)</i>	\$380,000
<i>Additional Dispatch Console</i>	\$21,300
	On your June 1 agenda for consideration
Totals	\$458,120

The following are the list of recommendations that were previously made that the Council has not taken any action on.

Item	Request
Replacement Wages	\$15,000
Assessing Consultant (for commercial review)	\$50,000
Engagement Position	\$57,500
Engineering Consulting	\$55,000
Grant Matches*	\$85,000
Biddeford Pool Study	\$30,000
Engineering (MERC Tower)	\$30,000
Crosswalk Warning Lights	\$100,000
Software for Mobile App (citizen focus)	\$30,000
Additional Sidewalk Work	\$150,000
Total	\$602,500

Please feel free to let me know if there are any questions.

FY22 Capital Fund Uses

Item	Allocation	Detail
New Furnance DPW	\$75,000	
Thatcher Brook III	\$80,000	
Fire Substation Architect Phase I	\$0	
Vehicle Replacements		
Total Cost		\$899,000
Less: Lease Portion		\$575,000
Cash Required	\$324,000	
Vehicle Additions	\$70,000	
River Wall Engineering-Mechanics Park	\$200,000	
Pacts (Federal) Match		
Elm & Pearl Study	\$50,000	
Precourt Paving	\$70,000	
Paving	\$525,000	
Sidewalk	\$75,000	
Other:		
Economic Development		
Other match funds		
Contingency for increasing costs	\$281,000	
	\$1,750,000	

FY22 Capital Fund Uses

Item	Allocation	Detail
New Furnance PWD	\$75,000	
Thatcher Brook III	\$80,000	
Fire Substation Architect Phase I	\$100,000	
Vehicle Replacements		
Total Cost		\$899,000
Less: Leaase portion		\$575,000
Cash Required	\$324,000	
Vehicle Additions	\$70,000	
River wall engineering-Mechanics Park	\$200,000	
Pacts (federal) match		
Elm & Pearl Study	\$50,000	
Precourt Paving	\$70,000	
Paving	\$525,000	
Sidewalk	\$75,000	
Other:		
Economic Development		
Other match funds		
Contingency for increasing costs	\$406,000	
	\$1,975,000	

Capital Projects/Operations Committee FY2022 Proposed CIP Allocations

		FY21	FY21 Revised	FY22
Airport	Priority	Requested Amount	Proposed Allocation	
		-	-	-
City Hall		Requested Amount	Proposed Allocation	
General Government				
CH-03	Saco River/Wood Island Debris	100,000	50,000	
Human Resources				
None				
Technology				
CH-04	Backup Node	28,000	28,000	
CH-05	Bomgar Appliance Replacement	2,500	2,500	
CH-06	BPD Server Migration	10,000	10,000	
CH-07	Cyber Security Penetration	8,700	8,700	
CH-08	File Server Replacement	17,667	17,667	
CH-09	Hyperconverge Equipment Mgmt Program	14,506	14,506	
CH-10	Phone System Upgrade	24,333	24,333	
CH-11	Public Works Camera Upgrade	19,995	19,995	
CH-12	Switch Replacement Program	11,996	11,996	
CH-13	Universal Power Supply (UPS)	5,817	5,817	
CH-14	WiFi Device Replacement Program	481	481	
	Finance Software			
		243,995	193,995	-
Engineering		Requested Amount	Proposed Allocation	
ENG-01	Cross Walks/Bump Outs - Lower Main Street	315,000		
ENG-05	Green Infrastructure - Install LID	200,000		
ENG 03	ENG 03 Electrical Lincoln Street		150,000	
ENG-08	Intersection - Hill/Main/Water St	150,000		
ENG-09	Pavement - Pool St	261,000		
ENG-11	River Wall Repair - Mechanics Park	60,000		
ENG-12	River Wall Repair - Adjacent to Riverwalk	500,000		
ENG-13	Sidewalks - Adams	200,000		
ENG-19	Thatcher Brook Phase 2A	40,000	40,000	
ENG-20	Thatcher Brook Watershed Mgmt Plan Phase II	95,000		
ENG-22	Utilities - Pearl St	2,555,000	-	
ENG-FY22-002	Electrical-Lincoln Street			600,000
ENG-FY22-006	Thatcher Brook 319 Phase III			80,000
ENG-FY22-007	Thatcher Brook Management Plan			95,000
ENG-FY22-008	Engineering Design/Inspection services			200,000
ENG-FY22-009	Thatcher Brook 319 Phase II			84,000
ENG-FY22_000	Intersection Elm & Pearl			50,000
ENG-FY22-012	Pavement - Precourt St			69,760
ENG-FY22-014	Sidewalks - South St			100,000
ENG-FY22_015	River Wall Repair, Mechanics Park			258,750
ENG-FY22-023	South Street			50,000
ENG-2FY22-024	Climate Resilience needs			50,000
		4,376,000	190,000	1,637,510
Facilities		Requested Amount	Proposed Allocation	
FAC-03	City Hall-Window Replacement	25,000	50,000	
FAC-04	Community Center-Card Access	15,500		
FAC-14	May Field-LED Lights	8,475		
FAC-17	Public Works-City Radio Box	25,000		
FAC-20	Public Works-Salt Barn Lean To Addition	175,000		
FAC-FY21-019	Public Works - Heating System Replacement			75,000
		248,975	50,000	75,000
Fire Dept		Requested Amount	Proposed Allocation	
FD-01	Apparatus Floor Cleaning Machine	18,000		
FD-04	EMS Equipment	67,000	67,000	
BFD-FY21-003	Battery Extrication Tools			40,000
BFD-FY21-005	Hydraulic Rescue Tool Pump			10,000
BFD-FY21-007	Thermal Imagers			15,000
		85,000	67,000	65,000
Police		Requested Amount	Proposed Allocation	
PD-02	Radio Project	4,200,000	75,000	
BPD-FY21-001	Camera Surveillance			60,000
		4,200,000	75,000	60,000
Public Works		Requested Amount	Proposed Allocation	
Fire	Ambulance	268,500		
Public Works	Single Axel Dump Truck	200,000		
Public Works	4x4 SUV	35,000		
Public Works	Front End Loader	195,000		
Public Works	Sidewalk Tractor	170,000		
Engineering	Vehicle	30,000		
Recreation	12 passanger van	40,000		
PW-01 [Note]	5 Year Vehicle/Equipment Replacement Program	938,500	265,000	
PW-02	Capital Paving Program	1,088,547	470,052	
PW-04	Tree Management Plan	20,000		
PW-05	Sidewalks	50,000		
DPW-FY22-001	5 Year Vehicle/Equipment Replacement Program			985,000
DPW-FY22-002	Sidewalks			75,000
DPW-FY22-003	Street Maintenance-Capital Paving Program			481,803
DPW-FY22-004	Granite Point Culvert			100,000
DPW-FY22-006	Tree Management Plan			10,000
		2,097,047	735,052	1,651,803
Recreation		Requested Amount	Proposed Allocation	
REC-01	Clifford Park	21,000	-	-
REC-04	Doran Field	12,000		
REC-10	Park Signage	8,000		
REC-14	Pre-K Program	15,000		
REC-16	Rotary Park Complex	139,000		
REC-18	St Louis Field Complex	45,000	50,000	
REC-19	Trash Cans	1,400		
REC-N1	City Manager Adjustment	(91,400)		
RECFY21-001	Clifford Park			21,000
RECFY21-004	Doran Field			12,000
RECFY21-010	Park Signage			8,000
RECFY21-014	Pre-K Lil Cubs			15,000
RECFY21-016	Rotary Park Complex			139,000
RECFY21-018	St Louis Field Complex			45,000
RECFY21-019	Trash Cans			1,400
RECFY21-020	Park Amenities			1,400
		150,000	50,000	242,800
Total		11,412,117	1,361,047	3,732,113



Capital Projects-Operations Committee

Meeting Date: July 9, 2021

Meeting Time: 6:00 pm

Agenda Item No: 5.1

Item Description: FY22 CIP - Discussion St. Louis Field Improvements

Submitted by: Carl Walsh, Recreation/Teen Director

Supporting Information/Documentation:

St. Louis Field Backstops-Netting Aerial View

St. Louis Field Bleachers Seating Plan

St Louis Field Bleachers Typical Section

St. Louis Field Design Estimates 09/29/2020(revised)

Key Terms:

N/A

Executive Summary:

Attached are the most recent documents related to St. Louis Field Design and the changes requested for seating at St. Louis Field I.

Detailed Review:

The community has had an ongoing issue with foul balls at St. Louis Field for years. Considering the proximity of the backstops to Hill and West and West and Prospect Streets it is no surprise the potential issues foul balls can present along these busy roads. Damage has been done to resident's property and vehicles both traveling and parked. Since 2017, Vendor interest, vendor liability concerns, project scope, funding, and proposed stadium seating have slowed a resolution of the problem. The delays have centered around the desire to solve the foul ball issue while balancing investment for amenities at this popular field. The general history is provided below. In October 2020 approval was given for the Field II backstop, In January 2021 the backstop for Field II was completed.

May 2017 – RFP published with no responses received.

September 2017 – Review of foul ball netting system design proposal.

June 2018 – Capital Projects/Operations Committee project review.

October 2019 – RFP response of \$150,920 for Field I & II backstop and baseline extensions.

November 2019 – Allocation of \$25,000 for stadium design services for Field I and foul ball control for Field I & II.

July 2020 – Recreation Commission review of conceptual design plans for St. Louis Field.

October 2020 - Approval for the Field II Backstop project was provided.

January 2021 - St. Louis Field II Backstop was completed.

March 2021- Most recent work by Weston & Sampson completed

Weston & Sampson completed the conceptual design evaluation and prepared draft cost estimates for the proposed backstop netting for Field I & II along with information on stadium seating design and realignment for Field I. The conceptual realignment essentially shifts the field to further reduce the number of foul balls exiting the field along West Street and aligns the field with the intersection of Hill and West Streets to accommodate stadium seating.

The cost estimates provide the opportunity to address the issues related to St. Louis Field Complex in a piece by piece format.

1. Funding Source:

Partial funding is available in account 22002-60912 with a balance of \$157,695.00 - St Louis Field Improvements.

Staff Recommendation:

The Recreation Commission and staff would like to see the backstop at Field I addressed.

City of Biddeford, Maine
St. Louis Field- Suspended Wire Ball Netting System

Schematic Design Estimate - 09.21.2020

- DRAFT -

	Qty	Unit	Unit Cost	Ext Cost
SITE PREPARATION				
R&D Fence	650	LF	\$ 7.00	\$ 4,550
Miscellaneous Demolition	1	LS	\$ 5,000.00	\$ 5,000
			Subtotal	\$ 9,550
NETTING- FIELD 1				
BVCL Fence - 6' Height	750	LF	\$ 75.00	\$ 56,250
BVCL Single Gate	2	EA	\$ 1,500.00	\$ 3,000
BVCL Double Gate	1	EA	\$ 2,000.00	\$ 2,000
Concrete Mow Curb	750	LF	\$ 25.00	\$ 18,750
Sports Netting - 45' Height	140	LF	\$ 250.00	\$ 35,000
Sports Netting - 40' Height	300	LF	\$ 200.00	\$ 60,000
Sports Netting - 20' Height	285	LF	\$ 100.00	\$ 28,500
			Subtotal	\$ 203,500
NETTING- FIELD 2				
BVCL Fence - 6' Height	550	LF	\$ 75.00	\$ 41,250
BVCL Single Gate	2	EA	\$ 1,500.00	\$ 3,000
Concrete Mow Curb	550	LF	\$ 25.00	\$ 13,750
Sports Netting - 45' Height	135	LF	\$ 250.00	\$ 33,750
Sports Netting - 40' Height	210	LF	\$ 200.00	\$ 42,000
Sports Netting - 20' Height	200	LF	\$ 100.00	\$ 20,000
			Subtotal	\$ 153,750
TOTAL ESTIMATED PROGRAM COST				\$ 366,800
Mobilization, Overhead & Profit 15%				\$ 55,020
Contingency 15%				\$ 55,020
TOTAL ESTIMATED NETTING COST:				\$ 476,840

City of Biddeford, Maine
St. Louis Field- Tension Wire Ball Netting System

Schematic Design Estimate - 09.21.2020

- DRAFT -

	Qty	Unit	Unit Cost	Ext Cost
SITE PREPARATION				
R&D Fence	650	LF	\$ 7.00	\$ 4,550
Miscellaneous Demolition	1	LS	\$ 5,000.00	\$ 5,000
			Subtotal	\$ 9,550
NETTING- FIELD 1				
BVCL Fence - 6' Height	750	LF	\$ 75.00	\$ 56,250
BVCL Single Gate	2	EA	\$ 1,500.00	\$ 3,000
BVCL Double Gate	1	EA	\$ 2,000.00	\$ 2,000
Concrete Mow Curb	750	LF	\$ 25.00	\$ 18,750
Sports Netting - 45' Height	140	LF	\$ 375.00	\$ 52,500
Sports Netting - 40' Height	300	LF	\$ 300.00	\$ 90,000
Sports Netting - 20' Height	285	LF	\$ 150.00	\$ 42,750
			Subtotal	\$ 265,250
NETTING- FIELD 2				
BVCL Fence - 6' Height	550	LF	\$ 75.00	\$ 41,250
BVCL Single Gate	2	EA	\$ 1,500.00	\$ 3,000
Concrete Mow Curb	550	LF	\$ 25.00	\$ 13,750
Sports Netting - 45' Height	135	LF	\$ 375.00	\$ 50,625
Sports Netting - 40' Height	210	LF	\$ 300.00	\$ 63,000
Sports Netting - 20' Height	200	LF	\$ 150.00	\$ 30,000
			Subtotal	\$ 201,625
TOTAL ESTIMATED PROGRAM COST				\$ 476,425
Mobilization, Overhead & Profit 15%				\$ 71,464
Contingency 15%				\$ 71,464
TOTAL ESTIMATED NETTING COST:				\$ 619,353

City of Biddeford, Maine
St. Louis Field- Master Plan

Schematic Design Estimate - 09.21.2020

- DRAFT -

	Qty	Unit	Unit Cost	Ext Cost
FENCING & NETTING PROJECT				
TOTAL ESTIMATED COST: Tension Wire System				\$ 619,353
SITE PREPARATION				
Temporary Construction Fence	1,000	LF	\$ 8.00	\$ 8,000
Temporary Construction Entrance	1	EA	\$ 5,000.00	\$ 5,000
Erosion Controls	1,000	LF	\$ 5.00	\$ 5,000
Tree Removal	5	EA	\$ 500.00	\$ 2,500
Tree Protection	10	EA	\$ 500.00	\$ 5,000
Strip and Stockpile Loam 6" depth	318	CY	\$ 8.00	\$ 2,542
R&D Fence	800	LF	\$ 7.00	\$ 5,600
R&D Pavement	556	SY	\$ 10.00	\$ 5,556
Miscellaneous Demolition	1	LS	\$ 10,000.00	\$ 10,000
			Subtotal	\$ 49,198
SITE WORK- ENTRANCE				
Ornamental Fence - 6' Height	100	LF	\$ 175.00	\$ 17,500
Ornamental Gate/ Entrance	1	LS	\$ 5,000.00	\$ 5,000
Brick Columns	10	EA	\$ 8,000.00	\$ 80,000
BVCL Fence - 4' Height	250	LF	\$ 175.00	\$ 43,750
BVCL Single Gate	2	EA	\$ 1,500.00	\$ 3,000
BVCL Double Gate	1	EA	\$ 2,000.00	\$ 2,000
Ornamental Gate/ Entrance	1	LS	\$ 5,000.00	\$ 5,000
Bituminous Concrete Paving - Pedestrian	131	TON	\$ 180.00	\$ 23,520
Gravel Subbase- 8" base	171	CY	\$ 35.00	\$ 5,989
Concrete Paving at Bleachers	29	SY	\$ 65.00	\$ 1,878
Gravel Subbase- 8" base	6	CY	\$ 35.00	\$ 222
			Subtotal	\$ 187,859
BLEACHER SYSTEM				
Bleacher System/ Canopy	1	LS	\$ 320,000.00	\$ 320,000
Misc Bleacher costs	1	LS	\$ 32,000.00	\$ 32,000
			Subtotal	\$ 352,000
LANDSCAPE / PLANTING				
Tree Planting (3-3.5" Caliper)	6	EA	\$ 1,200.00	\$ 7,200
Loam & Seed (6" Loam Depth)	556	SY	\$ 4.00	\$ 2,222
			Subtotal:	\$ 9,422
TOTAL ESTIMATED PROGRAM COST				\$ 1,217,832
Mobilization, Overhead & Profit 15%				\$ 182,675
Contingency 15%				\$ 182,675
Addiitonal Design Services 10%				\$ 121,783
TOTAL ESTIMATED BLEACHER COST:				\$ 1,704,964



NET VIP SEATING	=	0
NET BENCH SEATING	=	308
COMPANION SEATS	=	6
WHEEL CHAIR SPACES	=	6
TOTAL SEATING	=	320

ST. LOUIS FIELD, SOFTBALL
BIDDEFORD, ME

SEATING PLAN



2810 Sydney Road
Plant City, Florida 33566
Phone: 813-305-1415
Fax: 813-305-1419
www.gtgrandstands.com

A PLAYCORE company

DRAWN BY: DKW

CHECKED BY:

DATE: 4-14-20

SCALE: NOTED

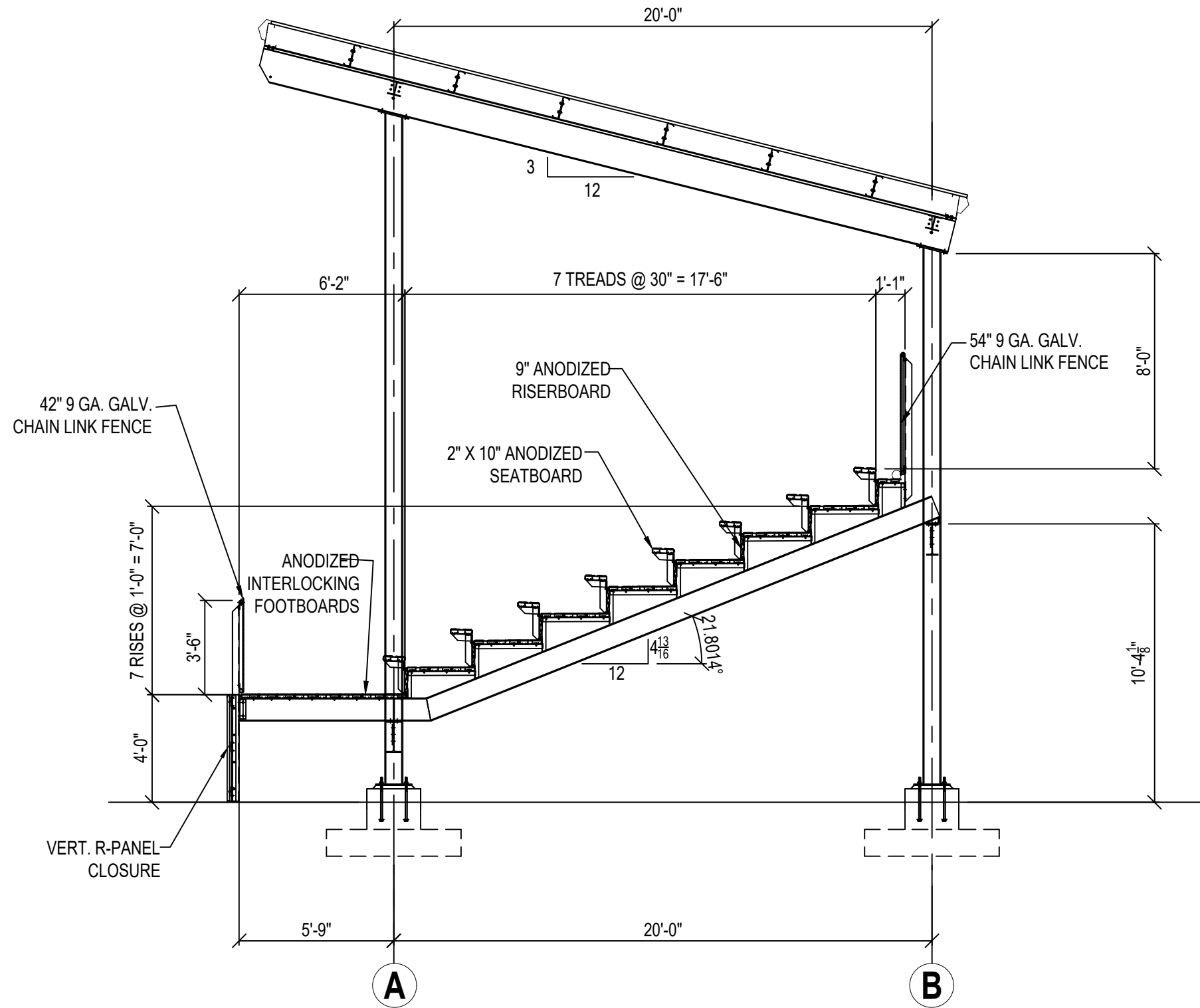
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JOB NO.	
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P20-1987

DWG NO.

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A1.3 **TYPICAL SECTION**
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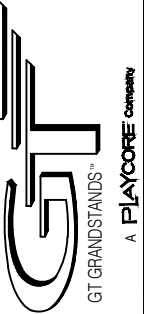
TYPICAL SECTION

ST. LOUIS FIELD, SOFTBALL
BIDDEFORD, ME

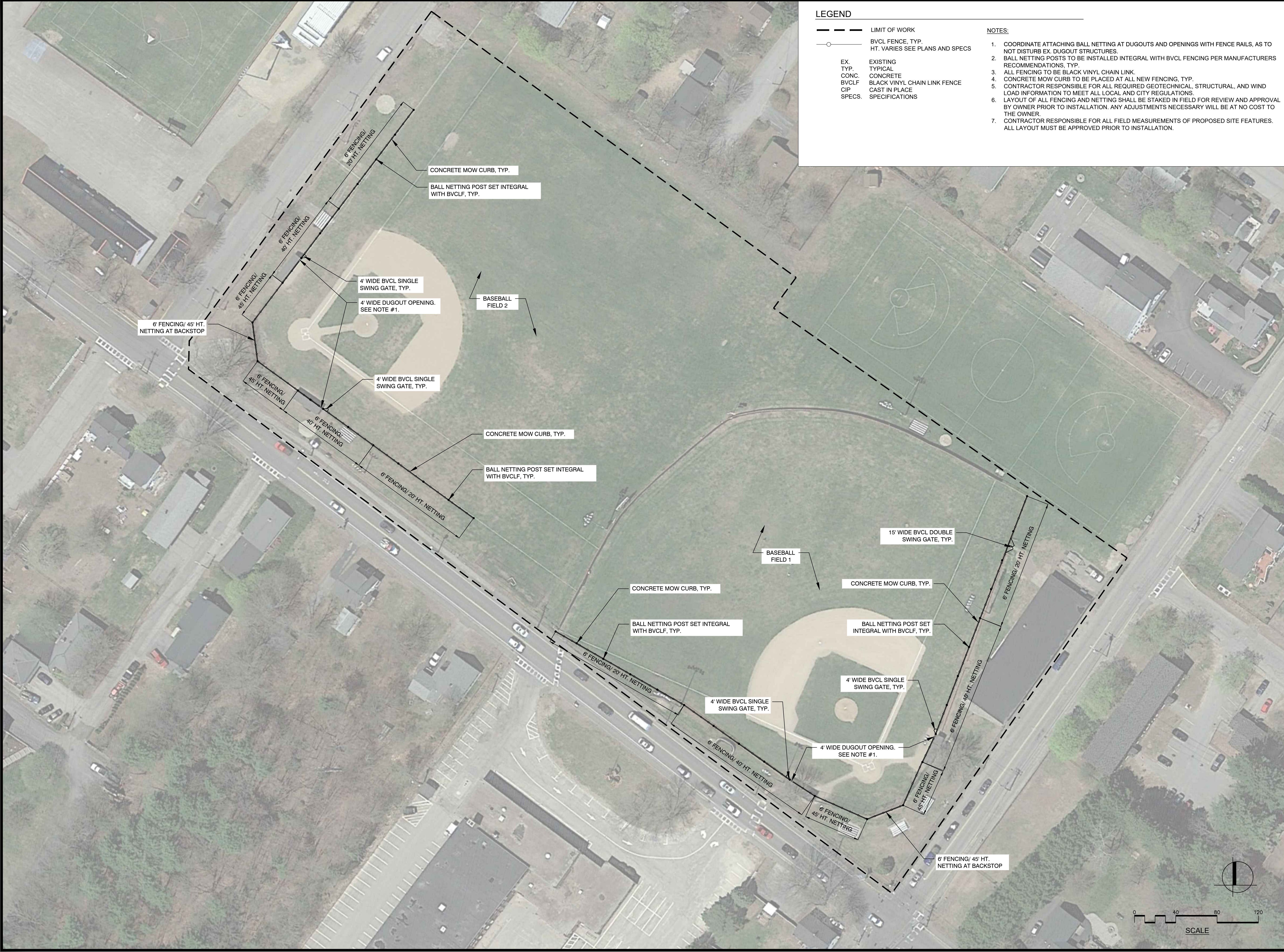
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CHECKED BY:
DATE: 4-14-20
SCALE: NOTED
REV.

JOB NO.
P20-1987

DWG NO.
A1.3



2810 Sydney Road
Plant City, Florida 33566
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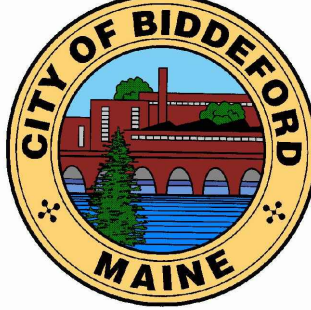
LEGEND

- LIMIT OF WORK
- BVCL FENCE, TYP.
HT. VARIES SEE PLANS AND SPECS
- EX. EXISTING
TYP. TYPICAL
CONC. CONCRETE
BVCLF BLACK VINYL CHAIN LINK FENCE
CIP CAST IN PLACE
SPECS. SPECIFICATIONS

NOTES:

- COORDINATE ATTACHING BALL NETTING AT DUGOUTS AND OPENINGS WITH FENCE RAILS, AS TO NOT DISTURB EX. DUGOUT STRUCTURES.
- BALL NETTING POSTS TO BE INSTALLED INTEGRAL WITH BVCL FENCING PER MANUFACTURERS RECOMMENDATIONS, TYP.
- ALL FENCING TO BE BLACK VINYL CHAIN LINK.
- CONCRETE MOW CURB TO BE PLACED AT ALL NEW FENCING, TYP.
- CONTRACTOR RESPONSIBLE FOR ALL REQUIRED GEOTECHNICAL, STRUCTURAL, AND WIND LOAD INFORMATION TO MEET ALL LOCAL AND CITY REGULATIONS.
- LAYOUT OF ALL FENCING AND NETTING SHALL BE STAKED IN FIELD FOR REVIEW AND APPROVAL BY OWNER PRIOR TO INSTALLATION. ANY ADJUSTMENTS NECESSARY WILL BE AT NO COST TO THE OWNER.
- CONTRACTOR RESPONSIBLE FOR ALL FIELD MEASUREMENTS OF PROPOSED SITE FEATURES. ALL LAYOUT MUST BE APPROVED PRIOR TO INSTALLATION.

Project:
CITY OF BIDDEFORD, ME.



ST. LOUIS FIELD
FIELD NETTING AND
FENCING

284 HILL ST.
BIDDEFORD, ME. 04005

Weston & Sampson

427 Main Street,
Suite 400, Worcester, MA 01608
978.977.0110 800.SAMPSON
www.westonandsampson.com

Consultants:

Revisions:

No.	Date	Description

Seal:

Issued For:

Scale: AS NOTED

Date: SEPTEMBER 21, 2020

Drawn By: EJA

Reviewed By: MSM

Approved By: MSM

W&S Project No:

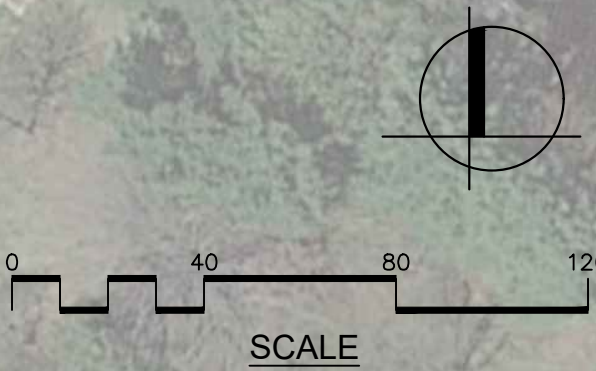
W&S File No:

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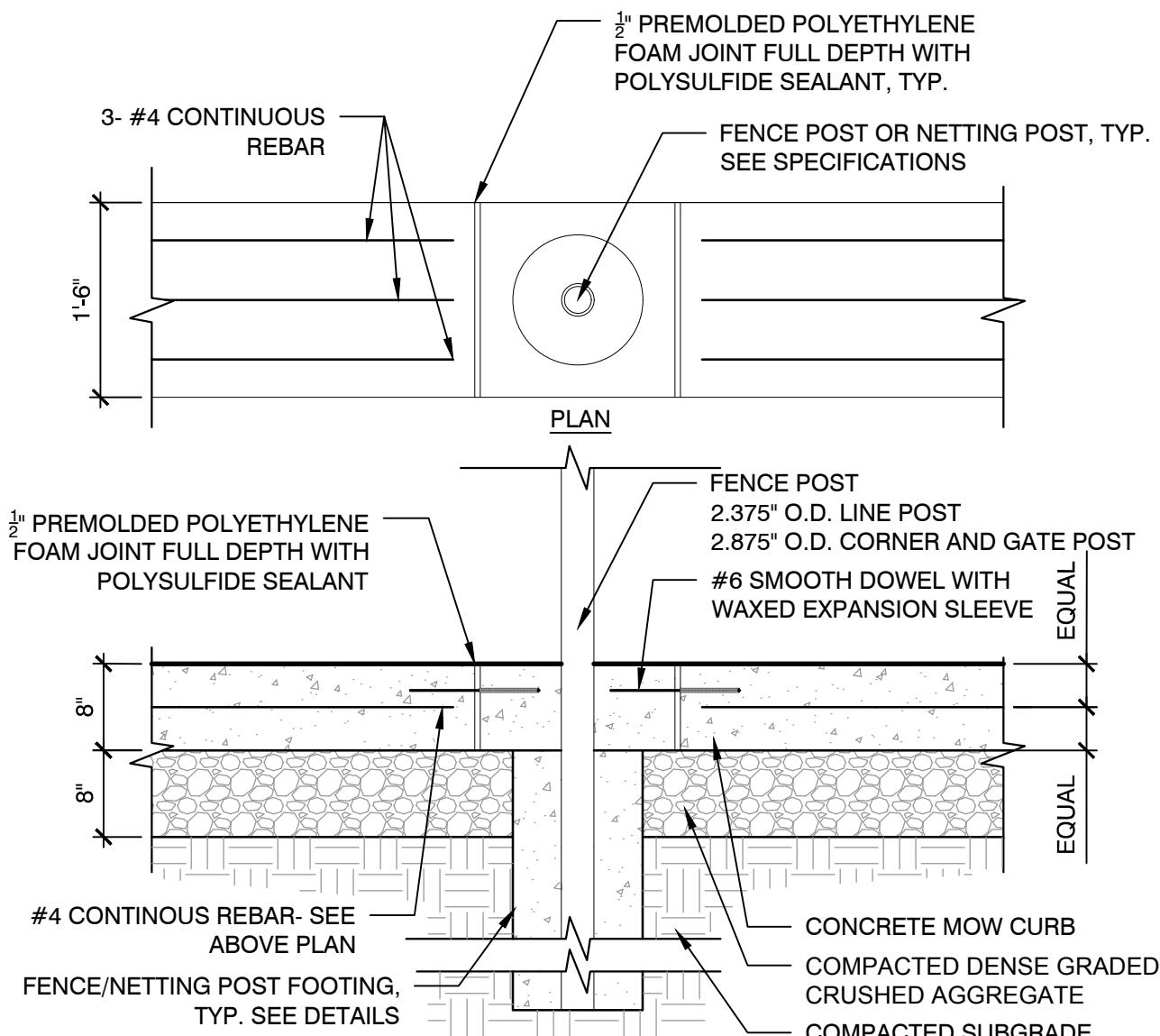
LAYOUT AND
MATERIALS PLAN

Sheet Number:

L3.00

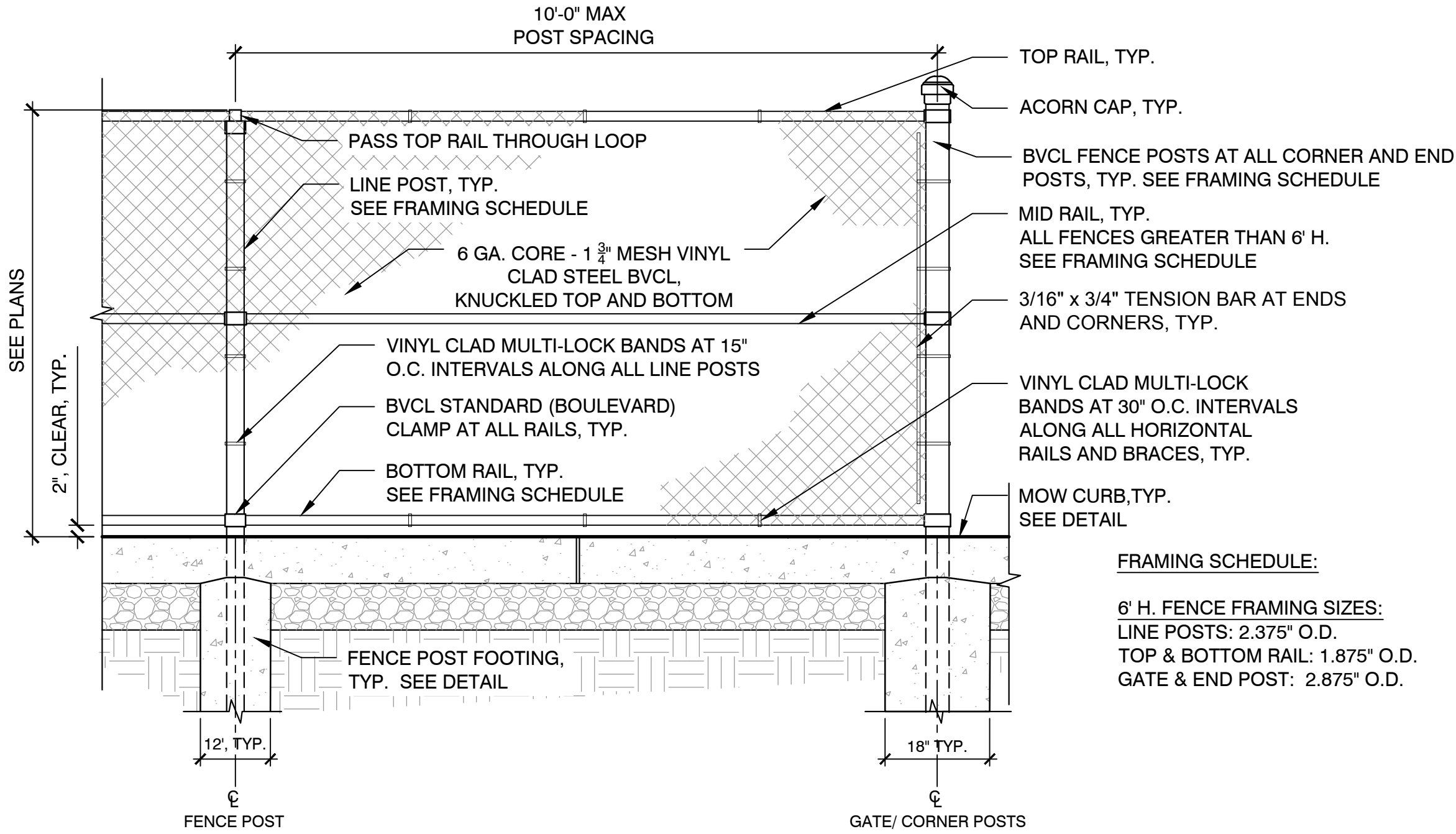


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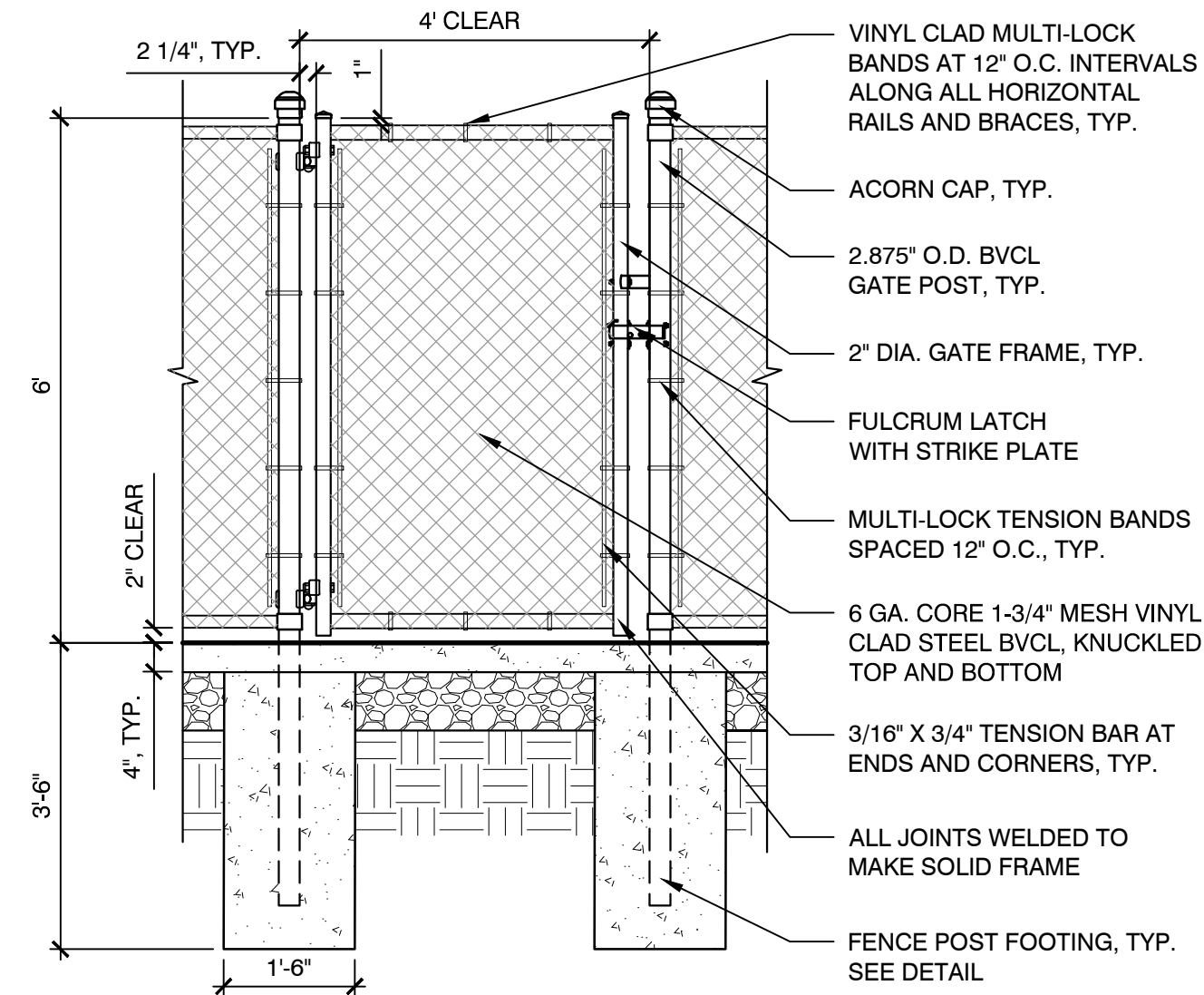
- NOTES:
1. MOW STRIP CORNERS ADJACENT TO WALLS AND CURBS SHALL BE SQUARE TO ENSURE SMOOTH INTERFACE BETWEEN MATERIALS.
 2. MOW STRIP CORNERS ADJACENT TO PLANTING BED OR LAWN AREAS WILL HAVE 3/4" CHAMFER
 3. CONTRACTOR SHALL PROVIDE 3/4" PRE-MOLDED POLYETHYLENE FOAM EXPANSION JOINT, FULL DEPTH WITH SILICONE SEALANT AT FENCE POSTS UNLESS OTHERWISE NOTED.
 4. DOWELS PROVIDED AT ALL COLD JOINTS AND EXPANSION JOINTS. SEE SPECS.
 5. CONTRACTOR SHALL USE EXTREME CAUTION AT ROOT ZONE OF EXISTING TREES TO REMAIN. CONTRACTOR SHALL CLEAN CUT ANY ROOTS OVER 2" DIA. THAT ARE EFFECTED BY THE SCOPE OF WORK. CONTRACTOR SHALL CONSULT ARBORIST PRIOR TO ANY ROOT REMOVAL.

1 CONCRETE MOW CURB
SCALE: N.T.S.

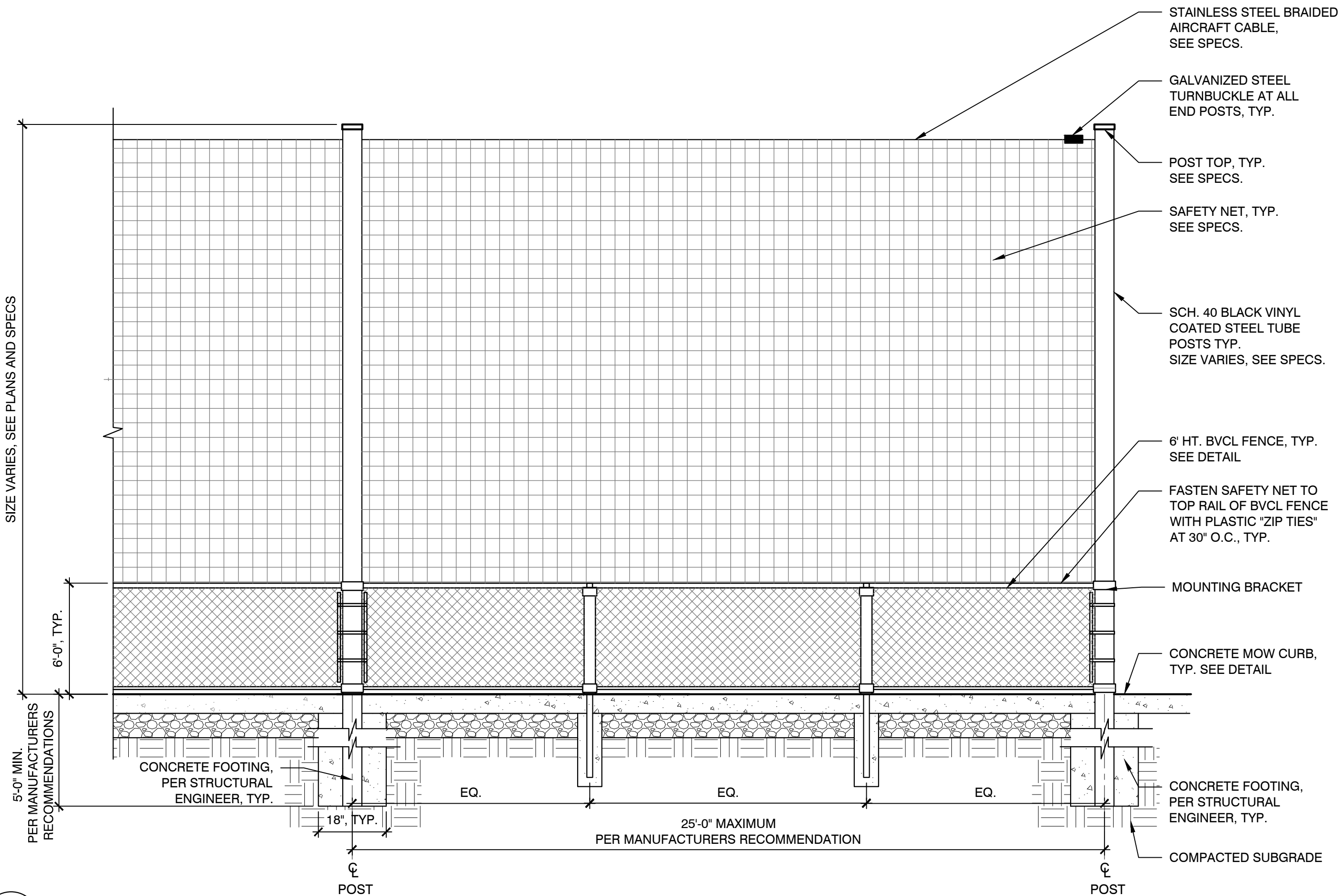


- NOTES:
1. ALL FENCE PIPE SHALL BE SCH. 40, VINYL CLAD, FUSION BONDED TYPE 2B, HOT DIP GALV. STEEL PIPE.
 2. ALL LINE POSTS SHALL BE INSTALLED EQUALLY SPACED BETWEEN END & CORNER POSTS.
 3. ALL CLAMPS, TIES, POST TOPS, BANDS, POSTS, ETC. SHALL BE VINYL CLAD TO MATCH FABRIC.
 4. REFER TO DETAIL AND SPECS FOR GATE REQUIREMENTS.
 5. SEE FRAMING SCHEDULE FOR SIZING.

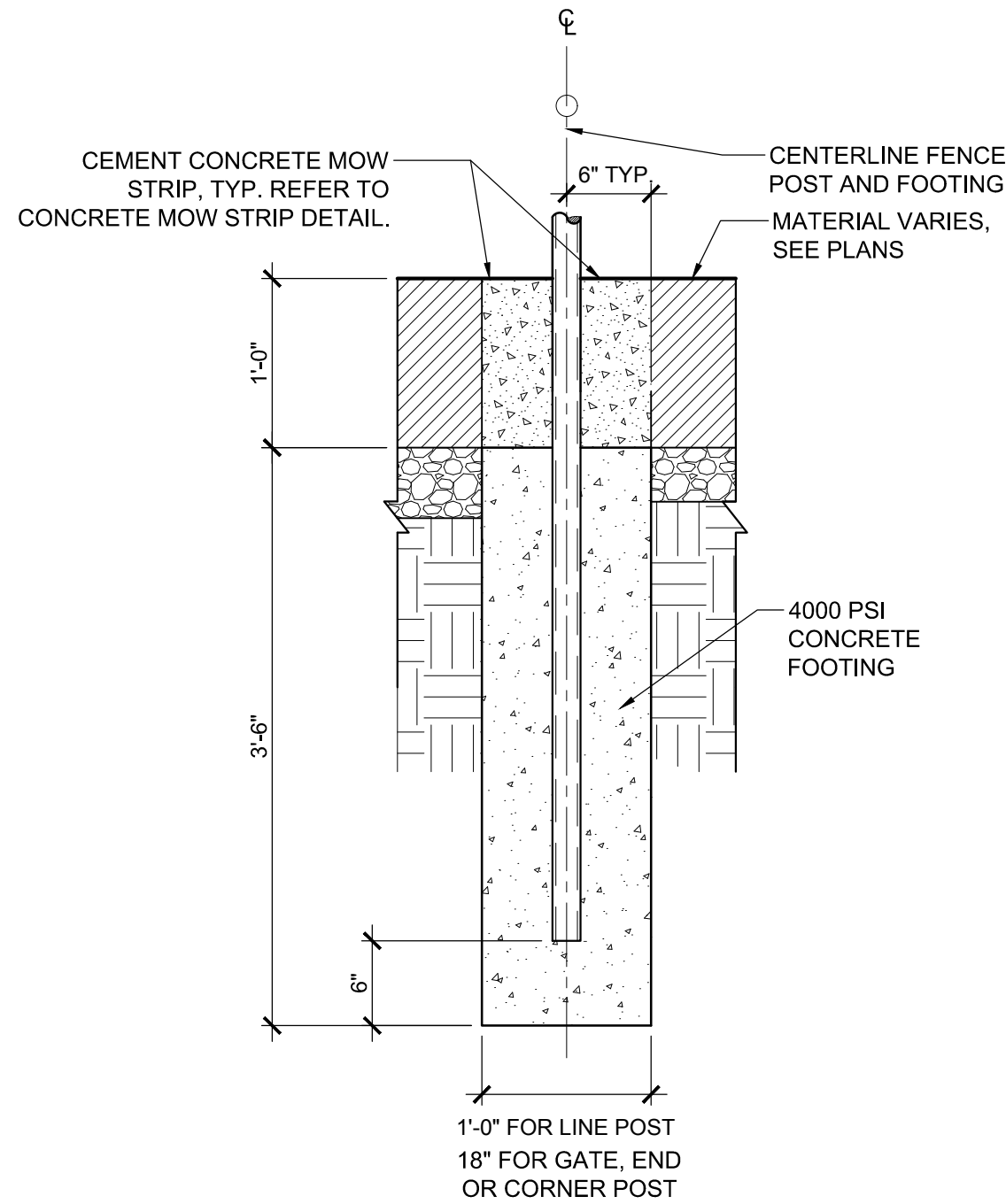
2 BVCL FENCE
SCALE: N.T.S.



3 BVCL SINGLE SWING GATE
SCALE: N.T.S.



4 SPORTS NETTING
SCALE: N.T.S.



5 FENCE POST FOOTING
SCALE: N.T.S.

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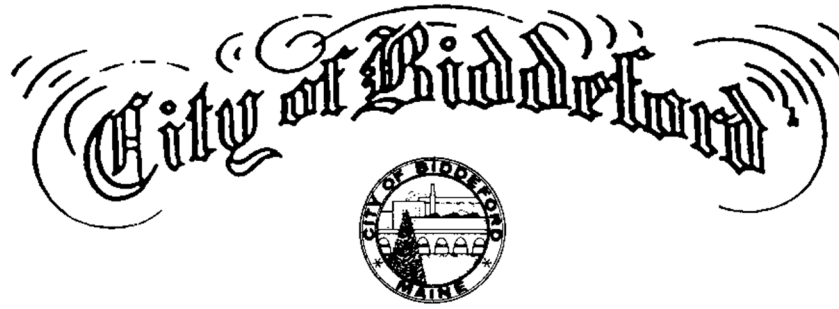
W&S File No:

Drawing Title:

CONSTRUCTION
DETAILS

Sheet Number:

L4.00



2021.81

IN BOARD OF CITY COUNCIL..JULY 20, 2021

BE IT ORDERED, that the City Manager be authorized to purchase one (1) Sutphen Heavy Duty Custom Pumper (Fire Apparatus) as per bid of July 14, 2021 (the "Equipment") from Dingee Machine Company, an Authorized Representative for Sutphen Corporation (the "Vendor") and may pay the Vendor an amount not to exceed \$702,048.00 for the Equipment as follows:

1. The City of Biddeford expects to incur debt to reimburse expenditures to pay the cost of the Equipment;
2. The City of Biddeford reasonably expects that the maximum principal amount of the debt, including for reimbursement purposes, is \$702,048.00; ;
3. The City Manager, on behalf of the City of Biddeford, is authorized to enter into a lease purchase, loan or other financing agreement for the Equipment provided that (a) the principal amount of such agreement will not exceed \$702,048.00, (b) the term of such agreement will not exceed one hundred and twenty (120) months and (c) any obligation of the City of Biddeford to make lease or loan payments pursuant to such agreement is subject to annual appropriation by the City Council of the City of Biddeford;
4. The City Manager is authorized to advance money from the General Fund of the City for payment of the costs of the Equipment; and
5. The City Manager, on behalf of the City of Biddeford, is authorized to negotiate, enter into, execute, deliver and cause to be performed, and to approve, any and all agreements, instruments, certificates and other documents, and to grant security interests in the Equipment, upon such terms, conditions, limitations and undertakings, which the City Manager determines are necessary and proper for the acquisition and financing of the Equipment, provided that any lease purchase, loan or other financing agreement will be countersigned by both the Mayor and the Treasurer of the City of Biddeford. Without limiting the foregoing, the City Manager, on behalf of the City of Biddeford, in connection with the acquisition of the Equipment, is authorized to sell, transfer, trade in or otherwise dispose of any equipment, which the City Manager determines is no longer useful to the City of Biddeford.

NOTE: The Finance Committee will review this item on July 20, 2021 and vote to recommend it to the City Council for approval. The lease-purchase of this item is included in the FY22 CIP Budget.



Finance Committee/City Council

Meeting Date: 7/20/21
Meeting Time: 1700/1800

Agenda Item No: 2021.81
Item Description: Fire Department Pumper Apparatus

Submitted by: Chief Gagne

Supporting Information/Documentation:

Replacement of current 1995 pumper apparatus

Key Terms:

N/A

Executive Summary:

This pumper purchase is requested to replace a 1995 pumper. This new pumper would be placed in service at Central Station as the primary response pumper for the department.

Detailed Review:

This Pumper was selected to be presented for funding from the department spec committee made up of representatives from the fire and public works department. The spec was sent out and be bided on by three companies through the national bid process, public procurement authority, Houston-Galveston Area Council.

The results are as follows:

- Dingee Machine Company - Cornish, NH (Sutphen) \$702,048.00
- Specialty Vehicles, INC – Plainville, MA (Rosenbauer) \$711,544.00
- Allegiance Fire & Rescue – Walpole, MA (Pierce) \$712,576.00

The above prices do not list any pre-pay. Pre-pay options are as follows:

- Sutphen – 25% - \$2,340.16 savings
50% - \$4,680.32 savings
75% - \$7,020.48 savings
100% - \$9,360.00 savings
- Pierce - 100% - \$19,724.00 savings
- Rosenbauer – no pre-pay savings listed

Funding Source:

List purchase was listed in the FY 22 CIP items.

Staff Recommendation:

Staff has recommended the Sutphen Pumper sold by Dingee Machine Company. This pumper most closely match the specification listed in our specs with the highest consideration being place on apparatus size and wheel base length.

As of 8/1/21 each company will have an increase in the price as follows:

Sutphen – 30%

Rosenbauer – 1.2%

Pierce – 1.8%



**FAMILY OWNED
SINCE 1890**

**Prepayment Discount Options
For The
Biddeford Fire Department
Biddeford, ME**

Current Bid Price **\$702,048.00**

Option 1 25%	For a prepayment in the amount of \$175,512.00 the discount would be \$2,340.16 for a total selling price of \$699,707.84
Option 2 50%	For a prepayment in the amount of \$351,024.00 the discount would be \$4,680.32 for a total selling price of \$697,367.68
Option 3 75%	For a prepayment in the amount of \$526,536.00 the discount would be \$7,020.48 for a total selling price of \$695,027.52
Option 4 100%	For a full prepayment, we offer a discount of \$9,360.64 for a final selling price of \$692,687.36

NOTE: For any option above, the prepayment would be due within 30
days of contract signing in order to receive the discounts listed.
Any remaining balance would be due at the time of delivery.

Sutphen Corporation
PO Box 158 • Amlin, OH 43002-0158
6450 Eiterman Road • Dublin, OH 43016-8711
Tel 614 889-1005 • Toll Free 800 848-5860 • Fax 614 889-0874
www.sutphen.com • Sutphen@sutphencorp.com



PROPOSAL

TO THE:

Biddeford Fire Department
Chief Gagne & Assistant Chief LaBrecque
152 Alfred Street
Biddeford, Maine 04005

DATE: July 14, 2021

We hereby propose and agree to furnish the following firefighting equipment upon your acceptance of this proposal:

One (1) Sutphen Heavy Duty Custom Pumper Complete and Delivered for the

Total Sum of \$702,048.00

The unit shall be manufactured completely in accordance to the following proposal and delivered in approximately **13-15** months from the date of the contract signing or purchase order, subject to delays from all causes beyond our control.

This proposal shall be valid until July 31, 2021. If the contract or purchase order is not received within this proposed duration, we reserve the right to extend, withdraw, or modify our proposal, including pricing, delivery times, and prepayment discounts as applicable.

Please note that a contract must be signed and submitted no later than July 31, 2021 to guarantee the cost quoted. Any contract after this date will be subject to the upcoming price increase.

Respectfully submitted,

Larry Dingee

Larry Dingee
Dingee Machine Company
Authorized Representative for Sutphen Corporation
603.542.9682

SUTPHEN CORPORATION

6450 Eiterman Road | Dublin, OH 43016 | 1-800-848-5860



Specialty Vehicles, Inc.



18 Commerce Blvd.
Plainville, MA 02762
Tel: 508.699.0616
Fax: 508.699.0977
Toll Free: 888.699.0616
www.svine.com

To: Biddeford, Maine Fire Department
From: Specialty Vehicles, Inc.
Date: 07/07/2021
Re: Biddeford ME Pumper Bid Cost Reduction

Chief Gagne,

It has been requested of me to provide the Biddeford Fire Department with a list of items that could potentially cut cost off of the bid price of \$755,827.00. Please see below for individual option prices. Please note these prices are subject to fluctuate slightly depending on certain selections that are made. I have done my best to show you as accurate numbers as possible but the final pricing may vary slightly. Other add/delete options are available upon request from BFD.

Cab/Chassis

1. Delete Cummins ISL Service Manual: -\$408.00
2. Delete Allison Transmission Service Manual: -\$190.00
3. Delete rear facing storage cabinet integral with chassis overhead HVAC system: -\$1,288.00
4. Delete Line-X black door jamb scuff plates: -\$800.00
5. Change power windows to manual crank: -\$1,273.00
6. Change cab rear wall coating from Line-X to marine grade vinyl: -\$842.00
7. Delete Line-X Black tread plate floor covering in crew area: -\$1,326.00
8. Delete Line-X Black tread plate floor cover in driver/officer area: -\$1,011.00
9. Delete Rosenbauer Clean Air Scrubber: -\$2,885.00
10. Delete cross view mirror: -\$195.00
11. Change rear suspension from air-ride to parabolic spring: -\$1,044.00
12. Change cab door warning lights from M4 to OS model: -\$524.00

Total potential Cab/Chassis deduction: -\$11,786.00

Body

1. Delete manufacturer provided 4-days training: -\$1,500.00
2. Delete pair of 21" light bars above cab doors: -\$2,292.00
 - a. If electing this option recommend increasing forward facing light bar from 55" to 72": +\$143.00
3. Delete one of the two pairs of M6 warning lights on the bumper tails: -\$682.00
4. Delete dunnage area lighting: -\$613.00
5. Delete scene lights from front bumper tails: -\$1,066.00
6. Delete Roto-Ray: -\$3,382.00
7. Delete qty. 2 Mars Lights: -\$3,630.00
8. Replace rear tow bar with tow plates: -\$863.00
9. Delete rear engine tunnel mounted cabinet: -\$2,703.00
10. Delete overhead forward facing cabinet: -\$2,652.00
11. Delete 2.5" dead lay storage above speed lays: -\$865.00

12. Delete two speed lays and change to cross lays (1.75" & 2.5"): -\$2,451.00
13. Customer supplies own hose (200' x 1") for hose reel: -\$1,366.00
14. Customer supplies own 1" nozzle for hose reel: -\$834.00
15. Replace sliding tread plate hose bed cover with standard bi-fold tread plate cover: -\$2,606.00
16. Customer supplies own 6" x 10' hard suction hose, qty. 2: -\$1,232.00
17. Change rub rails from rubber to extruded aluminum: -\$903.00

Total potential body deduction: -\$29,497.00

Delete pre-construction meeting at manufacturer facility: -\$3,000.00

Total purchase price if all deductions are taken: \$711,544.00

ALLEGIANCE
FIRE & RESCUE

2181 Providence Highway
Walpole, MA 02081
508.668.3112
www.AllegianceFR.com

July 8, 2021

Chief Scott Gagne
Biddeford Fire Department
152 Alfred Street
Biddeford, ME 04005

Chief Gagne,

Thank you for providing Allegiance Fire & Rescue the opportunity to work with you in creating a Pumper for the Biddeford Fire Department. After meeting with you and the committee on Tuesday, we have made the following changes to the proposal

- Removed Two (2) Trips for three (3) department members
- Add Additional Aluminum wheels to rear that are blacked out
- Added Gantry System for One (1) Hard Suction hose on Left Side of Body
- Removed One (1) 2.5" discharge from Left Side of Pump
- Changed Pump House to include three (3) Speedlays which included changing to a Hale QMAX-XS-150 Pump to help reduce the size of the pump house. We are able to add the speedlays and only increase the wheelbase by 4.00" to 191.50" and changing the over all length by 4.00" as well to 32' 4.00"

Additional changes were made to the tires, changing them to Michelin where the tread design that Goodyear had has been discontinued. This can be revisited at the approval meeting if need be.

With the current proposal and the changes made this week pricing is

Purchase price of Pumper **\$712,576.00**

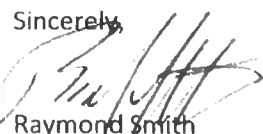
If a 100% prepay is made within 15 days of signing a contract you may deduct **\$19,724.00** from the above cost.

This brings the discounted cost to **\$692,852.00**

Please contact me if you have any further questions regarding the proposal and pricing.

With our Service Center in Auburn Maine and soon to be Saco Maine as well as providing road service we are here to serve the Biddeford Fire Department with your next pumper purchase.

Sincerely,



Raymond Smith
Allegiance Fire & Rescue



Biddeford Fire Department

Revised 05.27.2021

The City of Biddeford Fire Department is seeking proposal for one **triple combination pumper in accordance with the current edition of NFPA 1901 standards**. The following paragraphs will describe specifications equipment proposed.

Proposals shall be submitted to the Biddeford Fire Department 152 Alfred Street Biddeford Maine no later than June 24, 2021. Submittals can be e-mailed to Assistant Chief Paul LaBrecque at paul.labrecque@biddefordmaine.org or Chief Scott Gagne at scott.gagne@biddefordmaine.org (207) 282-6632

1-1 MINIMUM QUALIFICATIONS

- At least three years of recent experience with fire suppression vehicle manufacturer.
- Experience in developing specifications and producing fire suppression vehicles that meet federal, State, and Local standards.
- Knowledge of and participation in joint power agreement (JPA), Public Procurement Authority (PPA), Houston- Galveston Area Council (HGCA) of similar procurement process.

1-3 QUALITY AND WORKMANSHIP

The selected manufacturer shall provide quality workmanship and ensure all steel welding follows American Welding Society D1.1-2004 recommendations for structural steel welding. All aluminum welding follows American Welding society and ANSI D1.2-2003 requirements for structural welding of aluminum. All sheet metal welding follows American welding Society B2.1-2000 requirements for structural welding Society D1.1 of sheet metal and ensuring all steel welding follows flux core arc welding uses alloy rods, type 7000 and is performed to American Welding Society standards A5.20-E70T1.

1-4 DELIVERY

The apparatus will be delivered under its own power to insure proper break-in of all components while the apparatus is still under warranty. A qualified delivery representative shall deliver the apparatus and remain for a sufficient length of time agreed upon by both parties to instruct personnel in proper operation, care and maintenance of the equipment delivered.

1-5 MANUAL AND SERVICE INFORMATION

At time of delivery, complete operation and maintenance manuals covering the apparatus will be provided. A permanent plate will be mounted in the driver's compartment specifying the quality and type of fluids required including engine oil, engine coolant, transmission, pump transmission lubrication, pump primer and drive axel.

1-6 SAFETY VIDEO

At the time of delivery, the manufacturer will provide one (1) professionally produced apparatus safety video, in DVD format. This video will address key safety considerations for personnel to follow when they are driving, operating, and maintaining the apparatus, including the following: vehicle pre- trip inspection, chassis operation, pump operation, aerial operation, and safety during maintenance.

Biddeford Fire Department

2-1 PERFORMANCE TESTS

A road test will be conducted with the apparatus fully loaded and a continuous run of no less than ten 10 miles. During that time the apparatus will show no loss of power nor will it overheat. The transmission drive shaft or shafts and the axles will run quietly and be free of abnormal vibration or noise. The apparatus when fully loaded will not have less than 25 percent nor more than 50 percent on the front axle, and not less than 50 percent nor more than 75 percent on the rear axle. The apparatus will meet NFPA 1901 acceleration and braking requirements.

2-2 SERVICE AND WARRANTY SUPPORT

A service center will have factory-trained mechanics on staff versed in fire apparatus. The service facility will be located within one hundred (100) miles of the fire department.

2-3 LIABILITY

The successful bidder will defend any and all suits and assume all liability for the use of any patented process including any device or article forming a part of the apparatus or any appliance furnished under the contract.

2-4 INSURANCE PROVIDED BY BIDDER

2-5 COMMERCIAL GENERAL LIABILITY INSURANCE

The successful bidder will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of commercial general liability insurance:

Each Occurrence\$1,000,000

Products/Completed Operations Aggregate\$1,000,000

Personal and Advertising Injury\$1,000,000

General Aggregate\$2,000,000

Coverage will be written on a Commercial General Liability form. The policy will be written on an occurrence form and will include Contractual Liability coverage for bodily injury and property damage subject to the terms and conditions of the policy. The policy will include Owner as an additional insured when required by written contract.

2-6 COMMERCIAL AUTOMOBILE LIABILITY INSURANCE

The successful bidder will, during the performance of the contract, keep in force at least the following minimum limits of commercial automobile liability insurance and coverage will be written on a Commercial Automobile liability form:

Each Accident Combined Single Limit:\$1,000,000

Biddeford Fire Department

3-1 UMBRELLA/EXCESS LIABILITY INSURANCE

The successful bidder will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Aggregate:\$3,000,000

Each Occurrence:\$3,000,000

The umbrella policy will be written on an occurrence basis and at a minimum provide excess to the bidder's General Liability and Automobile Liability policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage will be provided by a carrier(s) rated A- or better by A.M. Best.

All policies will provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance will provide the following cancellation clause: Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Bidder agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate will show the purchaser as certificate holder.

3-2 INSURANCE PROVIDED BY MANUFACTURER

3-3 PRODUCT LIABILITY INSURANCE

The manufacturer will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of Product Liability insurance:

Each Occurrence\$1,000,000

Products/Completed Operations Aggregate\$1,000,000

Coverage will be written on a Commercial General Liability form. The policy will be written on an occurrence form. The manufacturer's policy will include the owner as additional insured when required by written contract between the owner and a manufacturer authorized dealer.

3-4 UMBRELLA/EXCESS LIABILITY INSURANCE

The manufacturer will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Each Occurrence:\$25,000,000

Aggregate:\$25,000,000

Biddeford Fire Department

The umbrella policy will be written on an occurrence basis and provide excess to the manufacturer's General Liability/Products policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage will be provided by a carrier(s) rated A- or better by A.M. Best.

All policies will provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance will provide the following cancellation clause: Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Manufacturer agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate will show the purchaser as the certificate holder.

4-1 NFPA 2016 STANDARDS

This unit will comply with the NFPA standards effective January 1, 2016, except for fire department directed exceptions. These exceptions will be set forth in the Statement of Exceptions.

Certification of slip resistance of all stepping, standing and walking surfaces will be supplied with delivery of the apparatus.

All horizontal surfaces designated as a standing or walking surface that are greater than 48.00" above the ground must be defined by a 1.00" wide line along its outside perimeter. Perimeter markings and designated access paths to destination points will be identified on the customer approval print and are shown as approximate. Actual location(s) will be determined based on materials used and actual conditions at final build. Access paths may pass through hose storage areas and opening or removal of covers or restraints may be required. Access paths may require the operation of devices and equipment such as the aerial device or ladder rack.

A plate that is highly visible to the driver while seated will be provided. This plate will show the overall height, length, and gross vehicle weight rating.

The manufacturer will have programs in place for training, proficiency testing and performance for any staff involved with certifications.

An official of the company will designate, in writing, who is qualified to witness and certify test results.

4-2 NFPA COMPLIANCY

Apparatus proposed by the bidder will meet the applicable requirements of the National Fire Protection Association (NFPA) as stated in current edition at time of contract execution. Fire department's specifications that differ from NFPA specifications will be indicated in the proposal as "non-NFPA".

4-3 VEHICLE INSPECTION PROGRAM CERTIFICATION

To assure the vehicle is built to current NFPA standards, the apparatus, in its entirety, will be third-party, audit-certified through Underwriters Laboratory (UL) that it is built and complies to all applicable standards in the current edition of NFPA 1901. The certification will include: all design, production, operational, and performance testing of not only the apparatus, but those components that are installed

Biddeford Fire Department

on the apparatus.

A placard will be affixed in the driver's side area stating the third party agency, the date, the standard and the certificate number of the whole vehicle audit.

5-1 PUMP TEST

Underwriters Laboratory (UL) will test, approved, and certify the pump. The test results and the pump manufacturer's certification of hydrostatic test; the engine manufacturer's certified brake horsepower curve; and the pump manufacturer's record of pump construction details will be forwarded to the Fire Department.

5-2 TRAINING

A qualified training engineer will be provided by the manufacturer. The training engineer shall instruct the Fire Department in the operation and maintenance of the chassis pump and its appurtenances on the vehicle for a period of not less than (4) Days

5-3 CONSTRUCTION REVIEW AND WEEKLY PROGRESS REPORTS

The Manufacturer will also provide weekly photographic progress reports and inspection services, provided by an independent third party.

- 1) Comprehensive review of the bid documents with the factory order to ensure accuracy.
- 2) Weekly progress reports including photographs of the apparatus or the major components as they are being constructed. The reports shall commence at the beginning of the manufacturing process and shall continue until just prior to the final inspection. The reports shall show the progress of the apparatus through the course of each week. Special attention shall be given to show the unique features and aspects of the apparatus as construction progresses.
- 3) In addition, after the final inspection has been completed by the customer or third party, the third party inspector shall review all items noted in the inspection for completion prior to the apparatus leaving the manufacturing facility for delivery to the local service area for pre-delivery service.

5-4 State of Maine Commercial Vehicle Inspection

The vehicle will be delivered with a State of Maine Commercial Vehicle Inspection.

5-6 BID BOND

All bidders will provide a bid bond as security for the bid in the form of a 5% bid bond to accompany their bid. This bid bond will be issued by a Surety Company who is listed on the U.S. Treasury Departments list of acceptable sureties as published in Department Circular 570. The bid bond will be issued by an authorized representative of the Surety Company and will be accompanied by a certified power of attorney dated on or before the date of bid. The bid bond will include language, which assures that the bidder/principal will give a bond or bonds as may be specified in the bidding or contract documents, with good and sufficient surety for the faithful performance of the contract, including the Basic One (1) Year Limited Warranty, and for the prompt payment of labor and material furnished in the prosecution of the contract.

Biddeford Fire Department

Notwithstanding any document or assertion to the contrary, any surety bond related to the sale of a vehicle will apply only to the Basic One (1) Year Limited Warranty for such vehicle. Any surety bond related to the sale of a vehicle will not apply to any other warranties that are included within this bid (OEM or otherwise) or to the warranties (if any) of any third party of any part, component, attachment or accessory that is incorporated into or attached to the vehicle. In the event of any contradiction or inconsistency between this provision and any other document or assertion, this provision will prevail.

6-1 PERFORMANCE BOND, 1 YEAR

The successful bidder will furnish a Performance and Payment bond (Bond) equal to 100 percent of the total contract amount within 30 days of the notice of award. Such Bond will be in a form acceptable to the Owner and issued by a surety company included within the Department of Treasury's Listing of Approved Sureties (Department Circular 570) with a minimum A.M. Best Financial Strength Rating of A and Size Category of XV. In the event of a bond issued by a surety of a lesser Size Category, a minimum Financial Strength rating of A+ is required.

Bidder and Bidder's surety agree that the Bond issued hereunder, whether expressly stated or not, also includes the surety's guarantee of the vehicle manufacturer's Basic One (1) Year Limited Warranty period included within this proposal. Owner agrees that the penal amount of this bond will be simultaneously amended to 100% percent of the total contract amount upon satisfactory acceptance and delivery of the vehicle(s) included herein. Notwithstanding anything contained within this contract to the contrary, the surety's liability for any warranties of any type will not exceed one (1) year from the date of such satisfactory acceptance and delivery, or the actual Basic One (1) Year Limited Warranty period, whichever is shorter.

6-2 APPROVAL DRAWING

A drawing of the proposed apparatus will be prepared and provided to the purchaser for approval before construction begins. A manufacturer representative will also be provided with a copy of the same drawing. The finalized and approved drawing will become part of the contract documents. This drawing will indicate the chassis make and model, location of the lights, siren, horns, compartments, major components, etc.

A "revised" approval drawing of the apparatus will be prepared and submitted by the manufacturer to the purchaser showing any changes made to the approval drawing.

6-3 ELECTRICAL WIRING DIAGRAMS

Two (2) electrical wiring diagrams, prepared for the model of chassis and body, will be provided

Biddeford Fire Department

7-1 CHASSIS

Chassis provided will be a new, tilt-type custom fire apparatus. The chassis will be manufactured in the apparatus body builder's facility eliminating any split responsibility. The chassis will be designed and manufactured for heavy-duty service, with adequate strength, capacity for the intended load to be sustained, and the type of service required. The chassis will be the manufacturer's first line tilt cab. 96"-100" Wide.

7-2 WHEELBASE

The Wheelbase of the vehicle not to exceed 190.00.

7-3 GVW RATING

The gross vehicle weight rating to be determined.

7-4 FRAME

The chassis frame will be built with two (2) steel channels bolted to five (5) cross members or more, depending on other options of the apparatus. The side rails will be heat-treated steel measuring 10.25" x 3.50" x 0.375".

Each rail will have a section modulus of 16.00 cubic inches, yield strength of 120,000 psi, and a resisting bending moment (rbm) of 1,921,069 inch-pounds.

7-5 FRONT AXLE

The front axle will be a reverse "I" beam type with inclined king pins. It will be a Meritor® axle, Model MFS-20, with a rated capacity of 20,000 lb.

7-6 FRONT SUSPENSION

The front springs will be a Standens, three (3)-leaf, taper leaf design, 54.00" long x 4.00" wide, with a ground rating of 20,000 lb.

The two (2) top leaves will wrap the forward spring hanger pin. The top leaf will also wrap the rear spring hanger pin. Both the front and rear eyes will be Berlin style wraps that will place the eyes in the horizontal plane within the main leaf. This will reduce bending stress from acceleration and braking.

A steel encased rubber bushing will be used in the spring eye. The steel encased rubber bushing will be maintenance free and require no lubrication.

7-7 SHOCK ABSORBERS

To provide a smoother ride, the front axle will be furnished with heavy-duty telescoping shock absorbers.

7-8 FRONT OIL SEALS

Oil seals with viewing window will be provided on the front axle.

7-9 FRONT TIRES

Front tires will be Goodyear® 315/80R22.50 radials, 20 ply G289 WHA tread, rated for 20,400 lb maximum axle load and 68 mph maximum speed.

The tires will be mounted on Alcoa 22.50" x 9.00" polished aluminum disc wheels with a ten (10) stud, 11.25" bolt circle.

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8-1 REAR AXLE

The rear axle will be a Meritor™, Model RS-30-185, with a capacity of 31,000 lb.

8-2 TOP SPEED OF VEHICLE

A rear axle ratio will be furnished to allow the vehicle to reach a top speed of 68 mph.

8-3 REAR SUSPENSION

Rear suspension will be a Hendrickson FMX 312 EX, air ride with a ground rating of 31,000 lb. The suspension will have the following features:

- Heavy-duty shock absorbers to protect air springs from overextension
- Heavy-duty torque rods and bushings
- Premium, heavy-duty rubber bushings require no lubrication
- Integrated stabilizer design results in greater stability
- Low spring rate air springs for excellent ride quality
- Dual height control valves to maintain level vehicle from side to side

8-4 REAR OIL SEALS

Oil seals will be provided on the rear axle(s).

8-5 REAR TIRES

Rear tires shall be four (4) Goodyear 315/80R22.50 radials with load range L, Endurance TSD, rated for 35,400 lb maximum axle load and 75 mph maximum speed.

The tires will be mounted on Alcoa© 22.50" x 9.00" polished aluminum disc wheels with a ten (10) stud 11.25" bolt circle.

8-6 TIRE BALANCE

All tires will be balanced with Counteract balancing beads. The beads will be inserted into the tire and eliminate the need for wheel weights.

8-7 TIRE PRESSURE MANAGEMENT

There will be a RealWheels LED AirSecure™ tire alert pressure management system provided, that will monitor each tire's pressure. A sensor will be provided on the valve stem of each tire for a total of six (6) tires.

The sensor will calibrate to the tire pressure when installed on the valve stem for pressures between 10 and 200 psi. The sensor will activate an integral battery operated LED when the pressure of that tire drops 5 to 8 psi.

Removing the cap from the sensor will indicate the functionality of the sensor and battery. If the sensor and battery are in working condition, the LED will immediately start to flash.

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9-1 FRONT HUB COVERS

Stainless steel hub covers will be provided on the front axle. An oil level viewing window will be provided.

9-2 REAR HUB COVERS

A pair of stainless steel high hat hub covers will be provided on rear axle hubs.

9-3 CHROME LUG NUT COVERS

Chrome lug nut covers will be supplied on front and rear wheels.

9-4 MUD FLAPS

Mud flaps will be installed behind the front and rear wheels. RV mud flap to be installed full width across rear of apparatus

9-5 WHEEL CHOCKS

There will be one (1) pair of folding Ziamatic, Model SAC-44-E, aluminum alloy, Quick-Choc wheel blocks, with easy-grip handle provided.

9-6 Wheel Chock Brackets

There will be one (1) pair of Zico, Model SQCH-44-H, horizontal mounting wheel chock brackets provided for the Ziamatic, Model SAC-44-E, folding wheel chocks. The brackets will be made of aluminum and consist of a quick release spring loaded rod to hold the wheel chocks in place. The brackets will be mounted one (1) forward and one (1) rearward of the left side rear tire.

9-7 ANTI-LOCK BRAKE SYSTEM

The vehicle will be equipped with a Meritor WABCO 4S4M, anti-lock braking system. The ABS will provide a 4-channel anti-lock braking control on both the front and rear wheels. A digitally controlled system that utilizes microprocessor technology will control the anti-lock braking system. Each wheel will be monitored by the system. When any particular wheel begins to lockup, a signal will be sent to the control unit. This control unit then will reduce the braking of that wheel for a fraction of a second and then reapply the brake. This anti-lock brake system will eliminate the lockup of any wheel thus helping to prevent the apparatus from skidding out of control.

9-8 BRAKES

The service brake system will be full air type by Meritor™.

Front brakes will be Model EX225 Disc Plus, disc type with automatic pad wear adjustment and 17.00" ventilated rotors for improved stopping distance.

The rear brakes will be Meritor™ 16.50" x 7.00" cam operated with automatic slack adjusters. Dust shields will be provided.

9-9 BRAKE SYSTEM AIR COMPRESSOR

The air compressor will be a Cummins/WABCO with 18.7 cubic feet per minute output.

9-10 BRAKE SYSTEM

The brake system will include:

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- Brake treadle valve
- Heated automatic moisture ejector on air dryer
- Total air system minimum capacity of 4,272 cubic inches
- Two (2) air pressure gauges with a red warning light and an audible alarm, that activates when air pressure falls below 60 psi
- Spring set parking brake system
- Parking brake operated by a push-pull style control valve. One on drivers side and another to be located on the officers side
- A parking "brake on" indicator light on instrument panel
- Park brake relay/inversion and anti-compounding valve, in conjunction with a double check valve system, with an automatic spring brake application at 40 psi
- A pressure protection valve to prevent all air operated accessories from drawing air from the air system when the system pressure drops below 80 psi (550 kPa)
- 1/4 turn drain valves on each air tank

The air tank will be aluminum primed and painted to meet a minimum 750 hour salt spray test.

To reduce the effects of corrosion, the air tank will be mounted with stainless steel brackets.

10-1 BRAKE SYSTEM AIR DRYER

The air dryer will be a WABCO System Saver 1200 IWT, with internal wet tank, spin-on coalescing filter cartridge and 100 watt heater.

10-2 BRAKE LINES

Color-coded nylon brake lines will be provided. The lines will be wrapped in a heat protective loom in the chassis areas that are subject to excessive heat.

10-3 AIR INLET

One (1) air inlet with 3D series male coupling will be provided. It will allow station air to be supplied to the apparatus brake system through a shoreline hose. The inlet will be located forward in the driver side lower step well of cab. A check valve will be provided to prevent reverse flow of air. The inlet will discharge into the "wet" tank of the brake system. A mating female fitting will also be provided with the loose equipment.

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11-1 ENGINE

The chassis will be powered by an electronically controlled engine as described below:

Make:	Cummins
Model:	L9
Power:	450 hp at 2100 rpm
Torque:	1250 lb-ft at 1400 rpm
Governed Speed:	2200 rpm
Emissions Level:	EPA 2021
Fuel:	Diesel
Cylinders:	Six (6)
Displacement:	543 cubic inches (8.9L)
Starter:	Delco 39MT™
Fuel Filters:	Spin-on style primary filter with water separator and water-in-fuel sensor. Secondary spin-on style filter.

The engine will include On-board diagnostics (OBD), which provides self diagnostic and reporting. The system will give the owner or repair technician access to state of health information for various vehicle sub systems. The system will monitor vehicle systems, engine and after treatment. The system will illuminate a malfunction indicator light on the dash console if a problem is detected.

11-2 HIGH IDLE

A high idle switch will be provided, inside the cab, on the instrument panel, that will automatically maintain a preset engine rpm. A switch will be installed, at the cab instrument panel, for activation/deactivation.

The high idle will be operational only when the parking brake is on and the truck transmission is in neutral. A green indicator light will be provided, adjacent to the switch. The light will illuminate when the above conditions are met. The light will be labeled "OK to Engage High Idle."

11-3 ENGINE BRAKE

A Jacobs® engine brake is to be installed with the controls located on the instrument panel within easy reach of the driver.

The driver will be able to turn the engine brake system on/off and have a high, medium and low setting.

The engine brake will activate when the system is on and the throttle is released.

The high setting of the brake application will activate and work simultaneously with the variable geometry turbo (VGT) provided on the engine.

The engine brake will be installed in such a manner that when the engine brake is slowing the vehicle the brake lights are activated.

The ABS system will automatically disengage the auxiliary braking device, when required.

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12-1 CLUTCH FAN

A fan clutch will be provided. The fan clutch will be automatic when the pump transmission is in "Road" position, and constantly engaged when in "Pump" position.

12-2 ENGINE AIR INTAKE

The engine air intake will be located above the engine cooling package. It will draw fresh air from the front of the apparatus through the radiator grille.

A stainless steel metal screen will be installed at the inlet of the air intake system that will meet NFPA 1901 requirements.

The air cleaner and stainless steel screen will be easily accessible by tilting the cab.

12-3 EXHAUST SYSTEM

The exhaust system will be stainless steel from the turbo to the engine's after treatment device, and will be 4.00" in diameter. The exhaust system will include a single module after treatment device to meet current EPA standards. An insulation wrap will be provided on all exhaust pipes between the turbo and after treatment device to minimize the heat loss to the after treatment device. The exhaust will terminate horizontally ahead of the right side rear wheels. A tailpipe diffuser will be provided to reduce the temperature of the exhaust as it exits. Heat deflector shields will be provided to isolate chassis and body components from the heat of the tailpipe diffuser.

12-4 EXHAUST MODIFICATION

A Plymovent® adapter will be provided on the end of the tailpipe.

12-5 RADIATOR

The radiator and the complete cooling system will meet or exceed NFPA and engine manufacturer cooling system standards.

For maximum corrosion resistance and cooling performance, the entire radiator core will be constructed using long life aluminum alloy. The radiator core will consist of aluminum fins, having a serpentine design, brazed to aluminum tubes.

The radiator core will have a minimum front area of 1060 square inches.

Supply tank will be made of heavy duty glass-reinforced nylon and the return tank will be made of aluminum. Both tanks will be crimped onto the core assembly using header tabs and a compression gasket to complete the radiator core assembly. There will be a full steel frame around the inserts to enhance cooling system durability and reliability.

The radiator will be compatible with commercial antifreeze solutions.

The radiator assembly will be isolated from the chassis frame rails with rubber isolators to prevent the development of leaks caused by twisting or straining when the apparatus operates over uneven terrain.

The radiator will include a de-aeration/expansion tank. For visual coolant level inspection, the radiator will have a built-in sight glass. The radiator will be equipped with a 15 psi pressure relief cap.

A drain port will be located at the lowest point of the cooling system and/or the bottom of the radiator to permit complete flushing of the coolant from the system.

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Shields or baffles will be provided to prevent recirculation of hot air to the inlet side of the radiator.

13-1 COOLANT LINES

Gates, or Goodyear, rubber hose will be used for all engine coolant lines installed.

Hose clamps will be stainless steel constant torque type to prevent coolant leakage. They will expand and contract according to coolant system temperature thereby keeping a constant clamping pressure on the hose.

13-2 FUEL TANK

A 65 gallon fuel tank will be provided and mounted at the rear of the chassis. The tank will be constructed of stainless steel. It will be equipped with swash partitions and a vent. The exterior of the tank will be painted to match lower body paint. To reduce the effects of corrosion, the fuel tank will be mounted with stainless steel straps.

A 0.75" drain plug will be provided in a low point of the tank for drainage.

A fill inlet will be located on the left hand side of the body and be covered with a hinged, spring loaded, stainless steel door that is marked "Ultra Low Sulfur - Diesel Fuel Only".

A 0.50" diameter vent will be provided running from top of tank to just below fuel fill inlet.

The tank will meet all FHWA 393.67 requirements, including a fill capacity of 95 percent of tank volume.

All fuel lines will be provided as recommended by the engine manufacturer.

13-3 DIESEL EXHAUST FLUID TANK

A 4.5 gallon diesel exhaust fluid (DEF) tank will be provided and mounted in the driver's side body rearward of the rear axle.

A 0.50" drain plug will be provided in a low point of the tank for drainage.

A fill inlet will be provided and marked "Diesel Exhaust Fluid Only". The fill inlet will be located adjacent to the engine fuel inlet behind a common hinged, spring loaded, polished stainless steel door on the driver side of the vehicle.

The tank will meet the engine manufacturers requirement for 10 percent expansion space in the event of tank freezing.

The tank will include an integrated heater unit that utilizes engine coolant to thaw the DEF in the event of freezing.

The stainless steel flip door for selecting between DEF fill and the diesel fill will be spring loaded to default to covering the DEF fill.

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14-1 FUEL PRIMING PUMP

A Cummins automatic electronic fuel priming pump will be integrated as part of the engine.

14-2 FUEL SHUTOFF

A shutoff valve will be installed in the fuel line, near the filter.

14-3 TRANSMISSION

An Allison 5th generation, Model EVS 3000P, electronic torque converting automatic transmission will be provided.

The transmission will be equipped with prognostics to monitor oil life, filter life, and transmission health. A wrench icon on the shift selector's digital display will indicate when service is due.

Two (2) PTO openings will be located on both sides of converter housing (positions 4 o'clock and 8 o'clock) as viewed from the rear.

A transmission temperature gauge with red light and audible alarm will be installed on the cab dash.

14-4 TRANSMISSION SHIFTER

A five (5)-speed push button shift module will be mounted to right of driver on console. Shift position indicator will be indirectly lit for after dark operation.

The transmission ratio will be:

1st	3.49 to 1.00
2nd	1.86 to 1.00
3rd	1.41 to 1.00
4th	1.00 to 1.00
5th	0.75 to 1.00
R	5.03 to 1.00

14-5 TRANSMISSION COOLER

A Modine plate and fin transmission oil cooler will be provided using engine coolant to control the transmission oil temperature.

14-6 DOWNSHIFT MODE (W/ENGINE BRAKE)

The transmission will be provided with an aggressive downshift mode.

This will provided earlier transmission downshifts to 2nd gear, resulting in improved engine braking performance.

14-7 DRIVELINE

Drivelines will be a heavy-duty metal tube and be equipped with Spicer® 1710 universal joints.

The shafts will be dynamically balanced before installation.

A splined slip joint will be provided in each driveshaft where the driveline design requires it. The slip joint will be coated with Glidecoat® or equivalent.

15-1 STEERING

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Dual steering gear, with integral heavy-duty power steering, will be provided. For reduced system temperatures, the power steering will incorporate an air to oil cooler and Vickers® V20NF hydraulic pump with integral pressure and flow control. All power steering lines will have wire braded lines with crimped fittings.

A tilt and telescopic steering column will be provided to improve fit for a broader range of driver configurations.

15-2 STEERING WHEEL

The steering wheel will be 18.00" in diameter, have tilting and telescoping capabilities, and a 4-spoke design.

15-3 BUMPER

A one (1)-piece bumper manufactured from .25" formed steel with a .38" bend radius will be provided. The bumper will be a minimum of 10.00" high with a 1.50" top and bottom flange. The bumper will be 95.28" wide with 45 degree corners. The bumper will be metal finished and painted job color.

Cheveron will be installed on the front of the entire bumper face.

There will be (2) two scene light recess mounted one on the right and left side end of bumper and (2) two red warning strobes recessed mounted one on the right and left side end of the bumper just below the scene light.

The bumper will extend 22.00" from the face of the cab.

The bumper extension frame will be fabricated using .38" gussets welded to 2.00" x 5.00" steel tubing running front to back with .50" front and rear plates mounted to the chassis frame. Fabricated "U" shaped channel supports the weight of the bumper and provides the main strength in frontal crash. .25" steel is formed into "C" shaped backing plates for mounting of the bumper and providing protection to the cab.

The bumper extension's cross section is considered expendable, and a crush zone. The bumper is not intended for pushing other vehicles or objects.

Tow hooks/eyes located under the bumper extension are for straight pull only.

15-4 LIFT AND TOW MOUNTS

Mounted to the frame extension will be lift and tow mounts. The lift and tow mounts will be designed and positioned to adapt to certain tow truck lift systems.

The lift and tow mounts with eyes will be painted the same color as the frame.

15-5 TOW HOOKS

Two (2) chromed steel tow hooks will be installed under the bumper and attached to the front frame members. The tow hooks will be designed and positioned to allow up to a 6,000 lb straight horizontal pull in line with the centerline of the vehicle. The tow hooks will not be used for lifting of the apparatus.

15-6 FRONT BUMPER LINE-X COATING

Protective black Line-X® coating will be provided on the outside exterior of the top front bumper flange. It will not be sprayed on the underside of the flange.

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The lining will be properly installed by an authorized Line-X dealer.

16-1 CAB

The cab will be designed specifically for the fire service and manufactured by the chassis builder.

The cab will be built by the apparatus manufacturer in a facility located on the manufacturer's premises.

For reasons of structural integrity and enhanced occupant protection, the cab will be a heavy duty design, constructed to the following minimal standards.

The cab will have 12 main vertical structural members located in the A-pillar (front cab corner posts), B-pillar (side center posts), C-pillar (rear corner posts), and rear wall areas. The A-pillar will be constructed of solid A356-T5 aluminum castings. The B-pillar and C-pillar will be constructed from 0.13" wall extrusions. The rear wall will be constructed of two (2) 2.00" x 2.00" outer aluminum extrusions and two (2) 2.00" x 1.00" inner aluminum extrusions. All main vertical structural members will run from the floor to 4.625" x 3.864" x 0.090" thick roof extrusions to provide a cage-like structure with the A-pillar and roof extrusions being welded into a 0.25" thick corner casting at each of the front corners of the roof assembly.

The front of the cab will be constructed of a 0.13" firewall plate, covered with a 0.090" front skin (for a total thickness of 0.22"), and reinforced with a full width x 0.50" thick cross-cab support located just below the windshield and fully welded to the engine tunnel. The cross-cab support will run the full width of the cab and weld to each A-pillar, the 0.13" firewall plate, and the front skin.

The cab floors will be constructed of 0.125" thick aluminum plate and reinforced at the firewall with an additional 0.25" thick cross-floor support providing a total thickness of 0.375" of structural material at the front floor area. The front floor area will also be supported with two (2) triangular 0.30" wall extrusions that also provides the mounting point for the cab lift. This tubing will run from the floor wireway of the cab to the engine tunnel side plates, creating the structure to support the forces created when lifting the cab.

The cab will be 96.00" - 100.00" wide (outside door skin to outside door skin) to maintain maximum maneuverability.

The forward cab section will have an overall height (from the cab roof to the ground) of approximately 99.00". The crew cab section will have a 10.00" raised roof, with an overall cab height of approximately 109.00". The overall height listed will be calculated based on a truck configuration with the lowest suspension weight rating, the smallest diameter tires for the suspension, no water weight, no loose equipment weight, and no personnel weight. Larger tires, wheels, and suspension will increase the overall height listed.

The floor to ceiling height inside the crew cab will be 64.50" in the center and outboard positions.

The crew cab floor will measure 46.00" from the rear wall to the back side of the rear facing seat risers.

The medium block engine tunnel, at the rearward highest point (knee level), will measure 61.50" to the rear wall. The big block engine tunnel will measure 51.50" to the rear wall.

The crew cab will be a totally enclosed design with the interior area completely open to improve

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visibility and verbal communication between the occupants.

The cab will be a full tilt cab style.

A 3-point cab mount system with rubber isolators will improve ride quality by isolating chassis vibrations from the cab.

17-1 CAB ROOF DRIP RAIL

For enhanced protection from inclement weather, a drip rail will be furnished on the sides of the cab. The drip rail will be painted to match the cab roof, and bonded to the sides of the cab. The drip rail will extend the full length of the cab roof.

17-2 INTERIOR CAB INSULATION

The cab will include 1.00" insulation in the ceiling, 1.50" insulation in the side walls, and 2.00" insulation in the rear wall to maximize acoustic absorption and thermal insulation.

17-3 FENDER LINERS

Full circular inner fender liners in the wheel wells will be provided.

17-4 WINDSHIELD

Safety glass windshield will be provided with over 2,775 square inches of clear viewing area. The windshield will consist of three (3) layers: outer light, middle safety laminate, and inner light. The outer light layer will provide superior chip resistance. The middle safety laminate layer will prevent the windshield glass pieces from detaching in the event of breakage. The inner light will provide yet another chip resistant layer. The cab windshield will be bonded to the aluminum windshield frame using a urethane adhesive. A custom fit pattern will be applied on the outside perimeter of the windshield for a finished automotive appearance.

17-5 CREW CAB WINDOWS

There will be no fixed windows in cab

17-6 WINDSHIELD WIPERS

Electric windshield wipers with washer will be provided that meet FMVSS and SAE requirements.

The washer reservoir will be able to be filled without raising the cab.

17-7 ENGINE TUNNEL

Engine hood side walls will be constructed of 0.375" aluminum. The top will be constructed of 0.125" aluminum and will be tapered at the top to allow for more driver and passenger elbow room.

The engine hood will be insulated for protection from heat and sound. The noise insulation keeps the dBA level within the limits stated in the current NFPA 1901 standards.

The engine tunnel will be no higher than 17.00" off the crew cab floor.

17-8 CAB REAR WALL EXTERIOR COVERING

The exterior surface of the rear wall of the cab will be overlaid with Black Lynex material.

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18-1 CAB LIFT

A hydraulic cab lift system will be provided consisting of an electric powered hydraulic pump, dual lift cylinders, and necessary hoses and valves.

Hydraulic pump will have a manual override for backup in the event of electrical failure.

Lift controls will be located on the right side pump panel or front area of the body in a convenient location.

The cab will be capable of tilting 43 degrees to accommodate engine maintenance and removal.

The cab will be locked down by a 2-point normally closed spring loaded hook type latch that fully engages after the cab has been lowered. The system will be hydraulically actuated to release the normally closed locks when the cab lift control is in the raised position and cab lift system is under pressure. When the cab is completely lowered and system pressure has been relieved, the spring loaded latch mechanisms will return to the normally closed and locked position.

The hydraulic cylinders will be equipped with a velocity fuse that protects the cab from accidentally descending when the control is located in the tilt position.

For increased safety, a redundant mechanical stay arm will be provided that must be manually put in place on the left side between the chassis and cab frame when the cab is in the raised position. This device will be manually stowed to its original position before the cab can be lowered.

18-2 Cab Lift Interlock

The cab lift system will be interlocked to the parking brake. The cab tilt mechanism will be active only when the parking brake is set and the ignition switch is in the on position. If the parking brake is released, the cab tilt mechanism will be disabled.

18-3 GRILLE

A bright finished aluminum mesh grille screen, inserted behind a bright finished grille surround, will be provided on the front center of the cab. (Black Out with American Flag Graphic)

18-4 DOOR JAMB SCUFFPLATES

All cab door jambs will be furnished with a polished stainless steel scuff plate, mounted on the striker side of the jamb.

18-5 SIDE OF CAB MOLDING

Chrome molding will be provided on both sides of cab.

18-6 MIRRORS

A Retraco, Model 613423, dual vision, motorized, west coast style mirror, with chrome finish, will be mounted on each side of the front cab door with spring loaded retractable arms. The flat glass and convex glass will be heated and adjustable with remote control within reach of the driver.

18-7 FRONT CROSS VIEW MIRROR

A Grote 10.50" diameter convex mirror will be provided. The mirror will provide the driver with a view of the right front bumper corner and the area several feet in front of the truck.

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The mirror housing, tubing, clamps and hardware will be constructed of corrosion resistant stainless steel.

19-1 DOORS

To enhance entry and egress to the cab, the forward cab doors will be a minimum of 37.50" wide x 75.50" high. The crew cab doors will be located on the sides of the cab and will be constructed in the same manner as the forward cab doors. The crew cab door openings will be a minimum of 34.30" wide x 85.50" high.

The forward cab and crew cab doors will be constructed of extruded aluminum with a nominal material thickness of 0.093". The exterior door skins will be constructed from 0.090" aluminum.

A customized, vertical, pull-down type door handle will be provided on the exterior of each cab door. The finish of the door handle will be chrome/black. The exterior handle will be designed specifically for the fire service to prevent accidental activation, and will provide 4.00" wide x 2.00" deep hand clearance for ease of use with heavy gloved hands.

The cab doors will be provided with both interior (rotary knob) and exterior (keyed) locks exceeding FMVSS standards. The keys will be Model 751. The locks will be capable of activating when the doors are open or closed. The doors will remain locked if locks are activated when the doors are opened, then closed.

A full length, heavy duty, stainless steel, piano-type hinge with a 0.38" pin and 11 gauge leaf will be provided on all cab doors. There will be double automotive-type rubber seals around the perimeter of the door framing and door edges to ensure a weather-tight fit.

A chrome grab handle will be provided on the inside of each cab door for ease of entry.

A red webbed grab handle will be installed on the crew cab door stop strap. The grab handles will be securely mounted.

The cab steps at each cab door location will be located inside the cab doors to protect the steps from weather elements.

19-2 DOOR PANELS

The inner cab door panels will be constructed out of brushed stainless steel.

All cab interior doors will have reflective stop sign mounted on the lower door surface.

19-3 ELECTRIC OPERATED CAB DOOR WINDOWS

All four (4) cab doors will be equipped with electric operated windows with one (1) flush mounted automotive style switch on each door. The driver's door will have four (4) switches, one (1) to control each door window.

Each switch will allow intermittent or auto down operation for ease of use. Auto down operation will be actuated by holding the window down switch for approximately 1 second.

19-4 CAB STEPS

The forward cab and crew cab access steps will be a full size two (2) step design to provide largest

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possible stepping surfaces for safe ingress and egress. The bottom steps will be designed with a grip pattern punched into bright aluminum treadplate material to provide support, slip resistance, and drainage. The bottom steps will be a bolt-in design to minimize repair costs should they need to be replaced. The forward cab steps will be a minimum 25.00" wide, and the crew cab steps will be 21.65" wide with a 10.00" minimum depth. The inside cab steps will not exceed 16.50" in height.

The vertical surfaces of the step well will be aluminum tread plate with linex coating.

20-1 CAB EXTERIOR HANDRAILS

A 1.25" diameter slip-resistant, Black rubber handrail will be provided adjacent to each cab and crew cab door opening to assist during cab ingress and egress.

20-2 STEP LIGHTS

There will be white LED step lights installed for cab and crew cab access steps.

- One (1) light for the driver's access steps.
- Two (2) lights for the driver's side crew cab access steps.
- Two (2) lights for the passenger's side crew cab access steps.
- One (1) light for the passenger's side access step.

In order to ensure exceptional illumination, each light will provide a minimum of 25 foot-candles (fc) covering an entire 15" x 15" square placed ten (10) inches below the light and a minimum of 1.5 fc covering an entire 30" x 30" square at the same ten (10) inch distance below the light.

The lights will be activated when the battery switch is on and the adjacent door is opened.

20-3 FENDER CROWNS

Black rubber fender crowns will be installed at the cab wheel openings.

20-4 TRANSVERSE STORAGE COMPARTMENT

Provided under the forward facing crew cab seats will be a transverse compartment. The compartment will be open top to bottom with no dividers. The lower portion will be 13.00" wide x 24.50" high x 16" deep on both sides. The compartment will extend from the bottom of the cab to the top of the riser seat. The compartment will continue from the lower bottom of the compartment to approximately 72" high. The transvers compartment will be accessed from the exterior and fully opened to access driver side mounted SCBA and turnout gear.

The compartment will be 13.00" w x approximately 9.00" high, full transvers of the crew cab. The passenger side will be the same layout without SCBA mounted. A bracket will be mounted to accommodate a water can fire extinguisher.

A 4.00" long x 7.50" diameter tube will be recessed below the compartment floor. The tube will be angled approximately 10 degrees for ease of removing an extinguisher from the compartment.

There will be two (2) double pan doors painted to match the cab exterior with a non-locking Clam shell latch, one (1) on each side of the cab. A rubber bumper for each exterior door will be used as a door stop. The clear door opening of each compartment door will be 9.25" wide x 72.00" high.

The compartment interior will be painted spatter gray.

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21-1 COMPARTMENT LIGHTS

There will be two (2) white Amdor, LED strip lights provided, one (1) each hinged side of compartment door openings. The lights will be controlled by an automatic door switch.

21-2 PIKE POLE STORAGE

There will be three (3) tubes provided for storage of pike poles. **The tubes will be located in the transverse section of the crew cab compartment, below the seat box.** The poles will be stored so that one (1) pole can be accessed from the driver side and two (2) from the passenger side.

The size and brand of the pike poles stored will be TBD.

21-3 PIKE POLE STORAGE

There will be two (2) set(s) of holders for mounting of pike pole(s). The holders will be mounted vertically One (1) each side, mounted to back of the cab. The middle of the pole will be held in place with a Handlelok, P/N 1004, adjustable mounting bracket. The top of the pole will be held in place with a Flexmount, P/N 1002-2, short locking mount and the bottom of the pole will be located in a cup holder.

21-4 CAB DASH

The driver side dash, switch panel located to the right of the driver, and center console will be an easily removable high impact resistant polymer cover.

The instrument gauge cluster will be surrounded with a high impact ABS plastic contoured to the same shape of the instrument gauge cluster.

The officer side dash will be a flat top design with an upper beveled edge to provide easy maintenance and will be constructed out of aluminum and painted to match the cab interior.

21-5 MOUNTING PLATE ON ENGINE TUNNEL

Equipment installation provisions will be installed on the engine tunnel.

A 0.188" smooth aluminum plate will be bolted to the top surface of the engine tunnel. The plate will follow the contour of the engine tunnel and will run the entire length of the engine tunnel. The plate will be spaced off the engine tunnel 1.00" to allow for wire routing below the plate.

The mounting surface will be painted to match the cab interior.

21-6 CAB INTERIOR

The cab interior will be constructed of primarily metal painted Splatter Black to withstand the severe duty cycles of the fire service.

The engine tunnel will be aluminum painted Splatter Black" on the top and sides,

For durability and ease of maintenance, the cab interior side walls will be painted aluminum. The rear wall will be painted aluminum.

The headliner will be installed in both forward and rear cab sections. Headliner material will be vinyl. A sound barrier will be part of its composition. Material will be installed on an aluminum sheet and securely fastened to interior cab ceiling.

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The forward portion of the cab headliner will permit easy access for service of electrical wiring or other maintenance needs.

All wiring will be placed in metal raceways.

22-1 CAB INTERIOR UPHOLSTERY

The cab interior upholstery will be 36 oz Black vinyl.

22-2 CAB INTERIOR PAINT

The cab interior metal surfaces, excluding the rear heater panels, will be painted black, vinyl texture paint.

The rear heater panels will be painted black, vinyl textured paint.

22-3 CAB FLOOR

The cab and crew cab flooring will be constructed with Aluminum covered with Black textured Linex.

22-4 DEFROST / AIR CONDITIONING SYSTEM

A ceiling mounted combination heater, defroster and air conditioning system will be installed in the cab above the engine tunnel area.

22-5 Cab Defroster

A 54,000 BTU heater-defroster unit with 690 SCFM of air flow will be provided inside the cab. The heater-defrost will be installed in the forward portion of the cab ceiling. Air outlets will be strategically located in the cab header extrusion per the following:

- One (1) adjustable will be directed towards the left side cab window
- One (1) adjustable will be directed towards the right side cab window
- Six (6) fixed outlets will be directed at the windshield

The defroster will be capable of clearing 98 percent of the windshield and side glass when tested under conditions where the cab has been cold soaked at 0 degrees Fahrenheit for 10 hours, and a 2 ounce per square inch layer of frost/ice has been able to build up on the exterior windshield. The defroster system will meet or exceed SAE J382 requirements.

22-6 Cab/Crew Auxiliary Heater

There will be one (1) 31,000 BTU auxiliary heater with 560 SCFM of air flow provided in each outboard rear facing seat risers with a dual scroll blower. An aluminum plenum incorporated into the cab structure used to transfer heat to the forward positions.

22-7 Air Conditioning

A condenser will be a 59,644 BTU output that meets and exceeds the performance specification will be mounted on the radiator.

The air conditioning system will be capable of cooling the average cab temperature from 100 degrees Fahrenheit to 75 degrees Fahrenheit at 50 percent relative humidity within 30 minutes. The cooling performance test will be run only after the cab has been heat soaked at 100 degrees Fahrenheit for a minimum of 4 hours.

The evaporator unit will be installed in the rear portion of the cab ceiling over the engine tunnel. The

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evaporator will include one (1) high performance heating core, one (1) high performance cooling core with (1) plenum directed to the front and one (1) plenum directed to the rear of the cab. The rear plenum a formed plastic cover.

The evaporator unit will have a 52,000 BTU at 690 SCFM rating that meets and exceeds the performance specifications.

Adjustable air outlets will be strategically located on the forward plenum cover per the following:

- Four (4) will be directed towards the seating position on the left side of the cab
- Four (4) will be directed towards the seating position on the right side of the cab

Adjustable air outlets will be strategically located on the evaporator cover per the following:

- Minimum of five (5) will be directed towards crew cab area

A high efficiency particulate air (HEPA) filter will be included for the system. Access to the filter cover will be secured with four (4) screws.

The air conditioner refrigerant will be R-134A and will be installed by a certified technician.

23-1 Climate Control

An automotive style controller will be provided to control the heat and air conditioning system within the cab. The controller will have three (3) functional knobs for fan speed, temperature, and air flow distribution (front to rear) control.

The system will control the temperature of the cab and crew cab automatically by pushing the center of the fan speed control knob. Rotate the center temperature control knob to set the cab and crew cab temperature.

The AC system will be manually activated by pushing the center of the temperature control knob. Pushing the center of the air flow distribution knob will engage the AC for max defrost, setting the fan speeds to 100 percent and directing all air flow to the overhead forward position.

23-2 Gravity Drain Tubes

Two (2) condensate drain tubes will be provided for the air conditioning evaporator. The drip pan will have two (2) drain tubes plumbed separately to allow for the condensate to exit the drip pan. No pumps will be provided.

23-3 WINDOW DEFROST FANS

Two (2) window defrost fans will be mounted on the ceiling of the cab, located To Be Determined at Approval meeting.

23-4 SUN VISORS

There will be two (2) vinyl covered sun visors provided. The sun visors will be located above the windshield with one (1) mounted on each side of the cab.

There will be a black plastic thumb latch provided to help secure each sun visor in the stowed position.

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24-1 GRAB HANDLES

A black rubber covered grab handle will be mounted on the door post of the driver and officer's side cab door to assist in entering the cab. The grab handles will be securely mounted to the post area between the door and windshield.

24-2 ENGINE COMPARTMENT LIGHTS

There will be one (1) Whelen, Model 3SC0CDCR, 12 volt DC, 3.00" white LED light(s) with Whelen, Model 3FLANGE, chrome flange kit(s) installed under the cab to be used as engine compartment illumination.

These light(s) will be activated automatically when the cab is raised.

24-3 ACCESS TO ENGINE DIPSTICKS

For access to the engine oil and transmission fluid dipsticks, there will be a door on the engine tunnel, inside the crew cab. The door will be on the rear wall of the engine tunnel, on the vertical surface.

The engine oil dipstick will allow for checking only. The transmission dipstick will allow for both checking and filling.

The door will have a rubber seal for thermal and acoustic insulation. One (1) flush latch will be provided on the access door.

24-4 MAP BOX

There will be one (1) map box(es) with three (3) bins, open at top. The map box(es) will be installed at final inspection. The map box(es) will be divided into three (3) bins, each being 12.50" wide x 3.00" high x 12.00" deep. Each bin will slant 30 degrees from horizontal. The map box(es) will be constructed of 0.125" aluminum and will be painted to match the cab interior.

24-5 VELCRO STRAP(S) FOR MAP BOX

There will be one (1) Velcro® strap(s) installed on the map box.

24-6 CAB SAFETY SYSTEM

The cab will be provided with a safety system designed to protect occupants in the event of a side roll or frontal impact, and will include the following:

- A supplemental restraint system (SRS) sensor will be installed on a structural cab member behind the instrument panel. The SRS sensor will perform real time diagnostics of all critical subsystems and will record sensory inputs immediately before and during a side roll or frontal impact event.
- A slave SRS sensor will be installed in the cab to provide capacity for eight (8) crew cab seating positions.
- A fault-indicating light will be provided on the vehicle's instrument panel allowing the driver to monitor the operational status of the SRS system.
- A driver side front air bag will be mounted in the steering wheel and will be designed to protect the head and upper torso of the occupant, when used in combination with the 3-point seat belt.

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- A passenger side knee bolster air bag will be mounted in the modesty panel below the dash panel and will be designed to protect the legs of the occupant, when used in combination with the 3-point seat belt.
- Air curtains will be provided in the outboard bolster of outboard seat backs to provide a cushion between occupant and the cab wall.
- Suspension seats will be provided with devices to retract them to the lowest travel position during a side roll or frontal impact event.
- Seat belts will be provided with pre-tensioners to remove slack from the seat belt during a side roll or frontal impact event.

25-1 FRONTAL IMPACT PROTECTION

The SRS system will provide protection during a frontal or oblique impact event. The system will activate when the vehicle decelerates at a predetermined G force known to cause injury to the occupants. The cab and chassis will have been subjected, via third party test facility, to a crash impact during frontal and oblique impact testing. Testing included all major chassis and cab components such as mounting straps for fuel and air tanks, suspension mounts, front suspension components, rear suspensions components, frame rail cross members, engine and transmission and their mounts, pump house and mounts, frame extensions and body mounts. The testing provided configuration specific information used to optimize the timing for firing the safety restraint system. The sensor will activate the pyrotechnic devices when the correct crash algorithm, wave form, is detected.

The SRS system will deploy the following components in the event of a frontal or oblique impact event:

- Driver side front air bag
- Passenger side knee bolster air bag
- Air curtains mounted in the outboard bolster of outboard seat backs
- Suspension seats will be retracted to the lowest travel position
- Seat belts will be pre-tensioned to firmly hold the occupant in place

25-2 SIDE ROLL PROTECTION

The SRS system will provide protection during a fast or slow 90 degree roll to the side, in which the vehicle comes to rest on its side. The system will analyze the vehicle's angle and rate of roll to determine the optimal activation of the advanced occupant restraints.

The SRS system will deploy the following components in the event of a side roll:

- Air curtains mounted in the outboard bolster of outboard seat backs
- Suspension seats will be retracted to the lowest travel position
- Seat belts will be pre-tensioned to firmly hold the occupant in place

25-3 SEATING CAPACITY

The seating capacity in the cab will be four (4).

25-4 DRIVER SEAT

A seat will be provided in the cab for the driver. The seat design will be a cam action type, with air suspension. For increased convenience, the seat will include a manual control to adjust the horizontal position (6.00" travel). The manual horizontal control will be a towel-bar style located below the forward part of the seat cushion. To provide flexibility for multiple driver configurations, the seat will have an

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adjustable reclining back. For optimal comfort, the seat will be provided with foam cushions designed with EVC (elastomeric vibration control).

The seat will include the following features incorporated into the side roll protection system:

- Side air curtain will be mounted integral to the outboard bolster of the seat back. The air curtain will be covered by a decorative panel when in the stowed position.
- A suspension seat safety system will be included. When activated in the event of a side roll, this system will pretension the seat belt and retract the seat to its lowest travel position.

The seat will be furnished with a 3-point, shoulder type seat belt.

26-1 OFFICER SEAT

A seat will be provided in the cab for the passenger. The seat will be a cam action type, with air suspension. For optimal comfort, the seat will be provided with 17.00" deep foam cushions designed with EVC (elastomeric vibration control).

The seat back will be an SCBA back style with 5 degree fixed recline angle. The SCBA cavity will be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity will be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat will include the following features incorporated into the side roll protection system:

- Side air curtain will be mounted integral to the outboard bolster of the seat back. The air curtain will be covered by a decorative panel when in the stowed position.
- A suspension seat safety system will be included. When activated, this system will pretension the seat belt and then retract the seat to its lowest travel position.

The seat will be furnished with a 3-point, shoulder type seat belt.

26-2 REAR FACING LEFT SIDE CABINET

A EMS rear facing cabinet will be provided in the crew cab at the left side outboard position.

The cabinet will be 23.00" wide x 28.00" high x 26.75" deep with one (1) Amdor rollup door with white finish, non-locking, radius track style. That is, it will travel over the top and down the back of the cabinet. Front top corners of the cabinet will be radiused. This will allow access through the front and top section of the cabinet. The cabinet will be accessible from the interior crew cab as well to be equipped with webbing. A shield will be installed to keep items in this cabinet from falling into the door tracking area and jamming the door. The frame to frame opening will be 16.00" wide x 27.75" high. The minimum clear door opening of the cabinet will be 13.25" wide x 25.25" high.

RADIUS CLEAR DOOR OPENINGS (F-F = Frame to Frame)					
AMDOR		GORTITE		ROM	
HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Subtract 2.00" from F-F	Subtract 2.50" from Height	Subtract 2.75" from F-F	Subtract 2.50" from Height	Subtract 2.56" from F-F	Subtract 2.50" from Height

The cabinet will include one (1) infinitely adjustable shelf with a 0.75" up-turned lip painted to match

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the cab interior.

The cabinet will be accessible from inside the cab and outside the cab

The cabinet will include no louvers.

The cabinet will also provide access from outside the cab with one Roll up door painted to match the cab exterior. The exterior clear door opening will be 17.00" wide x 24.75" high.

The exterior access will be provided with a polished stainless steel scuff plate on the lower door frame.

The cabinet will be constructed of smooth aluminum, and painted to match the cab interior.

27-1 Cabinet Light

There will be one (1) white Amdor LED strip light installed on the left side of the exterior cabinet door opening, one (1) white Amdor LED strip light installed on the right side of the exterior cabinet door opening, one (1) white Amdor LED strip light installed on the right side of the interior cabinet door opening and one (1) white Amdor LED strip light installed on the left side of the interior cabinet door opening. The lights will be controlled by an automatic door switch.

27-2 REAR FACING RIGHT SIDE CABINET

A rear facing cabinet will be provided in the crew cab at the right side outboard position.

The cabinet will be 23.00" wide x 28.00" high x 26.75" deep with one (1) Amdor rollup door with white finish, non-locking, radius track style. That is, it will travel over the top and down the back of the cabinet. Front top corners of the cabinet will be radiused. This will allow access through the front and top section of the cabinet. The cabinet will be accessible from the interior crew cab as well to be equipped with webbing. A shield will be installed to keep items in this cabinet from falling into the door tracking area and jamming the door. The frame to frame opening will be 15.00" wide x 27.75" high. The minimum clear door opening of the cabinet will be 12.25" wide x 25.25" high.

RADIUS CLEAR DOOR OPENINGS (F-F = Frame to Frame)					
AMDOR		GORTITE		ROM	
HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Subtract 2.00" from F-F	Subtract 2.50" from Height	Subtract 2.75" from F-F	Subtract 2.50" from Height	Subtract 2.56" from F-F	Subtract 2.50" from Height

The cabinet will include one (1) infinitely adjustable shelf with a 0.75" up-turned lip painted to match the cab interior.

The cabinet will include no louvers.

The cabinet will have access from outside the cab via a Roll up painted door. The exterior clear door opening will be 17.00" wide x 24.75" high.

The exterior access will be provided with a polished stainless steel scuff plate on the lower door frame.

The cabinet will be constructed of smooth aluminum, and painted to match the cab interior.

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28-1 Cabinet Light

There will be one (1) white Amdor LED strip light installed on the left side of the exterior cabinet door opening,

one (1) white Amdor LED strip light installed on the right side of the exterior cabinet door opening,

one (1) white Amdor LED strip light installed on the right side of the interior cabinet door opening

one (1) white Amdor LED strip light installed on the left side of the interior cabinet door opening.

The lights will be controlled by an automatic door switch.

28-2 FORWARD FACING CENTER SEATS

There will be two (2) forward facing seats provided at the center position in the crew cab. The seats will be spaced an additional 11.00" apart to provide more room for each occupant. For optimal comfort, the seats will be provided with 15.00" deep foam cushions designed with EVC (elastomeric vibration control).

The seat backs will be an SCBA style with 90 degree back. The SCBA cavity will be adjustable from front to rear in 1.00" increments to accommodate different sized SCBA cylinders. Moving the SCBA cavity will be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat will include the following features incorporated into the side roll protection system:

- A seat safety system will be included. When activated, this system will pretension the seat belt.

The seats will be furnished with a 3-point, shoulder type seat belt.

28-3 FORWARD FACING OVERHEAD STORAGE COMPARTMENT

There will be a storage cabinet overhead across entire rear wall of cab above the two rear forward facing seats. (14.00" x 14.00" to 16" D). The compartment will include netting made with 2.00" wide nylon material with 2.00" openings. The nylon webbing will be permanently fastened at the bottom side of the cabinet and have seat belt buckle fasteners on the opposite side to secure it.

28-4 REAR FACING CENTER CABINET

A rear facing cabinet will be provided on the top rear of the engine tunnel.

The cabinet will be 43.00" wide x 19.00" high x 13.50" deep at the top. The back of the cabinet will follow the contour of the engine tunnel. The interior door will be web netting. The netting will be made with 1.00" wide nylon material with 2.00" openings. The nylon webbing will be permanently fastened at the top side of the cabinet and have 1.00" side release fasteners on the opposite side to secure it. The clear door opening will be 40.50" wide x 16.00" high.

The cabinet will include one (1) infinitely adjustable shelf with a 0.75" up-turned lip painted to match the cab interior.

The cabinet will include no louvers.

The cabinet will be constructed of smooth aluminum, and painted to match the cab interior.

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29-1 Cabinet Light

There will be one (1) white Amdor LED strip light installed on the right side of the interior cabinet door opening and one (1) white Amdor LED strip light installed on the left side of the interior cabinet door opening. The lighting will be controlled by a rocker switch on the front of the cabinet.

29-2 REAR FACING OVERHEAD STORAGE COMPARTMENT

There will be two (2) overhead rear facing storage compartments installed at the raised roof within the crew cab, on each side of the air conditioner. The compartments will be 21.00" wide x 10.00" high x 20.00" deep at the bottom.

Each compartment will include one (1) web net door. The netting will be made with 2.00" wide nylon material with 2.00" openings. The nylon webbing will be permanently fastened at the bottom side of the cabinet and have seat belt buckle fasteners on the opposite side to secure it. The clear door opening of the compartment will be 18.50" wide x 7.00" high.

The compartment will be constructed of smooth aluminum and painted to match the cab interior.

29-3 Compartment Light

The storage compartment lighting will consist of one (1) white Amdor LED strip light installed horizontally above each compartment door opening. The lighting will be controlled by a rocker switch on the compartment exterior.

29-4 SEAT UPHOLSTERY

All seat upholstery will be leather grain 36 oz black vinyl resistant to oil, grease and mildew. The cab will have four (4) seating positions.

29-5 AIR BOTTLE HOLDERS

All SCBA type seats in the cab will have a "Hands-Free" auto clamp style bracket in its backrest. For efficiency and convenience, the bracket will include an automatic spring clamp that allows the occupant to store the SCBA bottle by simply pushing it into the seat back. For protection of all occupants in the cab, in the event of an accident, the inertial components within the clamp will constrain the SCBA bottle in the seat and will exceed the NFPA standard of 9G.

There will be a quantity of three (3) SCBA brackets.

29-6 SEAT BELTS

All cab and tiller cab (if applicable) seating positions will have red seat belts. To provide quick, easy use for occupants wearing bunker gear, the female buckle and seat belt webbing length will meet or exceed the current edition of NFPA 1901 and CAN/ULC - S515 standards.

The 3-point shoulder type seat belts will include height adjustment. This adjustment will optimize the belts effectiveness and comfort for the seated firefighter. The 3-point shoulder type seat belts will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

The 3-point shoulder type belts will also include the ReadyReach D-loop assembly to the shoulder belt system. The ReadyReach feature adds an extender arm to the D-loop location placing the D-loop in a closer, easier to reach location.

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Any flip up seats will include a 3-point shoulder type belts only.

To ensure safe operation, the seats will be equipped with seat belt sensors in the seat cushion and belt receptacle that will activate an alarm indicating a seat is occupied but not buckled.

30-1. HELMET STORAGE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 14.1.7.4.1 requires a location for helmet storage be provided.

There is no helmet storage on the apparatus as manufactured. The fire department will provide a location for storage of helmets.

30-2. CAB DOME LIGHTS

There will be four (4) dual LED dome lights with black bezels provided. Two (2) lights will be mounted above the inside shoulder of the driver and officer and two (2) lights will be installed and located, one (1) on each side of the crew cab.

The color of the LED's will be red and white.

The white LED's will be controlled by the door switches and the lens switch.

The color LED's will be controlled by the lens switch.

In order to ensure exceptional illumination, each white LED dome light will provide a minimum of 10.1 foot-candles (fc) covering an entire 20.00" x 20.00" square seating position when mounted 40.00" above the seat.

30-3. PORTABLE HAND LIGHTS. PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.9.4 requires two portable hand lights mounted in brackets fastened to the apparatus.

The hand lights are not on the apparatus as manufactured. The fire department will provide and mount these hand lights.

30-4. CAB INSTRUMENTATION

The cab instrument panel include gauges, an LCD display, telltale indicator lamps, control switches, alarms, and a diagnostic panel. The function of the instrument panel controls and switches will be identified by a label adjacent to each item. Actuation of the headlight switch will illuminate the labels in low light conditions. Telltale indicator lamps will not be illuminated unless necessary. The cab instruments and controls will be conveniently located within the forward cab section, forward of the driver. The gauge assembly and switch panels are designed to be removable for ease of service and low cost of ownership.

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31-1 Gauges

The gauge panel will include the following ten (10) black faced gauges with black bezels to monitor vehicle performance:

- Voltmeter gauge (volts):
 - o Low volts (11.8 VDC)
 - Amber caution indicator on the information center with intermittent alarm
 - Amber caution light on gauge assembly
 - o High volts (15.5 VDC)
 - Amber caution indicator on the information center with intermittent alarm
 - Amber caution light on gauge assembly
 - o Very low volts (11.3 VDC)
 - Red warning indicator on the information center with a steady alarm
 - Amber caution light on gauge assembly
 - o Very high volts (16.0 VDC)
 - Red warning indicator on the information center with a steady alarm
- Amber caution light on gauge assembly
- Engine Tachometer (RPM)
- Engine Hour Meter
- Speedometer MPH (Major Scale), KM/H (Minor Scale)
- Fuel level gauge (Empty - Full in fractions):
 - o Low fuel (1/8 full)
 - Amber caution indicator on the information center with intermittent alarm
 - Amber caution light on gauge assembly
 - o Very low fuel (1/32 full)
 - Red caution indicator on the information center with steady alarm
 - Amber caution light on gauge assembly
- Engine Oil pressure Gauge (PSI):
 - o Low oil pressure to activate engine warning lights and alarms
 - Red caution indicator on the information center with steady alarm
 - Amber caution light on gauge assembly
- Front Air Pressure Gauges (PSI):
 - o Low air pressure to activate warning lights and alarm
 - Red warning indicator on the information center with a steady alarm
 - Amber caution light on gauge assembly
- Rear Air Pressure Gauges (PSI):
 - o Low air pressure to activate warning lights and alarm
 - Red warning indicator on the information center with a steady alarm
 - Amber caution light on gauge assembly
- Transmission Oil Temperature Gauge (Fahrenheit):
 - o High transmission oil temperature activates warning lights and alarm
 - Amber caution indicator on the information center with intermittent alarm
 - Amber caution light on gauge assembly
- Engine Coolant Temperature Gauge (Fahrenheit):

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- o High engine temperature activates an engine warning light and alarms
 - Amber caution indicator on the information center with intermittent alarm
 - Amber caution light on gauge assembly
- Diesel Exhaust Fluid Level Gauge (Empty - Full in fractions):
 - o Low fluid (1/8 full)
 - Amber indicator light in gauge dial

All gauges will perform prove out at initial power-up to ensure proper performance.

32-1 Indicator Lamps

To promote safety, the following telltale indicator lamps will be located on the instrument panel in clear view of the driver. The indicator lamps will be "dead-front" design that is only visible when active. The colored indicator lights will have descriptive text or symbols.

The following amber telltale lamps will be present:

- Low coolant
- Trac cntl (traction control) (where applicable)
- Check engine
- Check trans (check transmission)
- Aux brake overheat (Auxiliary brake overheat)
- Air rest (air restriction)
- Caution (triangle symbol)
- Water in fuel
- DPF (engine diesel particulate filter regeneration)
- Trailer ABS (where applicable)
- Wait to start (where applicable)
- HEST (engine high exhaust temperature) (where applicable)
- ABS (antilock brake system)
- MIL (engine emissions system malfunction indicator lamp) (where applicable)
- Side roll fault (where applicable)
- Front air bag fault (where applicable)

The following red telltale lamps will be present:

- Warning (stop sign symbol)
- Seat belt
- Parking brake
- Stop engine
- Rack down

The following green telltale lamps will be provided:

- Left turn
- Right turn
- Battery on

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The following blue telltale lamp will be provided:

- High beam

33-1 Alarms

Audible steady tone warning alarm: A steady audible tone alarm will be provided whenever a warning message is present.

Audible pulsing tone caution alarm: A pulsing audible tone alarm (chime/chirp) will be provided whenever a caution message is present without a warning message being present.

Alarm silence: Any active audible alarm will be able to be silenced by holding the ignition switch at the top position for three (3) to five (5) seconds. For improved safety, silenced audible alarms will intermittently chirp every 30 seconds until the alarm condition no longer exists. The intermittent chirp will act as a reminder to the operator that a caution or warning condition still exists. Any new warning or caution condition will enable the steady or pulsing tones respectively.

33-2 Indicator Lamp and Alarm Prove-Out

A system will be provided which automatically tests telltale indicator lights and alarms located on the cab instrument panel. Telltale indicators and alarms will perform prove-out at initial power-up to ensure proper performance.

33-3 Control Switches

For ease of use, the following controls will be provided immediately adjacent to the cab instrument panel within easy reach of the driver. All switches will have backlit labels for low light applications.

Headlight/Parking light switch: A three (3)-position maintained rocker switch will be provided. The first switch position will deactivate all parking and headlights. The second switch position will activate the parking lights. The third switch will activate the headlights.

Panel back lighting intensity control switch: A three (3)-position momentary rocker switch will be provided. Pressing the top half of the switch, "Panel Up" increases the panel back lighting intensity and pressing the bottom half of the switch, "Panel Down" decreases the panel back lighting intensity. Pressing the half or bottom half of the switch several times will allow back lighting intensity to be gradually varied from minimum to maximum intensity level for ease of use.

Ignition switch: A three (3)-position maintained/momentary rocker switch will be provided. The first switch position will turn off and deactivate vehicle ignition. The second switch position will activate vehicle ignition and will perform prove-out on the telltale indicators and alarms for 3 to 5 seconds after the switch is turned on. A green indicator lamp is activated with vehicle ignition. The third momentary position will temporarily silence all active cab alarms. An alarm "chirp" may continue as long as alarm condition exists. Switching ignition to off position will terminate the alarm silence feature and reset function of cab alarm system.

Engine start switch: A two (2)-position momentary rocker switch will be provided. The first switch position is the default switch position. The second switch position will activate the vehicle's engine. The switch actuator is designed to prevent accidental activation.

Hazard switch will be provided on the instrument panel or on the steering column.

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Heater, defroster, and air conditioning control panel.

Turn signal arm: A self-canceling turn signal with high beam headlight controls will be provided.

Windshield wiper control shall have high, low and intermittent modes.

Parking brake control: An air actuated push/pull park brake control valve will be provided.

Chassis horn control: Activation of the chassis horn control will be provided through the center of the steering wheel.

High idle engagement switch: A momentary rocker switch with integral indicator lamp will be provided. The switch will activate and deactivate the high idle function. The "OK To Engage High Idle" indicator lamp must be active for the high idle function to engage. A green indicator lamp integral to the high idle engagement switch will indicate when the high idle function is engaged.

"OK To Engage High Idle" indicator lamp: A green indicator light will be provided next to the high idle activation switch to indicate that the interlocks have been met to allow high idle engagement.

Emergency switching will be controlled by multiple individual warning light switches for various groups or areas of emergency warning lights. An Emergency Master switch provided on the instrument panel that enables or disables all individual warning light switches is included.

An additional "Emergency Master" button will be provided on the lower left hand corner of the gauge panel to allow convenient control of the "Emergency Master" system from inside the driver's door when standing on the ground.

34-1 Custom Switch Panels

The design of cab instrumentation will allow for emergency lighting and other switches to be placed within easy reach of the operator thus improving safety. There will be positions for up to four (4) switch panels in the lower instrument console and up to six (6) switch panels in the overhead visor console. All switches have backlit labels for low light conditions.

34-2 Diagnostic Panel

A diagnostic panel will be accessible while standing on the ground and located inside the driver's side door left of the steering column. The diagnostic panel will allow diagnostic tools such as computers to connect to various vehicle systems for improved troubleshooting providing a lower cost of ownership. Diagnostic switches will allow ABS systems to provide blink codes should a problem exist.

The diagnostic panel will include the following:

- Engine diagnostic port
- Transmission diagnostic port
- ABS diagnostic port
- Roll sensor diagnostic port
- Command Zone USB diagnostic port
- ABS diagnostic switch (blink codes flashed on ABS telltale indicator)
- Diesel particulate filter regeneration switch (where applicable)
- Diesel particulate filter regeneration inhibit switch (where applicable)

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35-1 Cab LCD Display

A digital four (4)-row by 20-character dot matrix display will be integral to the gauge panel. The display will be capable of showing simple graphical images as well as text. The display will be split into three (3) sections. Each section will have a dedicated function. The upper left section will display the outside ambient temperature.

The upper right section will display the following, along with other configuration specific information:

- Odometer
- Trip mileage
- PTO hours
- Fuel consumption
- Engine hours

The bottom section will display INFO, CAUTION, and WARNING messages. Text messages will automatically activate to describe the cause of an audible caution or warning alarm. The LCD will be capable of displaying multiple text messages should more than one caution or warning condition exist.

35-2 AIR RESTRICTION INDICATOR

A high air restriction warning indicator light LCD message with amber warning indicator and audible alarm will be provided.

35-3 OVERHEAD SPEEDOMETER

A Class I digital display speedometer will be provided on the officer side overhead position.

35-4 "DO NOT MOVE APPARATUS" INDICATOR

A flashing red indicator light, located in the driving compartment, will be illuminated automatically per the current NFPA requirements. The light will be labeled "Do Not Move Apparatus If Light Is On."

The same circuit that activates the Do Not Move Apparatus indicator will activate a pulsing alarm when the parking brake is released.

35-5 DO NOT MOVE TRUCK MESSAGES

Messages will be displayed on the Command Zone™, color display located within sight of the driver whenever the Do Not Move Truck light is active. The messages will designate the item or items not in the stowed for vehicle travel position (parking brake disengaged).

The following messages will be displayed (where applicable):

- Do Not Move Truck
- DS Cab Door Open (Driver Side Cab Door Open)
- PS Cab Door Open (Passenger's Side Cab Door Open)
- DS Crew Cab Door Open (Driver Side Crew Cab Door Open)
- PS Crew Cab Door Open (Passenger's Side Crew Cab Door Open)
- DS Body Door Open (Driver Side Body Door Open)
- PS Body Door Open (Passenger's Side Body Door Open)
- Rear Body Door Open
- DS Ladder Rack Down (Driver Side Ladder Rack Down)
- PS Ladder Rack Down (Passenger Side Ladder Rack Down)

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- Deck Gun Not Stowed
- Lt Tower Not Stowed (Light Tower Not Stowed)
- Fold Tank Not Stowed (Fold-A-Tank Not Stowed)
- Aerial Not Stowed (Aerial Device Not Stowed)
- Stabilizer Not Stowed
- Steps Not Stowed
- Handrail Not Stowed

Any other device that is opened, extended, or deployed that creates a hazard or is likely to cause major damage to the apparatus if the apparatus is moved will be displayed as a caution message after the parking brake is disengaged.

36-1 SWITCH PANELS

The built-in switch panels will be located in the lower console or overhead console of the cab.

The switches will be rocker-type and include an integral indicator light. For quick, visual indication the switch will be illuminated whenever the switch is active. A 2-ply, scratch resistant laser engraved Gravoply label indicating the use of each switch will be placed below the switches. The label will allow light to pass through the letters for improved visibility in low light conditions. Switches and light source are integral to the switch panel assembly.

36-2 WIPER CONTROL

Wiper control will consist of a two (2)-speed windshield wiper control with intermittent feature and windshield washer controls.

36-3 SPARE CIRCUIT

There will be three (3) dual USB fast charge socket mounts installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power.
- The negative wire will be connected to ground.
- Wires will be protected to 4.8 amps at 12 volts DC.
- The USB socket mount will be Two (2) in the officers side instrument panel One (1) in the crew cab area.
- Termination will be a Blue Sea Systems part number 1045 dual USB charger socket.
- Wires will be sized to 125% of the protection.

This circuit(s) may be load managed when the parking brake is applied.

36-4 CUSTOMER SUPPLIED RADIO WIRING

There will be one (1) 12 volt combination wiring leads of which each will include one (1) battery switched, one (1) ignition and one (1) negative for use with radio equipment.

Each lead will be 18.00" long and be provided Behind Officer Seat, with 5' of extra wire coiled up. The leads will be clearly marked in a coil and terminate with butt splices.

A breaker rated for 30 amps will be provided for circuit protection of the battery switched lead with a minimum of 10 gauge wire.

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A breaker rated for 7.5 amps will be provided for circuit protection of the ignition lead.

The wires will be colored coded as follows:

- red for battery switched
- yellow for ignition
- black for ground

37-1 SPARE CIRCUIT

There will be two (4) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power
- The negative wire will be connected to ground
- Wires will be protected to 15 amps at 12 volts DC
- Power and ground will terminate both in location 14
- Termination will be with 15 amp, power point plug with rubber cover
- Wires will be sized to 125 percent of the protection

The circuit(s) may be load managed when the parking brake is set.

37-2 SPARE CIRCUIT

There will be three (3) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power
- The negative wire will be connected to ground
- Wires will be protected to 30 amps at 12 volts DC
- Power and ground will terminate behind officer seat, in EMS compartment(s) and Engine Tunnel, Right Side, Mounted at Final
- Termination will be with a 10-place bus bar with screws and removable cover
- Wires will be sized to 125% of the protection

This circuit(s) may be load managed when the parking brake is set.

37-3 INFORMATION CENTER

An information center employing a 7.00" diagonal touch screen color LCD display will be encased in an ABS plastic housing.

The information center will have the following specifications:

- Operate in temperatures from -40 to 185 degrees Fahrenheit
- An Optical Gel will be placed between the LCD and protective lens
- Five weather resistant user interface switches
- Grey with black accents
- Sunlight Readable
- Linux operating system

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- Minimum of 1000nits rated display
- Display can be changed to an available foreign language
- A LCD display integral to the cab gauge panel will be included as outlined in the cab instrumentation area.
- Programmed to read US Customary

38-1 General Screen Design

Where possible, background colors will be used to provide "At a Glance" vehicle information. If information provided on a screen is within acceptable limits, a green background will be used.

If a caution or warning situation arises the following will occur:

- An amber background/text color will indicate a caution condition
- A red background/text color will indicate a warning condition
- The information center will utilize an "Alert Center" to display text messages for audible alarm tones. The text messages will be written to identify the item(s) causing the audible alarm to sound. If more than one (1) text message occurs, the messages will cycle every second until the problem(s) have been resolved. The background color for the "Alert Center" will change to indicate the severity of the "warning" message. If a warning and a caution condition occur simultaneously, the red background color will be shown for all alert center messages.
- A label for each button will exist. The label will indicate the function for each active button for each screen. Buttons that are not utilized on specific screens will have a button label with no text or symbol.

38-2 Home/Transit Screen

This screen will display the following:

- Vehicle Mitigation (if equipped)
- Water Level (if the water level system includes compatible communications to the information center)
- Foam Level (if the foam level system includes compatible communications to the information center)
- Seat Belt Monitoring Screen
- Tire Pressure Monitoring (if equipped)
- Digital Speedometer
- Active Alarms

38-3 On Scene Screen

This screen will display the following and will be auto activated with pump engaged (if equipped):

- Battery Voltage
- Hour Meter
- Fuel
- Oil Pressure
- Coolant Temperature
- RPM
- Water Level (if equipped)
- Foam Level (if equipped)
- Foam Concentration (if equipped)

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- Water Flow Rate (if equipped)
- Water Used (if equipped)
- Active Alarms

39-1 Virtual Buttons

There will be four (4) virtual switch panel screens that match the overhead and lower lighting and HVAC switch panels.

39-2 Page Screen

The page screen will display the following and allow the user to progress into other screens for further functionality:

- Diagnostics
 - o Faults
 - Listed by order of occurrence
 - Allows to sort by system
 - o Interlock
 - Throttle Interlocks
 - Pump Interlocks (if equipped)
 - Aerial Interlocks (if equipped)
 - PTO Interlocks (if equipped)
 - o Load Manager
 - A list of items to be load managed will be provided. The list will provide a description of the load.
 - The lower the priority numbers the earlier the device will be shed should a low voltage condition occur.
 - The screen will indicate if a load has been shed (disabled) or not shed.
 - "At a glance" color features are utilized on this screen.
 - o Systems
 - Command Zone
 - Module type and ID number
 - Module Version
 - Input or output number
 - Circuit number connected to that input or output
 - Status of the input or output
 - Power and Constant Current module diagnostic information
 - Foam (if equipped)
 - Pressure Controller (if equipped)
 - Generator Frequency (if equipped)
 - o Live Data
 - General Truck Data
- Maintenance
 - o Engine oil and filter
 - o Transmission oil and filter
 - o Pump oil (if equipped)
 - o Foam (if equipped)
 - o Aerial (if equipped)

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- Setup
 - o Clock Setup
 - o Date & Time
 - 12 or 24 hour format
 - Set time and date
 - o Backlight
 - Daytime
 - Night time
 - Sensitivity
 - o Unit Selection
 - o Home Screen
 - o Virtual Button Setup
 - o On Scene Screen Setup
 - o Configure Video Mode
 - Set Video Contrast
 - Set Video Color
 - Set Video Tint
- Do Not Move
 - o The screen will indicate the approximate location and type of item that is open or is not stowed for travel. The actual status of the following devices will be indicated
 - Driver Side Cab Door
 - Passenger's Side Cab Door
 - Driver Side Crew Cab Door
 - Passenger's Side Crew Cab Door
 - Driver Side Body Doors
 - Passenger's Side Body Doors
 - Rear Body Door(s)
 - Ladder Rack (if applicable)
 - Deck Gun (if applicable)
 - Light Tower (if applicable)
 - Hatch Door (if applicable)
 - Stabilizers (if applicable)
 - Steps (if applicable)
- Notifications
 - o View Active Alarms
 - Shows a list of all active alarms including date and time of the occurrence is shown with each alarm
 - Silence Alarms - All alarms are silenced
- Timer Screen
- HVAC (if equipped)
- Tire Information (if equipped)
- Ascendant Set Up Confirmation (if equipped)

Button functions and button labels may change with each screen.

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41-1 COLLISION MITIGATION

There will be a HAAS Alert®, Model HA5 Responder-to-Vehicle (R2V) collision avoidance system provided on the apparatus. The HA5 cellular transponder module will be installed behind the cab windshield, as high and near to the center as practical, to allow clear visibility to the sky. The module dimensions are 5.40" long x 2.70" wide x 1.30" high, and operating temperature range is -40 degree C to 85 degree C.

The transponder will be connected to the vehicle's emergency master circuit and battery direct power and ground.

While responding with emergency lights on, the HA5 transponder sends alert messages via cellular network to motorists in the vicinity of the responding truck that are equipped with the WAZE app.

While on scene with emergency lights on, the HA5 transponder sends road hazard alerts to motorists in the vicinity of the truck that are equipped with the WAZE app.

The HA5 Responder-to-Vehicle (R2V) collision avoidance system will include the transponder and a 5 year cellular plan subscription.

Activation of the HAAS Alert system requires a representative of the customer to accept the End User License Agreement (EULA) via an on-line portal.

41-2 VEHICLE DATA RECORDER

There will be a vehicle data recorder (VDR) capable of reading and storing vehicle information provided.

The information stored on the VDR can be downloaded through a USB port mounted in a convenient location determined by cab model. A USB cable can be used to connect the VDR to a laptop to retrieve required information. The program to download the information from the VDR will be available to download on-line.

The vehicle data recorder will be capable of recording the following data via hardwired and/or CAN inputs:

- Vehicle Speed - MPH
- Acceleration - MPH/sec
- Deceleration - MPH/sec
- Engine Speed - RPM
- Engine Throttle Position - % of Full Throttle
- ABS Event - On/Off
- Seat Occupied Status - Yes/No by Position
- Seat Belt Buckled Status - Yes/No by Position
- Master Optical Warning Device Switch - On/Off
- Time - 24 Hour Time
- Date - Year/Month/Day

41-3 Seat Belt Monitoring System

A seat belt monitoring system (SBMS) will be provided on the Command Zone™ color display. The

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SBMS will be capable of monitoring up to 10 seating positions indicating the status of each seat position per the following:

- Seat Occupied & Buckled = Green LED indicator illuminated
- Seat Occupied & Unbuckled = Red LED indicator with audible alarm
- No Occupant & Buckled = Red LED indicator with audible alarm
- No Occupant & Unbuckled = No indicator and no alarm

The seat belt monitoring screen will become active on the Command Zone color display when:

- The home screen is active:
 - o and there is any occupant seated but not buckled or any belt buckled with an occupant.
 - o and there are no other Do Not Move Apparatus conditions present. As soon as all Do Not Move Apparatus conditions are cleared, the SBMS will be activated.

The SBMS will include an audible alarm that will warn that an unbuckled occupant condition exists and the parking brake is released, or the transmission is not in park.

42-1 BRACKET ONLY INSTALLATION

There shall be two (2) customer supplied Thermal Imaging camera charging bracket(s) sent to the apparatus manufacturers preferred installer to be installed Engine Tunnel TBD.

Specific shipping requirements will be followed.

42-2 RADIO ANTENNA MOUNT

There will be four (4) standard 1.125", 18 thread antenna-mounting base(s) installed Left, Right and Rear Centered, leaving 42" extra cable on the cab roof with high efficiency, low loss, coaxial cable(s) routed to behind the officer seat. A weatherproof cap will be installed on the mount.



42-3 VEHICLE CAMERA SYSTEM

There will be a color vehicle camera system provided with the following:

- One (1) camera located at the rear of the apparatus, pointing rearward, displayed automatically with the vehicle in reverse

The camera images will be displayed on the driver's vehicle information center display. Audio from the microphone on the active camera will be not provided.

The following components will be included:

- One (1) SV-CW134639CAI, camera
- One (1) amplified speaker (if applicable)
- All necessary cables

42-4 RECESS REAR CAMERA

A rear camera recess will be provided in the center at the rear .

42-5 ELECTRICAL POWER CONTROL SYSTEM

The primary power distribution will be located forward of the officer's seating position and be easily

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accessible while standing on the ground for simplified maintenance and troubleshooting. Additional electrical distribution centers will be provided throughout the vehicle to house the vehicle's electrical power, circuit protection, and control components. The electrical distribution centers will be located strategically throughout the vehicle to minimize wire length. For ease of maintenance, all electrical distribution centers will be easily accessible. All distribution centers containing fuses, circuit breakers and/or relays will be easily accessible.

Distribution centers located throughout the vehicle will contain battery powered studs for supplying customer installed equipment thus providing a lower cost of ownership.

Circuit protection devices, which conform to SAE standards, will be utilized to protect electrical circuits. All circuit protection devices will be rated per NFPA requirements to prevent wire and component damage when subjected to extreme current overload. General protection circuit breakers will be Type-I automatic reset (continuously resetting). When required, automotive type fuses will be utilized to protect electronic equipment. Control relays and solenoid will have a direct current rating of 125 percent of the maximum current for which the circuit is protected per NFPA.

43-1 Solid-State Control System

A solid-state electronics based control system will be utilized to achieve advanced operation and control of the vehicle components. A fully computerized vehicle network will consist of electronic modules located near their point of use to reduce harness lengths and improve reliability. The control system will comply with SAE J1939-11 recommended practices.

The control system will operate as a master-slave system whereas the main control module instructs all other system components. The system will contain patented Mission Critical software that maintains critical vehicle operations in the unlikely event of a main controller error. The system will utilize a Real Time Operating System (RTOS) fully compliant with OSEK/VDX™ specifications providing a lower cost of ownership.

For increased reliability and simplified use the control system modules will include the following attributes:

- Green LED indicator light for module power
- Red LED indicator light for network communication stability status
- Control system self test at activation and continually throughout vehicle operation
- No moving parts due to transistor logic
- Software logic control for NFPA mandated safety interlocks and indicators
- Integrated electrical system load management without additional components
- Integrated electrical load sequencing system without additional components
- Customized control software to the vehicle's configuration
- Factory and field re programmable to accommodate changes to the vehicle's operating parameters.
- Complete operating and troubleshooting manuals
- USB connection to the main control module for advanced troubleshooting

To assure long life and operation in a broad range of environmental conditions, the solid-state control system modules will meet the following specifications:

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- Module circuit board will meet SAE J771 specifications
- Operating temperature from -40C to +70C
- Storage temperature from -40C to +70C
- Vibration to 50g
- IP67 rated enclosure (Totally protected against dust and also protected against the effect of temporary immersion between 15 centimeters and one (1) meter)
- Operating voltage from eight (8) volts to 16 volts DC

The main controller will activate status indicators and audible alarms designed to provide warning of problems before they become critical.

44-1 Circuit Protection and Control Diagram

Copies of all job-specific, computer network input and output (I/O) connections will be provided with each chassis. The sheets will indicate the function of each module connection point, circuit protection information (where applicable), wire numbers, wire colors and load management information.

44-2 On-Board Electrical System Diagnostics

Advanced on-board diagnostic messages will be provided to support rapid troubleshooting of the electrical power and control system. The diagnostic messages will be displayed on the information center located at the driver's position.

The on-board information center will include the following diagnostic information:

- Text description of active warning or caution alarms
- Simplified warning indicators
- Amber caution indication with intermittent alarm
- Red warning indication with steady tone alarm

44-3 Prognostics

A software based vehicle tool will be provided to predict remaining life of the vehicles critical fluid and events.

The system will send automatic indications to the Command Zone, color display and/or wireless enabled device to proactively alert of upcoming service intervals.

Prognostics will include:

- Engine oil and filter
- Transmission oil and filter
- Pump oil (if equipped)
- Foam oil (if equipped)
- Aerial oil and filter (if equipped)

44-4 Advanced Diagnostics

An advanced, Windows-based, diagnostic software program will be provided for this control system. The software will provide troubleshooting tools to service technicians equipped with a Windows-based computer or wireless enabled device.

The service and maintenance software will be easy to understand and use and have the ability to view

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system input/output (I/O) information.

45-1 Tech Module With WiFi

An in cab module will provide WiFi wireless interface and data logging capability. The WiFi interface will comply with IEEE 802.11 b/g/n capabilities while communicating at 2.4 Gigahertz. The module will provide an external antenna connection allowing a line of site communication range of up to 300 feet with a roof mounted antenna.

The module will transmit a password protected web page to a WiFi enabled device (i.e. most smart phones, tablets or laptops) allowing two levels of user interaction. The firefighter level will allow vehicle monitoring of the vehicle and firefighting systems on the apparatus. The technician level will allow diagnostic access to inputs and outputs installed on the Command Zone, control and information system.

The data logging capability will record faults from the engine, transmission, ABS and Command Zone, control and information systems as they occur. No other data will be recorded at the time the fault occurs. The data logger will provide up to 2 Gigabytes of data storage.

A USB connection will be provided on the Tech Module. It will provide a means to download data logger information and update software in the device.

45-2 Indicator Light and Alarm Prove-Out System

A system will be provided which automatically tests basic indicator lights and alarms located on the cab instrument panel.

45- 3 Voltage Monitor System

A voltage monitoring system will be provided to indicate the status of the battery system connected to the vehicle's electrical load. The system will provide visual and audible warning when the system voltage is below or above optimum levels.

The alarm will activate if the system falls below 11.8 volts DC for more than two (2) minutes.

45-4 Power and Ground Studs

Spare circuits will be provided in the primary distribution center for two-way radio equipment.

The spare circuits will consist of the following:

- One (1) 12-volt DC, 30 amp battery direct spare
- One (1) 12-volt DC ground and un-fused switched battery stud located in or adjacent to the power distribution center

45-5 Enhanced Software

The solid-state control system will include the following software enhancements:

All perimeter lights and scene lights (where applicable) will be deactivated when the parking brake is released.

Cab and crew cab dome lights will remain on for 10 seconds for improved visibility after the doors close. The dome lights will dim after 10 seconds or immediately if the vehicle is put into gear.

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Cab and crew cab perimeter lights will remain on for 10 seconds for improved visibility after the doors close. The dome lights will dim after 10 seconds or immediately if the vehicle is put into gear.

46-1 EMI/RFI Protection

To prevent erroneous signals from crosstalk contamination and interference, the electrical system will meet, at a minimum, SAE J551/2, thus reducing undesired electromagnetic and radio frequency emissions. An advanced electrical system will be used to ensure radiated and conducted electromagnetic interference (EMI) or radio frequency interference (RFI) emissions are suppressed at their source.

The apparatus will have the ability to operate in the electromagnetic environment typically found in fire ground operations to ensure clean operations. The electrical system will meet electromagnetic susceptibility conforming to SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter. The vehicle OEM, upon request, will provide EMC testing reports from testing conducted on an entire apparatus and will certify that the vehicle meets SAE J551/2 and SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter requirements.

EMI/RFI susceptibility will be controlled by applying appropriate circuit designs and shielding. The electrical system will be designed for full compatibility with low-level control signals and high-powered two-way radio communication systems. Harness and cable routing will be given careful attention to minimize the potential for conducting and radiated EMI/RFI susceptibility.

46-1 ELECTRICAL

All 12-volt electrical equipment installed by the apparatus manufacturer will conform to modern automotive practices. All wiring will be high temperature crosslink type. Wiring will be run, in loom or conduit, where exposed and have grommets where wire passes through sheet metal. Automatic reset circuit breakers will be provided which conform to SAE Standards. Wiring will be color, function and number coded. Function and number codes will be continuously imprinted on all wiring harness conductors at 2.00" intervals. Exterior exposed wire connectors will be positive locking, and environmentally sealed to withstand elements such as temperature extremes, moisture and automotive fluids.

Electrical wiring and equipment will be installed utilizing the following guidelines:

1. All holes made in the roof will be caulked with silicon. Large fender washers, liberally caulked, will be used when fastening equipment to the underside of the cab roof.
2. Any electrical component that is installed in an exposed area will be mounted in a manner that will not allow moisture to accumulate in it. Exposed area will be defined as any location outside of the cab or body.
3. Electrical components designed to be removed for maintenance will not be fastened with nuts and bolts. Metal screws will be used in mounting these devices. Also a coil of wire will be provided behind the appliance to allow them to be pulled away from mounting area for inspection and service work.
4. Corrosion preventative compound will be applied to all terminal plugs located outside of the cab or body. All non-waterproof connections will require this compound in the plug to prevent corrosion and for easy separation (of the plug).
5. All lights that have their sockets in a weather exposed area will have corrosion preventative

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compound added to the socket terminal area.

6. All electrical terminals in exposed areas will have silicon (1890) applied completely over the metal portion of the terminal.

All lights and reflectors, required to comply with Federal Motor Vehicle Safety Standard #108, will be furnished. Rear identification lights will be recessed mounted for protection. Lights and wiring mounted in the rear bulkheads will be protected from damage by installing a false bulkhead inside the rear compartments.

An operational test will be conducted to ensure that any equipment that is permanently attached to the electrical system is properly connected and in working order.

The results of the tests will be recorded and provided to the purchaser at time of delivery.

47 -1 BATTERY SYSTEM

There will be **six (6)** 12 volt Exide®, Model 31S950X3W, batteries that include the following features will be provided:

- 950 CCA, cold cranking amps
- 190 amp reserve capacity
- High cycle
- Group 31
- Rating of 5700 CCA at 0 degrees Fahrenheit
- 1140 minutes of reserve capacity
- Threaded stainless steel studs

Each battery case will be a black polypropylene material with a vertically ribbed container for increased vibration resistance. The cover will be manifold vented with a central venting location to allow a 45 degree tilt capacity.

The inside of each battery will consist of a "maintenance free" grid construction with poly wrapped separators and a flooded epoxy bottom anchoring for maximum vibration resistance.

The battery charger/Inverter will be located on the back wall of the EMS compartment, located Behind Drivers Seat.

47-2 BATTERY SYSTEM

There will be a single starting system with an ignition switch and starter button provided and located on the cab instrument panel.

47-3 MASTER BATTERY SWITCH

There will be a master battery switch provided within the cab within easy reach of the driver to activate the battery system.

An indicator light will be provided on the instrument panel to notify the driver of the status of the battery system.

47-4 BATTERY COMPARTMENTS

Batteries will be placed on non-corrosive mats and stored in well ventilated compartments located under the cab.

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Heavy-duty, 2/0 gauge, color coded battery cables will be provided. Battery terminal connections will be coated with anti-corrosion compound.

Battery solenoid terminal connections will be encapsulated with semi-permanent rubberized compound.

48-1 JUMPER STUDS

One (1) set of battery jumper studs with plastic color-coded covers will be included on the battery compartments.

48-2 BATTERY CHARGER

There will be a battery charger with 2000 watt inverter provided.

The battery charger will be wired to the AC shoreline inlet through an AC receptacle adjacent to this battery charger.

There will be a Kussmaul™, Model #091-94-12, remote indicator included.

The battery charger indicator will be located on the driver's seat riser.

48-3 AUTO EJECT FOR SHORELINE

There will be one (1) Kussmaul™, Model 091-55-20-120, 20 amp 120 volt AC shoreline inlet(s) provided to operate the dedicated 120 volt AC circuits on the apparatus.

The shoreline inlet(s) will include red weatherproof flip up cover(s).

There will be a release solenoid wired to the vehicle's starter to eject the AC connector when the engine is starting.

The shoreline(s) will be connected to the battery charger.

There will be a mating connector body supplied with the loose equipment.

There will be a label installed near the inlet(s) that state the following:

- Line Voltage
- Current Rating (amps)
- Phase
- Frequency

The shoreline receptacle will be located on the driver side of cab, above wheel.

48- 4 ALTERNATOR

A Leece-Neville, Model BLP4004H, alternator will be provided. It will have a rated output current of 350 amp as measured by SAE method J56. The alternator will feature an integral, self diagnostic regulator and rectifier. The alternator will be connected to the power and ground distribution system with heavy-duty cables sized to carry the full rated alternator output.

48- 5 ELECTRONIC LOAD MANAGER

An electronic load management (ELM) system will be provided that monitors the vehicles 12-volt electrical system, automatically reducing the electrical load in the event of a low voltage condition, and automatically restoring the shed electrical loads when a low voltage condition expires. This ensures the

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integrity of the electrical system.

For improved reliability and ease of use, the load manager system will be an integral part of the vehicle's solid state control system requiring no additional components to perform load management tasks. Load management systems which require additional components will not be allowed.

The system will include the following features:

- System voltage monitoring.
- A shed load will remain inactive for a minimum of five minutes to prevent the load from cycling on and off.
- Sixteen available electronic load shedding levels.
- Priority levels can be set for individual outputs.
- High Idle to activate before any electric loads are shed and deactivate with the service brake.
 - o If enabled:
 - "Load Man Hi-Idle On" will display on the information center.
 - Hi-Idle will not activate until 30 seconds after engine start up.
- Individual switch "on" indicator to flash when the particular load has been shed.
- The information center indicates system voltage.

The information center, where applicable, includes a "Load Manager" screen indicating the following:

- Load managed items list, with priority levels and item condition.
- Individual load managed item condition:
 - o ON = not shed
 - o SHED = shed

49-1-SEQUENCER

A sequencer will be provided that automatically activates and deactivates vehicle loads in a preset sequence thereby protecting the alternator from power surges. This sequencer operation will allow a gradual increase or decrease in alternator output, rather than loading or dumping the entire 12 volt load to prolong the life of the alternator.

For improved reliability and ease of use, the load sequencing system will be an integral part of the vehicle's solid state control system requiring no additional components to perform load sequencing tasks. Load sequencing systems which require additional components will not be allowed.

Emergency light sequencing will operate in conjunction with the emergency master light switch. When the emergency master switch is activated, the emergency lights will be activated one by one at half-second intervals. Sequenced emergency light switch indicators will flash while waiting for activation.

When the emergency master switch is deactivated, the sequencer will deactivate the warning light loads in the reverse order.

Sequencing of the following items will also occur, in conjunction with the ignition switch, at half-second intervals:

- Cab Heater and Air Conditioning
- Crew Cab Heater (if applicable)

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- Crew Cab Air Conditioning (if applicable)
- Exhaust Fans (if applicable)
- Third Evaporator (if applicable)

50-1 HEADLIGHTS

There will be two (2) *Firetech* LED 4x6 headlights and high beam lights

- the headlights to include chrome bezels

The low beam lights will be activated when the headlight switch is on.

The high beam and low beam lights will be activated when the headlight switch and the high beam switch is activated.

50-2 DIRECTIONAL LIGHTS

There will be two (2) Whelen 600 series, amber LED combination directional/marker lights provided. The lights will be located on the outside cab corners, next to the warning lights.

The lens color(s) to be the same as the LEDs.

50-3 INTERMEDIATE LIGHT

There will be two (2) Weldon, Model 9186-8580-29, amber LED turn signal marker lights furnished, one (1) each side, in the rear fender panel. The light will double as a turn signal and marker light.

50-4 CAB CLEARANCE/MARKER/ID LIGHTS

There will be seven (7) amber LED lights provided per the following:

- Three (3) amber LED identification lights will be installed in the center of the cab above the windshield.
- Two (2) amber LED clearance lights will be installed, one (1) on each outboard side of the cab above the windshield as close to the outside of the apparatus as practical.
- Two (2) amber LED clearance lights will be installed, one (1) on each side of the cab as high and far forward as practical.

50-5 FRONT CAB SIDE CLEARANCE/MARKER LIGHTS

There will be two (2) Truck-Lite®, Model 19036Y, amber LED lights installed to the outside of the chrome wrap around bezel, one (1) on each side of the cab.

The lights will activate as additional directional lights with the corresponding directional circuit.

50-6 REAR CLEARANCE/MARKER/ID LIGHTING

There will be a three (3) LED light bar used as identification lights located at the rear of the apparatus per the following:

- As close as practical to the vertical centerline
- Centers spaced not less than 6.00" or more than 12.00" apart
- Red in color
- All at the same height

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There will be two (2) LED lights installed at the rear of the apparatus used as clearance lights located at the rear of the apparatus per the following:

- To indicate the overall width of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the rear
- All at the same height

There will be two (2) LED lights installed on the side of the apparatus used as marker lights as close to the rear as practical per the following:

- To indicate the overall length of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the side
- All at the same height

There will be two (2) red reflectors located on the rear of the truck facing to the rear. One (1) each side, as far to the outside as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

There will be two (2) red reflectors located on the side of the truck facing to the side. One (1) each side, as far to the rear as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

Per FMVSS 108 and CMVSS 108 requirements.

51-1 REAR FMVSS LIGHTING

The rear stop/tail and directional LED lighting will consist of the following:

- Two (2) Whelen®, Model M6BTT, red LED stop/tail lights
- Two (2) Whelen, Model M6T, amber LED arrow turn lights

The lights will be provided with color lenses.

The lights will be mounted in a polished combination housing.

There will be two (2) Whelen Model M6BUW, LED backup lights provided in the tail light housing.

51-2 LICENSE PLATE BRACKET

One (1) license plate bracket constructed of stainless steel will be provided at the rear of the apparatus.

One (1) white LED light will be provided to illuminate the license plate. A stainless steel light shield will be provided over the light that will direct illumination downward, preventing white light to the rear.

51-3 LIGHTING BEZEL

There will be two (2) Whelen, Model M6FCV4P, four (4) place chromed ABS housings provided for the rear M6 series stop/tail, directional, back up, scene lights or warning lights.

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52-1 REAR TAILGATE SIDE MARKER LIGHTS

There will be two (2) rubber flex marker lights to be installed on both right and left side of rear tailgate.

52-2 BACK-UP ALARM

A PRECO, Model 1040, solid-state electronic audible back-up alarm that actuates when the truck is shifted into reverse will be provided. The device will sound at 60 pulses per minute and automatically adjust its volume to maintain a minimum ten (10) dBA above surrounding environmental noise levels.

52-3 CAB PERIMETER SCENE LIGHTS

There will be four (4) Truck-Lite, Model 6060C, white LED lights with grommets provided, one (1) for each cab and crew cab door.

These lights will be activated automatically when the battery switch is on and the exit doors are opened or by the same means as the body perimeter scene lights.

52-4 PUMP HOUSE PERIMETER LIGHTS

There will be two (2) Truck-Lite, Model 6060C, white LED lights with grommets provided under the pump panel running boards, one (1) each side.

The lights shall be activated when the parking brake is applied

52-5 BODY PERIMETER SCENE LIGHTS

There will be two (2) Truck-Lite, Model 6060C, white LED lights with grommets provided under at the rear step area of the body, one (1) each side shining to the rear.

The perimeter scene lights will be activated when the parking brake is applied.

52-6 STEP LIGHTS

There will be four (4) white LED, step lights provided. One (1) step light will be provided on each side, on the front compartment face and two (2) step lights at the rear to illuminate the tailboard.

In order to ensure exceptional illumination, each light will provide a minimum of 25 foot-candles (fc) covering an entire 15" x 15" square placed ten (10) inches below the light and a minimum of 1.5 fc covering an entire 30" x 30" square at the same ten (10) inch distance below the light.

These step lights will be actuated when the ignition switch is on and the parking brake is set.

All other steps on the apparatus will be illuminated per the current edition of NFPA 1901.

52-7 12 VOLT LIGHTING

There will be two (2) Whelen® Model P*H2*, 17,750 lumens 12 volt DC light(s) with a combination of flood and spot optics provided on the front visor, one (1) on the driver's side and one (1) on the passenger's side with 30 degree outward bracket.

The housing(s) painted parts of this light assembly to be black.

The light(s) will be controlled by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

These light(s) may be load managed when the parking brake is applied.

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53-1 12 VOLT DC SCENE LIGHTS

There will be one (1) Whelen® Model PCPSM2*, 16,000 lumens 12 volt DC powered light(s) with white LEDs installed on the cab located, (1) high, at the LS, between the cab and crew cab doors.

The surface mount housing(s) will be provided with a chrome cover.

The light(s) will be activated by a switch at the driver's side switch panel, by a switch at the driver's side pump panel and by a switch at the passenger's side switch panel.

The light(s) may be load managed when the parking brake is applied.

53-2 12 VOLT DC SCENE LIGHTS

There will be one (1) Whelen® Model PCPSM2*, 16,000 lumens 12 volt DC powered light(s) with white LEDs installed on the cab located, (1) high, at the RS, between the cab and crew cab doors.

The surface mount housing(s) will be provided with a chrome cover.

The light(s) will be activated by a switch at the driver's side switch panel, by a switch at the driver's side pump panel and by a switch at the passenger's side switch panel.

The light(s) may be load managed when the parking brake is applied.

53-3 12 VOLT LIGHTING

There will be one (1) Whelen® Model PCPSM2*, 16,000 lumens 12 volt DC surface mount light(s) installed on the body of the apparatus located, Right Side rearward above the catwalk.

The light(s) will include housing(s) with a black cover.

The light(s) will be controlled by the same control that has been selected for the passenger's side scene light(s).

The light(s) may be load managed when the parking brake is applied.

53-4 12 VOLT LIGHTING

There will be one (1) Whelen® Model PCPSM2*, 16,000 lumens 12 volt DC surface mount light(s) installed on the body of the apparatus located, Left Side rearward above the catwalk.

The light(s) will include housing(s) with a black cover.

The light(s) will be controlled by the same control that has been selected for the driver's side scene light(s).

The light(s) may be load managed when the parking brake is applied.

53-5 FRONT ZONE UPPER SCENE LIGHTS

There will be (2) Whelen PCH2 Pioneer Plus Dual Panel Flood/Spotlights mounted at 30 degree angle on cab roof just above the windshield.

53-6 HOUSING TO MOUNT RECESSED LIGHT ONTO A HORIZONTAL SURFACE

There will be two (2) housings fabricated with painted aluminum installed on the apparatus One (1)

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each side out the rear of the side sheet for the 12 volt DC recessed lights.

54-1 HOSE BED LIGHTS

There will be white 12 volt DC LED light strips with stainless steel protective cover, provided to light the hose bed area. Hose Bed lights will meet the photometric levels listed in NFPA 1901 for Hose Bed lighting requirements.

- Light strip(s) will be installed along the upper edge of the left side of the hose bed.
- Light strip(s) will be installed along the upper edge of the right side of the hose bed.

The lights will be activated by a cup switch at the rear of the apparatus no more than 72.00" from the ground.

54-2 REAR SCENE LIGHTS

There will be two (2) Whelen® Model M9LZC, LED scene lights with black trim installed at the rear of the apparatus. These lights will be installed between 30.00" and 102.00" above the ground.

The lights will be controlled by a switch at the driver's side switch panel and by a cup switch at the driver's side rear bulkhead.

54-3 WALKING SURFACE LIGHT

There will be Model FRP, 4" round black 12 volt DC LED floodlight with bolt mount provided to illuminate the cargo area.

The FRP light will be activated with the park brake interlock.

There will be four (4) LED model P25 lights to illuminate the top of the aluminum hosebed cover.

These lights will be activated when the parking brake is applied .

54-4 WATER TANK

Booster tank will have a capacity of 1000 gallons and be constructed of polypropylene plastic by United Plastic Fabricating, Incorporated.

The tank will be designed to achieve a low hose bed. Tank design will be a stepped design with the forward section of the tank higher than the section of the tank that is below the hose bed.

Tank joints and seams will be nitrogen welded inside and out.

Tank will be baffled in accordance with NFPA Bulletin 1901 requirements.

Baffles will have vent openings at both the top and bottom to permit movement of air and water between compartments.

Longitudinal partitions will be constructed of .38" polypropylene plastic and will extend from the bottom of the tank through the top cover to allow for positive welding.

Transverse partitions will extend from 4.00" off the bottom of the tank to the underside of the top cover.

All partitions will interlock and will be welded to the tank bottom and sides.

Tank top will be constructed of .50" polypropylene. It will be recessed .38" and will be welded to the

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tank sides and the longitudinal partitions.

Tank top will be sufficiently supported to keep it rigid during fast filling conditions.

Construction will include 2.00" polypropylene dowels spaced no more than 30.00" apart and welded to the transverse partitions. Two (2) of the dowels will be drilled and tapped (.50" diameter, 13.00" deep) to accommodate lifting eyes.

A sump that will be sized dependent on the tank to pump plumbing will be provided at the bottom of the water tank.

Sump will include a drain plug and the tank outlet.

Tank will be installed in a fabricated cradle assembly constructed of structural steel.

Sufficient crossmembers will be provided to properly support bottom of tank. Crossmembers will be constructed of steel bar channel or rectangular tubing.

Tank will "float" in cradle to avoid torsional stress caused by chassis frame flexing. Rubber cushions, .50" thick x 3.00" wide, will be placed on all horizontal surfaces that the tank rests on.

Stops or other provision will be provided to prevent an empty tank from bouncing excessively while moving vehicle.

Mounting system will be approved by the tank manufacturer.

Fill tower will be constructed of .50" polypropylene and will be a minimum of 8.00" wide x 14.00" long.

Fill tower will be furnished with a .25" thick polypropylene screen and a hinged cover.

An overflow pipe, constructed of 4.00" schedule 40 polypropylene, will be installed approximately halfway down the fill tower and extend through the water tank and exit to the rear of the rear axle.

55-1 SLEEVE, PLUMBING, THROUGH TANK

One (1) sleeve will be provided in the water tank for a 3.00" pipe to the rear.

55-2 WATER TANK RESTRAINT

A heavy-duty water tank restraint will be provided.

55-3 HOSE BED

The hose bed will be fabricated of 0.125"-5052 aluminum with a nominal 38,000 psi tensile strength.

The hose bed will be as low as practical.

Upper and rear edges of side panels will have a double break for rigidity.

The upper inside area of the beavertails will be covered with brushed stainless steel to prevent damage to painted surface when hose is removed.

Flooring of the hose bed will be removable aluminum grating with the top surface corrugated to aid in hose aeration. The grating slats will be a minimum of 0.50" x 4.50" with spacing between slats for hose

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ventilation.

A cross divider will be provided at the front of the hose bed before the tank transitions from the lower section to the upper section. The divider will run from the top of the side sheet down below the hose bed grating.

Hose bed will accommodate 1200' of 5" LDH.

56-1 EQUIPMENT STORAGE

A full width equipment storage rack will be provided below the hose bed for storage of removable hose trays.

A flange will be provided at the rear to contain the trays. The hosebed restraint will extend below the rack to retain the hose.

The size and type of the equipment storage rack will be Four (4) Poly hose trays sized to fit the following amounts. #1, 225' of 1.75" Hose #2, 225' of 1.75" Hose #3, 225' of 2.5" Hose #4, 325' of 2.5" Hose One Divider between #2 and #3.

56-2 CROSS TUBE REINFORCEMENT, HOSE BED

There will be one (1) 2.00" x 3.00" square cross tube mounted Across top of hose bed, as high as possible. above the hosebed. Reinforcement for the cross tube will be provided on each side sheet to support the tube.

56-3 REMOVABLE HOSE TRAY(S) IN HOSE BED

There will be four (4) removable U-shaped hose tray(s) provided inside the hose bed.

Tray will be sized Four (4) Poly hose trays sized to fit the following amounts. #1, 225' of 1.75" Hose #2, 225' of 1.75" Hose #3, 225' of 2.5" Hose #4, 325' of 2.5" Hose.

Tray will be fabricated of poly with two (2) hand hold cutouts on each side. Tray will slide on stainless steel angles. Bottom of angles will be lined with Dura-surf anti friction poly slides for ease of removal. A stop will be provided at the front of the tray to prevent the tray from moving forward and a strap will be supplied at the rear.

Tray will be located Equipment Storage Beneath the hose bed.

There will be four (4) spare removable hose trays the same type and size.

56-4 HOSE BED COVER

A hose bed cover, constructed of .125" bright aluminum treadplate, will be a sliding design and provide full coverage to the top of the hose bed area. The cover will slide towards the front of the hose bed on channel tracks and have sealed ball bearing rollers.

A two point latch with a single release will be provided at the center of the rear-facing edge to operate the cover. The cover will automatically latch in the closed position and rubber bumpers will be provided to stop the cover when in the fully open position.

The cover will be stowed over the forward cargo area in front of the hose bed and a portion of the hose bed, may remain covered when the cover is open.

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The cover will be reinforced so that it can support the weight of a man walking on the cover.

A magnetic switch will be provided to activate the "do not move vehicle" light (for the right side compartments) inside the cab when the cover is moved out of the closed position.

57-1 HOSEBED END FLAP

There will be two (2) black vinyl flaps installed on the rear of the hose bed. The flaps will be split horizontally Bottom of the Hose Bed above the equipment storage area, to create an upper and lower rear flap.

The upper flap will attach with four (4) seat belt buckles at the top and four (4) seat belt buckles at the bottom. At the top, the receiver portion of the seat belt fasteners will be mounted on brackets with the tab portion attached to the vinyl cover. At the base, the receiver portion of the seat belt fasteners will be attached to the vinyl cover.

The bottom flap will attach at the top with four (4) seat belt buckles at the top and four (4) seat belt buckles at the bottom. At the top, the tab portion will be installed on the flap, to be inserted into the receivers on the upper flap. At the base, the receiver portion will be attached to the vinyl cover. The tab portion will be mounted to the base of the hose bed on hinged brackets. The hinged brackets will allow the tabs to rotate down out of the way of hose deploying from the hose bed.

An additional vinyl flap will be sewn into the upper flap to cover the four (4) seat belt buckles between the upper and lower flaps. This additional flap will be sewn into the upper flap only, to allow access to the seat belt buckles when lifted.

Tether straps will be provided on the top four (4) seat belt buckles of both the upper and lower flaps, for a total of eight (8) tether straps. The upper straps will be orange and the lower straps will be red. The lower tether straps shortened based on the location of the horizontal split.

57-2 RUNNING BOARDS

Running boards will be fabricated of .125" aluminum treadplate coated with black Lynex material.

A recessed area build into the running boards large enough to hold 35' of 5" supply line and couplings. Below 6" intake under pump panel both sides of truck

Each running board will be supported by a welded 2.00" square tubing and channel assembly, which will be bolted to the pump compartment substructure.

Running boards will be 12.75" deep and spaced .50" away from the pump panel.

A splash guard will be provided above the running board tread plate.

57-3 TAILBOARD

The tailboard will also be constructed of .125" aluminum tread plate coated with black Lynex material and spaced .50" from the body, as well as supported by a structural steel assembly.

The tailboard area will be 14.00" deep and full width of the body.

The outboard sides of the tailboard will be angled at 45 degrees beginning at the point where the body meets the tailboard at the forward outboard edge angling rearward to the rear edge of the tailboard.

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The exterior side will be flanged down and in for increased rigidity of tailboard structure.

58-1 REAR WALL. SMOOTH ALUMINUM/BODY MATERIAL

The rear facing surfaces of the center rear wall will be smooth aluminum.

The bulkheads, the surface to the rear of the side body compartments, will be smooth and the same material as the body.

The rear wall will be flush.

58-2 TOW BAR

A tow bar will be installed under the tailboard at center of truck.

Tow bar will be fabricated of 1.00" CRS bar rolled into a 3.00" radius.

Tow bar assembly will be constructed of .38" structural angle. When force is applied to the bar, it will be transmitted to the frame rail.

Tow bar assembly will be designed and positioned to allow up to a 30-degree upward angled pull of 17,000 lb, or a 20,000 lb straight horizontal pull in line with the centerline of the vehicle.

Tow bar design will have been fully tested and evaluated using strain gauge testing and finite element analysis techniques.

58-3 RUNNING BOARD HOSE RESTRAINT

A pair of 2.00" wide black nylon straps with Velcro fasteners will be provided for each hose tray to secure the hose during travel. There will be Two (2) hose trays located one (1) in each side running board.

58-4 HOSE TRAY

Two (2) hose trays will be recessed one (1) in each side running board.

Capacity of the tray will be 35.00' of 5.00" soft suction hose.

Rubber matting will be installed on the floor of the tray to provide proper ventilation.

58-5 COMPARTMENTATION

Body and compartments will be fabricated of .125", 5052-H32 aluminum.

Side compartments will be an integral assembly with the rear fenders.

Circular fender liners will be provided for prevention of rust pockets and ease of maintenance.

Side compartment flooring will be of the sweep out design with the floor higher than the compartment door lip.

The side compartment door opening will be framed by flanging the edges in 1.75" and bending out again .75" to form an angle.

Drip protection will be provided above the doors by means of bright aluminum extrusion, formed bright aluminum treadplate or polished stainless steel.

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The top of the compartment will be covered with aluminum treadplate rolled over the edges on the front, rear and outward side. The aluminum will be black Lynex coating. These covers will have the corners welded.

Side compartment covers will be separate from the compartment tops.

Front facing compartment walls will be covered with bright aluminum treadplate.

All screws and bolts which protrude into a compartment will have acorn nuts on the ends to prevent injury.

59-1 UNDERBODY SUPPORT SYSTEM

Due to the severe loading requirements of this pumper a method of body and compartment support suitable for the intended load will be provided.

The backbone of the support system will be the chassis frame rails which is the strongest component of the chassis and is designed for sustaining maximum loads.

The support system will include .375" thick steel vertical angle supports bolted to the chassis frame rails with .625" diameter bolts.

Attached to the bottom of the steel vertical angles will be horizontal angles, with gussets welded to the vertical members, which extend to the outside edge of the body.

A steel frame will be mounted on the top of these supports to create a floating substructure which will result in a 500 lb equipment support rating per lower compartment.

The floating substructure will be separated from the horizontal members with neoprene elastomer isolators. These isolators will reduce the natural flex stress of the chassis from being transmitted to the body.

Isolators will have a broad load range, proven viability in vehicular applications, be of a fail safe design and allow for all necessary movement in three (3) transitional and rotational modes.

The neoprene isolators will be installed in a modified V three (3)-point mounting pattern to reduce the natural flex of the chassis being transmitted to the body.

59-2 AGGRESSIVE WALKING SURFACE

All exterior surfaces designated as stepping, standing, and walking areas will comply with the required average slip resistance of the current NFPA standards.

60-1 LOUVERS

Louvers will be stamped into compartment walls to provide the proper airflow inside the body compartments and to prevent water from dripping into the compartment. Where these louvers are provided, they will be formed into the metal and not added to the compartment as a separate plate.

60-2 TESTING OF BODY DESIGN

Body structural analysis has been fully tested. Proven engineering and test techniques such as finite element analysis, stress coating and strain gauging have been performed with special attention given to fatigue, life and structural integrity of the cab, body and substructure.

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Body will be tested while loaded to its greatest in-service weight.

The criteria used during the testing procedure will include:

- Raising opposite corners of the vehicle tires 9.00" to simulate the twisting a truck may experience when driving over a curb.
- Making a 90 degree turn, while driving at 20 mph to simulate aggressive driving conditions.
- Driving the vehicle at 35 mph on a washboard road.
- Driving the vehicle at 55 mph on a smooth road.
- Accelerating the vehicle fully, until reaching the approximate speed of 45 mph on rough pavement.

Evidence of actual testing techniques will be made available upon request.

60-3 LEFT SIDE COMPARTMENTATION

The left side compartmentation will consist of three rollup door compartments.

A rollup door compartment ahead of the rear wheels will be provided as large as possible.

A rollup door compartment over the rear wheels will be provided as large as possible.

A rollup door compartment behind the rear wheels will be provided as large as possible.

The interior height of the compartments will be measured from the compartment floor to the ceiling.

The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments will be measured from the back wall to the inside of the door frame.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

Rear left side compartment will be equipped with 110 power receptical outlet.

60-4 RIGHT SIDE COMPARTMENTATION

The right side compartmentation will consist of three rollup door compartments.

A rollup door compartment ahead of the rear wheels will be provided as large as possible.

A rollup door compartment over the rear wheels, will be provided as large as possible.

A rollup door compartment behind the rear wheels will be provided as large as possible.

The interior height of the compartments will be measured from the compartment floor to the ceiling.

The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments will be measured from the back wall to the inside of the door frame.

Closing of the doors will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

The drop-down door will be furnished with two chain-style door holders with a plastic covering around the chain.

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Rear right side compartment will be equipped with 110 power receptical outlet.

61-1 SIDE COMPARTMENT ROLLUP DOORS

Six (6) compartment doors will be installed on the side compartments, double faced, aluminum construction, will be installed on the side compartments, double faced, aluminum construction, painted one (1) color to match the lower portion of the body and manufactured by AMDOR™ brand roll-up doors .

Door(s) will be constructed using 1.00" extruded double wall aluminum slats which will feature a flat smooth interior surface to provide maximum protection against equipment hang-up. The slats will be connected with a structural driven ball and socket hinge designed to provide maximum curtain diaphragm strength. Mounting and adjusting the curtain will be done with a clip system that connects the curtain to the balancer drum allowing for easy tension adjustment without tools. The slats will be mounted in reusable slat shoes with positive snap-lock securement.

Each slat will incorporate weather tight recessed dual durometer seals. One fin will be designed to locate the seal within the extrusion. The second will serve as a wiping seal which will also allow for compression to prevent water ingress.

The doors will be mounted in a one-piece aluminum side frame with recessed side seals to minimize seal damage during equipment deployment. All seals including side frames, top gutters and bottom panel are to be manufactured utilizing non-marring materials.

Bottom panel flange of roll-up door will be equipped with two cut-outs to allow for easier access with gloved hands.

A polished stainless steel lift bar to be provided for each roll-up door. The lift bar will be located at the bottom of door with striker latches installed at the base of the side frames. Side frame mounted door strikers will include support beneath the stainless steel lift bar to prevent door curtain bounce, improve bottom seal life expectancy and to avoid false door ajar signals.

All injection molded roll-up door wear components will be constructed of Type 6 Nylon.

Each roll-up door will have a 3.00 inch diameter ballancer/tensioner drum to assist in lifting the door.

The header for the roll-up door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of "open compartment door" warning lights.

62-1 REAR COMPARTMENTATION

A roll-up door compartment above the rear tailboard will be provided.

The interior dimensions of this compartment will be a minimum of 40.00" wide x 33.63" high x 25.88" deep. The interior height of the compartments will be measured from the compartment floor to the ceiling. The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments will be measured from the back wall to the inside of the door frame.

A louvered, removable access panel will be furnished on the back wall of the compartment.

The rear compartment will be open into the rear side compartments.

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The clear door opening of this compartment will be a minimum of 33.25" wide x 23.88" high.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

62-2 ROLLUP REAR COMPARTMENT DOOR

The rear compartment will have a rollup door. This door will be painted Black with department requested decal.

The door will be double faced, aluminum construction, satin aluminum and manufactured by AMDOR™ brand rollup doors or equal.

The door will be constructed using 1.00" extruded double wall aluminum slats which will feature a flat smooth interior surface to provide maximum protection against equipment hang-up. The slats will be connected with a structural driven ball and socket hinge designed to provide maximum curtain diaphragm strength. Mounting and adjusting the curtain will be done with a clip system that connects the curtain to the balancer drum allowing for easy tension adjustment without tools. The slats will be mounted in reusable slat shoes with positive snap-lock securement.

Each slat will incorporate weather tight recessed dual durometer seals. One (1) fin will be designed to locate the seal within the extrusion. The second will serve as a wiping seal which will also allow for compression to prevent water ingress.

The door will be mounted in a one (1)-piece aluminum side frame with recessed side seals to minimize seal damage during equipment deployment. All seals including side frames, top gutters and bottom panel are to be manufactured utilizing non-marring materials.

Bottom panel flange of rollup door will be equipped with two (2) cut-outs to allow for easier access with gloved hands.

A polished stainless steel lift bar to be provided for each roll-up door. The lift bar will be located at the bottom of door with striker latches installed at the base of the side frames. Side frame mounted door strikers will include support beneath the stainless steel lift bar to prevent door curtain bounce, improve bottom seal life expectancy and to avoid false door ajar signals.

All injection molded rollup door wear components will be constructed of Type 6 Nylon.

The door will have a 3.00 inch diameter balancer/tensioner drum to assist in lifting the door.

The header for the rollup door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of open compartment door warning lights.

63-1 DOOR GUARD

There will be six (6) compartment doors that will include a guard/drip pan designed to protect the rollup door from damage when in the retracted position and contain any water spray. The guard will be fabricated from stainless steel and installed left side rearward compartment, left side over the wheel compartment, left side forward compartment, right side rearward compartment, right side forward compartment and rear compartment.

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63-2 FLOOR MATTING

All compartments will have rubber matting on the bottom of the cabinets.

63-3 COMPARTMENT LIGHTING

There will be seven (7) compartments with white 12 volt DC LED compartment light strips. The lights will be mounted with mechanical fasteners.

There will be two (2) strip lights installed vertically in each compartment opening per the latest NFPA requirements.

The lights will be activated when the battery switch is on and the respective compartment door is opened.

63-4 COMPARTMENT LIGHTING

Metal clamps will be used to retain the strip lighting in all body compartments.

63-5 MOUNTING TRACKS

There will be (6) sets of tracks for mounting shelf(s) in LS1, LS3, RS1, RS2, RS3 and B1. These tracks will be installed vertically to support the adjustable shelf(s) and will be full height of the compartment. The track will be painted to match the compartment interior.

63-6 ADJUSTABLE SHELVES

There will be seven (7) shelves with a capacity of 500 lb provided.

The shelf construction will consist of .188" aluminum painted spatter gray with 2.00" sides.

Each shelf will be infinitely adjustable by means of a threaded fastener, which slides in a track.

The shelves will be held in place by .12" thick stamped plated brackets and bolts.

The location(s) will be in LS1 at the depth transition point, in RS1 at the transition point, in RS3 at the transition point, in RS3 in the lower third, in LS3 in the upper third, in LS1 in the upper third and in LS3 at the depth transition point.

63-7 SLIDE-OUT ADJUSTABLE HEIGHT TRAY

There will be two (2) slide-out trays provided.

Each tray will have 2.00" high sides and a minimum capacity rating of 250 lb in the extended position.

Each tray will be constructed of aluminum painted spatter gray.

Each tray will be mounted on a pair of side mounted slides. The slide mechanisms will have ball bearings for ease of operation and years of dependable service. The slides will be mounted to shelf tracks to allow the tray to be adjustable up and down within the designated mounting location.

An automatic lock will be provided for both the in and out tray positions. The lock trip mechanism will be located at the front of the tray and will be easily operated with a gloved hand.

The location(s) will be determined at a later date

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64-1 SLIDE-OUT FLOOR MOUNTED TRAY

There will be three (3) floor mounted slide-out tray(s) provided.

Each tray will have 2.00" high sides and a minimum capacity rating of 500 lb in the extended position.

Each tray will be constructed of aluminum painted spatter gray

There will be two undermount-roller bearing type slides rated at 250lb each provided. The pair of slides will have a safety factor rating of 2.

To ensure years of dependable service, the slides will be coated with a finish that is tested to withstand a minimum of 1,000 hours of salt spray per ASTM B117.

To ensure years of easy operation, the slides will require no more than a 50lb force for push-in or pull-out movement when fully loaded after having been subjected to a 40 hour vibration (shaker) test under full load. The vibration drive file will have been generated from accelerometer data collected from a heavy truck chassis driven over rough gravel roads in an unloaded condition. Proof of compliance will be provided upon request.

Automatic locks will be provided for both the "in" and "out" positions. The trip mechanism for the locks will be located at the front of the tray for ease of use with a gloved hand.

The location(s) will be RS1, LS1 and B1.

64-2 SWING OUT TOOLBOARD

A swing out aluminum toolboard will be provided.

It will be a minimum of .188" thick with .281" diameter holes in a pegboard pattern with 1.00" centers between holes.

A 1.00" x 1.00" aluminum tube frame will be welded to the edge of the pegboard.

The board will be mounted on a pivoting device at the back of the compartment on the top and bottom to allow easy movement in and out of the compartment. The maximum tool load will be 400 pounds.

The board will have positive lock in the stowed and extended position.

The board will be mounted on adjustable tracks from front to back within the compartment.

There will be One (1) toolboard(s) provided. The toolboard(s) will be spatter gray painted and installed LS2.

64-3 SLIDE OUT TOOL BOARD

Two slideout tool boards for mountings fittings and adapters will be installed LS3.

These boards will fill full depth and as tall as possible.

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65-1 PEGBOARD

There will be 3/16" thick aluminum pegboard spatter gray painted will be installed on the back wall of four (4) compartments. It will be mounted using two (2) horizontal tracks. Retainers will be used to mount the pegboard to the tracks. The pegboard(s) installed will be the full height of the upper standard depth section of the compartment. The holes will be .281" diameter, punched 1.00" on center. Pegboard will be provided in the following compartments: LS1, LS2, RS1 and RS3.

65-2 RUB RAIL

Bottom edge of the side compartments will be trimmed with Aluminum rub rail powder coated black.

Trim will be 2.12" high with 1.38" flanges turned outward for rigidity.

The rub rails will not be an integral part of the body construction, which allows replacement in the event of damage.

65-3 BODY FENDER CROWNS

Black rubber fender crowns will be provided around the rear wheel openings with a dielectric barrier will be provided between the fender crown and the fender sheet metal to prevent corrosion.

The fender crowns will be held in place with stainless steel screws that thread directly into a composite nut and not directly into the parent body sheet metal to eliminate dissimilar metals contact and greatly reduce the chance for corrosion. Rubber welting will be provided between the body and crown.

65-4 BODY FENDER LINER

A painted fender liner will be provided. The liners will be removable to aid in the maintenance of rear suspension components.

65-5 HARD SUCTION HOSE

Two (2) lengths of 6.00" clear corrugated PVC hard suction hose, 10' in length, will be provided. The hose will be equipped with a long handle female coupling on one (1) end and a rocker lug male coupling on the other end. Couplings will be hard coated aluminum.

Hard suction will be mounted on Zico rack extend down or it's likeness on drivers side.

65-6 HANDRAILS

The handrails will be 1.25" diameter black rubber covered to provide a positive gripping surface.

Chrome plated end stanchions will support the handrail. Plastic gaskets will be used between end stanchions and any painted surfaces.

Drain holes will be provided in the bottom of all vertically mounted handrails.

Handrails will be provided to meet NFPA 1901 section 15.8 requirements. The handrails will be installed as noted on the sales drawing.

65-7 HANDRAILS

One (1) vertical handrail will be located on each rear beavertail.

One (1) horizontal black rubber-covered handrail will be provided above the hose bed at the rear of the apparatus. The hose bed dividers do not require additional reinforcement.

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66-1 EXTINGUISHER/AIR BOTTLE/ STORAGE (TRIANGULAR)

A total of one (1) extinguisher/air bottle/storage compartments will be provided Right Side Rear. The triangular shaped compartment will be sized to fit a 8.00" diameter extinguisher in the lower area and a 8.00" diameter extinguisher in the upper area. The compartment will be approximately 25.50" deep. A partition will be provided to separate the compartment. Also inside the compartment, black rubber matting will be provided. The compartment will be furnished with a drain hole. A stainless steel powder coated Black, triangular shaped door with a push latch will be provided to contain the air bottles. A dielectric barrier will be provided between the door hinge, hinge fasteners and the body sheet metal.

66-2 SPEEDY DRY / STORAGE BIN (TRIANGULAR)

A total of one (1) speedy dry storage compartment on the right side forward of the rear wheels.

The triangular shaped storage compartment will be sized to accommodate a sliding tray speedy dry dispenser.

66-3 AIR BOTTLE COMPARTMENT STRAP

A strap will be provided in the air bottle compartment(s) to help contain the bottles when the vehicle is parked on an incline. The strap will wrap around the neck and attach to the wall of the compartment.

66-4 AIR BOTTLE STORAGE (TRIPLE)

A quantity of two (2) air bottle compartments designed to hold (3) air bottles up to 7.25" in diameter x 26.00" deep will be provided on the left side forward of the rear wheels and on the right side forward of the rear wheels. A stainless steel powder coated black door with a push latch will be provided to contain the air bottle. A dielectric barrier will be provided between the door hinge, hinge fasteners and the body sheet metal.

Inside the compartment, black rubber matting will be provided.

66- 5 AIR BOTTLE COMPARTMENT STRAP

A strap will be provided in the air bottle compartment(s) to help contain the air bottles when the vehicle is parked on an incline. The strap will wrap around the neck and attach to the wall of the compartment.

66-6 EXTENSION LADDER

There will be a 24' two-section aluminum Duo-Safety Series 900-A extension ladder provided.

66-7 ROOF LADDER

There will be a 14' aluminum Duo-Safety Series 775-A roof ladder provided.

66-8 LADDER RACK

Ground ladders will be mounted above right side of body compartments in a Zico Quic-Lift electric ladder lowering system or it's likeness. The ladder rack mounts will be powered by two (2), 12-volt electric actuators.

The electric controls will be located at the pump panel or in such a manner to allow the operator full view of the area in which the ladders will be lowered.

The electric actuator control will have a master switch and be interlocked to prevent operation should

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a compartment door, in the travel area of the ladder bracket, be in the open position.

67-1 LADDER RACK INTERLOCK AND NOT STOWED INDICATOR LIGHT

An interlock will be provided to prevent operation of the ladder rack unless the apparatus parking brake has been activated.

A steady red indicator light will be located on the cab instrument panel and illuminated when the ladder rack is not in the stowed position. The light will be labeled "Ladder Rack". In addition, the "Do Not Move Apparatus" light located in the cab will be activated when the ladder rack is not in the stowed position.

67-2 LIGHTS. FLASHING. LADDER RACK

Flashing amber lights facing the front and rear will be provided on the ladder rack and activated whenever the rack is in the down position.

67-3 FOLDING LADDER

One (1) 10' aluminum Series 585-A Duo-Safety folding ladder will be provided. The folding ladder will be installed Painted Trough, Top of Left Side Compartment, mounted with an aluminum trough painted job color on the exterior and unpainted on the interior.

A Velcro® strap will be installed to hold the ladder in the trough.

67-4 8' PIKE POLE

One (1) pike pole, Fire Hooks Unlimited, Model RH 8, 8' long roof hook, with a steel handle and pry end will be provided and located on the ladder rack system.

67-5 6 FT PIKE POLE

There will be four (4) Fire Hooks Unlimited NY roof hook RH-6, 6 foot pike pole(s) with steel handles and pry end provided two on each Side Back of Cab.

67-6 FMVSS LABEL IN CAB (ADDITIONAL)

An additional FMVSS yellow label will be provided and attached to the driver's side cab door stainless steel panel. The label will be enlarged to an 8.50" x 11.00" size and installed as far to the inside as possible, next to the web strap of the door.

67-7 FOLDING STEPS FRONT OF BODY

Folding steps will be provided full height on the left side and one (1) step on the right side body compartments to provide access to the cargo bed. Steps will be spaced evenly on the sales drawing. Actual quantity may vary due to pump panel interferences but will meet the NFPA required maximum stepping height.

The Trident steps will be bright finished, non-skid with a black tread coating on the stepping surface.

The steps can be used as a hand hold with two openings wide enough for a gloved hand.

67-8 REAR FOLDING STEPS

Bright finished, non-skid folding steps with a black tread coating on the stepping surface will be provided at the rear. The steps can be used as a hand hold with two openings wide enough for a gloved hand.

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One (1) additional folding step will be located DS inner cargo sheet. The step(s) will be bright finished, non-skid, with a black tread coating on the stepping surface. The step(s) can be used as a hand hold with two openings wide enough for a gloved hand.

68-1 MIDSHIP FIRE PUMP

Midship fire pump will be a Hale QMAX-150, 1500 gpm single (1) stage midship mounted centrifugal type.

Pump will be the class "A" type.

Pump will deliver the percentage of rated discharges at the pressures indicated below:

- 100% of rated capacity at 150 psi net pump pressure.
- 100% of rated capacity at 165 psi net pump pressure.
- 70% of rated capacity at 200 psi net pump pressure.
- 50% of rated capacity at 250 psi net pump pressure.

Entire pump and both suction and discharge passages will be hydrostatically tested to a pressure of 500 psi.

Pump will be fully tested at the pump manufacturer's factory to the performance requirements as outlined by the current NFPA 1901 standards and will be free from objectionable pulsation and vibration.

Pump body and related parts will be of fine grain, alloy cast iron with a minimum tensile strength of 30,000 psi (2041.2 bar).

All moving parts in contact with water will be of high quality bronze or stainless steel.

Pump body will be horizontally split, on a single plane in two (2) sections, for easy removal of entire impeller assembly, including wear rings and bearings from beneath the pump, without disturbing pump piping or the mounting of the pump in the chassis.

Pump will have one (1) double suction impeller. The pump body will have two (2) opposed discharge volute cutwaters to eliminate radial unbalance.

Pump impeller will be hard, fine grain bronze of the mixed flow design, accurately machined, hand-ground, and individually balanced. The vanes of the impeller intake eyes will be hand-ground and polished to a sharp edge. They will be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

Impeller clearance rings will be bronze and easily renewable without replacing impeller or pump volute body. They will be of the wrap-around double labyrinth design for maximum efficiency. Pump shaft will be electric furnace heat-treated, corrosion resistant stainless steel. It will be super-finished under packing with galvanic corrosion (zinc separators in packing) protection for longer shaft life. Pump shaft will be sealed with double oil seal to keep road dirt and water out of drive unit.

Pump shaft will be rigidly supported by three (3) bearings for minimum deflection. A high lead bronze

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sleeve bearing will be located immediately adjacent to the impeller (on the side opposite of the drive unit). The sleeve bearing will be automatically oil lubricated and pressure balanced to exclude foreign material. The remaining bearings will be heavy-duty, deep groove ball bearings in the gearbox and will be splash lubricated.

69-1 MECHANICAL SEAL ON PUMP

Only one (1) mechanical seal will be used on the suction (inboard) side of the pump. The mechanical seal will be 2.00" in diameter and will be spring loaded, maintenance-free, and self-adjusting.

The mechanical seal construction will be a carbon sealing ring, stainless steel coil spring, Viton® rubber boot, and a tungsten carbide seat with a Teflon backup seal.

69-2 PUMP TRANSMISSION

The drive unit will be cast and completely manufactured and tested at the Hale Products, Inc. factory. The pump drive unit will be of sufficient size to withstand up to 16,000 foot/ pounds of torque from the engine in both the road and pump operating conditions. The drive unit is will be designed with ample lubrication reserve to maintain the proper operating temperature.

The gearbox drive shafts will be of heat treated chrome nickel steel and 2.75" in diameter on both the input and output drive shafts. They will be designed to withstand the full torque of the engine in both road and pump operating conditions.

All gears, both drive and pump, will be of the highest quality, electric furnace, chrome nickel steel. Bores will be ground to size and teeth integrated, crown-shaved and hardened, to give an extremely accurate gear for long life, smooth, quiet running and higher load carrying capability. An accurately cut spur design will be provided to eliminate all possible end thrust.

Selected manufacturer will select the pump ratio to provide the maximum performance with the engine and transmission selected. Three (3) green warning lights will be provided to indicate to the operator(s) when the pump has completed the shift from Road to Pump position. Two (2) lights will be located in the truck driving compartment and one (1) light on pump operator's panel adjacent to the throttle control.

69-3 PUMPING MODE

An interlock system will be provided to ensure that the pump drive system components are properly engaged so that the apparatus can be safely operated. The interlock system will be designed to allow stationary pumping only.

69-4 AIR PUMP SHIFT

Pump shift engagement will be made by a two (2) position sliding collar, actuated pneumatically (by air pressure), with a three (3) position air control switch located in the cab.

Two (2) indicator lights will be provided adjacent to the pump shift inside the cab. One (1) green light will indicate the pump shift has been completed and be labeled "pump engaged". The second green light will indicate when the pump has been engaged and the chassis transmission is in pump gear. This indicator light will be labeled "OK to pump".

The pump shift will be interlocked to prevent the pump from being shifted out of gear when the chassis transmission is in gear to meet NFPA requirements.

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The pump shift control in the cab will be illuminated to meet NFPA requirements.

70-1 TRANSMISSION LOCK-UP

The direct gear transmission lock-up for the fire pump operation will engage automatically when the pump shift control in the cab is activated.

70-2 AUXILIARY COOLING SYSTEM

A supplementary heat exchange cooling system will be provided to allow the use of water from the discharge side of the pump for cooling the engine water. The heat exchanger will be a separate unit. The heat exchanger will be installed in the pump or engine compartment with the control located on the pump operator's control panel. Exchanger will be plumbed to the master drain valve.

70-3 INTAKE RELIEF VALVE

One (1) Trident Air Max intake relief valve(s) will be installed on the suction side of the pump preset at 125 psig.

The relief valve will have a working range of 50 PSI to 350 PSI.

The outlet will terminate below the frame rails with a 2.50" National Standard hose thread adapter and will have a "do not cap" warning tag.

One (1) adjustable air regulator and pressure indicating gauge will be located on a common bezel on the left side pump panel to control the intake valve(s).

70-4 PRESSURE CONTROLLER

A Pressure Governor will be provided. An electric pressure governor will be provided which is capable of automatically maintaining a desired preset discharge pressure in the water pump. When operating in the pressure control mode, the system will automatically maintain the discharge pressure set by the operator (within the discharge capabilities of the pump and water supply) regardless of flow, within the discharge capacities of the water pump and water supply.

A pressure transducer will be installed in the water discharge of the pump. The transducer continuously monitors pump pressure sending a signal to the Electronic Control Module (ECM).

The governor can be used in two (2) modes of operation, RPM mode and pressure modes.

In the RPM mode, the governor can be activated after vehicle parking brake has been set. When in this mode, the governor will maintain the set engine speed, regardless of engine load (within engine operation capabilities).

In the pressure mode, the governor system can only operate after the fire pump has been engaged and the vehicle parking brake has been set. When in the pressure mode, the pressure controller monitors the pump pressure and varies engine speed to maintain a precise pump pressure. The pressure controller will use a quicker reacting J1939 database for engine control.

A preset feature allows a predetermined pressure or rpm to be set.

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A pump cavitation protection feature is also provided which will return the engine to idle should the pump cavitate. Cavitation is sensed by the combination of pump pressure below 30 psi and engine speed above 2000 rpm for more than five (5) seconds.

The throttle will be a vernier style control, with a large control knob for use with a gloved hand. A throttle ready light will be provided adjacent to the throttle control. A large 0.75" RPM display will be provided to be visible at a glance.

Check engine, and stop engine indicator lights will be provided for easy viewing.

Large 0.75" push buttons will be provided for menu, mode, preset, and silence selections.

The water tank level indicator will be incorporated in the pressure governor.

A fuel level indicator will be incorporated in the pressure controller.

A pump hour meter will be incorporated in the pressure controller.

The pressure controller will incorporate monitoring for engine temperature, oil pressure, fuel level alarm, and voltage. Pump monitoring will include, pump gearcase temperature, error codes, diagnostic data, pump service reminders, and time stamped data logging, to allow for fast accurate trouble shooting. It will also notify the driver/engineer of any problems with the engine and the apparatus.

Complete understandable messages will be provided in a 20-character display, providing for fewer abbreviations in the messages. An automatic dim feature will be included for night operations.

The pressure controller will include a USB port for easy software upgrades, which can be downloaded through a USB memory stick, eliminating the need for a laptop for software installations.

A complete interactive manual will be provided with the pressure controller.

71-1 PRIMING PUMP

The priming pump will be a Trident Emergency Products compressed air powered, high efficiency, multi-stage venturi based AirPrime System, conforming to standards outlined in NFPA pamphlet #1901.

All wetted metallic parts of the priming system are to be of brass and stainless steel construction.

One (1) priming control will open the priming valve and start the pump primer.

A second priming valve will be plumbed to the rear suction piping. The second push button control will be located at the pump operator's panel.

71-2 THERMAL RELIEF VALVE

A Hale TRV120-L thermal protection device will be included on the pump that monitors pump water temperature and opens to relieve water to cool the pump when the temperature of the pump water exceeds 120 Degrees F (49 C).

The thermal protection device will include a red warning light and audible alarm. The warning light with a test switch will be mounted on the pump operator panel.

The discharge line will be 3/8 inch diameter tubing plumbed to ground.

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72-1 PUMP MANUALS

There will be a total of three (3) pump manuals provided by the pump manufacturer and furnished with the apparatus. The manuals will be provided by the pump manufacturer in the form of one (1) hard, paper copy and two (2) electronic copies. Each manual will cover pump operation, maintenance, and parts.

72-2 PLUMBING, STAINLESS STEEL AND HOSE

All inlet and outlet lines will be plumbed with either stainless steel pipe, flexible polypropylene tubing or synthetic rubber hose reinforced with hi-tensile polyester braid. All hose's will be equipped with brass or stainless steel couplings. All stainless steel hard plumbing will be a minimum of a schedule 10 wall thickness.

Where vibration or chassis flexing may damage or loosen piping or where a coupling is required for servicing, the piping will be equipped with victaulic or rubber couplings.

Plumbing manifold bodies will be ductile cast iron or stainless steel.

All piping lines are to be drained through a master drain valve or will be equipped with individual drain valves. All drain lines will be extended with a hose to drain below the chassis frame.

All water carrying gauge lines will be of flexible polypropylene tubing.

All piping, hose and fittings will have a minimum of a 500 PSI hydrodynamic pressure rating.

72-3 FOAM SYSTEM PLUMBING

All piping that is in contact with the foam concentrate or foam/water solution will be stainless steel. The fittings will be stainless steel or brass. Cast iron pump manifolds will be allowed.

72-4 MAIN PUMP INLETS

A 6.00" pump manifold inlet will be provided on each side of the vehicle. The suction inlets will include removable die cast zinc screens that are designed to provide cathodic protection for the pump, thus reducing corrosion in the pump.

72-5 MAIN PUMP INLET CAP

The main pump inlets will have National Standard Threads with a long handle chrome cap.

72-6 SHORT SUCTION TUBE(S)

The suction tube(s) on the water pump will have short suction tube(s) installed to allow for installation of adapters, elbows or intake valves without excessive overhang.

72-7 VALVES

All ball valves will be Akron® Brass. The Akron valves will be the 8900 series heavy-duty style with a polymer ball and a simple two-seat design. No lubrication or regular maintenance is required on the valve.

Valves will have a ten (10) year warranty.

72-8 LEFT SIDE INLET

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There will be one (1) auxiliary inlet with a 2.50" valve at the left side pump panel, terminating with a 2.50" (F) National Standard hose thread adapter.

The auxiliary inlet will be provided with a strainer, chrome swivel and plug.

The location of the valve for the one (1) inlet will be recessed behind the pump panel.

73-1 ANODE INLET

A pair of sacrificial zinc anodes will be provided in the water pump inlets to protect the pump from corrosion.

73-2 INLET CONTROL

The side auxiliary inlet(s) will incorporate a quarter-turn ball valve with the control located at the inlet valve. The valve operating mechanism will indicate the position of the valve.

73-3 LARGE DIAMETER REAR INLET

A 6.00" inlet rear inlet with screen will be provided using 5.00" stainless steel plumbing and a 5.00" MIV valve.

The screen will provide cathodic protection against corrosion in piping.

The piping will contain only large radius elbows, no mitered joints.

The plumbing will be routed to the rear through the water tank. The inlet will terminate beside the rear compartment, above the tailboard, on the right side.

A bleeder valve will be located at the threaded connection.

73-4 REAR INLET CAP

The rear inlet will have a National Standard hose thread adapter with a long handle chrome cap.

73-5 REAR INLET CONTROL

The rear inlet will be gated with an electric operated control at the pump operator's panel. The control will be momentary to allow the valve to be gated for ease of operation. Indicator lights will be provided to show if the valve is open or closed.

73-6 INTAKE RELIEF VALVE, REAR INLET

A Trident Air Max intake relief valve will be installed on the inlet side of the rear inlet valve.

The relief valve will have a working range of 50 PSI to 350 PSI.

The outlet will terminate below the frame rails with a 2.50" National Standard hose thread adapter and will have a "do not cap" warning tag.

The control for this rear inlet intake relief valve will be operated with the main pump Trident Air Max intake relief valve controls.

73-7 ELBOW, REAR INLET

The inlet, located at the rear of the apparatus, will be furnished with a 6.00" (F) National Standard hose thread x 5.00" Storz 30 degree elbow/adapter with a Storz cap.

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74-1 INLET BLEEDER VALVE

A 0.75" bleeder valve will be provided for each side gated inlet. The valves will be located behind the panel with a swing style handle control extended to the outside of the panel. The handles will be chrome plated and provide a visual indication of valve position. The swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. The water discharged by the bleeders will be routed below the chassis frame rails.

74-2 TANK TO PUMP

The booster tank will be connected to the intake side of the pump with 4.00" heavy duty piping and a quarter turn 3.00" full flow line valve with the control remotely located at the operator's panel. Tank to pump line will run straight (no elbows) from the pump into the front face of the water tank and angle down into the tank sump. A rubber coupling will be included in this line to prevent damage from vibration or chassis flexing.

A check valve will be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank.

74-3 TANK REFILL

A 1.50" combination tank refill and pump re-circulation line will be provided, using a quarter-turn full flow ball valve controlled from the pump operator's panel.

74-4 LEFT SIDE DISCHARGE OUTLETS

There will be Two (2) discharge outlets with a 2.50" valve on the left side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

74-5 RIGHT SIDE DISCHARGE OUTLETS

There will be One (1) discharge outlet with a 2.50" valve on the right side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

74-6 LARGE DIAMETER DISCHARGE OUTLET

There will be a 4.00" discharge outlet with a 4.00" Akron valve installed on the right side of the apparatus, terminating with a 4.00" (M) National Standard hose thread adapter. This discharge outlet will be actuated with a handwheel control at the pump operator's control panel. This discharge will have an adapter that can supply 5" or 2 1/2" (Kochek 201 universal storz adapter).

An indicator will be provided to show when the valve is in the closed position.

74-7 FRONT BUMPER CROSSLAYS

There will be two (2) 1.50" discharge outlets piped to the front of the apparatus and located in the front bumper extension.

The front hose bed will have a hose capacity of 200' of 1.75" double jacket cotton-polyester hose.

The rear hose bed (closest to the cab) will have a hose capacity of 200' of 1.75" double jacket cotton-polyester hose.

The hose beds will run from side to side in the bumper extension. The ends of the bed will be open for hose deployment.

Black rubber grating will be provided at the bottom of the tray. Drain holes will be provided in the bottom of each hose bed.

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Plumbing will consist of 2.00" piping and flexible hose with a 2.00" full flow ball valve controlled at the pump operator's panel. A fabricated weldment made of stainless steel pipe will be used in the plumbing where appropriate. The discharges will terminate with a 1.50" NST with 90 degree swivel. A swivel will be located on the top of the bumper and will swing from side to side.

There will be automatic drains provided at all low points in the plumbing.

75-1 FRONT BUMPER CROSSLAY COVER

A powder coated Black aluminum treadplate cover will be provided over the full width crosslays. The cover will be attached with a stainless steel hinge at the rear.

The cover will be secured with a D-ring latch on each side in the closed position and a pneumatic stay arm on each side will hold the cover in the open position.

A black 1.00" nylon webbing design with 2.00" box pattern will be installed on each end to retain the hose during travel. The webbing will be permanently attached at the bottom of the crosslay openings. There will be 1.00" side release fasteners located at the opposite end of the permanently attached webbing.

There will be sufficient space in the hose bed for nozzle storage with the cover in the closed position.

75-2 REAR DISCHARGE OUTLET

There will be Two (2) discharge outlets piped to the rear of the truck. One (1) each side, installed so proper clearance is provided for spanner wrenches or adapters. Left side plumbing will consist of 2.50" piping along with a 2.50" full flow ball valve with the control from the pump operator's panel. on Right side plumbing to consist of 3" piping along with 3" full flow ball valve with a slow open/close gate valve with the control from the pump operator's panel.

75-3 DISCHARGE CAPS/ INLET PLUGS

Chrome plated, rocker lug, caps with chain will be furnished for all discharge outlets 1.00" thru 3.00" in size, besides the pre-connected hose outlets.

Chrome plated, rocker lug, plugs with chain will be furnished for all auxiliary inlets 1.00" thru 3.00" in size.

The caps and plugs will incorporate a thread design to automatically relieve stored pressure in the line when disconnected.

75-4 OUTLET BLEEDER VALVE

A 0.75" bleeder valve will be provided for each outlet 1.50" or larger. Automatic drain valves are acceptable with some outlets if deemed appropriate with the application.

The valves will be located behind the panel with a swing style handle control extended to the outside of the side pump panel. The handles will be chrome plated and provide a visual indication of valve position. The swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. Bleeders will be located at the bottom of the pump panel. They will be properly labeled identifying the discharge they are plumbed in to. The water discharged by the bleeders will be routed below the chassis frame rails.

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76-1 LEFT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the left side pump panel will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

76-2 RIGHT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the right side pump panel will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

76-3 REAR OUTLET ELBOWS

The 2.50" discharge outlets located at the rear of the apparatus will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

76-4 LARGE DIAMETER OUTLET ELBOWS

The 4.00" outlet(s) will be furnished with one (1) 4.00" (F) National Standard hose thread x 5.00" Storz elbow adapter with Storz cap.

76-5 SPECIAL THREAD ADAPTERS

There will be four (4) adapters with MNPSH and cap. These adapters will be installed on One (1) each side of pump panel, One (1) for each rear discharge on the left side.

76-6 DISCHARGE OUTLET CONTROLS

The discharge outlets will incorporate a quarter-turn ball valve with the control located at the pump operator's panel. The valve operating mechanism will indicate the position of the valve.

If a handwheel control valve is used, the control will be a minimum of a 3.9" diameter stainless steel handwheel with a dial position indicator built in to the center of the handwheel.

76-7 SWING CONTROLS

There will be Ten (10) discharge outlets controlled by a vertical swing style control. These controls will be located on the following discharges One (1) for each 2.5" Discharge (6) One (1) for each 1.5" Discharge (3) One (1) for the Reel Line (1).

76-8 DELUGE RISER

A 3.00" deluge riser will be installed above the pump in such a manner that a monitor can be mounted and used effectively. Piping will be rigidly braced and installed securely so no movement develops when the line is charged. The riser will be gated and controlled at the pump operator's panel. The outlet will include an Akron valve with a handwheel control.

76-9 MONITOR

A deck gun that offers a solid stream and adjust ability for up and down, side to side will be properly installed on the deluge riser.

This monitor will include all electric 12 VDC controls for the monitor.

A remote control switch panel will be installed on the pump operator's panel.

The monitor will have the capability of operating using a lanyard remote

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control unit.

The monitor will be painted as provided by monitor manufacturer.

77-1 NOZZLE, DELUGE

A 1250 GPM Master solid Stream nozzle with 2.50" swivel and built in stream shaper will be provided. The nozzle will have a range of 250 to 1250 GPM.

The nozzle will have an electric pattern control.

The deluge riser will have ASA 150 lb 4.00" mounting flange for mounting the monitor.

77-2 1.50" CROSSLAY HOSE BED

One (1) pre-connected crosslay to provide 200' of 1.75' double jacketed hose which will be located on the lower bed of the crosslay compartment. The compartment will accommodate a poly slide out trey. The 2.50" discharge will be located on the exterior pump panel, driver side just below the hose treys.

The crosslay control will be at the pump operator's panel.

77-3 2.5" CROSSLAY HOSE BED

One (1) pre-connected 2.5" crosslay to provide 200' of 2.5" double jacketed hose which will be located above the 1.50" hose trey. The compartment will accommodate a poly side out trey.

The 2.50" discharge will be located on the right passenger side, exterior of the pump panel just below the hose treys.

HIGHRISE HOSE CROSSLAY NO PRECONNECT

There will be crosslay compartment with a poly slide out trey to accommodate 2.5" highrise hose to be located above the 2.5" hose trey. There will be no pre-connect discharges.

77-4 CROSSLAY HOSE RESTRAINT

There will be black vinyl end flap provided across each end of two (2) crosslay(s) to secure the hose during travel. Each vinyl flap assembly is to be attached at the bottom of the crosslays, with footman loops and a permanent attachment, and is to attach at the top outside corners with seat belt buckles. The female end of the seat buckle will be permanently attached at the top corner of the opening. A bar will be attached to the female ends of the seat belt buckles to allow a single pull release. A single nylon strap will be attached to the bar for releasing the buckles on the webbing.

78-1 CROSSLAY COVER

A hinged .19" aluminum treadplate cover will be installed over the crosslay hose beds. It will include a latch at each end of the cover to hold it securely in place, a chrome grab handle at each end for opening and closing the cover and a foam rubber gasket where the cover comes into contact to a painted surface.

The cover will be provided with rubber latch hold open device.

The hinge will be to the front of the hose beds.

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78-4 BOOSTER HOSE REEL

A Hannay electric rewind booster hose reel will be installed over the pump in a recessed open compartment on the right side of the apparatus. The reel will be fabricated of aluminum and have highly polished end discs.

A polished stainless steel roller and guide assembly will be mounted on the both sides of the apparatus with a nozzle mount on the right side of apparatus..

Discharge control will be provided at the pump operator's panel. Plumbing to the reel will consist of 1.50" Aeroquip hose and a 1.50" valve.

78-5 REEL REWIND SWITCH

Reel motor will be protected from overload with a circuit breaker rated to match the motor.

Electric rewind control will be a rubber covered button will be located Right Side .

Booster hose, 1.00" diameter and 200 feet, with chrome plated Barway, or equal couplings will be provided.

Working pressure of the booster hose will be a minimum of 800 psi.

Capacity of the hose reel will be 200 feet of 1.00" booster hose.

An Elkhart, model 4000-03, booster hose nozzle with pistol grip will be provided.

78-6 HOSE REEL BLOWOUT

A hose reel blowout will be furnished to blow out any remaining water from the reel. Blowout will be piped from the wet tank of the brake system to the reel, and will be controlled at the pump operator's panel with a quarter turn valve.

79-1 PRESSURE GAUGE

There will be a pressure gauge provided for one (1) hose reel(s). The gauge will be located Left Side Pump Panel. The gauge will match the discharge outlet gauges.

79-2 HOSEREEL ACCESS

A cutout will be provided in the side sheet next to the booster hose reel. This cutout will allow access to the hose and provide a window to view the reel. Stainless steel rollers with nylon bushings will be mounted horizontally and vertically around the cutout. The side rollers will be kept approximately 1.25" shorter than the opening in order to mount the top roller farther into the opening to prevent the hose from hitting the pumphouse before the roller.

An extra roller will be mounted on the back side of the side sheet in the top position to protect the roller from the edge of the side sheet.

79-3 HOSEREEL ACCESS

A quantity of one (1) cutout(s) will be provided in the Right Side Side Sheet Over Pump for the hose reel(s). These cutout(s) will allow access to the hose and provide a window to view the reel. Stainless steel rollers with nylon bushings will be mounted horizontally and vertically around the cutout.

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79-4 FOAM PROPORTIONER

A foam proportioning system will be provided. It will be a on demand, automatic proportioning, single point, direct injection system suitable for all types of Class A and B foam concentrates, including the high viscosity (6000 cps), alcohol resistant Class B foams. Operation will be based on direct measurement of water flow, and remain consistent within the specified flows and pressures. The system will automatically proportion foam solution at rates from .1 percent to 3 percent regardless of variations in water pressure and flow, up to the maximum rated capacity of the foam concentrate pump.

This system will supply foam to up to five (5) 1.75" hand lines and have the ability to

79-5 System Capacity

The system will have the ability to deliver the following minimum foam solution flow rates at accuracies that meet or exceed NFPA requirements at a pump rating of 150 psi.

100 gpm @ 3 percent

300 gpm @ 1 percent

600 gpm @ 0.5 percent

Class A foam setting in .1 percent increments from .1 percent to 1 percent. Typical settings of 1 percent, .5 percent and .3 percent (maximum capacity will be limited to the plumbing and water pump capacity).

79-6 Control System

The system will be equipped with a digital electronic control display located on the pump operators panel. Push button controls will be integrated into the panel to turn the system on/off, control the foam percentage, and to set the operation modes.

The percent of injection will have a preset. This preset can be changed at the fire department as desired. The percent of injection will be able to be easily changed at the scene to adjust to changing demands.

Three (3) .50 tall LEDs will display the foam percentage in numeric characters. Three (3) indicator LEDs will also be included, one (1) green, one (1) red, and one (1) yellow. The LEDs will indicate various system operation or error states.

The indications will be:

- Solid Green - System On
- Solid Red - Valve Position Error
- Solid Yellow - Priming System
- Flashing Green - Injecting Foam
- Flashing Red - Low Tank Level
- Flashing Yellow - Refilling Tank

The control display will house a microprocessor, which receives input from the systems water flow meter while also monitoring the position of the foam concentrate pump. The microprocessor will compare the values of the water flow versus the position/rate of the foam pump, to ensure the proportion rate is accurate. One (1) check valve will be installed in the plumbing to prevent foam from

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contaminating the water pump.

80-1 Hydraulic Drive System

The foam concentrate pump will be powered by an electric over hydraulic drive system. The hydraulic system and motor will be integrated into one (1) unit.

80-2 Foam Concentrate Pump

The foam concentrate pump will be of positive displacement, self-priming; linear actuated design, driven by the hydraulic system. The pump will be constructed of brass body; chrome plated stainless steel shaft, with a stainless steel piston. In order to increase longevity of the pump, no aluminum will be present in its construction.

A relief system will be provided which is designed to protect the drive system components and prevent over pressuring the foam concentrate pump

The foam concentrate pump will have minimum capacity for 3 gpm with all types of foam concentrates with a viscosity at or below 6000 cps including protein, fluoroprotein, AFFF, FFFP, or AR-AFFF. The system will deliver only the amount of foam concentrate flow required, without recirculating foam back to the storage tank. Recirculating foam concentrate back to the storage tank can cause agitation and premature foaming of the concentrate, which can result in system failure. The foam concentrate pump will be self-priming and have the ability to draw foam concentrate from external supplies such as drums or pails.

80-3 External Foam Concentrate Connection

An external foam pick-up will be provided to enable use of a foam agent that is not stored on the vehicle. The external foam pick-up will be designed to allow continued operation after the on-board foam tank is empty, or the use of foam different than the foam in the foam tank.

80-4 Panel Mounted External Pick-Up Connection / Valve

A bronze three (3)-way valve will be provided. The unit will be mounted to the pump panel. The valve unit will function as the foam system tank to pump valve and external suction valve. The external foam pick-up will be one (1) 0.75" male connection GHT (garden hose thread) with a cap.

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81-1 Pick-Up Hose

A 0.75" flexible hose with an end for insertion into foam containers will be provided. The hose will be supplied with a 0.75" female swivel GHT (garden hose thread) swivel connector. The hose will be shipped loose.

81-2 Discharges

The foam system will be plumbed to the right side front bumper, left side of front bumper, left rear outlet, lower pump panel 2.50" crosslay.

81-3 System Electrical Load

The maximum current draw of the electric motor and system will be no more than 55 amperes at 12 VDC.

81-4 SINGLE FOAM TANK REFILL

The foam system's proportioning pump will be used to fill the foam tank. This will allow use of the auxiliary foam pick-up to pump the foam from pails or a drum on the ground into the foam tank. A foam shut-off switch will be installed in the fill dome of the tank to shut the system down when the tank is full. The fill operation will be controlled by a mode in the foam system controller. While the proportioner pump is filling the tank, the controller will display a flashing yellow LED to indicate that the tank is filling. When the tank is full, as determined by the float switch in the tank dome, the pump will stop and the controller will shut the yellow LED off. If it attempted to use tank fill and the refill valve and suction valve are in the wrong position(s), then a red LED will illuminate to indicate the improper valve position(s). When the valves are positioned properly, then filling will commence.

81-5 FOAM TANK

The foam tank will be an integral portion of the polypropylene water tank. The cell will have a capacity of 30 gallons of foam with the intended use of Class A foam. The foam cell will not reduce the capacity of the water tank. The foam cell will have a screen in the fill dome and a breather in the lid.

81-6 FOAM TANK DRAIN

The foam tank drain will be a 1.00" quarter turn drain valve located inside the pump/plumbing compartment.

81-7 PUMP COMPARTMENT

The pump compartment will be separate from the hose body and compartments so that each may flex independently of the other. The pump compartment will be constructed of the same material as the body compartmentation.

The pump compartment substructure will be a fabricated assembly of steel tubing, angles and channels which supports both the fire pump and the side running boards.

The pump compartment will be mounted on the chassis frame rails with rubber biscuits in a four point pattern to allow for chassis frame twist.

Pump compartment, pump, plumbing and gauge panels will be removable from the chassis in a single assembly.

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82-1 PUMP MOUNTING

Pump will be mounted to a substructure which will be mounted to the chassis frame rail using rubber isolators. The mounting will allow chassis frame rails to flex independently without damage to the fire pump.

82-2 LEFT SIDE PUMP CONTROL PANEL

All pump controls and gauges will be located at the left (driver's) side of the apparatus and properly identified.

Layout of the pump control panel will be ergonomically efficient and systematically organized.

The pump operator's control panel will be removable in two (2) main sections for ease of maintenance:

The upper section will contain sub panels for the mounting of the pump pressure control device, engine monitoring gauges, electrical switches, and foam controls (if applicable). Sub panels will be removable from the face of the pump panel for ease of maintenance. Below the sub panels will be located all valve controls and line pressure gauges.

The lower section of the panel will contain all inlets, outlets, and drains.

All push/pull valve controls will have 1/4 turn locking control rods with polished chrome plated zinc tee handles. Guides for the push/pull control rods will be chrome plated zinc castings securely mounted to the pump panel. Push/pull valve controls will be capable of locking in any position. The control rods will pull straight out of the panel and will be equipped with universal joints to eliminate binding.

82-3 IDENTIFICATION TAGS

The identification tag for each valve control will be recessed in the face of the tee handle.

All discharge outlets will have color coded identification tags, with each discharge having its own unique color. Color coding will include the labeling of the outlet and the drain for each corresponding discharge.

All line pressure gauges will be mounted directly above the corresponding discharge control tee handles and recessed within the same chrome plated casting as the rod guide for quick identification. The gauge and rod guide casting will be removable from the face of the pump panel for ease of maintenance. The casting will be color coded to correspond with the discharge identification tag.

All remaining identification tags will be mounted on the pump panel in chrome plated bezels.

The pump panel on the right (passenger's) side will be removable with lift and turn type fasteners.

Trim rings will be installed around all inlets and outlets.

82-4 PUMP OPERATOR'S PANEL DRAWING

A detailed drawing to scale of the pump operator's panel will be provided for the customer to review. The drawing will include all of the gauges, controls, switching, etc., located on the pump operator's panel. The customer will be allowed to make changes and/or mark-ups to this approval drawing. The

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fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved pump operator's panel drawing will become part of the contract documents.

Due to the way drain(s), bleeder(s), operational/maintenance tag(s) and NFPA required warning tag(s) are placed on pump panel(s), these items will NOT be shown on any pump panel approval drawing(s). These item(s) will be placed on pump panel(s) at the fire apparatus manufacturer discretion.

83-1 REMAINING PUMP PANEL(S)

Detailed drawing(s) to scale of the remaining pump panel(s) will be provided for the customer to review. The drawing(s) will include all of the gauges, controls, switching, etc., located on the pump panel(s). The customer will be allowed to make changes and/or mark-ups to these approval drawing(s). The fire apparatus manufacturer will make revisions (If needed) to the drawing(s) per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved pump panel drawing(s) will become part of the contract documents.

Due to the way drain(s), bleeder(s), operational/maintenance tag(s) and NFPA required warning tag(s) are placed on pump panel(s), these items will NOT be shown on any pump panel approval drawing(s). These item(s) will be placed on pump panel(s) at the fire apparatus manufacturer discretion.

83-2 COLOR CODED TAGS

A detailed drawing/chart of the colors used on all of the inlet(s) and outlet(s) will be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the colors will become part of the contract documents.

83-3 SPECIAL TEXT / VERBIAGE TAGS

A detailed drawing/chart of the text/verbiage used on all of the inlet(s) and outlet(s) will be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the text/verbiage will become part of the contract documents.

83-4 PUMP PANEL CONFIGURATION

The pump panel configuration will be arranged and installed in an organized manner that will provide user-friendly operation.

83-5 PUMP AND GAUGE PANEL

The pump and gauge panels will be constructed of aluminum with a painted FormCoat black finish. A

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Black aluminum trim molding will be provided around each panel.

The right side pump panel will be removable and fastened with swell type fasteners.

84-1 PUMP COMPARTMENT LIGHT

There will be one (1) Whelen®, Model 3SC0CDCR, 3.00" white 12 volt DC LED light(s) with Whelen, Model 3FLANGEC, flange(s) installed in the pump compartment.

There will be a switch accessible through a door on the pump panel included with this installation.

Engine monitoring graduated LED indicators will be incorporated with the pressure controller.

Also provided at the pump panel will be the following:

- Master Pump Drain Control

84-2 THROTTLE READY GREEN INDICATOR LIGHT

There will be a green indicator light integrated with the pressure governor and/or engine throttle installed on the pump operators panel that is activated when the pump is in throttle ready mode.

84-3 OK TO PUMP INDICATOR LIGHT

There will be a green indicator light installed on the pump operators panel that is activated when the pump is in Ok To Pump mode.

84-4 ALUMINUM HEAT ENCLOSURE

A heat enclosure will be installed, trapping hot air radiated from the engine exhaust system, which will warm the fire pump. The enclosure will consist of an aluminum understructure, with easily removable aluminum panels. Also a covering above the plumbing will be provided, so warm air cannot escape freely.

84-5 PUMP COMPARTMENT HEATER

A hot water heater will be installed in the pump compartment.

Controls for the heater will be located at the pump operator's panel.

A green indicator light will be provided in the switch or adjacent to the control to show when the heater is on.

The pump compartment will be enclosed at the top to retain the heat generated by the heater inside the pump compartment.

A shutoff valve will be installed on both the intake and discharge side of the heater.

84-6 VACUUM AND PRESSURE GAUGES

The pump vacuum and pressure gauges will be liquid filled and manufactured by Class 1 Incorporated ©.

The gauges will be a minimum of 4.50" in diameter and will have white faces with black lettering, with a pressure range of 30.00"-0-600#.

The pump pressure and vacuum gauges will be installed adjacent to each other at the pump operator's control panel.

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Test port connections will be provided at the pump operator's panel. One will be connected to the intake side of the pump, and the other to the discharge manifold of the pump. They will have 0.25 in. standard pipe thread connections and polished stainless steel plugs. They will be marked with a label.

85-1 PRESSURE GAUGES

The individual "line" pressure gauges for the discharges will be Class 1© interlube filled.

They will be a minimum of 2.00" in diameter and have white faces with black lettering.

Gauge construction will include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

Gauges will have a pressure range of 30"-0-400#.

The individual pressure gauge will be installed as close to the outlet control as practical.

This gauge will include a 10 year warranty against leakage, pointer defect, and defective bourdon tube.

85-2 WATER LEVEL GAUGE

An electric water level gauge will be incorporated in the pressure controller that registers water level by means of 9 LEDs. They will be at 1/8 level increments with a tank empty LED. The LEDs will be a bright type that is readable in sunlight, and have a full 180-degree of clear viewing.

To further alert the pump operator, the gauge will have a warning flash when the tank volume is less than 25%, and will have "Down Chasing LEDs when the tank is almost empty.

The level measurement will be ascertained by sensing the head pressure of the fluid in the tank or cell.

There will be a light driver module with this installation to power additional water level gauge(s) included on the apparatus.

85-3 WATER LEVEL GAUGE

There will be two (2) additional water level indicator(s), Whelen®, Model PSTANK2, LED module with chrome trim, installed one (1) on the cab behind the right cab door and one (1) on the cab behind the left cab door.

This light module(s) will include four (4) colored levels, and function similar to the water level indicator located at the operators panel:

- First green module indicates a full water level
- Second blue module indicates a water level above 3/4 full
- Third amber module indicates a water level above 1/2 full
- Last red module indicates a water level above 1/4 full and empty
 - o Above 1/4 this light will be steady burning
 - o At empty this light will be flashing

The flash rate will be determined by the main water level tank sensor.

This module will be activated when the parking brake is applied.

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86-1 FOAM LEVEL GAUGE

An electronic foam level gauge will be provided on the operator's panel that registers foam level by means of five (5) colored LED lights. The lights will be durable, ultra-bright five (5) LED design viewable through 180 degrees. The foam level indicators will be as follows:

- 100 percent = Green
- 75 percent = Yellow
- 50 percent = Yellow
- 25 percent = Yellow
- Refill = Red

The light will flash when the level drops below the given level indicator to provide an eighth of a tank indication. To further alert the pump operator, the lights will flash sequentially when the foam tank is empty.

The level measurement will be based on the sensing of head pressure of the fluid in the tank.

The display will be constructed of a solid plastic material with a chrome plated die cast bezel to reduce vibrations that can cause broken wires and loose electronic components. The encapsulated design will provide complete protection from foam and environmental elements. An industrial pressure transducer will be mounted to the outside of the tank. The display will be able to be calibrated in the field and will measure head pressure to accurately show the tank level.

86-2 STEP/LIGHT SHIELD

There will be an aluminum treadplate stepping surface no less than 8.00" deep and properly reinforced to support a man's weight, installed over the pump operators panel.

- There will be 12 volt DC white LED lights installed under the step to illuminate the controls, switches, essential instructions, gauges, and instruments necessary for the operation of the apparatus. These lights will be activated by the pump panel light switch. Additional lights will be included every 18.00" depending on the size of the pump house.
- One (1) pump panel light will come on when the pump is in ok to pump mode.

There will be a light activated above the pump panel light switch when the parking brake is applied. This is to afford the operator some illumination when first approaching the control panel.

There will be one (1) white LED, step light provided above this step. In order to ensure exceptional illumination, each step light will provide a minimum of 25 foot-candles (fc) covering an entire 15.00" x 15.00" square placed 10.00" below the light and a minimum of 1.5 fc covering an entire 30.00" x 30.00" square at the same 10.00" distance below the light. The step light will be activated by the pump panel light switch.

86-3 ADDITIONAL LIGHT SHIELD

An additional polished, 16 gauge stainless steel light shield will be provided above passenger's side pump panel.

- There will be 12 volt DC white LED lights installed under the light shield to illuminate the controls, switches, essential instructions, gauges, and instruments necessary for the operation

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of the apparatus. These lights will be activated by the pump panel light switch. Additional lights will be included every 18.00" depending on the size of the pump house.

87-1 AIR HORN SYSTEM

Two (2) Grover 2040 rectangular air horns will be provided. The horns will be mounted low through the lower bumper flange. The horn system will be piped to the air brake system wet tank utilizing 0.38" tubing. A pressure protection valve will be installed in-line to prevent the loss of air in the air brake system.

87-2 Air Horn Location

The air horns will be located on each side of the bumper, inside of the frame rails.

87-3 AIR HORN CONTROL

The air horns will be actuated by two (2) lanyard rope pull controls, one (1) within reach of the driver and one (1) within reach of the officer.

87-4 ELECTRONIC SIREN

A Whelen®, Model 295SLSA1, electronic siren with noise canceling microphone will be provided.

This siren to be active when the battery switch is on and that emergency master switch is on.

Electronic siren head will be recessed in the driver side inside switch panel.

Siren will be actuated by the horn button in the steering wheel. The driver will have the option to control the siren or the chassis horns from the horn button by means of a selector switch. A duplicate switch will also be located on the officers side.

87-5 SPEAKER

There will be two (2) Whelen, Model SA315P, black nylon composite, 100-watt, speaker with through bumper mounting brackets and painted grille provided. The speaker will be connected to the siren amplifier.

The speaker will be recessed in the left side of the front bumper, just outside of the frame rail.

87-6 AUXILIARY MECHANICAL SIREN

A Federal Q2B® siren will be furnished.

The control solenoid will be powered up after the emergency master switch is activated.

The mechanical siren will be recessed in the front grill in the center. The backside of the siren will be protected with a fabricated enclosure.

The mechanical siren will be actuated by two (2) switches, one (1) located on the officer's side console and one (1) incorporated in steering wheel.

A momentary rocker switch shall be included in the left side overhead switch panel to activate the siren brake.

There will be a red outline decal around the black rocker switch.

A momentary rocker switch shall be included in the right side officers side overhead switch panel

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to activate the siren brake.

There will be a red outline decal around the black rocker switch.

88-1 FRONT ZONE UPPER WARNING LIGHTS

The lightbar will include the following:

There will be (1) one 55.00" Freedom IV Light bar center of roof cab and (2) 23.3" Mini Freedom IV lightbars one mounted on the right side cab roof above the passenger door and one mounted on the left side roof cab above the driver side door.

There will be clear lenses included on the lightbar.

There will be a switch in the cab on the switch panel to control the LEDs.

88-2 POWER SUPPLY, STROBE

There will be one (1) Whelen®, Model PE215 strobe power supply set to national standard high priority provided in the apparatus to power the traffic light controller strobe tube.

The power supply will be controlled by a cab switch with emergency master control.

There will be no momentary switch to activate the traffic light controller.

Power to this power supply will be deactivated when the parking brake is applied.

88-3 FRONT ZONE LOWER LIGHTS

There will be two (2) pair of Whelen, Model M6**, LED lights installed on the cab face above the headlights, in a common bezel matching the one for the headlamps. The housing and trim shall be chrome finished.

The driver's side front outside warning light to be red

- The driver's side front inside warning light to be red
- The passenger's side front inside warning light to be red
- The passenger's side front outside warning light to be red
- The color of the lenses will be clear

There will be a switch located in the cab on the switch panel to control the lights.

88-4 CAB EXTERIOR UPPER STROBE WARNING LIGHTS

There will be (2) two sets of 3 mini mini strobe warning lights on the right side and left side above the crew cab doors.

88-5 ROTO RAY LIGHT

There will be one (1) Roto Ray, Model 4000W rotating warning light provided on the front of the cab mounted through the top section of the front grille.

This warning light will include the following:

- Two (2) PAR46 lights with red LEDs and clear lenses
- One (1) PAR46 light with white LEDs and a clear lens

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There will be (2) switches in the cab on the switch panel one on the driver's side and one on the officer's side to control this light.

The rotation motor and the warning lights will be deactivated when the parking brake is applied.

89-1 MARS-888

One (1) located on front left One (1) located on front right both red.

89-2 HEADLIGHT FLASHER

The high beam headlights will flash alternately between the left and right side.

There will be a switch installed in the cab on the switch panel to control the high beam flash. This switch will be live when the battery switch and the emergency master switches are on.

The flashing will automatically cancel when the hi-beam headlight switch is activated or when the parking brake is set.

89-3 SIDE ZONE LOWER LIGHTING

There will be six (6) Whelen®, Model M6*C, flashing LED warning lights with chrome trim installed per the following:

- Two (2) lights, one (1) each side on the front cab corner. The side front lights to be red.
- Two (2) lights, one (1) each side of cab rearward of crew cab doors. The side middle lights to be red.
- Two (2) lights, one (1) each side above rear wheels. The side rear lights to be red.
- The lights will include clear lenses.

There will be a switch in the cab on the switch panel to control the lights.

89-4 INTERIOR CAB DOOR WARNING LIGHTS

There will be four (4) Whelen®, Model M4** LED flashing warning lights with black trim provided, one (1) on each cab and crew cab door pan.

The color will be amber.

The warning light lens color(s) to be clear.

Each light will be activated by the door jamb switch of the associated door.

A reflective stop sign will be mounted on all (4) interior cab doors.

89-5 REAR ZONE LOWER LIGHTING

There will be two (2) Whelen®, Model M6*C, LED flashing warning lights located at the rear of the apparatus.

- The driver's side rear light to be blue
- The passenger's side rear light to be red

Both lights will include a lens that is clear.

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There will be a switch located in the cab on the switch panel to control the lights.

90-1 REAR OF HOSEBED WARNING LIGHTS

There will be two (2) Whelen®, Model B63M7**, LED Rota-Beam, beacons with Model M7**, lower LED flashing lights provided in a single polished aluminum housing at the rear of the truck.

There will be one (1) installed on the driver's side with the lower light to the rear:

- The driver's side beacon to include red LED's.
- The rear lower light on the driver's side to be blue.

There will be one (1) installed on the passenger's side with the lower light to the rear:

- The passenger's side beacon to include red LED's.
- The rear lower light on the passenger' side to be red.

The warning light lens color(s) to be clear.

There will be a switch located in the cab on the switch panel to control the lights.

The lower light may be load managed when the parking brake is applied.

The left side rear warning light will be mounted on top of the compartmentation with all wiring totally enclosed. The clearance/marker light will be mounted to the side of the compartment ridge.

The right side rear warning light will be mounted on a low mount stainless steel bracket with all wiring totally enclosed. This brackets will also support the clearance/marker light.

The rear deck lights will be mounted on the beavertail flange to keep the overall height as low as possible.

90-2 TRAFFIC DIRECTING LIGHT

There will be one (1) Whelen®, Model TAL65, 36.00" long x 2.87" high x 2.25" deep, amber LED traffic directing light installed at the rear of the apparatus.

The Whelen, Model TACTL5, control head will be included with this installation.

The controller will be energized when the battery switch is on.

The auxiliary flash not activated.

This traffic directing light will be recessed with a stainless steel trim plate at the rear of the apparatus as high as practical.

The traffic directing light control head will be located in the driver side overhead switch panel in the right panel position.

WARNING LIGHTS AND SCENE LIGHTS

All warning and scene light switches on the driver's side will also be duplicated on the officer's side upper switch panel.

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91-1 LOOSE EQUIPMENT

The following equipment will be furnished with the completed unit:

- One (1) bag of chrome, stainless steel, or cadmium plated screws, nuts, bolts and washers, as used in the construction of the unit.

91-2 BLACK OUT

The following items will be blacked out powder coat.

- Chassis
 - o Top of bumper
 - o Headlight housing
 - o All front grills
 - o Wheel well trim
 - o Can steps
 - o Tire rims
- Pump Module
 - o Pump panels/Trim
 - o Panels
 - o Running boards
- Body
 - o Wheel Wells Trim
 - o Top of compartment
 - o Diamond Plate
 - o Front of body diamondplate
 - o Tailboard

91-3 PAINT

The exterior custom cab and body painting procedure will consist of a seven (7) step finishing process as follows: All black painted surfaces will be powder coated unless specified differently.

1. Manual Surface Preparation - All exposed metal surfaces on the custom cab and body will be thoroughly cleaned and prepared for painting. Imperfections on the exterior surfaces will be removed and sanded to a smooth finish. Exterior seams will be sealed before painting. Exterior surfaces that will not be painted include; chrome plating, polished stainless steel, anodized aluminum and bright aluminum treadplate.
2. Chemical Cleaning and Pretreatment - All surfaces will be chemically cleaned to remove dirt, oil, grease, and metal oxides to ensure the subsequent coatings bond well. The aluminum surfaces will be properly cleaned and treated using a high pressure, high temperature 4 step Acid Etch process. The steel and stainless surfaces will be properly cleaned and treated using a high temperature 3 step process specifically designed for steel or stainless. The chemical treatment converts the metal surface to a passive condition to help prevent corrosion.
3. Surfacer Primer - The Surfacer Primer will be applied to a chemically treated metal surface to provide a strong corrosion protective basecoat. A minimum thickness of 2 mils of Surfacer Primer is applied to surfaces that require a Critical aesthetic finish. The Surfacer Primer is a two-component high solids urethane that has excellent sanding properties and an extra smooth finish when sanded.
4. Finish Sanding - The Surfacer Primer will be sanded with a fine grit abrasive to achieve an ultra-

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smooth finish. This sanding process is critical to produce the smooth mirror like finish in the topcoat.

5. Sealer Primer - The Sealer Primer is applied prior to the Basecoat in all areas that have not been previously primed with the Surfacer Primer. The Sealer Primer is a two-component high solids urethane that goes on smooth and provides excellent gloss hold out when topcoated.
6. Basecoat Paint - Two coats of a high performance, two component high solids polyurethane basecoat will be applied. The Basecoat will be applied to a thickness that will achieve the proper color match. The Basecoat will be used in conjunction with a urethane clear coat to provide protection from the environment.
7. Clear Coat - Two (2) coats of Clear Coat will be applied over the Basecoat color. The Clear Coat is a two-component high solids urethane that provides superior gloss and durability to the exterior surfaces. Lap style and roll-up doors will be Clear Coated to match the body. Paint warranty for the roll-up doors will be provided by the roll-up door manufacturer.

After the cab and body are painted, the color will be verified to make sure that it matches the color standard. Electronic color measuring equipment will be used to compare the color sample to the color standard entered into the computer. Color specifications will be used to determine the color match. A Delta E reading will be used to determine a good color match within each family color.

All removable items such as brackets, compartment doors, door hinges, and trim will be removed and painted separately if required, to ensure paint behind all mounted items. Body assemblies that cannot be finish painted after assembly will be finish painted before assembly.

The paint finish quality levels for critical areas of the apparatus (cab front and sides, body sides and doors, and boom lettering panels) are to meet or exceed Cadillac/General Motors GMW15777 global paint requirements. Orange peel levels are to meet or exceed the #6 A.C.T. standard in critical areas. These requirements must be met in order for the exterior paint finish to be considered acceptable. The manufacture's written paint standards will be available upon request.

92-1 PAINT - ENVIRONMENTAL IMPACT

Contractor will meet or exceed all current state regulations concerning paint operations. Pollution control will include measures to protect the atmosphere, water and soil. Controls will include the following conditions:

- Topcoats and primers will be chrome and lead free.
- Metal treatment chemicals will be chrome free. The wastewater generated in the metal treatment process will be treated on-site to remove any other heavy metals.
- Particulate emission collection from sanding operations will have a 99.99% efficiency factor.
- Particulate emissions from painting operations will be collected by a dry filter or water wash process. If the dry filter is used, it will have an efficiency rating of 98.00%. Water wash systems will be 99.97% efficient
- Water from water wash booths will be reused. Solids will be removed on a continual basis to keep the water clean.
- Paint wastes are disposed of in an environmentally safe manner.
- Empty metal paint containers will be recycled to recover the metal.
- Solvents used in clean-up operations will be recycled on-site or sent off-site for distillation and returned for reuse.

Additionally, the finished apparatus will not be manufactured with or contain products that have ozone

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depleting substances. Contractor will, upon demand, present evidence that the manufacturing facility meets the above conditions and that it is in compliance with his state EPA rules and regulations.

93-1 CAB TWO-TONE PAINT

The cab will be painted two-tone with the upper section painted #101 black and the lower section painted #90 red. There will be a standard two-tone cab paint break provided.

There will be a standard cab shield provided.

93-2 BODY PAINT

The body will be painted to match the lower section of the cab.

93-3 GALVANIZED CHASSIS FRAME ASSEMBLY

The chassis frame assembly will be hot dip galvanized before the installation of the cab and body, and before installation of the engine and transmission assembly, air brake lines, electrical wire harnesses, etc.

Components that are included with the chassis frame assembly that will be hot dip galvanized are:

- Frame rails
- Cross members
- Front frame extension

All galvanized components are inspected for compliance with ASTM specifications.

Battery boxes will be stainless steel.

All components that are not galvanized will be painted primer and gloss paint to match the lower job color.

93-4 AXLE HUB PAINT

All axle hubs will be painted black #101.

93-5 HOT DIP GALVANIZED WATER TANK CRADLE

The water tank cradle will be treated through a hot dip galvanizing process. The cradle will be immersed in molten zinc to provide a coating that will help protect against the effects of corrosion.

Hardware to assemble galvanized components will be Dacromet® coated.

93-6 HOT DIP GALVANIZED PUMP HOUSE AND RUNNING BOARD SUBSTRUCTURE

The pump house and running board substructure will be treated through a hot dip galvanizing process. These components will be immersed in molten zinc to provide a coating that will help protect against the effects of corrosion.

Hardware to assemble galvanized components will be Magni black coated.

93-7 HOT DIP GALVANIZED TOW EYES/HOOKS/BARS AND HITCH RECEIVER TUBE

The tow eyes/hooks/bars and hitch receiver tube will be treated through a hot dip galvanizing process. These components will be immersed in molten zinc to provide a coating that will help protect against the effects of corrosion.

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94-1 HOT DIP GALVANIZED BUMPER EXTENSION SUBSTRUCTURE

The bumper extension substructure will be treated through a hot dip galvanizing process. These components will be immersed in molten zinc to provide a coating that will help protect against the effects of corrosion.

94-2 HOT DIP GALVANIZED BODY SUBSTRUCTURE

The compartment substructure will be treated through a hot dip galvanizing process. These components will be immersed in molten zinc to provide a coating that will help protect against the effects of corrosion.

Hardware to assemble galvanized components will be Dacromet® coated.

94-3 COMPARTMENT INTERIOR PAINT

The interior of all compartments will be painted with a gray spatter finish for ease of cleaning and to make it easier to touch up scratches and nicks.

94-4 REFLECTIVE STRIPES

Three (3) reflective stripes will be provided across the front of the vehicle and along the sides of the body. The reflective band will consist of a 1.00" black stripe at the top with a 1.00" gap then a 6.00" black stripe with a 1.00" gap and a 1.00" black stripe on the bottom.

The reflective band provided on the cab face will be at the headlight level.

94-5 REAR CHEVRON STRIPING

There will be alternating chevron striping located on the rear-facing vertical surface of the apparatus. The rear surface, excluding the rear compartment door, will be covered.

The colors will be red and fluorescent yellow green diamond grade.

Each stripe will be 6.00" in width.

This will meet the requirements of the current edition of NFPA 1901, which states that 50% of the rear surface will be covered with chevron striping.

94-6 CHEVRON STRIPING ON THE FRONT BUMPER

There will be alternating chevron striping located on the front bumper.

The colors will be fluorescent yellow green and red diamond grade.

The size of the striping will be 4.00".

94-7 CAB DOOR REFLECTIVE STRIPE

A 6.00" x 16.00" white reflective stripe will be provided across the interior of each cab door. The stripe will be located approximately 1.00" up from the bottom, on the door panel.

This stripe will meet the NFPA 1901 requirement.

94-8 LETTERING

The lettering will be totally encapsulated between two (2) layers of clear vinyl.

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95-1 LETTERING

One hundred forty-one (141) to one hundred sixty (160) genuine gold leaf lettering, 4.00" high, with highlight and double shade will be provided.

95-2 LETTERING/NUMERALS ON CAB GRILLE

Two (2) painted letters/numerals with outline, as determined by the fire department, will be provided on the cab grille.

95-3 UNDERCOATING, CAB & BODY

The apparatus will be properly treated by an authorized Ziebart dealer.

The underside of the apparatus will be undercoated with an asphalt petroleum based material, dark in color.

The undercoating material utilized on the apparatus will be formulated to resist corrosion and deaden unwanted sound or road noise.

Coating texture will appear firm, flexible, and resistant to abrasion. Minimum dry film thickness will be in the range of 8.00 to 12.00 mils.

The material will be applied to the following areas:

Body and cab wheel well fender liners, on the back side only.

Underside of body and cab sheet metal, and structural components.

Underside and vertical sides of all sheet metal compartmentation, including support angles.

Structural support members under running boards, rear platforms, battery boxes, walkways, etc.

Inside surfaces of the pump heat enclosure, (when installed).

95-4 FIRE APPARATUS PARTS MANUAL

There will be one (1) custom parts manual(s) in USB flash drive format for the complete fire apparatus provided.

The manual(s) will contain the following:

- Job number
- Part numbers with full descriptions
- Table of contents
- Parts section sorted in functional groups reflecting a major system, component, or assembly
- Parts section sorted in alphabetical order
- Instructions on how to locate parts

Each manual will be specifically written for the chassis and body model being purchased. It will not be a generic manual for a multitude of different chassis and bodies.

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96-1 Service Parts Internet Site

The service parts information included in these manuals are also available on the Pierce website. The website offers additional functions and features not contained in this manual, such as digital photographs and line drawings of select items. The website also features electronic search tools to assist in locating parts quickly.

96-2 CHASSIS SERVICE MANUALS

There will be one (1) chassis service manuals on USB flash drives containing parts and service information on major components provided with the completed unit.

The manual will contain the following sections:

- Job number
- Table of contents
- Troubleshooting
- Front Axle/Suspension
- Brakes
- Engine
- Tires
- Wheels
- Cab
- Electrical, DC
- Air Systems
- Plumbing
- Appendix

The manual will be specifically written for the chassis model being purchased. It will not be a generic manual for a multitude of different chassis and bodies.

96-3 CHASSIS OPERATION MANUAL

The chassis operation manual will be provided on one (1) USB flash drive.

96-4 ONE (1) YEAR MATERIAL AND WORKMANSHIP

A Pierce basic apparatus limited warranty certificate, WA0008, is included with this proposal.

96-5 ENGINE WARRANTY

A Cummins **five (5) year** limited engine warranty will be provided. A limited warranty certificate, WA0181, is included with this proposal.

96-7 STEERING GEAR WARRANTY

A TRW **one (1) year** limited steering gear warranty will be provided. A copy of the warranty certificate will be submitted with the bid package.

96-8 FIFTY (50) YEAR STRUCTURAL INTEGRITY

The custom chassis frame limited warranty certificate, shall be included with this proposal.

96-9 FRONT AXLE FIVE (5) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor™ Axle 5 year limited warranty will be provided.

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97-1 SINGLE REAR AXLE FIVE (5) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor™ Axle 5 year limited warranty will be provided.

97-2 ABS BRAKE SYSTEM THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor Wabco™ ABS brake system limited warranty certificate, WA0232, is included with this proposal.

97-3 TEN (10) YEAR STRUCTURAL INTEGRITY

The custom cab limited warranty certificate, shall be included with this proposal.

97-4 TEN (10) YEAR PRO-RATED PAINT AND CORROSION

A cab limited pro-rated paint warranty certificate shall be included with this proposal.

97-5 FIVE (5) YEAR MATERIAL AND WORKMANSHIP

The Command Zone electronics limited warranty certificate shall be included with this proposal.

97-6 CAMERA SYSTEM WARRANTY

Provided a warranty certificate for the camera system.

97-7 COMPARTMENT LIGHT WARRANTY

The compartment lights will not offer an extended warranty.

97-8 TRANSMISSION WARRANTY

The transmission will have a **five (5) year/unlimited mileage** warranty covering 100 percent parts and labor. The warranty will be provided by Allison Transmission.

Note: The transmission cooler is not covered under any extended warranty you may be getting on your Allison Transmission. Please review your Allison Transmission warranty for coverage limitations.

97-9 TRANSMISSION COOLER WARRANTY

The transmission cooler will carry a five (5) year parts and labor warranty (exclusive to the transmission cooler). In addition, a collateral damage warranty will also be in effect for the first three (3) years of the warranty coverage and will not exceed \$10,000 per occurrence. A copy of the warranty certificate will be submitted with the bid package.

97-10 WATER TANK WARRANTY

A UPF poly water tank limited warranty certificate shall be included with this proposal.

97-11 TEN (10) YEAR STRUCTURAL INTEGRITY

The apparatus body limited warranty certificate shall be included with this proposal.

97-12 ROLL UP DOOR MATERIAL AND WORKMANSHIP WARRANTY

An AMDOR roll-up door limited warranty will be provided. The roll-up door will be warranted against manufacturing defects for a period of **ten (10) years**. A **five (5) year** limited warranty will be provided on painted roll up doors.

The limited warranty certificate shall be provided with this proposal.

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98-1 PUMP WARRANTY

A Hale pump limited warranty certificate shall be included with this proposal.

98-2 VEHICLE STABILITY CERTIFICATION

The fire apparatus manufacturer will provide a certification stating the apparatus complies with NFPA 1901, current edition, section 4.13, Vehicle Stability. The certification will be provided at the time of bid.

98-3 ENGINE INSTALLATION CERTIFICATION

The fire apparatus manufacturer will provide a certification, along with a letter from the engine manufacturer stating they approve of the engine installation in the bidder's chassis. The certification will be provided at the time of delivery.

98-4 POWER STEERING CERTIFICATION

The fire apparatus manufacturer will provide a certification stating the power steering system as installed meets the requirements of the component supplier. The certification will be provided at the time of bid.

98-5 CAB INTEGRITY CERTIFICATION

The fire apparatus manufacturer will provide a cab crash test certification with this proposal. The certification will state that a specimen representing the substantial structural configuration of the cab has been tested and certified by an independent third party test facility. Testing events will be documented with photographs, real-time and high-speed video, vehicle accelerometers, cart accelerometers, and a laser speed trap. The fire apparatus manufacturer will provide a state licensed professional engineer to witness and certify all testing events. Testing will meet or exceed the requirements below:

- European Occupant Protection Standard ECE Regulation No.29.
- SAE J2422 Cab Roof Strength Evaluation - Quasi-Static Loading Heavy Trucks.
- SAE J2420 COE Frontal Strength Evaluation - Dynamic Loading Heavy Trucks.

98-6 Roof Crush

The cab will be subjected to a roof crush force of 22,500 lb. This value meets the ECE 29 criteria, and is equivalent to the front axle rating up to a maximum of ten (10) metric tons.

98-7 Side Impact

The same cab will be subjected to dynamic preload where a 13,275-lb moving barrier is slammed into the side of the cab at 5.50 mph, striking with an impact of 13,000 ft-lb of force. This test is part of the SAE J2422 test procedure and more closely represents the forces a cab will see in a rollover incident.

98-8 Frontal Impact

The same cab will withstand a frontal impact of 32,600 ft-lb of force using a moving barrier in accordance with SAE J2420.

98-9 Additional Frontal Impact

The same cab will withstand a frontal impact of 65,200 ft-lb of force using a moving barrier. (Twice the force required by SAE J2420)

The same cab will withstand all tests without any measurable intrusion into the survival space of the occupant area.

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99-1 CAB DOOR DURABILITY CERTIFICATION

Robust cab doors help protect occupants. Cab doors will survive a 200,000 cycle door slam test where the slamming force exceeds 20 G's of deceleration. The bidder will certify that the sample doors similar to those provided on the apparatus have been tested and have met these criteria without structural damage, latch malfunction, or significant component wear.

99-2 WINDSHIELD WIPER DURABILITY CERTIFICATION

Visibility during inclement weather is essential to safe apparatus performance. Windshield wipers will survive a 3 million cycle durability test in accordance with section 6.2 of SAE J198 *Windshield Wiper Systems - Trucks, Buses and Multipurpose Vehicles*. The bidder will certify that the wiper system design has been tested and that the wiper system has met these criteria.

99-3 ELECTRIC WINDOW DURABILITY CERTIFICATION

Cab window roll-up systems can cause maintenance problems if not designed for long service life. The window regulator design will complete 30,000 complete up-down cycles and still function normally when finished. The bidder will certify that sample doors and windows similar to those provided on the apparatus have been tested and have met these criteria without malfunction or significant component wear.

99-4 SEAT BELT ANCHOR STRENGTH

Seat belt attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat belt anchor design will withstand 3000 lb of pull on both the lap and shoulder belt in accordance with FMVSS 571.210 Seat Belt Assembly Anchorages. The bidder will certify that each anchor design was pull tested to the required force and met the appropriate criteria.

99-5 SEAT MOUNTING STRENGTH

Seat attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat mounting design will be tested to withstand 20 G's of force in accordance with FMVSS 571.207 Seating Systems. The bidder will certify, at time of delivery, that each seat mount and cab structure design was pull tested to the required force and met the appropriate criteria.

99-6 TEN (10) YEAR PUMP PLUMBING WARRANTY

The apparatus plumbing limited warranty certificate shall be included with this proposal.

99-7 FOAM SYSTEM WARRANTY

The Husky 3 foam system limited warranty certificate shall be included with this proposal.

99-8 TEN (10) YEAR PRO-RATED PAINT AND CORROSION

A body limited pro-rated paint warranty certificate shall be included with this proposal.

99-9 THREE (3) YEAR MATERIAL AND WORKMANSHIP

Goldstar gold leaf lamination limited warranty limited warranty certificate shall be included with this proposal

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100-1 PERFORMANCE CERTIFICATIONS

100-2 Cab Air Conditioning

Good cab air conditioning temperature and air flow performance keeps occupants comfortable, reduces humidity, and provides a climate for recuperation while at the scene. The cab air conditioning system will cool the cab from a heat-soaked condition at 100 degrees Fahrenheit to an average of 78 degrees Fahrenheit in 30 minutes. The bidder will certify that a substantially similar cab has been tested and has met these criteria.

100-3 Cab Defroster

Visibility during inclement weather is essential to safe apparatus performance. The defroster system will clear the required windshield zones in accordance with SAE J381 Windshield Defrosting Systems Test Procedure And Performance Requirements - Trucks, Buses, And Multipurpose Vehicles. The bidder will certify that the defrost system design has been tested in a cold chamber and passes the SAE J381 criteria.

100-4 Cab Auxiliary Heater

Good cab heat performance and regulation provides a more effective working environment for personnel, whether in-transit, or at a scene. An auxiliary cab heater will warm the cab 77 degrees Fahrenheit from a cold-soak, within 30 minutes when tested using the coolant supply methods found in SAE J381. The bidder will certify, at time of delivery, that a substantially similar cab has been tested and has met these criteria.

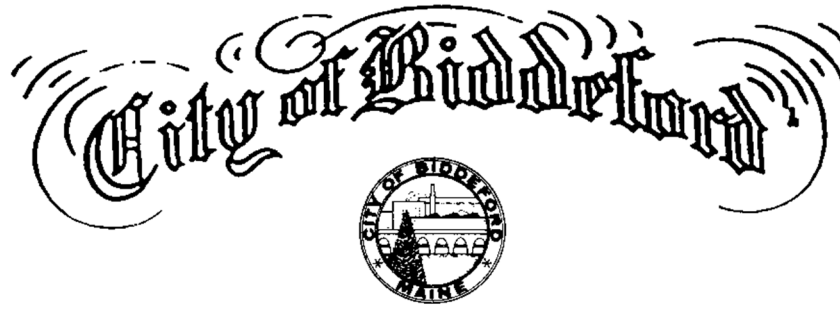
100-5 AMP DRAW REPORT

The bidder will provide, at the time of bid and delivery, an itemized print out of the expected amp draw of the entire vehicle's electrical system.

The manufacturer of the apparatus will provide the following:

- Documentation of the electrical system performance tests.
- A written load analysis, which will include the following:
 - o The nameplate rating of the alternator.
 - o The alternator rating under the conditions specified per:
 - Applicable NFPA 1901 or 1906 (Current Edition).
 - o The minimum continuous load of each component that is specified per:
 - Applicable NFPA 1901 or 1906 (Current Edition).
 - o Additional loads that, when added to the minimum continuous load, determine the total connected load.
 - o Each individual intermittent load.

All of the above listed items will be provided by the bidder per the applicable NFPA 1901 or 1906 (Current Edition)



2021.82

IN BOARD OF CITY COUNCIL. July 20, 2021

BE IT ORDERED, that the Biddeford City Council hereby adopts the *Remote Meeting Participation Policy* in accordance with 1 M.R.S. §403-B. The Policy may be amended from time to time under separate action by the Biddeford City Council.



City Council

Meeting Date: July 20, 2021

Meeting Time: 6:00 PM

Agenda Item No: 7.n.

Item Description: 2021.82) Approval/Policy for Conducting Government Public Meetings

Submitted by: Brian S. Phinney, COO

Supporting Information/Documentation:

LD 32 – An Act Regarding Remote Participation in Public Proceedings

Key Terms:

Hybrid Meeting – means a public meeting consisting of a combination of in-person and remote participation, where in-person consists of at least one member of the public meeting body.

Remote Meeting – means a public meeting held entirely in a remote setting.

In-Person Meeting – means a public meeting held in-person with no remote two-way participation option(s) for the public or a participating member of the public meeting body.

Remote Methods - means telephonic or video technology allowing simultaneous reception of information and may include other means when such means are necessary to provide reasonable accommodation to a person with a disability. Public proceedings may not be conducted by text-only means such as e-mail, text messages or chat functions.

Executive Summary:

LD 32 (1 M.R.S. §403-B) allows the continued use of remote methods for meetings only if the municipality adopts a written policy and provides information in an applicable meeting notice specific to how public participation may occur. The current emergency legislation initially granting authority for remote public meetings expires on July 30, 2021. If the City of Biddeford does not have policy in place after this date, remote or hybrid meetings will be in violation of the new law.

Detailed Review:

In March of 2020, the Maine Legislature authorized remote public meetings during the COVID-19 state of emergency. The enabling legislation specified that the remote meeting authorization expires 30-days following termination of the state of emergency. The Governor lifted the state of emergency effective June 30, 2021. This means that the authorization for remote public meetings expires on July 30, 2021.

In response, the Maine Legislature passed LD 32 allowing a continuation of remote participation for public meetings, and what we have internally been referring to as “hybrid” meetings. In order for a municipality to take advantage of LD 32, it must comply with certain requirements. The requirements and draft policy are the subject of this brief.

If the City Council wishes to continue to offer remote access for public meetings, it must hold a hearing and adopt a policy that meets the requirements of the legislation.

General Elements

- Council/board/committee/commission members are expected to be physically present unless when being physically present is not practical, as specifically defined as:
 - o An Emergency - The existence of an emergency or urgent issue that requires the entire public body to meet by remote methods;
 - o Illness, Physical Condition, or Distance - Illness, other physical condition or temporary absence from the jurisdiction of the body that causes a member of the body to face significant difficulties traveling to and attending in person;
 - o Geography of the Public Body's Influence - With respect to a public body with statewide membership, significant distance a member must travel to be physically present; and
 - o Geography of the Public Body's Jurisdiction - The area of the public body's jurisdiction includes geographic characteristics that impede or slow travel, including but not limited to islands not connected by bridges.
- Any votes taken in the remote/hybrid setting must be by roll call vote.
- The law requires the public body to provide the public with a means of participating remotely *when members of the body participate remotely*. It does not require remote participation when all members are physically present but does not prohibit public participation as long as stipulated in the public body's policy.
- The law also requires the public body to provide reasonable accommodations to individuals with disabilities when necessary.
- Specific notice is required in instances when remote public participation is authorized.

Due to the specific requirement of notice, this creates compliance issues. Either all meeting notices need to include provisions for remote public participation or any council/board/committee/commission member that needs to participate remotely under the “not practical” criteria must declare their intent prior to publication of the meeting notice to confirm remote participation is authorized for the member. Otherwise, the request of the member to participate remotely would be inconsistent with the law and the meeting notice would not contain the specified notice language. In the case of council meetings, planning board meetings, and hearings, newspaper notice is required pushing the member's declaration date well before the actual meeting. By including remote provisions

in all notices members will have improved opportunities for attendance should qualifying issues arise prohibiting in-person attendance.

Therefore, it is staff's recommendation that remote access information be include in all meeting notices to allow for greater public participation unless individually directed otherwise due to particular circumstances.

The attached draft policy is intended to satisfy the requirements of the law for remote participation. As noted above, this provides members with greater flexibility should a last minute qualifying event occur.

If a policy is not adopted prior to July 30, 2021, remote or hybrid meetings will not be allowed until a policy is adopted in compliance with 1 M.R.S. §403-B.

Alternatively, the City Council may opt for remote participation only when one or all of the meeting body members participate remotely and after specific notice (assuming a policy is adopted). If this is the desire, the Applicability section would change to:

This policy, as may be amended from time to time, applies to all boards, committees, commissions, including city council (meeting body). Municipal staff and each respective meeting body chairperson or assigned alternate shall ensure compliance with this policy.

Unless otherwise specified, all public meetings of the city meeting bodies shall be conducted ~~as hybrid meetings~~ in-person without remote participation unless otherwise noticed in accordance with this policy.

As time progresses the policy may be revised if Zoom participation declines and it is clear that Zoom is not being utilized by the public consistently in which case remote participation would only apply after specific notice.

Funding Source:

N/A

Staff Recommendation:

Approve as presented.

City of Biddeford REMOTE MEETING PARTICIPATION POLICY

Purpose:

Pursuant to 1 M.R.S. § 403-B, a municipality may continue to allow members of its various boards, committees, commissions, including city council, and the public to participate in public meetings by remote methods upon adoption of a written policy. This policy satisfies the legal and administrative requirements needed to allow remote participation.

Definitions:

Hybrid Public Meeting - means a public meeting consisting of a combination of in-person and remote participation, where there must be at least one member of the public meeting body present at the specified meeting location.

Remote Public Meeting – means a public meeting consisting of remote participation by all members of the meeting body and the public by remote methods.

In-Person Meeting – means a public meeting held in-person with no remote two-way participation option(s) for the public or participating members of the public meeting body.

Remote Methods - means telephonic or video technology allowing simultaneous reception of information and may include other means when such means are necessary to provide reasonable accommodation to a person with a disability. Public proceedings may not be conducted by text-only means such as e-mail, text messages or chat functions.

Meeting Body - means any of the various City of Biddeford public boards, committees, commissions, including city council.

Applicability:

This policy, as may be amended from time to time, applies to all boards, committees, commissions, including city council (meeting body). Municipal staff and each respective meeting body chairperson or assigned alternate shall ensure compliance with this policy.

Unless otherwise specified, all public meetings of the city meeting bodies shall be conducted as hybrid meetings.

Requirements:

1. All hybrid and remote public meetings must be properly noticed. The notice must include the means by which the public may access the meeting remotely, currently through Zoom, and will provide a method for disabled persons to request necessary accommodation to access the meeting. Notice will also identify a location where the public may attend a hybrid meeting in person. Notice timelines and format shall comply with existing meeting body rules or requirements and any applicable charter, ordinance, policy, or bylaw.
2. The public meeting body will make all documents and materials to be considered by the public meeting body available, electronically or otherwise, to the public who attend remotely for hybrid and remote meetings to the same extent customarily available to the public who attend

in person, provided no additional costs are incurred by the City. This requirement shall be satisfied upon publication of agenda materials on the city website and agenda software, currently Granicus.

3. All votes taken during a hybrid or remote public meeting will be by roll call vote that can be seen and heard if using video technology, or heard if using audio technology only, by other members of the meeting body and the public. A member of the meeting body who participates remotely will be considered present for purposes of a quorum and voting.
4. All meeting body members are expected to be physically present for the public meeting except when being physically present is not practical. Reasons for remote attendance may include:
 - a. An Emergency - the existence of an emergency or urgent issue that requires the entire public meeting body to meet by remote methods;
 - b. Illness, Physical Condition, or Distance - illness, other physical condition or temporary absence from the jurisdiction of the meeting body that causes a member of the meeting body to face significant difficulties traveling to and attending in person;
 - c. Geography of the Public Meeting Body's Influence - with respect to a public meeting body with statewide membership or influence, significant distance a member must travel to be physically present; and
 - d. Geography of the Public Meeting Body's Jurisdiction - The area of the public body's jurisdiction includes geographic characteristics that impede or slow travel, including but not limited to islands not connected by bridges.
5. A determination as to a member of a meeting body's ability to participate remotely shall be made by the meeting body's chairperson or assigned alternate in consultation with the assigned staff representative and/or city manager or assigned alternate.
6. A public body member shall provide notice to the respective chairperson as soon as practical if attendance at a scheduled public meeting is impractical.
7. Public attendance at a proceeding will not be limited solely to remote methods except under the conditions in paragraph 4, subparagraph (a).

Limitations:

1 M.R.S. § 403-B, does not allow regional school unit budget meetings held pursuant to Title 20-A, section 482-A to be conducted using remote methods.

This policy will remain in force indefinitely unless amended or rescinded.

Adopted: _____

Attest: _____

STATE OF MAINE

—
IN THE YEAR OF OUR LORD
TWO THOUSAND TWENTY-ONE

—
S.P. 40 - L.D. 32

An Act Regarding Remote Participation in Public Proceedings

Emergency preamble. Whereas, acts and resolves of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the state of emergency declared by the Governor pursuant to the Maine Revised Statutes, Title 37-B, section 742 in response to the public health emergency caused by the spread of the novel coronavirus disease referred to as COVID-19 may terminate sooner than 90 days after the adjournment of the First Special Session of the 130th Legislature; and

Whereas, the Maine Revised Statutes, Title 1, section 403-A governs remote participation in public proceedings of certain public bodies but is automatically repealed 30 days after the termination of the state of emergency declared by the Governor; and

Whereas, there is a need to have in place a law that governs remote participation in public proceedings of certain public bodies after the termination of the state of emergency declared by the Governor; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 1 MRSA §403-B is enacted to read:

§403-B. Remote participation in public proceedings

1. Remote participation. This section governs remote methods of participation in public proceedings of certain public bodies. For the purposes of this section, "remote methods" means telephonic or video technology allowing simultaneous reception of information and may include other means when such means are necessary to provide reasonable accommodation to a person with a disability. Public proceedings may not be conducted by text-only means such as e-mail, text messages or chat functions.

2. Requirements. A public body subject to this subchapter may allow members of the body to participate in a public proceeding using remote methods only under the following conditions:

A. After notice and hearing the body has adopted a written policy governing the conditions upon which members of the body and the public may participate in a public proceeding of that body by remote methods;

B. The policy adopted pursuant to paragraph A must provide that members of the body are expected to be physically present for public proceedings except when being physically present is not practicable. Circumstances in which physical presence for one or more members is not practicable may include:

(1) The existence of an emergency or urgent issue that requires the public body to meet by remote methods;

(2) Illness, other physical condition or temporary absence from the jurisdiction of the body that causes a member of the body to face significant difficulties traveling to and attending in person at the location in the notice under section 406;

(3) With respect to a public body with statewide membership, significant distance a member must travel to be physically present at the location in the notice under section 406; and

(4) The area of the public body's jurisdiction includes geographic characteristics that impede or slow travel, including but not limited to islands not connected by bridges;

C. The policy adopted pursuant to paragraph A must provide members of the public a meaningful opportunity to attend by remote methods when members of the body participate by remote methods, and reasonable accommodations may be provided when necessary to provide access to individuals with disabilities;

D. If the body allows or is required to provide an opportunity for public input during the proceeding, an effective means of communication between the members of the body and the public must be provided;

E. Notice of the proceeding must be provided in accordance with section 406. When the public may attend by remote methods pursuant to paragraphs C and D, the notice must include the means by which members of the public may access the proceeding using remote methods. The notice must also identify a location for members of the public to attend in person. The body may not determine that public attendance at a proceeding will be limited solely to remote methods except under the conditions in paragraph B, subparagraph (1);

F. A member of the body who participates in a public proceeding by remote methods is present for purposes of a quorum and voting;

G. All votes taken during a public proceeding using remote methods must be taken by roll call vote that can be seen and heard if using video technology, and heard if using only audio technology, by the other members of the public body and the public; and

H. The public body must make all documents and other materials considered by the public body available, electronically or otherwise, to the public who attend by remote methods to the same extent customarily available to members of the public who attend

the proceedings of the public body in person, as long as additional costs are not incurred by the public body.

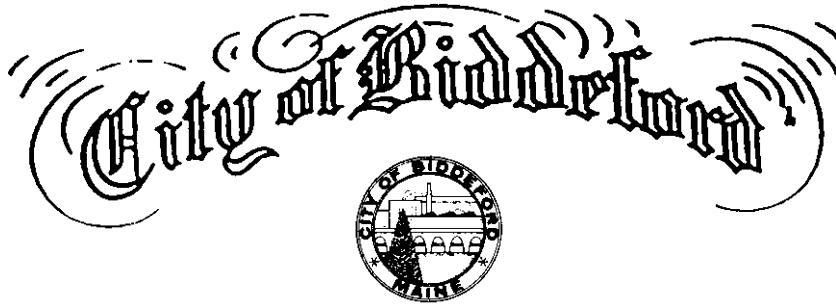
3. Remote participation not permitted. This section does not authorize town meetings held pursuant to Title 30-A, section 2524 or regional school unit budget meetings held pursuant to Title 20-A, section 1482-A to be conducted using remote methods.

4. Application. This section does not apply to:

A. The Legislature; or

B. A public body to which specific statutory provisions for remote participation apply.

Emergency clause. In view of the emergency cited in the preamble, this legislation takes effect when approved.



2021.68

IN BOARD OF CITY COUNCIL...JULY 6, 2021

BE IT ORDERED, that the City Council of the City of Biddeford does hereby approve that each non-union employee shall be entitled to a one-time monthly bonus of one hundred twenty-five dollars (\$125.00) per each month worked, for the period covering February 2020 to July 2021 (18 months), payable in full by July 31, 2021. Any employee that worked any hours in a given month is deemed eligible for that month.

NOTE: The Personnel Committee considered this item at their June 29, 2021 meeting and voted 3/1 to recommend passage by the City Council.

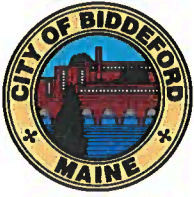
July 6, 2021

Motion by Councilor Belanger, seconded by Councilor Williams to grant the order.

Motion by Councilor Belanger, seconded by Councilor McCurry to table the order until the July 20, 2021 Council Meeting in order to get clarification on where the funding is coming from.

Vote: Unanimous.

City of Biddeford, Maine



The Office of
City Manager

James A. Bennett

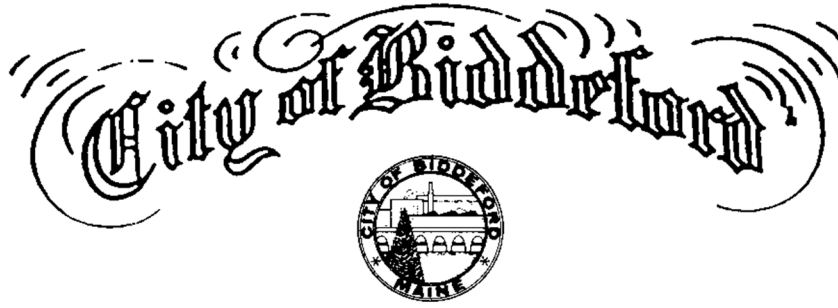
Email: jbennett@biddefordmaine.org

MEMORANDUM

TO:	Honorable Mayor Casavant Honorable City Council
FROM:	James A. Bennett, City Manager 
DATE:	July 13, 2021
RE:	Additional Information Regarding City Additional Compensation

Per the City Council's request, the following additional information is provided.

1. The total estimated compensation that would be paid for non-union employees is \$131,375.
2. The total estimated compensation that would be paid to unionized employees is \$362,250.
3. The total estimated fringe benefit impact is \$74,043.75. It is so noted that the number is less than normal because of the nature of the payment certain additional payments such as retirement costs are not allowed/required.
4. It is estimated that between 80% to 85% of the total cost would be covered by ARP funds. The balance would be covered in the FY21 operational/program budgets (\$85,150.31 to \$113,533.80).

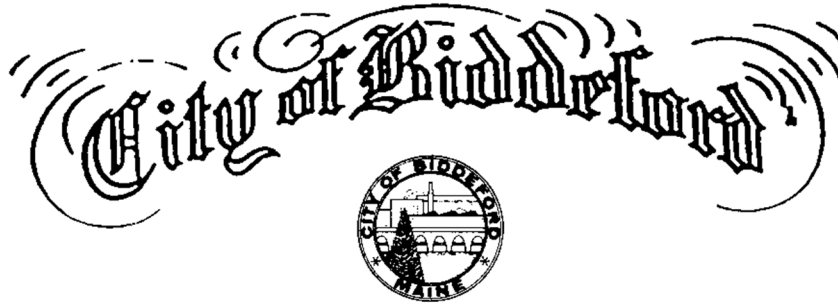


IN BOARD OF CITY COUNCIL...JULY 20, 2021

ORDERED, that I, Alan Casavant, Mayor of the City of Biddeford, do hereby appoint the following City Councilors to the **Municipal Service Budget Committee**, to determine the allocation of FY22 Social Service Funds:

**Marc Lessard
William Emhiser
Norman Belanger
Ashanti Williams**

NOTE: Mayor Casavant also serves on this Committee.



IN BOARD OF CITY COUNCIL....JULY 20, 2021
ORDERED, that I, Alan M. Casavant, Mayor of the City of Biddeford, do hereby
appoint:

JJ Bennett
General Assistance Administrator

to the *Clayton & Virginia Cartmill Trust*.