

City of Biddeford
Policy Committee
July 11, 2022 5:00 PM City Hall - Council Chambers and via Zoom

Status: In-Person and via Zoom; Council Chambers; 5:00 p.m.

- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Adjustments to the Agenda**
- 4. Acceptance of Minutes**
 - 4.1. March 14, 2022 Policy Committee Meeting Minutes
[3-14-2022 Policy Committee Meeting.docx](#)

Public Hearing:

May Street Traffic Calming Issues
[Memo: May Street Traffic Calming Online Engagement](#)
[Our Biddeford Comment Report](#)

- 5. Discussion/Review**
 - 5.1. Ch. 42, Motor Vehicles & Traffic/Sec. 42-87-Yield Signs/Delete on Alfred Street at Main Street; and Sec. 42-89-Stop Intersections/Add on Alfred Street at Main Street
[Stop Sign from Yield Sign at Alfred Main Streets-ORDER.doc](#)
[Stop Sign from Yield Sign at Alfred and Main Street-MEMO.docx](#)
 - 5.2. Ch. 42, Motor Vehicles & Traffic/Sec. 42-62 Identification and use of municipal parking lots/Update City Hall Parking Lot Hours
[City Hall Parking Lot - Changes for new hours.docx.doc](#)
 - 5.3. Review of ARPA Applications
[7-11-2022 ARPA Pre-Applications - Summary.xlsx](#)
- 6. Adjourn**

**Policy Committee Meeting
March 14, 2022**

Committee Chair Norman Belanger called the meeting to order at 5:35 p.m.

Roll Call: Councilors Norman Belanger, Amy Clearwater and Liam LaFountain;
Committee Member Jake Pierson

Committee Member Renee O'Neil was excused.

Staff Members Present: City Clerk Carmen Morris, Planning & Development Director Mathew Eddy, City Solicitor Keith Jacques

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

There were no adjustments to the agenda.

Acceptance of Minutes: **January 24, 2022**

Motion by Councilor Clearwater, seconded by Councilor LaFountain to accept the minutes as printed.

Vote: Unanimous.

Discussion/Approval: **Permitting Mobile Food Courts in B2 Zone (Outer Elm Street)**

Planning & Development Director Mathew Eddy presented this item. A proposal has been submitted for a mobile food court at 585 Elm Street, which is located in the B2 Zone, next to the I1 Zone (Industrial Zone). Mobile Food Courts are currently allowed in the MSRD1 and MSRD-3 Districts.

Motion by Councilor Clearwater, seconded by Councilor LaFountain to recommend the issue of allowing mobile food courts in the B2 Zone to the City Council. In turn, the City Council will recommend this issue to the Planning Board for review.

Councilor Clearwater noted that a bathroom facility is not included on the diagram that was provided. Mathew explained that this would be part of the site review process with the Planning Board, and a bathroom would need to be provided.

Member Pierson asked about the traffic flow in this area in light of the fact that the business currently located at 585 Elm Street (Industrial Hardware) should become an active business again. Mathew noted that the question of traffic flow and parking had come up with the applicant, which is part of the reason why the food court is located on the corner of the property. Again, traffic flow and parking will be considerations during the site review process with the Planning Board.

Councilor Belanger asked if the abutters to this property have been notified of the proposed Mobile Food Court. Mat assured him that this too, would be part of the site review process with the Planning Board.

Vote on motion: Unanimous.

Discussion/Approval: Amendment/Ch. 22, Businesses, Sec. 22-38-Marijuana Establishments/Licensing Provisions

Motion by Councilor Clearwater, seconded by Councilor LaFountain to send the recommended ordinance amendment to the City Council for consideration.

Mathew Eddy and Keith Jacques presented this item, noting that the ordinance amendment addresses licensing provisions in Chapter 22, Businesses, for marijuana establishments.

After quite a bit of discussion and questions, the Committee asked that the following issues be looked at in more depth:

- Assess each type of marijuana establishment separately, i.e. medical retail, medical grow; recreational grow; recreational retail
- Reconsider the mandated 500-foot distance between marijuana facilities
- Clarify and consolidate other odor management/control ordinances in the Code of Ordinances to ensure consistency
- Come up with licensing fees that are reflective of actual Staff time to process the business license and respond to complaints
- Consider licensing for those who deliver marijuana, whether from within Biddeford or coming from outside of Biddeford.

Motion by Councilor Clearwater, seconded by Councilor Belanger to table the ordinance amendment until the next Policy Committee meeting, so that the above talking points can be reviewed and recommendations made by Staff.

Vote: Unanimous.

Motion by Councilor Clearwater, seconded by Councilor LaFountain to adjourn.

Vote: Unanimous.

Time: 6:30 p.m.



Policy Committee

Meeting Date: July 11, 2022

Meeting Time: 5:00 PM

Agenda Item No: Public Hearing

Item Description: May Street Traffic Calming Issues

Submitted by: Danica Lamontagne, Assistant to the City Manager

Supporting Information/Documentation:

Our Biddeford Comment Report

Key Terms:

N/A

Executive Summary:

In addition to the public comment that you will be receiving at your meeting tonight about May Street traffic, we used our new community engagement platform, *Our Biddeford*, to offer an online participation option and increase the number of voices that could be a part of this conversation.

Detailed Review:

Our Biddeford Comments

On *Our Biddeford*, members of the public were encouraged to post their ideas about May Street traffic calming to an Ideas Board. Other participants can respond to posts to start discussions with other users, or they can 'thumbs up' or 'thumbs down' posts based on whether they agree or disagree with the proposed idea.

There were 9 ideas submitted to the platform and 17 total participants on the project. A report that was downloaded from the platform, which includes the full text of comments and the number of 'thumbs ups' it received, is attached.

Social Media Comments

Many individuals left comments on social media rather than formally submitting them to the committee. The Facebook post about the meeting and online engagement opportunity received 32 comments from 21 different participants.

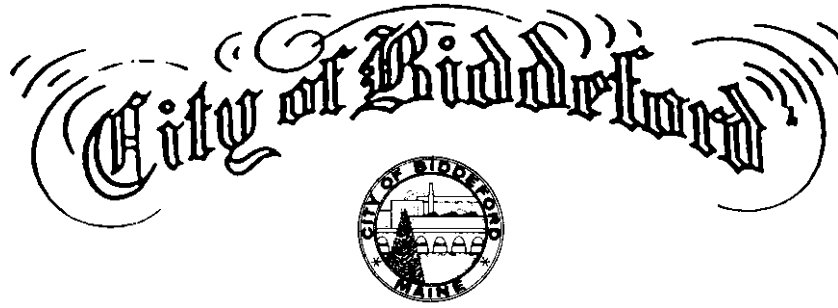
The most popular ideas on social media (based on the frequency of suggestion and the number of "likes" the comments received) were speed bumps and raised crosswalks.

Additional ideas that were proposed included:

- Making crosswalks more visible by limiting some of the parking in front of and behind each crosswalk.
- Crossing lights at crosswalks.
- Adding additional crosswalks.
- Reducing speed limit to 15 MPH near the ballfields.
- Wider sidewalks.
- Sidewalks that continue on both sides.
- Street light at the corner of May and South that operates in the morning and the evening commute to make it safer to turn left off of May Street during busy hours.

One individual commented that there is low visibility when turning out of side streets, making it hard to see if there are pedestrians coming. Another individual expressed specific concerns about Southridge Living and Rehab and their ability to access medical assistance at that location without getting stuck in traffic.

description	author	date published	comments	upvotes	downvotes	url	What ward do you live in?	Connection to Biddeford
I travel up and down May St on a regular basis. My ideas: In the area by the Little League field(s) and other recreation and playground area: * Add a crosswalk at Round Hill St * Make all crosswalks Round Hill through Dartmouth Sts raised structures, ie "Speed Tables" This will add a semi-protected pedestrian crossing, and the raised crosswalks will accomplish two things: * Ensure that the field is accessible for wheelchairs as the raised structure will make the crosswalk the same height as the curb * Traffic calming to slow down cars in an areas that is frequently heavy with children and families Also, try to find a way to widen the street here or create and enforce a parking ban as when the Little League plays, cars parked on both sides of the street make it dangerous to drive down. A traffic light on the intersection of May and Alfred, plus make it a right-turn only from May onto Alfred. Optionally, cross walks at the other streets that intersect with May St. I am unable to make the meeting due to my work shift. Feel free to contact me for more details if needed. gordol@gordol.org	Jeffrey Kaplan	6/29/2022	1	7	0	https://our.biddefordmaine.org/ideas/may-st-traffic	Ward 6	Live in Biddeford
I live on Westmore Avenue and can see the edge of the little league field from my backyard. I frequently use May Street depending on where I need to go in town. During games, there are often cars parked on both sides of May Street, significantly narrowing the street for traffic. I would suggest parking on one side and adding raised crosswalks to help slow the traffic in the area that is frequented by children. The rolling hill section of May Street may also benefit from some raised crosswalks or better pedestrian signage. My other major concern is the intersection of May and South streets. To turn left onto South from May is treacherous at times. I find myself having to creep forward to accurately see, but then have been yelled at by cars turning left from South onto May because it forces them to make a harder turn instead of cut the corner. As evidenced this past winter, it's an accident-prone area, especially during heavy traffic periods when people are traveling to/from the high school. I live on May Street and traffic flies down the street all the time. I even routinely see people passing others who are going the speed limit. I think the biggest priority would be to slow down traffic by installing raises tables, and even blinking pedestrian lights at crosswalks. So many people use it to avoid the lights a block up the street that I doubt anything but the raises tables will actually slow drivers down. Drivers very rarely stop for pedestrians in crosswalks now on May Street, so perhaps the blinking lights will make it more obvious someone is trying to cross the street. Eliminating parking on the side of the street by the houses would help too. People often park in yellow painted zones and right up to driveways and side streets making it very hard to see oncoming traffic as turning on to May Street. Sidewalks on both sides of the street would be great and the existing ones are in desperate need for repair.	Emma Bouthillette	6/29/2022	0	7	0	https://our.biddefordmaine.org/ideas/may-street-calming	Ward 6	Live in Biddeford
I live behind May St and can see the little league fields from my home. I travel May St frequently, usually entering/exiting on Colonial Dr. I've had multiple cars pass me when I'm driving 15-20mph in front of the baseball fields. I even was a victim of road rage because of how slow I was driving in front of the fields. It's absurd. I think speed bumps the entire length of May St could help. I lived on a busy family street in Portland, often used to avoid stop lights. People used to fly down it. The city installed speed bumps the entire length of the road and it has helped tremendously. The bumps are so frequent, you have no time to accelerate in between bumps. This might help on May St.	Noel Neptune	6/30/2022	0	5	0	https://our.biddefordmaine.org/ideas/may-street		Live in Biddeford
I'm a resident of Kennedy Dr. and I drive on or cross over May St daily. From personal observations I recommend the following: * Rebuild safe sidewalks the both sides of the street. They are in serious disrepair which May be why many people walk in the street. * May St is one of the wider streets in the City and a good candidate for bike lanes * Install seasonal speed tables at Roundhill, Yale and Dartmouth from April 1st to November 1. Traffic and pedestrians are move of a concern during the warmer months when there is more activity at May Field. * Create yellow flashing light cross walks on May at Dartmouth and Roundhill * Reduce the speed limit the length of May field, from Colonial Drive to Roberts St to 15 or 20 MPH during scheduled softball and baseball games. This is as fast as you can reasonably drive during events anyway due to parking and pedestrians. Lowering the speed would be an enforcement mechanism to create safe driving habits. Eliminate one side of street parking & combine with sidewalk to create a greenway for pedestrians, cyclists, scooters, wheelchairs, roller skaters, etc! We need safe corridors to walk, feel safe sending children to walk and ride down, or everyone will keep driving and the problem won't change. Add some additional parking lot by the field to make up for the diminished parking, but other than high times it won't be missed. People park so close to the zebra crossings that it's hard to see if someone is waiting to cross. Pedways over the street so children can go back and forth without getting hit by cars may not be the prettiest idea but it would be a lot more safe	Jane VanDerburgh	6/30/2022	0	4		https://our.biddefordmaine.org/ideas/speed-bumps-the-entire-0 length-of-may-st	Ward 7	Own property in Biddeford
I live on Alfred St. One house down from May St. We constantly have issues leaving our driveway, usually to get out we need to turn towards the shopping center. The traffic usually slows down on the corner of May and Alfred and then speed up enough to squeal their tires or just create horrendous engine noise.! We had a traffic light at one time and it did help out. I am certain I am not the only that complains about them speeding up and down all the time. It isn't safe to even walk your pets either! The white shoulder lines added do help, but perhaps they should narrow the lanes more. Continuous sidewalks on BOTH sides for the length of the street would also help. Lastly, eliminate parking adjacent to crosswalks to increase visibility.	Ben Neveux	6/30/2022	0	3	0	https://our.biddefordmaine.org/ideas/may-st-safety-inputs	Ward 7	Live in Biddeford
noise levels at many intersections are unreasonable, including the may-south street intersection that I live near. At least a few times an hour there is a car, truck or motorcycle coming through that clearly violate regulations linked below. It wouldn't be an issue if they drove reasonably when in a residential area, but many are peeling out on corners. Modifying your car to make it louder seems fine on its own, but deliberate aggressive driving through residential areas infringes on people's rights to peace in their home and neighborhood. Title 29-A: MOTOR VEHICLES AND TRAFFIC Chapter 17: EQUIPMENT Subchapter 1: GENERAL PROVISIONS https://legislature.maine.gov/statutes/29-A/title29-Asec1912.htm#:~:text=A%20person%20may%20not%20operate,prevent%20excessive%20or%20unusual%20noise.	Claire Durbin	6/29/2022	0	3	0	https://our.biddefordmaine.org/ideas/greenway-or-expanded-si	Ward 2	Live in Biddeford
Unfortunately I am unable to attend the meeting tomorrow, so I would like the opportunity to voice my opinion here. There are a number of great proposals here, such as - Additional crosswalks Electronic crosswalks near the ball field Repairing deplorable sidewalks There are also a number of half measures that I do not feel would adequately solve the problem which is simply that May is used as a cut through. Speed bumps will not address the traffic nor speed - look to Portland for evidence of this on a number of streets. It is a bitter pill to swallow, and highly inconvenient, but the only total solution is eliminating access from Alfred and South. Speed bumps will only add inconvenience with little effect on the problem, wasting money, irritating members of the neighborhood, and damaging vehicles.	Miranda Harrison	6/30/2022	1	2	0	https://our.biddefordmaine.org/ideas/pedways-over-may-st-for-0 pedestrians		
	Carol Thibodeau	6/30/2022	1	2	0	https://our.biddefordmaine.org/ideas/traffic-slowdown-and-0 safety	Ward 7	Live in Biddeford, Own property in Biddeford
	Charles Melton	6/29/2022	0	2	0	https://our.biddefordmaine.org/ideas/sidewalks-narrowing-stre	Ward 6	Live in Biddeford
	Andrew Thompson	7/10/2022	0	1	0	https://our.biddefordmaine.org/ideas/enforce-noise-levels	Ward 6	Live in Biddeford, Own property in Biddeford
	Sam Pecor	7/11/2022	0	1	0	https://our.biddefordmaine.org/ideas/a-bitter-pill	Ward 7	Own property in Biddeford, Live in Biddeford, Work in Biddeford



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 42-87 Yield Signs**, be amended by adding or deleting to read as follows:

There shall be a yield-right-of-way sign erected at the following intersections in the City:

~~Alfred Street at Main Street~~

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 42-89 Stop Intersections**, be amended by adding or deleting to read as follows:

The following street intersections are hereby designated as stop intersections. Unless otherwise indicated, stop signs shall be erected on the right hand side of the first-named street at the indicated intersection:

Alfred Street at Main Street



Policy Committee

Meeting Date: July 11, 2022

Meeting Time: 5:00 pm

Agenda Item No: 5.1

Item Description: Replace Yield Sign with Stop Sign (Alfred Street @ Main Street)

Submitted by: Roger P. Beaupre, Chief of Police

Supporting Information/Documentation:

Attached

Key Terms:

[List key terms with definitions if introducing new topics. "N/A" if not applicable]

Executive Summary:

Request to remove Yield Sign and replace with Stop Sign at the intersection of Alfred Street and Main Street.

Detailed Review:

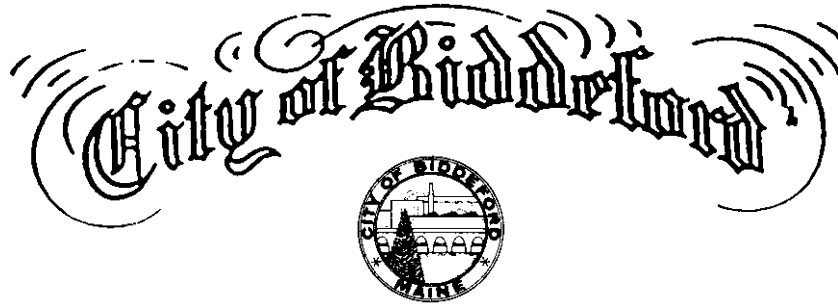
Various community business members have requested that the Yield Sign at the intersection of Alfred Street and Main Street be replaced with a Stop sign. Ongoing argument is related to motorists not yielding to pedestrians crossing at that intersection. Pedestrian activated crossing lights are being installed at this intersection to help with this issue, but a stop sign would require all of the Alfred Street traffic to stop before entering Main Street.

1) A pedestrian Solar Rapid Flashing Beacon was installed at that intersection on March 29, 2022. As of this writing, there is no available information to assess its effectiveness.

2) Researching the records dating back to 2016, there were two (2) pedestrian accidents. The first in 2018 was a pedestrian crossing Alfred Street; the second accident occurred in 2019, while the pedestrian was crossing Main Street.

Funding Source:

Staff Recommendation:



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 42-87 Yield Signs**, be amended by adding or deleting to read as follows:

Sec. 42-62 Identification and use of municipal parking lots.

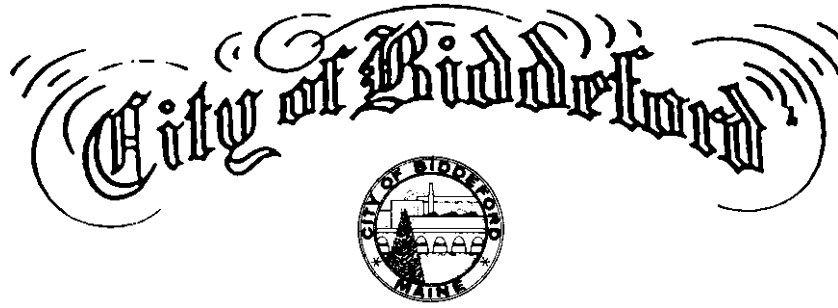
The following is a list of the municipal parking lots along with a description of their location and authorized use. For the purposes of this chapter, all municipal parking lots are considered as public ways as defined in M.R.S.A. § 29-A. No vehicle shall remain parked in a municipal public parking lot for more than 48 consecutive hours. A vehicle parked in violation of this section may be towed at the owner's expense.

Alfred Street Parking Lot is bordered by Alfred Street, Foss Street, and the property line at 1 Pool Street and further described as Map 38, Lot 404.

- (1) Row 1, which is adjacent to, and is parallel to, the police station, is reserved for police parking only. The first two spaces in Row 1 are reserved for, and shall be posted and clearly marked as, handicap disability parking.

City Hall Parking Lot shall be designated as the ways and parking spaces bordered by City Hall from Adams Street thence southerly along City Hall, thence westerly along the rear of City Hall and City Theater, thence westerly along properties identified as Map 38, Lots 134 and 134-1, thence easterly along property identified as Map 38, Lot 194, thence easterly along South Street to the Civil War Memorial traffic island, thence easterly on the northerly edge of the Civil War Memorial traffic island, thence northerly on the westerly edge of the Civil War Memorial traffic island, thence northerly along Adams Street to City Hall.

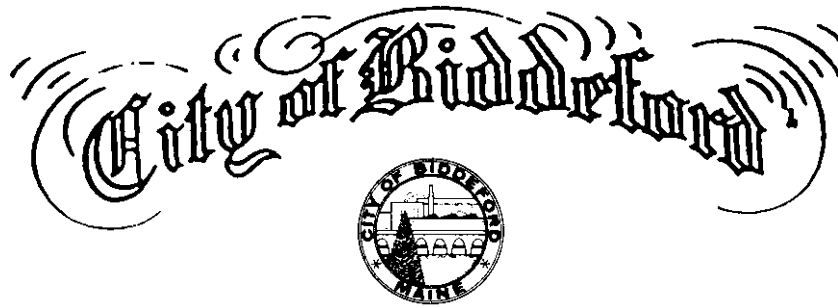
- (1) No vehicle shall be parked in the area designated as the City Hall Parking Lot between the hours of 7:00 a.m. and 5:00 p.m. Monday and Tuesday and between the hours of 8:00 a.m. and ~~5~~4:00 p.m. Wednesday and Thursday, excepting Federal or State Holidays unless such vehicle displays an official parking pass issued by the City Clerk, and displayed in a manner determined by the Clerk.



- (2) The City Clerk may issue official parking passes to municipal officials and employees.
- (3) Two spaces shall be posted and clearly marked and reserved for disability parking. One of the spaces shall be van accessible.
- (4) The area of the City Hall Parking Lot that is immediately adjacent to the Civil War Memorial, and is bordered by South Street, shall have one space marked and reserved for the City Clerk; one space marked and reserved for the City Manager; one space marked and reserved for the Mayor; with the remaining parking spaces reserved for use by municipal vehicles only between the hours of 8:00 a.m. and 5:00 p.m. Monday through ~~Friday~~ Thursday.
- (5) The area of the City Hall Parking Lot that is immediately adjacent to the City Hall building, and that is bordered by Adams Street, shall be designated and marked as follows: two spaces reserved for ~~use by~~ municipal vehicles only between the hours of 8:00 a.m. and 5:00 p.m. Monday through ~~Friday~~ Thursday, with the remaining spaces as one-hour parking for use by the general public to conduct business at City Hall between the hours of 7:00 a.m. and 5:00 p.m. Monday and Tuesday and between the hours of 8:00 a.m. and 4:00 p.m. Wednesday and Thursday, excepting Federal or State Holidays.
- (6) The three parking stalls in the area of the City Hall parking lot that is closest to the rear entrance to the City Hall building, and to City Theater, shall be limited to one-hour parking and reserved for City business only between the hours of between the hours of 7:00 a.m. and 5:00 p.m. Monday and Tuesday and between the hours of 8:00 a.m. and 4:00 p.m. Wednesday and Thursday, excepting Federal or State Holidays. ~~8:00 a.m. and 5:00 p.m. Monday through Friday.~~

Clifford Park Parking Lot is a City public parking lot that is located on Pool Street and is further identified as Map 39, Lot 334, with a physical address of 130 Pool Street.

- (1) One space shall be posted and clearly marked as reserved for disability parking.



- (2) No vehicle shall remain parked in this parking lot longer than 24 consecutive hours.

Community Center parking lots refers to the City public parking lots at the J. Richard Martin Community Center, located at 189 Alfred Street as identified on Map 34, Lot 228, and further described as the parking lot which is adjacent and parallel to the Community Center, and Myrtle Street on the east side; and the parking lot which is adjacent and parallel to the Community Center, and Clark Street on the west side.

- (1) Two spaces shall be posted and clearly marked as handicap parking, located on the Clark Street side, at or near the handicap ramp, which is located at the northwest corner of the Community Center building.
- (2) Two spaces shall be posted and clearly marked as handicap parking, located on the Myrtle Street side, at or near the rear of the Community Center building on the southeast corner.
- (3) Two spaces shall be posted and clearly marked as ten-minute limited parking from 6:00 a.m. to 6:30 p.m., Monday through Friday, for YMCA day care, one located on the left side of the main entrance to the day care 10 feet from the concrete curb, and one located on right side of the main entrance to the day care.

Lincoln Street Parking Lot, a parcel of land located at the northeast section of the intersection with Pearl Street, and further described as the former Maine Energy Executive Parking Lot at 3-11 Lincoln Street, having the dimensions of 74 feet $\pm$ in width (measured west to east) and 180 feet $\pm$ in length (measured south to north).

Summary of Requests

Gap Funding

<i>Organization</i>	<i>Amount</i>
Apex Youth Connection	\$26,361.44
Biddeford Mills Museum	\$500.00
City Theater Associates	\$3,000.00
Engine	\$5,000.00
Heart of Biddeford	\$2,500.00
McArthur Library	\$40,000.00
Sub-Total	\$77,361.44

Nonprofits

<i>Organization</i>	<i>Amount</i>
Apex Youth Connection	\$500,000.00
Apex Youth Connection	\$66,074.00
Biddeford Community Gardens	\$50,000.00
Biddeford Housing	\$172,080.00
Biddeford Ice Arena	\$40,000.00
Biddeford Mills Museum	\$12,500.00
Bon Appetit	\$10,000.00
BSOOB Transit	\$60,000.00
The Center for Grieving Children	\$27,500.00
City Theater Associates	\$10,000.00
Community Dental	\$70,000.00
Engine	\$105,000.00
Heart of Biddeford	\$90,000.00
Heart of Biddeford	\$2,750.00
Heart of Biddeford	\$2,500.00
Heart of Biddeford	\$6,784.00
Heart of Biddeford	\$122,500.00
Heart of Biddeford	\$15,500.00
Heart of Biddeford	\$10,000.00
My Place Teen Center	\$150,000.00
My Place Teen Center	\$50,000.00
Southern Maine Affordable Housing	\$70,222.00
Hills Beach Preservation & Resiliency Committee	\$43,000.00
York County Shelter Programs	\$235,503.00
Sub-Total	\$1,921,913.00

Businesses

<i>Business</i>	<i>Amount</i>
20 Water Street	\$120,000.00
Acceptance Recovery	\$71,230.00
Acceptance Recovery (alternate)	\$24,000.00

Alternative Wellness Services	\$96,000.00
Black Fern Tree Service	\$100,000.00
Elements	\$15,000.00
Elements	\$4,800.00
Metta Movement	\$60,000.00
Saco Bay Marine	\$100,000.00
Sub-Total	\$591,030.00
Other	
All Inclusive Playground Committee	\$300,000.00
Healthy Safe Pedestrian Access	(see detail)
Overall Total	\$2,890,304.44

These amounts are to be prioritized, as they apply
All should qualify for ARPA under the Assistance to

Organization	Amount
Apex Youth Connection	\$26,361.44
Biddeford Mills Museum	\$500.00
City Theater Associates	\$3,000.00
Engine	\$5,000.00
Heart of Biddeford	\$2,500.00
McArthur Library	\$40,000.00
Total	\$77,361.44

ed in the 'budget request not fully funded' category.
Non-Profits category.

Notes

This is for a CDBG contract issue and they were permitted to apply under the same priority category.

Organization	# (if relevant)	Amount
Apex Youth Connection	1	\$500,000.00
Apex Youth Connection	2	\$66,074.00
Biddeford Community Gardens		\$50,000.00
Biddeford Housing		\$172,080.00
Biddeford Ice Arena		\$40,000.00
Biddeford Mills Museum		\$12,500.00
Bon Appetit		\$10,000.00
BSOOB Transit		\$60,000.00
The Center for Grieving Children		\$27,500.00
City Theater Associates		\$10,000.00
Community Dental		\$70,000.00
Engine		\$105,000.00
Heart of Biddeford	1	\$90,000.00

Heart of Biddeford	2	\$2,750.00
Heart of Biddeford	3	\$2,500.00
Heart of Biddeford	4	\$6,784.00
Heart of Biddeford	5	\$122,500.00
Heart of Biddeford	6	\$15,500.00
Heart of Biddeford	7	\$10,000.00
My Place Teen Center	1	\$150,000.00
My Place Teen Center	2	\$50,000.00
Southern Maine Affordable Housing		\$70,222.00
Hills Beach Preservation & Resiliency Committee		\$43,000.00
York County Shelter Programs		\$235,503.00
Total		\$1,921,913.00

Summary

Apex Future Focus Job Readiness Center, would serve area young people up to age 24, providing training/practice around necessarily workplace skills; exact use of funds would depend on funds received (or not) through Congressionally Directed Spending (CDS) requests

Capacity building - hiring a Development/Communications professional who can assist in Apex's growth as they fill needed gaps in service to youth

Support for four fully-communal vegetable gardens, including children's gardening programs, support to address food insecurity, and donations of extra food to local pantries/meal programs

Mission Hill Solar Panel, providing a solar array on top of 39 Sullivan St to support all four buildings in the complex, in support of both climate goals of city and of reducing operating costs to maintain affordability for residents

Arena programming relief - lost income due to the pandemic and rising cost of utilities will likely result in higher user fees and therefore impact the ability of people to use the arena

Financial shortfall due to COVID restrictions

Provides free meals and social connection for those experiencing food and housing insecurity, and mental health issues; financial difficulties due to increased cost of utilities

(Actual request is \$50-60K) funds would support construction of two ADA-compliant bus shelters at high-use locations (near YMCA and Biddeford Food Pantry); shelters were acquired but lack of in-house staff to install due to pandemic

Free peer support to grieving children and families, increasing resiliency, particularly in response to COVID-related/connected traumatic deaths

Hire a City Theater Manager in order to manage operations of the theater; revenue has been impacted due to the pandemic, so these funds would be a one-time allocation toward the total cost of hiring a manager

Provide affordable dental care through Access program; financial shortfall due to COVID-related operational disruptions; funding would help maintain operations, avoiding the need to scale back or cut programs

Funding to support the second year of the IGNITE program, an arts business incubator that supports makers, manufacturers, artists, and creative service providers (cohort members are given financial support, business training, and marketing support, leveraging existing resources and programs)

Brackets for light poles on Alfred St for banners/wreaths, banner poles for large over-the-street banners; information sharing so that communication can be improved with community members

Becoming a "Lemonade Day" community, providing the support for HOB to implement this youth entrepreneurship program

Social media internship for high school students, developed based on feedback from HS focus groups where more job readiness is needed

Back pay for Midtown Court 2021 - HOB supported the continuation of the program but there were not further grant funds from the city to support it

Façade Improvement Grant Program, providing matching funds for storefront improvements or new signage; would help with implementation of Blight Ordinance

Programs to assist small businesses: 1. COVID-related PPE, including reimbursement for previous purchases if possible (\$4000); 2. technical assistance/training, using existing Entrepreneurs Group and Women's Business Owner Meet Ups (\$5000); 3. business incubator and start-up or expansion assistance (\$2500); 4. welcoming kit for all new businesses (\$2000)

DEI weekend workshop with at least 8 partner organizations, aimed at skill-building around implementation of DEI principles

75 Bacon St sprinkler system install, needed in order to open My Place Teen Center

General Operations support; MPTC moves to 208 Graham Street in July and will remain there until the Bacon St property is complete

EV charging stations to affordable housing locations at low/no cost to residents; would coordinate with future car sharing programs for residents

HBPRC: Wood Hole Funding Proposal to perform analysis around the impact to the South Side of the Jetty and provide remediation plans

Biddeford Emergency Homeless Outreach program would focus on immediate needs of people experiencing homelessness; supporting two staff positions, a full-time outreach case worker and a peacekeeping/security guard for safety, and other service provision needs (e.g. laundry/shower facilities)

Category listed by applicant	Most likely eligible category
Addressing Educational Disparities; Non-Profit Assistance	Assistance to Un/Underemployed Workers
Addressing Educational Disparities; Non-Profit Assistance	Addressing Educational Disparities: Academic, Social, and Emotional Services or Assistance to Non-Profits
Healthy Childhood Environments; Strong Healthy Communities	Household Assistance: Food Programs or Strong Healthy Communities: Neighborhood Features that Promote Health and Safety
Housing Support; Strong Healthy Communities	a few different categories might apply here, depending on exact funding details
Healthy Childhood Environments; Non-Profit Assistance	Assistance to Non-Profits
Non-Profit Assistance; Addressing Educational Disparities	Assistance to Non-Profits
Non-Profit Assistance; Strong Healthy Communities	Assistance to Non-Profits or Household Assistance: Food Programs
Assistance to Un/Underemployed Workers; Strong Healthy Communities	Strong Healthy Communities: Neighborhood Features that Promote Health and Safety or Assistance to Non-Profits
Non-Profit Assistance	Assistance to Non-Profits or Mental Health Services
Small Business Assistance; Non-Profit Assistance	Assistance to Non-Profits
Medical Facilities for Disproportionately Impacted Communities; Strong Healthy Communities	Medical Facilities for Disproportionately Impacted Communities or Assistance to Non-Profits
Addressing Educational Disparities; Aid to Impacted Industries	Assistance to Small Businesses (several sub-categories could apply) or Assistance to Non-Profits
Aid to Impacted Industries; Healthy Childhood Environments	Aid to Tourism, Travel, or Hospitality OR Aid to Other Impacted Industries

Household Assistance	Assistance to Un/Underemployed Workers
Household Assistance; Assistance to Un/Underemployed Workers	Assistance to Un/Underemployed Workers
Aid to Impacted Industries	Aid to Tourism, Travel, or Hospitality
Small Business Assistance	Assistance to Small Businesses: Rehab of Commercial Properties or Other Improvements
Small Business Assistance	Assistance to Small Businesses (several sub-categories could apply)
Non-Profit Assistance	Assistance to Non-Profits (or possibly one of the 'Other' categories)
Strong Healthy Communities; Non-Profit Assistance	Assistance to Non-Profits or Strong Healthy Communities: Demolition and Rehabilitation of Properties
Strong Healthy Communities; Addressing Educational Disparities	Addressing Educational Disparities: Academic, Social, and Emotional Services or Assistance to Non-Profits
Long-Term Housing Security, Housing Support	a few different categories might apply here, depending on exact funding details
Strong Healthy Communities	Strong Healthy Communities: Neighborhood Features that Promote Health and Safety (or might better fit into an Infrastructure category?)
Long-Term Housing Security, Housing Support	Long-term Housing Security: Services for Unhoused Persons

Business	Amount
20 Water Street	\$120,000.00
Acceptance Recovery	\$71,230.00
Acceptance Recovery (alternate)	\$24,000.00
Alternative Wellness Services	\$96,000.00
Black Fern Tree Service	\$100,000.00
Elements	\$15,000.00
Elements	\$4,800.00
Metta Movement	\$60,000.00
Saco Bay Marine	\$100,000.00

Summary

Rehabilitation of already-owned building on Water Street to provide transitional housing to DV survivors

Funding for 10 individuals to access a comprehensive treatment option - stable housing for first three months of admission into Acceptance Recovery Residents, nutritional funds, counseling, case management, basic needs fund; program is in operation, funds would reduce barriers to access

This is an alternative proposal to the one above, and would provide subsidized access to recovery housing for those who cannot currently access it due to cost; proposed amount would fully cover 10 residents for three months

Free mental health supports to un/underinsured residents, either through an added clinician position or through a clinician supporting 5 Master Level Social Work Interns

(Request is \$50-100K range, amount of funding and type of tree would determine number of trees planted) funding for tree planting project that would add canopy trees in various areas to address climate goals, provide jobs, and increase community health, especially in low/moderate income neighborhoods

Install historically appropriate thermal window inserts to increase energy efficiency; stabilize operating costs and address climate goals

Reviving live music at Elements (previously an anchor in the community for locals and visitors) without increased burden on already strained operational costs and being able to offer the events at no charge to the public

Community yoga - start-up costs for a physical location to provide sliding-scale access to yoga, movement and mindfulness classes and provide community space at low/no cost to community groups and individuals

Funding for Water Testing (placement of monitoring devices at up to six testing locations) and Structure Repair (workshop space that needs to be updated, COVID-related issues with skilled workers and materials)

Category listed by applicant	Most likely eligible category
Household Assistance; Small Business Assistance	Assistance to Small Businesses: Rehabilitation of Commercial Properties or Other Improvements
Household Assistance; Long-Term Housing Security	Housing Support: Other Housing Assistance or Substance Use Services
Household Assistance; Housing Support	Housing Support: Other Housing Assistance or Substance Use Services
Household Assistance; Housing Support	Mental Health Services
Assistance to Un/Underemployed Workers, Strong Healthy Communities	Strong Healthy Communities: Neighborhood Features that Promote Health and Safety
Small Business Assistance	Assistance to Small Businesses: Rehabilitation of Commercial Properties or Other Improvements
Small Business Assistance; Aid to Impacted Industries	Aid to Tourism, Travel, or Hospitality
Strong Healthy Communities; Small Business Assistance	Assistance to Small Businesses: Rehabilitation of Commercial Properties or Other Improvements
Small Business Assistance	Assistance to Small Businesses: Rehabilitation of Commercial Properties or Other Improvements (might also fall under an Infrastructure category)

Project Name	Amount
All Inclusive Playground Committee	\$300,000.00
Healthy Safe Pedestrian Access	

Summary

An all-inclusive playground would give all children, regardless of ability, the opportunity to play. Concepts and budget ranges have been presented to the Recreation Commission.

This seems to be an idea submitted by a resident, rather than a formal program from a nonprofit or business, but I can reach out to confirm. Additionally, the online form did not initially have a box for approximate budget request, so this is missing a budget amount.

Notes

This is identified as a budget request not fully funded, but I don't believe this was applied for in the municipal budget.

Category listed by applicant

Healthy Childhood

Environments; Strong Healthy Communities

Healthy Childhood

Environments; Strong Healthy Communities

Most likely eligible category
Strong Healthy Communities:
Neighborhood Features that
Promote Health and Safety
Strong Healthy Communities:
Neighborhood Features that
Promote Health and Safety