



**City of Biddeford
City Council**

November 6, 2025 at 6:00 PM
City Hall Council Chambers & Zoom

[Click to Join Zoom Meeting Online](#)

Or call in by phone: +1 312 626 6799

Meeting ID: 988 2569 1773

Passcode:407140

1. Roll Call
2. Pledge of Allegiance
3. Adjustment(s) to Agenda
4. Recognition
 - 4.a Fire Department Promotions
5. Proclamation
 - 5.a Extra Mile Day 2025- Proclamation
6. Appointments
 - 6.a 2025.152 Approval/ Mayoral Appointments to a Committee- Citizen
7. Presentation
 - 7.a Financial Strategic Plan - Finance Director, Gerry Matherne
 - 7.b City Hall Hours
 - 7.c Update on 2023 Comprehensive Plan
8. Public Addressing the Council
(3 minute limit per speaker for up to a total of 15 minutes)
9. Consideration of Minutes
 - 9.a Council Minutes 10-21-25
10. Orders of the Day
 - 10.a 2025.153 Approval / Fire Department Marine Unit Bid and Sale/Auction of two (2) Marine Units

- 10.b 2025.154 Report and Recommendation(s) on Conservation Options and Procedures for Tax-Acquired Property, Map-1, Lot-19 (South Street)
- 10.c 2025.156 Resolution AG decision UNE Pier
- 10.d 2025.157 Approval Staff Accountant for the Finance Department
- 10.e 2025.158 Approval Extend the Ad Hoc Veterans Committee through June 30, 2026
- 10.f 2025.159 Limited Parking Lester B. Orcutt Blvd.
- 11. Committee of the Whole
 - 11.a Discussion Comprehensive Plan
- 12. Public Addressing the Council
(5 minute limit per speaker)
- 13. City Manager Report
- 14. Committee Updates by Council
- 15. Other Business
- 16. Council President Addressing the Council
- 17. Mayor Addressing the Council
- 18. Executive Session
 - 18.a 1 M.R.S. Section 405(6)c - Real Estate Matters
 - 18.b 1 M.R.S. Section 405(6)d - Labor Negotiations
 - 18.c 1 M.R.S. Section 405(6)a- Compensation of Employees
- 19. Adjourn



City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 4.a
Item Description: Fire Department Promotions
Submitted By: Lawrence D. Best, Fire Chief

Key Terms:

Fire Department Promotion Swearing-in Ceremony

Executive Summary:

Fire Department Promotion Swearing-in Ceremony:
Deputy Chief/Paramedic Steve Kiesman
Captain/Paramedic Steven Szostek
Lieutenant/Paramedic Alexander Dorow

Detailed Review:

Fire Department Promotion Swearing-in Ceremony:
Deputy Chief/Paramedic Steve Kiesman
Captain/Paramedic Steven Szostek
Lieutenant/Paramedic Alexander Dorow

Funding Source:

N/A

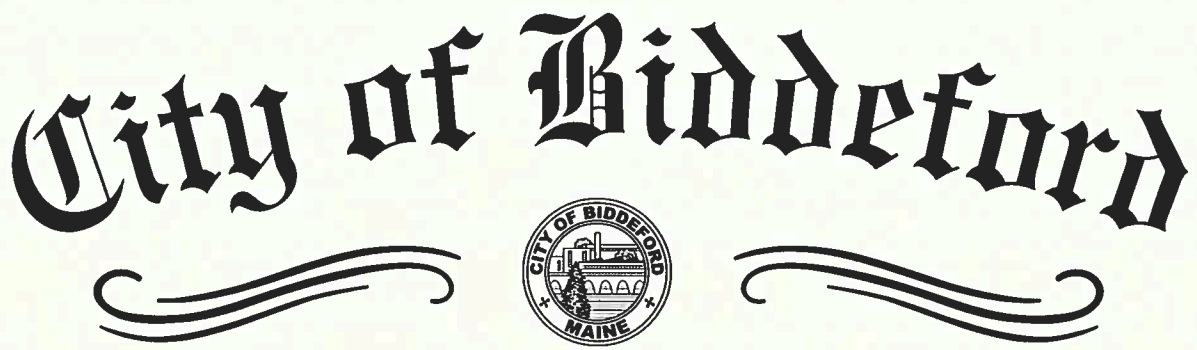
Staff Recommendation:

N/A

Next Steps:

No further actions necessary

Attachments:



PROCLAMATION

EXTRA MILE DAY 2025

WHEREAS, The City of Biddeford acknowledges that a special vibrancy exists within the entire community when its individual citizens collectively “go the extra mile” in personal effort, volunteerism, and service; and

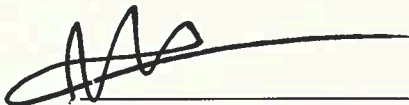
WHEREAS, Biddeford is a community which encourages its citizens to maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction to their individual ambitions, family, friends, and community; and

WHEREAS, Biddeford is a community which chooses to shine a light on and celebrate individuals and organizations within its community who “go the extra mile” in order to make a difference and lift up fellow members of their community; and

WHEREAS, Biddeford acknowledges the mission of Extra Mile America to create 550 Extra Mile cities in America and is proud to support “Extra Mile Day” on November 1, 2025.

NOW THEREFORE, I, Martin Grohman, Mayor of Biddeford, do hereby proclaim November 1, 2025, to be Extra Mile Day. I urge each individual in the community to take time on this day to not only “go the extra mile” in his or her own life, but to also acknowledge all those who are inspirational in their efforts and commitment to make their organizations, families, community, country, or world a better place.

*In Witness Whereof, We the undersigned have herewith affixed
our signatures this 6th day of November 2025.*



Mayor




City Clerk

City of Biddeford



2025.152 IN BOARD OF CITY COUNCIL... November 6, 2025

BE IT ORDERED, that I Martin Grohman, Mayor of Biddeford, do hereby appoint:

Anthony Curro
Ward 7
To the Traffic Committee
For a term to expire December 31, 2025

Attest by: _____
Robin Patterson, City Clerk

Committee, Board, and Commission Application Form

Application

Name anthony curro

Pronouns Field not completed.

Ward 7

Need to find your Ward?

[Click here to find your Ward on a map or a list of streets.](#)

(Section Break)

Which City Committee, Board or Commission do you request to be appointed to? Traffic Committee

If other, please list below. Field not completed.

Why are you interested in serving the City of Biddeford? I live on May street and have for 40 years. I have participated in meetings regarding May street, the joint study performed by MTA and Maine DOT for a connector road from South Street to Exit 32, and meetings with both the planning board and the traffic committees. I would like to see better integration of traffic needs with the city's efforts to improve housing availability and to create processes to systematically collect, analyze, and use data to guide decision making.

Please list any experience that may be pertinent to the Board or Committee in which you are requesting to serve. Mechanical Engineering degree from University of Notre Dame; experience with obtaining,organizing, and analyzing data.

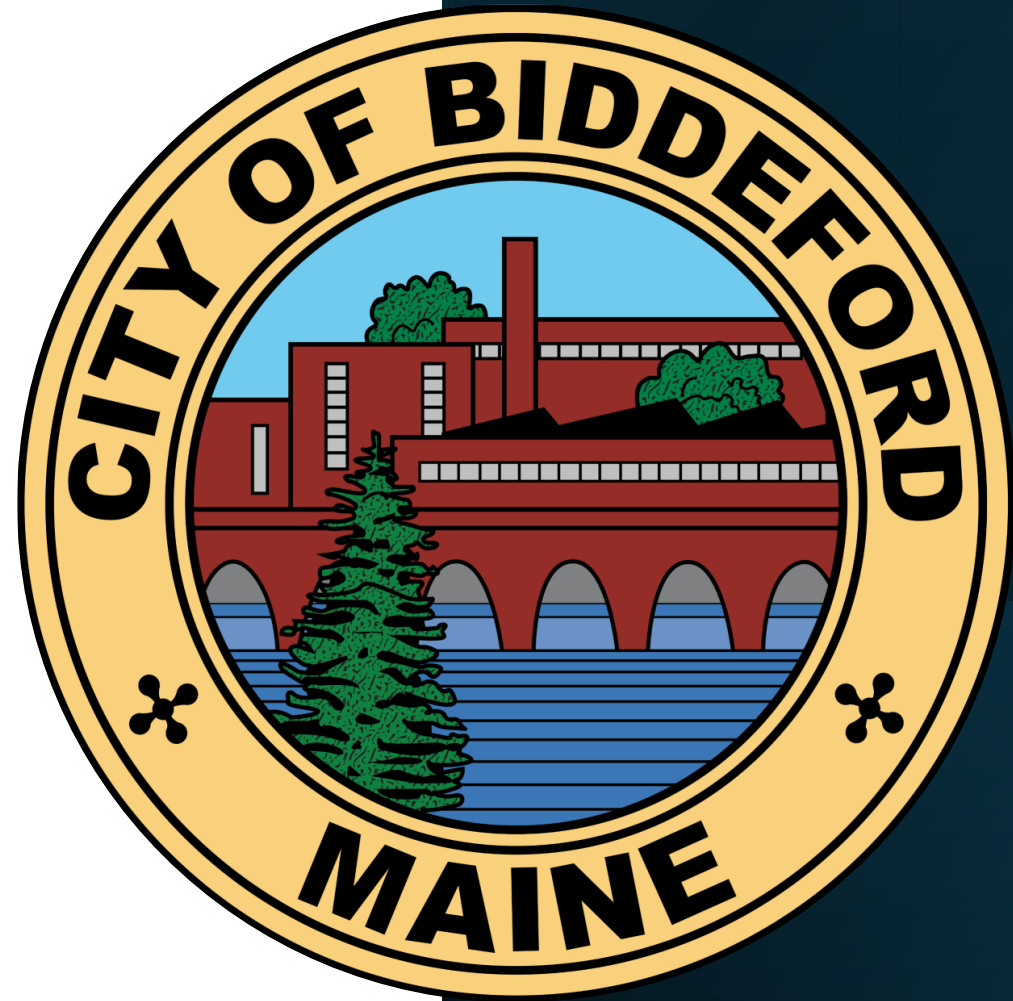
32 years of experience working as part of the management/leadership team of a local manufacturing company.

Frequent pedestrian and cyclist in the city.

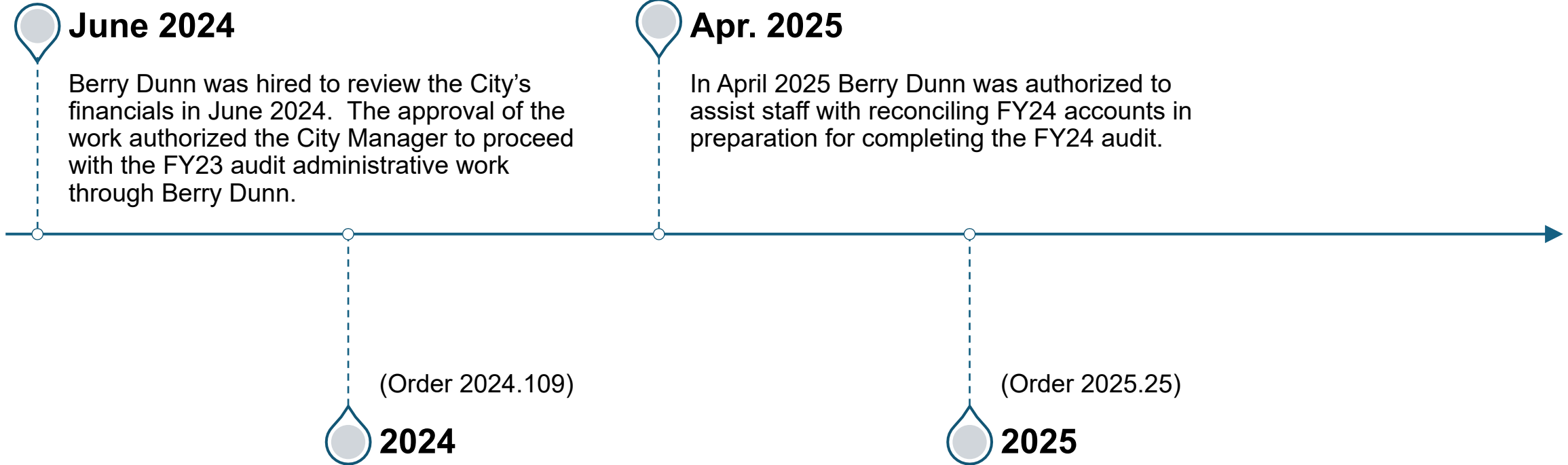
Please list any prior experience serving on any public Boards, Commissions or Committees (and approximate dates). 35 years as a volunteer with the National Ski Patrol including several different positions at the Maine Region level. That includes 6 years, 2012 -2018, as the Maine Region Outdoor Emergency Care Administrator.

The Mission of the City of Biddeford's finance department is to protect the City's fiscal health by providing accurate, compliant, and timely financial information. The department ensures fiscal control and responsibility through effective financial reporting, budgeting and planning, asset protection, financial analysis and policy enforcement.

City of Biddeford - Finance Department



History



Audit Findings

Highlights:

- No reconciliations since 2022
- Checks not cleared, checks reissued, but original never voided
- Incoming ACH's not recorded
- Wires sent out of the bank, but never recorded
- Airport leases not billed
- PILOTS not billed (Payment In Lieu of Taxes)
- Capital & Grants not recorded
- Staff Turnover
- **Other failures identified by new department leadership**
 - IRS Failure to File Forms 1095-C
 - Sewer Billing

Actions Taken To Date

Hired Berry Dunn for reconciliation & audit assistance

Converted Sewer Billing over to Maine Water as of Nov. 1, 2025

Working with Senator Collins' office to address the IRS fees imposed for late filing of 1095-C forms

Invoiced Airport leases & PILOTS (Payment In Lieu of Taxes)

Creating month end close procedures and SOP's for the department

Request to hire new accounting assistant – on the agenda before you tonight for approval

Getting current with reconciliations and audits & Implementing new software

Staying current while addressing FY26

Status of Reports to Finance Committee

-
- Current Situation
 - Target Situation
 - Gaps
 - Action Required
 - Owner
 - Expected Completion Date

Goals

As the Finance Director I inherited a tremendous backlog of issues that we are trying to rectify in addition to dealing with the normal day to day operations of the City. The Finance Department is the backbone of effective local government operations as it touches every department, and its actions and inactions have a direct impact on the residents. While it's easy to get overwhelmed with the number of deficiencies I would like to focus on our opportunities to make this department the best possible.

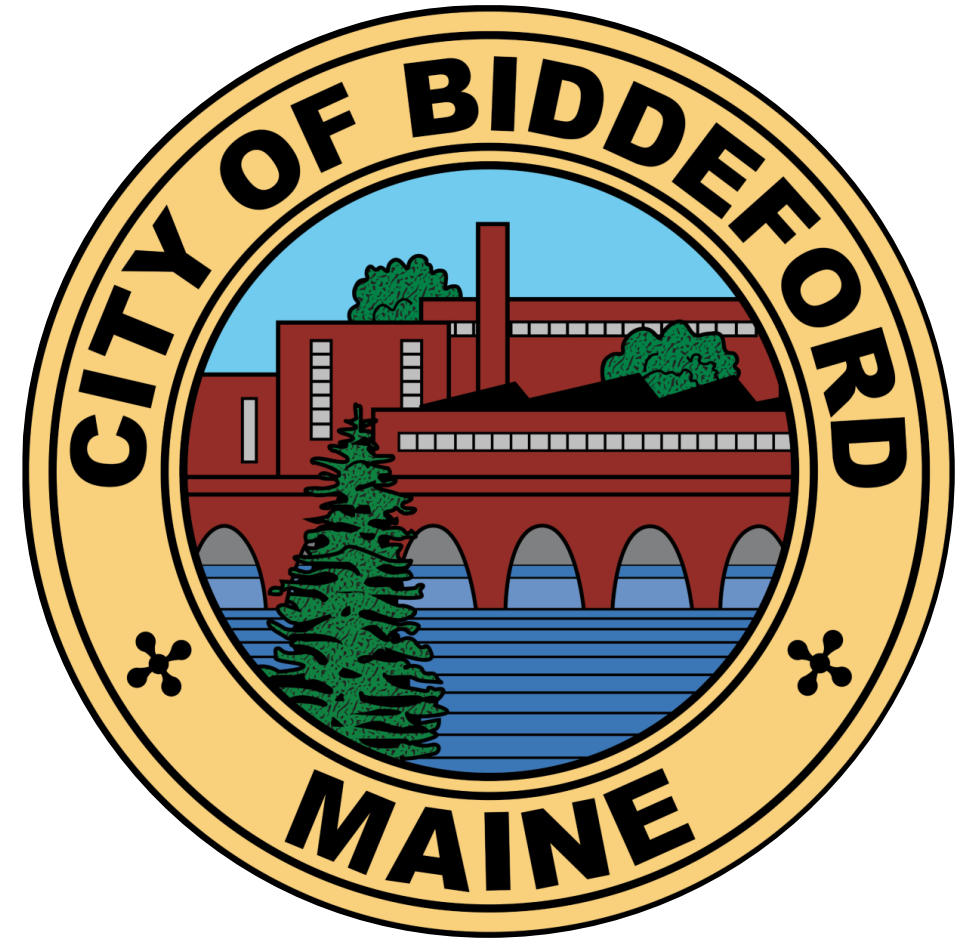
- Transparent and Accurate Financial Reporting
- Robust Internal Controls and Compliance
- Effective Budgeting and Financial Planning
- Retaining Highly Skilled and Ethical Staff
- Creating a Culture of Continuous Improvement

Strategies through 2026

- Develop Investment Strategy for funds
- Establish a reserve fund policy
- Establish interdepartmental reviews to identify revenue opportunities to reduce taxpayer burden
- Financial analysis & cash flow projection
- Cross-training of finance staff
- Find creative ways to receive cash back rebates

Conclusion

- Working to regain the trust of residents through transparency and accountability!





City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 7.b
Item Description: City Hall Hours
Submitted By: Truc Dever, City Manager

Key Terms:

Executive Summary:

City Council directed staff during a Committee of the Whole discussion on August 5, 2025 to review City Hall operating hours and propose a schedule that would ensure a consistent and appropriate level of service to residents and the community. Staff will present the results of an employee survey and discuss options for new City Hall hours.

Detailed Review:

At the August 5, 2025 meeting, Councilors discussed the current City Hall public operating hours:

- Monday & Tuesday: 7:00 AM – 5:00 PM
- Wednesday & Thursday: 8:00 AM – 4:00 PM

These hours reflect when City Hall is open to the public for services, including vehicle registrations, vital records, and marriage licenses processed by the City Clerk's Office.

Councilors expressed concern that the variation in hours throughout the week may cause confusion for residents and those conducting business at City Hall. It was reaffirmed that City Hall will remain closed on Fridays, with no changes anticipated to that policy.

Council directed staff to evaluate the current schedule and recommend more consistent hours that enhance accessibility for the public while minimizing disruption to staff schedules.

In response, the City Manager's Office collaborated with the Human Resources Department to

survey employees regarding potential changes. The results, summarized in **Attachment 1**, indicate:

- Over 85% of respondents are “satisfied” or “very satisfied” with their current work schedule.
- 50% prefer no change to their current hours.
- 50% expressed support for a revised schedule of 7:30 AM – 4:30 PM, Monday through Thursday.

The City’s Employee Manual authorizes a 36-hour work week for hourly employees. While employee schedules are set by the City Manager, public operating hours are determined by Council in Biddeford's council-manager form of government. The intent of this change is to maintain consistent public-facing hours regardless of any changes to staff work schedules that may be made in the future.

The City Clerk's Office provides customer service and support to a high volume of community members during regular City Hall hours. In reviewing the times when foot traffic is at its peak in the City Clerk's Office, it was determined that operating from 7:30am to 4:30pm would allow the Office to maintain its high level of service and provide availability to those who seek to do business in the early morning before their work day begins.

The General Assistance Office also provides services to a high volume of community members throughout the day. In discussions with the GA Supervisor, it was determined that the proposed changes to operating hours would have minimal impact on community members seeking services and on staff.

It is, therefore, staff's recommendation to change City Hall operating hours to 7:30am to 4:30pm, Monday through Thursday effective January 5, 2026.

Funding Source:

None

Staff Recommendation:

Staff recommends Council considers the option to revise City Hall operating hours to 7:30am to 4:30pm, Monday through Thursday effective January 5, 2026.

Next Steps:

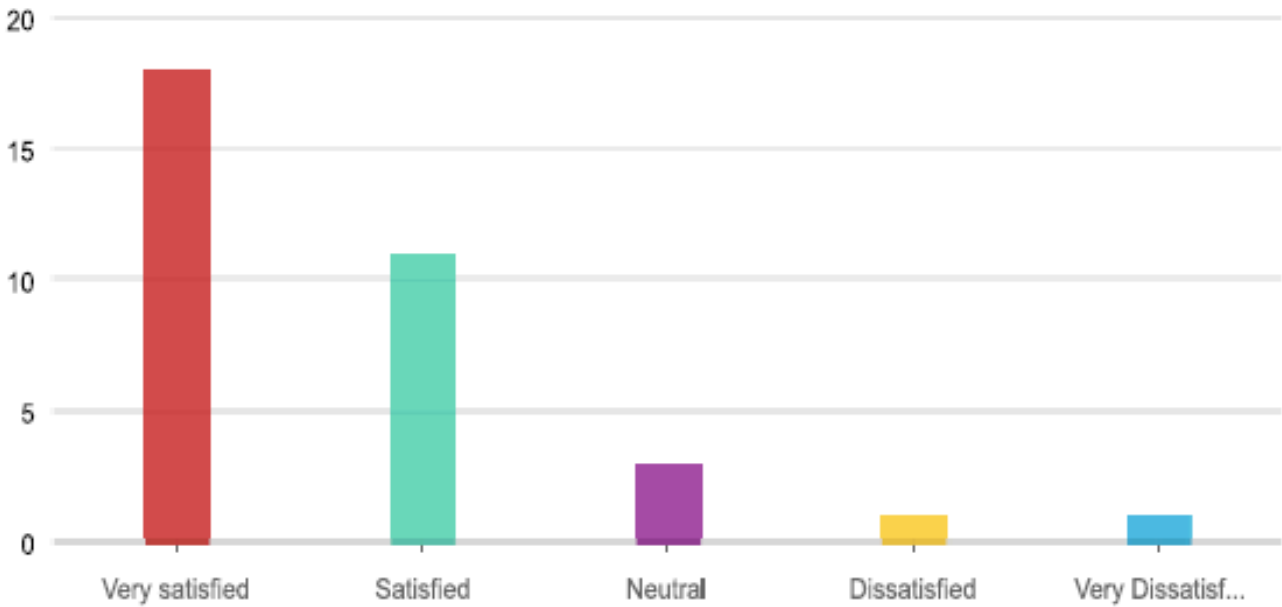
Should Council agree with staff's recommendation, an Order will be presented at the next Council meeting on November 18, 2025 with an effective date of January 5, 2026.

Attachments:

1. Attachment 1-City Hall Hours Survey Graphs

City Hall Work Schedule Survey

Current Satisfaction *

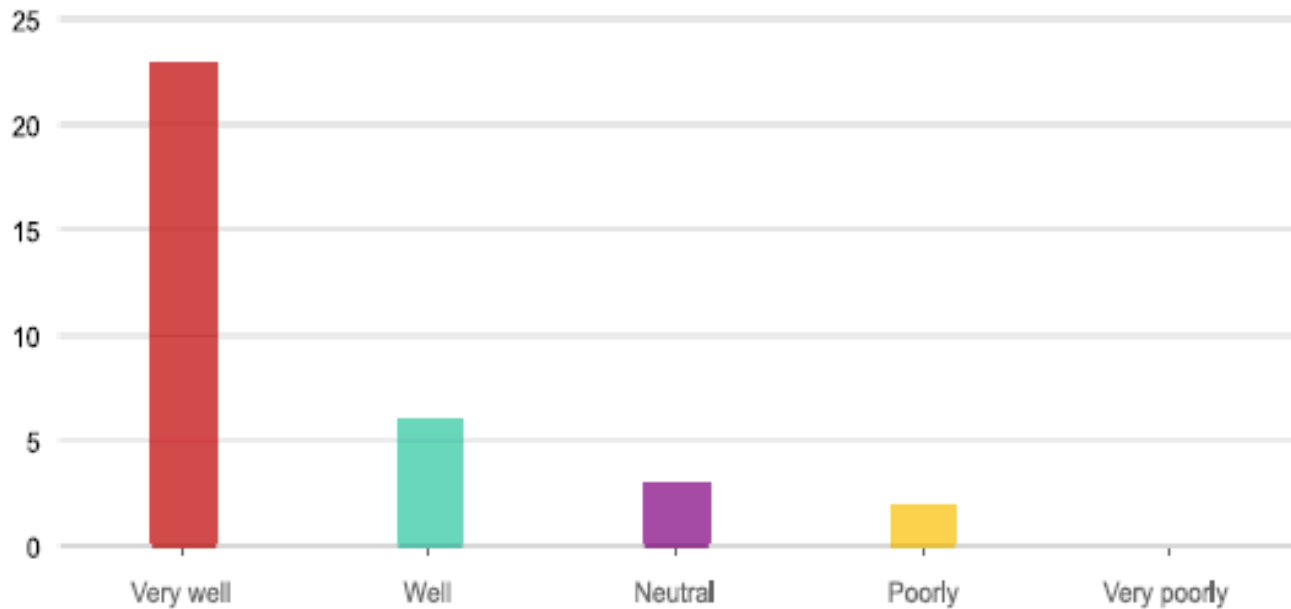


Answers	Count	Percentage
Very satisfied	18	52,94%
Satisfied	11	32,35%
Neutral	3	8,82%
Dissatisfied	1	2,94%
Very Dissatisfied	1	2,94%

Answered: 34 Skipped: 0

City Hall Work Schedule Survey

Current Satisfaction *



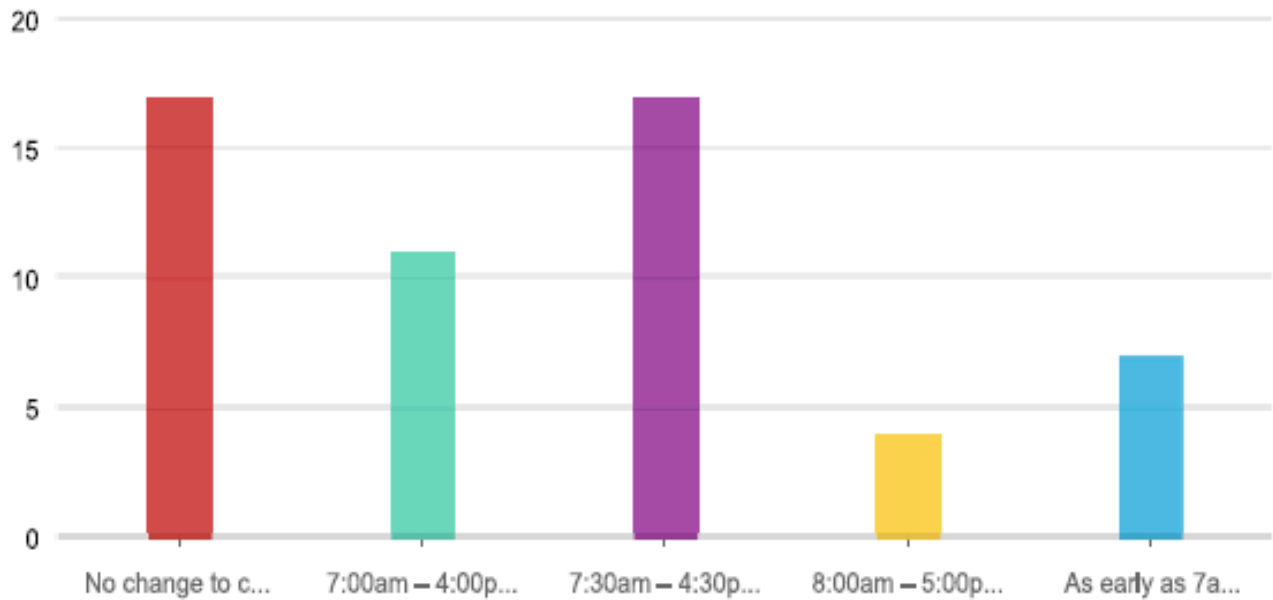
Answers	Count	Percentage
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Very well	23	67,65%
Well	6	17,65%
Neutral	3	8,82%
Poorly	2	5,88%
Very poorly	0	0%

Answered: 34 Skipped: 0

City Hall Work Schedule Survey

Preferences for Schedule Changes ★



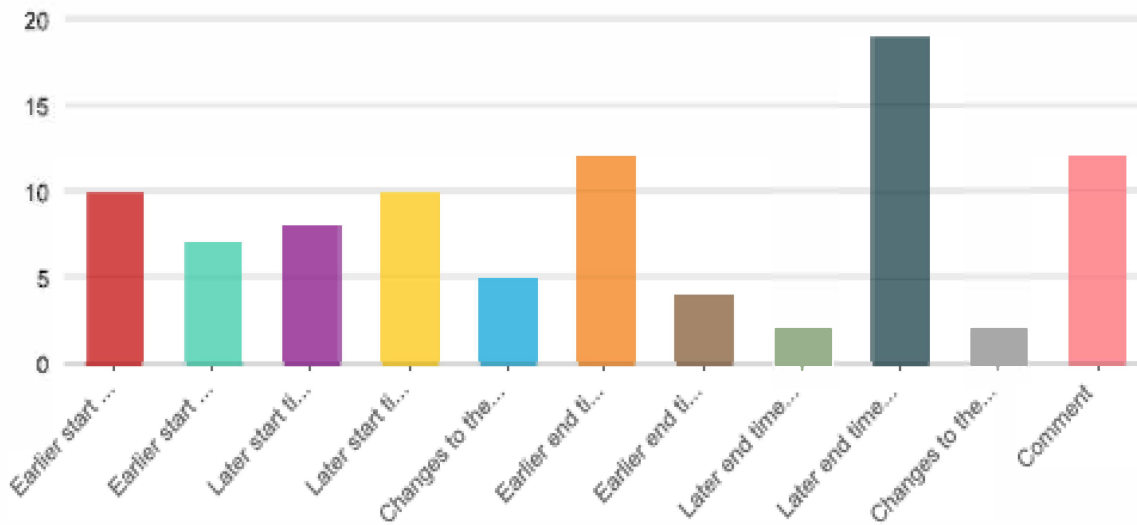
Answers	Count	Percentage
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No change to current schedule	17	50%
7:00am – 4:00pm	11	32,35%
7:30am – 4:30pm	17	50%
8:00am – 5:00pm	4	11,76%
As early as 7am and as late as 5pm to allow for flexibility and staggered schedules	7	20,59%

Answered: 34 Skipped: 0

City Hall Work Schedule Survey

Impacts on Personal Life ★



Answers	Count	Percentage
Earlier start time would have positive impact	10	29,41%
Earlier start time would have negative impact	7	20,59%
Later start time would have positive impact	8	23,53%
Later start time would have negative impact	10	29,41%
Changes to the start time would have no impact	5	14,71%
Earlier end time would have positive impact	12	35,29%
Earlier end time would have negative impact	4	11,76%
Later end time would have positive impact	2	5,88%
Later end time would have negative impact	19	55,88%
Changes to the end time would have no impact	2	5,88%
Comment	12	35,29%

Answered: 34 Skipped: 0



City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 7.c
Item Description: Update on 2023 Comprehensive Plan
Submitted By: City Manager & Planning Department

Key Terms:

State Review, Public and Agency Comments, Completeness Review, Consistency Review, Missing Chapters, Natural Resources, Water Resources, Existing Land Use, Implementation Table, Strategy Reconciliation, Future Land Use Plan (FLUP), Growth/Rural Map, Marine Resources Section, Beginning with Habitat (BwH), Maine DEP, Stormwater, Watershed Planning, Maine CDC, Drinking Water Program, Public Water Systems, Aquifer Protection, Maine DMR, Marine Resources, Planning Board, Conservation Commission (CC), Maine IFW, DEP Collaboration, Local Review, February 2026 Resubmission, Funding Request, Planning Department Budget, Dedicated Consultant, Staff Recommendation, City Manager, Next Steps, Workshop, Council Approval

Executive Summary:

On July 29, 2025, the City of Biddeford submitted its Comprehensive Plan to the State for formal review. The review period began on July 31, 2025. The State completed its review on September 19, 2025, identifying several areas requiring revision or completion. The plan is missing three critical chapters: 1) Natural Resources, 2) Water Resources, and 3) Existing Land Use.

The Future Land Use Plan (FLUP) must be strengthened by completing the policies and strategies.

Editorial adjustments were also noted, including the removal of duplicate sections and the correction of numbering inconsistencies.

Several state agencies provided technical feedback to enhance the Plan's data accuracy and policy alignment: 1) Beginning with Habitat (BwH), 2) Maine DEP – Division of Environmental Assessment, 3) Maine CDC – Drinking Water Program, and 4) Maine DMR / Maine Coastal Program.

Detailed Review:

On July 29, 2025, the City of Biddeford submitted its Comprehensive Plan to the State for formal review. The review period began on July 31, 2025, with the following State Planning Office timeline:

- September 5, 2025: Public and state agency comments due
- September 19, 2025: Completeness review deadline
- October 3, 2025: Consistency review deadline (if applicable)

State Review Findings

The State completed its review on September 19, 2025, identifying several areas requiring revision or completion.

1. Missing Chapters

- Natural Resources
- Water Resources
- Existing Land Use

2. Additional Requirements

The **Future Land Use Plan (FLUP)** must be strengthened by completing the policies and strategies, including all required maps (Growth/Rural, Transitional, Critical Natural Resource, and Constraints), and assigning responsible parties and timelines. FLUP strategies must also be integrated into the Implementation Table.

Editorial adjustments were also noted, including the removal of duplicate sections (e.g., Marine Resources) and the correction of numbering inconsistencies.

Reconciliation of strategies across all chapters to ensure consistency between the narrative text and the Implementation Table

State Agency Comments

Several state agencies provided technical feedback to enhance the Plan's data accuracy and policy alignment:

- Beginning with Habitat (BwH): Update maps and data, correct rare species datasets, and address overlaps between growth areas and high-value habitats.
- Maine DEP – Division of Environmental Assessment: Include freshwater risk information, stormwater and LID standards, and integrate existing watershed actions.
- Maine CDC – Drinking Water Program: List all active public water systems, address emerging vulnerabilities, and strengthen wellhead and aquifer protection.
- Maine DMR / Maine Coastal Program: Add harvester, dealer, and vessel counts; discuss marine use trends; and include data on shellfish closure areas.

Funding Source:

The current plan is being drafted by city staff, so there are no fees involved.

Staff Recommendation:

Staff recommend continuing efforts to submit the current Comprehensive Plan to the State while concurrently initiating internal discussions on the next plan, to be undertaken jointly by the City and, possibly, a dedicated consultant.

Next Steps:

After completing the first drafts of the natural and water resources and existing land use chapters, the Planning Board will hold a joint workshop with the Conservation Commission before Council approval.

A joint workshop between the Planning Board and Conservation Commission (CC) was held on October 13, 2025, to review the State's findings and establish a coordinated response:

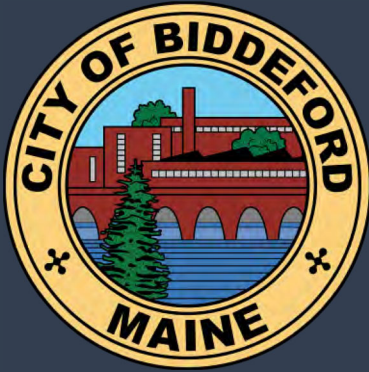
- The CC is drafting the Natural Resources and Water Resources chapters with technical input from Maine IFW and DEP, who participated in the October 22, 2025 CC meeting.
- The Planning Department is working on the rest of the deficiencies.
- As drafts are finalized, they will undergo City Staff and Planning Board review with public input.
- Following local approval, the chapters will be advanced through City Council for adoption and will be re-submitted to the State by February 2026.

Should the City pursue immediate work on the next Comp Plan following state submission in February 2026, it is projected that the cost to complete a new plan would be approximately \$125,000 including the use of a consultant. Funding could be obtained through grants or would need to be budgeted in the Planning Department's budget. A typical Comprehensive Plan is projected to take, on average, 1.5 to 2 years to complete.

Attachments:

1. Attachment 1: Biddeford-Comprehensive-Plan-2023

BIDDEFORD'S COMPREHENSIVE PLAN



2023



TABLE OF CONTENTS

1. Vision and Purpose
2. Demographics
3. Public Engagement
4. Regional Coordination
5. Future Land Use
6. Economy
7. Housing
8. Transportation & Mobility
9. Historic, Cultural & Archaeological Resources
10. Recreation & Open Space
11. Public Facilities
12. Agricultural & Forest Resources
13. Marine Resources
14. Climate Change
15. Fiscal Capacity & Capital Improvement Plan
16. Appendices
 - 6A. Economy
 - 7A. Housing
 - 8A. Transportation
 - 9A. Historic, Cultural & Archaeological Resources
 - 10A. Public Facilities
 - 11A. Marine Resources
 - 12A. Agricultural & Forest Resources
 - 13A. Marine Resources
 - 14A. Climate Change
 - 15A. Implementation



1 Vision and Purpose

Our City Today

From the scenic oceanfront to a historic downtown core to timeless farmland and forests, Biddeford is a diverse, growing and thriving city with a strong sense of community, rich history and high quality of life. Biddeford has seen many changes over its 400-year history. From its origins as a small seasonal logging camp, Biddeford grew to become one of the nation's preeminent industrial centers in the 19th century, with textile mills attracting immigrants from many different countries and cultures. Today, those same textile mills are once again bringing vitality and opportunity to Biddeford and have been a catalyst for our city to thrive in the 21st century.

The City of Biddeford adopted its current comprehensive plan in 1999, which has served as the guiding planning framework for our city for over 20 years. Since then, our city has seen a tremendous amount of growth and change, particularly in our downtown core and historic mill district. In addition, we have seen an increasingly urgent need to address emerging challenges and ensure that our city remains sustainable, equitable and resilient in the face of a statewide housing crisis, sea level rise and climate change.

To help meet those challenges, our city is moving forward with a new Comprehensive Plan that celebrates our past and creates a bold vision for our future.

What is a Comprehensive Plan?

The State of Maine regulates the manner in which communities plan for and regulate growth and development through the Growth Management Program (Title 30-A §4312 et seq.), that was adopted in 1988 along with the Comprehensive Planning and Land Use Act.

This law establishes the State's policies and establishes the rules by which communities may engage in land use planning and regulation. Through this law, the State overrides

each community's home-rule authority and mandates compliance with an overall set of goals, procedures and standards for community comprehensive plans. Aside from the requirement to have a plan, it just makes sense for towns to plan for the future. The process of preparing a comprehensive plan provides an opportunity for residents, community officials and other stakeholders to share ideas about what is important in the community, to identify issues and desirable responses, and to coordinate a town-wide approach to dealing with change. Ideally, the comprehensive plan will reflect consensus views about town policy.

As circumstances change and the community considers changes in its local policies, it is important to frame these considerations in terms of the comprehensive plan. New policies must strive to fit within current and future State requirements plus mesh with other local policies.

Our City Tomorrow

From the beginning, the goal of Biddeford's new Comprehensive Plan was to celebrate the city's many strengths and preserve what makes our city special while creating a strong vision for our community's future. The development of Biddeford's new comprehensive plan has been guided by extensive community engagement and collaboration. Well over 1,500 community members shared their thoughts on the future of our city throughout the year-long public outreach process.

Workshops and surveys engaged with the community on:

- **Housing**
- **Natural Resources**
- **Public Facilities**
- **University of New England**
- **The downtown and mill district**
- **Neighborhood**
- **Climate change**
- **Youth and schools**



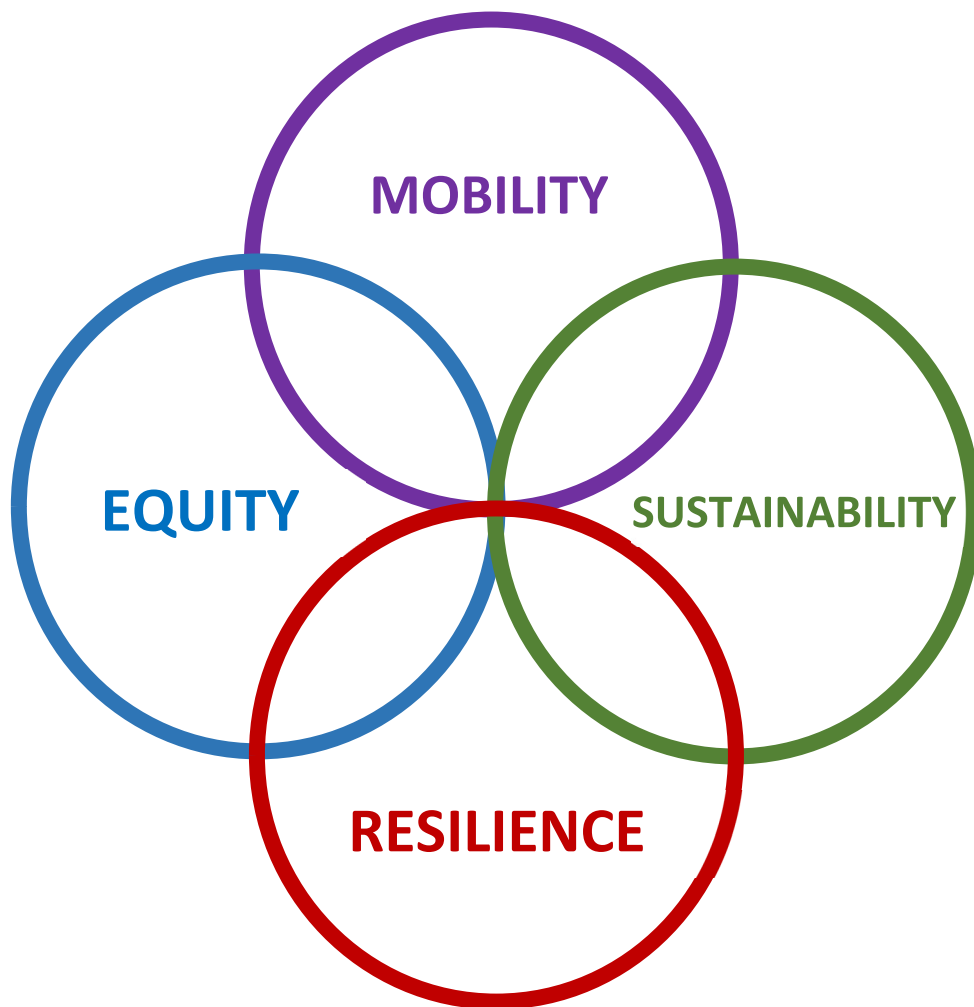
The 2023 Comprehensive Plan recognizes that Biddeford has many unique characteristics that our community values and wants to preserve. Community feedback strongly emphasized the need to protect and enhance access to open space, protect natural resources and respond to the increasing threat of climate change and sea level rise. There was also a strong emphasis on ensuring that our public facilities and services are able to meet the needs of a growing population.

The Comprehensive Plan respects the wide array of diverse environments and neighborhoods within Biddeford, each with their own unique set of characteristics and needs. The plan builds off of the voices of the community and aims to incentivize future growth in areas where it can be more easily accommodated. Additionally, the plan

emphasizes the need to ensure that more growth occurs in areas where it can be served by public transit, bicycle and pedestrian infrastructure. These steps will not only help ensure that future growth in Biddeford is forward-thinking and accessible, but will also help guide future growth to be more equitable, resilient and sustainable.

The 2023 Comprehensive Plan is built around four key goals to help guide planning, investment and decision making in the community.

BIDDEFORD STRIVES FOR...



Mobility

A city where residents are able to freely and easily access their basic needs throughout society regardless of income, wealth, occupation, class, race, religious, or personal belief

Resilience

A city that can resist and adapt to such risks as economic downturns, housing shortages, traffic congestion, disease, hunger, and natural phenomena such as coastal flooding and winter storms.

Sustainability

A city that can meet the needs of the present without compromising the ability for future generations to meet their own needs. For Biddeford to be sustainable, it must focus on maintaining and improving its environmental, economic, and social well-being today to ensure that Biddeford is in a better place in the future

Equity

A city where all people have the resources they need to access the same opportunities as others. For Biddeford, equity recognizes that each person or entity has different circumstances and needs, and that different policies and actions at the local level may be needed for different people in order for them to have the same opportunities as others

Using these key goals as a framework; The 2023 Comprehensive Plan establishes a vision for the future of our community which honors our past, embraces new opportunities and identifies ways to address local and regional challenges.

2 Demographics

1. What's happening?

Biddeford has seen substantial growth and change in recent years. A growing and evolving population is reshaping many aspects of our community as part of the ongoing story of change that has defined Biddeford throughout its history. To move forward as a community, it is important to fully understand how and why our city's demographics are changing, and how Biddeford compares to other communities in our region. This section of the Comprehensive Plan looks at both population and demographics for Biddeford as well as York County and Maine as a whole.

2. Population



Biddeford's population grew by **5.9%** between 2010 and 2020

Year	Population	% Change
1980	19,638	-1.7%
1990	20,710	5.4%
2000	20,942	1.1%
2010	21,277	1.6%
2020	22,552	5.9%

Although it grew slower than the rest of York County... Biddeford was one of the **fastest growing** communities in Maine between 2010 and 2020

Biddeford is the **7th Largest** Community in Maine

Biddeford has
9,198
Households

Average Household Size is
2.3 Persons

749
Population per Square Mile

88.3%
Of residents live in the same
home as 1 year ago

Community	2020 Population	% Change from 2010
Maine	1,385,340	1.7%
York County	211,972	7.5%
Biddeford	22,552	5.9%
Portland	68,408	3.3%
Lewiston	37,121	1.4%
South Portland	26,498	5.6%
Scarborough	22,135	16.8%
Sanford	21,982	5.3%
Saco	20,381	10.1%
Kennebunk	11,536	6.6%
Old Orchard Beach	8,960	3.7%

Source: 2020 Census

Biddeford has seen steady and consistent growth for over 30 years. However, the pace of population growth notably increased in both Biddeford and surrounding communities in Southern Maine between 2010 and 2020.

Biddeford's growth is a largely a result of both increasing migration into the region by out-of-state residents and regional population shifts as residents of the "core" of the Portland metropolitan area seek lower-cost living options in communities with high quality of life that are still close to regional centers of employment and recreation.

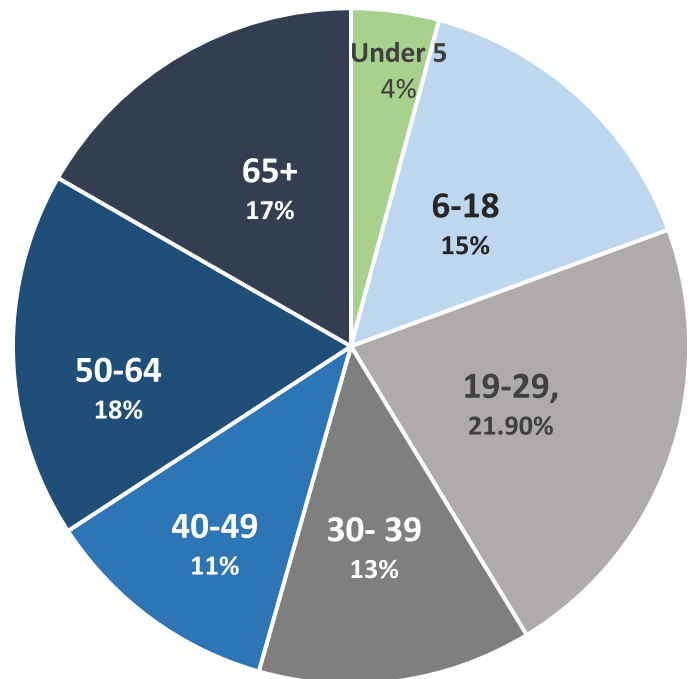
3. Age and Gender

50.4%
Female

36.2
Median Age

Biddeford is the **Youngest**
Community in York County

88.3%
Of residents live in the same
home as 1 year ago



**Biddeford's Age
Distribution**

Area	Median Age
Maine	44.6
York County	45.2
Biddeford	36.2
Saco	43.1
Portland	37.6

Source: ACS 5-Year Estimates 2016-2021

2011
Residents
over 65 **14.9%**

2021
Residents
over 65 **16.7%**

2011
Median Age - **37.1**

2021
Median Age - **36.2**

2-3

Biddeford has a relatively even distribution of ages living in our community. Biddeford is younger than both York County and the State of Maine as a whole, with the lowest median age of any community in York County. This can be partially attributed to the presence of the University of New England, which increases the number of younger residents. This may also be the result of increased in-migration by younger individuals and families moving into new residential space in the Mill District.

While Biddeford's median age decreased between 2011 and 2022, the percentage of residents over the age of 65 increased slightly. This is in line with regional and state trends of aging populations.

4. Race, Ethnicity and Language

Like many communities in Maine, the large majority of Biddeford's population is White. However, the demographics of the community and state have slowly shifted to become more diverse in recent years.

Community	% White	% Black or African American	% Hispanic / Latino	% American Native	% Asian
Maine	94.2	1.8	2.0	0.7	1.4
York County	95.1	1.2	2.0	0.3	1.5
Biddeford	91.8	1.3	2.7	0.1	2.6
Portland	83.0	8.9	2.4	0.2	4.1
Lewiston	83.4	7.3	2.2	0.2	2.0
South Portland	88.3	5.2	2.9	0.3	2.1
Scarborough	92.6	0.2	2.2	0.6	2.8
Saco	90.9	1.2	1.7	0.4	1.8
Kennebunk	93.4	0.1	3.4	0.1	2.7

Source: 2020 Census



Hispanic & Latino residents make up the 2nd largest ethnic group in Biddeford

3.6% of Biddeford Residents are Foreign Born

Biddeford is **more diverse** than York County and Maine as a whole

Language Spoken at Home

Language	Number of Speakers	% of Population
English	19,025	88.9
Spanish	212	1.1
Other Indo-European	1,853	8.7
Asian & Pacific Languages	302	1.5

59%
Of residents who speak a language other than English at home are over the age of **65**

Source: 2020 Census

Arabic is the second most spoken language among students in the Biddeford School System; followed by Spanish, Portuguese and French

Source: Biddeford School System

5. Education

2,308

Students Enrolled in Biddeford
Public Schools in 2022-23

8.8%

of Biddeford residents have a
Master's Degree or PhD

Biddeford has **lower** educational
attainment than the rest of York
County

Community	% with High School Diploma	% with Bachelor's Degree or more
Maine	93.7	33.6
York County	94.4	32.8
Biddeford	93.8	27.2
Portland	94.2	56.5
Lewiston	88.1	21.3
South Portland	95.9	46.3
Scarborough	97.8	55.0
Sanford	91.2	21.3
Saco	94.5	40.7
Kennebunk	97.7	45.2

Biddeford Public School Enrollment by Grade	
Grade	2022-2023 Enrollment
Pre-K	73
K	176
1	197
2	156
3	179
4	175
5	136
6	164
7	198
8	146
9	163
10	172
11	174
12	199
TOTAL	2308

Biddeford School System Enrollment by School	
Facility	2022-2023 Enrollment
Biddeford High School	708
Biddeford Middle School	644
Biddeford Intermediate School	354
Biddeford Primary School	353
JFK School	265

Source: Biddeford School System

6. Income and Economy

\$58,142

Median Household Income

63.3%

Population in Civilian
Workforce

\$278,350

Median value of owner-
occupied homes

13.3%

Population living below the
poverty line

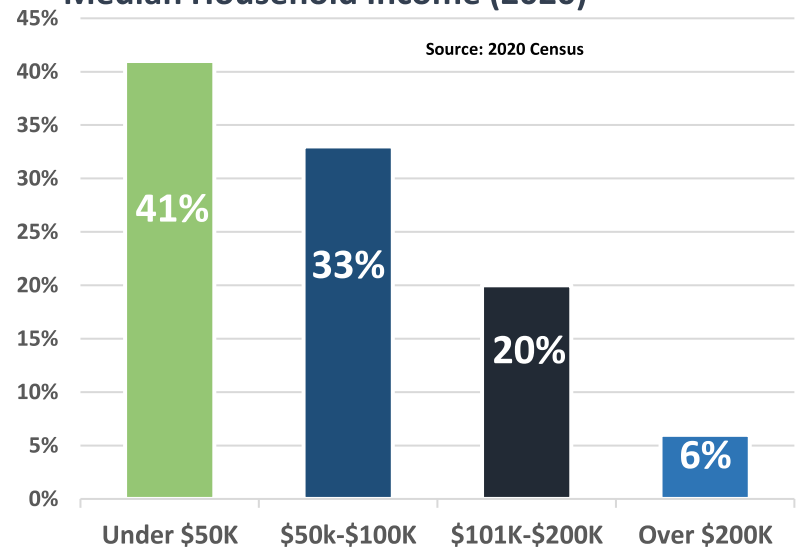
Although still lower
than the County
Average, Biddeford's
Median Income has
risen **faster** than the
rest of York County
from 2010-2020

Community	Median Household Income	Per Capita Income	% Below Poverty
Maine	\$63,182	\$36,171	11.5
York County	\$73,856	\$39,450	8.3
Biddeford	\$58,142	\$33,413	13.3
Portland	\$66,109	\$42,960	12.7
Lewiston	\$48,069	\$27,856	16.3
South Portland	\$73,899	\$42,822	6.1
Scarborough	\$105,960	\$56,863	3.7
Sanford	\$65,671	\$32,648	9.5
Saco	\$72,700	\$40,927	9.3
Kennebunk	\$88,865	\$47,197	6.2
Old Orchard Beach	\$55,766	\$45,572	10.6

Source: ACS 5-Year Estimates 2016-2021

Biddeford's Income Distribution

Median Household Income (2020)



Biddeford's median and per-capita income is lower than Maine as a whole and notably lower than surrounding communities in both York and Cumberland Counties. Biddeford also has a higher overall percentage of the population living at or below the poverty line compared to surrounding communities.

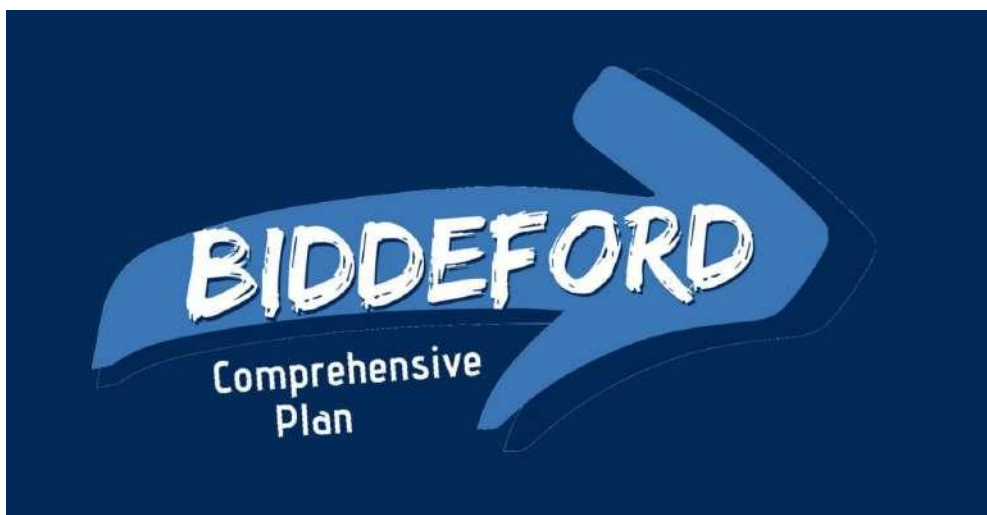
However, Biddeford's overall per-capita and median income for families and households grew at a slightly faster than some other surrounding communities between 2010 and 2020.

3 Public Engagement

1. What's Happening?

Public Engagement is crucial to a Comprehensive Plan in order for the plan to be reflective of the community. City of Biddeford staff, Planning Board members, and members of other City committees and commissions worked together to pursue a robust public engagement process throughout 2021. The information received from the public was used to inform the content of the plan, particularly the Core Values and the Goals, Policies, and Strategies. As part of the development of the Comprehensive Plan, Biddeford pursued a robust, transparent, and inclusive civic engagement process. The Planning Board, with staff, developed a Public Engagement Plan (PEP), as well as a PEP Advisory Committee to facilitate the civic engagement program.

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2. Community Engagement By the Numbers

1,500+

community members engaged
during the public process

53

residents participated in
focus groups

25

members on the
Advisory Committee

1,212

responses to the
Community Survey

30

participants in the April
2022 public sessions

40+

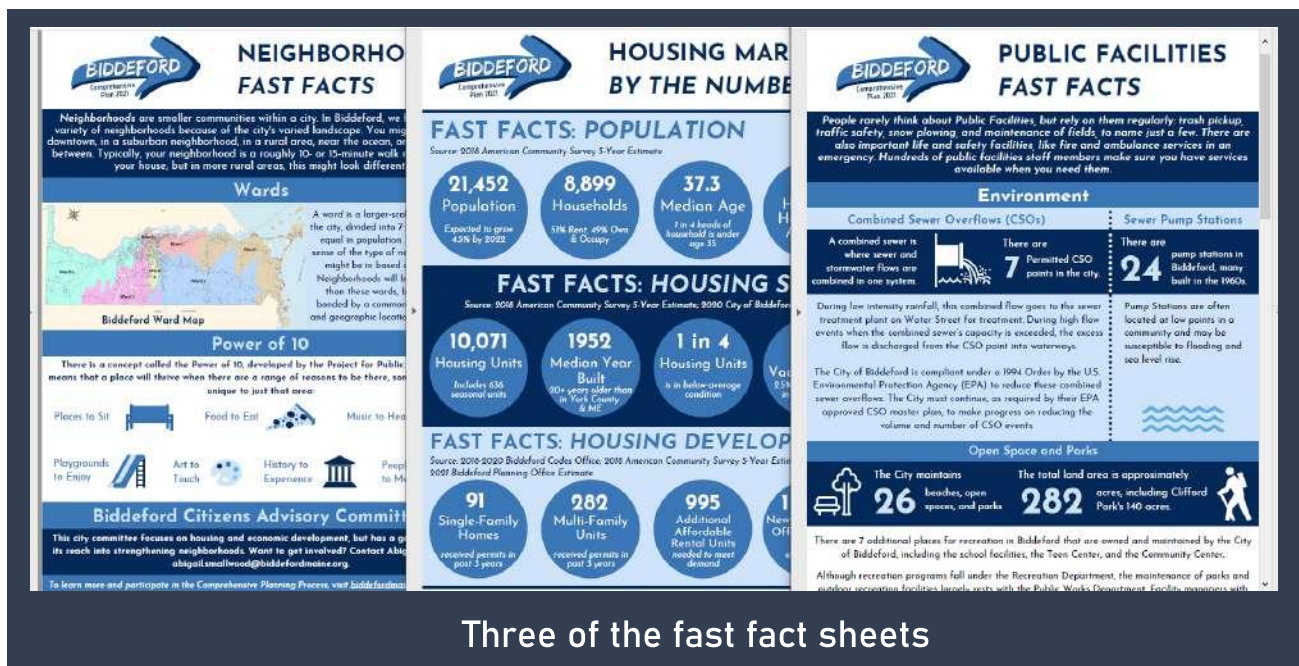
public engagement
opportunities

The Planning Board and staff identified eight major topics, and each topic was assigned a Planning Board member, a City staff member, and a member of a City Committee/Commission. The eight topics were Neighborhoods, Housing, Downtown, Climate Change, Youth and Schools, UNE Integration, Natural Resources, and Public Facilities.



Eight major topics for the Comprehensive Plan

For each topic, a fast fact sheet, an overview video, and a survey were developed. The Fast Fact sheets and the overview video gave a brief introduction to the topic, so community members had basic information before taking the survey.



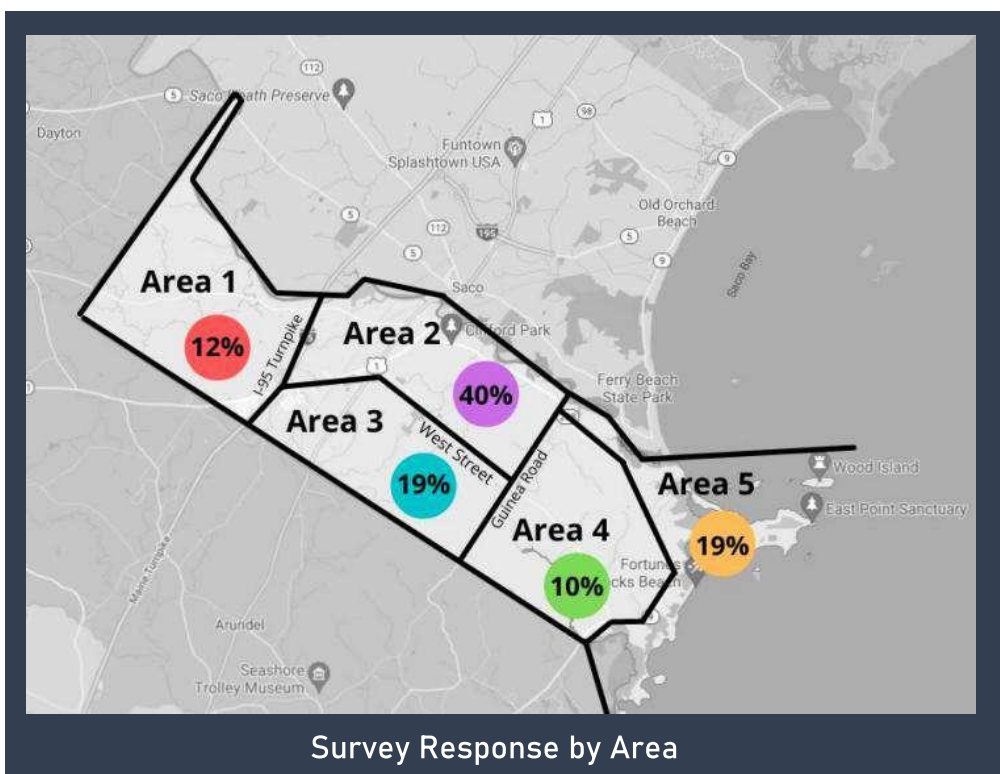
Three of the fast fact sheets

The surveys were released on a weekly basis on the MetroQuest survey platform, a platform designed specifically for municipal and transportation planning. Surveys stayed open for at least 3 weeks (average: 7 weeks), and there were 1,308 responses total over the eight surveys. We expect that some people took multiple surveys, so this number is not unique individuals. The highest responses were for the Neighborhoods, Downtown, and Housing surveys.

PEP Advisory Committee members reviewed and analyzed the results to determine major takeaways and to develop follow-up questions for focus groups. There was one focus group for each topic. The input received at these meetings was compiled into a summary sheet on each topic.

From all the feedback received on these topics, a Community Survey was compiled to go into more detail and to get feedback from a broader section of the community. The survey was available online and on paper in September 2021. Paper copies were mailed to every address in Biddeford. There were 1,212 responses to this survey. There was a follow-up presentation of the results, including an analysis of the differences between Biddeford's population and those who took the survey. The survey was not intended to be representative of the population, but the information was shared in order to contextualize the responses.

From all the information gathered, the existing Goals, Policies, and Strategies for each section were updated, and there were three public sessions in April 2022 to determine level of support and interest in the identified strategies.



In general, there was support for the strategies – nothing scored below neutral (3 on the 5-point scale), and 91% scored ‘somewhat support’ (4) or higher on average. Staff will look into the items that scored above a 4.5 on average and determine whether to prioritize some of these items in the implementation of the Comprehensive Plan.

Throughout the process, opportunities for engagement were promoted a variety of ways:

- Biddeford Beat, the City’s weekly email newsletter
- City of Biddeford Facebook and Twitter
- Our Biddeford, the City’s engagement platform
- Direct mail to Biddeford addresses
- Courier newspaper ads and articles
- Comprehensive Plan email list
- Updates on the front page of the website
- Partner organizations such as Heart of Biddeford



One of the advertisements posted in the Courier promoting the topic-based surveys



Timeline shared through social media



We want to hear from you! Tell us how you use Biddeford's public facilities and how we can improve them.

Step 1: Watch a [short video](#) to learn about the importance of public facilities. Public facilities include the many systems that few people think about but rely on daily: streets and pedestrian infrastructure, public safety systems, parks and beaches, and Public Works systems like trash pickup and snow removal, to name just a few.

Step 2: Check out this [fact sheet](#) to learn more about Biddeford's public facilities.

Step 3: Click [this link](#) to take a quick survey to share your priorities for protecting and conserving Biddeford's natural resources. The survey will be available until June 18.

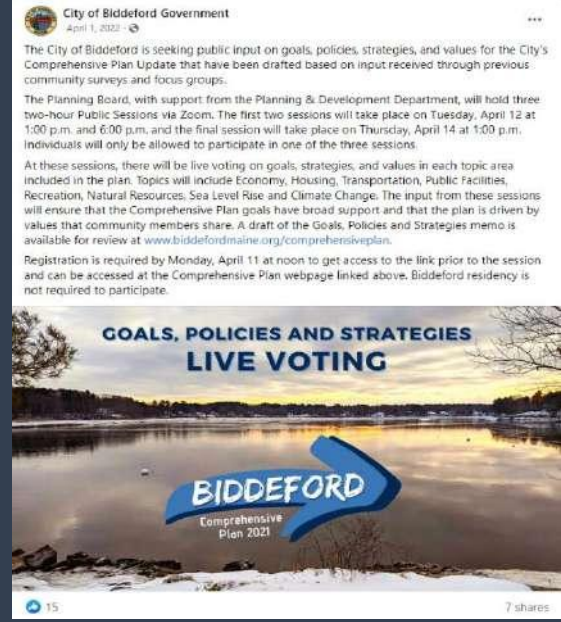
Step 4: Stay involved! [Sign up for email updates](#) about future opportunities to participate.



TAKE THE SURVEY



Focus group recruitment in Biddeford Beat



Social Media Posts about the Comprehensive Plan

Additionally, due to high interest in affordable housing identified through the Comprehensive Plan process and regular citizen engagement with City officials and staff, the Mayor formed an Affordable Housing Task Force that met during 2022 to assess the current reality of housing in Biddeford, collect feedback from the community on affordable housing, and compile data. From this information, the Task Force made recommendations in a Final Report approved on January 4, 2023. The Report went to City Council for action on January 24, 2023, and implementation steps will follow.

Community Engagement:

What Comes Next?

The City of Biddeford is committed to continuing implementation and updates as necessary to the Comprehensive Plan during the 10 years that it is in effect. With Biddeford's rapid growth, it is vital that this plan is a living document. Residents are encouraged to contact the Planning and Development Department with questions and ideas and updates that would affect the information in the plan and the goals based on that information.

Civic engagement is vital to the community, so that this plan and the work of the City reflects the values and goals of those who live here.

Some specific projects moving forward are as follows:

In Fall 2022, City staff and the Citizens Advisory Committee (CAC), in partnership with the Mayor and City Councilors, launched a series of Ward meetings as a way to connect with residents in order to share updates and hear questions, concerns, and ideas.

Moving forward, staff and CAC, which is the designated committee to oversee the spending of Community Development Block Grant (CDBG) funds, plan to hold Ward meetings on a yearly basis, as well as more targeted neighborhood meetings and walks. Additionally, every five years, staff and the CAC put together a Consolidated Plan for CDBG funds, which sets goals for the next five years. CDBG funds are targeted toward low-to-moderate income residents in a variety of ways. Public engagement is a key component of creating the plan, so that funding goes towards projects supported by the community, particularly those who are low-to-moderate income. There is a new Consolidated Plan being written in spring 2023, which will launch in July 2023, and the next plan will be written for launch in July 2028.

The City is in the process of completing a Climate Action Plan. In October 2020, City Council passed a Climate Emergency Resolution, which led to the formation of the Climate Task Force. This group is tasked with creating an action plan that focuses on adaptation, mitigation, and sustainability strategies that address the real effects of climate change that threaten our coastal community. Southern Maine Planning and Development Commission (SMPDC), the regional council of governments focused on planning and development, is leading a cohort of communities to create their Climate Action Plans – Biddeford, Kennebunk, Kennebunkport, and Kittery. Public engagement is an important part of this process and there will be numerous opportunities to

participate in 2023. Biddeford's Climate Action Plan is expected to be completed in September 2023. At that time the City's focus will shift to implementation of strategies established by the plan to reduce carbon emissions.

Other public engagement efforts will develop based on needs in the community.

Regional Coordination

What's Happening?

As the largest city in York County, Biddeford serves as an important regional service center and employment center. Biddeford's needs are closely linked with those of its surrounding communities and the Southern Maine region. Biddeford works closely with a number of regional partners throughout York and Cumberland Counties on a wide range of issues including public safety, resource management, conservation, housing, economic development, climate change and transportation. Working closely with communities and organizations in our area helps Biddeford address regional challenges effectively and creates new opportunities for everyone in our region.

Biddeford is a key partner in these regional organizations and planning efforts:

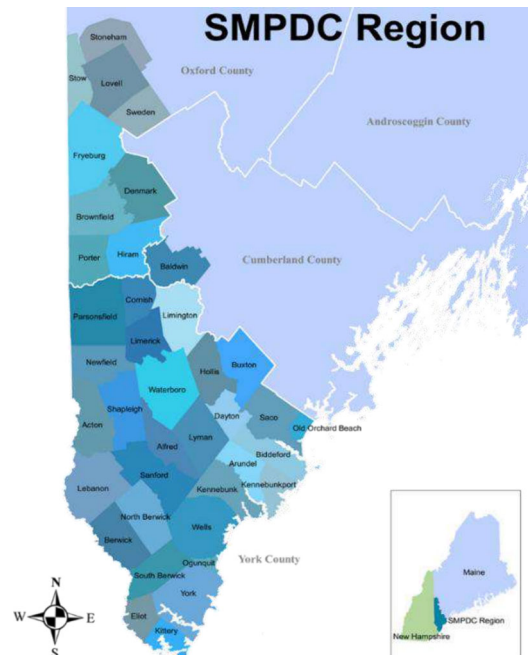
1. Regional Planning & Transportation

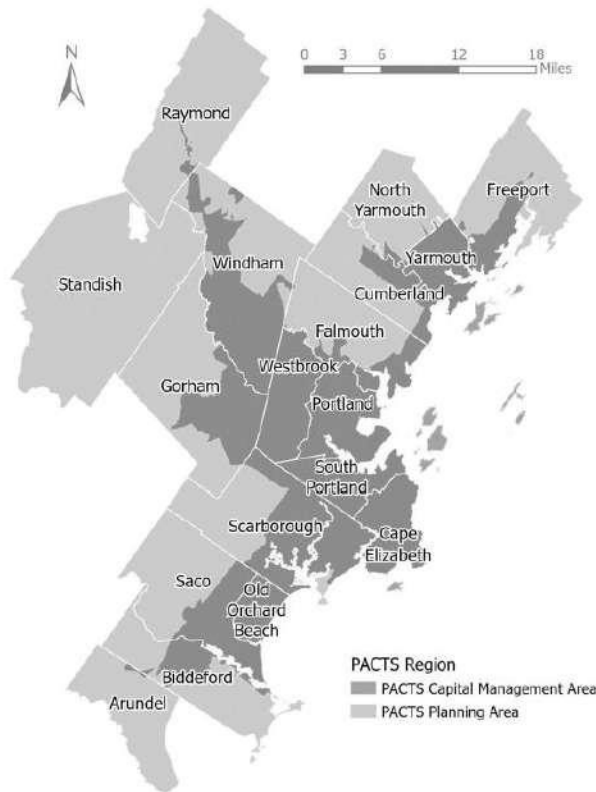
Southern Maine Planning & Development Commission (SMPDC)

SMPDC is non-partisan nonprofit organization that cultivates thriving, sustainable communities and strengthens local governments by leading planning and economic development for 39 member towns in Southern Maine.

SMPDC Provides a wide range of planning services to communities in York and Southern Oxford counties.

The city of Biddeford works closely with SMPDC on a wide range of planning and Development issues including transportation, brownfield development, conservation and climate resilience.





PACTS Planning Area, PACTS Capital Management Area

Portland Area Comprehensive Transportation System (PACTS)

The Portland Area Comprehensive Transportation System (PACTS) is a federal metropolitan planning organization that coordinates transportation planning and investment decisions with the state, municipalities and public transportation partners. It directs the spending of more than \$25 million in transportation funding each year.

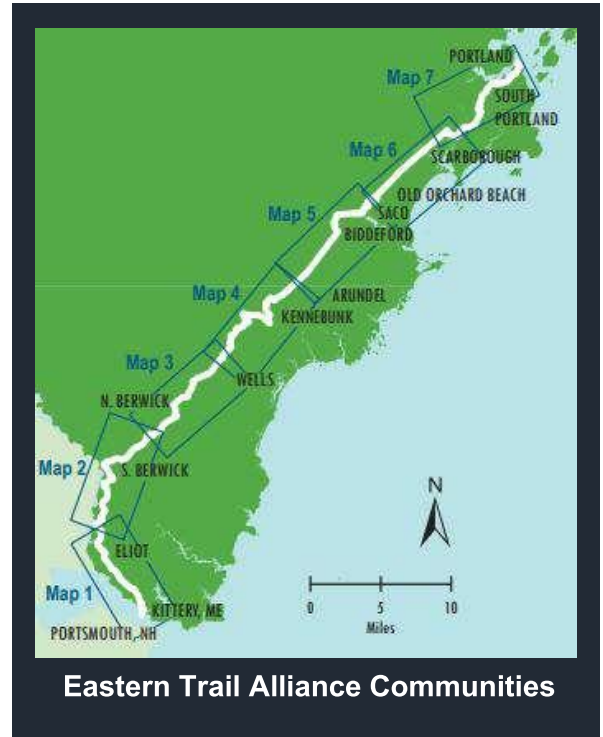
Since 2020, PACTS is fully affiliated with the Greater Portland Council of Governments (GPCOG) and utilizes GPCOG staff and resources.

Within the federally designated urban area, PACTS is also responsible for capital management and determining eligible locations for transportation capital improvements.

Eastern Trail Alliance

The Eastern Trail is a 65 + mile signed bike route that passes through Biddeford on its route from in Kittery to South Portland. It is part of U.S. Bike Route One. Although a majority of the trail is off-road, portions of the trail utilize local roads and streets.

Together with the Eastern Trail Alliance, the City of Biddeford has worked to explore opportunities for improving the corridor through Biddeford, which has significant segments of on-street trail through Biddeford's urban core. The Eastern Trail Alliance is advancing plans to create new off-street trail alignments and improve connectivity between the trail and local Bicycle & Pedestrian routes.



Biddeford-Saco-Old Orchard Beach Transit

Biddeford-Saco-Old Orchard Beach Transit (BSOOB) provides bus transit service throughout its namesake communities as well as intercity bus services to Portland. BSOOB Transit operates three fixed-route transit services within Biddeford serving key corridors and destinations.

City staff work closely with BSOOB transit on short and long-range planning and funding needs.

York County Community Action Corp. (YCCAC)

YCCAC provides fixed route and on-demand transit service throughout York County. YCCAC services Biddeford with its “Southern Maine Connector” service connecting the Saco Transportation Center with Sanford and Springvale along Route 111.

YCCAC Transit services carried over 62,000 riders in 2021.

2. Conservation and Resource Management

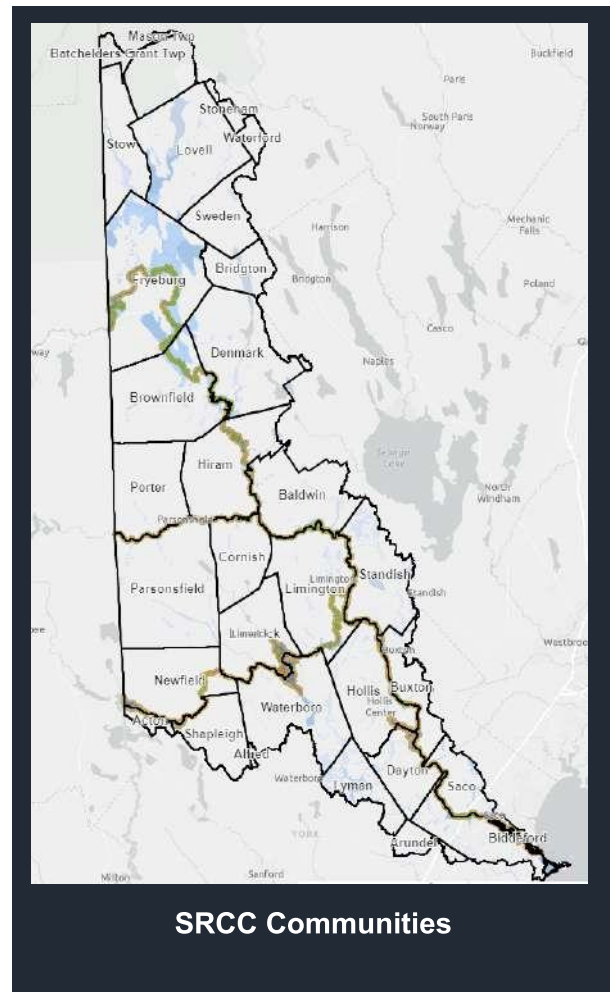
Saco River Corridor Commission (SRCC)

As the largest community along the Saco River, Biddeford works closely with the Saco River Corridor Commission on key issues impacting the Saco River.

The SRCC is responsible for managing water resources, land use and development along the entire 170-mile river corridor reaching from the White Mountains in New Hampshire all the way to the mouth of the river. The SRCC’s direct jurisdiction includes the Saco River watershed and all development and land use changes within 250 feet of the river corridor.

York County Soil & Water Conservation District

York County Soil & Water Conservation District provides technical, educational, and financial resources to land users and communities in York County to promote sustainable land use practices and ensure the viability of the agricultural sector.



Maine Water

The majority of Biddeford is served by the Maine Water Company, which draws directly from the Saco River. In 2022, MWC opened a new, state-of-the-art water treatment facility on South Street to serve parts of Biddeford, Saco and Old Orchard Beach.



Kennebunk, Kennebunkport & Wells Water District (KK&W)

Coastal and eastern areas of Biddeford are served by the KK&W Water District.

Rachel Carson National Wildlife Refuge

Biddeford hosts approximately 244 acres of the Rachel Carson National Wildlife Refuge, a conservation trust which was established in 1966 in cooperation with the State of Maine to protect valuable salt marshes and estuaries for migratory birds. Scattered along 50 miles of coastline in York and Cumberland counties, the refuge consists of ten divisions between Kittery and Cape Elizabeth. It will contain approximately 7,600 acres when land acquisition is complete.

In addition, the city of Biddeford partners with a number of local and regional land trusts and organizations to manage public access to conserved land

3. Economic Development

Biddeford-Saco Chamber of Commerce

The Biddeford-Saco Chamber of Commerce and Industry works to promote local businesses and provide resources to foster growth for more than 400 regional members.

The BSCC also works to promote community engagement and education to strengthen our local economy.



Brownfield Redevelopment

Brownfield sites are abandoned or disused industrial sites with known contamination.

A SMPDC and the Maine Department of Environmental Protection provide funding assistance and technical guidance to assist communities in redeveloping Brownfield sites in York County.

4. Public Safety

Biddeford is one of the twenty-four Public Safety Answering Points (PSAP) in Maine. The PSAP serves all of Biddeford's public safety departments and six other communities 24 hours a day. The PSAP answers and transfers Saco's E-911 calls and dispatches Fire and EMS for Alfred, Arundel, Dayton, Hollis, Lyman, and Waterboro.

Police

Biddeford Police Department works closely with police departments in Saco, Arundel, Kennebunkport and Dayton. Biddeford is also a participant in the Regional Tactical Team, which serves all of York County.

Biddeford also coordinates extensively with other communities in the region for training and emergency response preparedness.

Fire / EMS

Biddeford Fire Department has automatic mutual aid agreements with Saco, Goodwin's Mills, Arundel and Kennebunkport to assist with needed personnel and resources in the event of emergency. Additional resource sharing and incident readiness coordination occurs with the Saco Fire Department.

5 Future Land Use

GOAL

To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services and preventing development sprawl.

POLICIES

1. To coordinate the community's land use strategies with other local and regional land use planning efforts.
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.
4. To establish efficient permitting procedures, especially in growth areas.
5. To protect critical rural and critical waterfront areas from the impacts of development.

STRATEGIES

1. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact local ordinances as appropriate to:
 - a. Clearly define the desired scale, intensity, and location of future development.
 - b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas;
 - c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.
 - d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.
2. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.
3. Direct a minimum of 75% of new municipal growth-related capital investments

- into designated growth areas identified in the Future Land Use Plan.
4. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.

1. What's Happening?

The Future Land Use plan identifies needs and opportunities for managing growth and development within the community. To align with the goals of the Comprehensive Plan, as well as ongoing local planning and development projects.

The Future Land Use Plan serves to:

- **Identify areas where growth and development are encouraged (Priority Growth Areas)**
 - **Identify areas where growth should be limited or entirely prohibited (Limited Growth Areas)**
 - **Create a vision for land use, housing, and transportation**
 - **Determine what types of uses are appropriate where, and to what intensity.**
-

2. Key Goals

The key goals of the Future land use plan have been laid out based on feedback from the community survey and workshops, as well as extensive input from the Planning Board and City Council.

The key goals of the 2022 Future Land Use plan are:

- **Support higher density 'missing middle' infill housing proximate to downtown as naturally occurring affordable housing.**
- **Conserve Biddeford's significant natural resources**
- **Concentrate housing, employment, services and amenities in close proximity to reduce automobile dependence and establish vibrant complete neighborhoods.**

3. Challenges and Opportunities

LD 2003

LD 2003 is state legislation sponsored by Rep. Ryan Fecteau (D-Biddeford) and signed into law in April of 2022. LD 2003 aims to address Maine's housing crisis by creating new allowances for housing density in designated growth areas.

A growth area is defined as:

- **Locally designed growth areas Identified within an adopted Comprehensive Plan**
- **An area served by public sewer with capacity for a growth-related project**
- **A Compact area of an urban compact municipality**
- **An area identified in the most recent census as a census-designated place**

LD 2003 requires Maine communities to increase housing density within many existing zoning areas in several ways:

- **Requires municipalities to allow additional units on lots zoned for single-family homes.**
- **It requires municipalities allow at least one accessory dwelling unit on lots with existing single-family homes.**

In some areas, including Biddeford, it requires municipalities to allow 2 1/2 times the currently allowed housing units, for developments where most of the units meet standard definition of affordability

So What Does LD 2003 Mean for Biddeford?

LD 2003 is likely to have a notable impact on how our community grows. LD 2003 is intended to incentivize housing density in existing developed areas

- Creates new allowances for Accessory dwelling units and multifamily homes (up to 4 units per lot) in existing residential growth areas, including areas currently zoned for single-family residential.
- Allows for two (2) units per lot by-right in many other non-growth areas
- Density bonuses for certain affordable housing projects

LD 2003 creates new allowances for different types of infill and “missing middle” housing including.....



Accessory Dwelling Units



Duplex, Triplex and Fourplex Homes



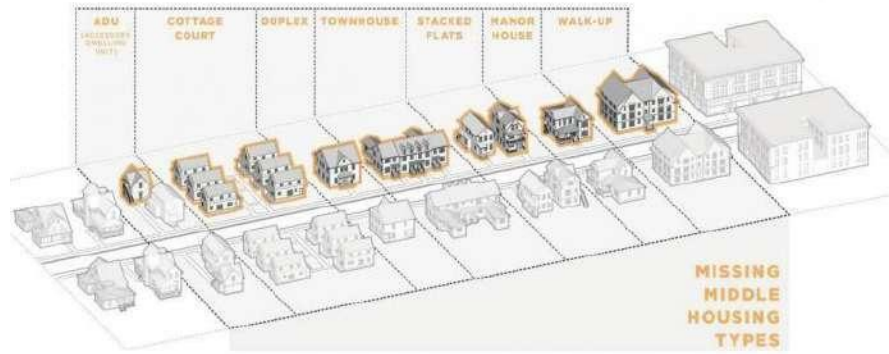
Infill

Creating new housing within existing urban residential neighborhoods through added density.

- **Duplex / Fourplex Homes**
- **Accessory Dwelling Units (ADUs)**
- **Other “Missing Middle” Housing types**

Infill housing allows communities to grow in a way that minimizes sprawl and helps preserve open space elsewhere.

Infill also helps to create vibrant, walkable neighborhoods and allows more people to access businesses and services without a car.



“Missing Middle” Housing Types

Downtown Smart Growth

“Smart growth” development ideas promote walkable, Mixed-use development that prioritizes creating a dense, accessible and vibrant urban core. In order to enhance our downtown and create these vibrant spaces, we can:

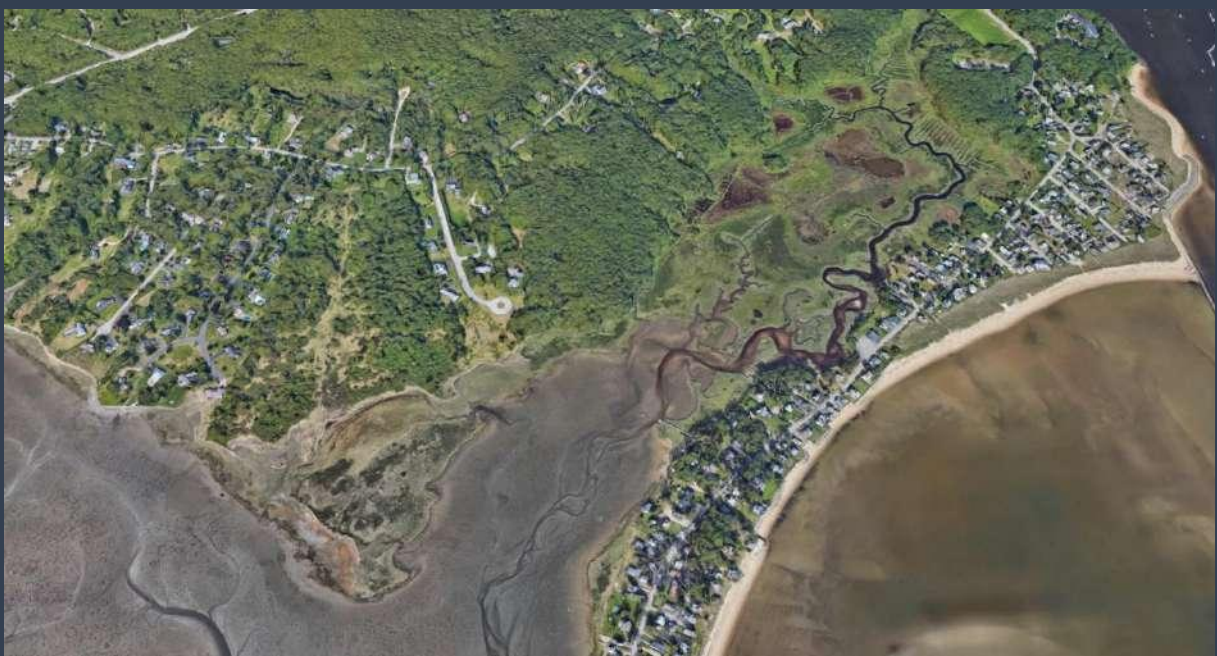
- **Continued redevelopment of the Mill District**
- **Transit-Oriented Development**
- **Reduce or eliminate parking requirements for some downtown projects.**

Focusing on higher-density, mixed-use development in Biddeford’s downtown core will help create a vibrant downtown that supports a wide range of local businesses and allows residents to access goods and services without needing a car. Emphasizing smart growth and urban infill also helps preserve open space elsewhere in the community by limiting low-density, land-intensive development.

Rural Areas and Open Space

Preserving Biddeford's significant and unique rural and undeveloped areas are a core component of the 2022 Future Land Use Plan. The current plan

- **Balancing the needs of working landscapes, conservation and development.**
- **Prioritize protection of prime agricultural soils and vulnerable ecosystems**
- **Identify areas within the Rural Farm zone where any new development should be strongly discouraged**
- **Explore creating a hierarchy of uses for the Rural Farm zone to guide future land use and development needs**



Limiting the impact of new development on rural areas and natural resources is a key goal of the Future Land Use Plan

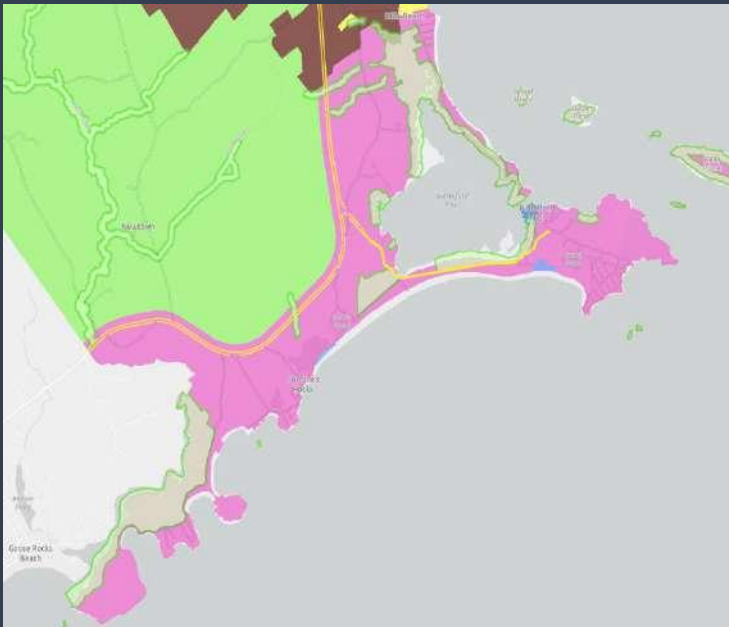
Coastal Areas and Coastal Residential Zone

Biddeford's Coastal Residential (CR) zone comprises most of Biddeford's Atlantic shoreline east of Route 9 including Hills Beach, Biddeford Pool, Fortunes Rocks beach, Granite Point and several islands. Biddeford's coastal area has a unique history and a distinct built environment consisting of close-knit beachfront neighborhoods built in the late 19th and early 20th centuries.

The Coastal Residential zone also faces a unique set of challenges and is the area most vulnerable to sea level rise and coastal flooding driven by climate change.

Biddeford's 1999 Comprehensive Plan included the Coastal Residential zone within the city's growth area boundary. However, as the threats and challenges posed by climate change have become increasingly clear, the 2023 Future Land Use Plan removes the Coastal Residential zone from the growth area in an effort to limit the scope of future development and ensure that vulnerable coastal neighborhoods are not excessively developed.

Removing the CR zone from the growth area will not expressly prohibit future development or redevelopment of existing properties, but it will ensure that future growth is limited in scope.



Biddeford's Coastal Residential zone (pink) has unique attributes and faces unique challenges

FUTURE LAND USE MAP

GOAL

To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services, and preventing development sprawl.

POLICIES

1. To coordinate the community's land use strategies with other local and regional land use planning efforts
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.
4. To establish efficient permitting procedures, especially in growth areas.
5. To protect critical rural and critical waterfront areas from the impacts of development.

STRATEGIES

1. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact
2. local ordinances as appropriate to:
 - a. Clearly define the desired scale, intensity, and location of future development.
 - b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and
 - c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.
 - d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.
3. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.
4. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.
5. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7

4. Growth Areas:

The 2022 Future Land Use Plan creates five land use categories within the growth area. The growth area boundaries are defined by existing zoning, land use patterns and infrastructure. The Future Land Use Plan envisions a majority of growth and development occurring within the growth area.

The five land use categories included in the growth area are:

DOWNTOWN CORE

High-Intensity, Mixed-Use Development

GOALS:

Continued redevelopment of the Mill District

Transit-Oriented Development

Multifamily Infill development in residential areas

Reduce or eliminate parking requirements for some downtown areas

Complete Streets and Shared Streets



URBAN RESIDENTIAL

Biddeford's dense, in-town residential. A mix of multifamily and single-family housing interspersed with commercial and retail

GOALS:

Focus on "Complete Neighborhoods"

Small-scale neighborhood retail and commercial

Improved bicycle and pedestrian accessibility



SUBURBAN RESIDENTIAL

A mix of multifamily and postwar single-family housing. Lower density

GOALS:

Focus on “Complete Neighborhoods”

Targeted density increases for multifamily housing

Improved bicycle and pedestrian accessibility



COMMERCIAL & INDUSTRIAL

Lower density, suburban commercial and industrial areas predominantly west of the Five Corners area

GOALS:

Higher density housing and mixed-use development along key corridors (Route 1, Route 111)

Plan for emerging commercial and industrial land uses

Improved transit access



INSTITUTIONAL

All land owned by the University of New England (UNE)

GOALS:

Work with UNE to better integrate the campus into the community

Improve transit access

Responsible campus growth



5. Limited Growth Areas:

The 2022 Future Land Use Plan creates two land use categories within the limited growth area. This area does not have the existing infrastructure or land use to support robust amounts of new growth. Future development in these areas is intended to be small-scale and low intensity. Development in these areas should also be closely examined for its impact on critical resources and conservation

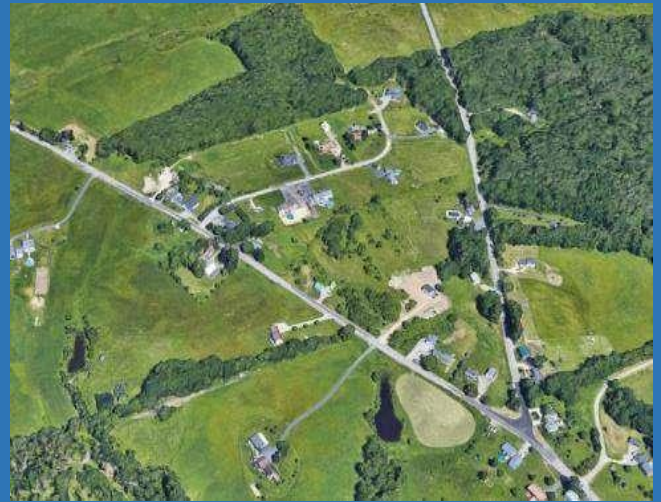
The two land use categories included in the limited growth area are:

RURAL FARM

Biddeford's least-developed areas. Predominantly a mix of undeveloped forest and wetland, agriculture and low-density, single-family housing

GOALS:

- Identify areas where conservation should be prioritized
- Support working landscapes and limit ultra-low density sprawl
- Create a hierarchy of uses to guide future development



COASTAL RESIDENTIAL

Coastal residential areas between Route 9 and the ocean. Including the Biddeford Pool and Fortunes Rocks Beach area

GOALS:

- Prepare for the impacts of sea level rise and climate change
- Improve public access to the ocean and natural resources
- Promote climate-resilient redevelopment

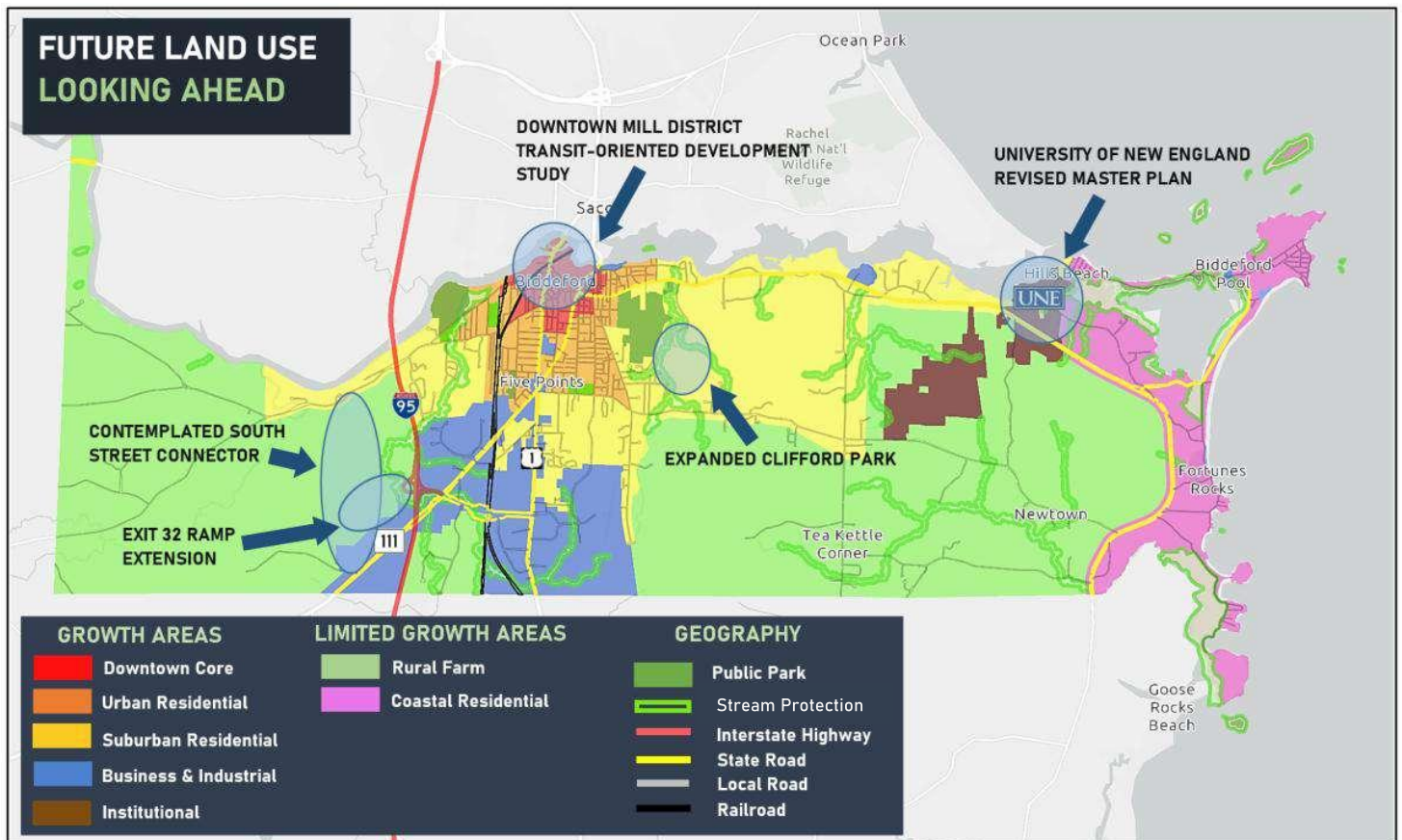


6. Looking Ahead

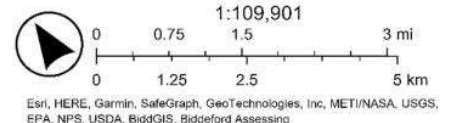
The 2022 Future Land Use plan serves as a foundation for guiding future growth and investment in Biddeford. Although the Future Land Use plan is **not** a zoning map, it will serve as a foundation for future zoning and ordinance changes that will allow our community to achieve the visions laid out in both the Future Land Use Plan and the Comprehensive Plan as a whole. As Biddeford continues to grow and develop, guiding growth is critical to preserving and enhancing our community's strengths and unique identity.

There are several key ongoing initiatives and planning processes that the Future Land Use plan incorporates and anticipates.

- **Downtown Transit-Oriented Development Study**
- **Exit 32 Changes**
- **LD 2003**
- **New conservation and recreation areas including an expanded Clifford Park and land in West Biddeford**
- **Potential South Street connector**
- **Revised University of New England Master Plan**



3/27/2023



5-13

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FUTURE LAND USE LOOKING AHEAD

DOWNTOWN MILL DISTRICT
TRANSIT-ORIENTED DEVELOPMENT
STUDY

UNIVERSITY OF NEW ENGLAND
REVISED MASTER PLAN

CONTEMPLATED SOUTH
STREET CONNECTOR

EXIT 32 RAMP
EXTENSION

EXPANDED CLIFFORD PARK



3/27/2023

1:109,901



0 0.75 1.5 3 mi

0 1.25 2.5 5 km

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, BiddGIS, Biddeford Assessing

6 Economy

1. What's Happening?

The relationship between available raw materials and the labor force has always been an important factor in Biddeford's economy. Timber, waterpower and a safe harbor were the basis of the early shipbuilding and sawmilling industries. This drew farm labor from the surrounding area into the City. As America began to industrialize in the 1800s, Biddeford became a leading manufacturing center of textiles supported by the available waterpower and a coincident surge of immigrants, first from Ireland and later from Quebec, Canada and elsewhere.

Textile manufacturing continued to be part of Biddeford's economic base well into the next century but at a reduced scale. As the industry declined in the 1950s, Biddeford's unemployment rose and people left the City in search of other employment. Downtown Biddeford flourished with activity during its manufacturing heyday. With the decline in activity in the mills, a drop in population and the development of suburban shopping centers and commercial strip development, the downtown area experienced a decline from its high point in the 1950s and 1960s.

Since then, the City's economic well-being has varied, rising and falling with the times, between and within the following the sectors:

- Mixed-uses within the Downtown and the Mill District;
- Industry outside of the Mill District;
- Retail;
- Offices;
- Institutions;
- The Creative Economy; and
- Lodging.

2. What the Community is Saying

“Support and encourage locally owned and operated businesses within Downtown Biddeford.”

“Explore starting a “buy local” program, possibly with neighboring communities, to promote the purchase of locally-produced farm products in and around Biddeford.”

“Continue to support and fund efforts that enhance the Downtown and Mill Districts”

“Work to attract a large indoor space for downtown functions such as conferences, weddings, etc.”

“Ensure locally produced foods and goods are available in the Downtown through the creation and support of a farmers/makers market.”

“Develop a local network of partners to provide resources and guidance to emerging entrepreneurs/makers.”

3. Biddeford's Economy Today

11,700

Total Jobs

Sept., 2022

\$991

Avg. Weekly Wage

First Quarter, 2022

3.1%

Unemployment Rate

Sept., 2022

1,608,580

Total Square Feet

In Mill District

SMHC

Southern Maine Health Care

Biddeford's Largest Employer

60 +

New Businesses Opened

since 2018

KEY ECONOMIC DATA

Table 6-1 presents general housing characteristics for Biddeford between the years 2010 and 2020. For this period, the population of Biddeford has increased by 5.9%. While the overall population has grown, the number of housing units has grown at a slightly slower rate of 5%. For this same period, the number of households increased by 9.5%). As a result of relatively stable population increase and the number of households, with more units added as a percentage than either, the average household size has fallen slightly.

Table 6-1. Population and Civilian Labor Force, Biddeford, 2015 and 2020

	2015	2020	% Change 2015-2020
Population	21,277	21,502	6.0%
Population Age 16 and Over	17,745	18,755	5.7%
Civilian Labor Force	12,221	12,740	4.2%
Civilian Labor Force Percent	68.9%	67.9%	(1.5%)

Source: U.S. Census Bureau, American Community Survey 5 Year Estimates

Table 6-2. Employment and Wages, Biddeford, 2015 and 2020

	2015	2020	% Change 2015-2020
Number of Employers	726	723	(0.41%)
Number of Jobs (all industries)	10,677	11,097	3.9%
Avg Weekly Wage	\$738	\$900	22.0%

Source: Maine Dept of Labor, Center for Workforce Research and Information 2015 Q1 and 2020 Q1

Table 6-3. % Leading Employment Sectors by Jobs, 2015 and 2020

Sector	2015	% of Total Jobs	2020	% of Total Jobs	% Chg. '15 – '20
Health Care & Social Assistance	2,269	21.3%	2,473	22.3%	9.0%
Retail Trade	1,906	17.9%	1,855	16.7%	(2.7%)
Manufacturing	1,416	13.3%	1,592	14.3%	12.5%
Educational Services	1,314	12.3%	1,386	12.5%	5.5%

Source: Maine Dept of Labor Center for Workforce Research and Information

Table 6-4. Top Employers 2019

Employer name	Sector	Number of Employees
Southern Maine Health Care	Health Care	1,423
University of New England	Educational Services	606
Market Basket	Retail Trade	400
AVX Tantalum	Manufacturing	247

Fiber Materials, Inc.	Manufacturing	226
Wal Mart	Retail Trade	170
Hannaford	Retail Trade	160
Home Depot	Retail Trade	150
Target	Retail Trade	150
Southridge Rehabilitation	Health Care	100

Source: Biddeford Planning and Development Department

Figure 6-1. Inflow and Outflow of Labor for Biddeford

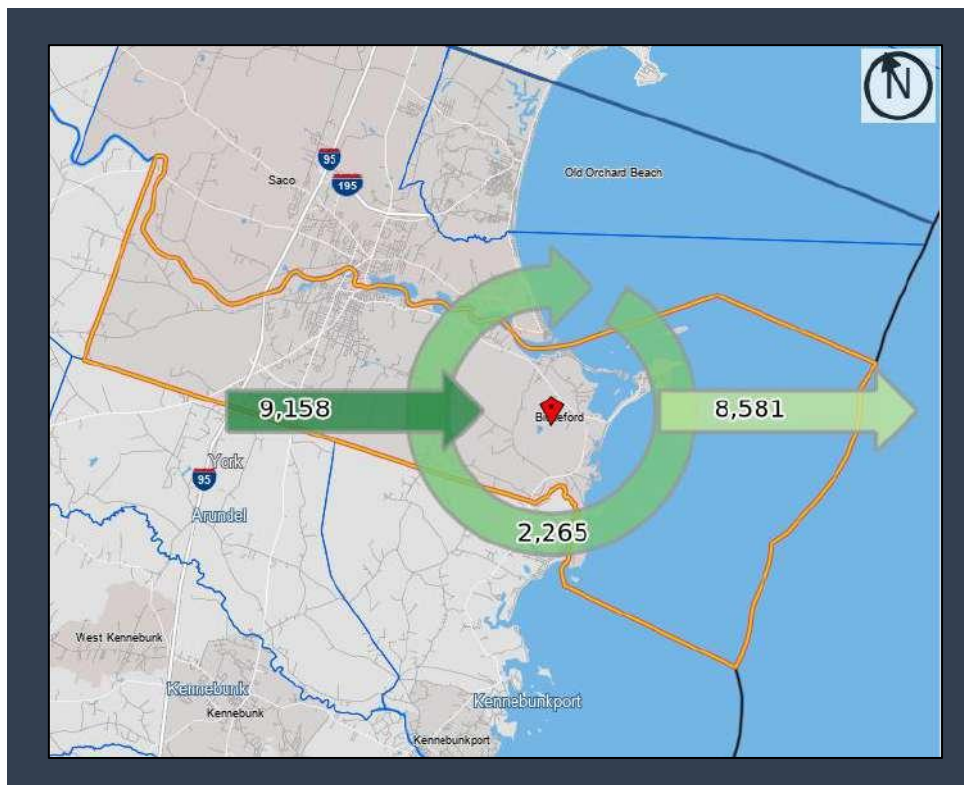


Figure 5-6 describes inflow and outflow of workers for Biddeford in 2019. Only 2,265 workers that live in Biddeford stayed in Biddeford for work. Almost 4 times as many (8,581) that live in Biddeford commute elsewhere for employment. As a service center community, Biddeford experiences a significant inflow in comparison, with 9,158 workers living outside of Biddeford coming to Biddeford for employment.

4. Challenges and Opportunities

Downtown and Mill District

The Downtown and Mill District have both experienced significant redevelopment over the past 10-15 years, but are both poised for significant further economic growth through such opportunities presented with the 3 Lincoln Street property (former MERC site) and vacant or underutilized mill and downtown space. The continued residential and mixed use development in these areas present perhaps the best opportunities for sustainable and resilient economic growth moving forward.

More and more companies around the world are embracing the work-from-home and work-remotely mentality to attract and retain new employees and provide some flexibility to employees. Biddeford, with its burgeoning development in the downtown and Mill District can attract workers from outside Maine who have this flexibility.



The Mill District has over 1 million square feet of space used for a wide array of uses including housing, retail, office space, light manufacturing, dining and more!

York County Consolidated Courthouse

The planned consolidated York County Courthouse on Route 1/Elm Street at the former Pate parcel, Route 1 between Five Points and the Arundel Townline is positioned well for significant redevelopment. Land uses to complement the Courthouse are a focal point of Biddeford's priority for this area. The land use ordinances should be updated to reflect this area as a redevelopment corridor and the potential for quality, higher density commercial, service, and mixed use development.

Arts and Culture Tourism

Tourism to this point has not been a major economic force in Biddeford. There are many seasonal homes on the Coast but they are just that – family seasonal homes. However, it is a goal to make the City more destination-oriented. There are a number of critical attributes that can serve that transition:

- The continued development of the Biddeford Mills Museum, with tours to take advantage of the tremendous history and experience of the canals;
- The expansion of the theater and its experience;
- The continued growth and housing of the cultural heritage experience here in Biddeford and York County;
- The growth of the arts and foodie industries within the downtown and mill district;
- The development of transit and trail systems to connect the downtown urban experience with the natural resources of the community; including:
 - **The Riverwalk,**
 - **The Eastern Trail,**
 - **Biddeford Pool and the preservation areas,**
 - **Rachel Carson**
- The growth and expansion of UNE as a division 1-2 University;
- The Recreation Section of this plan (Section 8) discusses many of the special events that occur in Biddeford, through the recreation department and the Ice Hockey Arena;
- See also the Historic, Archaeological, and Cultural Resources Section of this Plan (Section XX) for a detailed discussion of those resources contributing to economic growth and sustainability in Biddeford.

Industrial and Commercial Space

While industries in the Biddeford area are trending towards 5-6 clusters, the place to do that work is running out. The arts, creative economy and small manufacturing can continue to re-use the mill space. Industries that are growing or are in need of more modern commercial or industrial space, however, will not find much available in Biddeford. As mentioned above, the four parks are essentially full. The Robert G. Dodge Business Park is nearing capacity and the Airport Industrial Park (Phase 1 and 2), the Biddeford Industrial Park, and the Alfred Road Industrial Park are all fully built out. Most of the land available for future commercial and industrial development is marginal or is not currently serviced by public sewer and/or water (i.e., Alfred Road west of the Shops at Biddeford Crossing). The greatest potential for new industrial and commercial development is the redevelopment of existing built parcels along Route 1 and Route 111 south and west of 5-Points, where public utilities currently exist, as well as the development of the “Maggie Mae” parcels and the potential for new mixed use development off Andrews Road along the Turnpike towards South Street.

Public Facilities

Public Facilities in Biddeford are discussed in detail and Section 7 of this Plan. In general, as mentioned above, the B-2 Zone west of Biddeford Crossing is not currently serviced by sewer and water. Three-phase power runs throughout Biddeford as does broadband and fiber networks. The main lines for fiber include Elm Street from Precourt Street south, Hill Street, West Street, Route 111 and Alfred Street, and Elm Street from 5-Points north to the Saco City line. The community shares access to the “3 Ring Binder”. One real advantage that the community could make use of is the fact that the Mill District and hence a portion of the downtown, exist as a public utility in and of itself and exist off the grid.

Economy:

What Comes Next?

Biddeford remains the service center community for its labor market region and for this part of southern Maine. As such, it both imports and exports workers and is required to maintain an infrastructure in support of business development. In this role, the community houses six significant economic clusters from which to build (health and education, retail, manufacturing, arts, entertainment and food, and professional management (followed closely by construction). Each has a key role to play, whether at Biddeford Crossing, the four business parks, including the hospital, or with the downtown and Mill District.

This, of course, requires a financial commitment to maintain infrastructure support. The community does this through the creative use of TIFs, which will require monitoring and adjustments and the establishment of a capital improvement program. Outside of the community, both for-profit and non-profit development will continue and will, from time to time, need the assistance of the community to coordinate the acquisition of funds for future development.

Biddeford operates within the context of a larger regional center that includes the City of Saco. Together, Biddeford and Saco combine to make the third largest regional center in the state. They are in turn heavily influenced by the Portland and Portsmouth markets, who at this time are growing at phenomenal rates. As a result, Biddeford has become a very attractive, affordable solution to locating within those markets. At the time of this Comprehensive Plan update, Biddeford and Saco, together, can play a very crucial role in their regional success and the redevelopment of their respective downtowns and Mill Districts.

Goal 1

Promote an economic climate that increases job opportunities and overall economic well-being within the State and Biddeford, recognizing Biddeford's role in the region as a Service Center community.

How We Get There:

- Continue to promote and support Downtown Biddeford, including the Mill District, as the historic, cultural, commercial, and the mixed-use core of the City.
- Explore lowering or removing parking requirements for development and redevelopment projects in the downtown and Mill District while augmenting public transit connections and active transport (walking, biking) accommodations.
- Continue to promote and support the Route 111 Corridor from Five Points to Arundel as a regional commercial and service focus area of the City.
- Establish a “Tech Place” business incubator program that utilizes Biddeford’s existing institutional structure, manufacturing and development clusters, and City network to support Biddeford as a “maker” community to develop in.
- Encourage and support the redevelopment of the existing uses along Route 1 (Elm Street) from Five Points to the Arundel Town Line, especially in context of the new York Judicial Courts on Route 1/Elm Street.
- Focus economic development initiatives that support Biddeford’s capacity to continue to build upon and thrive as a regional service center community.
- Support the Biddeford Municipal Airport as a valuable infrastructure asset in the City.
- Support efforts to strengthen neighborhoods in and around the Downtown area (West Brook to May Street, and Downtown to Five-Points) and their relationship to the Downtown and Mill District. Examples being the Bacon Street area, May Street, and the Five-Points area.

- **Support Biddeford's Working Waterfront economy.**
- **Support the rural resource-based economy, including, but not limited to, forestry and agriculture.**
- **Enhance opportunities in the creative economy through the support of arts and culture throughout the community.**
- **Continue to engage in regional economic development and planning initiatives where regional approaches are most appropriate, such as through the work of the Southern Maine Planning and Development Commission (SMPDC) and/or neighboring towns and cities.**

7 HOUSING

1. What's Happening?

The home is the foundation of any community. It is the physical structure that ties people to place more than any other building type. The availability of decent and affordable housing, for people of all income levels, is a fundamental requirement of a thriving community. Assessing a community's housing stock in a comprehensive plan ensures that future housing needs are addressed before issues of supply, quality and cost become problematic. The availability of a wide diversity of housing types contributes to a community's vibrancy and economic success. The success

Housing is intricately linked to the local economy in several ways. Demographics help to determine the type and price range of a community's housing stock, but employment opportunities also play a key role. Prospective businesses seek new locations where good quality housing, contributing to the quality of life, is readily available. Also, people from outside a community are drawn in if available homes, either for sale or rent, are considered good values. Finally, a stable housing stock provides a stable property tax base upon which so many local services, like schools and infrastructure needs, depend. Some economic goals in the comprehensive plan that are tied to housing include supporting mixed-use redevelopment in the City's Mill District and supporting both market-rate and workforce housing initiatives.

Yet affordability continues to be a problem in Biddeford and throughout Maine. In recent years, housing costs have risen faster than household incomes, despite the fact that housing values (rent and ownership) remain below the regional market. Higher land prices, large lot sizes, low-density zoning, stringent infrastructure requirements and increasing housing value markets to the north and south of Biddeford have driven up the cost of housing, excluding many people of limited means.

This chapter examines the existing condition of housing in Biddeford, its affordability and availability, especially for lower-income households. The inventory of housing is divided into three sections: first, an overview of

Biddeford's demographic and housing tenure profile; second is a look at the number and type of housing units available, and third is an assessment of affordability.

2. What the Community is Saying

"I've been looking for months and I still can't find an apartment"

"I would love to see more housing for students and families"

"Seniors should be able to live close to the services they need"

"We need more housing for families to strengthen our school system"

3. Housing Today

10,064

Housing Units

Includes 636 Seasonal Homes

3.7%

Rental Vacancy Rate

Lower than the rest of York County

1952

Median Year Built

Older than the rest of York County

1 in 4

Housing Units

are in below average condition

7-2

Housing Units and Household Size

Table 7-1 presents general housing characteristics for Biddeford between the years 2010 and 2020. For this period, the population of Biddeford has increased by 5.9%. While the overall population has grown, the number of housing units has grown at a slightly slower rate of 5%. For this same period, the number of households increased by 9.5%). As a result of relatively stable population increase and the number of households, with more units added as a percentage than either, the average household size has fallen slightly.

Table 7-1. Population, Housing Units, Households, Household Size, and Occupancy Characteristics, Biddeford, 2010-2020

	2010	2020	% Change 2010-2020
Population	21,277	22,552	5.9%
Housing Units	10,064	10,576	5.0%
Households	8,598	9,431	9.5%
Average Household Size	2.30	2.15	-6.2%
Owner Occupied Rate	49.2%	47.8%	-2.8%%
Renter Occupied Rate	50.8%	52.2%	2.7%

Source: U.S. Census, 2010,2020

Table 7-2. % Housing Units per Structure for Biddeford, York County, and the State of Maine - Ranked by % Multi-family (3 or more units) - 2013-2017 5-Year Estimate

Municipality	Total Housing Units	1-Unit	2+ Units	Multi-family	Mobile Home	Boat, RV, Van, Etc.
Biddeford	9,815	49.1%	16.5%	30.8%	1.3%	0.0%
York County	108,609	72.7%	6.4%	14.1%	6.7%	0.1%
State of Maine	735,711	72.7%	4.9%	14.0%	8.4%	0.0%

Source: US Census: American Community Survey 2013-2017 5-year Estimates

Table 7-3. % Housing Occupancy by Type - 2013-2017 5-Year Estimates

Geography	# of Occupied Housing Units	Owner Occupied Housing Units	% Owner Occupied	Renter Occupied Housing Units	% Renter Occupied
Biddeford	8,545	4,196	49.1%	4,349	50.9%
York County	83,324	62,076	74.5%	21,248	25.5%
State of Maine	554,061	398,924	72.0%	155,137	28.0%

Source: US Census: American Community Survey 2013-2017 5-year Estimates

Table 7-4. Housing Vacancy Status – 2016-2021 5-Year Estimates

Type	# of Housing Units
Seasonal / Recreational Homes	655
Other Vacant	290
Sold, Not Occupied	15

Biddeford has a large number of seasonal homes which are not occupied year-round or which are rented as short-term rentals or vacation homes. The majority of these properties are concentrated in the Coastal Residential zone.

Biddeford Housing Authority

The Biddeford Housing was established in September 1985. In 2011, Biddeford was asked to take over as a management agent for Saco Housing Authority. In 2014, Saco & Biddeford Housing was consolidated to become one housing authority under the name of Biddeford Housing. The Housing Authority currently has 195 housing choice vouchers and also administers approximately 300 portability vouchers. Biddeford Housing Authority's local preference is Saco and Biddeford but it also covers Old Orchard Beach, Buxton, Arundel, Lyman, Dayton and Kennebunkport.

The Biddeford Housing Authority, combined with Southern Maine Affordable Housing (the development affiliate of BHA) owns 13 properties throughout Biddeford.

As of June 2022, BHA owns 141 housing units spread across 15 properties in Biddeford and Saco.

4. Challenges and Opportunities

Housing Demand

After decades of minimal population growth, Biddeford is now poised for noticeable increases in the number of people who live here. By 2022, Biddeford's population is expected to grow by more than 5%. This magnitude of growth is striking, since Biddeford has essentially the same population size as in 1950. This level of growth has not been experienced in Biddeford within such a short period of time since the mid-twentieth century.

The number of new housing units will likely grow accordingly, especially in the Downtown area and Mill District where conversions will add hundreds of new housing units in coming years. The number of new households created may nevertheless place strain on the availability of housing. The trend in recent decades is of smaller household size. One- or two-person households vastly outnumber larger households in Biddeford as elsewhere; therefore, more housing units may be needed to shelter Biddeford's growing population than ever before, especially for smaller household sizes. Anecdotally, housing in the Portland, Maine area is growing costlier and many households are being driven south to the Saco/Biddeford area by unaffordability. This trend will only drive demand for housing here, and the supply and demand of good housing will likely drive housing costs higher in Biddeford over the next five or more years.

Housing Affordability

"Affordable housing" means decent, safe and sanitary dwelling, apartment or other living accommodation of a household whose income does not exceed 80% of the median income for the area as defined by the United States Department of Housing and Urban Development under the United States Housing Act of 1937, Public Law 412, 50 Stat. 888, Section 8, as amended.

In simplest terms, affordability is a question of household income as compared to the cost of housing. A review of the issue in Biddeford must track and compare trends in income levels and the cost of housing, both owned and rented. For some Biddeford residents, the cost of housing can consume an inordinate amount of their income.

One of the more pressing policy level concerns regarding housing in Biddeford is affordability. In 2020 the city established an affordable housing task force to study Biddeford's housing landscape and develop recommendations on improving affordability and housing equity.

Affordable Housing Task Force

The Affordable Housing Task Force has worked since 2020 to study and analyze ways to preserve and improve access to affordable housing in Biddeford. In December of 2022, the Task Force released its interim report, which outlines a series of recommendations and policy actions to be pursued by the City Council. The Task Force has shared several key findings in its interim report:

Recommendations developed in the interim report include:

1. Unhoused Involvement: The task force considered the multiple of complexities that cause individuals to be unhoused. The nation-wide issue exists in Maine and in Biddeford. With the lack of a national, state and/or regional plan(s) to compliment local efforts, outcomes vary. The task force is recommending that the City Council:

- a. Take immediate action to change the existing policy of doing essentially the state minimum required; so that unhoused does not face a winter night on the street.
- b. Develop and implement a city wide unhoused strategy that provides complete services to assist the unhoused so they may break the cycle of being unhoused. With the complexity of the issue, the Task Force encourages community outreach and engagement during the process. The policy should be adopted by Spring of 2023.
- c. Seek additional technical assistance in developing options for the City Council to explore as they develop a new policy for unhoused

2. Adopt an Inclusionary Zoning (IZ) Ordinance: Inclusionary zoning will require new housing projects to actively participate in the creating of new affordable housing units. While the details are still to be worked out, IZ will require all projects over a certain size to build a percentage of the units to meet the City's affordable housing goals. In some cases, it will allow a cash payment into the affordable housing fund instead of creating the units.

3. Affordable Housing Fund: The Task Force will be making a recommendation to create a special account for affordable housing initiatives. Funds that are generated for affordable housing would go into the account. The account would include any affordable housing TIF proceeds, the donation from the Devine project, IZ payments, grants or other funds. Annually, the fund would seek proposals for affordable housing projects.

4. Rent Control: The TF will be making a recommendation that any sort of rent control is not a desired solution to address affordable housing units within the community.

5. Targeted Affordable Housing Definitions: The committee has identified that the main goal of affordable housing work will be at the 80% of AMI (annual median income).

6. Modify the amount of the affordable housing goal: The TF is recommending that the current Council goal of creating/preserving 450 affordable units over a five-year period (beginning in 2021). The new goal that the TF has voted on is to create and/or preserve 900 affordable rental units from 2023 to 2028. In addition, the TF is recommending an additional goal that 12.5% of all rental units will be affordable by 2028.

LD 2003

LD 2003 is state legislation sponsored by local Rep. Ryan Fecteau (D-Biddeford) that aims to address Maine's housing crisis by creating new allowances for duplex and fourplex homes in most areas.

- Allows for up to four (4) units per lot by-right in most existing growth
- Allows for two (2) units per lot by-right in other areas
- Density bonuses for certain affordable housing projects
- Signed into law in April of 2022

Phased Implementation LD 2003 is likely to have an impact on how our community develops and where growth occurs. At time of writing, the rulemaking for LD 2003 is ongoing.

Lead Paint

In 2019, the City of Biddeford received a \$3.2 million grant from HUD's Office of Lead Hazard Control and Healthy Homes to establish the Safe and Affordable Homes for Healthy Families Program. Designed to prevent lead poisoning in young children (Biddeford has Maine's 4th highest burden of lead-poisoned youth under age of 6), improve overall housing conditions for families, and maintain affordable rents for a period of at least 3 years, SAHHF pays to abate lead paint hazards and correct other health/safety issues in pre-1978 multifamily units where the majority of households qualify as low income. The Program's target area is the downtown core, which is home to the City's oldest multifamily housing stock, much of it built before 1950, often poorly maintained, and ranging in size from duplexes to 25-unit structures.

Transit Oriented Development

The City of Biddeford has worked in coordination with the City of Saco and the Greater Portland Council of Governments (GPCOG) to study opportunities for transit-oriented housing development for downtown Biddeford and the Mill District, as well as Factory Island and downtown Saco.

This study envisions a more dense, connected and mixed-use urban downtown supported by improved transit service by bus and rail, as well as safe, convenient bicycle and pedestrian connectivity.



Housing:

What Comes Next?

Like many other communities in southern Maine, Biddeford is at a critical juncture when it comes to housing access and affordability. Access to abundant and affordable housing of all varieties is vital to creating a healthy community, attracting new residents and developing a thriving local economy. In the coming years, Biddeford is well suited to leverage its location, historic mill district, and dense urban framework to create new housing opportunities that will make our community a vibrant and equitable place to live and work.

In coming years, we aim to work collaboratively to:

Increase housing availability of all types, with an emphasis on ensuring new housing is affordable and equitable. mixed-use housing in walkable and accessible neighborhoods.

Enable transit-oriented development and promote dense, mixed-use housing in key areas of the city.

Preserve Biddeford's existing housing stock and ensure that legacy housing is safe and resilient.

Goal 1

Increase the supply of safe and adequate affordable housing for low- to moderate-income persons (i.e., Biddeford's "workforce" population)

How We Get There:

- Consider revisions to the City's zoning and land use standards that would provide incentives (e.g. density bonuses) for the development of affordable housing, with a goal for at minimum 1 in every 10 units constructed to be affordable.
- Continue to re-examine growth area land use regulations to increase density and decrease lot size, setbacks and road widths to encourage the development of affordable/workforce housing.

- In partnership with other public/private entities, such as the Biddeford Housing Authority, explore the adaptive re-use and redevelopment of non-residential properties, e.g. mills and churches, into affordable and sheltered housing.
- Maintain and promote Biddeford's Accessory Dwelling Unit (ADU) Ordinance to provide affordable housing throughout Biddeford.

Goal 2

Enable Housing that allows residents to live car-free and easily access local businesses and services via walking, biking and transit

How We Get There:

- Consider revisions to the City's zoning and land use standards that would reduce or remove parking requirements for housing projects in certain zones.
- Maintain and promote Biddeford's Accessory Dwelling Unit (ADU) Ordinance to provide infill housing throughout Biddeford.
- Work with the City of Saco to implement elements of the 2021 Transit-Oriented Development plan for Saco Island and the mill district.
- Collaborate with other public/private entities such as BSOOB Transit to ensure new large-scale housing development can be served by transit.
- Work to enhance bicycle and pedestrian facilities downtown and create complete streets.

Goal 3

Preserve and upgrade the city's housing stock

How We Get There:

- Consider establishment of low-interest loan programs to help finance the rehabilitation of the City's downtown housing stock.
- Undertake a systematic and concentrated program of code enforcement to ensure life safety standards are met and to prevent blighting influences on neighborhoods.

8 Transportation & Mobility

1. What's Happening?

Roads, streets, and other means of transportation are often referred to as the city's circulation system. This system is necessary to move people, goods, and services from one part of the city to another, into and out of Biddeford and into the surrounding region and country as a whole.

Transportation and mobility may be thought of as the framework upon which the city is built. In addition to the basic functions of connecting residents, businesses and services, our transportation system is also the setting from which we view much of the city. The views from the roads in the city, including views of fields, forests, the ocean, and the places where people live and work all form the visual impressions of our community. The efficiency of our city, the value of our land, and how we view and experience our surroundings are all affected by our transportation system and how well it balances the needs of cars, commercial vehicles, public transportation, cyclists and pedestrians.

2. What the Community is Saying

“Crossing some streets can be challenging and dangerous.”

“More bike lanes and wider shoulders would be appreciated.”

“So many people speed down residential streets.”

“Bike racks downtown would make it easier to bike around the mill district.”

“Traffic around Five Points can be a nightmare.”

“Some of our sidewalks are in bad shape.”



3. Transportation and Mobility in Biddeford Today

60

Miles

Of Public Sidewalks

\$7.8 Million

Grant

To improve parts of Route 1 / Elm St

138

Miles

Of roads and streets in Biddeford

242,847

Riders

On BSOOB Transit (2022)

4. Roads and Streets

Types of Streets and Roads

Biddeford has almost 140 miles of streets and roads ranging from interstate highways to small local and private drives. Roads in Biddeford are categorized based on traffic volume, ownership and state or federal designation.

Interstate Highway

A Limited-Access Highway which is part of the national interstate highway system

Local Examples Include:

Interstate 95

State Highway

A major numbered road that is not part of the interstate highway system. Often maintained by Maine DoT

Local Examples Include:

Route 1, Route 111, Route 9

State-Aid Highways

Local collector roads not included in the state highway system that receive maintenance funding from Maine DoT

Local Examples Include:

Main St., South St. , Pool St. , May St.

Local Collector Road

Low-to-medium traffic local streets maintained by the City of Biddeford

Local Examples Include:

Granite St. , Union St., Prospect St.

Minor Local Connector Roads

Low-traffic local streets maintained by the City of Biddeford.

Local Examples Include:

Many local residential streets

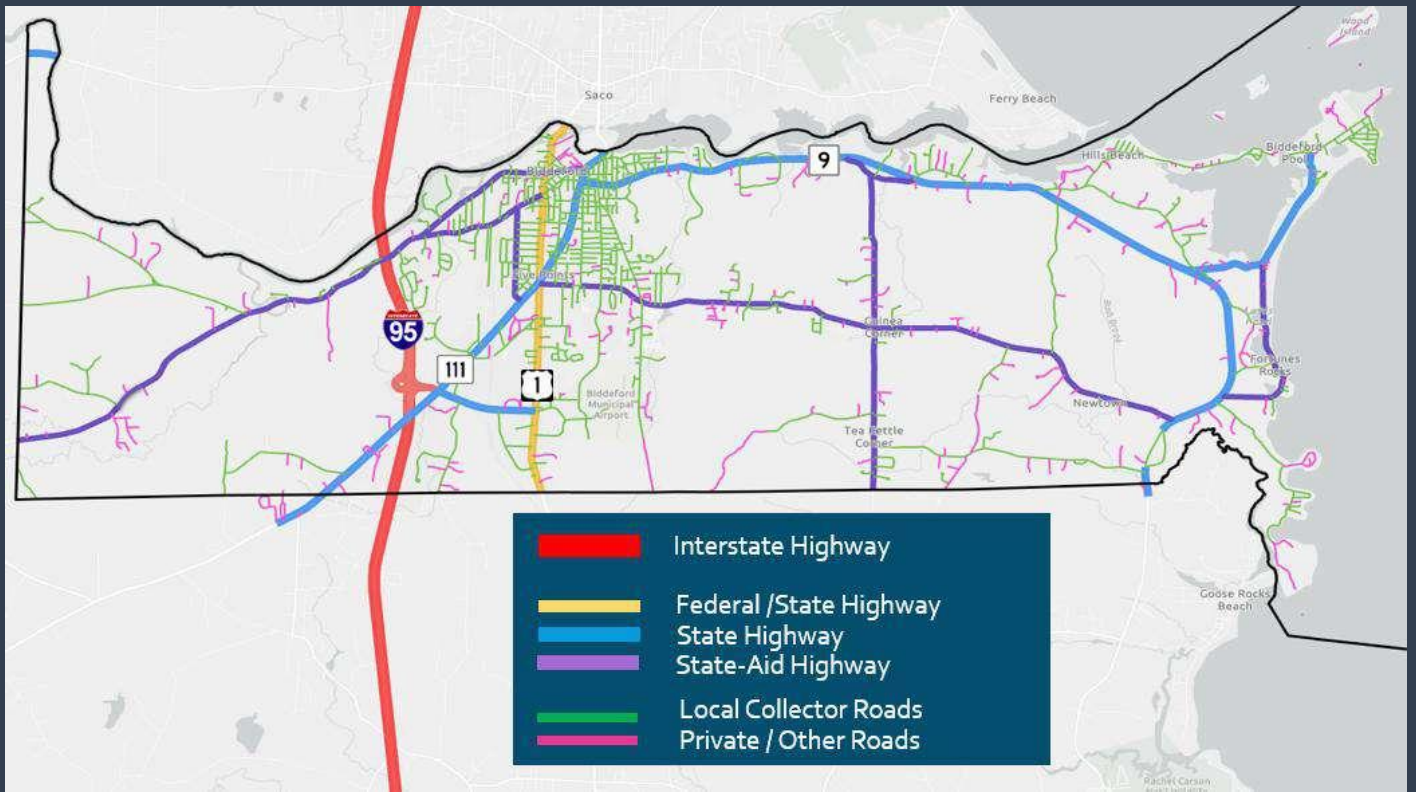
Private Roads

Privately owned roads and drives maintained by private property owners

Local Examples Include:

Many dead-end subdivision roads

Biddeford's Road Classifications

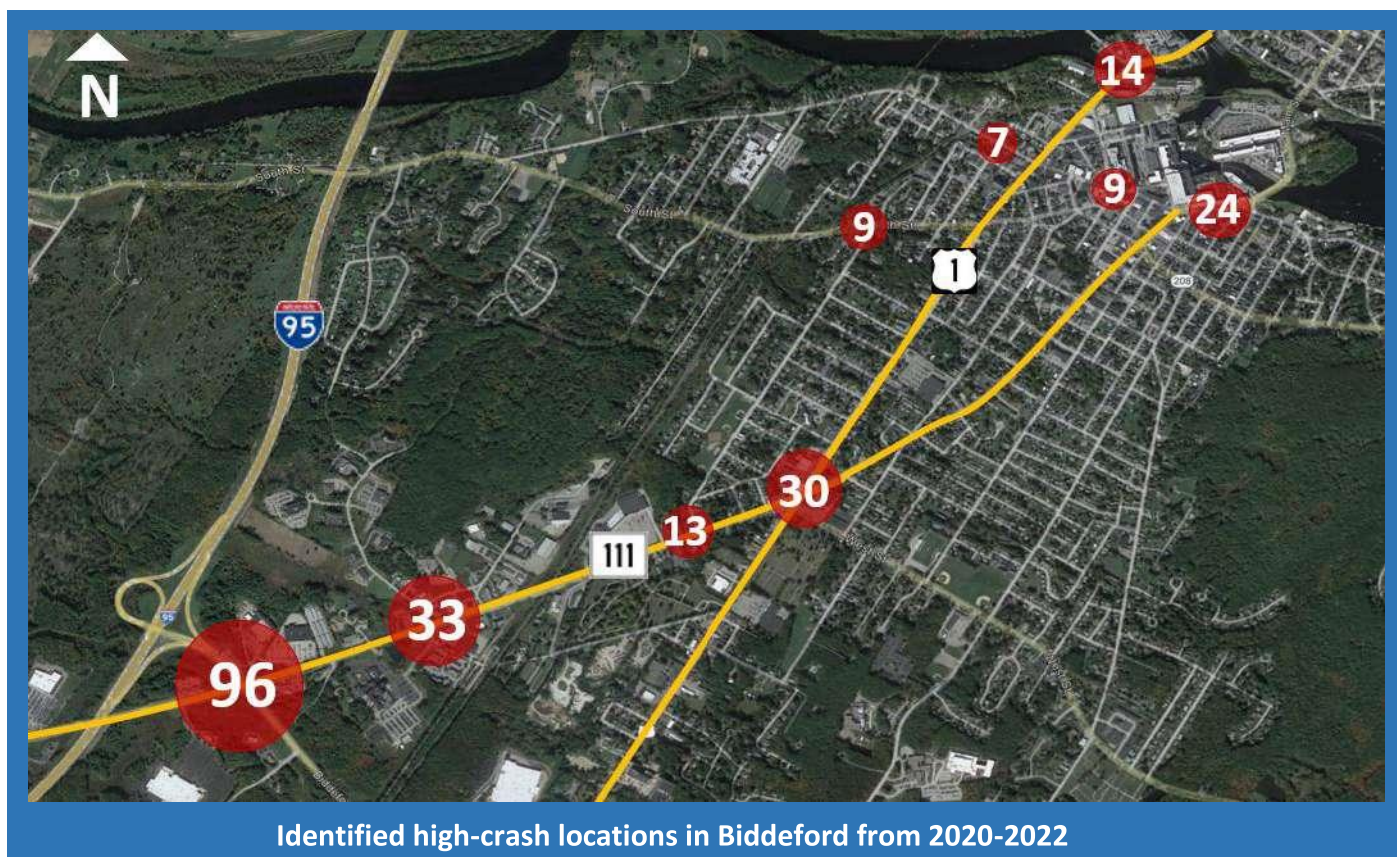


High Crash Locations

The Maine Department of Transportation identifies areas and intersections with a high number of accidents.

Table 8-2: Maine DoT High Crash Locations in Biddeford (2020-2022)

Street / Intersection	Number of Crashes	Injuries
Alfred St. / Biddeford Connector / Exit 32	96	40
Alfred St. / Bara Rd.	33	13
Five Points	30	8
Main St. / Hill St.	24	4
Elm St. / Pine St.	14	6
Alfred St. / May St.	13	2
May St. / South St.	9	1
Adams St. / Main St.	9	7
Bradbury St. / Main St.	7	3



Biddeford has a number of high-traffic areas and traffic-generators. These are locations which draw a large number of visitors and vehicles. Major traffic generators can create traffic and congestion at nearby intersections and along primary and secondary roads.

Generator	Peak Hours
Biddeford Crossing	Daytime Hours, peaks in the evening and on weekends
Walmart Plaza	Daytime Hours, peaks in the evening and on weekends
University of New England	September to May, peaks in morning (7-9) and afternoon (3-6)
Biddeford High School	September to May, peaks in morning (7-8) and afternoon (3-5)
Robert G. Dodge Business Park	Year-round, peak in AM (7-9) and PM (4-6)
Airport Industrial Park	Year-round, peak in AM (7-9) and PM (4-6)
Biddeford Industrial Park	Year-round, peak in AM (7-9) and PM (4-6)
Mill at Pepperell/North Dam Mill	Year-round, peak in AM (7-9) and PM (4-6), but steady throughout the day.

Table 8:3

5. Multimodal and Active Transportation

“Active transportation” refers to any form of mobility that is powered by human energy, primarily walking and bicycling. Active transportation enables communities to become healthier and more interconnected. Cities and transportation agencies can create opportunities for people to exercise for recreation and to build physical activity into their daily routine. This can be achieved by improving bicycle and pedestrian facilities and promoting mixed-use development which enables more people to safely and effectively bicycle or walk to work, school, businesses, and services.

Improving public transportation services produces similar results. Although public transportation is not typically defined as active transportation, studies have shown a higher level of physical activity among public transportation riders. This is because every public transportation trip is a multi-modal trip. Most people who use public transportation walk to or from stops and stations or make other trips by foot during the course of their day.

Transportation agencies can also support projects that enhance mixed-use neighborhoods where different destinations are within walking distance of one another. For example, improved public transportation service can foster new development near a stop or station that already has a variety of housing, jobs, shops, and services.

Biddeford-Saco-Old Orchard Beach Transit (BSOOB)

Biddeford-Saco-Old Orchard Beach Transit (BSOOB Transit) provides fixed-route and paratransit services throughout its namesake communities. BSOOB transit operates six fixed-route services which operate seven days a week. In addition, BSOOB transit provides intercity bus service to South Portland and Portland and offers direct connections to South Portland Bus Service and Greater Portland METRO.

BSOOB Transit carried 242,847 riders in 2022.



As part of the regional “Transit Together” project completed in Fall of 2022, BSOOB Transit is working to realign its local fixed-route transit services to meet the changing needs of riders and better serve the community. These changes would

streamline services along key corridors and improve frequency of service in many high-ridership areas.

BSOOB Transit has also obtained two new all-electric Proterra 40-foot buses. These buses are among the first electric transit vehicles in the state. BSOOB Transit may acquire more electric buses in 2024.

York County Community Action Corporation (YCCAC)

York County Community Action Corporation (YCCAC) provides fixed-route and on-demand transit service through Biddeford and Saco via the “Southern Maine Connector” which links the Saco Transportation Center to Sanford and Springvale on the Route 111 Corridor.

YCCAC provided 62,000 rides in 2021.

Bicycle Connectivity

Bicyclists have the same mobility needs as any other road user. Increasingly, land use and transportation planners are recognizing bicycles as a viable transportation mode. While recreation is still the primary use of a bicycle, more people are beginning to cycle as a way to commute to work and run errands. Cyclists should be included in all phases of transportation planning including new road design, construction, and rehabilitation (for more on this, see the Complete Streets section below).

Maine bicycling laws generally give bicyclists the same rights and responsibilities as motor vehicle operators. Bicyclists may use public roads, and they must obey traffic laws such as stopping at red lights and stop signs, yielding to pedestrians at crosswalks, and yielding to traffic when entering a road from a driveway. Motorists are required to give at least three feet of clearance when passing bicyclists.

Any segment of roadway having a paved shoulder of at least four feet wide is generally considered a minimum adequate level of accommodation for bicycle travel. However, a six-foot striped or physically separated bicycle travel lane has become the preferred standard in recent years. A six-foot bicycle or wider dedicated travel lane greatly improves safety and comfort for cyclists and reduces potential choke-points which can create conflict between cars and bicycles.

As highways are improved and upgraded, the City will encourage adequate shoulder widths and striped or protected bicycle lanes when necessary in order to safely accommodate and encourage bicycle travel.

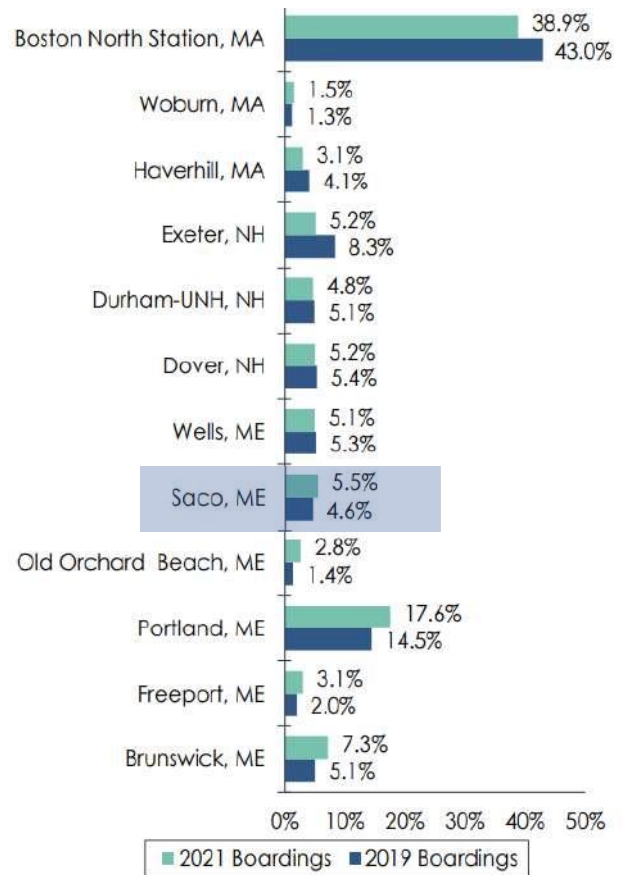
Amtrak Downeaster

The Amtrak Downeaster runs five round-trip trains per day from Boston, Massachusetts to Brunswick, Maine. The train stops within walking distance of downtown Biddeford at the Saco Transportation Center located on Saco Island. Nearly 22,000 people boarded the Downeaster at the Saco Transit Center in 2021.

In coming years, the Northern New England Passenger Rail Authority (NNEPRA) plans to enhance the Downeaster with new locomotives and passenger coaches, which will improve travel times and reduce emissions.



Table 8-3 : Downeaster Ridership by Station: 2019 & 2021



Biddeford Municipal Airport

The Biddeford Municipal Airport is owned and maintained by the City of Biddeford. It is located two miles south of the downtown area. The airport is open to the public and provides access for recreational and private aircraft. Aircraft are allowed to take off and land at no cost. There is one asphalt runway measuring 3,000 feet by 75 feet. Currently, there are no commercial or scheduled air services operating from the airport. Hangar facilities are available for private aircraft.

6. Challenges and Opportunities

Exit 32 and South Street Connector



Biddeford's only point of access to Interstate 95 is Exit 32, which connects directly to Route 111 and Route 1 via the Biddeford Connector road. As the population and economy of our region has grown, Exit 32's existing condition has created congestion and barriers to access for many Biddeford residents and residents of surrounding communities. These accessibility barriers are particularly notable for residents of West Biddeford and Dayton, who must cross Interstate 95 and use local streets to access Route 111 and Exit 32. Route 111 has also experienced increasing congestion from traffic traveling to-and-from Alfred and Sanford using Exit 32 to access Interstate 95.

To help address these challenges, the City of Biddeford has worked with Maine DoT and the Maine Turnpike Authority to study potential solutions to improve Exit 32 and create new connections which would improve regional connectivity and reduce non-local traffic using local streets to access Interstate 95.

The Maine Turnpike Authority has begun preliminary engineering and design for a reconstruction of Exit 32 which would extend some ramps to the west along a new right-of-way behind the Home Depot and connect to Route 111 at a new signalized intersection to the west of the Biddeford Crossing shopping center. This ramp extension would improve highway access to traffic traveling to and from Alfred and Sanford, and reduce traffic congestion around Biddeford Crossing.

In addition, the City of Biddeford has explored the possibility of constructing a new, limited-access connector road which would connect Exit 32 directly to South Street. This connector would dramatically improve highway access for residents of West Biddeford, Dayton and points west. As of Spring 2023, this project is still in a pre-design phase and future plans will be dependent upon funding, community support and environmental review.

Complete Streets

Complete Streets are designed and operated to enable safe access for all users: pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They also allow buses to run on time and make it safe for people to walk to and from train stations. Cities and towns in Maine, large or small, can begin building a safer and more welcoming street network by adopting a Complete Streets Policy and then ensuring its full implementation.

As of 2019, eleven communities in Maine have adopted a local Complete Streets Policy.



A Complete Streets Policy does not dictate a one-size fits all approach. A Complete Street in a rural area will look quite different from one in an urban area. Both are designed to balance safety and convenience for everyone using the road. A Complete Street may include sidewalks, bike lanes, paved shoulders, comfortable and accessible bus stops, safe crosswalks, median islands, curb extensions (bump-outs), narrower travel lanes, and more.

Elm Street Rehabilitation and Intersection Change

As part of a Federal SS4A Grant, In 2021 The City of Biddeford was awarded \$7.8 Million for a reconstruction of portions of Elm St. / Route 1 in Downtown Biddeford. These enhancements will make the corridor safer and more efficient for all road users by improving and realigning intersections, rebuilding sidewalks and adding space for bicyclists where available. These improvements will allow Elm St. to better accommodate growth and development in Downtown Biddeford and support regional connectivity.



Transit-Oriented Development

The City of Biddeford has worked in coordination with the City of Saco and the Greater Portland Council of Governments (GPCOG) to study opportunities for transit-oriented housing development for downtown Biddeford and the Mill District, as well as Factory Island and downtown Saco. This study envisions a more dense, connected and mixed-use urban downtown supported by improved transit service by bus and rail, as well as safe, convenient bicycle and pedestrian connectivity.

This study is expected to be published in the Summer of 2023.



Biddeford-Saco Transit Oriented Development Study area

Five Points

The “Five Points” intersection of Elm St, Alfred Rd and West St. sees very high traffic volume and an above-average number of vehicle accidents. The intersection has been identified as an area of concern and potential future study and redesign.

Riverwalk

The Biddeford Riverwalk is a series of interconnected walkways, plazas and bridges that form a cohesive 3-mile loop through the Mill District in Biddeford and Saco. The Riverwalk has been continually enhanced and expanded since 2015 with new wayfinding signage and public amenities. In coming years, the Riverwalk will be expanded along the edge of the Saco River from the NorthDam mill Complex to the new Pearl Point Park site and pedestrian bridge to the Saco Transit Center. The Riverwalk will continue onward across Elm Street. This extension will greatly enhance pedestrian connectivity throughout downtown Biddeford and provide car-free access to many residents and businesses in the Mill District.

Eastern Trail

The Eastern Trail Alliance works to maintain and promote the use of the Eastern Trail, a recreation and transportation greenway from Kittery to Portland. The Eastern Trail Alliance is currently in the planning phase of developing a new, off-road alignment for the trail through Biddeford and Saco. The proposed alignment would create new shared pathways along portions of Bara Rd, Westmore Ave. and a “rail with trail” alignment following the Saco Industrial Railroad. This new alignment would greatly improve trail connectivity and user safety while creating new recreational opportunities for our community.



Proposed off-road Eastern Trail alignment through Biddeford

Transportation & Mobility

What Comes Next?

As our region grows and evolves, so too do our transportation needs and opportunities. In order to meet the ever-changing needs of our community, respond to the increasing threat of Climate Change and reduce dependence on single-occupancy vehicles, our community must continually evaluate and embrace new ideas and solutions that will make our city more equitable, sustainable and connected.

We will:



PRIORITIZE

Community and regional needs for safe, efficient and optimal use of transportation systems.

PRESERVE

And improve the transportation system.

PROMOTE

Public health and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimizes vehicle miles traveled.

MEET

The diverse transportation needs of all residents by providing a safe, efficient and equitable transportation system for all types of users.

PROMOTE

Fiscal prudence by maximizing the efficiency of the state or state-aid highway network.

MAXIMIZE

Parking efficiency without compromising safety or maintenance efforts.

Goal 1

PRIORITIZE

Community and regional needs for safe, efficient and optimal use of transportation systems

How We Get There:

- Engage in regional and state transportation efforts through Maine Department of Transportation (MaineDOT), Portland Area Comprehensive Transportation Areas System (PACTS), Southern Maine Planning and Development Commission (SMPDC), Biddeford Saco Old Orchard Beach (BSOOB) Transit, Eastern Trail Management District, Northern New England Passenger Rail Association, and other appropriate agencies.
- Identify and prioritize the multi-modal capital improvements needed to maintain or upgrade the transportation system (with priority given to public transit and “active transportation” – i.e. biking and walking) to accommodate the community’s anticipated growth and changing demographics.

Goal 2

SAFELY

Preserve and improve the transportation system.

How We Get There:

- Maintain inventory of existing streets and their status.
- Continue to update and maintain the City’s 5-Year Capital Improvement Program (CIP) related to priorities for public expenditures on the City’s transportation network.
- Plan for increased demand for EV charging infrastructure.

Goal 3

PROMOTE

Public health and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimizes vehicle miles traveled.

How We Get There:

- Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.
- Adhere to Smart Growth principles to guide development toward compact, walkable mixed-use neighborhoods.
- Partner with local and regional stakeholders to reduce peak period traffic congestion.

Goal 4

MEET

The diverse transportation needs of all residents by providing a safe, efficient and equitable transportation system for all types of users.

How We Get There:

- Maintain, enact or amend local ordinances as appropriate to address multi-modal transportation demands and needs, or avoid conflicts with the policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73), the State access management regulations pursuant to 23 M.R.S.A. §704, and State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.
- Prioritize the implementation of the recently completed “ADA Self-Evaluation and Transition Plan” to improve and ensure accessibility for persons with disabilities to city programs, services, activities, and infrastructure.

- Ensure future city expenditures on the transportation network are compliant with current Americans with Disabilities Act (ADA) requirements.
- Adopt and maintain a City of Biddeford Complete Streets Policy.

Goal 5

PROMOTE

Fiscal prudence by maximizing the efficiency of the state or state-aid highway network.

How We Get There:

- Ensure local expenditures on the state or state-highway system are consistent with existing planned state transportation improvements on those highways.

Goal 6

MAXIMIZE

Parking efficiency without compromising safety or maintenance efforts.

How We Get There:

- Maintain, and adjust as necessary, the City's Parking Demand Management strategy.
- Allow parking on Main Street overnight to give a presence of activity downtown and to take advantage of supply. Only prohibit parking on nights where maintenance is planned.
- Begin planning for a second parking structure next to the Police Station. Ensure it is designed with commercial uses on street level, public restrooms, EV charging stations, and can be re-developed later for housing or other non-parking uses.

- Evaluate parking connections to destinations for sidewalk, lighting, and wayfinding improvements.
- Work with Premium Parking (the City's contracted parking management company) to ensure adjustments are made to maximize the effectiveness and efficiency of public parking in the City of Biddeford.

9 Historic, Cultural & Archaeological Resources

1. Biddeford's Story

Biddeford has a long and storied history dating back many centuries. Before Europeans first arrived in the early 17th century, Native peoples lived along the Saco River, taking advantage of its abundant fishing and easy transportation.

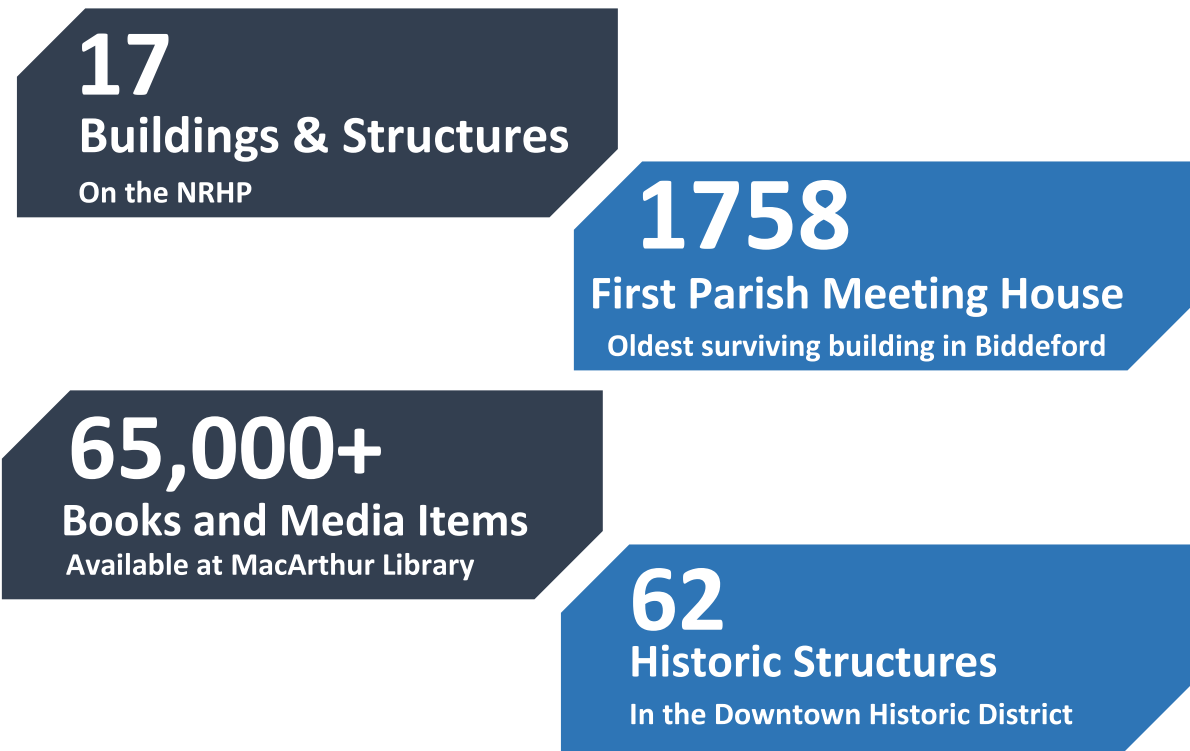
European explorers arrived in what is now Biddeford in 1603, one of the earliest European settlements in North America followed soon after in 1611. The Biddeford pool area was permanently settled in 1626, followed soon after by additional settlements further up the Saco River. For the next 100 years, Biddeford grew slowly as an important stop on the “Kings Highway” linking Falmouth (Portland) and Boston. By the time of the American Revolution, Biddeford was a thriving small community of about 1,000 people with an economy based largely on farming and forestry.

Beginning in the mid-19th century, textile mills became the dominant force in the city's economy and began to dramatically reshape the community. Thanks to the city's advantageous position near major markets, railroads and abundant hydropower, Biddeford grew to become one of the largest textile manufacturing cities in the country by the end of the 19th century. The textile industry employed thousands of people and was an economic engine for the city and the region. Migrants from Canada and Europe flocked to Biddeford to find work in the mills and start a new life in the United States.

The growth of the mills also led to the growth of Biddeford's downtown, as a number of business and shops emerged to cater to the large workforce in the mills.

However, after World War II, the textile industry in New England began to decline as manufacturing moved to other states or overseas. Biddeford's once thriving mills began closing in the 1950's and the city's traditional urban core began to struggle as development and investment moved into the suburbs. In the 1980's, the community began to see a resurgence as new investment lead to redevelopment of the former Textile mills.

2. Historic and Cultural Resources Today



3. Biddeford's Historic and Archaeological Preservation

Historic Preservation

The Biddeford Historic Preservation Commission protects the historic and architectural heritage of our city and its historically significant areas, landmarks, and sites, while accepting compatible new construction as needed for the city to grow. Biddeford is home to dozens of historically significant buildings and structures, especially in the downtown. It is the duty of the HPC to protect and defend these structures, and to preserve the essential character of historic neighborhoods in such a way that enhances and improves the value of properties. Historic preservation can play a role in economic development of Biddeford by making it more desirable place to live and work, and by encouraging place-making and place-keeping that can help draw in new visitors to our city.

The Code of Ordinances of the City of Biddeford grants the Historic Preservation Commission the authority to review all construction projects in the three Main Street Revitalization District (MSRD) land use zones to ensure compliance with preservation

practices. The HPC adheres to the standards set by the U.S. Department of the Interior's Standards of Rehabilitation while also taking into consideration the City's Code of Ordinances.

The HPC considers projects taking place within the MSRD-1, MSRD-2, and MSRD-3 Land Use Zones.

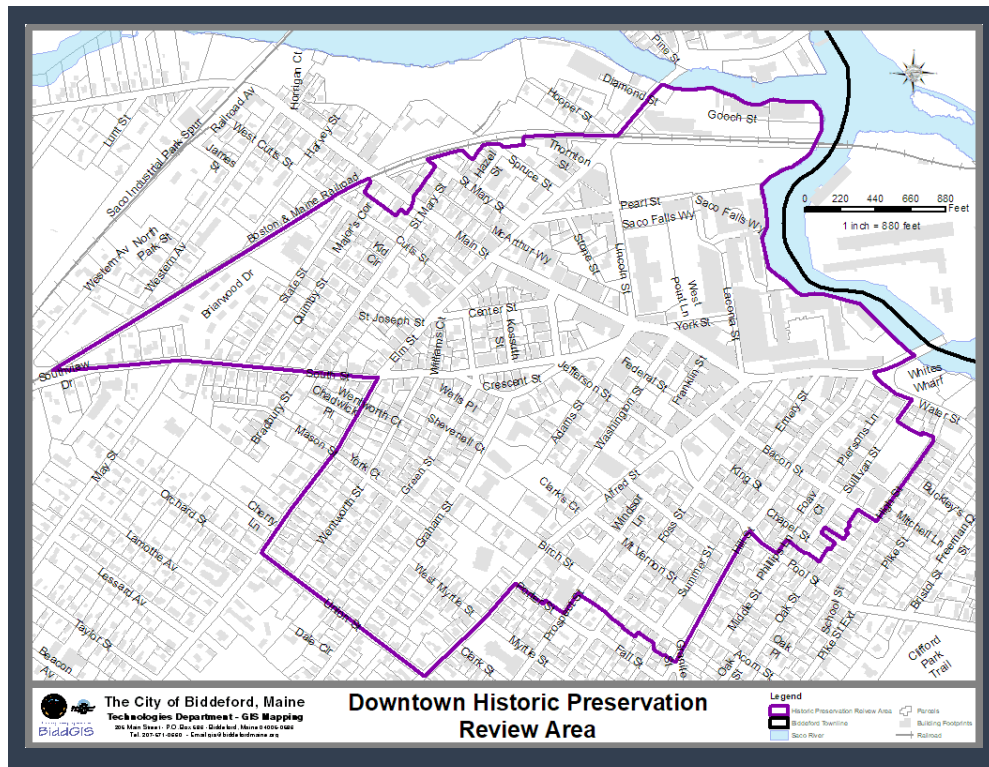


Table 9-1. Biddeford Historic Sites on the National Register of Historic Places, 2020

Name	Address	Approx. Year Built	Year Added to the National Register
First Parish Meeting House	Old Pool Road	1758	1972
Biddeford City Hall, Including City Theater	205 Main Street	1895	1973
U.S. Post Office	35 Washington Street	1914	1973
Fletcher's Neck Lifesaving Station	Ocean Avenue	1874	1974
John Tarr House	29 Ferry Lane	c. 1730	1980
Dudley Block	28-34 Water Street	1848	1982
St. Joseph's School	Birch Street	1887	1984
Wood Island Light Station	Wood Island	1808	1988
Biddeford-Saco Mills Historic District	See Map	Various	2008

Biddeford Main Street	See Map	Various	2009
Historic District			
Emery School	116 Hill Street	1912	2011
St. Andre's Parish	41 Sullivan Street	1900	2015
Timber Point	1-2 Timber Point Road	1931-1954	2016

Source: *National Register of Historic Places.*

Archaeological Resources

Biddeford has a number of archaeological sites spanning centuries of human habitation. A large number of these sites can be found in the Biddeford Pool area, where both indigenous peoples and European settlers have fished, farmed and lived for many hundreds of years. The coastal area of Biddeford is also home to a number of shipwreck sites.

There are nine prehistoric archaeological sites known in Biddeford. Eight of these may be significant or are known to be significant. Several of the sites known to be significant are located on the campus of the University of New England (UNE). These sites are villages or farmsteads that were still present and inhabited when the area was visited by Samuel de Champlain in 1604.

The Maine Archaeological Society, Inc. published an article of interest in Spring of 2006 that reviews the "Chouacoet Site" which is located on the site of the present UNE campus. According to the article's author, Richard J. Lore, Samuel de Champlain visited the Chouacoet Site near the mouth of the Saco River and found an Armouchiquois Indian village.

During construction of several buildings on the University of New England Campus, a number of archaeological sites were monitored and some artifacts were recovered. In future surveys related to development projects it is noted in the University of New England Campus Master Plan that the majority of the rest of the site of proposed development on the campus as having been "extensively disturbed" and no further significant archaeological resources have been discovered.

Table 9-2. Biddeford Archaeological Sites

Site Name	Site #	Site type	Periods of Significance
Winter Harbour	ME 041-001	Settlement	1616-1617, 1630-1675, 1708-1775
Saco Fort	ME 041-002	Military, Fort	1676-1725 (1693-1708)
Fleetwing	ME 041-003	Wreck, Schooner	March 2, 1891
Anahuac	ME 041-004	Wreck, Screw	April 15, 1923.
George and Albert	ME 041-005	Wreck, Schooner	November 17, 1887
Marshall Perrin	ME 041-006	Wreck, Schooner	November 16, 1907
Fred Tyler	ME 041-007	Wreck, Schooner	October 27, 1920
Roger Drury	ME 041-008	Wreck, Schooner	January 12, 1918
Biddeford Pool	ME 041-009	Wreck, Canoe	c. 1630 to 1900
Dugout Canoe			
Biddeford Pool Wharf	ME 041-010	Wharf	c. 1750- c. 1800
Thomas Williams	ME 041-011	Domestic	c.1636 - c.1689
Richard Hitchcock	ME 041-012	Domestic	c.1636 - 1676 or 1689
Edward's Farm #1	ME 041-013	Domestic	
Hitchcock's Point #1	ME 041-014	Structure,	c. 1770
		Unidentified	
Hitchcock's Point #2	ME 041-015	Structure,	c. 1850
		Unidentified	
Stackpole - Jordan	ME 041-016	Domestic	c. 1717 - present
'Hiawatha'	ME 041-017	Wreck, Schooner	November 1860
'William and Harris'	ME 041-018	Wreck, Schooner	November 1840
'Game Cock'	ME 041-019	Wreck, Schooner	1867
'Rara Avis'	ME 041-020	wreck, gas screw	1893-1918
'Washington'	ME 041-021	Wreck, Schooner	1856
'Nellie Grant'	ME 041-022	Wreck, Schooner	1869
'C.N. Gilmore'	ME 041-023	Wreck, Schooner	1876-1925
'Valetta'	ME 041-024	Wreck, Schooner	Wrecked on Wood
			Island on October 28, 1909.
'Queen of the West'	ME 041-025	Wreck, Schooner	1898
Wood Island	ME 041-026	Lighthouse	Original light house station built in 1808
Lighthouse			
'Livelihood'	ME 041-027	Wreck, Schooner	November 28, 1925
'Augusta'	ME 041-028	Wreck, Schooner	Information Not Provided
'Jessie Lena'	ME 041-029	Wreck, Schooner	March 13, 1912

4. Cultural Resources

McArthur Library

Founded in 1863, McArthur Library is one of the oldest publicly funded libraries in New England.

The mission of McArthur Library is to connect the Biddeford community with materials, programs, services, and informational and cultural resources needed to lead fuller, better, and richer lives. McArthur Library is also home to the Biddeford Historical Society and the Franco-American Genealogical Society collections

Today, the library offers over **59,000** books and over 7,000 e-books, audiobooks and magazines. The library also has an extensive collection of audio-visual media.

Library services are available for free to residents of Biddeford and students at the University of New England.

In 2019, McArthur Library welcomed

115,000 visitors

and circulated more than

120,000 items.

McArthur Library hosts hundreds of programs and community events each year which are attended by over **10,000** people.

City Theater

Biddeford City Theater is located adjacent to Biddeford City Hall on Main Street. It is managed by City Theater Associates, Inc., which is a non-profit organization, housed with the Theater. Its mission is “to foster an appreciation for the performing arts by using creative avenues to increase community involvement.”

The City Theater has been in continuous operation for 125 years. Today, it hosts concerts, films, plays and performing artists throughout the year. City Theater serves as a venue for Heart of Biddeford events and seasonal downtown festivals such as Winterfest.



City of Biddeford
City Council
October 21, 2025 at 6:00 PM
City Hall Council Chambers & Zoom

1. Roll Call

Council President LaFountain - present
Councilor Lessard - present
Councilor St.Cyr - absent
Councilor Emhiser - excused
Councilor Whiting - present
Councilor Beaupre - present
Councilor Gross - arrived at 6:17 pm
Councilor Belanger - present
Councilor Doughty – excused

2. Pledge of Allegiance

3. Adjustment(s) to Agenda

Item 10.b will be postponed to a future meeting.

Executive Session 1 MRS 405 (6) a Personnel Matters will be added to item 17.

4. Proclamation

4.a USOA Miss Maine, Paige Lessard -Proclamation

4.b National Lead Poisoning Prevention Week

Mayor Grohman read the proclamations.

5. Appointments

5.a 2025.143 Approval/Mayoral Appointment to a Committee-Citizen

Motion: Councilor LaFountain

Second: Councilor Whiting

Vote: Unanimous in favor.

Motion passed.

6. Presentation

6.a Veterans Committee Report to Council

Councilor Beaupre gave an update on the Veterans Committee.

6.b Wellness on Wheels

City staff gave a presentation on the concept of a Wellness on Wheels program.

7. Public Addressing the Council

One citizen expressed appreciation for the Veterans Committee and made statements about taxes.

One citizen praised the Wellness on Wheels concept.

One citizen commented on the UNE pier issue.

One citizen commented on documents delivered to City Hall.

8. Consideration of Minutes

8.a Council Minutes 10-7-25

Motion: Councilor Belanger

Second: Councilor Lessard

Vote: Unanimous in favor.

Motion passed.

9. Second Reading

9.a 2025.136 Approval GA maximums

Motion: Councilor Belanger

Second: Councilor Lessard

Vote: Unanimous in favor.

Motion passed.

9.b 2025.127 Approval/Amend Part II Code of Ordinances, Chapter 2, Art IV - Fire

Advisory Committee, Police Advisory Committee, Public Safety Advisory Committee

Motion: Councilor Beaupre

Second: Councilor Lessard

One citizen expressed concerns with the changes.

Councilor LaFountain explained the process that the Policy Committee went through and the structure of the committee.

Vote: Unanimous in favor.

Motion passed.

9.c 2025.139 Approval/Amend Chapter 42, Art IV - Sec. 42-92 Limited Parking - Delete 15-min Parking, 163 Main St

Motion: Councilor Beaupre

Second: Councilor Belanger

Vote: Unanimous in favor.

Motion passed.

9.d 2025.140 Approval/Amend Code of Ordinances, Chapter 42, Art IV, - Sec. 42-92 -

Limited Parking - Add 15-Min Parking, Main/York

Motion: Councilor Belanger

Second: Councilor Lessard

Vote: Unanimous in favor.

Motion passed.

10. Orders of the Day

10.a 2025.144 Approval Games of Chance

Motion: Councilor Belanger

Second: Councilor Lessard

Vote: Unanimous in favor.

Motion passed.

10.b 2025.151 Confirmation of City Manager's Nomination for Director of Economic Development

This item is postponed to a future meeting.

10.c 2025.147 Approval of funds to insure and maintain JFK School property through remainder of fiscal year 2026

Motion: Councilor LaFountain

Second: Councilor Lessard

City Manager Truc Dever reviewed the funding request based on an inspection by the Public Works Director.

Vote: Unanimous in favor.

Motion passed.

11. Committee of the Whole

11.a Political Signs Discussion

Motion to enter at 7:26 pm by Councilor Whiting.

Second: Councilor Belanger

Vote: Unanimous in favor.

Motion passed.

Councilors discussed several issues with political signs used in municipal elections.

Motion to exit at 7:33 pm by Councilor Belanger

Second: Councilor Lessard

Vote: Unanimous in favor.

Motion passed.

12. Public Addressing the Council

One citizen made comments in support of a skate park.

One citizen asked for an update on the sewer bills.

One citizen mentioned the citizens tenant's alliance meeting on Sunday.

One citizen thanked the Chief of Police for support during the political gathering last weekend.

13. City Manager Report

City Manager Truc Dever provided an update on the sewer billing. She also spoke about USPS delays with the paper tax bills.

14. Other Business

Councilor Beaupre asked for an update on the Elm Street construction project – it is scheduled to be completed by Veteran's Day.

Councilor Lessard thanked the City Manager for clarifying that the citizen meeting on Thursday would be televised and recorded. He also thanked her for posting the leaf removal dates on the Public Works website. He asked about an item that was requested to be on the agenda.

15. Council President Addressing the Council

Council President LaFountain reminded everyone that the next council meeting is on Thursday November 6th. He has received emails with questions about the UNE pier and the 250-foot buffer and requests a resolution at the next council meeting to get a legal opinion on that issue. Councilor Beaupre seconded that request.

16. Mayor Addressing the Council

Mayor Grohman asked the council if they would like the City Manager to check into a lease for the Biddeford Ice Arena. He asked the local media to provide more coverage of the state property tax fairness credit. There are several upcoming events including activities at the Y on Thursday, Trunk or Treat on Friday, Cheese and the Supernatural at the Library, Take Back Day for expired prescriptions on Saturday, and the Citizen's meeting on Thursday at 6:00 pm in the council chambers.

17. Executive Session

17.a 1 M.R.S. 405(6)c- Real Estate Matters

17.b 1 M.R.S. 405(6)d- Labor Negotiations

17.c 1 M.R.S. 405(6)e- Legal Matters

17.d. 1 M.R.S 405 (6) a – Personnel Matters

Motion to enter at 7:56 pm by Councilor Belanger

Second: Councilor Lessard

Vote: Unanimous in favor.

Motion passed.

Motion to exit by Councilor Belanger at 9:05 pm

Second: Councilor Whiting

Vote: Unanimous in favor.

Motion passed.

18. Adjourn

Motion to adjourn at 9:05 pm by Councilor Belanger.

Second: Councilor Whiting

Vote: Unanimous in favor.

Meeting adjourned.



City Council

Meeting Date: November 6, 2025

Meeting Time: 6:00 PM

Agenda Item 10.a

No:

Item 2025.153 Approval / Fire Department Marine Unit Bid and Sale/Auction of two

Description: (2) Marine Units

Submitted By: Lawrence D. Best, Fire Chief

Key Terms:

Approval / Fire Department Marine Unit Bid and Sale/Auction of two (2) Marine Units

Executive Summary:

Part 1 — Bid Award:

Pursuant to the current City Purchasing Policy Sec. 2-348 (g) (3)... Bid results less than \$50,000.00 and over the budgeted amount, or not the lowest bid, will be submitted to the Finance Committee of the City Council for acceptance and awarding of the contract to the successful bidder. Contracts that exceed \$50,000.00 shall be approved by the City Council prior to signing and executing said contract. It should be noted that the Council approved updates to the City Purchasing Policy which do not take effect until November 7, 2025.

In August of this year, the Fire Department sent out a Request for Bids (RFB) for a new 19'-22' Center Console Rigid Hull Inflatable Type Marine Unit. The bids closed on September 24, 2025 at 4:00pm. The goal of this project is to replace the two (2) Fire Department Marine Units with one (1) Marine Unit that will be housed on a trailer and can be deployed for rescue operations both above and below the dam.

There were two (2) companies that submitted bids for a total of three (3) boats ranging in cost from \$100,983.00 to \$132,937.00. The first bid was from Ribcraft USA, LLC in the amount of \$100,983.00 for a Ribcraft 5.85, 19'4" boat with a 115HP motor. The second bid was from Ribcraft USA, LLC in the amount of \$132,937.00 for a Ribcraft 6.5, 21'5" boat with a 150HP motor. The third bid was from Zodiac North America in the amount of \$128,500.00 for a Zodiac Milpro SRR 650, 21'11" boat with a 150HP Motor.

After reviewing the bids and specifications for each boat, it was determined that the Zodiac SRR 650 boat is the unit that best fits the Fire Department's needs, and is the recommendation for award of the bid. The method of tube attachment to the hull is a better method; it has a slightly wider beam, and it includes all the electronics which Ribcraft did not. Because Ribcraft did not include the electronics, this would be an added expense to purchase and install after either of the Ribcraft boats were received.

The Zodiac SRR 650 bid cost is \$128,500.00, which is \$3,500.00 more than the available funds for this CIP purchase.

Part 2 — Approval To Sell/Auction:

Per City Purchasing Policy Sec. 2-347, Responsibility of Departments (2) (2c), Sell, trade or otherwise dispose of surplus supplies belonging to the City; assist the departments of the City with the establishment and maintenance of programs for specification development, contract administration and product inspection and acceptance and coordination of supplies and service purchases.

The Fire Department is requesting approval to sell/auction two (2) Marine Units.

1. 1963 Crestliner 16' aluminum boat with 25hp outboard motor and trailer, hull # SN OR668866, Model# 1A2531EK; estimated value \$3,365.00 — \$3,790.00.

2. 1996 Boston Whaler 20' boat with 125hp outboard motor and trailer, hull # SN 2B231909, Model # 1225P83BD; estimated value \$19,000.00 — \$21,515.00.

Detailed Review:

The Fire Department is requesting approval to award the bid for a new Marine Unit

In August of this year, the Fire Department sent out an RFB for a new 19'-22' Center Console Rigid Hull Inflatable Type Marine Unit. The bids closed on September 24, 2025, at 4:00pm. The goal of this project is to replace the two (2) Fire Department Marine Units with one (1) Marine Unit that will be housed on a trailer and can be deployed for rescue operations both above and below the dam.

There were two (2) companies that submitted bids for a total of three (3) boats ranging in cost from \$100,983.00 to \$132,937.00. The first bid was from Ribcraft USA, LLC in the amount of \$100,983.00 for a Ribcraft 5.85, 19'4" boat with a 115HP motor. The second bid was from Ribcraft USA, LLC in the amount of \$132,937.00 for a Ribcraft 6.5, 21'5" boat with a 150HP motor. The third bid was from Zodiac North America Inc. in the amount of \$128,500.00 for a Zodiac Milpro SRR 650, 21'11" boat with a 150HP Motor.

After reviewing the bids and specs for each boat, it was determined the Zodiac SRR 650 boat is

the unit that best fits the Fire Department's needs and is the recommendation for award of the bid. The method of tube attachment to the hull is a better method; it has a slightly wider beam, and it includes all the electronics which Ribcraft did not. Because Ribcraft did not include the electronics, this would be an added expense to purchase and install after either of the Ribcraft boats were received.

The Zodiac SRR 650 bid cost is \$128,500.00, which is \$3,500.00 more than the available funds for this CIP purchase.

The Fire Department is also requesting approval to sell/auction two (2) Marine Units...

1. 1963 Crestliner 16' aluminum boat with 25hp outboard motor and trailer, hull # SN OR668866, Model# 1A2531EK; estimated value \$3,365.00 — \$3,790.00.
2. 1996 Boston Whaler 20' boat with 125hp outboard motor and trailer, hull # SN 2B231909, Model # 1225P83BD; estimated value \$19,000.00 — \$21,515.00.

Background/History:

Through the FY26 CIP process, the Fire Department requested funding to replace the existing 1963, 62-year-old aluminum boat that does not meet the safety and rescue needs for our current water conditions. The 1963 aluminum boat is not stable enough or designed to allow rescuers the ability to pull patients/victims from the water into the boat. On average, the BFD responds to 12 incidents annually that necessitate the response of a marine unit. The estimated budget cost obtained in 2024 for this project was \$80,000.00. This CIP request was approved on recommendation by the Acting City Manager. The Capital Projects Committee met on June 11th to review and make allocation recommendations for the FY 26 CIP and again on August 13th to review and approve the allocation of the balance of the funds. On September 2nd, the City Council voted to approve the recommendations made by the Capital Projects Committee which included this new Marine Unit.

After the budget process was completed, the Fire Department successfully submitted and received a grant from the Stephen and Tabitha King Foundation in the amount of \$45,000.00 to help with funding for this project. This grant of \$45,000.00 was accepted by the City Council on July 15th. The funding source for the \$80,000.00 that was included in the budgeting process was decided to be from the Mooring Fund Surplus (Fund 202). The combined total available funds are \$125,000.00.

In addition to these available funds, the Fire Department will be requesting approval from the City Council to auction/sell the current 1963 Aluminum Marine 202 unit and trailer, which is valued at an estimated \$3,365.00 - \$3,790.00 and a second Marine unit, which is a 1996 20-foot Boston Whaler and trailer which is valued at an estimated \$19,000 - \$21,515.00. The goal would be to have funds from the sale of these boats cover the additional \$3,500.00 cost above

the \$125,000.00 available with the remainder of the sale funds going back into the Mooring Fund Surplus (Fund 202) or other account as deemed appropriate by the City Council.

The June 11th meeting materials, including meeting video and supporting documentation, are available via this link ([Capital Projects/Operations Committee \(LIVE\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#)). The August 13th meeting materials, including meeting video and supporting documentation, are available via this link ([Capital Projects / Operations Committee Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#)). The City Council approved this CIP project on September 2, 2025, ([City Council Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#)).

An earlier Capital Projects / Operations Committee Meeting occurred in May to present the FY26 CIP requests. The May meeting materials, including meeting video and supporting documentation, are available via this link ([Capital Projects / Operations Committee Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#)).

Funding Source:

A total of \$128,500.00 is requested for this CIP project. \$80,000.00 will come from the Mooring Fund Surplus (Fund 202), which has a balance of \$131,889.17 for this CIP project through the FY26 CIP Budget process. \$45,000.00 will come from the Stephen and Tabitha King foundation, and it is requested that \$3,500.00 be funded from the Mooring Fund Surplus (Fund 202) and be replenished with funds from the sale of the two (2) current FD Marine Units.

Staff Recommendation:

Staff recommends the approval of the bid to Zodiac of North America Inc. for the SRR 650 Marine Unit at the bid cost of \$128,500.00 and to approve the sale/auction the two (2) Marine units; 1. 1963 Crestliner 16' aluminum boat with 25hp outboard motor and trailer, hull # SN OR668866, Model# 1A2531EK; estimated value \$3,365.00 — \$3,790.00. 2. 1996 Boston Whaler 20' boat with 125hp outboard motor and trailer, hull # SN 2B231909, Model # 1225P83BD; estimated value \$19,000.00 — \$21,515.00.

Next Steps:

Upon approval, staff will begin the process to advertise and sell/auction the two (2) Marine Units.

Attachments:

1. Order 2025.153 Approval to Award Bid and to Sell Two (2) Fire Department Marine Units
2. Bid #1 Ribcraft option A
3. Bid #2 Ribcraft option B
4. Bid #3 Zodiac
5. FY26 Capital Projects - Operations Committee Recommendation No. 1 Summary
6. FY26 Capital Approval Document

7. FY26 CIP Marine Unit 202 Replacement

City of Biddeford



2025.153 IN BOARD OF CITY COUNCIL.....November 6, 2025,
BE IT ORDERED that the Biddeford City Council hereby approves the bid award to Zodiac of North America Inc. for the SRR 650 Marine Unit at the bid cost of \$128,500.00. Be it further ordered that the Council approves the sale/auction of the two (2) Fire Department Marine Units, a 1963 16 foot aluminum boat with a 25HP outboard motor and trailer, hull #SN 0R668866, Model# 1A2531EK and a 1996 Boston Whaler boat with a 125HP outboard motor and trailer, hull #SN 2B231909, Model # 1225P83BD. The funds from the sale/auction of these two (2) units will be deposited into the Mooring Fund Surplus account (Fund 202) to replenish funds that were used for the purchase of the new Fire Department Marine Unit.

Attest by: _____



RIBCRAFT USA, LLC
88 Hoods Lane, PO Box 463
Marblehead, MA 01945
t. 781.639.9065 f. 781.639.9062
toll free. 866 RIBS USA
www.ribcraftusa.com

COPY

PROPOSAL OPTION A

September 22, 2025

City of Biddeford Fire Department
152 Alfred Street
Biddeford, ME 04005
Attn: Assistant

RE: RFP – Supply and Delivery of a Fire Department Emergency Response Boat

On behalf of RIBCRAFT USA, LLC, I am pleased to provide you with the following proposal for one (1) RIBCRAFT 5.85 with all specified options and equipment in response to RFP – Supply and Delivery of a Fire Department Emergency Response Boat, dated August 20, 2025.

The RIBCRAFT 5.85 is built to the highest commercial grade specifications and standards resulting in remarkably solid, well performing, and safe rigid inflatable boat (RIB). As the manufacturer of the above stated boat, this boat meets the requirements put forth by the City of Biddeford Fire Department.

Please find enclosed the following documents:

- Completed & Signed Bid Documents
- Bidder Response Supplement
- Detailed RIBCRAFT Quote
- RIBCRAFT Brochure

With safety and reliability at the core of all RIBCRAFT designs, the RIBCRAFT 5.85 features a deep V hull, full-length spray rails, high bow sheer, and a heavy-duty multi chambered Hypalon tube. To insure the utmost in durability and strength all hulls are solid fiberglass with an internal composite stringer system.

For almost twenty-five years, safety and rescue professionals have come to expect the most in quality, dependability and service from RIBCRAFT and our line of professional grade rigid inflatable boats (RIBs). Constructed by skilled craftsmen in the United States (Massachusetts), every boat is built with the understanding that it will receive hard, offshore 24/7 commercial use.

Many thanks in advance for your time and consideration.

Kelly Marie

RIBCRAFT USA, LLC

ATTACHMENT A:

REFERENCE FORM

Bidder: RIBCRAFT USA, LLC

RFB Title: The Supply, and Delivery of a Fire Department Emergency Response Boat

Bidder must provide references for:

All current contracts under which the vendor's equipment has been operational for at least two years.

Reference: Kennebunk Harbormaster Contact: Jamie Houtz
Address: 1 Summer Street Kennebunk, ME 04043 Phone: 207-985-7976
Fax: harbormaster@kennebunkmaine.us

Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 5.85 to the Kennebunk Harbormaster in March of 2023. The boat had a similar layout with a center console, T-top, red tube with boarding wear patches and grab handles, and a 115HP outboard.

Reference: Boston Fire Department Contact: Ed McCarthy
Address: 115 South Hampton Street Boston, MA 02118 Phone: 617-828-3978
Fax: edward.mccarthy@boston.gov

Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 5.85 to the Boston Fire Department in April of 2020. RIBCRAFT worked with the Chief to understand their operational requirements and built a boat that meets all of their demands - a reliable response boat to be used on the Charles River and Boston Harbor.

Reference: Maine Marine Patrol Contact: Steve Ingram
Address: 21 State House Station Augusta, ME 04333 Phone: 207-624-7338
Fax: steve.ingram@maine.gov

Description and date(s) of supplies or services provided: RIBCRAFT has built and delivered numerous RIBCRAFT 4.8 boats to the Maine Marine Patrol. The RIBs are onboard MMP's larger patrol boats and a favorite among the officers and the most used boats in the fleet.

attach additional sheets if necessary

ATTACHMENT B: BID FORM

The undersigned BIDDER proposes and agrees, if the Bid is accepted to enter into an Agreement with the City, to complete all work as specified or indicated in the "REQUEST TO BID: for the supply, delivery of a FIRE DEPARTMENT EMERGENCY RESPONSE BOAT and TRAILER, exactly as outlined and detailed in this bid.

Bid Price: One hundred thousand nine hundred eighty three dollars (\$ 100,983.00)

BIDDER accepts all the terms and conditions of the Instructions to Bidders.

In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that: BIDDER has examined copies of all the Contract Documents **and of the following Addenda:**

Date	N/A	Number	N/A
Date		Number	

BIDDER shall submit an itemized list of costs including vessel accessories, attachments, trailer and delivery as outlined in this bid.

BIDDER agrees that Prevailing Wage Rates if applicable will be paid for the appropriate classification of work.

The undersigned certifies under penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this paragraph, the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signed:  Print Name: Kelly Marie

Company: RIBCRAFT USA, LLC

Business Address: 88 Hoods Lane

Marblehead, MA 01945

Email: kmarie@ribcraftusa.com

FAX:



? ~~Good~~
Ceelvanize Trailer?
115 hp

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PROPOSAL OPTION A

BIDDER RESPONSE SUPPLEMENT

Proposal for RFP – Supply and Delivery of a Fire Department Emergency Response Boat

CERTIFICATIONS / MANUFACTURERS EXPERIENCE:

RIBCRAFT hereby certifies that the proposed 2026 19'4" RIBCRAFT 5.85 rigid inflatable boat and additional items related hereto are compliant with the technical specifications contained in the Invitation For Bid dated August 20, 2025 for RFP – Fire Department Emergency Response Boat. Such compliancy includes, but is not limited to, design, construction, performance, durability, and warranty except where indicated.

The proposed RIBCRAFT 5.85 Rigid Inflatable Boat is designed, built and tested in accordance with the American Boat & Yacht Council's quality technical practices and engineering standards for the design, construction and safety of small craft. The boat will be equipped and configured as specified in the bid package and shall meet all necessary requirements.

EXPERIENCE / CREDENTIALS

Headquartered in Marblehead, Massachusetts, RIBCRAFT designs and builds safe, durable, performance oriented rigid inflatable boats (RIBs) that fulfill the most demanding professional applications. For nearly 25 years, RIBCRAFT has built professional grade RIBs and inflatables in the United States for military applications, law enforcement agencies, safety professionals, and private industry. The RIBCRAFT model line ranges in size from 14 to 42 feet.

Since inception in 2001, RIBCRAFT USA, LLC has developed one of the strongest and most recognized brands in the rigid inflatable boat market. RIBCRAFT focuses on government and commercial users who comprise 85% of the company's revenues.

Every RIBCRAFT is built to customer-defined specifications following a detailed design process, including not only powering options and color schemes but also general arrangement, electrical packages, and myriad customer-specific equipment configurations. The RIBCRAFT team is comprised of marine professionals experienced in and passionate about designing and building RIBs that meet and exceed customer expectations and mission requirements.

Incorporating a conventional solid fiberglass hull with an inflatable tube for increased buoyancy, stability, and overall performance RIBCRAFT builds professional grade rigid

inflatable boats ranging in size from 14' to 42' that fulfill a variety of missions from patrol and rescue to interdiction and military operations. Every boat is built to industry recognized standards featuring commercial grade fiberglass hulls and heavy duty multi-chambered air tubes. Designed for professional applications, a RIBCRAFT RIB with a deep V hull and heavy duty tube provides unparalleled performance regardless of the sea conditions.

RIBCRAFT supplies the United States Navy with the standard 7 Meter shipboard RIB and the 11 Meter Expeditionary RIB. Additionally, RIBCRAFT supplies commercial grade boats to the US Air Force, US Fish & Wildlife, state and local law enforcement agencies, fire departments, and industry (profit & non-profit).

REFERENCES:

As requested, RIBCRAFT has built Fire and Rescue Boats for the following agencies in recent years:

Kennebunk Harbormaster
1 Summer Street
Kennebunk, ME 04043
Jamie Houtz
harbormaster@kennebunkmaine.us
207-985-7976

Boston Fire Department
115 South Hampton Street
Boston, MA 02118
Ed McCarthy
Edward.mccarthy@boston.gov
617-828-3978

Maine Marine Patrol
21 State House Station
Augusta, ME 04333
Steve Ingram
Steve.ingram@maine.gov
207-624-7338

Portsmouth Fire Department
170 Court Street
Portsmouth, NH 03801
John Goodwin
jwgoodwin@cityofportsmouth.com
603-944-7920

BOAT SPECIFICATIONS:

Based on the invitation for bid and the estimated referenced value, RIBCRAFT hereby proposes the RIBCRAFT 5.85 as a rescue boat for the City of Biddeford. The RIBCRAFT 5.85 Rigid Inflatable Boat specifications are as indicated below and as illustrated in the attached RIBCRAFT 5.85 Specification Marketing Sheet.

LOA:	19'4"
Beam:	8'
Internal Length:	14'9"
Internal Beam:	5'1"
Weight:	1,200 – 1,700 lbs (without engine)

The proposed 2026 RIBCRAFT 5.85 features a commercial grade fiberglass deep V hull with a heavy duty 1670 dtx red Hypalon tube with five air chambers each with pressure relief valves, a pair of boarding wear patches and a pair of tube grab handles. The boat is configured with a center console with front bench seat, full size windscreen, leaning post with backrest, footrest and storage, a t-top with aluminum hard top, antenna arch with integrated dive ladder, LED navigation and flood lights, a 115HP Mercury four stroke outboard engine, a bunk trailer and all other features and options as specified in the Scope of Services.

Please see the enclosed Detailed Quote and Drawing for the quoted configuration which outlines all features and options included.

The RIBCRAFT 5.85 meets the requirements and specifications for the boat and engine as outlined in the RFP August 20, 2025.

Length/Measurements

The RIBCRAFT 5.85 at 19'4" as proposed is fully compliant with the specifications as noted above and in the Scope of Services.

Hull Construction

The RIBCRAFT 5.85 as proposed is fully compliant with the features outlined. Featuring a heavy duty commercial grade solid fiberglass (FRP) hull, the 5.85 also includes an internal longitudinal and transverse composite stringer system, full length lifting strakes, underdeck wire conduits, and a molded non-skid deck with removal deck panels for below deck access. There is no wood in the vessel's construction.

Tube Construction

The RIBCRAFT 5.85 features all tube accessories as outlined and is fully compliant. The RIBCRAFT 5.85 features a semi-active heavy duty multi chambered (five (5) chambers) 1670 dtx Hypalon tube. To insure the utmost in strength and reliability, all seams are triple bonded (overlapped with internal and external seam tapes), the tube is permanently bonded to the hull, and each chamber features pressure relief valves to prevent over inflation or blow outs. Additionally, every tube features a high profile rubstrake which is 1.25" high by 5" wide.

Layout

The RIBCRAFT 5.85 features all accessories as outlined and is fully compliant. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 5.85 Quote. Of critical importance, the proposed 5.85 features a center console with front bench seat, leaning post, T-top, and an antenna arch with integrated folding dive ladder.

Engine

The proposed RIBCRAFT 5.85 features a single 115HP Mercury four stroke engine complete with digital controls, gauges, and propeller. The engine is equipped with hydraulic steering and the transom height is 25". The engine is directly mounted to the transom.

Electrical/Electronics

The RIBCRAFT 5.85 features all electronics as outlined and is fully compliant. All wiring and electrical installations will meet or exceed ABYC standards. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 5.85 Detailed Quote.

Trailer

RIBCRAFT has proposed a dual axle heavy duty bunk trailer. Galv.?

WARRANTIES

All warranty items are as specified in RIBCRAFT's standard commercial warranty. RIBCRAFT warrants the boat (hull and tube) for one year from date of purchase. Components and accessories not manufactured by RIBCRAFT receive the warranty provided by the original equipment manufacturer. The manufacturer of the Mercury engine offers a one year warranty for commercial users.

DELIVERY

Currently, delivery for one new RIBCRAFT 5.85 as specified is estimated at approximately one hundred eighty (180) days from date of award of contract. RIBCRAFT will deliver the boat to Biddeford, ME upon completion at no charge.

SERVICE & SUPPORT

As a manufacturer located in New England, RIBCRAFT is uniquely positioned to provide direct factory service and support. RIBCRAFT guarantees the continuing availability of Logistical Support (i.e. spares and other technical services) for a minimum of 10 years from time of delivery. As required, RIBCRAFT is happy to provide needed service support either directly through a RIBCRAFT factory service technician or a factory approved service center within the vessels' operation area. Given the proximity to Maine, RIBCRAFT's capability to provide service and support is paramount and allows you to work directly with the manufacturer, much like the Kennebunk Harbormaster, Portsmouth Fire, Boston Fire and Maine Marine Patrol have experienced.

RIBCRAFT will provide complete COTs Operation and Maintenance Manuals with complete third party manuals for all electronics and significant mechanical items (engine). As requested, RIBCRAFT will provide instruction and technical manuals.

PRICING

The quoted price for the RIBCRAFT 5.85 and trailer as specified per the RFP is \$100,983.00. RIBCRAFT will deliver the completed boat, engine and trailer to Biddeford at no charge. A complete pricing detail is provided in the enclosed Detailed Quote.



PO Box 463, Marblehead, MA 01945
t. 781.639.9065 f. 781.639.9062
www.ribcraftusa.com

To: Biddeford Fire Department

Ken Thorpe
152 Alred Street
Biddeford, ME 04005

Phone:
Email: kenneth.thorpe@biddefordmaine.org

QUOTE		
Date	Delivery	Contact
9/22/25	TBD	Kelly M
Model	Hull #:	Rev.
5.85		
Ref:		

1	2026 RIBCRAFT 5.85 PROFESSIONAL - Outboard Engine Configuration				\$	53,195.00	\$	53,195.00																				
	Base Boat includes Center Console with Front Bench Seat and S/S Grab Handle, Access Hatches, Leaning Post, Cable Steering, Anchor Locker, Bow Eye, Bow Cleat, Two (2) Stern Tie Down Eyes, Six (6) Switch Electrical Panel, Battery, Battery Switch, Navigation Lights, Compass, Electric Bilge Pump, 46 Gallon Internal Fuel Tank, 1670dtx Hypalon Tube with Five (5) Chambers & Five (5) Pressure Relief Valves, Heavy Duty Rubstrake, Lifelines, Owners Manual, and Foot Pump																											
	Console/ Seating																											
1	Full Size Windscreen Mounted to T-top				\$	875.00	\$	875.00																				
1	Leaning Post Backrest				\$	470.00	\$	470.00																				
1	Leaning Post Flip Up Footrest				\$	420.00	\$	420.00																				
	Console/ Seating Sub Total: \$ 1,765.00																											
	Accessories																											
1	T-top, Aluminum with hard top upgrade				\$	10,915.00	\$	10,915.00																				
1	T-top Electronics Box				\$	1,450.00	\$	1,450.00																				
1	Antenna Arch with Integrated Dive Ladder				\$	6,960.00	\$	6,960.00																				
	Accessories Sub Total: \$ 19,325.00																											
	Tube Accessories																											
1	Color Tube Upgrade - RED				\$	1,575.00	\$	1,575.00																				
1	Tube Grab Handles (pair)				\$	195.00	\$	195.00																				
1	Boarding Wear Patch (pair)				\$	315.00	\$	315.00																				
	Tube Accessories Sub Total: \$ 2,085.00																											
	Electrical/ Electronics																											
1	Additional Marine Battery with Isolator				\$	365.00	\$	365.00																				
1	LED Navigation Light Upgrade				\$	260.00	\$	260.00																				
1	LED Flood Lights, pair				\$	775.00	\$	775.00																				
	Electrical/ Electronics Sub Total: \$ 1,400.00																											
	Engines																											
1	Mercury 115HP Four Stroke Engine, complete rigging and installation				\$	14,513.00	\$	14,513.00																				
1	Hydraulic Steering (in-lieu) Single Engine Only				\$	1,425.00	\$	1,425.00																				
	Engines Sub Total: \$ 15,938.00																											
	Transport																											
1	Bunk Trailer with jack				\$	6,545.00	\$	6,545.00																				
1	Freight Prep: Load & Block				\$	730.00	\$	730.00																				
	Transport Sub Total: \$ 7,275.00																											
	<table border="1"><tr><td>Colors</td><td></td><td></td><td></td><td></td></tr><tr><td>Hull</td><td>Light Grey</td><td>Tube</td><td>Red</td><td></td></tr><tr><td>Console</td><td>Light Grey</td><td>Rubstrake</td><td>Black</td><td></td></tr><tr><td>Upholstery</td><td>Black</td><td>LL Patches</td><td>Black</td><td></td></tr></table>				Colors					Hull	Light Grey	Tube	Red		Console	Light Grey	Rubstrake	Black		Upholstery	Black	LL Patches	Black					
Colors																												
Hull	Light Grey	Tube	Red																									
Console	Light Grey	Rubstrake	Black																									
Upholstery	Black	LL Patches	Black																									
NOTES: Items Listed Below Not Included in total quoted sales price					Sub Total		\$	100,983.00																				
					Total Sales Price		\$	100,983.00																				
					Deposit Required		\$	50,491.50																				
					Balance to be Paid		\$	50,491.50																				

A deposit is required. Progress payments may be required. Delivery dates are not guaranteed.

The balance is due and payable upon completion and prior to the boat shipping. Prices for non-RIBCRAFT manufactured components are not guaranteed. Prices FOB: Origin
THE GENERAL CONDITIONS ON THE BACK AND ANY OTHERS, IF ANY, ARE HEREBY MADE A PART OF THIS QUOTE.

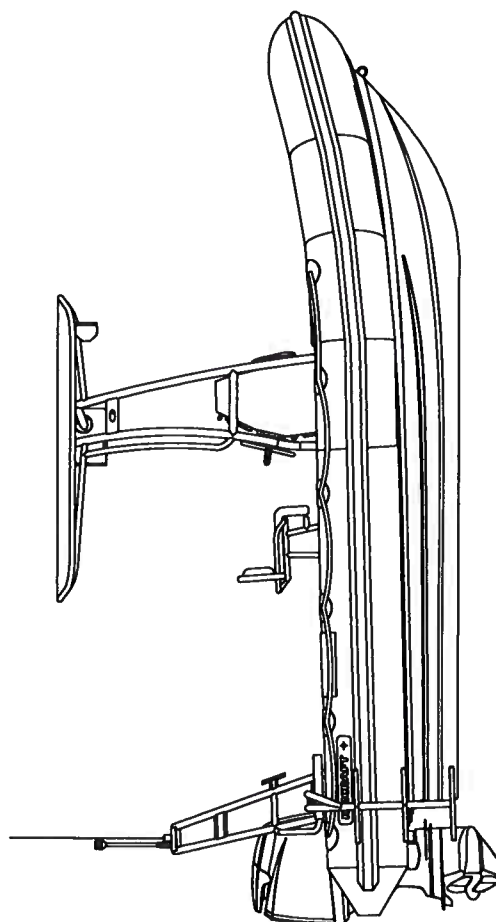
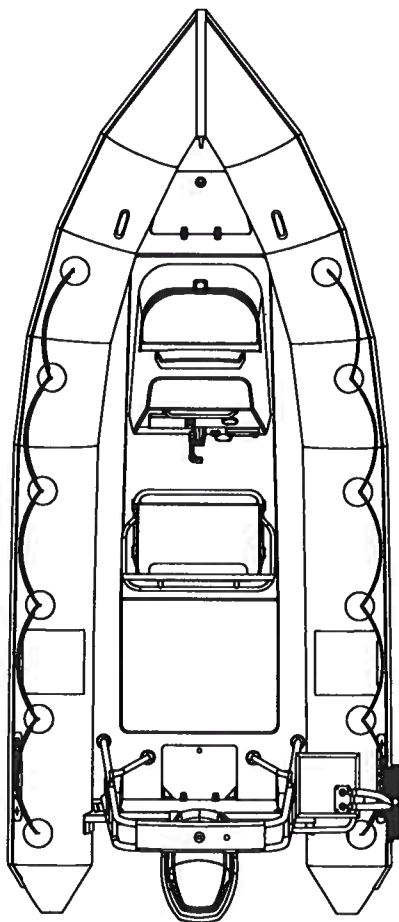
THIS DRAWING FILE (AND THE INFORMATION SHOWN THEREIN) IS
CONFIDENTIAL AND PROPRIETARY AND SHALL NOT BE USED,
DISCLOSED TO OTHERS, OR REPRODUCED BY ANY MEANS FOR
ANY PURPOSE IN HARD COPY FORM OR IN MACHINE READABLE
FILES, WITHOUT THE WRITTEN CONSENT OF RIBCRAFT USA LLC

REVISIONS

REV	ZONE	DESCRIPTION	DATE

Specifications:

Length Overall..... 19'-4"
Internal Length..... 14'-9"
Beam (Tube Max)..... 8'-0"
Internal Beam..... 5'-1"
Tube Diameter..... 20"



NOTE: LAYOUT IS PRELIMINARY AND SUBJECT TO
CHANGE

RIBCRAFT ♦

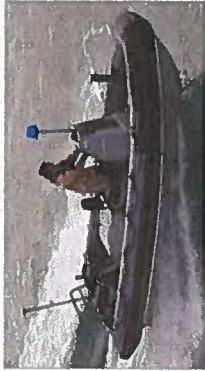
RIBCRAFT 5.85 - Biddeford FD - General
Arrangement

DWG NO. RC585-BFD-GA-01	REV ~
DRAWN ARL	DATE 18 SEPTEMBER 2025
SIZE A	SCALE None
SHEET 1 of 1	

5.85



Specifications and Details

AF14 / AF16	4.8	5.7	5.85	6.5
				
LOA:	13'9" / 15'10"	15'7"	18'7"	21'5"
Beam:	5'9" / 6'9"	6'11"	8'5"	8'5"
Weight (w/out engine):	315 lbs / 390 lbs	685 lbs	1,890 lbs	1,365 lbs
Dead rise aft:	N/A	23°	22°	25°
Dead rise forward:	N/A	43°	43°	44°
Tube diameter:	20" / 20"	18"	20"	20"
Internal length on deck:	10'2" / 11'6"	11'10"	13'10"	16'4"
Internal beam on deck:	2'8" / 3'2"	4'1"	4'11"	5'6"
Draft (w/out engine):	7" / 7"	12"	14"	16"
Maximum people:	8 / 10	6	10	12
Max HP:	50 / 60	70	165	180
Fuel capacity:	6.6 gal*	6.6 gal*	33 gal	60 gal
Tube:	1880 dtx Hypalon®	1670 dtx Hypalon®	1670 dtx Hypalon®	1670 dtx Hypalon®
Chambers:	4+2 / 5+2	5	5	5
Pressure relief valves:	4 / 5	5	5	5

*external tank

*external tank, optional internal 16 gal tank available



RIBCRAFT USA, LLC
88 Hoods Lane, PO Box 463
Marblehead, MA 01945
t. 781.639.9065 f. 781.639.9062
toll free. 866 RIBS USA
www.ribcraftusa.com

COPY

PROPOSAL OPTION B

September 22, 2025

City of Biddeford Fire Department
152 Alfred Street
Biddeford, ME 04005
Attn: Assistant

RE: RFP – Supply and Delivery of a Fire Department Emergency Response Boat

On behalf of RIBCRAFT USA, LLC, I am pleased to provide you with the following proposal for one (1) RIBCRAFT 6.5 with all specified options and equipment in response to RFP – Supply and Delivery of a Fire Department Emergency Response Boat, dated August 20, 2025.

The RIBCRAFT 6.5 is built to the highest commercial grade specifications and standards resulting in remarkably solid, well performing, and safe rigid inflatable boat (RIB). As the manufacturer of the above stated boat, this boat meets the requirements put forth by the City of Biddeford Fire Department.

Please find enclosed the following documents:

- Completed & Signed Bid Documents
- Bidder Response Supplement
- Detailed RIBCRAFT Quote
- RIBCRAFT Brochure

With safety and reliability at the core of all RIBCRAFT designs, the RIBCRAFT 6.5 features a deep V hull, full-length spray rails, high bow sheer, and a heavy-duty multi chambered Hypalon tube. To insure the utmost in durability and strength all hulls are solid fiberglass with an internal composite stringer system.

For almost twenty-five years, safety and rescue professionals have come to expect the most in quality, dependability and service from RIBCRAFT and our line of professional grade rigid inflatable boats (RIBs). Constructed by skilled craftsmen in the United States (Massachusetts), every boat is built with the understanding that it will receive hard, offshore 24/7 commercial use.

Many thanks in advance for your time and consideration.

Kelly Marie

RIBCRAFT USA, LLC

ATTACHMENT A:

REFERENCE FORM

Bidder: RIBCRAFT USA, LLC

RFB Title: The Supply, and Delivery of a Fire Department Emergency Response Boat

Bidder must provide references for:

All current contracts under which the vendor's equipment has been operational for at least two years.

Reference: Spotsylvania Sherriff's Office Contact: Carter Wells
Address: 9119 Dean Riding Lane Spotsylvania, VA 22553 Phone: 540-507-7195
Fax: cwells@spotsylvania.va.us
Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 6.5 to the Spotsylvania Sherriff's Department in July of 2019. The boat had a smiliar layout with a center console, T-top, antenna arch with integrated dive ladder, and a 150HP outboard.

Reference: Portsmouth Fire Department Contact: John Goodwin
Address: 170 Court Street Portsmouth, NH 03801 Phone: 603-944-7920
Fax: jwgoodwin@cityofportsmouth.com
Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 7.8 to the Portsmouth Fire Department in April of 2019. RIBCRAFT worked with the Chief to understand their operational requirements and built a boat that meets all of their demands - a reliable and improved rescue boat that was also equipped with fire suppression capabilities.

Reference: Maine Marine Patrol Contact: Steve Ingram
Address: 21 State House Station Augusta, ME 04333 Phone: 207-624-7338
Fax: steve.ingram@maine.gov
Description and date(s) of supplies or services provided: RIBCRAFT has built and delivered numerous RIBCRAFT 4.8 boats to the Maine Marine Patrol. The RIBs are onboard MMP's larger patrol boats and a favorite among the officers and the most used boats in the fleet.

attach additional sheets if necessary

ATTACHMENT B: BID FORM

The undersigned BIDDER proposes and agrees, if the Bid is accepted to enter into an Agreement with the City, to complete all work as specified or indicated in the "REQUEST TO BID: for the supply, delivery of a FIRE DEPARTMENT EMERGENCY RESPONSE BOAT and TRAILER, exactly as outlined and detailed in this bid.

Bid Price: One hundred thirty two thousand nine hundred thirty seven dollars (\$ 132,937.00)

BIDDER accepts all the terms and conditions of the Instructions to Bidders.

In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that: BIDDER has examined copies of all the Contract Documents **and of the following Addenda:**

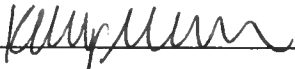
Date N/A
Date

Number N/A
Number

BIDDER shall submit an itemized list of costs including vessel accessories, attachments, trailer and delivery as outlined in this bid.

BIDDER agrees that Prevailing Wage Rates if applicable will be paid for the appropriate classification of work.

The undersigned certifies under penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this paragraph, the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signed:  Print Name: Kelly Marie

Company: RIBCRAFT USA, LLC

Business Address: 88 Hoods Lane

Marblehead, MA 01945

Email: kmarie@ribcraftusa.com

FAX:



RIBCRAFT USA, LLC
88 Hoods Lane, PO Box 463
Marblehead, MA 01945
t. 781.639.9065 f. 781.639.9062
toll free. 866 RIBS USA
www.ribcraftusa.com

PROPOSAL OPTION B

BIDDER RESPONSE SUPPLEMENT

Proposal for RFP – Supply and Delivery of a Fire Department Emergency Response Boat

CERTIFICATIONS / MANUFACTURERS EXPERIENCE:

RIBCRAFT hereby certifies that the proposed 2026 21'5" RIBCRAFT 6.5 rigid inflatable boat and additional items related hereto are compliant with the technical specifications contained in the Invitation For Bid dated August 20, 2025 for RFP – Fire Department Emergency Response Boat. Such compliancy includes, but is not limited to, design, construction, performance, durability, and warranty except where indicated.

The proposed RIBCRAFT 6.5 Rigid Inflatable Boat is designed, built and tested in accordance with the American Boat & Yacht Council's quality technical practices and engineering standards for the design, construction and safety of small craft. The boat will be equipped and configured as specified in the bid package and shall meet all necessary requirements.

EXPERIENCE / CREDENTIALS

Headquartered in Marblehead, Massachusetts, RIBCRAFT designs and builds safe, durable, performance oriented rigid inflatable boats (RIBs) that fulfill the most demanding professional applications. For nearly 25 years, RIBCRAFT has built professional grade RIBs and inflatables in the United States for military applications, law enforcement agencies, safety professionals, and private industry. The RIBCRAFT model line ranges in size from 14 to 42 feet.

Since inception in 2001, RIBCRAFT USA, LLC has developed one of the strongest and most recognized brands in the rigid inflatable boat market. RIBCRAFT focuses on government and commercial users who comprise 85% of the company's revenues.

Every RIBCRAFT is built to customer-defined specifications following a detailed design process, including not only powering options and color schemes but also general arrangement, electrical packages, and myriad customer-specific equipment configurations. The RIBCRAFT team is comprised of marine professionals experienced in and passionate about designing and building RIBs that meet and exceed customer expectations and mission requirements.

Incorporating a conventional solid fiberglass hull with an inflatable tube for increased buoyancy, stability, and overall performance RIBCRAFT builds professional grade rigid

inflatable boats ranging in size from 14' to 42' that fulfill a variety of missions from patrol and rescue to interdiction and military operations. Every boat is built to industry recognized standards featuring commercial grade fiberglass hulls and heavy duty multi-chambered air tubes. Designed for professional applications, a RIBCRAFT RIB with a deep V hull and heavy duty tube provides unparalleled performance regardless of the sea conditions.

RIBCRAFT supplies the United States Navy with the standard 7 Meter shipboard RIB and the 11 Meter Expeditionary RIB. Additionally, RIBCRAFT supplies commercial grade boats to the US Air Force, US Fish & Wildlife, state and local law enforcement agencies, fire departments, and industry (profit & non-profit).

REFERENCES:

As requested, RIBCRAFT has built Fire and Rescue Boats for the following agencies in recent years:

Spotsylvania's Sherriff's Office
9119 Dean Riding Lane
Spotsylvania, VA 22553
Carter Wells
cwells@spotsylvania.va.us
540-507-7195

Portsmouth Fire Department
170 Court Street
Portsmouth, NH 03801
John Goodwin
jwgoodwin@cityofportsmouth.com
603-944-7920

Maine Marine Patrol
21 State House Station
Augusta, ME 04333
Steve Ingram
Steve.ingram@maine.gov
207-624-7338

Louisa County Sherriff
1 Woolfolk Ave, Suite 101
Louisa, VA 23093
Dustin Lowe
dulowe@louisa.org
540-967-0401

BOAT SPECIFICATIONS:

Based on the invitation for bid and the estimated referenced value, RIBCRAFT hereby proposes the RIBCRAFT 6.5 as a rescue boat for the City of Biddeford. The RIBCRAFT 6.5 Rigid Inflatable Boat specifications are as indicated below and as illustrated in the attached RIBCRAFT 5.85 Specification Marketing Sheet.

LOA:	21'5"
Beam:	8'5"
Internal Length:	16'4"
Internal Beam:	5'6"
Weight:	1,400 – 1,800 lbs (without engine)

The proposed 2026 RIBCRAFT 6.5 features a commercial grade fiberglass deep V hull with a heavy duty 1670 dtx red Hypalon tube with five air chambers each with pressure relief valves, a pair of boarding wear patches and a pair of tube grab handles. The boat is configured with a center console with front bench seat, full size windscreen, leaning post with backrest, footrest and storage, a t-top with aluminum hard top, antenna arch with integrated dive ladder, LED navigation and flood lights, a 150HP Mercury four stroke outboard engine, a bunk trailer and all other features and options as specified in the Scope of Services.

Please see the enclosed Detailed Quote and Drawing for the quoted configuration which outlines all features and options included.

The RIBCRAFT 6.5 meets the requirements and specifications for the boat and engine as outlined in the RFP August 20, 2025.

Length/Measurements

The RIBCRAFT 6.5 at 21'5" as proposed is fully compliant with the specifications as noted above and in the Scope of Services.

Hull Construction

The RIBCRAFT 6.5 as proposed is fully compliant with the features outlined. Featuring a heavy duty commercial grade solid fiberglass (FRP) hull, the 6.5 also includes an internal longitudinal and transverse composite stringer system, full length lifting strakes, underdeck wire conduits, and a molded non-skid deck with removal deck panels for below deck access. There is no wood in the vessel's construction.

Tube Construction

The RIBCRAFT 6.5 features all tube accessories as outlined and is fully compliant. The RIBCRAFT 6.5 features a semi-active heavy duty multi chambered (five (5) chambers) 1670 dtx Hypalon tube. To insure the utmost in strength and reliability, all seams are triple bonded (overlapped with internal and external seam tapes), the tube is permanently bonded to the hull, and each chamber features pressure relief valves to prevent over inflation or blow outs. Additionally, every tube features a high profile rubstrake which is 1.25" high by 5" wide.

Layout

The RIBCRAFT 6.5 features all accessories as outlined and is fully compliant. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 6.5 Quote. Of critical importance, the proposed 6.5 features a center console with front bench seat, leaning post, T-top, and an antenna arch with integrated folding dive ladder.

Engine

The proposed RIBCRAFT 6.5 features a single 150HP Mercury four stroke engine complete with digital controls, gauges, and propeller. The engine is equipped with hydraulic steering and the transom height is 25". The engine is directly mounted to the transom.

Electrical/Electronics

The RIBCRAFT 6.5 features all electronics as outlined and is fully compliant. All wiring and electrical installations will meet or exceed ABYC standards. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 6.5 Detailed Quote.

Trailer

RIBCRAFT has proposed a dual axle heavy duty bunk trailer.

WARRANTIES

All warranty items are as specified in RIBCRAFT's standard commercial warranty. RIBCRAFT warrants the boat (hull and tube) for one year from date of purchase. Components and accessories not manufactured by RIBCRAFT receive the warranty provided by the original equipment manufacturer. The manufacturer of the Mercury engine offers a one year warranty for commercial users.

DELIVERY

Currently, delivery for one new RIBCRAFT 6.5 as specified is estimated at approximately one hundred eighty (180) days from date of award of contract. RIBCRAFT will deliver the boat to Biddeford, ME upon completion at no charge.

SERVICE & SUPPORT

As a manufacturer located in New England, RIBCRAFT is uniquely positioned to provide direct factory service and support. RIBCRAFT guarantees the continuing availability of Logistical Support (i.e. spares and other technical services) for a minimum of 10 years from time of delivery. As required, RIBCRAFT is happy to provide needed service support either directly through a RIBCRAFT factory service technician or a factory approved service center within the vessels' operation area. Given the proximity to Maine, RIBCRAFT's capability to provide service and support is paramount and allows you to work directly with the manufacturer, much like the Kennebunk Harbormaster, Portsmouth Fire, Pittsfield Fire and Maine Marine Patrol have experienced.

RIBCRAFT will provide complete COTs Operation and Maintenance Manuals with complete third party manuals for all electronics and significant mechanical items (engine). As requested, RIBCRAFT will provide instruction and technical manuals.

PRICING

The quoted price for the RIBCRAFT 6.5 and trailer as specified per the RFP is \$132,937.00. RIBCRAFT will deliver the completed boat, engine and trailer to Biddeford at no charge. A complete pricing detail is provided in the enclosed Detailed Quote.



PO Box 463, Marblehead, MA 01945
t. 781.639.9065 f. 781.639.9062
www.ribcraftusa.com

To: Biddeford Fire Department

Ken Thorpe
152 Alred Street
Biddeford, ME 04005

Phone:
Email: kenneth.thorpe@biddefordmaine.org

QUOTE		
Date	Delivery	Contact
9/22/25	TBD	Kelly M
Model	Hull #:	Rev.
6.5		
Ref:		

1	2026 RIBCRAFT 6.5 PROFESSIONAL - Outboard Engine Configuration				\$	80,915.00	\$	80,915.00
	Base Boat includes Center Console with Front Bench Seat and SS Grab Handle, Two (2) Access Hatches, Leaning Post, Hydraulic Steering, Anchor Locker, Bow Eye, Bow Cleat, Two (2) Stern Tie Down Eyes, Eight (8) Switch Electrical Panel, Battery, Battery Switch, Navigation Lights, Compass, Electric Bilge Pump, 60 Gallon Fuel Tank, 1670 dtx Hypalon Tube with Five (5) Chambers & Five (5) Pressure Relief Valves, Heavy Duty Rubstrake, Lifelines, Owner's Manual, Foot Pump							
	Console/Seating							
1	Full Size Windscreen Mounted to T-top				\$	875.00	\$	875.00
1	Leaning Post Backrest				\$	480.00	\$	480.00
1	Leaning Post Flip Up Footrest				\$	425.00	\$	425.00
					</			

NOTES: Options listed below not included in total quoted price

A deposit is required. Progress payments may be required. Delivery dates are not guaranteed.

The balance is due and payable upon completion and prior to the boat shipping. Prices for non-RIBCRAFT manufactured components are not guaranteed. Prices FOB: Origin

THE GENERAL CONDITIONS ON THE BACK AND ANY OTHERS, IF ANY, ARE HEREBY MADE A PART OF THIS QUOTE.

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 FILES, WITHOUT THE WRITTEN CONSENT OF RIBCRAFT USA LLC.

REVISIONS

REV	ZONE	DESCRIPTION	DATE

Specifications:

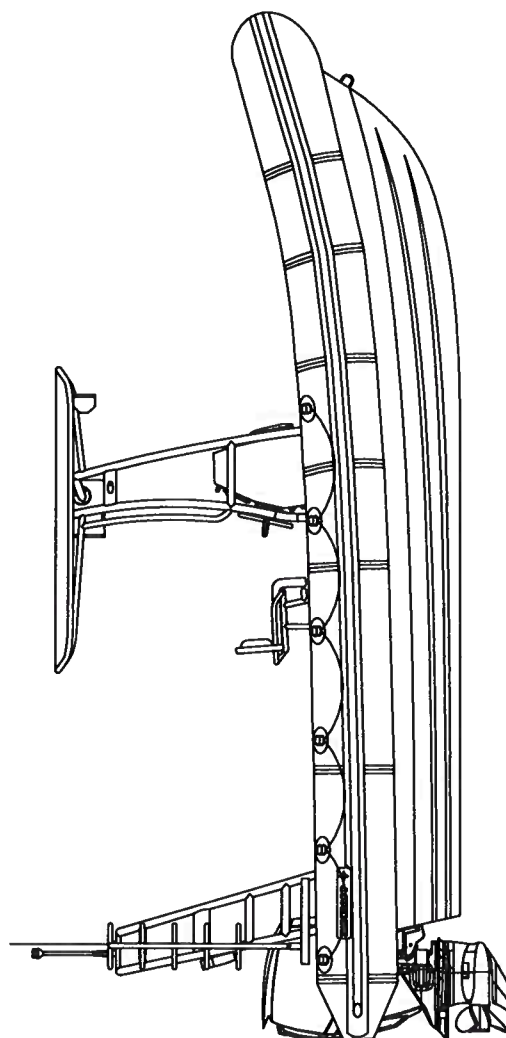
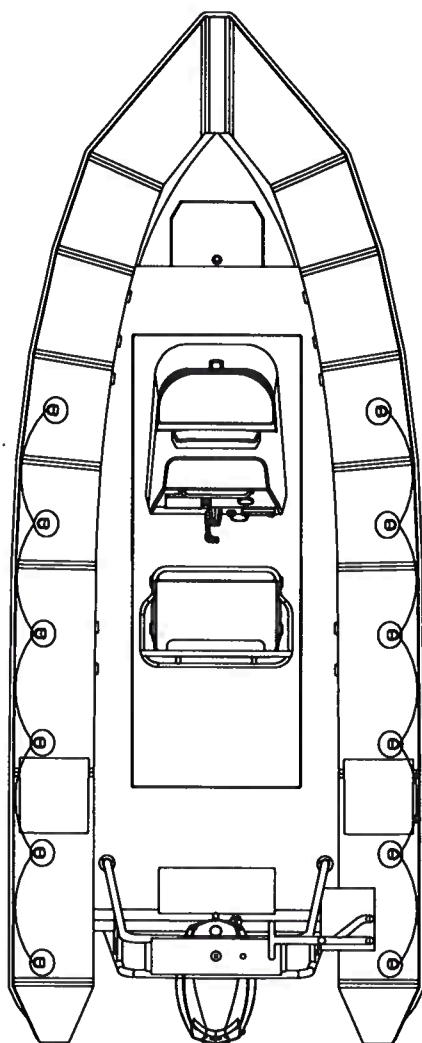
Length Overall..... 21'-5"
 Internal Length..... 16'-4"
 Beam (Tube Max)..... 8'-5"
 Internal Beam..... 5'-6"
 Tube Diameter..... 20"

NOTE: LAYOUT IS PRELIMINARY AND SUBJECT TO
 CHANGE

RIBCRAFT ♦

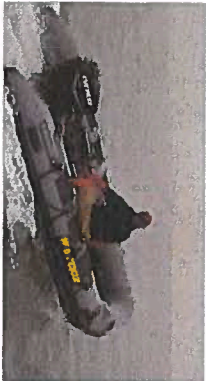
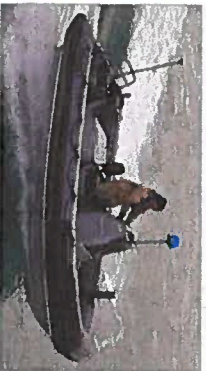
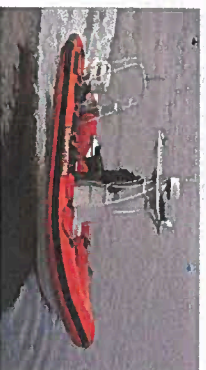
RIBCRAFT 6.5 - Biddeford FD - General
 Arrangement

DWG NO. RC65-BFD-GA-01	REV ~
DRAWN ARL	DATE 18 SEPTEMBER 2025
SIZE A	SCALE None
SHEET 1 of 1	





Specifications and Details

AF14 / AF16	4.8	5.7	5.85	6.5
				
LOA: 13'9" / 15'10"	LOA: 15'7"	LOA: 18'7"	LOA: 19'4"	LOA: 21'5"
Beam: 5'9" / 6'9"	Beam: 6'11"	Beam: 8'5"	Beam: 8'	Beam: 8'5"
Weight (w/out engine): 315 lbs / 390 lbs	Weight (w/out engine): 685 lbs	Weight (w/out engine): 1,890 lbs	Weight (w/out engine): 1,295 lbs	Weight (w/out engine): 1,365 lbs
Dead rise aft: N/A	Dead rise aft: 23°	Dead rise aft: 22°	Dead rise aft: 22°	Dead rise aft: 25°
Dead rise forward: N/A	Dead rise forward: 43°	Dead rise forward: 43°	Dead rise forward: 43°	Dead rise forward: 44°
Tube diameter: 20" / 20"	Tube diameter: 18"	Tube diameter: 20"	Tube diameter: 20"	Tube diameter: 20"
Internal length on deck: 10'2" / 11'6"	Internal length on deck: 11'10"	Internal length on deck: 13'10"	Internal length on deck: 14'9"	Internal length on deck: 16'4"
Internal beam on deck: 2'8" / 3'2"	Internal beam on deck: 4'1"	Internal beam on deck: 4'11"	Internal beam on deck: 5'1"	Internal beam on deck: 5'6"
Draft (w/out engine): 7" / 7"	Draft (w/out engine): 12"	Draft (w/out engine): 14"	Draft (w/out engine): 14"	Draft (w/out engine): 16"
Maximum people: 8 / 10	Maximum people: 6	Maximum people: 10	Maximum people: 10	Maximum people: 12
Max HP: 50 / 60	Max HP: 70	Max HP: 165	Max HP: 135	Max HP: 180
Fuel capacity: 6.6 gal*	Fuel capacity: 6.6 gal*	Fuel capacity: 33 gal	Fuel capacity: 46 gal	Fuel capacity: 60 gal
Tube: 1880 dtx Hypalon®	Tube: 1670 dtx Hypalon®	Tube: 1670 dtx Hypalon®	Tube: 1670 dtx Hypalon®	Tube: 1670 dtx Hypalon®
Chambers: 4+2 / 5+2	Chambers: 5	Chambers: 5	Chambers: 5	Chambers: 5
Pressure relief valves: 4 / 5	Pressure relief valves: 5	Pressure relief valves: 5	Pressure relief valves: 5	Pressure relief valves: 5

*external tank

*external tank, optional internal 16 gal tank available



September 19, 2025

City of Biddeford Fire Department
152 Alfred Street
Biddeford, Maine, 04005

Subject: Zodiac North America, Inc. Response to Request for Proposal
The Supply, and Delivery of a Fire Department Emergency Response Boat

Encl: 1) Cover Page
2) Attachment A
3) Attachment B
4) ZNA INC. quote sheet, drawing package, technical data package, and warranty statement

Dear City of Biddeford Fire Department

Zodiac of North America Inc. (ZNA) is pleased to provide the enclosed technical and pricing proposal in response to Request for **The Supply, and Delivery of a Fire Department Emergency Response Boat** Zodiac of North America will be offering our Zodiac MilPro branded SRA 650 craft platform as per town specification – This platform is used mostly by Federal, State, and Local Fire Rescue Units around the world – Zodiac of North America is proud to have this platform built in our United States facility located in Stevensville Maryland

Thank you for the opportunity to offer our Zodiac Milpro products in response to this solicitation.

Respectfully,

Justin R. Antolini
Commercial Sales Director
Zodiac of North America Inc.
540 Thompson Creek Road
Stevensville, Maryland 21666
Tax ID Number: 52-0906929
Gage Code: 60042
Duns Number: 059174847
GSA Contract Number: GS07F0298V

ATTACHMENT A:

REFERENCE FORM

Bidder: Zodiac Of North America Inc.

RFB Title: City of Biddeford Fire Department Invitation for Bids for
The Supply, and Delivery of a Fire Department Emergency Response Boat

Bidder must provide references for:

All current contracts under which the vendor's equipment has been operational for at least two years.

Reference: St. Leonard Vol. Fire Dept Contact: Chief Brent Lankford
Address: 200 Calvert Beach Rd, St Leonard, MD 20685 Phone: 443-532-5549
Fax: _____

Description and date(s) of supplies or services provided: _____
Zodiac MilPro SRR 650 / 6.5 meter fiberglass fire rescue platform
Delieverd January 2023

Reference: Sunapee Fire Department Contact: John Galloway
Address: 9 Sargent Rd, Sunapee, NH 03782 Phone: (603) 763-5770
Fax: _____

Description and date(s) of supplies or services provided: _____
Zoidac MilPro SRA 650 / 6.5 Meter Aluminum Fire Rescue Boat with portable fire suppression system
Delievered March 2023

Reference: Longboat Key Police Department Contact: Frank Rubino
Address: 5460 Gulf of Mexico Drive, Longboat Key FL 34228 Phone: 941-316-1201
Fax: 941-373-7727

Description and date(s) of supplies or services provided: _____
Zoidac MilPro SRR 530 / 5.3 Meter Fiberglass Police Patrol / Water Rescue Boat
Delievered September of 2022

attach additional sheets if necessary

ATTACHMENT B: BID FORM

The undersigned BIDDER proposes and agrees, if the Bid is accepted to enter into an Agreement with the City, to complete all work as specified or indicated in the "REQUEST TO BID: for the supply, delivery of a FIRE DEPARTMENT EMERGENCY RESPONSE BOAT and TRAILER, exactly as outlined and detailed in this bid.

Bid Price: One Hundred Twenty Eight Thousand and Five Hundred dollars (\$ 128,500.00)

BIDDER accepts all the terms and conditions of the Instructions to Bidders.

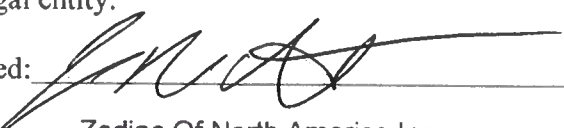
In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that: BIDDER has examined copies of all the Contract Documents **and of the following Addenda:**

Date	Number
Date	Number

BIDDER shall submit an itemized list of costs including vessel accessories, attachments, trailer and delivery as outlined in this bid.

BIDDER agrees that Prevailing Wage Rates if applicable will be paid for the appropriate classification of work.

The undersigned certifies under penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this paragraph, the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signed:  Print Name: Justin R. Antolini

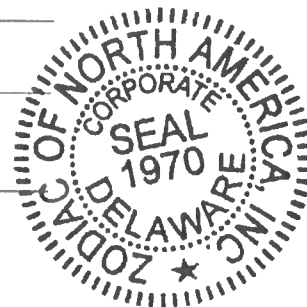
Company: Zodiac Of North America Inc.

Business Address: 540 Thompson Creek Road

Stevensville, Maryland 21666

Email: justin.antolini@zodiacmilpro.com

FAX: 410-643-4491



Subject: Qt2509-0556- SRR 650- Biddeford FD

From: **Name:** Justin Antolini
 Phone: 410-443-6439
 Email: Justin.Antolini@ZodiacMilPro.com

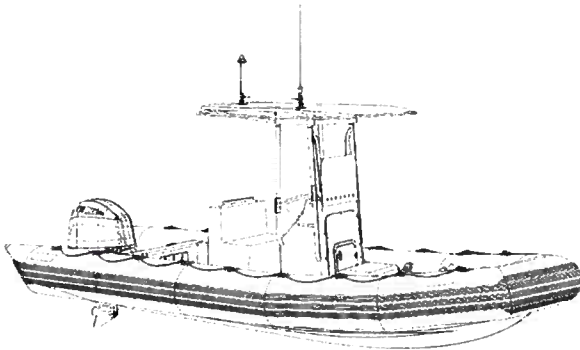
To: **Name:** City of Biddeford ME
 Phone:
 Email:

Company: Biddeford Fire Dept.

Date: 9/11/2025

Zodiac of North America is pleased to present the following quote for the SRR 650

Accompanying the quote are general assembly renderings of your vessel, showing basic configuration.



1. PRICE & CONFIGURATION

SRR 650		Qty	EXT
RHIB			
	Zodiac Milpro SRR 650, Red Tube	1	
	- Auto-Inflation System	1	
	- Gorilla Handles on Collar	2	
	- Step Tread/ Boarding wear patch's	8	
Structural Equipment			
	MED Console, Fiberglass	1	
	T-top for the MED Console w/ ALU Hard Top	1	
	- Custom Large Windshield	1	
	Yeti Cooler Front Seat.	1	
Nav/Com Package			
	NavLight Package, LED	1	
	Garmin VHF 115 Marine Radio	1	
	Garmin GPSMAP 943xsv MFD	1	
	Garmin Transducer GT51M-TM	1	
	Ritchie Compass Black F-82	1	
	Rigid Flood Light Package	1	
Propulsion Package "Rigged Boat"			
	Yamaha F150XCA Outboard Engine 25" Shaft Length	1	
	- PreRig, Single 150 HP Yamaha 25" Shaft Mechanical Shift and Throttle	1	
	Yamaha Spec Prop	1	
Standard Systems			
	Steering System, Hydraulic	1	
	Fuel System, SRR 650, USG, EPA	1	
	- Label / Warning Package	1	
	Bilge Package	1	
Electrical System			
	2 Engine 3 Battery Electrical System	1	
	6 Switch Panel	1	

SRR 650		
Misc.		
Anchor Package, Fortress	1	
Armstrong Dive Ladder	1	
Ez Loader Aluminum Trailer dual axel	1	
Logos and Lettering TBD Customer Spec	1	
Sell Price, SRR 650 Delivered to City of Biddeford Fire Department:		\$ 128,500.00

OPTIONS AND EXTRAS		
REMOVE OUTBOARD ENGINE "NON RIGGED PACKAGE"		
REMOVE: Yamaha F150XCA Outboard Engine 25" Shaft Length	1	-\$15,000.00
SALES PRICE "NON RIGGED PACKAGE" NO OUTBOARD ENGINE:		\$ 113,500.00
ADD TOWING PACKING		
ADD: SRR 650 Towing Package. Rope Guard/ Engine Guard, Bow Post, and Aft Tow Post	1	+\$9,000.00
SALES PRICE ADD TOWING PACKAGE:		\$ 137,500.00
ADD EMERGENCY LIGHT PACKAGE		
ADD: WHELEN Lightbar and Siren/ Haller.	1	+\$3,780.00
SALES PRICE ADD EMERGENCY LIGHT PACKAGE:		\$ 132,280.00

2. PRICE & CONFIGURATION

Tax Resale/Exemption Certificate. Sales and Resale/Exemption Certificate must be provided to ZNA at time of order.

Tariffs and trade regulations can change frequently. We reserve the right to modify our pricing to account for any changes in tariffs or government regulations that may affect the price of our products. Customers will be informed of any such changes with justification, upon ZNA price impact determination. Remedy will be mutually agreed before shipping.

Shipping Terms:

Incoterms 2020, FOB DESTINATION Biddeford FD

ZNA Proposed Payment Schedule:

25% At Time of Order

50% At Completion of Hull Production

25% At Time of Successful Sea Trial

Delivery:

Estimate Date of Readiness to be Shipped: **9-10 Months from Date of PO**

Validity:

Prices shown on this quote sheet are valid for **90 Days** from Date of Quote.

General Selling Conditions:

1. All custom orders are not returnable.
2. Payments made by credit cards may be subject to a 3% processing fee.
3. Packaging, freight, and shipping fees are estimates. The actual amount will be provided at time of invoicing plus a 15% administration fee.
4. Late payments are subject to a 2% per month late fee.

Best Regards,

Justin Antolini
Commercial Sales Director
Zodiac of North America

Alec Pupshis
Project Manager
Zodiac of North America

Acceptance of Order:

I agree to the terms and prices of this proposition

NAME: _____

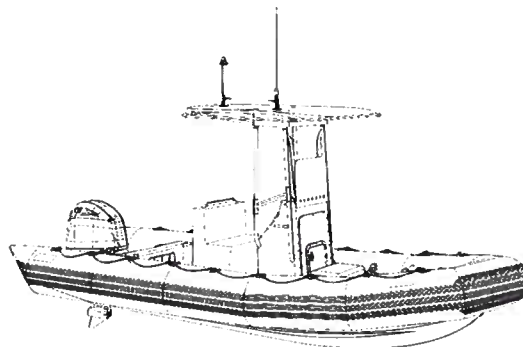
COMPANY: _____

SIGNATURE

SRR 650 SEA RIB RESPONDER

The Sea RIB Responders are designed for patrol and intervention duties. The range extends from 4.2 meters to 11 meters. All sizes feature a removable slide-on collar with a traditional round section that provides great stability in rough seas. The SRR is a shore based platform that can maintain a significant cruise speed in seas with short wavelength or large offshore swell. Fuel tanks are integrated below deck for sizes above 5m.

A variety of standard accessories featuring open, semi-closed or fully enclosed cabins is available to customize the configuration to the mission requirements. The SRR boats have been in operation worldwide for decades in Navies, Border Guard, Fire-Fighters and other authorities units from desertic to polar conditions.



Dimensions - LENGTH

Length inflated with rope guard	21ft 11in
Length inflated without rope guard and engine tilted down	21ft 4in
Length inflated without rope guard and engine tilted up	23ft 4in
Length - Bare hull without tube	17ft 7in
Internal gross length - from inner collar vertical at bow to transom	16ft 3in
Internal net length - usable workdeck length	11ft 0in

Dimensions - WIDTH

Width inflated	8ft 6in
Width deflated	5ft 11in
Width - Bare hull	5ft 9in
Internal net width - usable deck width	4ft 6in

Dimensions - HEIGHT

Height - from keel to aft frame or mast aerals*	12ft 6in
---	----------

Dimensions - DRAFT

Draft - from waterline to keel - with max. payload*	Cat B: 1ft 10in Cat C: 2ft 2in
---	-----------------------------------

Dimensions - SURFACE

Internal gross surface - within the top-of-collar periphery	55.33 sq ft
Internal net surface - Usable deck without coaming & boxes	40.04 sq ft

Dimensions - TUBE

Tube Diameter	1ft 11.5in
Tube volume (no dive door version)	121.1 cubic feet
Number of tube compartment	5
Valve set up	4 Intercommunication valves
Tube installation	slid-on Removable
DURATANE Fabric type	1670 dtx
Tube shape	ROUND Shape
Tube color available	Grey, Black, Orange, Blue, Green
Optional tube features	.Rapid access door .Treadmaster anti-slip patches .Bow protective net

DESIGN CRITERIA

Available certification	(2013/53/EU) Design Category B and C
Acceleration criteria for hull structure & rule	Hull structure compliant to Bureau Veritas NR600 classification for an acceleration criteria of 3g.
Operational Profile - Class Design speed @SS0	40 kt

WEIGHT & CAPACITY

Minimum displacement* - MMOC	3,337 lbs
Maximum displacement* - MLDC	Cat B: 5,732lbs Cat C: 7,496lbs
Usable payload' (MLDC - MMOC)*	Cat B: 2,395lbs Cat C: 4,158lbs
Number of persons*	Cat B: 5 pax Cat C: 15 pax

HULL DESIGN

Hull Material	Infused Glassfiber Polyester
Hull shape	Deep V
Hull deadrise angle - at transom	24°
Hull deadrise angle - amidship	24°
Deck anti-slip	Molded antiskid surfacing
Deck equipment fixation	on Inserts
Hull drainage	.Self-draining deck through transom bailer .Manual plus electric bilge pump

TOWING & MOORING

Standard Strong fittings	1 Bow towing eye 2 Towing transom U-bolts
Optional Strong fittings	.Bow towing post .Aft towing post .Special equipment post

LIFTING

Standard Lifting fittings	4 Lift points
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DECK ARRANGEMENT

Standard Deck Fittings	.Bow box .Aft technical locker
Optional- Available Consoles	.Single man GRP console .Medium GRP console .Double GRP console
Optional - Available Seatings	.Bolster .Fixed jockey .Mitigated Milpro AIR jockey
Optional - Aerial installation	.Roll bar
Other Optional Deck fittings	.Storage box .Storage pouch .Dive bottle support .Liferaft with support .Self-righting system

ELECTRICAL SYSTEM

Electrical system	Customized battery package with dual purposes 12 VDC AGM marine battery with bi-polar battery switches and automatic charging relays if multiple batteries.
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PROPULSION

Engine configuration	SINGLE or TWIN Outboard
Minimum recommended power	100hp
Maximum power installation	150 hp 551 lbs 2x 100 hp 2x 419lbskg
Maximum allowed engine weight	551lbs 2x419lbs
Shaft length - Outboard engine	X-25" L-20"

FUEL SYSTEM

Tank configuration	Single rotomolded fuel tank integrated below deck
Fuel capacity	1x 240 L
Fuel system	Fuel gauge, filter & shut of valve

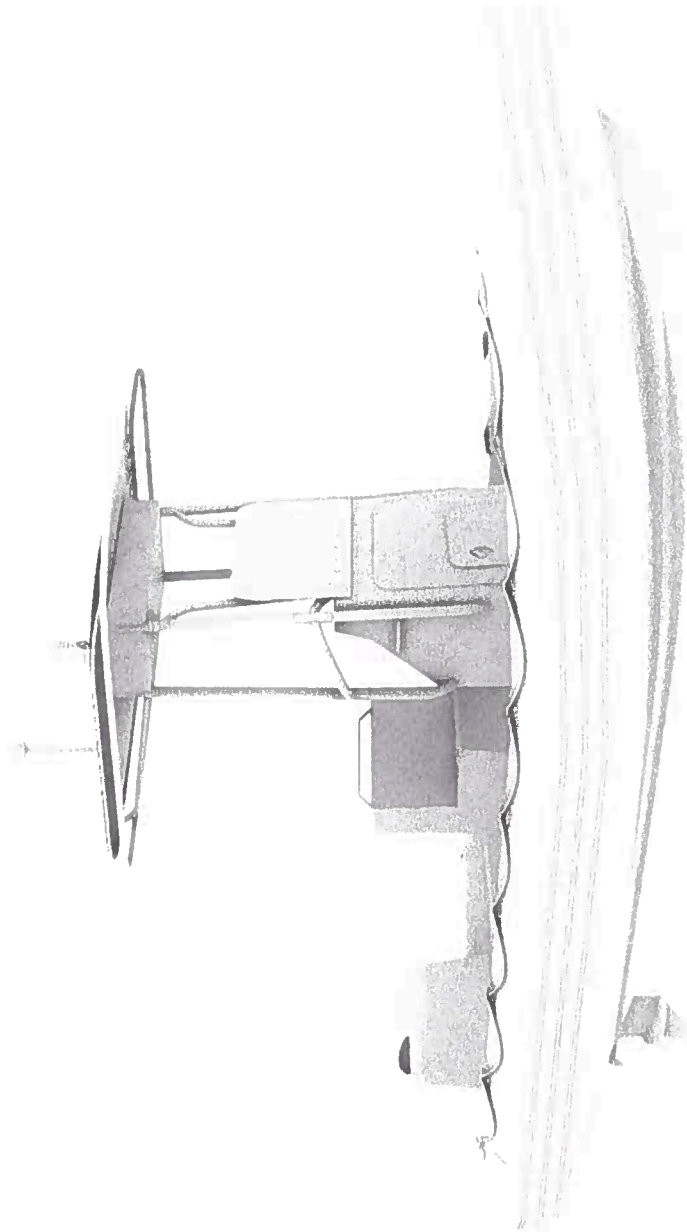
PERFORMANCES

Typical speed capability at lightship with max. engine power*	up to 36 knots
Typical range capability at lightship with max. engine power*	up to 250 nm

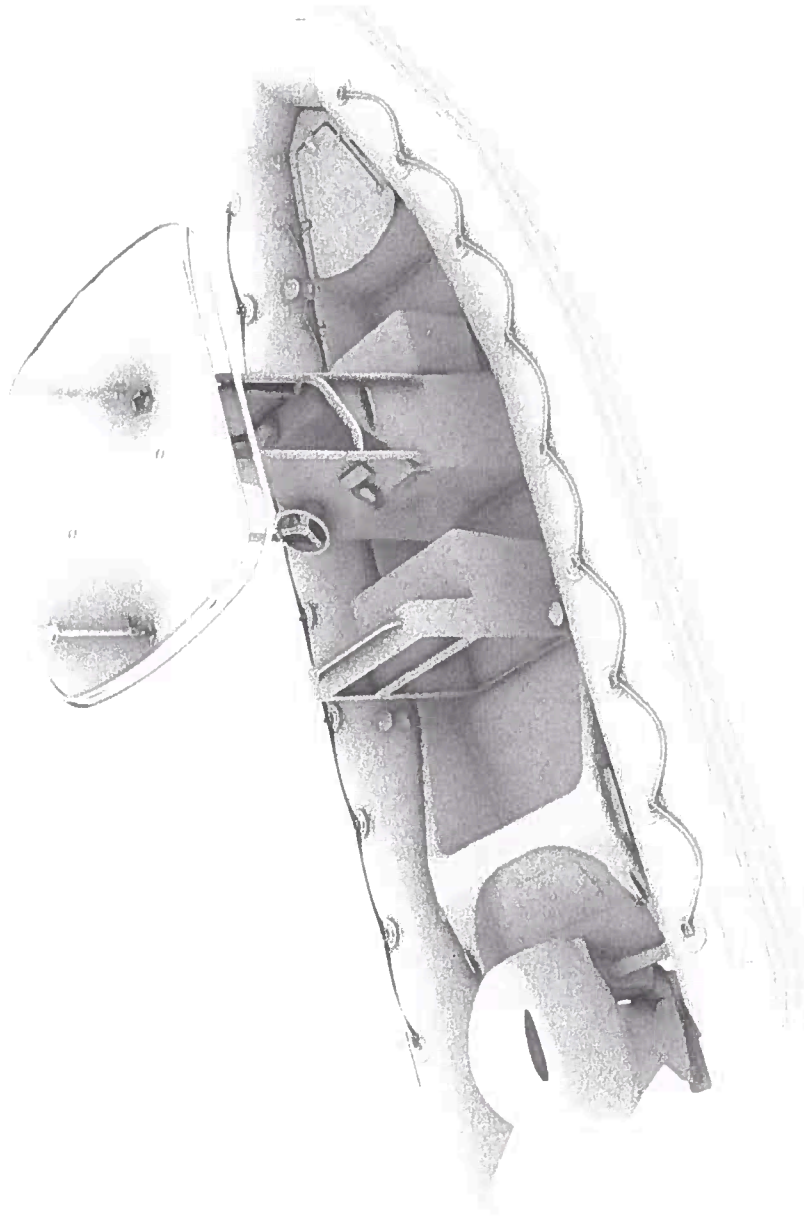
*Items marked with * may vary with final configuration

ZODIAC MILPRO

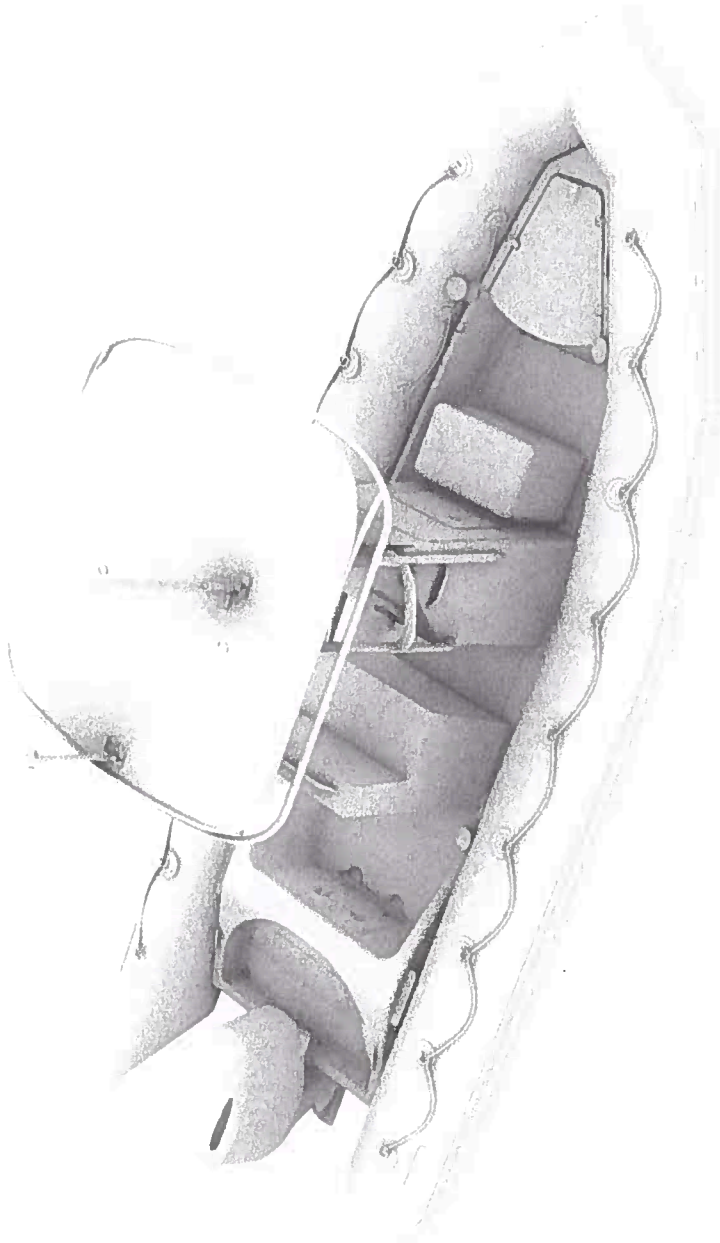
SRR 650 BIDDEFORD FD



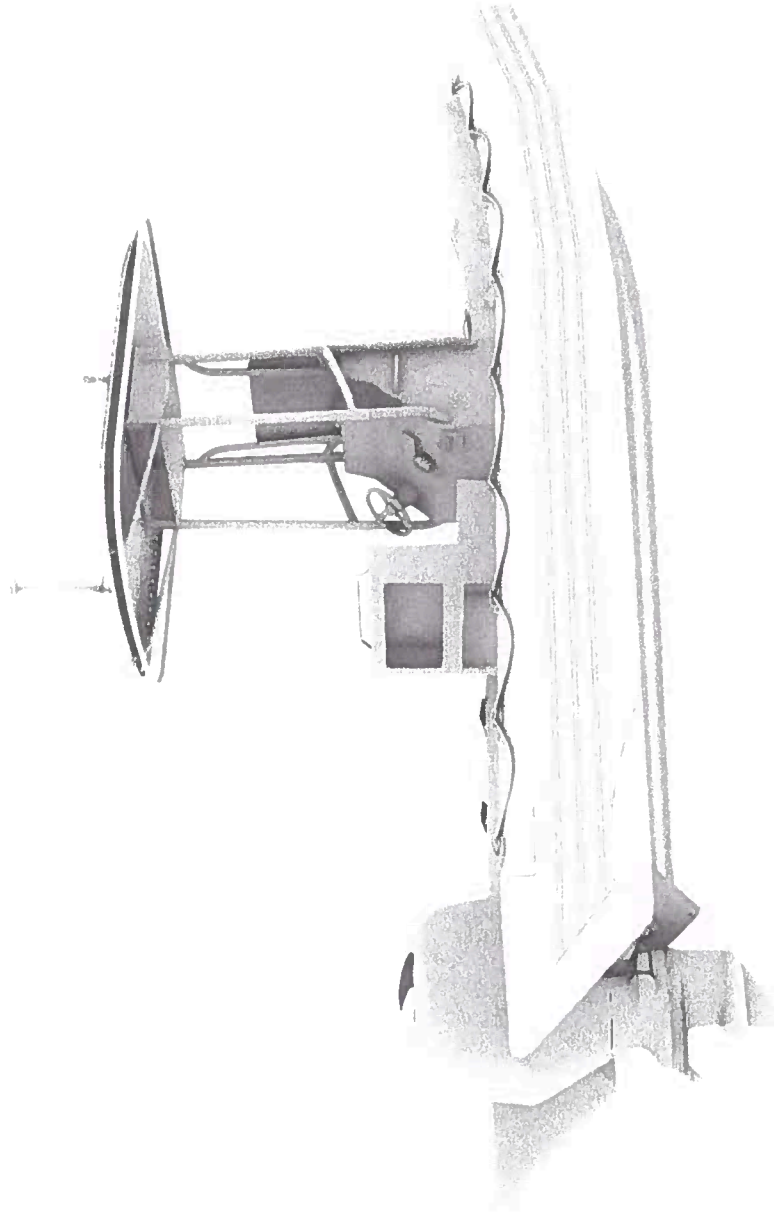
ZODIAC MILPRO



ZODIAC MILPRO

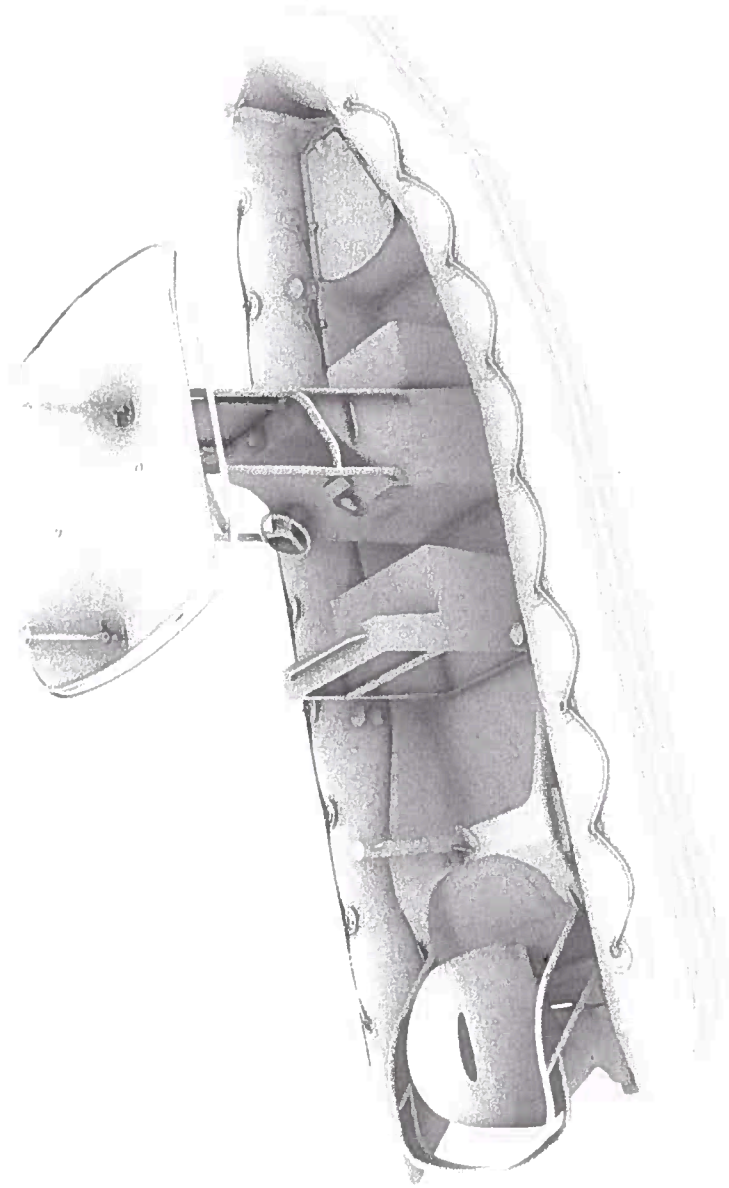


ZODIAC MILPRO



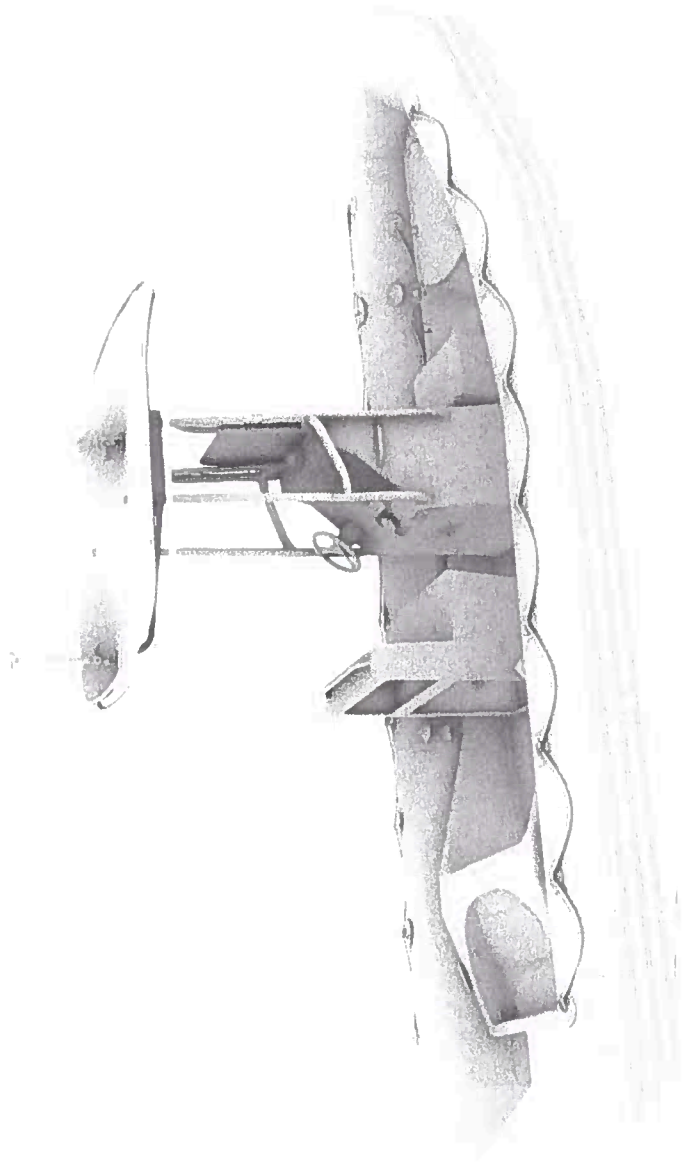
ZODIAC MILPRO

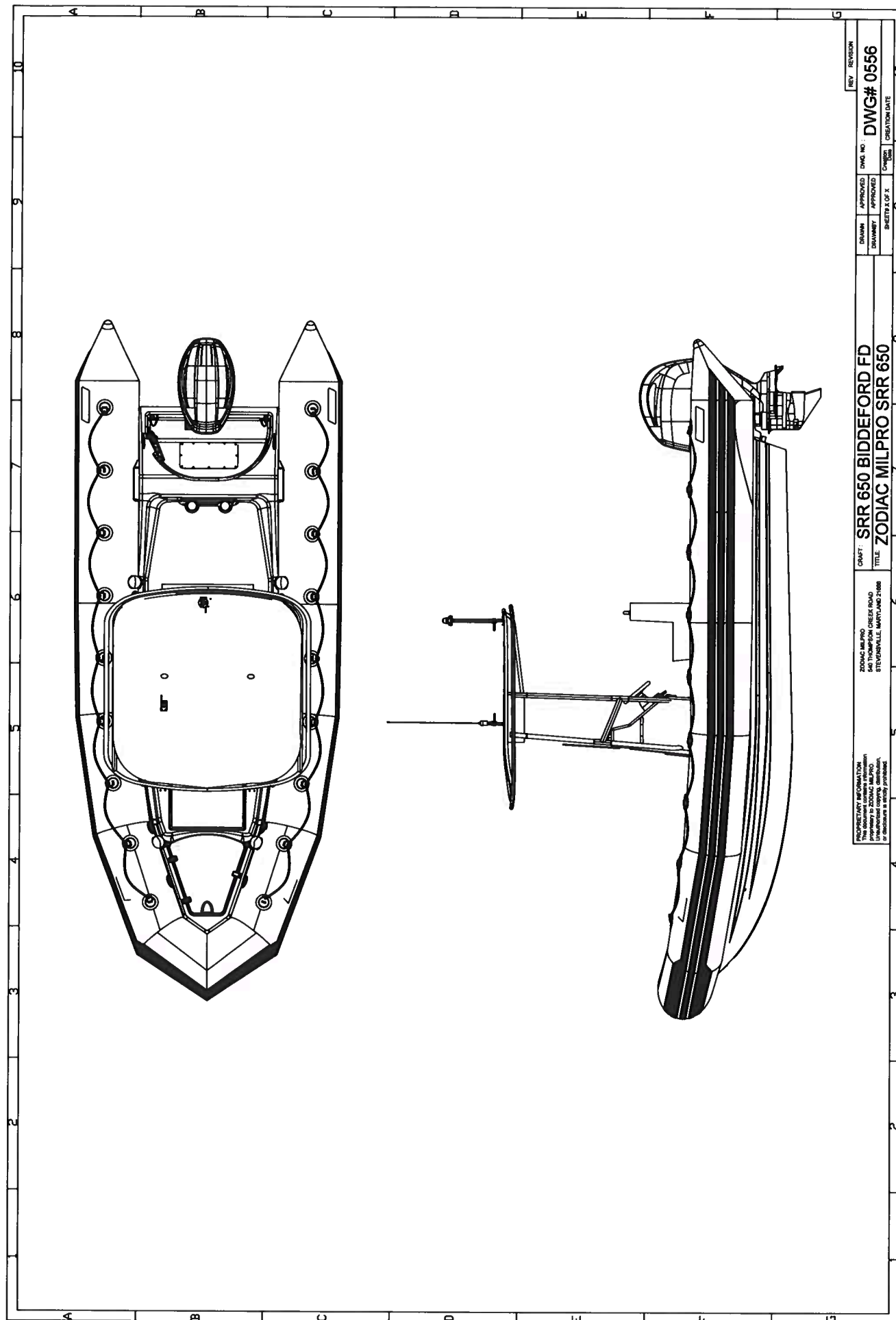
SRRR 650 OPTIONAL TOWING PACKAGE





SRR 650 OPTIONAL OUTBOARD ENGINE “NON RIGGED PACKAGE”





PROPRIETARY INFORMATION This document contains information that is the property of Zodiac and is not to be distributed, reproduced, copied, or otherwise used without written permission.	ZODIAC MILPRO 6400 WOODBINE ROAD STEVENAGE, SURREY, SURREY GU15 2JH	CRAFT: SRR 650 BIDEFORD FD TITLE: ZODIAC MILPRO SRR 650		DRAWN DWG NO.: DWC# 0556 SHEETS 1 OF 1	APPROVED DATE:	APPROVED DATE:	CREATION DATE



Zodiac of North America, Inc. 1 Year Warranty Certificate

The warranty on this ZODIAC MilPro inflatable boat or rigid hull inflatable boat is limited to the original purchaser who registers their product with Zodiac of North America (ZNA), 540 Thompson Creek Road, Stevensville, MD 21666 within 30 days of first placing the boat into service by returning the completed warranty card to ZNA. This Warranty is transferable, provided the original purchase was registered, and provided written notification of the transfer of the boat is received by Zodiac within 30 days of transfer. Note: Boats built by Zodiac Hurricane Technologies (ZHT) are subject to the terms the ZHT warranty and are not covered by this Zodiac MilPro warranty.

The warranty period inception:

- If the product is sold by a dealer the warranty period begins on the date of sale to the end customer.
- If the boat is sold to the end customer by ZNA, the warranty period begins on the date the boat is placed in service, or one year from the date it is shipped from ZNA, whichever is earlier.
- If the boat is sold to the end customer through a federal contract (e.g. GSA), the warranty period begins on the date the boat is placed in service, or one year from the date it is shipped from ZNA, whichever is earlier.

Zodiac milpro warrants the fabric of the buoyancy tubes, air floors, keels, the transom, transom attachments, and fiberglass hull of the boat to be free from defects in materials and workmanship for a period of 1 (one) year from date of purchase or Zodiac will repair or replace said product (at its sole discretion) at no charge for labor and materials (excluding shipping costs). Zodiac retains the right to substitute comparable product. The air holding seams are warranted to meet the Zodiac manometer standards for a period of 1 (one) year. Zodiac parts, attachments and accessories, unless covered individually by a separate warranty, are warranted to be free from defects in material and structure for a period of 1 (one) year or Zodiac will repair or replace said product (at its sole discretion) at no charge for labor and materials (excluding shipping costs). Zodiac retains the right to substitute comparable product. This warranty will be void if the Hull Identification Number (H IN) plate attached to the transom is changed, defaced or detached in any way.

After inspection of the condition of the boat by an authorized service center, determination of any warranty action will be made by Zodiac of North America.

EXCLUSIONS FROM THIS WARRANTY

- All inboard and outboard engines, transmissions, jet drives, generators, air conditioning systems, batteries, appliances, antifouling bottom paint and any other components and accessories not manufactured by Zodiac. (See owner's packet received at sale for separate warranty details, if any, on these products.)
- Misuse, abuse or negligence, including without limitation, improper docking, beaching or towing, collision, punctures, tearing, ripping, abrasion, theft, fire, and over/under inflation of air chambers.
- Damage received as a result of insertion/extraction, by helicopter, airplane parachute, submarine and the like.
- Damages or corrosion from abnormal environmental conditions, including but not limited to, corrosive water environment, airborne fallout, tree sap, chemical spills, acid rain, hail, wind storm, lightning, etc.
- Damages from contact with hydrocarbon products, fuel, gasoline, diesel, JP4/5/8, etc.
- Damages or corrosion due to lack of maintenance, or premature wearing resulting from improper assembly, over/under inflation, etc.
- Damages resulting from improper storage.
- The use of outboard engine in excess of that specified on the capacity plate.

- Competition usage is not warranted.
- Damage received through Acts of God, including but not limited to, abnormal water, wind or weather conditions, etc., are not warranted.
- Damages resulting from improper trailering, lifting, cradling, or improper use of davits.
- Alteration or tampering, including but not limited to, transom modification, installation of an engine with incorrect shaft length, etc.
- Normal deterioration, wear, discoloration, dulling, crazing, osmotic blistering and aging of fabrics, metals, woods, plastic or fiberglass gel coat (including spider cracks).
- Cost of normal maintenance and cleaning.
- Costs resulting from loss of use, including but not limited to transportation or freight to service centers, rigging/de-rigging.
- Consequential or incidental damages.
- Moisture damage to wooden parts, wooden laminates or composite assemblies resulting from failure to maintain the protective coating of these parts (varnish, paint, caulking, etc.)
- Use of strong detergents or silicone based products (ArmorAll or like agents) placed on the buoyancy tubes will void this warranty.

PROCEDURES

To receive service under this warranty you must take your boat or claimed defective part with proof of purchase (bill of sale) to an authorized service center for inspection during normal working hours. For the location of the nearest service center you may contact us by telephone (410) 643-4141 or our web page www.zodiacmilpro.com or by writing to: Zodiac of North America, 540 Thompson Creek Road, Stevensville, MD 21666. All warranty actions are handled by the service center. To be eligible for warranty determination, you must contact your nearest center within 30 days of occurrence of the claimed defect.

LIMITATION OF LIABILITY AND OTHER IMPORTANT INFORMATION

This warranty is exclusive and in lieu of all other expressed warranties. ALL IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE SPECIFICALLY DISCLAIMED. If any implied warranties are found to exist, such implied shall not extend beyond the duration of the express warranties provided herein. It is expressly agreed that no warranties can be made by the boat dealer/retailer, except those stated above.

Zodiac Milpro's sole obligation, and your exclusive remedy under this warranty, is limited to repair or replacement in accordance with this warranty.

Zodiac Milpro shall not be liable for any consequential, incidental or contingent damages whatsoever. Some states and provinces do not allow (a) limitation on how long a warranty lasts, or (b) the exclusion or limitation of incidental or consequential damages; so these limitations or exclusions may not apply to you. This warranty gives you specific legal rights, which vary from province to province or state to state. Zodiac Milpro reserves the right to make changes in the design and material of its inflatable boats without incurring any obligation to incorporate such changes in units already completed or in the hands of dealers or consumers. The entire obligation of Zodiac Milpro regarding the sale of its inflatable is stated within this written warranty, except as otherwise provided by law. The distributor, Zodiac of North America, 540 Thompson Creek Road, Stevensville, MD 21666, make these warranties to you. Zodiac Milpro does not authorize its dealer or any other person to assume for it any other warranty or liability in connection with its products.

This warranty is effective as to all boats sold from September 1, 2006 and supersedes all previous warranties.

1/4/2021

Zodiac of North America, Inc.

540 Thompson Creek Road, Stevensville, MD 21666

Phone: (410) 643-4141 Fax: (410) 604-0121

FY26 CIP - Capital Projects / Operations Committee Recommendation No. 1 - Summary

Allocation Category	Preliminary Proposal	Committee Recommendation No. 1 (06/11/25)	Balance to be Allocated
Committee Discretion	\$ 20,000		\$ 20,000
Vehicles ¹	\$ 422,300	\$ 300,700	\$ 121,600
Paving	\$ 900,000	\$ 500,000	\$ 400,000
Project	\$ 806,410	\$ 35,000	\$ 771,410
Fund 001	\$ 2,148,710.00	\$ 835,700	\$ 1,313,010

¹The Committee authorized the purchase of all recommended vehicles totaling \$422,300, with the following exceptions: Unit 213-Detective and Marine Unit 202-Rescue, be funded from Fund 268 and Fund 202, respectively. This leaves a balance of \$121,600.

Fund 268 -	\$41,600 for detective vehicle
Fund 202 -	\$80,000 for marine Unit 202 (rescue boat)
Fund 601 -	\$22,389 Lease pmt for 610 wastewater pump truck
Fund 601 -	\$25,000 Lease pmt for camera truck (new)

FY2026 Capital Improvement Projects Recommendation No. 1 (A) - Vehicle Recommendations, General Fund 001

Description	Year	Request	Cash or DP	Lease	Notes	Capital Projects / Operations Committee Recommendation		
						Cash or DP	Lease	Notes
213 Car for Detective	2010	\$ 41,600	\$ 41,600					Approved, charge to Asset Forfeiture Account
015 Front End Loader	2009	\$ 191,017	\$ 75,000	\$ 1,202	10-year lease	\$ 75,000	\$ 1,202	
698 Skid Steer Loader	2003	\$ 35,700	\$ 35,700			\$ 35,700		
Mid Excavator	New	\$ 170,000	\$ 75,000	\$ 985	10-year lease	\$ 75,000	\$ 985	
698 Mower (to zero steer)	2003	\$ 45,000	\$ 45,000			\$ 45,000		
61 F-600 (Recycling vehicle)	2011	\$ 70,000	\$ 70,000		Alternatively, repurpose retireing ambulance	\$ 70,000		
Marine Unit 202 (rescue boat)	2010	\$ 80,000	\$ 80,000					Approved, charge to Mooring Fund
328 Fire Truck Pumper	2005	\$ 650,000						Approved, authorized to place order
General Fund		\$ 1,283,317	\$ 422,300	\$ 2,187		\$ 300,700	\$ 2,187	
CIP Vehicle Allocation (Recommended)			\$ 422,300			\$ 422,300		
Balance			\$ -			\$ 121,600		Balance to be allocated in Recommendation No. 2

Description	Year	Request	Cash	Lease				
610 Waste Water Pump Truck	2010	\$ 180,000	\$	22,386	Lease payment = \$1,865/mo	Capital Allocation	\$ 22,386	Lease payment = \$1,865/mo
Camera Truck (new)		\$ 400,000	\$	25,000	Lease payment = \$4,166/mo	35102-60603	\$ 25,000	Lease payment = \$4,166/mo
Wastewater Fund 601		\$ 580,000	\$	47,386			\$ 47,386	
CIP Vehicle Allocation (Recommended)			\$	47,386			\$ 47,386	

FY2026 Capital Improvement Projects Recommendation No. 2 - Vehicle Recommendations, General Fund 001

Description	Year	Request	Cash or DP	Lease	Notes	Capital Projects / Operations Committee Recommendation		
						Cash or DP	Lease	Notes
004 Fire Dept Service Pick-up	2012	\$ 64,000	\$ 64,000			\$ 64,000.00		
Dropped off list in 2025								
General Fund		\$ 64,000	\$ 64,000	\$ -		\$ 64,000	\$ -	
CIP Vehicle Allocation (Recommended)			\$ 64,000			\$ 121,600		
Balance			\$ -			\$ 57,600		Balance to be applied to CIP Project Allocation

CIP BUDGET
BIDDEFORD CAPITAL IMPROVEMENT PROGRAM
FY26 Viewing Sheet
PROJECT DESCRIPTION FORM

DEPARTMENT:	Fire Department
CIP NAME:	Marine Unit 202 Replacement

CIP NUMBER: (DEPT-YR-#)	BFD-FY26-005
DEPARTMENT NUMBER	005
PROJECT PRIORITY	1

ESTIMATED TOTAL COST	\$80,000
ESTIMATED COST FY2026	\$80,000
ESTIMATED COST FY2027-2030	\$

CITY SHARE FY2026	\$80,000
CITY SHARE FY2027-2030	\$

1. DESCRIPTION OF PROJECT	This project provides funding to replace the existing 1964, 60-year-old aluminum boat that does not meet the safety and rescue needs of our current water conditions.
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2. NEED AND IMPACT OF PROJECT	The 1964 aluminum boat is not stable enough or designed to allow rescuers to pull patients/victims from the water into the boat. On average the BFD responds to 12 incidents annually that necessitate the response of a marine unit.
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3. CONSISTENCY WITH THE ADOPTED PLANS OR OTHER RELETATED PALNNING DOCS:	The intent of this project is to replace Marine 202, the 1964 aluminum boat with a stable inflatable rigid hull type boat with a 115HP outboard motor. The boat would be on trailer and would be deployed as needed into the river either above or below the dams. This project is part of the FD CIP equipment replacement program.
---	--

4. YEARS PREVIOUSLY ON THE BIDDICP; FUNDING RECVD IN PAST 5 YEARS (IF APPLICABLE)						
Reserve/Accrual	Year	FY2021	FY2022	FY2023	FY2024	FY2025
	Funding Recd	\$	\$	\$	\$	\$

5. NEW PERSONNEL, EQUIPMENT, OR SUPPLIES REQUIRED:	Boat, boat trailer, radios, GPS, other marine electronics, emergency lighting, search lighting.
--	---

6. HOW PROJECT ORIGINATED AND HOW COST ESTIMATES WERE OBTAINED:	This project originated with FD Command Staff's review of our current water rescue operational capabilities and level of safety for both the FD/Rescue/EMS providers and the victims and patients we are assisting.
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7. ANY RELATED DEPARTMENT OR CITY PROJECTS:	N/A
---	-----

8. FINANCING POSSIBILITIES (BOND, GRANTS, FUND RAISE, COB, OTHER):	Funding Source	Agency	% Contribution	Dollar Amount	Notes
	COB	COB	100%	\$80,000	Fund through COB
	0	0	%	\$	0
	0	0	%	\$	0
	0	0	%	\$	0
	0	0	%	\$	0

9. JUSTIFICATION OF TIMING OF PROJECT AND SEGMENTS (IF APPLICABLE):	N/A
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10. OTHER INFO:	N/A
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IMPLEMENTATION SCHEDULE (FISCAL YEARS)						
	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE
TOTAL PROJECT COST	\$	\$80,000	\$	\$	\$	\$
NON CITY SHARE	\$	\$	\$	\$	\$	\$
CITY SHARE	\$	\$80,000	\$	\$	\$	\$

ATTACH ON SEPARATE PAGE(S) ANY ADDITIONAL INFO (IF NEEDED)



City Council

Meeting November 6, 2025

Date:

Meeting 6:00 PM

Time:

Agenda 10.b

Item No:

Item 2025.154 Report and Recommendation(s) on Conservation Options and

Description: Procedures for Tax-Acquired Property, Map-1, Lot-19 (South Street)

Submitted Truc Dever, City Manager

By:

Key Terms:

Executive Summary:

At the August 19, 2025 Council meeting, Council approved Order 2025.111, which directed the City Manager to evaluate conservation options for a tax-acquired property located at 587 South Street. The conservation options were initiated by the Biddeford Conservation Commission. The City Manager was directed by Council to report back by the first regular Council meeting in November 2025.

Detailed Review:

In April 2025, the Biddeford Conservation Commission submitted a letter to the Biddeford City Council recommending the Council consider conservation options for tax acquired property located at 587 South Street (PD 44, Map 1 Lot 19, Attachment 1).

Amended Order 2025.111 approved by Council directed the City Manager to evaluate and document the conservation options and report back to the City Council no later than the first regular Council meeting in November 2025 ([City Council Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#)).

The packet includes the Biddeford Conservation Commission letter (Attachment 2) and a locus map (Attachment 3) showing the location of the parcel (red outline) in relation to South Street and other city-owned property on Andrews Road (purple outline).

The attached memorandum (Attachment 4) submitted to the City Manager by City Solicitor Harry Center provides the results of a title search and legal research regarding the property. To summarize, this property is subject to a number of outstanding, mature, and foreclosed municipal tax liens. There is also an outstanding mortgage on the property and any legal proceeding initiated by the City would trigger a required notice to TD Bank. The memorandum outlines a number of options and considerations for the City and ultimately concludes with the following three options:

- 1) A tax foreclosure sale would require the City to notify TD Bank as a party in interest, and in addition to the City being obligated to provide any surplus from the sale to the former record owners, the mortgage may also need to be addressed.
- 2) A civil action to confirm tax title or quiet title action to allow the City to convey clear title to the property would be lengthy and expensive.
- 3) The City Council may choose to hold title to the property and place a restrictive covenant on the property, consistent with the City's Code of Ordinances and the City's Conservation Commission's request.

Funding Source:

None

Staff Recommendation:

Staff recommends Council holds title to the property and places a restrictive covenant on the property, which would preclude any development on the property.

Next Steps:

Should Council approve staff's recommendation, staff will work with the City Solicitor's office to draft and record a restrictive covenant on the property, including not allowing building or construction and to restrict use to only conservation consistent with other abutting parcels with similar restrictions.

Attachments:

1. 20251106 587 South St. Tax Acquired Property, Map-1, Lot-19 - Order
2. Attachment 1- Conservation Commission Recommendation Habitat Map
3. Attachment 2- Biddeford Conservation Commission Recommendation Letter - Map1-Lot19 - REFERENCE
4. Attachment 3- Conservation Review - 587 South Street Parcel - MAP
5. Attachment 4-Memo to City Manager-Conservation Options

City of Biddeford

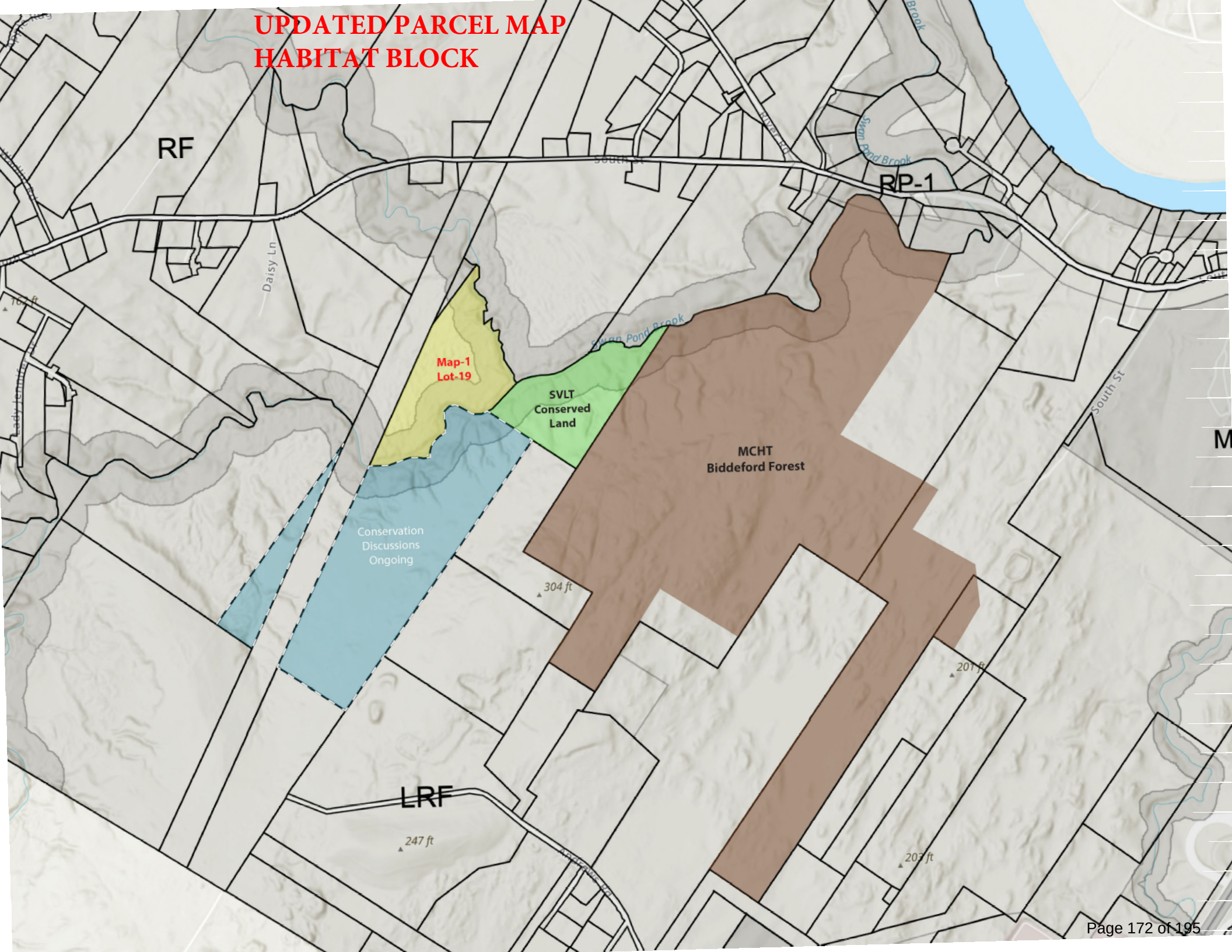


2025.154 IN BOARD OF CITY COUNCIL... NOVEMBER 6, 2025

BE IT ORDERED, that the Biddeford City Council does hereby approve of the City Manager directing the City Solicitor to draft and record a restrictive covenant on the tax acquired property located in Biddeford at 587 South Street (PD 44, Map 1 Lot 19, Attachment 1) to restrict building construction and to limit use to conservation only consistent with other abutting parcels with similar restrictions.

Attest by: _____
Robin Patterson, City Clerk

UPDATED PARCEL MAP HABITAT BLOCK



City of Biddeford
Conservation Commission
Conservation Recommendation
Parcel ID: 1-19 / Map 1, Lot 19

Date: 4/22/2025

To: Mayor Grohman & Biddeford City Council

Re: Conservation on City-owned parcel, Map-1, Lot-19

The parcel located on Map-1, Lot-19 in Biddeford was acquired by the City in 2019 due to unpaid property taxes. After acquiring it, the City Council had an agenda item scheduled to consider conservation options for this parcel, but never took the item up for discussion.

This parcel sits among multiple other parcels of conservation land, making it an ideal candidate for the City of Biddeford to resume interest in conservation protections for Map-1, Lot-19.

It is imperative that we as a City are able to conserve large, unfragmented blocks of key habitat and critical watershed areas. As Biddeford continues to grow, this “unfragmented” option becomes less and less possible, making this parcel a key part of our conservation goals.

The City’s ownership of this parcel has become complicated due to the Supreme Court’s decision in the 2023 case of *Tyler v. Hennepin*. In summary, this ruling states that when a local government takes a house at a property tax foreclosure, any funds generated from the sale of the property above the previous owner’s debt, must be returned to that owner to satisfy the “Takings Clause” of the Fifth Amendment to the US Constitution.

The Supreme Court did not directly address how states should administer tax forfeiture sales, merely that local governments cannot lay claim to surplus proceeds from the sale of property.

Many states are reacting to this ruling by building in a process by which delinquent taxpayers can claim any excess proceeds from a tax sale.

It is the position of the Conservation Commission that this ruling does not infringe upon the City’s ability to transfer ownership of this parcel via donation or a trust-in-fee structure, for the purposes of placing it in conservation.

We would encourage you to add this to the agenda for one of your upcoming meetings, and we are available to address any questions regarding this parcel at your earliest convenience.

Thank you, and we look forward to seeing this parcel contribute to Biddeford’s conservation goals in the near future.

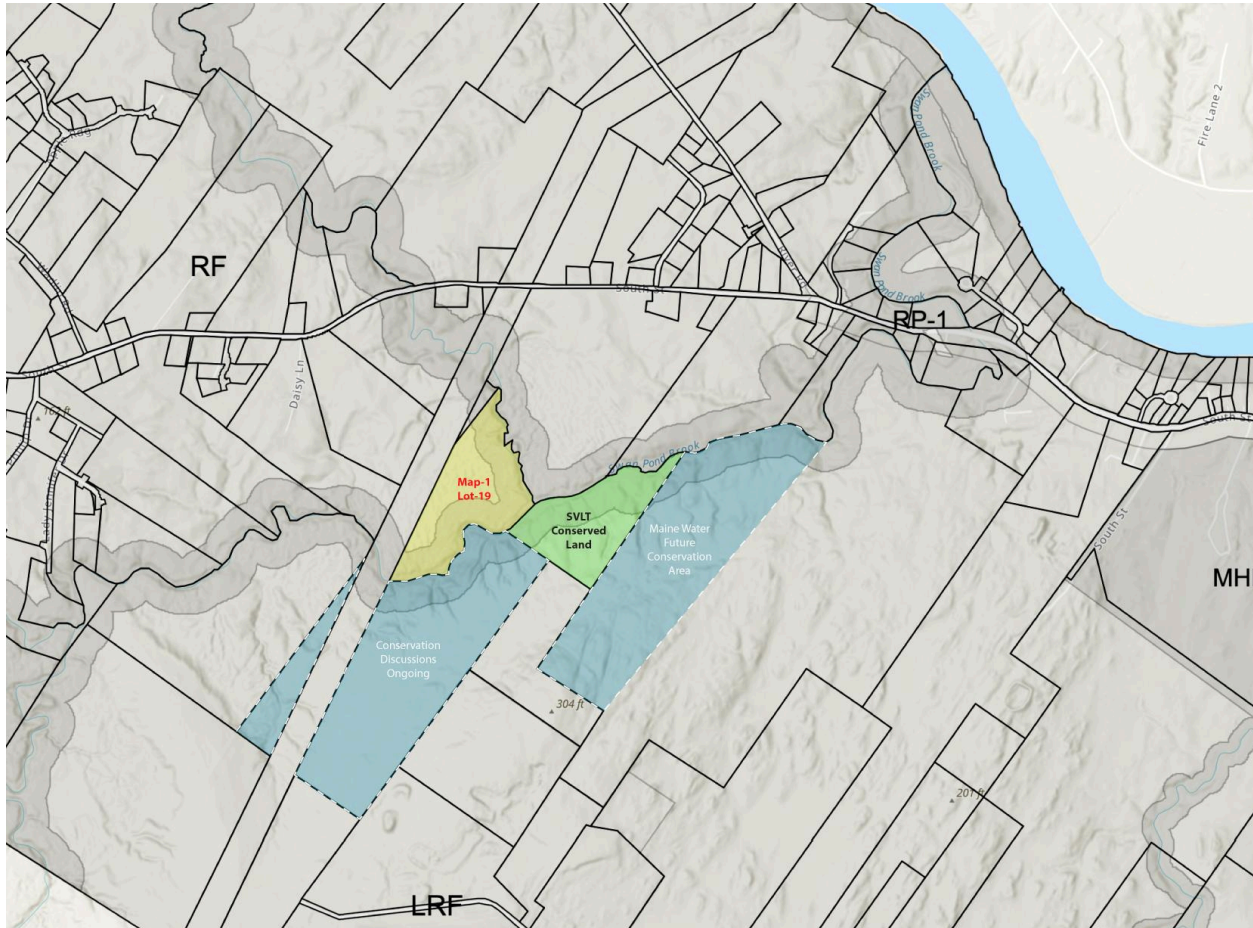
Sincerely,

Richard Rhames
Chair, Conservation Commission

Erik Heumiller
Secretary, Conservation Commission

City of Biddeford
Conservation Commission
Conservation Recommendation
Parcel ID: 1-19 / Map 1, Lot 19

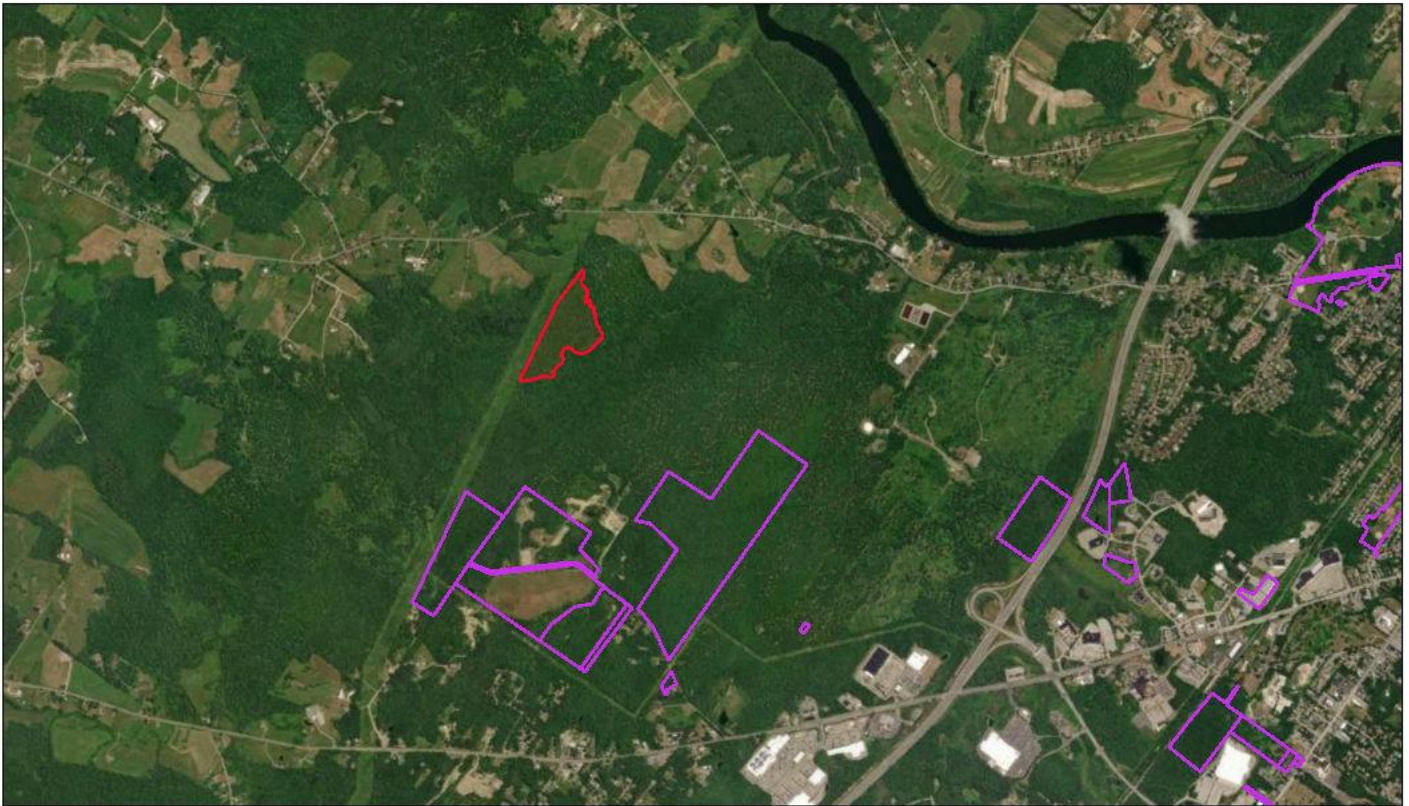
This map shows the location of the Map-1, Lot-19 parcel (yellow) in relation to current and future areas with conservation protections. It also indicates the stream buffer area in dark grey.



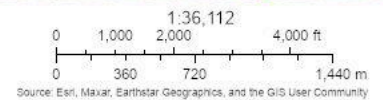
The Map-1, Lot-19 parcel is bordered on two sides by Swan Pond Brook and Atta Boy Brook, making it a key habitat intersection in this watershed.

Swan Pond Brook is also one of the few Atlantic Salmon spawning habitats that is still accessible from the Saco River (before fish encounter a multitude of upstream dams), and it has been identified as an area of focus for Maine DEP, The Saco Watershed Collaborative, and other agencies working to improve connectivity/spawning opportunities for migratory fish.

587 South Street - Locus Map



August 13, 2025



Data and scale shown on this map are provided for planning and informational purposes only.
Powered by Esri Technology

MEMORANDUM

TO: TRUC DEVER, CITY MANAGER

FROM: WOODMAN EDMANDS, P.A.

DATE: OCTOBER 28, 2025

SUBJECT: 587 SOUTH STREET MAP 1, LOT 19, PARCEL 41

BACKGROUND

Pursuant to Council Order 2025.111, you asked our office to perform a title search and legal research regarding the Conservation Commission's recommendation to place the above referenced property in conservation. We have searched the York County Registry of Deeds and found that the subject property, located at 587 South Street, is subject to a number of outstanding, mature and foreclosed municipal tax liens.

On March 8, 1994, Vicky, L Watts and Ronald W Bracy, Jr. acquired the subject parcel by Warranty Deed, recorded in the York County Registry of Deeds in Book 6969, Page 321. At that time, Watts and Bracy granted a Mortgage to Peoples Heritage Savings Bank in the principal amount of \$21,000. That Mortgage is recorded in the York County Registry of Deeds Book 6969, Page 323.

A search of the records in the Registry of Deeds regarding the subject property reveals that after a couple of years from acquiring the property, Watts and Bracy began to be delinquent in their taxes, and were subject to numerous liens, all of which were discharged through the year 2003.

Starting in 2006, liens were placed annually on the property, which were never discharged nor ever released by Quitclaim Deed. There is no evidence that those liens were ever paid. Therefore, pursuant to Maine statutes, the property is foreclosed and by virtue of the unpaid taxes the City has acquired tax title.

STATE AND FEDERAL LAW

Since the outstanding tax liens have matured and automatically foreclosed, we have reviewed the legal implications and potential risks to the City, should it decide to convey the subject premises to an entity that would place the subject property in a conservation trust. Prior to 2023, a matured municipal tax lien not only automatically foreclosed, but also took priority over all other encumbrances. At that time, should the municipality hold a tax sale, any surplus

funds obtained over and above the amount of taxes due were retained by the municipality. Any other mortgages or lienholders were extinguished.

In 2023, the United States Supreme Court in *Tyler v. Hennepin County*, 598 U.S. 631 (2023), determined that a governmental entity that obtains property by unpaid taxes may not retain any surplus following a tax sale. Therefore, regarding this property, our advice to the City is to not hold any type of sale whereby any funds could be obtained, creating the possibility of a surplus. In addition to the legal expenses involved, should the City choose to pursue this option, we would advise that a full appraisal of the property would be necessary, adding further expense.

Further complicating any conveyance or a potential foreclosure sale is the fact that there is an outstanding Mortgage on the property. Peoples Heritage Bank has since merged with Bank North Group, creating TD Bank. It is unlikely that this Mortgage is on the radar of the new entity given the amount of time that has passed. However, should the City initiate any type of legal proceedings to convey the property, sell the property at a foreclosure sale or initiate a civil case to confirm tax title/quiet title action, TD Bank must be provided with notice and an opportunity to be heard. This would further complicate the matter if the City chose to initiate a complaint to confirm tax title. The Bank could intervene and demand a tax sale seeking any proceeds over what the City is owed.

We do agree with the City's Conservation Commissions position, in so far as the recent United States Supreme Court decision does not preclude the City for restricting the subject parcel uses and having restrictions placed on the property. However, given the likely low value of the land, and the potential time and expense for obtaining a judgment to confirm title in the City, we do not recommend that the City convey the property for no consideration, nor file a civil complaint to confirm tax title, also referred to as a quiet title action,

CITY ORDINANCE 2-118

Chapter 2, Administration, Article III, Officers and Employees, Division 6, City Treasurer, Section 2-118 sets forth the "Procedural policy for disposition of foreclosed property". This City Code of Ordinance provision is very detailed and helpful. The provision specifically addresses the issues with the subject parcel and supports our advice, recommendations and conclusions.

Pursuant to City Code 2-118 (a), the City Council is authorized to choose to hold tax acquired property (as opposed to holding a foreclosure sale or otherwise disposing of the property). The Ordinance specifically authorizes the Planning Department and the City Attorney to review and analyze tax foreclosed property. Set forth in Section 2-118 (d)(2), as City Attorney, our office is authorized to report about the cost of the quiet title action and advise on potential problems and concerns with obtaining "quiet title". We have specifically addressed those concerns in the section above.

The Ordinance at Section 2-118(i) authorizes the City to retain the property. That portion of the Ordinance provides that the City Council may vote at a regular meeting and consider "...the following standards...", to govern a decision to hold City title to a property. The

Ordinance allows the Council to decide that retaining City title to a property will best serve the public interest. That section sets forth specific examples of situations that are applicable to this property. An action to confirm tax title or quiet title would be expensive and burdensome. The property is a significant natural resource, such as a wetland, therefore it is our opinion that if the Council chooses to hold the property, such a decision would be consistent with the City's applicable Ordinance. Because the Ordinance specifically references "natural resource" and "wetland", should the City choose to encumber the property in a conservation easement, such a decision would also be consistent and authorized by the applicable Ordinance. Holding the property pursuant to the Ordinance is less expensive regarding legal fees and placing a restrictive covenant on the property would preclude any development on the property.

CONCLUSION

1. Tax title to the subject property is held by the City.
2. A tax foreclosure sale would require the City to notify as a party in interest, TD Bank and in addition to the City being obligated to provide any surplus from the sale to the former record owners, the mortgage may also need to be addressed.
3. A civil action to confirm tax title or quiet title action to allow the City to convey clear title to the property would be lengthy and expensive.
4. The City Council may choose to hold title to the property and place a restrictive covenant on the property, consistent with the City's Code of Ordinances and the City's Conservation Commission's request.



City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 10.c
Item Description: 2025.156 Resolution AG decision UNE Pier
Submitted By: Truc Dever, City Manager

Key Terms:

Executive Summary:

At the October 21, 2025 Council meeting, Council President Liam LaFountain requested a resolution be presented at the November 6, 2025 meeting directing staff to seek resolve from the Maine Attorney General's Office on the interpretation of the Saco River Corridor Commission's 250 foot buffer zone decision related to the UNE pier. At issue is SRCC Permit #20-209, which established a 250-foot vegetative buffer along the Saco River in 2001, and whether it is consistent with, or in conflict with, the SRCC Permit #20-491 relied upon in UNE's pier application approval by the Planning Board. The resolution is provided in Attachment 1.

Detailed Review:

Funding Source:

None

Staff Recommendation:

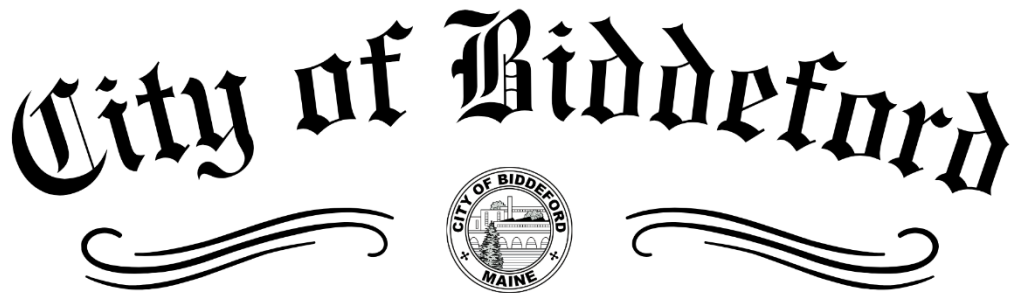
Staff remain neutral on the resolution.

Next Steps:

Should the Council approve the resolution, staff will make contact with the Maine Attorney General's Office seeking resolve on the shoreline buffer zone matter.

Attachments:

1. 20251106 UNE Pier -Resolution



RESOLUTION

RESOLUTION CALLING FOR STATE REVIEW OF THE UNIVERSITY OF NEW ENGLAND PIER PERMIT AND CLARIFICATION OF STATE LAW

WHEREAS the University of New England is a post-secondary institution with a campus located along the Saco River in the City of Biddeford; and

WHEREAS the University of New England seeks to construct a marine pier extending from its Biddeford campus into the Saco River; and

WHEREAS pursuant to the City of Biddeford's Code of Ordinances, no dock, pier, or wharf may be constructed unless a regulatory permit from the Saco River Corridor Commission (SRCC) is obtained by the applicant; and

WHEREAS the University of New England has provided to the City of Biddeford SRCC Permit #20-491, *Findings of Fact and Order* dated September 13, 2024, approving the University's pier; and

WHEREAS in reliance upon that approval from the Saco River Corridor Commission, the City of Biddeford Planning Board subsequently approved the University's application; and

WHEREAS it has been brought to the attention of the City of Biddeford that in 2001, the University of New England appeared before the Saco River Corridor Commission and obtained SRCC Permit #20-209, which established a 250-foot vegetative buffer along the Saco River; and

WHEREAS questions have arisen as to whether the SRCC's Permit #20-491 approval is consistent with, or in conflict with the SRCC Permit #20-209, and whether the existence of a vegetative buffer zone may affect the legal validity of the current pier permit; and

WHEREAS this situation has created uncertainty for the City, the University, and the public regarding the enforceability of SRCC Permit #20-491 and SRCC Permit #20-209, and the City's obligations under state law; and

WHEREAS the Saco River represents a critical ecological, recreational, marine, and maritime resource whose protection requires consistency and clarity in state and municipal permitting decisions; and

WHEREAS the City of Biddeford has an obligation to uphold state law and ensure that no municipal approvals are issued based on a permit that may be invalid or unlawful;

NOW, THEREFORE, BE IT RESOLVED, that the Biddeford City Council formally requests that the State of Maine Office of the Attorney General conduct an immediate review of SRCC Permits #20-209 and #20-491 and issue a written legal opinion addressing:

1. The continuing validity and enforceability of the 2001 SRCC Permit #20-209 and its conditions;
2. Whether SRCC Permit #20-491 was lawfully issued given the existence of the conditions of SRCC Permit #20-209;
3. The implications for municipal permitting or approvals that relied upon SRCC Permit #20-491; and
4. Whether conditions established in prior SRCC permits affecting the same property remain in legal effect absent explicit amendment, rescission, or supersession by the Commission.

BE IT FURTHER RESOLVED, that pending clarification from the Office of the Attorney General, the City of Biddeford will withhold further permitting or authorization related to the proposed UNE pier to ensure full compliance with applicable state law.

BE IT FURTHER RESOLVED that the City Council reaffirms its commitment to transparent, lawful, and environmentally responsible governance in all matters concerning development along the Saco River.

*In Witness Whereof, We the undersigned have herewith affixed
our signatures this 6thth day of November 2025.*

Mayor

City Clerk



City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 10.d
Item Description: 2025.157 Approval Staff Accountant for the Finance Department
Submitted By: Gerry Matherne, Finance Director

Key Terms:

Executive Summary:

Following the FY23 audit, several deficiencies were identified with the way the day-to-day operations were handled. One of the major material weaknesses was City cash account reconciliations and balance sheet reconciliations. Additionally, the City and its needs continue to grow, and as such, there is a need for additional staff. As a result, the need for a role within the Finance Department has been identified. The position will work closely with the Deputy Finance Director, appropriately separating duties of recording entries and reconciling the accounts. They will largely be responsible for timely reconciliations. Having these pieces covered properly allows the Finance Director to work on financial reporting, ad hoc reporting, budgets, and audits in a timely fashion.

Detailed Review:

- Provide general office support to the finance department
- Post transactions, allocations and journal entries, and categorize records in the general ledger
- Adjust journal entries and reconciliations
- Maintain the general ledger and update accounting records and files
- Reconcile bank statements and investment accounts
- Conduct month-end closures
- Work to improve financial processes

Funding Source:

Salary range of this position would be \$80,000 to \$100,000, with up to \$50,000 needed through FY 2026. Funding for the remainder of the fiscal year would come from salary savings from vacancies. Deputy Director of Finance (Account #21106-60102, \$23,000) and Economic Development Director (Account #21109-60101, \$27,000). The budget adjustment would include creation of Account #21106-60105 for this new position.

Staff Recommendation:

Staff recommends Council approves the creation and funding of the new staff accountant position.

Next Steps:

Should Council approve the creation of the position and allocation of salary savings to fund the position through FY26, this position would be incorporated as a full-time position in FY 2027 Budget and recruitment will commence immediately.

Attachments:

1. 20251106 Staff Accountant -Finance Department -Order

City of Biddeford



2025.157

IN BOARD OF CITY COUNCIL... NOVEMBER 6, 2025

BE IT ORDERED, the Biddeford City Council does hereby authorize the Finance Department to create and hire a full-time Staff Accountant position with a salary range in FY 2026 of \$80,000-\$100,000.

Attest by: _____
Robin Patterson, City Clerk



City Council

Meeting Date: November 6, 2025

Meeting Time: 6:00 PM

Agenda Item 10.e

No:

Item 2025.158 Approval Extend the Ad Hoc Veterans Committee through June 30,

Description: 2026

Submitted By: Truc Dever

Key Terms:

N/A

Executive Summary:

The Veterans Committee is an ad hoc committee that was established by Mayor Grohman at the City Council meeting on February 20, 2024, by Council order 2024.24.

Detailed Review:

The Veterans Committee is an ad hoc committee that was established by Mayor Grohman at the City Council meeting on February 20, 2024, by Council order 2024.24. and is set to expire on December 1, 2025. This order will extend the expiration date for the ad hoc committee to June 30, 2026, and refers the matter to the Policy Committee for consideration as a permanent committee. This committee has an assigned staff liaison. During the City Council meeting on October 21, 2025, the Veterans Committee Chair gave an update on the work of the committee, and it was noted that Veterans from other communities also participate in these meetings and there may be opportunities for future regional collaboration.

Funding Source:

N/A

Staff Recommendation:

Staff is neutral

Next Steps:

If approved the agenda item will be referred to the Policy Committee and current members of

the Veterans Committee will be sent information to renew their appointments.

Attachments:

1. 20251106 Veterans Committee- Order

City of Biddeford



2025.158 IN BOARD OF CITY COUNCIL... November 6, 2025

BE IT ORDERED, that the City Council does hereby approve the extension of the Ad Hoc Veterans Committee through June 30, 2026, and directs the Policy Committee to prepare and recommend ordinance language for establishing a permanent Veterans Committee for City Council consideration by the first City Council meeting in April 2026.

Attest by: _____
Robin Patterson, City Clerk



City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 10.f
Item Description: 2025.159 Limited Parking Lester B. Orcutt Blvd.
Submitted By: JoAnne W. Fisk

Key Terms:

N/A

Executive Summary:

The Traffic Committee at its March 2025 meeting voted to recommend the Chief of Police under the authority of City of Biddeford Code of Ordinances Sec. 42-2.1 Temporary rules to eliminate 130 feet of parking on Lester B. Orcutt Blvd. for a period of 90 days as allowed by Sec. 42-2.1 as an evaluation period.

The area under review during this period is further described as follows: Lester B. Orcutt Boulevard, even-numbered side, beginning at a point with the southwesterly corner of the intersection with Ocean Avenue, thence westerly for a distance of 130 feet.

Detailed Review:

Members of the Biddeford Pool Improvement Association at their regular summer meeting in July 2024, raised concerns regarding parking in the area of Lester B. Orcutt Blvd. prior to the intersection of Ocean Avenue. This specific area is the location of the East Point Audubon Sanctuary's entrance and has numerous visitors, especially during the summer months. Residents cited incidents of pedestrian safety as vehicles parallel park, along both sides of Lester B. Orcutt Blvd by the East Point Audubon Sanctuary entrance. With vehicles parked on both sides of the roadway, pedestrian traffic is forced to walk in the road.

Residents and members of the Biddeford Pool Improvement Association, as well as a representative of the Maine Audubon, attended the January 28, 2025 Traffic Committee meeting to voice their concerns and to speak of possible solutions.

The Traffic Committee voted unanimously at its March 25, 2025, meeting to authorize the Chief of Police under ordinance 42-2.1:

Sec. 42-2.1 Temporary rules.

Code/Ch 42: Motor Vehicles and Traffic/Ch 42 Art I: IN GENERAL

[Added 3-16-2010 by Ord. No. 2010.21; amended 4-7-2015 by Ord. No. 2015.14; 10-2-2018 by Ord. No. 2018.120] The Chief of Police may place, or cause to have placed, appropriate signs establishing temporary rules regulating traffic, to include, but not be limited to: traffic flow, traffic direction, rules of the road, and parking for the purpose of trial and evaluation for a period not to exceed three days. A temporary rule for the purposes of trial and evaluation that exceeds three days must be approved by the Policy Committee or a committee specifically delegated to address such matters, prior to implementation, and shall not exceed 90 consecutive days. These rules shall become effective immediately upon the placing of appropriate signage.

Beginning June 15, 2025, through and including September 13, 2025, the Department of Public Works posted 130 feet from the intersection of Ocean Avenue and Lester B. Orcutt Blvd., even numbered side, no parking. At the July 19, 2025, Biddeford Pool Improvement Association meeting, members noted a distinct improvement in pedestrian safety. Also noting improvement in the area were Biddeford Police Department patrol officers and parking control officers.

The

Funding Source:

N/A

Staff Recommendation:

The Traffic Committee voted unanimously at its October 28, 2025, meeting to send the following recommendation to City Council for consideration:

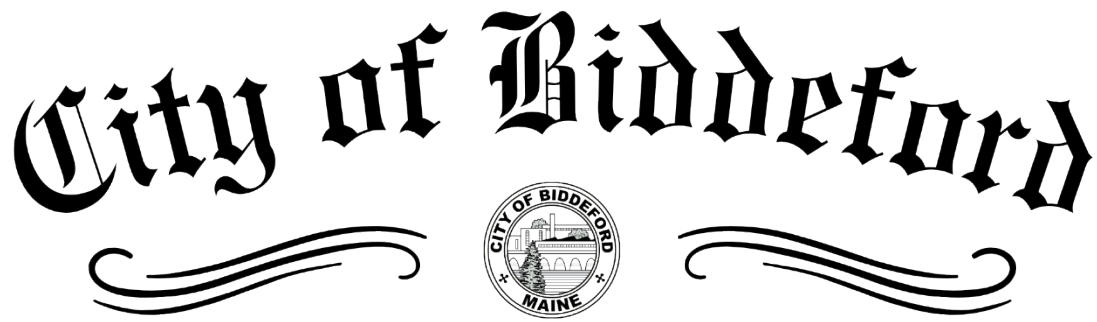
Posting of no parking on Lester B. Orcutt Boulevard, even-numbered side, beginning at a point with the southwesterly corner of the intersection with Ocean Avenue, thence westerly for a distance of 130 feet. The elimination of parking in this area eases congestion and allows for additional safety measures for pedestrians.

Next Steps:

N/A

Attachments:

1. Lester B. Orcutt Council Order
2. Lester B. Orcutt .77 miles in length
3. LB Orcutt & Ocean Ave
4. L.B. Orcutt-Ocean Ave area



2025. 159 IN BOARD OF CITY COUNCIL... November 6, 2025
BE IT ORDERED, 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**, is amended by adding or ~~deleting~~ to read as follows:

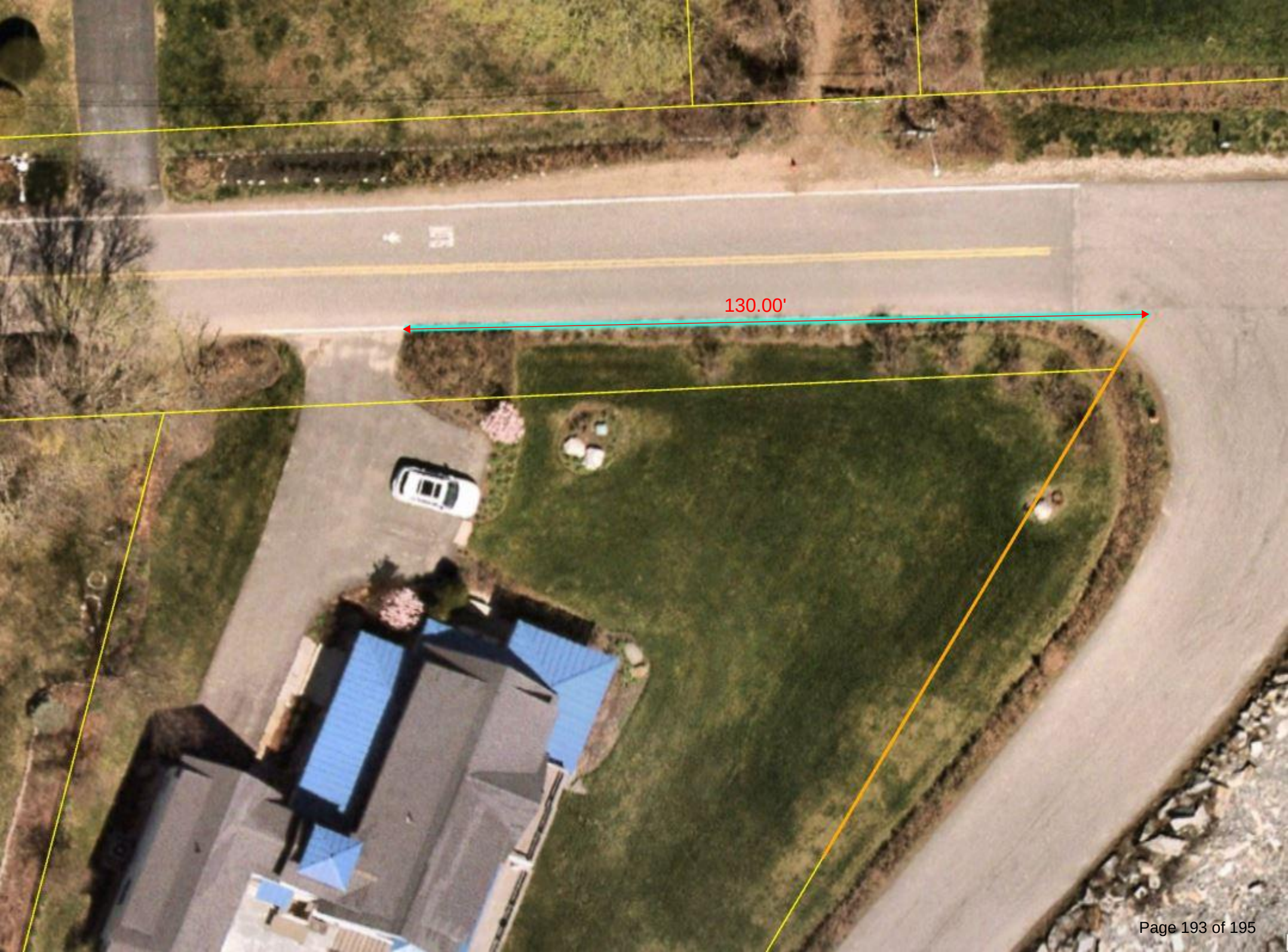
(a) There shall be no parking on the following streets for the specified distance:

Lester B. Orcutt Boulevard, even-numbered side, beginning at a point with the southwesterly corner of the intersection with Ocean Avenue, thence westerly for a distance of 130 feet.

The Traffic Committee at the October 28, 2025 meeting, voted unanimously to forward this to City Council for consideration.

Attest by: _____





130.00'



City Council

Meeting Date: November 6, 2025
Meeting Time: 6:00 PM
Agenda Item No: 11.a
Item Description: Discussion Comprehensive Plan
Submitted By:

Key Terms:

Executive Summary:

Should the City Council vote in favor of a Committee of the Whole discussion, please refer to Agenda Item 7c. and the corresponding attachment.

Detailed Review:

Funding Source:

Staff Recommendation:

Next Steps:

Attachments: