

**Planning Board Meeting
July 11, 2023 – 7:00 PM
Town Office Conference Room**



Meeting Materials

**Planning Board
Tuesday, July 11, 2023
7:00 PM – Town Office Conference Room**

CALL TO ORDER

BOARD REORGANIZATION

MINUTES

June 27, 2023

COMMUNICATIONS

OLD BUSINESS

Minor Subdivision Application – Lawrence Roakes – Knoll Road – Map 13 Lots 33 and 33A

NEW BUSINESS

Informational – Matthew New – 1305 Maine Street – Map 15 Lot 1G

ANY OTHER BUSINESS

ADJOURNMENT

POLAND PLANNING BOARD
MINUTES OF MEETING
June 27, 2023
Approved on _____, 2023

CALL TO ORDER – Vice Chairperson James Porter called the meeting to order at 7:00pm with Members Cheryl Skilling, Jon Gilson, James Walker, and CEO Scott Neal present. Member George Greenwood is absent with notice.

MINUTES – May 23, 2023 – Member Gilson moved to approve the minutes with a minor change. Member Walker seconded the motion. Discussion: None Vote: 3-yes 0-no 1-abstained (Member Skilling abstained from voting as she was not present at the May 23rd meeting.)

COMMUNICATIONS – None

OLD BUSINESS – None

NEW BUSINESS – Formal Site Plan – BD Solar Auburn, LLC - Northwest of Lewiston Junction Road – Map 4 Lots 16 and 15-1

Sean Thies of Haley Ward presented the project to the Board. The Applicant has been before the Board for this project twice before with the project being approved each time. The approval for the project from the Board has expired each time due to factors outside of the Applicant's control and the Applicant missed the extension deadline.

The Applicant would like to start construction in 2024. On the plans presented the setbacks at the side and rear of the property are greater than allowed under the new solar ordinance. The Applicant is asking for a waiver reduction of the setbacks to 50' on the side and rear setbacks as they abut a railroad line and railroad property. After discussing this issue, the consensus of the Board is to grant the waiver.

Member Gilson moved to approve the checklist as complete. Member Walker seconded the motion. Discussion: None Vote: 4yes 0-no

Member Gilson moved to approve the Formal Site Plan with the following conditions: no public hearing, no site walk, a third party engineer will need to approve the road for drainage and cross culverts, and the waiver request to reduce the setbacks to 50' are granted. Member Walker seconded the motion. Discussion: None Vote: 4-yes 0-no

Minor Subdivision Application – Lawrence Roakes – Knoll Road
– Map 13 Lots 33 and 33A

Larry Roakes, Stuart Davis of Davis Land Surveying, Craig Sweet of Terradyn, and Joe Siviski of Perkins Thompson presented the project to the Board. The Applicant would like to build phase 2 of the Knoll Road Subdivision, an additional three lots. The Applicant discussed the difference between a major and minor subdivision, gravel roads, and paved roads etc.

POLAND PLANNING BOARD
MINUTES OF MEETING
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There is a question between the Board and the Applicant as to whether the CLUC requires that Knoll Road be paved because it will serve more than 8 lots. Does this encompass only the houses in the subdivision or include the three houses at the beginning of the road? The consensus of the Board is that the road should be paved, but they requested clarification from the Town Attorney. There is also a possibility that the CLUC allows this requirement to be waived, and if so, then under what circumstances. The Board then recommended that the application be tabled pending legal clarification.

The Applicant asked that the third-party conduct a final road inspection to show it meets the approved engineered plan. The third-party engineer agreed to do this and to get the report in before the next meeting.

Member Gilson moved to table the application pending legal clarification. Member Walker seconded the motion. Discussion: None Vote: 4-yes 0-no

Findings of Fact and Conclusions of Law for:

Formal Site Plan Application – Richard Gill – 83 Bunting Lane – Map 17 Lot 11

Member Gilson moved to approve the Findings of Fact. Member Walker seconded the motion. Discussion: None Vote: 4-yes 0-no

ANY OTHER BUSINESS – None

ADJOURN – Member Gilson moved to adjourn the meeting at 8:36 p.m. Member Walker seconded the motion. Discussion: None Vote: 4-yes 0-no

Recorded by: Sarah Merrill

Planning Board

Absent with Notice

George Greenwood, Chairperson

James Porter, Vice Chairperson

Cheryl Skilling, Secretary

James Walker, Member

Jonathan Gilson, Member

Town of Poland, Maine
PLANNING BOARD AGENDA REQUEST

Date of meeting you are requesting to be scheduled for: July / 11 / 2023

Meetings are normally conducted from 7:00 to 10:00 PM in the Municipal Conference Room at the Town Office

Map 13 Lot 33 & 33A Sub-lot _____

Applicant's Name: Knoll Road Trust & HKL Trust
Mailing Address: 16 Rocky Road
Town, State, Zip: Otisfield, Maine 04270
Home Phone: _____ Hours: _____
Work Phone: 515-5624 _____ Hours: _____

Type of application: ☐ Sketch Plan ☐ Site Review ☐ Shoreland ☒ Subdivision ☐ Informational

Road location for project: Knoll Road

Zoning: Village 3 (V-3) Lake Watershed: Tripp Pond & Thompson Lake

Nature of business to be discussed (Brief description): Tabled from 6-27-2023 - Subdivision of TM 13-33 & TM 13-33A to 3 Lots

IMPORTANT - READ CAREFULLY:

This Office must receive the original application, plus thirteen (13) copies, a digital PDF copy (on either cd or usb), and appropriate fees by Friday at 1:00 p.m., eleven (11) days before the stated meeting to be put on the upcoming agenda.

- New business is scheduled on the agenda in the order this office receives this form.
- If you want your application reviewed for contents prior to the meeting, it must be in this office 14 days before the meeting.
- Should the Board choose to adjourn before all business is addressed, all remaining business will be tabled until the next available meeting.
- Unfinished business is conducted before new business is addressed.

Applicant's Signature:  Date: 6/ 28/ 2023

OFFICE USE ONLY:

Request Taken By: _____ Date: / / Time: : a.m. p.m.

June 29, 2023

VIA E-MAIL to planningadmin@polandtownoffice.org

George Greenwood, Chair
Town of Poland Planning Board
1231 Maine Street
Poland, ME 04274

Re: 3 Lot Minor Subdivision – Tax Map 13-33 & 33A (Knoll Road Subdivision Phase 2)

Dear Chair Greenwood and Members of the Poland Planning Board:

This letter is submitted on behalf of Knoll Road Trust and HKL Trust, Co-Applicants with respect to the above referenced minor subdivision application. The Planning Board considered the application at its June 27, 2023 meeting, at which the Board discussed the applicability of a paving requirement in the Town of Poland's Comprehensive Land Use Code ("CLUC"). For the reasons summarized below, we do not believe the paving requirement applies in these circumstances.

Analysis

The provision in the CLUC provides in relevant part as follows:

Gravel Surface Streets - Gravel surface streets or roads constructed under the provisions of this Section shall not be offered or proposed for acceptance as Town maintained roadways, unless they have been paved in accordance with the provisions of this Chapter and have met all other applicable provisions of this Code and Chapter.

When authorized and approved by the Board, after consultation with the Municipal Officers and Road Commissioner, requests for gravel surface streets or roads may be allowed, provided that the following requirements are met in addition to all other applicable design standards.

...

2. The area to be served has low development potential and will serve less than eight (8) lots or dwelling units.

CLUC § 808.3(E). As Vice Chair James Porter noted at the Board's June 27, 2023 meeting, the above provision could be interpreted to require paving of subdivision streets or roads only in cases where the street or road is to be offered or proposed for acceptance by the Town. Here, Knoll Road is an existing private gravel road that is proposed to remain private, and will not be offered for acceptance by the Town. In these circumstances, the requirements for gravel roads set

forth in Sections 808.3(E)(1) through (E)(5) would not apply. Of particular concern to the Board was the requirement in Section 808.3(E)(2) that the “area to be served . . . will serve less than eight (8) lots or dwelling units.” Here, even if this requirement were to apply, it is satisfied because the “area to be served” is fewer than eight lots or dwelling units. Only three lots are proposed as part of this application (where two lots exist currently). Even considering the three-lot minor subdivision previously approved on the opposite side of Knoll Road, the area to be served is still below the 8-lot limit provided in Section 808.3(E)(2). While there are other existing lots fronting along Knoll Road, these lots are not part of the application before the Planning Board, are not subject to the Planning Board’s review, and therefore should not be considered part of the “area to be served.”

Waiver Request

If the Planning Board considers the existing lots with frontage along Knoll Road as part of the “area to be served” by Knoll Road, thus pushing the number of lots over the 8-lot threshold provided in Section 808.3(E)(2) of the CLUC, then the Applicants respectfully request a waiver of the paving requirement. Section 814 of the CLUC authorizes the Planning Board to grant a waiver in circumstances where the Applicant will suffer an undue economic or other hardship if the requirements of the CLUC are strictly applied. Here, Applicants have consulted a reputable paving contractor, who estimated that cost to pave Knoll Road would be \$80,000. The value added by the single additional lot created as part of the application (three lots are proposed where two exist currently), is approximately \$40,000. Thus, the additional cost to pave the road would be double the value of the additional lot created, creating an “economic or other hardship” warranting a waiver.

Conclusion

In light of the foregoing, we do not believe the CLUC requires paving of any portion of Knoll Road in these circumstances. If the Board disagrees, we respectfully request a waiver of this requirement. We understand that the Board might be seeking the advice of the Town’s attorney on this question, and we would be happy to discuss this matter further with the Town attorney if it would be useful.

We appreciate the Board’s consideration of this application.

Sincerely,



Joseph C. Siviski

cc: (all via e-mail)
Knoll Road Trust and HKL Trust
Stuart Davis, PLS
Scott Neal
Ben McCall, Esq.



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P.O. BOX 4510
PORTLAND, MAINE 04112-4510
www.jensenbaird.com

Benjamin T. McCall
e-mail: bmccall@jensenbaird.com

(207) 775-7271 (Phone)
(207) 775-7935 (Fax)

June 29, 2023

VIA EMAIL

George Greenwood, Chair
Planning Board
Town of Poland
1231 Maine Street
Poland, ME 04274

Re: Knoll Road Subdivision, Phase II

Dear George:

This letter is in response to the Planning Board's questions regarding the proposed second phase of a residential subdivision on Knoll Road in Poland (the "Project") – specifically, the proper interpretation of Section 808.3.E of the Town of Poland Comprehensive Land Use Code (the "CLUC") and its application to the Project.

The Project applicant has proposed the use of an existing gravel road, Knoll Road, to provide access to three (3) new subdivision lots. Knoll Road already provides access to six (6) existing lots, three (3) of which were part of a previously approved phase of the same subdivision. The Planning Board has questioned whether approval of this gravel road for such use is permitted, given the language of Section 808.3.E of the CLUC.

Section 808.3.E of the CLUC applies to all gravel roads proposed within the Town, regardless of whether or not such roads are dedicated for Town acceptance, and provides performance standards that all such gravel roads must meet. This point is demonstrated by the clear separation between the section's first paragraph, which only discusses requirements for the acceptance of gravel roads as town ways, from the performance standards comprising the remainder of the section. *See Day v. Town of Phippsburg*, 2015 ME 13, ¶ 12, 110 A.3d 645 (any ambiguities in ordinance language must be resolved by appealing to, among other things, the structure of the ordinance as a whole).

Under Section 808.3.E, a gravel road may only be approved if, after consultation with the Select Board and the Road Commissioner, the Planning Board determines that:

June 29, 2023

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- (1) The gravel road will not produce traffic (existing or anticipated) in excess of 50 trips a day (in total);
- (2) The “area to be served” has low development potential and contains fewer than 8 lots or dwelling units;
- (3) The gravel road will not create dust that will adversely affect adjacent properties;
- (4) The gravel road is designed to shed rain and is shaped with a crown of ½ inch per lineal foot; and
- (5) The gravel road has a subbase of eighteen (18) inches in thickness and a gravel surface of six (6) inches in thickness.

In applying the CLUC, the Planning Board is required to give effect to its plain language. *See Olson v. Town of Yarmouth*, 2018 ME 27, ¶ 16, 179 A.3d 920. Section 808.3.E.2 plainly states that a gravel road may only provide access to “less than eight (8) lots or dwelling units.” There are no stated exceptions to this provision, including for lots or dwelling units that are located outside of a proposed subdivision, or its previous phases. Indeed, Section 808.3.E is located within the Town’s generally applicable road standards, not within a portion of the CLUC applicable only to subdivisions. This point further underscores why the phrase “area to be served” is best interpreted to mean all lots or dwelling units accessed over a particular gravel road, not just those proposed in a particular application. In giving effect to the plain language of the Ordinance, there is no question that the CLUC does not permit the use of Knoll Road to provide access to three (3) more lots or dwelling units, as the Project proposes.

However, Section 814 of the CLUC permits the Planning Board to waive strict compliance with any provision of Chapter 8 (including Section 808.3.E), provided that the Planning Board determine that the applicant will suffer “undue economic or other hardship,” and the Planning Board confirms that: (i) “public health, safety, and welfare will not be compromised,” and (ii) the granting of a waiver will not effectively nullify the CLUC or set an “unwarranted precedent.” CLUC § 814.A.

As requested by the Applicant in correspondence from its counsel, the Planning Board could waive the Project’s strict compliance with Section 808.3.E. However, in doing so, the Planning Board must ensure that it deliberates this issue thoroughly and makes detailed factual findings regarding each required standard articulated in Section 814. Moreover, if the Planning Board determines that the granting of a waiver is appropriate under the circumstances articulated by the Applicant, the Board should consider setting a strict cap on the number of lots or dwelling units that may utilize Knoll Road in the future. Otherwise, future phases of this development (or other proposed developments in the immediate vicinity) would not need to comply with Section 808.3.E, and Knoll Road could provide access to an unlimited number of lots without being paved. Setting a limit on future lots that could be accessed over Knoll Road without future upgrade is the type of condition that assures “the objectives of [the CLUC] are met.” CLUC § 814.B.

Jensen Baird

June 29, 2023
Page 3

Please contact me if I can provide any additional information or clarification on these issues.
Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Benjamin T. McCall". The signature is stylized with a large "B" and a long horizontal flourish at the end.

Benjamin T. McCall, Esq.

cc: Scott Neal, Code Enforcement Officer (via email)
Joseph C. Siviski, Esq., Applicant's Attorney (via email)

Preface:

This was a follow up visit to verify that that the road construction conditions Subdivision are compliant with the approved engineered plan and profile sheets a This is also a follow-up review of conditions from an earlier progress visit in

Discussion:

Based on conditions and walkthrough on the evening of June 29, 2023, it appears culvert near the current end of the road roughly at station 14+00. My observatio dimensions to the location of temporary turnaround at Station 12+50-13+00, and t 250-300 feet to another turnaround location, which we determined was a driveway of the road, will need compaction and approximately 3 feet of added shoulder mat approved subdivision. However, the road section to serve lots 1-2 meets the trav the surface material appears to meet compaction with a good surface gravel.

The entire road section from station 6+00 to the current end, has not completed been loamed and seeded, which was discussed in fall of 2022, as well. Also ditch completed, and ditches along lot 1 and 2 (phase #1) also have not been seeded.

Most of the stormwater treatment buffers have not been made functional due to le have any sediment forebays or riprap aprons on culvert ends. However, it should erosion and only minor sedimentation. Construction of the travel way is very sta this June, that lends evidence the road is well compacted and stabile. Some minc 5+00.

Most previous disturbed areas were in much better condition to comply with our r soil disturbed areas. Portions of the site were still being used as a mobilized need to comply with Maine DEP Stormwater Permit conditions as well, and mainten stockpiles and soil material left uncovered for extensive periods of time. It is they older gravel/wood road off the end of the current private road be protected

Prior to any further occupancies for single family homes being issued, we recomm be constructed to be fully functional and all ditches and sideslopes be loamed a support road drainage and should be completed by now.

Overall, Knolls Road as a private road is acceptable for safe passage to station be approved to station 15+00, following the final culvert repair work. We do fee that must be completed immediately to comply with ME DEP permits, and stormwater previously granted for the road should be converted now, and all permanent drain are long after winter conditions and are well into a growing season.

Please see attached site photos:

Copies To: _____

Signed:





Area at end of current private road looking back to turnout and entrance to Lynn's Way. The taped section is 26 feet to include 20-foot travel way with 3-foot-wide shoulders.

Note Compacting is light here, but it assumed the contractor is not done yet, and at the edge of all shoulders along the private road the sideslopes are not loamed and seeded yet.



Edge of shoulder at the end of the road, note the 3 feet of shoulder is not present and the 3 feet measured is the section currently on the slope.



Culvert section recently reset, that will need to be riprapped with an apron and ditching to direct runoff to the level lipped spreader.



Edge of current road terminus with culvert projecting from the sideslope. Pipe should be cut back and areas protected with erosion control, or stone lined, until revegetated.



Area to drain to buffer #1, the swale is not connected to the tree buffer located in the rear. Swale needs to cut through meadow to reach tree line buffer.



End of Current road section, it was noted that the ditching along the old Knoll Road has been disturbed and stone check dams should be installed.

Town of Poland, Maine
PLANNING BOARD AGENDA REQUEST

Date of meeting you are requesting to be scheduled for: 7 / 11 / 23 Meetings are normally conducted from 7:00 to 10:00 PM in the Municipal Conference Room at the Town Office
Map 15 Lot 16 Sub-lot _____

Applicant's Name: Matthew New
Mailing Address: PO Box 57
Town, State, Zip: W. Poland, ME, 04274
Home Phone: _____ Hours: _____
Work Phone: 207-577-7321 Hours: _____

Type of application: ☒ **Sketch Plan** ☐ **Site Review** ☐ **Shoreland** ☐ **Subdivision** ☐ **Informational**
Road location for project: 1305 Main St.
Zoning: Downtown Lake Watershed: _____ Nature of business to be discussed (Brief description): A Carwash

IMPORTANT - READ CAREFULLY:

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Applicant's Signature: Madeline New Date: 6 / 29 / 23

OFFICE USE ONLY:

Request Taken By: SRM Date: 6 / 29 / 23 Time: 11 : 29 (a.m.) p.m.





Proposed plan-Matthew New

Build a carwash at 1305 Main Street Poland, ME

1 acre lot with town water and no sewer access

3 or 4 self-serve bays

1 automatic bay

Installing a water reclaim system on site that will recycle 85% of the carwash water and the remaining 15% will be tanked off site to a water treatment facility.

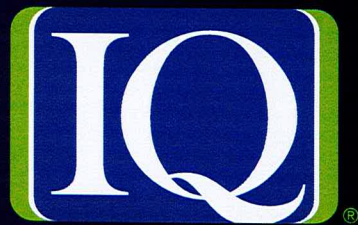
Work with land consultant for the following

- DEP approved storm water management program

- Maine Department of Transportation Traffic Movement Permit

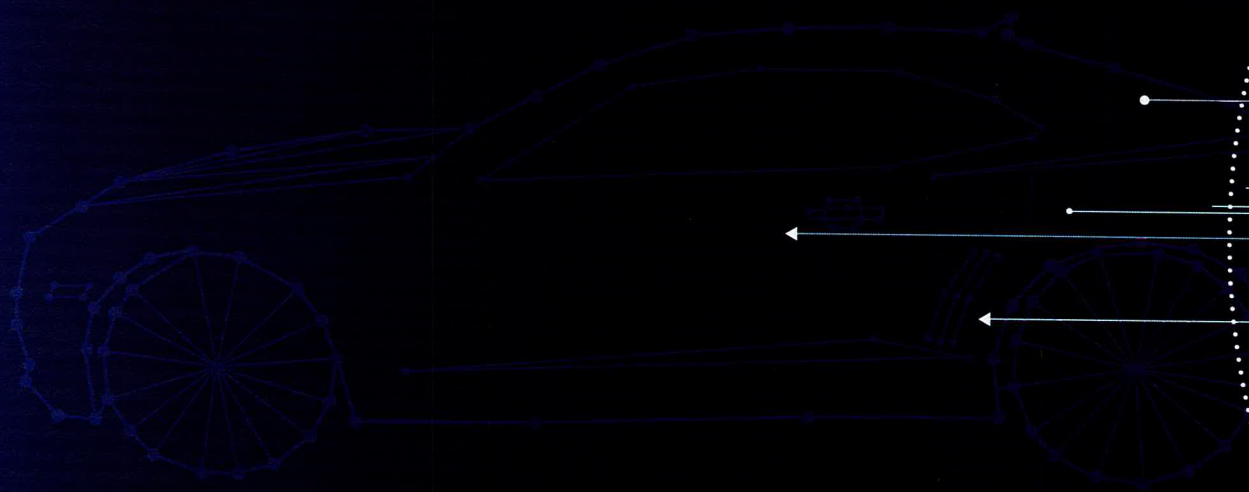
- Site plan development within accordance of Town of Poland's Ordinances to obtain the necessary permitting

Innovation + Quality =



Smarter. Cleaner. Greener.

2.0



The best way to wash is here.

Innovation + Quality = IQ 2.0

IQ Touch Free

Time better spent! The IQ 2.0 Touch Free cleans faster, cleans better and offers greater uptime.



Base Package

Lightweight Dual Carriage Drive

- Synchronous Omega Belts
- Turbo-Boosted Top Wand Nozzles
- Rotating Side Wands for Simultaneous Cleaning Action
- Vehicle Mapping & Profiling
- Invisible Treadle Design
- Self-Cleaning Rail & Light Grid Rinse
- On-Board Wheel Cannon™ with Chemical Applicator
- Electric Operation with VFD Motor Control
- Quick-Connect Motors & Cables
- In-Bay Voice Commands & In-Position Horn

Dynamic Energy Chain for Power & Chemical Distribution

- High-Quality, Durable Design
- Great Stability & Self-Supporting
- Protects & Conveys Cables & Hoses for X, Y & Z Axis Motion

Ultra-Compact Pump Stand

- Full-Color Touch-Screen Interface
- Web-Based Notifications/Access
- Injector-Based Chemical Delivery System for Pre-Soak, 2-Step, Clear Coat & Wheel Cleaner
- Spot-Free Rinse Compatibility

Cold Weather Shutdown

“Plug & Play” Installation

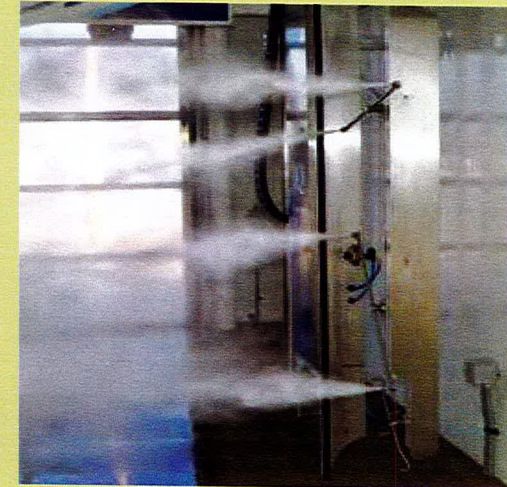
7' 6" Vehicle Clearance

IQ Sign Packages (option)

1 Year Limited Warranty



Top Wand Nozzles



Rotating Side Wands



Invisible Treadle



Wheel Cannon

Genius Series Packages feature 2 additional water source connections, off-board Undercarriage, Tri-Foam, Bug-Off (floor mounted), Quick Rain, Foaming Wax and CAT 3535 pump options.

High-Performance Details

Smarter. Cleaner. Greener.

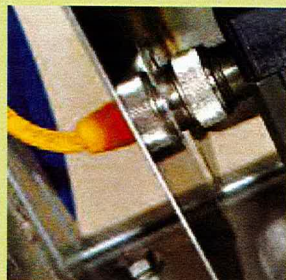
Dual Carriage Drive

The IQ 2.0 Dual Carriage Drive assemblies control the direction and speed of the unit from a single VFD. Dual Carriage Drive provides for smoother operation, higher performance, less component wear and greater wash efficiency.



Connectorized Motors & Cables

All motors are connected by multi-conductor wire and cable assemblies using sealed connectors and termination components to prevent motor water ingress. IQ 2.0 quick-disconnect motors and encoders are fast and easy to replace if necessary.



3-D Scanning

A high-tech profile of every vehicle is captured while “mapping” details like the luggage rack and spoilers. The IQ 2.0 washes best because it knows the unique size and shape of every vehicle being washed in the bay.

Variable Frequency Drive

Rising energy prices created a need for energy-efficient motor control. The IQ 2.0 electric drive provides the solution to control costs. Low-amp electric driven motors with VFD control manage input power based on system demand and use only the energy required by the driven equipment.



Wheel Cannons

Touch-free on-board wheel cleaners are one of the most powerful – and precise – wheel cleaners to blast away brake dust and road grime. Now you can effectively clean up to 20" rims with a wide and powerful spray pattern.



Invisible Treadle & Audible Positioning

Cars virtually line up in the bay due to the IQ 2.0 vehicle positioning system. Getting in position in the bay is easier, and with no guide rails or hardware on the floor, the bay has a clean “open” look. Together with in bay signage and IQ Voice Announcer™, drivers are safely guided into the wash and accurately placed in position

by clear audible instructions and signage. At the end of the wash, drivers are instructed to “Exit Slowly” and thanked for their wash purchase.

Lightweight Carriage

The IQ 2.0 is designed to take your wash to the next level of productivity and efficiency. It's lighter weight, allowing lower power consumption than other systems that utilize larger motors to drive the heavier machines. Earn more washing the same number of cars and achieve a healthier bottom line with the IQ.

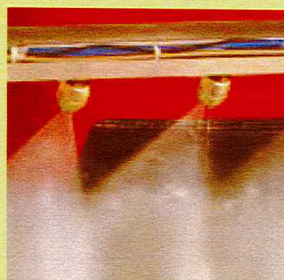
The IQ is Soft

Using closed-cell foam brushes, the IQ 2.0 Soft Touch quietly and gently cleans each vehicle. Longer brushes at the top of the side brushes reach those hard to clean areas at the rear of the vehicle.



The IQ is Fast

You'll appreciate IQ 2.0 wash times and the ability to thoroughly clean more vehicles than ever before. Wash speed and menu programming are also fast and easily managed from a laptop, tablet or smart phone.



Turbo-Boosted Top Wand Nozzles & Rotating Side Wands

Zero-degree high-impact nozzles and revolving side wands simultaneously clean both sides of a vehicle faster than inverted "L" models. Water is only sprayed in areas where there is a vehicle, so cross-spray and purging are kept to a minimum. Get the best cleaning action with our unique touch free rollover design.

Tri-Foam & Direct-Inject Wax

Pre-Soak and Tri-Color lather cover every vehicle in a bath of foam cleaner. Chemical application is designed to apply just enough product with a fine mist close to the vehicle with minimal overspray and runoff. Separate manifolds and plumbing allow "instant" on-off chemical application, saving changeover time.



Safety First

The IQ 2.0 provides a highly efficient and safe custom wash for everything from Mini Coopers to dually and full-sized pickup trucks. Anti-fall brackets keep the IQ engaged with the rails to prevent damage from vehicle contact or unexpected movement conditions. The IQ 2.0 Touch Free top wand safety bumpers prevent contact with the vehicle if the vehicle moves during the wash process.

Ease of Maintenance

The IQ 2.0 is intuitive. It's self-diagnostic and tells you when there is a problem and when it needs service. Routine checks and preventive maintenance are managed by proprietary software to maximize uptime. All adjustments are made from the interface. No valves to adjust and no potentiometers to tweak. Plus, with our quick-disconnect motor design, change out of all motors is fast and reduces downtime. The IQ 2.0 has NO grease points.



Lower Cost of Operation

The IQ 2.0 delivers performance while consuming less power, less water and less chemicals than most other systems. It boasts one of the lowest costs of operation available. The majority of IQ components are shared between the Soft Touch and Touch Free models, so if you purchase both, you need fewer spare parts!

Eco-Friendly Design

Eliminate environmental concerns now and in the future with the IQ 2.0 eco-friendly design. Energy-efficient design helps meet municipal guidelines prevalent today in state and local government for greener initiatives. The IQ 2.0 is also water-reclaim compatible to reduce wastewater and gray water disposal. Connect to any reclaim system and go green with confidence.

Tech Savvy

The IQ 2.0 is web enabled so you can get basic information like daily wash counts, service issues and faults interface. Program updates and troubleshooting are easily performed over the internet. We lead the car wash industry with the latest proprietary software and most powerful microprocessor to always keep you connected. Full color touch screen included!



Consumption Data

	IQ 2.0 SOFT TOUCH				IQ 2.0 TOUCH FREE			
	BASIC WASH		TOP WASH		BASIC WASH		TOP WASH	
Wash Process/Pass								
Undercarriage	YES		YES		YES		YES	
Bug Off	NO		YES		NO		YES	
Scan Pass	PRE-SOAK		PRE-SOAK/WHEEL CLEANER		PRE-SOAK 2		PRE-SOAK 2/WHEEL CLEANER	
Pass 1	FOAMING DETERGENT		TRI-GLOSS		PRE-SOAK 1		PRE-SOAK 1	
Pass 2	ALL BRUSH/RINSE		ALL BRUSH/RINSE/ROCKER BLASTER		TOP WAND/SIDE WAND		TOP WAND/SIDE WAND	
Pass 3	SIDE BRUSH/WAX		FOAMING WAX		SIDE WAND/ROCKER BLASTER		TRI-GLOSS	
Pass 4	RAIN CURTAIN RINSE		SIDE BRUSH/RINSE/ROCKER BLASTER		WAX		SIDE WAND/RINSE/ROCKER BLASTER	
Pass 5			WAX		SPOT FREE		FOAMING WAX	
Pass 6			SPOT FREE				TOP WAND/SIDE WAND	
Pass 7							WAX	
Pass 8							SPOT FREE	
TOTAL WASH TIME (does not inc. Dryer)	4 min, 10 sec		5 min, 5 sec		3 min, 50 sec		5 min, 30 sec	
*Water Consumption								
RO Reject (gal) (Undercarriage/Wheel Blaster)	4		11		26.5		26.5	
Soft Water (gal)	13.5		22.5		30		70	
Spot Free (gal)	6.5		6.5		6.5		6.5	
Total Water Consumed (gal)	24		40		63		103	
*Power Consumption	KWh	Cost	KWh	Cost	KWh	Cost	KWh	Cost
Electric	0.26	\$0.03	0.04	\$0.04	0.98	\$0.10	1.63	\$0.16
*Chemical Consumption								
	ML/Wash	Retail Cost	ML/Wash	Retail Cost	ML/Wash	Retail Cost	ML/Wash	Retail Cost
Bug Remover			34	\$0.16			34	\$0.16
Low pH Pre-Soak					35	\$0.17	35	\$0.17
Alkaline Pre-Soak	42	\$0.08	42	\$0.08	271	\$0.50	271	\$0.50
Foaming Detergent	24	\$0.10						
Wheel Cleaner			96	\$0.46			106	\$0.50
Tri-Color Foam			33	\$0.21			33	\$0.21
Wax	12	\$0.07	12	\$0.07	13	\$0.08	13	\$0.08
Quick Rain								
Foaming Wax			36	\$0.44			36	\$0.44
Total		\$0.25		\$1.42		\$0.75		\$2.06

* Costs are variable, depending on local utilities and chemical supplied.

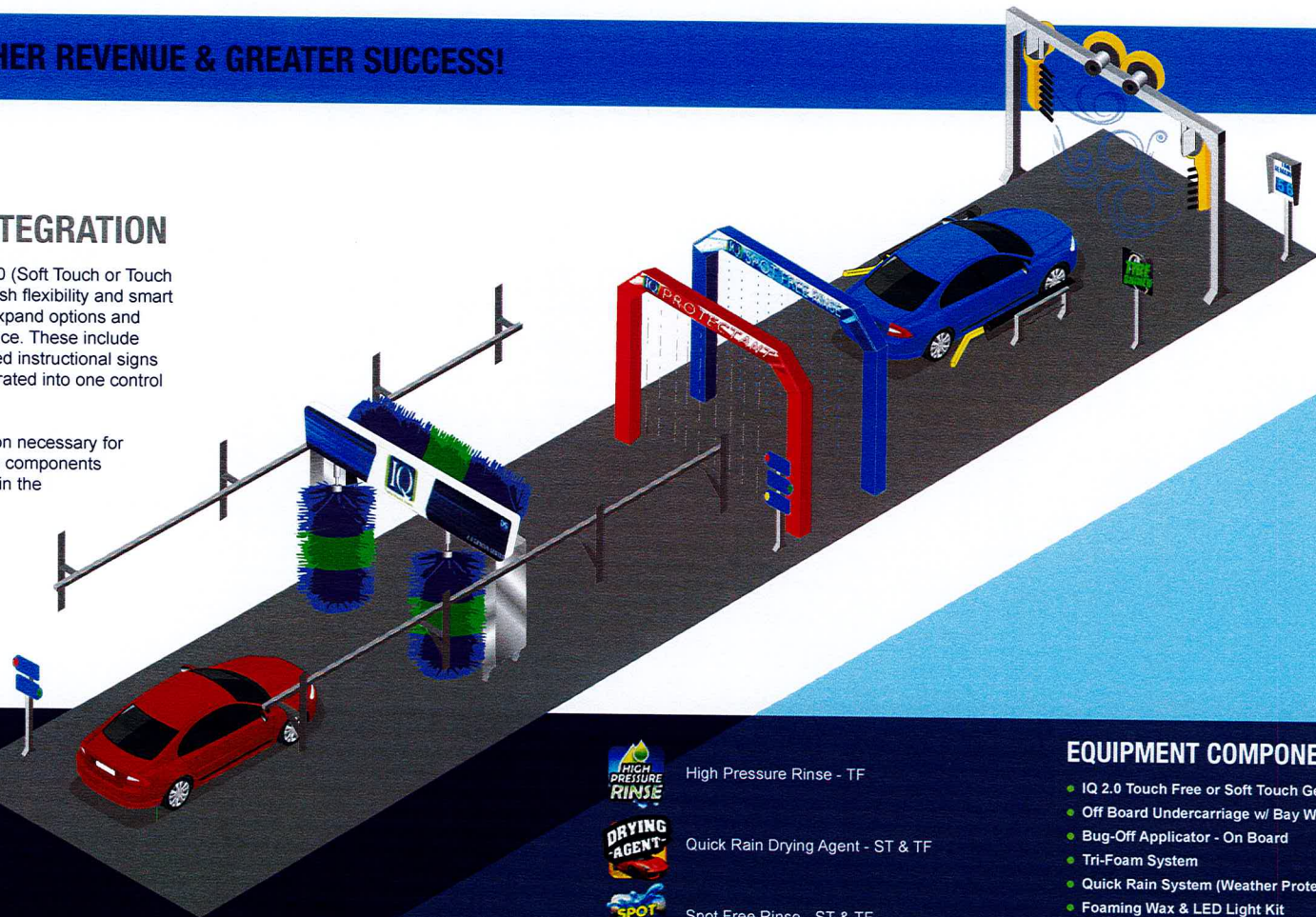
YOUR FAST TRACK TO HIGHER REVENUE & GREATER SUCCESS!



SYSTEM INTEGRATION

The heart of the IQ Express System is the IQ 2.0 (Soft Touch or Touch Free) with its precision cleaning, exceptional wash flexibility and smart management platform. Next, key components expand options and capacity while enhancing the customer experience. These include post application arches, tire shiner, dryers, lighted instructional signs and pump room support equipment, all fully integrated into one control system.

This means the programming and communication necessary for proper sequencing, timing, and flows among the components are pre-established and centrally controlled within the IQ Express Interface.



IQ EXPRESS WASH OPTIONS

(up to 8 wash options may be offered)



Undercarriage - ST & TF



Bug-Off - ST & TF



Pre-Soak or Detergent 1&2 - ST



2-Step Pre-Soak - TF



Wheel Cannon & CTA - ST & TF



Wash/Scrub - ST



High Pressure Wash - TF



Tri-Foam Conditioner- ST & TF



Foaming Wax w/ LED Light Show - ST & TF



Rain Curtain Rinse - ST



High Pressure Rinse - TF



Quick Rain Drying Agent - ST & TF



Spot Free Rinse - ST & TF



Tire Shiner - ST & TF



Dryer - ST & TF

ST = Soft Touch

TF = Touch Free

EQUIPMENT COMPONENTS

- IQ 2.0 Touch Free or Soft Touch Genius Model
- Off Board Undercarriage w/ Bay Wash Down
- Bug-Off Applicator - On Board
- Tri-Foam System
- Quick Rain System (Weather Protect)
- Foaming Wax & LED Light Kit
- IQ Compatible Dual Arch Pumping Station
- TSS IQ Slim Series Sign Package
- TSS Protectant Arch
- TSS Spot Free Arch
- Gloss Boss Tire Applicator System

EQUIPMENT OPTIONS & UPGRADES

- Dryer System
- TSS Casino Arch(es)
- TSS Commander Signs

FREE STANDING COMBINATION SERIES II

Model	FS Comb Series II 3HP	FS Comb Series II 5HP
*Flow Rate	65 GPM	100 GPM
Height	52"	
Width	44"	
Depth	34"	
Weight	575 lbs	650 lbs
Input Power	208 / 230 / 480 3 Phase 60 Cycle	
Control Power	115 Volt, 1 Phase, 15 Amp Max	
Primary Pump	3.0 HP	5.0 HP
- Full Load Amps	8.5 / 8.0 / 4.0	13.0 / 12.2 / 6.1
Secondary Pump	¾ HP	
- Full Load Amps	3.1 / 1.55	
Suction Inlet	2" NPT	3" NPT
Filtered Outlet	1½" NPT	2" NPT
Mass Air or Ozone Outlet	1-1/4" NPT	1-1/4" NPT
Discharge Outlet	3" NPT	3" NPT
Ballast Tank	35 Gallon Fibrewound	

*GPM Ratings may vary due to Piping Layout that may change Pump Head Curve

- **Lifetime Warranty on Stainless Steel Filter Element**
- **Standard 25 Micron** (.001 the size of a single white blood cell)
- **Stainless Steel Platform, Components, & Fittings**
- **Mass Air Injection Pre-Treatment ***
- **UL Listed Control Panel**
- **Includes Pump Guard Advisor**

* Designed for Systems not using other pre-treatment processes, such as ozone or enzyme. The Mass Air Injection can be used for air sparging of Storage tank water. Mass Air Sparging will help to control tank odor.

We strongly recommend the use of Ozone for Total Treatment of Grease, Oil and Color Control.

**Great Water Recovery
 Can Work In
 Small Packages
 At Low Prices!**



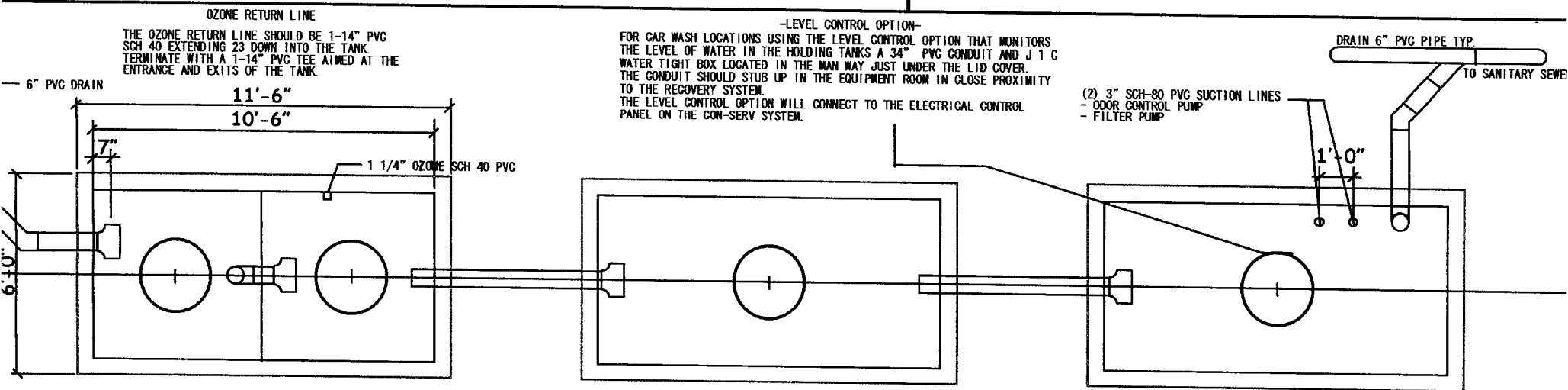
Available Options

- ETL Listed Ozone Systems
- **Bio-Treatment Dosing Control**
- Stainless Steel Housing / Separator
- Tank Level Control
- Pump Upgrade (125 GPM)
- EFO (Emergency Freshwater Override)



CON-SERV MANUFACTURING, INC.
605 WEST BRANNEN ROAD, LAKE LAND, FL 33813

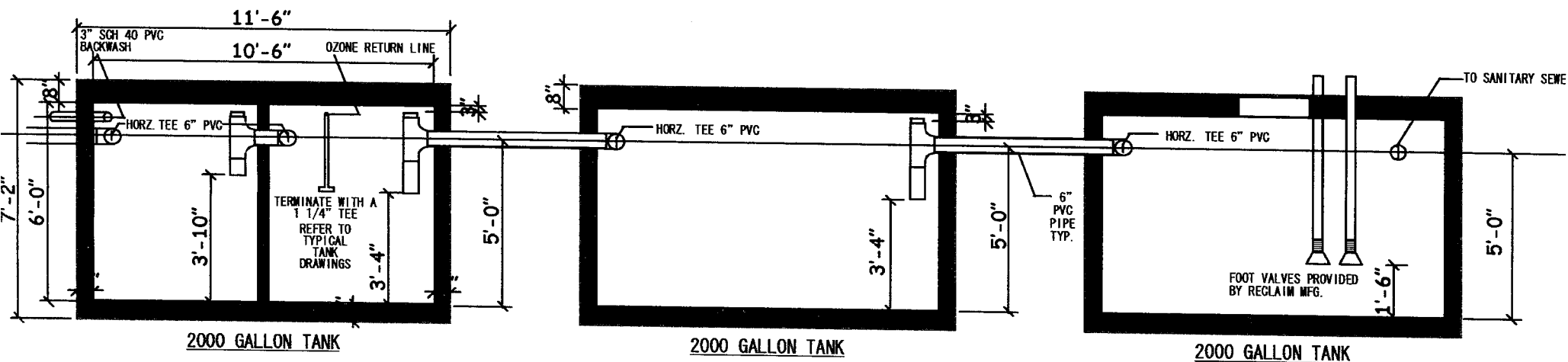
CON-SERV TYPICAL TANK DRAWING



P VIEW

FRONT VIEW

BACKWASH PLUMED TO BAY OR TANK 1



WASH RECLAIM SYSTEM

TANK STRUCTURE MAY VARY IN DIFFERENT LOCATIONS ACROSS THE COUNTRY. CON-SERV TYPICALLY RECOMMENDS 1,500 TO 2,000 GALLON CONCRETE OR FIBERGLASS TANKS. TYPICALLY, TANKS THAT ARE THE SAME AS OR SIMILAR TO SEPTIC TANKS ARE USED. LOCAL SUPPLIERS AT MAKE OR DISTRIBUTE THIS TYPE TANK SHOULD BE CONTACTED TO MAINTAIN COMPLIANCE WITH LOCAL CODES. MOST TANK BUILDERS ARE LICENSED AND APPROVED TO YOUR SPECIFIC AREA.

THE LOCATION OF THE TANKS ON YOUR SITE WILL DETERMINE WHETHER STANDARD OR TRAFFIC BEARING CONSTRUCTION IS NECESSARY.

THIS TANK DESIGN IS RECOMMENDED FOR CON-SERV WATER RECOVERY SYSTEMS ONLY. VARIATIONS FROM PIPE SIZE AND SPECIFICATIONS SHOWN ON THIS DRAWING COULD RESULT IN MALFUNCTION OR DAMAGE TO THE PUMPING COMPONENTS OF THE CON-SERV SYSTEM.

NOTE B

THE CON-SERV SYSTEM INCORPORATES THE USE OF A PARTICLE SEPARATOR AND SELF-CLEANING FILTER. THE SOLIDS REMOVED FROM THE TREATED WATER FLOW CAN BE DISCHARGED TO THE CONVEYOR TROUGH OR TO TANK 1. 1,500 TO 2,000 gallons

THE DISCHARGE SHOULD BE PLUMED USING 3" PVC PIPE SCH 40.

THE 3" LINE SHOULD BE PLUMED FROM THE RECLAIM SYSTEM TO THE POINT OF DISCHARGE (TROUGH OR TANK 1) USING SHORT, DIRECT RUNS. LIMIT THE AMOUNT OF TURNS, 90° ELBOWS, AND THE TRAVEL LENGTH OF THE DISCHARGE WATER.

THE DISCHARGE WATER CANNOT BE ELEVATED ABOVE THE HEIGHT OF THE RECOVERY SYSTEM

SUCTION LINES:

- TWO SCH 80 PVC SUCTION LINES STUBBED UP AT THE RECOVERY SYSTEM (SEE CON-SERV STUB UP TYPICAL).
- THE TWO SUCTION LINES SHOULD BE NO LESS THAN 12" APART. CON-SERV WILL PROVIDE THE FLAPPER CHECK VALVE TO BE INSTALLED BY PLUMBING CONTRACTOR.
- THE TWO SUCTION LINES SHOULD BE 16" TO 18" OFF THE BOTTOM OF THE TANK AFTER THE CHECK VALVES ARE INSTALLED.

SIZE OF THE TWO SUCTION LINES:

- 5 HP, 100 TO 125 GPM SYSTEMS SHOULD USE 3" PVC SCH 80
- 3 HP, 65 GPM SYSTEMS SHOULD USE 2" PVC SCH 80

IMPORTANT:

- IT IS EXTREMELY IMPORTANT THAT ALL FITTINGS ARE PROPERLY CLEANED AND GLUED. ANY AIR LEAKS WILL CAUSE PRIME LOSS IN THE RECOVERY SYSTEM.
- ALL SYSTEMS SHOULD HAVE TWO LINES. ONE IS USED AS A BACK-UP IN CASE OF AIR LEAKS OR CLOGGING.