



CITY OF BANGOR

To: Honorable Chair and Members of the Bangor City Council
From: Carollynn Lear, City Manager
Subject: Weekly Meetings – **Jan. 12, 2026**
Date: Jan. 9, 2026

Jan. 12	(Mon)	5:15 P.M.	City Council Workshop <ul style="list-style-type: none">• Finalize Council Priorities• Discussion of Board of Ethics Written Findings and Conclusions Re: CO 25-270• City Solicitor Update• LD 435: An Act to Improve the Historic Property Rehabilitation Tax Credit
		7:00 P.M.	City Council
Jan. 13	(Tues)	8:15 A.M.	School Committee Workshop
		5:15 P.M.	Special City Council Workshop
Jan. 14	(Wed)	12:00 P.M.	Council Tour of The Well Warming Center <i>146 B Center St.</i> <i>By invitation only</i>
		6:00 P.M.	Opioid Settlement Funds Advisory Committee <i>Paul Bunyan Room</i>
		7:00 P.M.	School Committee
Jan. 16	(Fri)	11:00 A.M.	Council Tour of The Well Warming Center <i>146 B Center St.</i> <i>By invitation only</i>
		3:00 P.M.	Penjajawoc Marsh/Bangor Mall Management Commission <i>Paul Bunyan Room</i>

Unless otherwise noted, all meetings are held: City Council Chambers, Bangor City Hall, 73 Harlow St. After 4:30 P.M., members of the public are asked to use the side entrance of City Hall that faces the direction of Exchange and State streets. Find the calendar and Zoom link at www.bangormaine.gov/calendar and select the meeting you wish to attend. For guidelines on attending City of Bangor public meetings virtually or in-person, visit www.bangormaine.gov/video

**City Council Workshop
Monday, January 12
Council Chambers, City Hall, 73 Harlow St.
5:15 p.m.**

- 1. Finalize Council Priorities**
- 2. Discussion of Board of Ethics Written Findings and Conclusions Re: CO 25-270**
- 3. City Solicitor Update**
- 4. LD 435: An Act to Improve the Historic Property Rehabilitation Tax Credit**

To: City Council
From: Carollynn Lear, City Manager
Date: January 12, 2026
RE: City of Bangor Council 2026 Priorities

Bangor City Council met on December 10 to begin the process of establishing the Council's priorities for the upcoming year. After an initial brainstorming session and straw poll, Council identified the following top priorities.

A description of those top priorities is below along with a framework of draft strategies anticipated for implementation. We are seeking two things:

- (1) Confirmation that these priorities should be formally adopted via the attached Council Order; and
- (2) Input on the draft implementation strategies below.

Establish a Comprehensive Plan to Address Homelessness

The creation of a comprehensive strategy that leverages both outside regional and nationwide experts alongside local stakeholders to craft a comprehensive plan for how the City supports organizations addressing homelessness in the City and considers the effectiveness of past strategies and recommends new strategies to decrease the incidence and impact of homelessness in Bangor.

- *On January 6, 2026, the Council discussed a draft proposal for a short-term task force model and a permanent standing committee model and provided the City Manager input. Council opted for a permanent standing committee model and City staff are drafting the required ordinance.*
- *City staff are crafting a final draft ready for Council review at the January 19th BED Committee, which will lead to a final Council vote on February 9th.*
- *City staff will seek to have identified Committee members within a month of approval and have scheduled the first Committee meeting.*
- *Subsequent deliverables to Council will be dictated by the work of the Committee; however, City staff will support the Committee to act expeditiously.*

Continue to Address Housing Needs

Several housing projects are in various stages of completion around the City including the completed Theresa's Place project, and in progress projects such as Sunrise Senior Living, a recently approved tiny home project, and a supportive housing project led by BangorHousing. Council intends to continue to focus on housing by focusing on gaps and unmet needs. Ideas considered include a standing committee focused on housing and/or housing bonds.

- *On January 6, 2026, the Council coalesced around a permanent standing committee to address homelessness and housing.*
- *City staff are crafting a final draft ready for Council review at the January 19th BED Committee, which will lead to a final Council vote on February 9th.*
- *City staff will seek to have identified Committee members within a month of approval and have scheduled the first Committee meeting.*
- *Subsequent deliverables to Council will be largely dictated by the work of the Committee; however, City staff will support the Committee to act expeditiously.*
- *The timeline for the Committees work is expected to prioritize the creation of a strategic plan for the City's homelessness, which will be built upon by broadening the discussion to include housing availability and affordability.*

A Fairer Share of Regional Costs & Participation

As a service center, Bangor proudly hosts a number of businesses, non-profits, educational organizations, and medical service providers that are of broad regional importance. However, there are attendant costs associated with being a service center that are born by Bangor alone. At the same time, many of these institutions are exempt from property tax and Bangor shoulders a disproportionate impact from those property tax exemptions. City Council would like to explore creative and innovative ways to encourage broader regional participation and cost sharing.

- *Over the course of the last several months, the City Manager has participated in the Real Estate Property Tax Relief Task Force as the Governor's appointee representing larger cities and towns. Throughout these meetings, the City Manager has prioritized highlighting the disproportionate burdens borne by service center communities – which has led to an interim report with a finding acknowledging this disproportionate burden born by service center community taxpayers. The City Manager will continue this work when the Task Force reconvenes following the upcoming legislative session.*
- *The City Manager participates in the Maine Service Center Coalition, a group made up of Maine's service center cities and towns to advocate for their interests – during the upcoming legislative session, the City Manager will prioritize opportunities to leverage this group to influence legislative and spending decisions to reduce burdens on service center communities and their taxpayers.*
- *Council will explore the creation of a regional working group to address issues of mutual interest between Bangor and surrounding communities.*
- *Council will identify opportunities to advocate for a fairer distribution of state and federal funds to service center communities and Bangor specifically.*



CITY COUNCIL ACTION

01/26/2026

Council Meeting Date: 01/26/2026

Item No:

Responsible Dept: City Manager



Requested Action: Order

Map/Lot: N/A

Title, Order

Establishing the City Council's Priorities for 2026

Summary

During City Council's annual priority-setting session and subsequent workshop, City Council established the following 2026 priorities:

(1) Establish a comprehensive plan to address homelessness. Council will spearhead the creation of a comprehensive strategy that leverages both outside regional and nationwide experts alongside local stakeholders to craft a comprehensive plan for how the City supports organizations addressing homelessness in the City and considers the effectiveness of past strategies and recommends new strategies to decrease the incidence and impact of homelessness in Bangor.

(2) Continue to address housing needs. Several housing projects are in various stages of completion around the City including the completed Theresa’s Place project, and in progress projects such as Sunrise Senior Living, a recently approved tiny home project, and a supportive housing project led by BangorHousing. Council intends to continue to focus on housing gaps and unmet needs. Ideas considered include a standing committee focused on housing and/or housing bonds.

(3) Advocate for a fairer share of regional costs and regional participation in the resolution of regional challenges. As a service center, Bangor proudly hosts a number of businesses, non-profits, educational organizations, and medical service providers that are of broad regional importance. However, there are attendant costs associated with being a service center that are born by Bangor alone. At the same time, many of these institutions are exempt from property tax and Bangor shoulders a disproportionate impact from those property tax exemptions. City Council will explore creative and innovative ways to encourage broader regional participation and cost sharing.

City Council believes that prioritizing these three items in the following year is a strong investment in the continued vitality of the City of Bangor and the wellbeing of the City's residents.

Committee Action

Committee:

Meeting Date: 12/10/2025

Action: Recommend for passage

For:

Against:

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: New Business





CITY OF BANGOR ORDER

01/26/2026

Date: 01/26/2026

Item No:

Assigned to Councilor:

Establishing the City Council's Priorities for 2026

WHEREAS, the City Council met on December 10, 2025 to establish its priorities for the coming year; and

WHEREAS, after a robust brainstorming session, City Council coalesced around three top priorities; and

WHEREAS, City Council believes that prioritizing these three items in the following year is a strong investment in the continued vitality of the City of Bangor and the wellbeing of the City's residents;

Now, therefore, be it ordered by the City Council of the City of Bangor that, the City Council's 2026 priorities are (1) establishing a comprehensive plan to address homelessness; (2) continuing to address housing needs; and (3) advocating for a fairer share of regional costs and regional participation in the resolution of regional challenges.



CITY OF BANGOR

TO: City Council
FROM: David Szewczyk, City Solicitor
RE: Board of Ethics Advisory Opinion on CO 25-270
DATE: January 7, 2026

Council Order 25-270, passed by the Council on September 8th, referred to the Board of Ethics for an advisory opinion the issue of whether private communications among City Councilors following the May 7, 2025 City Council Budget Workshop constituted violation(s) of the City's Code of Ethics. A copy of CO 25-270 is attached.

The Board of Ethics held meetings, updated its procedural rules to follow, investigated, held a public hearing, deliberated and voted, and made written findings of facts and conclusions which the Board approved on December 17th. A copy of the Board's written Findings of Fact and Conclusions are attached.

The Board of Ethics found that it lacked jurisdiction to provide an advisory opinion regarding whether there was a violation of the open deliberations provisions of §9-22 of the City Code, as that section does not fall within the City's Code of Ethics.

The Board also found that the City Councilors did not violate §33-7 of the City's Code of Ethics regarding disclosure of confidential information.

Currently there are no written rules in place governing the procedure the Council should follow after the Board of Ethics issues its written findings and conclusions on a request for an advisory opinion made by the Council; staff is in the process of preparing a set of procedural rules for future use.

Staff recommends that the Council has at least three options at this point. First, the Council could accept the advisory opinion of the Ethics Board finding no violations and take no further action. Second, Council could direct staff to prepare proposed Council Orders for the Council to deliberate and vote on, that follow the conclusions reached by the Ethics Board in its written advisory opinion. Third, the Council could conduct further (or more accurately, its own) investigation into the facts involved in the matter before any proposed Council Orders are prepared for consideration.



CITY COUNCIL ACTION

09/08/2025 25-270

Council Meeting Date: 09/08/2025

Item No: 25-270

Responsible Dept: Choose



Requested Action: Order

Map/Lot: N/A

Title, Order

Referring the Issue of Private Communications Between City Councilors Following the City Council Budget Workshop of May 7 to the City's Board of Ethics for an Advisory Opinion

Summary

This order would refer to the City's Board of Ethics for an advisory opinion the issue of whether private communications between City Councilors following the City Council Budget Workshop of May 7, 2025 constituted one or more violations of the City's Code of Ethics.

The City's Code of Ethics allows for the City Council to request an advisory opinion from the Board of Ethics as to whether a particular situation constitutes a violation(s) of the Code of Ethics. Upon referral of a question(s), the Board of Ethics may conduct fact-finding, deliberate, and issue findings and an advisory opinion with respect to the question(s) referred.

Committee Action

Committee:

Meeting Date:

Action:

For:

Against:

Staff Comments & Approvals

Cyml

City Manager

Grave

City Solicitor

SKimball

Finance Director

Introduced for: New Business





CITY OF BANGOR ORDER

09/03/2025 25-270

Date: 09/08/2025

Item No: 25-270

Assigned to Councilor: Leonard

Referring the Issue of Private Communications Between City Councilors Following the City Council Budget Workshop of May 7 to the City's Board of Ethics for an Advisory Opinion

WHEREAS, the Bangor Code of Ordinances, Chapter 33, § 33-21, provides that a City Councilor may submit a written statement in the form of a Council order to the City Council describing the nature of a matter to seek advice on whether a situation constitutes a violation of the Code of Ethics; and

WHEREAS, following the City Council budget workshop of May 7, a series of private communications occurred among City Councilors regarding potential disciplinary action against Councilor Joseph Leonard, whose comments prompted the resignation of the City's Finance Director; and

WHEREAS, these private communications included, but were not limited to:

A May 8 text message exchange wherein Councilor Dan Tremble asked Council Chair Cara Pelletier whether the Council could strip Councilor Leonard of his speaking, voting, and committee privileges, to which Council Chair Pelletier confirmed the Council had the power, and Councilor Tremble indicated his agreement to proceed.

Text messages from Councilor Carolyn Fish to Councilors Susan Deane and Susan Hawes immediately following the May 7 meeting to deliberate on the nature of Councilor Leonard's conduct.

A subsequent "flurry" of text messages and requests for phone calls among councilors to arrange a private meeting to discuss the matter further.

WHEREAS, this pattern of serial communication and private deliberation to build consensus on official Council business appears to be a direct contradiction of Chapter 9, § 9-22 of the Bangor Code of Ordinances, which states the Council's intent that its "deliberations be conducted openly" and that "clandestine meetings" shall not be used to defeat this purpose; and

WHEREAS, the discussion of a sensitive personnel matter with potential legal ramifications for the City via non-secure, private communications may be in conflict with the principles of Chapter 33, § 33-7, concerning the handling of confidential City affairs;

NOW, THEREFORE, BE IT ORDERED BY THE CITY COUNCIL OF THE CITY OF BANGOR THAT,

The City Council hereby refers this matter to the Bangor Board of Ethics. The Board is directed to:
Make findings of fact regarding the private communications between City Councilors from May 7 onward concerning the actions of Councilor Leonard and the resignation of the Finance Director.
Render an advisory opinion to the City Council as to whether this series of actions constitutes a violation of the Bangor Code of Ordinances, specifically the provisions for open deliberations and the handling of confidential information as cited herein.

**CITY OF BANGOR BOARD OF ETHICS,
FINDINGS OF FACT AND CONCLUSIONS OF LAW
COUNCIL ORDER 25-270**

**Referring the Issue of Private Communications Between City Councilors Following the
City Council Budget Workshop of May 7 to the City's Board of Ethics for an Advisory
Opinion**

I. Background and Procedural Matters

On September 3, 2025, the Bangor City Council requested an advisory opinion from the City of Bangor Board of Ethics regarding various text message communications by and between Councilors Dan Tremble, Cara Pelletier, Carolyn Fish, Susan Deane and Susan Hawes following the Council's May 7, 2025 City Council Budget Workshop. The subject matter of the text messages related to possible sanctions which could be imposed upon Councilor Joseph Leonard. The Council directed the Board to make findings of fact regarding the above-referenced text message exchanges and render advisory opinions on two issues: 1.) Whether the actions referenced above violated City of Bangor Ordinances regarding open deliberations; and 2.) Whether the actions referenced above violated Ordinances regarding the handling of confidential information.

The Board of Ethics met on two occasions to consider the Council referral. On November 19, 2025, the Board (Members Shane Leonard (Chair), Michael Mayberry, Stephen Brough and John King (remotely) present) met and determined the following:

1. The Board requested a voluntary statement from Councilor Leonard;
2. The Board determined it did not need to review additional records from the City or any other public agency;
3. The Board noted no other pre-hearing issues or concerns; and
4. The Board set the public hearing on the matter for December 5, 2025 at 5:30 p.m.

The Board met again on December 5, 2025 to consider the record before them (Members Shane Leonard (Chair), Stephen Brough and John King (remotely) present) and make findings of fact and conclusions of law. Councilor Leonard did not submit a voluntary statement and no members of the public spoke during the public hearing. Edward W. Gould, Esq. was present at both meetings to advise the Board.

II. Record

The following materials constitute the record:

1. Council Order 25-270;
2. City of Bangor Code of Ordinances § 9-22, Chapter 33, including, but not limited to §§ 33-21 and 33-7 and the Board of Ethics Procedural Rules;

3. A texted screenshot from Councilor Beck to Councilor Leonard from the Bangor Daily News titled “Bangor City Council Chair Cara Pelletier worries that Councilor Joe Leonard’s comments may have violated state law;
4. Thirteen pages of text messages by and between Councilors Dan Tremble, Cara Pelletier, Carolyn Fish, Susan Deane and Susan Hawes;

III. Findings of Fact and Conclusions of Law

1. The jurisdiction of the Board of Ethics to provide advisory opinions is limited to the matters set forth in its authorizing ordinance, Chapter 33;
2. Chapter 33 contains no provision regarding ethical considerations applicable to open deliberations by City Council members;
3. Due to the lack of any provision in Chapter 33 relating to open deliberations, the Board declined to issue any conclusions of law regarding violation of any open deliberation provisions of local, state or federal law;
4. The Board did find that all of the text messages in the record between any of the Councilors were between only two City Councilors and no text message in the record contained any more than two participants;
5. Section 33-7 prohibits disclosure of confidential information concerning the property, government or affairs of the City, and further prohibits use of such information to advance the financial, special or personal interest of a City Councilor or others;
6. Section 33-7 defines confidential information as any information, oral or written, which comes to the attention of, or is available to, a City Councilor only because of their position with the City and is not a matter of public record;
7. All of the information referenced in the text messages in the record were matters of public record and not obtained by any Councilor by virtue of their position with the City.

IV. Conclusions and Decisions

1. Chair Leonard moved (Member King seconded) that the Board find it lacked jurisdiction to provide an advisory opinion regarding any violation of any open deliberation provision of local, state or federal law. Approved 3-0.
2. Chair Leonard moved (Member King seconded) that the Board find that Councilor

Tremble did not violate the confidential information provisions of the Code of Ethics. Approved 3-0.

3. Chair Leonard moved (Member King seconded) that the Board find that Councilor Pelletier did not violate the confidential information provisions of the Code of Ethics. Approved 3-0.
4. Chair Leonard moved (Member King seconded) that the Board find that Councilor Fish did not violate the confidential information provisions of the Code of Ethics. Approved 3-0.
5. Chair Leonard moved (Member King seconded) that the Board find that Councilor Deane did not violate the confidential information provisions of the Code of Ethics. Approved 3-0.
6. Chair Leonard moved (Member King seconded) that the Board find that Councilor Hawes did not violate the confidential information provisions of the Code of Ethics. Approved 3-0.



CITY OF BANGOR

TO: City Council
FROM: David Szewczyk
RE: Solicitor's Update
DATE: January 8, 2026

The City Solicitor will be providing some highlights to the Council at Workshop of some of the matters that have required a good deal of the Legal Department's time and energy lately:

- Vacant Building Registration Ordinance Enforcement Update (spreadsheet attached)
- Property Maintenance/Illegal Junkyard Enforcement
- Contracts for the Development of Affordable Housing
- Board of Ethics Procedural Rules
- Freedom of Access Act Efficiency
- Annual Legal Training for Boards, Commissions, Committees

Vacant Property Activity Report

Report Date	Properties No Longer Vacant	Properties Newly Identified by Code Dept.	Properties on Vacant Property List	Properties Registered and Current	Properties Not Registered		
12/31/23			58	14	44		
04/28/24		-5	53	17	36		Resolved by Default Judgment (not yet registered) 1
05/09/24	-13	49	89	14	75		Resolved by Consent Judgment (registered) 1
06/02/24		1	90	22	68		Resolved by ACA (registered) 3
06/30/24	-6	-6	78	29	49		Processed ACA (to be executed shortly) 1
07/16/24		1	79	30	49		Drafted Complaint (not yet registered) 1
07/30/24	-1		78	33	45		Communicating with Owner (not yet registered) 3
09/01/24	-1		77	40	37		
09/06/24	-1		76	41	35		
09/10/24			76	42	34		
09/19/24			76	44	32		
09/26/24	-1	1	76	48	28		
10/02/24			76	48	28		
10/07/24			76	49	27		
10/16/24	-2	1	75	50	25		
10/17/24			75	47	28		
10/21/24		1	76	49	27		
11/04/24		1	77	50	27		
11/12/24		1	78	46	32		
11/17/24		1	79	47	32		
11/24/24	-1	-2	76	49	27		
01/06/25	-1	4	78	43	35		
01/30/25			78	49	29		
02/20/25	-4	-3	75	47	28		
Sub-total	-31	45	75	47	28		
03/05/25	-6	2	72	43	30		
03/18/25	-2		70	38	33		
04/02/25		1	71	37	35		
04/04/25			71	46	26		
04/15/25	-1	3	73	46	28		
04/23/25	-1	1	72	45	29		
06/01/25	-3	1	70	50	22		
06/17/25			70	52	20		
07/07/25	-1		69	53	16		
07/10/25	-1		68	53	15		
Sub-total	-15	8	68	53	15		
08/25/25	-4	2	66	30	34		
09/16/25	-1		65	30	35		
Sub-total	-5	2	65	30	35		
11/09/25	-2	1	64	24	41		
11/18/25	-2	1	63	25	40		
12/10/25	-3	1	61	31	30		
Sub-total	-7	3	61	31	30		
01/08/26			61	33	28		
Sub-total	0	0	61	33	28		
Total	-58	58	61	33	28		



CITY COUNCIL AGENDA



BOOKMARK ASSISTANCE

The Agenda contains bookmarks that help you navigate through the document.

On the left hand side is a panel of icons. One shows thumbnails of the pages, and the second is bookmarks.

If you click on the bookmarks icon you can maneuver through the document the same as you have always been able to before.

If you have any questions or concerns, please don't hesitate to contact me.

lisa.goodwin@bangormaine.gov

PLEDGE OF ALLEGIANCE

This is the portion of the meeting set aside for general public comment directly related to City business, for matters that do not appear on this evening’s agenda. Public comment requires a person to state your name and whether you are a resident of Bangor. The City Council has adopted a Public Comment Policy that we will adhere to. Statements during public comment should respect the dignity and seriousness of the proceeding, and individuals will be restricted to speaking once. Obscene, truly threatening, or overly repetitive comments will be deemed out of order and will be interrupted and removed. Topics that are considered out of order also include matters that are in litigation, individual employees or employee groups discussing matters for which complaint or grievance procedures are in place, personal disputes between the speaker and another resident not germane to City business, support for or opposition to any candidate for political office, and personnel complaints pertaining to individual City employees. There is a time limit of three minutes per speaker, and the total time allowed for general public comment regarding City business will be limited to no more than one hour. The public comment period is for City Council members to listen and not to respond or debate with persons. If you do not live in Bangor or own property in Bangor, please allow those who do to have the opportunity to speak first. If you’d like to offer comment on any item directly related to City business not appearing on the regular agenda, you may approach the podium. Individuals who have appropriately pre-registered to give public comment via remote means will be given the opportunity to participate remotely. Alternatively, Councilors may be reached via email at councilors@bangormaine.gov. (A link to the adopted public comment policy can be found on the City’s website - [Public Comment Policy](#).)

PUBLIC COMMENT

**CONSENT AGENDA
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

*Explanatory Note: All items listed in the Consent Agenda are considered routine and are proposed for adoption by the City Council by one motion without discussion or deliberation. Any member of the public may request that the Council remove an item from the Consent Agenda for discussion. An item will only be removed if a City Councilor requests its removal to New Business.

MINUTES OF: Bangor City Council Regular Meeting of December 22, 2025

**26-061 ORDER Authorizing the Execution of a Municipal Quitclaim MALLAR
Deed for Real Estate Located at 541 Kenduskeag
Avenue**

Executive Summary: This Order will authorize the execution of a municipal quitclaim deed for real estate located at 541 Kenduskeag Avenue. Sewer liens have matured on the property owned by Fieldstone Realty LLC, at 541 Kenduskeag Avenue. The outstanding charges due the City have been paid. Because the liens matured, a municipal quitclaim deed is required to release the City's interest in the property.

26-062 ORDER Appointing Constables for the Year 2026 FISH

Executive Summary: This Order will appoint Nanci Hamlin and Wendy Martin as constables at the Airport for the year 2026. This action is in accordance with state law to enforce City ordinances and City Constables shall not be allowed to carry a weapon, concealed or unconcealed, in the performance of their duties.

REGULAR MEETING BANGOR CITY COUNCIL – JANUARY 12, 2026 at 7:00 PM

**CONSENT AGENDA
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

**26-063 ORDER **Accepting the 2025 Annual Report from Historic
Preservation Commission** **LEONARD****

Executive Summary: This Order authorizes the acceptance of the 2025 annual report from the Historic Preservation Commission. The City of Bangor's Historic Preservation Commission is required to submit an annual report of its historic preservation efforts and activities to the Maine Historic Preservation Commission (MHPC). The report contains the information required by the MHPC.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**26-064 ORDER **Accepting the 2025 Annual Report from the
Planning Board** **FALOON****

Executive Summary: This Order will authorize the acceptance of the annual report of the Planning Board for 2025. The City of Bangor's Planning Board is required to submit an annual report of its work to the City Council. The report contains information on the types of permits issued, the amount of agenda time dedicated to different permits, statistics, and general highlights.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**26-065 ORDER **Accepting the 2025 Annual Report from the
Penjajawoc Marsh/Bangor Mall Management
Commission** **LEONARD****

Executive Summary: This Order authorizes the acceptance of the annual report of the Penjajawoc Marsh/Bangor Mall Management Commission for 2025. The City of Bangor's Penjajawoc Marsh/Bangor Mall Management Commission is required to submit an annual report of its work to the City Council. The report contains information on development projects reviewed and other projects discussed by the Commission.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

**REFERRALS TO COMMITTEE AND FIRST READING
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

None.

**UNFINISHED BUSINESS
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

26-050 ORDER

Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street

FALOON

Executive Summary: This Order will authorize the City Manager, and/or her designee, to negotiate a contract for Construction Manager Services for the Bangor Central Kitchen project with Sheridan Construction to oversee the full execution of the project, including demolition, site work, and new building construction, in accordance with the approved design and all federal and local requirements.

This project will involve the demolition of the existing 18,167-square-foot structure at 50 Cleveland Street, formerly the Officer's Club on the former Dow Air Force Base and the construction of a new prefabricated metal building of approximately 18,000 square feet, designed to house a commercial kitchen incubator serving the Greater Bangor region.

The Central Kitchen will support shared-use food production space, entrepreneurship, education, and community events. It represents a key public investment in local food infrastructure and small business development.

The City received seven (7) proposals to the RFP and after careful review of experience, capacity, and overall fit, staff's recommendation is to enter into negotiations with Sheridan Construction. Sheridan Construction has an outstanding reputation and proven track record and specialists of pre-fabricated metal buildings.

This item was reviewed and recommended for approval at the Business and Economic Development Committee meeting on December 15, 2025.

NOTE: It is expected that this item will be postponed to a date certain.

26-058 ORDINANCE

Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition

CARSON

Executive Summary: This Ordinance will amend the Land Development Code, Section 165-13 Definitions to remove Ohio Street from the Minor Arterial Street definition and add Ohio Street to the Major Arterial definition. The Land Development Code currently defines certain streets as either major or minor arterial streets. The criteria for major arterials are that they are “highways of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections”. Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.

**UNFINISHED BUSINESS
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

Not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials. These land uses typically make sense on Ohio, but are currently prohibited from being there. These discrepancies present a barrier for future development and don't align with the City's Comprehensive Plan.

This amendment would remove Ohio Street and State Street from the minor arterial category and add Ohio Street to the major arterial category. Planning Board Meeting on January 6, 2026)

This item was reviewed and recommended ought not to pass by a vote of four in favor and three against at the Planning Board meeting on January 6, 2026.

26-059 RESOLVE **Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility **LEONARD****

Executive Summary: This Resolve will appropriate up to \$900,000 from the Airport Unappropriated Fund Balance account to fund the Phase I Design of the Fuel Farm facility.

The current fuel farm is the original 1968 surplus military transfer and consists of 3 storage tanks, connected by a pipeline, with a storage capacity of 3 million gallons. The facility's age, remote configuration, and the pipeline which crosses Maine Avenue at three separate locations create growing operational, regulatory, and liability challenges.

The FAA-approved Airport Master Plan calls for the relocation and construction of a new fueling facility that meets current industry standards. Preliminary proposals placed Phase 1 (of a two-phase design and engineering process) at approximately \$900,000.

This item was reviewed and recommended for passage by the Business & Economic Development Committee at the December 15, 2025 meeting.

**NEW BUSINESS
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

PUBLIC HEARING: **Application for Special Amusement License of 471 Stillwater LLC d/b/a Smoke & Steel, 471 Stillwater Avenue **BECK****

26-066 ORDER **Authorizing an Update to the Community Connector Fare Structure **BECK****

Executive Summary: This Order will authorize an update to the existing fare structure for the Community Connector to include an increase per ride of 50 cents from \$1.50 to \$2.00, replace traditional monthly passes with fare capping, eliminate the need for paper transfer tickets, and create mobile fare options.

REGULAR MEETING BANGOR CITY COUNCIL – JANUARY 12, 2026 at 7:00 PM

**NEW BUSINESS
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

The Community Connector, in conjunction with the Bangor Area Comprehensive Transportation System (BACTS), recently completed a fare study that included public outreach. The Community Connector has not increased fare in over a decade despite increasing costs and value added via new vehicles, brand new Transit Center, and technology improvements.

The recommended fare structure and payment modernization strategy will improve equity, operational efficiency, and financial sustainability while aligning Community Connector’s fare policy with current service investments and rider expectations. It is anticipated that the update to the fare structure will take approximately a year to implement.

This item was reviewed and recommended for approval at the Government Operations Committee meeting on January 5, 2026.



CONSENT AGENDA

*Meeting called to order at 7:00 PM
Chaired by Council Chair Hawes
Councilors Absent: None
Meeting adjourned at 8:04 PM*

PUBLIC COMMENT

Sonia Mallar asked the Council to think of the seniors before giving money to support the unhoused who do not pay taxes and to look to surrounding towns for assistance with the unhoused.

Scott Pardy spoke in favor of a dedicated center for the unhoused.

Katie Brydon was concerned with the railroads closure of the encampment and felt the City Manager should be authorized to act on a temporary, sanctioned stabilization site.

Brett Johnson congratulated the Council on the work it has taken with the homeless crisis and felt the City should not rely on a patchwork of services to solve the problem.

Andrew Laverdiere presented a resolution for the Council to consider supporting re-chartering the Federal Reserve as a bank for infrastructure and manufacturers and support the re-enactment of a Glass-Steagall bank separation act.

Shane Boyce was frustrated with the speed at which the Council was moving regarding homelessness.

Jamie Beck felt the City needed a timeline regarding a homelessness solution that has a milestone achievement and a real plan on what is going to be done.

Adam Baker stated he recently volunteered at the Together Place which was an eye-opener for him. He encouraged the Council to act.

Tim Bush, a business owner at Penobscot Plaza, had a differing view on the encampment stating that it was not a new issue but the acts of terrorizing such as breaking into business and leaving needles on the front steps were new. He was concerned for the safety of the employees.

**CONSENT AGENDA
ITEM NO.**

**ASSIGNED TO
COUNCILOR**

**Explanatory Note: All items listed in the Consent Agenda are considered routine and are proposed for adoption by the City Council by one motion without discussion or deliberation. Any member of the public may request that the Council remove an item from the Consent Agenda for discussion. An item will only be removed if a City Councilor requests its removal to New Business.*

*Motion was made and seconded to move Council Order 26-049 to New Business
Passed*

*Motion made and seconded to move Council Order 26-050 to New Business
Passed*

MINUTES OF:

Bangor City Council Regular Meeting of December 8, 2025

Action: Approved

CONSENT AGENDA ITEM NO.		ASSIGNED TO COUNCILOR
<u>26-046</u>	<u>ORDER</u> <i>Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 123 Husson Avenue</i>	MALLAR
	<i>Action: Passed</i>	
<u>26-047</u>	<u>ORDER</u> <i>Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 256 Grove Street</i>	WALKER
	<i>Action: Passed</i>	
<u>26-048</u>	<u>ORDER</u> <i>Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 412 Essex Street</i>	LEONARD
	<i>Action: Passed</i>	
<u>26-051</u>	<u>ORDER</u> <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with Enterprise Rent-A-Car Company of Boston, LLC, d/b/a Enterprise Rent-A-Car</i>	FALOON
	<i>Action: Passed</i>	
<u>26-052</u>	<u>ORDER</u> <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with the HERTZ Corporation, d/b/a Hertz and Dollar Rent A Car</i>	MALLAR
	<i>Action: Passed</i>	
<u>26-053</u>	<u>ORDER</u> <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with Enterprise Rent-A-Car Company of Boston, LLC, d/b/a Alamo Rent A Car and National Car Rental</i>	LEONARD
	<i>Action: Passed</i>	
<u>26-054</u>	<u>ORDER</u> <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with AVIS BUDGET Car Rental LLC., d/b/a Avis</i>	FISH
	<i>Action: Passed</i>	
<u>26-055</u>	<u>ORDER</u> <i>Authorizing the City Manager to Execute an Amendment to the Airport Concession Agreement with AVIS BUDGET Car Rental LLC., d/b/a Budget/Payless</i>	CARSON
	<i>Action: Passed</i>	

CONSENT AGENDA ITEM NO.	ASSIGNED TO COUNCILOR
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<u>26-056</u>	<u>ORDER</u>	<i>Authorizing the City Manager to Apply for \$7 Million In Grant Funding from the Military Airport Program For the Rehabilitation and Relocation of the Airport Fuel Farm</i>	FISH
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Action: Passed

<u>26-057</u>	<u>RESOLVE</u>	<i>Ratifying the City Manager's Execution of an Easement to Versant Power at City-Owned Lot Located at 289 Main Street</i>	FISH
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Action: Passed

REFERRALS TO COMMITTEE AND FIRST READING ITEM NO.	ASSIGNED TO COUNCILOR
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<u>26-058</u>	<u>ORDINANCE</u>	<i>Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition</i>	CARSON
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Action: First Reding and Referral to Planning Board Meeting on January 6, 2026

<u>26-059</u>	<u>RESOLVE</u>	<i>Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility</i>	LEONARD
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Action: First Reading

UNFINISHED BUSINESS ITEM NO.	ASSIGNED TO COUNCILOR
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<u>25-296</u>	<u>ORDINANCE</u>	<i>Authorizing modifications to City Code of Ordinance Chapter 165 to Allow City Departments to Review Projects Requiring Stormwater Law Permits</i>	MALLAR
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*Action: Motion made and seconded for Passage
Vote: 9 – 0
Councilors Voting Yes: Beck, Carson, Deane, Faloon, Fish, Leonard, Mallar, Walker, Hawes
Councilors Voting No: None
Passed*

<u>26-023</u>	<u>ORDINANCE</u>	<i>Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at 38 Blue Hill East from Urban Service District to High Density Residential</i>	DEANE
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UNFINISHED BUSINESS
ITEM NO.

ASSIGNED TO
COUNCILOR

*Action: Motion made and seconded for Passage
Vote: 9 – 0
Councilors Voting Yes: Beck, Carson, Deane, Faloon,
Fish, Leonard, Mallar, Walker, Hawes
Councilors Voting No: None
Passed*

26-024 ORDINANCE *Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at 195 Thatcher Street from Industry and Service District to Urban Industry District* **FALOON**

*Action: Motion made and seconded for Passage
Vote: 9 – 0
Councilors Voting Yes: Beck, Carson, Deane, Faloon,
Fish, Leonard, Mallar, Walker, Hawes
Councilors Voting No: None
Passed*

26-025 ORDINANCE *Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at 557 Hammond Street from Contract Urban Service District to Urban Service District without Contract Conditions* **WALKER**

*Action: Motion made and seconded for Passage
Vote: 9 – 0
Councilors Voting Yes: Beck, Carson, Deane, Faloon,
Fish, Leonard, Mallar, Walker, Hawes
Councilors Voting No: None
Passed*

26-041 RESOLVE *Authorizing the City Manager to Accept and Appropriate \$243,225 in Grant Funding from the Cole Foundation to Support a Community Paramedicine Program* **MALLAR**

*Action: Motion made and seconded for Passage
Passed*

26-042 RESOLVE *Authorizing the City Manager to Accept and Appropriate \$625 from Maine Health Access Foundation for Bangor Public Health and Community Services' Time and Effort to Provide Technical Assistance* **DEANE**

*Action: Motion made and seconded for Passage
Passed*

UNFINISHED BUSINESS ITEM NO.		ASSIGNED TO COUNCILOR
<u>26-043</u>	<u>RESOLVE</u> <i>Authorizing the City Manager to Accept and Appropriate \$150,000 in Grant Funds from Maine Department of Health and Human Services for an Overdose Response Program</i> <i>It was previously determined that Councilor Beck has a conflict of interest. Councilor Beck left the room.</i> <i>Action: Motion made and seconded for Passage Passed</i> <i>Councilor Beck returned to the meeting.</i>	CARSON
NEW BUSINESS ITEM NO.		ASSIGNED TO COUNCILOR
<u>PUBLIC HEARING:</u>	<i>Application for Special Amusement License of Bangor Motor Inn Corp. d/b/a Bangor Inn and Suites and Conference Center, 701 Hogan Road</i> <i>Action: Motion made and seconded to Open the Public Hearing Public Hearing Opened Motion made and seconded to Close the Public Hearing Public Hearing Closed Motion made and seconded for Approval Approved</i>	BECK
<u>26-049</u>	<u>ORDER</u> <i>Appointing Constables for the Year 2026</i> <i>Action: Motion made and seconded for Passage Motion made and seconded to Amend by Substitution Passed Motion made and seconded for Passage as Amended Passed as Amended</i>	DEANE
<u>26-050</u>	<u>ORDER</u> <i>Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street</i> <i>Action: Motion made and seconded for Passage Motion made and seconded to Postpone to the regular City Council meeting on January 12, 2026, at 7:00 PM Passed to Postpone</i>	FALOON

***NEW BUSINESS
ITEM NO.***

***ASSIGNED TO
COUNCILOR***

26-060 ORDER Amending the City of Bangor's Remote Participation Policy BECK

*Action: Motion made and seconded for Passage
 Passed*

*ATTEST: 
 Lisa J. Goodwin, MMC, City Clerk*

Resolution

For Glass-Steagall and a National Bank

Whereas, the public credit system designed and carried out by Treasury Secretary Alexander Hamilton laid the basis for America's once-unparalleled industrial power;

Whereas, the founding policy of this nation was one of non-interference, and cooperation in progress with all sovereign republics, as stated most forcefully by President Monroe's Secretary of State and successor in the White House, John Quincy Adams;

Whereas, the combination of commercial (deposit and lending) banks, with a national bank or national banking system, once effectively created a *credit system* to suppress the dangerous powers of financial speculation, as most recently by President Franklin Roosevelt's Glass-Steagall banking separation act and his use of the Reconstruction Finance Corporation;

Whereas, the end of Glass-Steagall in the 1990s allowed an explosion of speculation in financial derivatives contracts and led to the global financial crisis of 2007-08;

Whereas, after that global financial crisis, speculation ruled the banking system, with the ratio of loans to deposits in the U.S. banking system falling from its long-term level of approximately 100% down to 60% by 2022, and in the biggest Wall Street banks from 85% down to approximately 40%;

Whereas, under Glass-Steagall bank separation, commercial banks are essentially limited to the business of depositary services and lending, and prohibited both from owning, and from lending to funds for the purpose of securities broker-dealing, or dealing in markets for financial derivatives contracts;

Whereas, the Federal Reserve feeds speculation rather than lending by commercial bank holding companies, in that it purchases megabanks' securities in exchange for electronic reserves, facilitating further securities dealing by those banks;

Whereas, the Federal Reserve itself, with unlimited liquidity, does no lending at all except to these megabanks;

Whereas, the economy, in order to recover its powers of industrialization and technological advance, lacks and needs *credit* for infrastructure projects, reindustrialization, and participation in economic development projects abroad;

Whereas, a national bank can accomplish this by credit issued through a *capital budget*, enabling far more funding than can be accomplished by Federal spending;

Therefore:

We, _____,

support the rechartering of the Federal Reserve as a Bank of the United States for Infrastructure and Manufactures; and support the re-enactment of a Glass-Steagall bank separation act to dry out massive debt speculations by banks and "private credit," and prepare the way for the return to a Hamiltonian credit system.



CITY COUNCIL ACTION

01/12/2026 26-061

Council Meeting Date: 01/12/2026

Item No: 26-061

Responsible Dept: Legal

Requested Action: Order

Map/Lot: R34-030-B

Title, Order

Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 541 Kenduskeag Avenue

Summary

This Order will authorize the execution of a municipal quitclaim deed for real estate located at 541 Kenduskeag Avenue. Sewer liens have matured on the property owned by Fieldstone Realty LLC, at 541 Kenduskeag Avenue. The outstanding charges due the City have been paid. Because the liens matured, a municipal quitclaim deed is required to release the City's interest in the property.

Committee Action

Committee:

Action: Recommend for passage

Meeting Date: 01/12/2026

For:

Against:

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR ORDER

01/12/2026 26-061

Date: 01/12/2026

Item No: 26-061

Assigned to Councilor: Mallar

Authorizing the Execution of a Municipal Quitclaim Deed for Real Estate Located at 541 Kenduskeag Avenue

Be it Ordered by the City Council of the City of Bangor that, Stephanie Kimball, Finance Director, is hereby authorized, on behalf of the City of Bangor, to execute a Municipal Quitclaim Deed releasing any interest the City may have by virtue of sewer liens recorded in the Penobscot County Registry of Deeds in Book 15358, Page 13. Said deed shall be directed to Fieldstone Realty, LLC and shall be in final form approved by the City Solicitor or the Assistant City Solicitor.



CITY COUNCIL ACTION

01/12/2026 26-062

Council Meeting Date: 01/12/2026

Item No: 26-062

Responsible Dept: City Clerk

Requested Action: Order

Map/Lot: N/A

Title, Order

Appointing Constables for the Year 2026

Summary

This Order will appoint Nanci Hamlin and Wendy Martin as constables at the Airport for the year 2026. This action is in accordance with state law to enforce City ordinances and City Constables shall not be allowed to carry a weapon, concealed or unconcealed, in the performance of their duties.

Committee Action

Committee:

Action: Recommend for passage

Meeting Date:

For:

Against:

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR ORDER

01/12/2026 26-062

Date: 01/12/2026

Item No: 26-062

Assigned to Councilor: Fish

Appointing Constables for the Year 2026

Be it Ordered by the City Council of the City of Bangor that, Nanci Hamlin and Wendy Martin are hereby appointed as Constables for the Airport for the Year 2026.



CITY COUNCIL ACTION

01/12/2026 26-063

Council Meeting Date: 01/12/2026

Item No: 26-063

Responsible Dept: Planning

Requested Action: Order

Map/Lot: N/A

Title, Order

Accepting the 2025 Annual Report from Historic Preservation Commission

Summary

This Order authorizes the acceptance of the 2025 annual report from the Historic Preservation Commission. The City of Bangor's Historic Preservation Commission is required to submit an annual report of its historic preservation efforts and activities to the Maine Historic Preservation Commission (MHPC). The report contains the information required by the MHPC.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

Committee Action

Committee: Business & Economic Development Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR ORDER

01/12/2026 26-063

Date: 01/12/2026

Item No: 26-063

Assigned to Councilor: Leonard

Accepting the 2025 Annual Report from Historic Preservation Commission

WHEREAS, the Historic Preservation Commission is charged by the City Council with preparing and submitting an annual report to the City Council outlining its activities; and

WHEREAS, the City of Bangor is a Certified Local Government at the Maine Historic Preservation Commission; and

WHEREAS, the Maine Historic Preservation Commission also requires an annual report of the Commission activities.

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Historic Preservation Commission is hereby accepted.



CITY OF BANGOR

PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

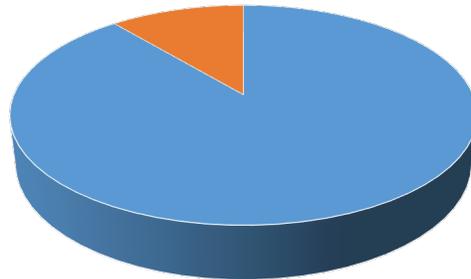
26-063
JANUARY 12, 2026

HISTORIC PRESERVATION COMMISSION 2025 Accomplishments: January 1, 2025 – December 31, 2025

Highlights:

- ❑ The Commission issued a total of 9 actions in the form of decisions and recommendations.
- ❑ West Broadway had the most actions with 2 applications considered.
- ❑ The majority of the Commission's agenda time was dedicated to Certificates of Appropriateness.
- ❑ The Commission met for a cumulative 19 hours and 48 minutes.
- ❑ Began collaboration with staff and members of the public to propose amendments to the Historic Preservation Code.
- ❑ Completed Phase IV of historic architectural survey – surveyed additional areas outside historic districts (State Street, Tree streets, Bangor grange, parks)

Historic Preservation Commissions Actions January 2025 - December 2025



■ Certificates of Appropriateness ■ Design Reviews

Commission Members:

Edmund Chernesky, Chair
Liam Riordan, Vice Chair
Nathaniel King
Rebecca Krupke

Anne Marie Quin
Peter Keebler, Alternate
Matthew Weitkamp, Alternate

Mike Pullen, Consultant



CITY COUNCIL ACTION

01/12/2026 26-064

Council Meeting Date: 01/12/2026

Item No: 26-064

Responsible Dept: Planning

Requested Action: Order

Map/Lot: N/A

Title, Order

Accepting the 2025 Annual Report from the Planning Board

Summary

This Order will authorize the acceptance of the annual report of the Planning Board for 2025. The City of Bangor's Planning Board is required to submit an annual report of its work to the City Council. The report contains information on the types of permits issued, the amount of agenda time dedicated to different permits, statistics, and general highlights.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

Committee Action

Committee: Business & Economic Development Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR ORDER

01/12/2026 26-064

Date: 01/12/2026

Item No: 26-064

Assigned to Councilor: Faloon

Accepting the 2025 Annual Report from the Planning Board

WHEREAS, the Planning Board is charged by the City Council with preparing and submitting an annual report to the City Council outlining its activities; and

WHEREAS, the City of Bangor Planning Board is entrusted under the state statute to review certain permits, zoning, and the Comprehensive Plan.

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Planning Board is hereby accepted.



CITY OF BANGOR

PLANNING DIVISION

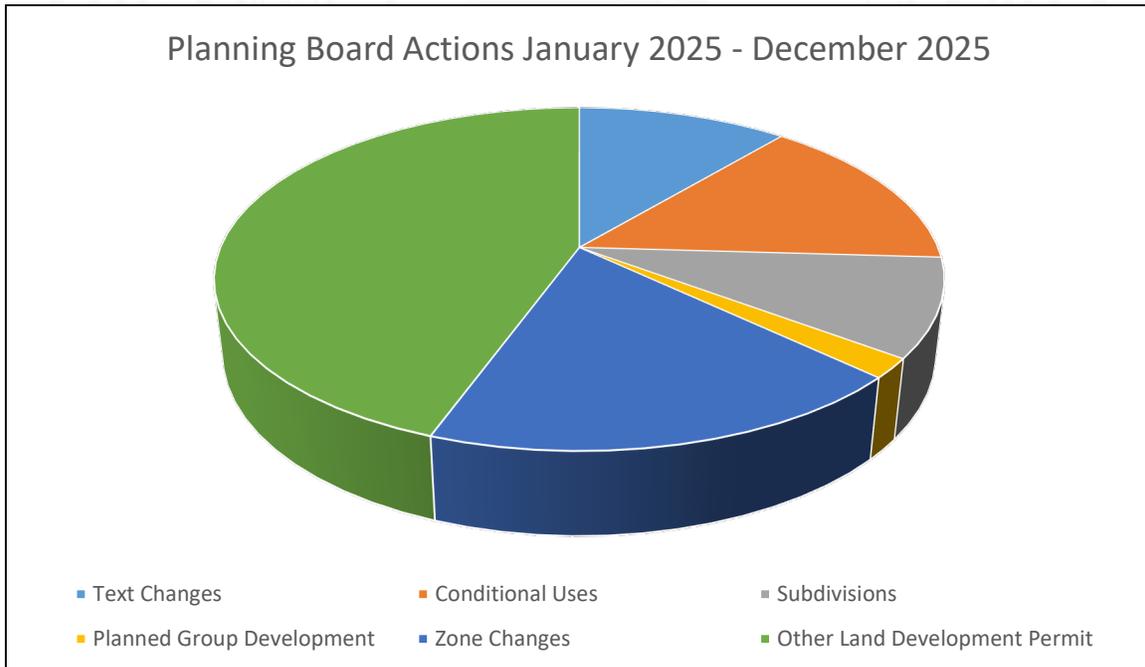
COMMUNITY & ECONOMIC DEVELOPMENT

PLANNING BOARD

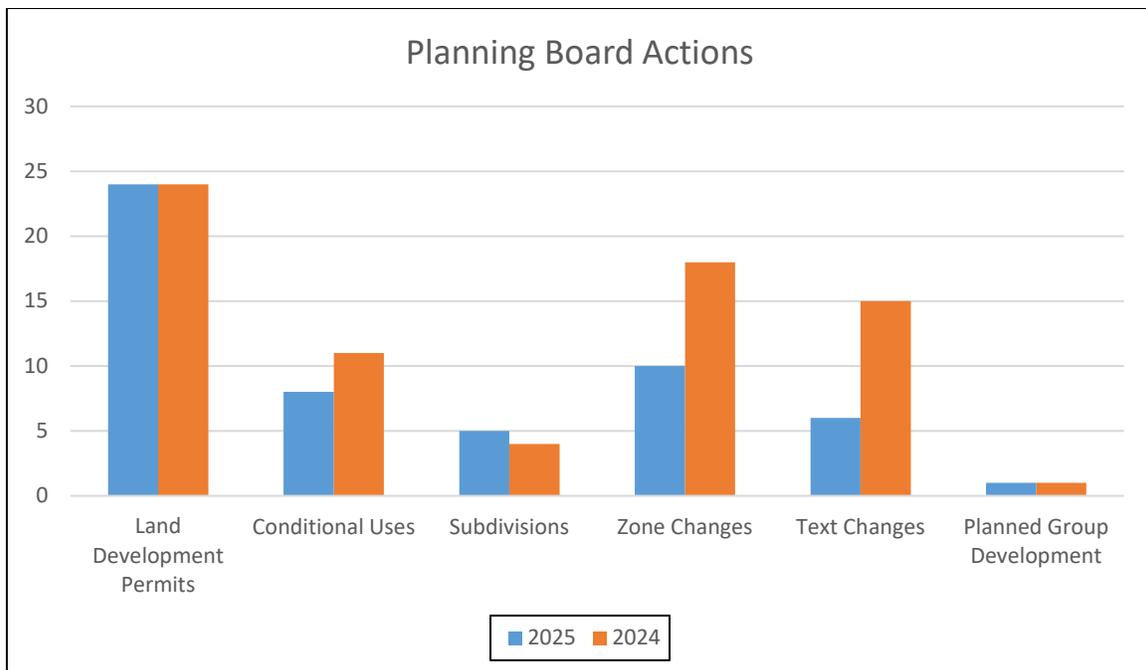
2025 Annual Report: January 1, 2025 – December 31, 2025

Highlights:

- The Board issued a total of 54 actions in the form of decisions and recommendations.
- The Board approved 72 units of housing.
- 227,788 sqft of commercial/institutional floor area was approved
- Broadway had the most actions with 5 applications considered.
- More than half of Board agenda time was dedicated to development proposals.
- The Planning Board met for a cumulative 20 hours and 22 minutes.
- Received and provided feedback on the technical approaches report for the Land Development Code re-write (Blueprint Bangor)



City of Bangor Planning Division



Land Development Code Changes

- Added a General Public Safety use to the Airport Development District
- Clarified certain requirements for Land Development Permits
- Added flexibility to the reconstruction requirements for existing manufactured home parks constructed prior to 1971
- Removed limitations on number and square footage of temporary commercial vendors in the Waterfront Development District
- Added, as a conditional use on major arterial streets only, private schools, training facilities, and recreational uses to the Rural Residence & Agriculture District
- Approved 3 zoning map amendments to higher density residential zones

Board Members:

Reese Perkins, Chair
Jonathan Boucher, Vice Chair
Ted Brush
Trish Hayes
Ken Huhn
Janet Jonas
Michael Bazinet
Justin Cartier, Associate



CITY COUNCIL ACTION

01/12/2026 26-065

Council Meeting Date: 01/12/2026

Item No: 26-065

Responsible Dept: Planning

Requested Action: Order

Map/Lot: N/A

Title, Order

Accepting the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission

Summary

This Order authorizes the acceptance of the annual report of the Penjajawoc Marsh/Bangor Mall Management Commission for 2025. The City of Bangor's Penjajawoc Marsh/Bangor Mall Management Commission is required to submit an annual report of its work to the City Council. The report contains information on development projects reviewed and other projects discussed by the Commission.

The report was presented at the Business and Economic Development Committee meeting on January 5, 2026.

Committee Action

Committee: Business & Economic Development Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR ORDER

01/12/2026 26-065

Date: 01/12/2026

Item No: 26-065

Assigned to Councilor: Leonard

Accepting the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission

WHEREAS, the Penjajawoc Marsh/Bangor Mall Management Commission is charged by the City Council with preparing and submitting an annual report to the City Council outlining its activities; and

WHEREAS, the Penjajawoc Marsh/Bangor Mall Management Commission is entrusted under the City's Code of Ordinances to review and provide recommendations on certain development permits and to develop recommendations on management of the Penjajawoc Stream and Marsh.

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission is hereby accepted.



CITY OF BANGOR

PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

26-065
JANUARY 12, 2026

PENJAJAWOC MARSH/BANGOR MALL MANAGEMENT COMMISSION 2025 Accomplishments: January 1, 2025 – December 31, 2025

Highlights:

- The Commission reviewed and issued recommendations for 1 land development project within the Penjajawoc Marsh Overlay Zone.**
- Discussed how recommendations for previous development projects had been implemented**

Commission Members:

Tristin Friend

Bobbi Hosmer

Roger Applegate

Brandon Keim

Jane Bragg

David Lamon

Sandi McRae Duchesne



REFERRALS TO
COMMITTEES
& FIRST READING



UNFINISHED
BUSINESS



CITY COUNCIL ACTION

12/22/2025 26-050

Council Meeting Date: 12/22/2025

Item No: 26-050

Responsible Dept: Community & Economic Development



Requested Action: Order

Map/Lot: R25-035

Title, Order

Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street

Summary

If approved, the Order will authorize the City Manager, and/or her designee, to negotiate a contract for Construction Manager Services for the Bangor Central Kitchen project with Sheridan Construction to oversee the full execution of the project, including demolition, site work, and new building construction, in accordance with the approved design and all federal and local requirements.

This project will involve the demolition of the existing 18,167-square-foot structure at 50 Cleveland Street, formerly the Officer's Club on the former Dow Air Force Base and the construction of a new prefabricated metal building of approximately 18,000 square feet, designed to house a commercial kitchen incubator serving the Greater Bangor region.

The Central Kitchen will support shared-use food production space, entrepreneurship, education, and community events. It represents a key public investment in local food infrastructure and small business development.

The City received seven (7) proposals to the RFP and after careful review of experience, capacity, and overall fit, staff's recommendation is to enter into negotiations with Sheridan Construction. Sheridan Construction has an outstanding reputation and proven track record and specialists of pre-fabricated metal buildings.

This item was reviewed and recommended for approval at the Business and Economic Development Committee meeting on December 15, 2025.

Committee Action

Committee: Business & Economic Development Committee

Meeting Date: 12/15/2025

Action: Recommend for passage

For: 5

Against: 0

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR ORDER

12/22/2025 26-050

Date: 12/22/2025

Item No: 26-050

Assigned to Councilor: Faloon

Authorizing the City Manager to Negotiate with Sheridan Construction for Construction Manager Services for the Bangor Central Kitchen Project at 50 Cleveland Street

Be it Ordered by the City Council of the City of Bangor that the City Manager, or designee, are hereby authorized to negotiate for Construction Manager Services for the Bangor Central Kitchen project with Sheridan Construction to oversee the full execution of the project, including demolition, site work, and new building construction at 50 Cleveland Street in accordance with the approved design and all federal and local requirements.



CITY COUNCIL ACTION

Council Meeting Date: December 22, 2025

Item No: 26-058

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: n/a

Title, Ordinance

Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition

Summary

The Land Development Code currently defines certain streets as either major or minor arterial streets. The criteria for major arterials are that they are "highways of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections". Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.

Not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials. These land uses typically make sense on Ohio, but are currently prohibited from being there. These discrepancies present a barrier for future development and don't align with the City's Comprehensive Plan.

This amendment would remove Ohio Street and State Street from the minor arterial category and add Ohio Street to the major arterial category.

Committee Action

Committee: Planning Board

Meeting Date: 1/6/2025

Action:

For:

Against:

Staff Comments & Approvals

City Manager
Director

City Solicitor

Finance

Introduced for: First Reading



CITY COUNCIL ORDINANCE

Date: December 22, 2025

Assigned to Councilor: Carson

ORDINANCE, Amending the Land Development Code, Section 165-13 Definitions to Remove Ohio Street and State Street from the Minor Arterial Street Definition and Add Ohio Street to the Major Arterial Definition.

Whereas, the Land Development Code currently defines certain streets as either major or minor arterial streets;

Whereas, Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials, and State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial;

Whereas, not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials;

Whereas, this amendment would remove Ohio Street and State Street from the minor arterial category and add Ohio Street to the major arterial definition;

Be it Ordered by the City Council of the City of Bangor that,

The Land Development Code shall be amended as shown below:

§ 165-13 Definitions.

...

STREET, MAJOR ARTERIAL

Generally, a highway of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections. Specifically, the following streets are to be considered major arterial streets in Bangor: Broadway, Hammond Street, Hogan Road, Main Street, Odlin Road, State Street, Stillwater Avenue, Ohio Street, and Union Street.

STREET, MINOR ARTERIAL

Generally, a street providing service for trips of moderate length, serving smaller geographic areas than major arterial streets, and offering connectivity to major arterial streets. Specifically, the following streets are to be considered minor arterial streets in Bangor: Mount Hope Avenue, Essex Street, Griffin Road, Kenduskeag Boulevard, ~~Ohio Street~~, ~~State Street~~, Maine Avenue, and Fourteenth Street.

Additions underlined, deletions ~~struck through~~



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

PLANNING DIVISION

Memorandum

To: Honorable Bangor City Council
Carollynn Lear, City Manager

From: Anja Collette, AICP, Planning Officer

Date: January 7, 2026

CC: Courtney O'Donnell, Assistant City Manager
David Szewczyk, City Solicitor
Anne Krieg, AICP – Director of Community & Economic Development

Re: Planning Board Recommendation January 6, 2026
Amending Chapter 165, Land Development Code, by Removing Ohio Street and State Street from the Minor Arterial Street definition and adding Ohio Street to the Major Arterial definition

Please accept this memorandum as the recommendation from the Planning Board for the noted item. The Planning Board considered this item in a noticed public hearing on January 7, 2026.

The meeting was conducted in the Council Chambers at City Hall and on Zoom. Members in attendance in the Chambers were Chair Jonathan Boucher, Vice Chair Janet Jonas, and Members Trish Hayes, Ted Brush, Ken Huhn, Ross Whitford, and Greg Hobson, as well as Associate Member Justin Cartier.

Planning Officer Collette reviewed a presentation on the proposed amendments. Key points that were made are as follows:

- This change does not mean that Ohio Street would be physically changing. There are no plans to widen Ohio Street or otherwise physically make it into a higher capacity road.
- The current zoning, current water and sewer infrastructure, and the growth boundary and future land use plan in the Comprehensive Plan are the controlling factors on what types of development might be allowed and where infrastructure would be extended.
 - Water and sewer infrastructure are also controlling factors on the intensity of development that can go on a site
 - Outer Ohio Street is outside the growth boundary and designated as rural residential in the future land use plan; the Comprehensive Plan states that water and sewer infrastructure will be limited to within the growth boundary
 - Only a few uses would be allowed by this change in the Rural Residential and Agricultural zone, such as direct farm sales and places of worship
- Many of the uses affected by this change are conditional uses, where the Planning Board has discretion to decide whether the traffic impacts of a project are too great and whether the intensity and scale of a proposed use fits in with the neighborhood
- Where there are existing uses along Ohio Street that are currently prohibited by the Code because Ohio Street isn't a major arterial, these may be legally non-conforming; therefore, redevelopment or expansion is limited and these types of uses could not be newly constructed on a site

CITY OF BANGOR PLANNING DIVISION
PLANNING BOARD RECOMMENDATION TO CITY COUNCIL 1.6.2026
Land Development Code – Arterial Definition Change

From the staff memo:

- A. This amendment would remove Ohio Street and State Street from the minor arterial street category and add Ohio Street to the major arterial category in the Land Development Code.
- B. The criteria for major arterials are that they are “highways of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections”. Ohio Street and State Street are included as minor arterials even though they meet some or all of the criteria of major arterials. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.
- C. Not being listed as a major arterial impacts the land uses that can be developed on Ohio Street since quite a few uses are limited to major arterials. These land uses typically make sense on Ohio, but are currently prohibited from being there. These discrepancies present a barrier for future development and don't align with the City's Comprehensive Plan.
- D. The proposed change would introduce new uses to Ohio Street, depending on the zoning. The following is a list of uses that are restricted to major arterials in certain zones, along with the zones that restrict them in this way.
 - i. Nursing homes: URD-1, URD-2, LDR, HDR
 - ii. Boarding homes: URD-1, URD-2, LDR, HDR, RR&A
 - iii. Offices and community service organizations: M&SD
 - iv. Hospitals: G&ISD
 - v. Medical offices and clinics: G&ISD
 - vi. Large landscaping service businesses: RR&A
 - vii. Places of worship: URD-1, URD-2, LDR, HDR, RR&A
 - viii. Sales of farm products: RR&A
 - ix. Chemical dependency treatment facilities: G&ISD
 - x. Private schools, training facilities, and recreational uses: RR&A
 - xi. Secure Level IV residential care facility: G&ISD
- E. This is a reminder that the Planning Board's action on Land Development Code amendments takes the form of a recommendation to City Council. The motion is constructed to recommend to the City Council that the proposed amendment ought to pass or ought not to pass. If the Board votes that it ought to pass, then the Council needs a majority to pass the amendment. If the Board votes that it ought not to pass, then the Council needs a super majority (2/3 vote) to pass the amendment.

Many members of the public commented in opposition to the change, stating concerns such as allowing more commercial development along Ohio Street and associated traffic impacts, impacts on the rural area of outer Ohio Street, questions about the potential new uses that would be allowed and why some of the uses that are listed under this change are already on Ohio Street, and comments on why they felt that Ohio Street did not meet the definition of major arterial.

CITY OF BANGOR PLANNING DIVISION
PLANNING BOARD RECOMMENDATION TO CITY COUNCIL 1.6.2026
Land Development Code – Arterial Definition Change

Planning Officer Collette reiterated the points made during the presentation.

Member Jonas asked for confirmation that this amendment wouldn't change the zoning and that if someone wanted to do a more intense commercial use like a Walgreens, they would have to do a zone change. Collette confirmed this and stated that there is not currently the type of commercial zoning along Ohio Street that would allow intense commercial development such as strip malls and big box stores.

Associate Member Cartier asked if this was being proposed as a way for the City to allow more chemical dependency treatment facilities along Ohio Street. Collette stated that it was not and that that use would only be allowed in the G&ISD (Government & Institutional Service District) zone, which is only present in a few pockets along Ohio Street. Collette further stated that if someone wanted to put that use in a place along Ohio Street that is not currently zoned G&ISD, they would have to come to the City for a zone change.

Cartier further asked for the reason why this was being proposed. Collette stated that a party was interested in placing a recreation center along Ohio Street near Penobscot Christian School, but also that staff felt this change would be beneficial to other uses such as working farms, as well as currently legally non-conforming uses, such as some places of worship and nursing homes.

Chair Boucher stated that he felt this was largely a clerical change that would result in bringing some properties into conformity. Boucher asked for clarification about the process for a non-conforming use to come into conformity, whether they would need a zone change, and whether that would be spot zoning. Collette provided clarification on legal versus illegal spot zoning.

Cartier talked about the difference in feel between State Street and Ohio Street. Boucher clarified the difference between how the streets are defined and their urban or rural feel, stating that some major arterials also transition into rural, undeveloped areas.

Member Huhn moved to recommend to City Council that the proposed amendments ought to pass. Member Jonas seconded the motion. Members Brush, Huhn, Jonas, and Whitford voted no because they felt that Ohio Street did not meet the criteria for a major arterial street. Chair Boucher and Members Hayes and Hobson voted yes.

The result of the vote is that a majority of Planning Board members voted to recommend that the proposed amendments ought **not** to pass.

Anja Collette

Re: Ohio St

From J WC <jwcoleman44@gmail.com>

Date Mon 12/29/2025 9:41 AM

To Collette, Anja <anja.collette@bangormaine.gov>

Cc Warren, David <david.warren@bangormaine.gov>; England, Katy <katy.england@bangormaine.gov>; Lear, Carolynn <carolynn.lear@bangormaine.gov>; O'Donnell, Courtney <courtney.odonnell@bangormaine.gov>; Altiero, Matthew <Matthew.Altiero@bangormaine.gov>

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

To All Responding,

Thank you sincerely for your replies. My husband and I understood the mailing differently. Your clarification is reassuring.

We appreciate taking time from your busy days to address our concerns.

Looking forward to hearing more on January 6th.

Best,

Jenny Coleman

On Mon, Dec 29, 2025 at 9:34 AM Collette, Anja <anja.collette@bangormaine.gov> wrote:

Hi Jenny, thank you for your comments. They will be sent to Planning Board and Council. I would like to add further clarification to what David said though in that this is not a proposal to physically change Ohio Street. It is just a change in how Ohio Street is categorized in the Land Development Code. There is no proposal to widen Ohio or otherwise turn it into a multi-lane byway. It is also not a proposal to add any particular business or land use to the area. The change would only make it so that certain uses in certain zones would be allowed on Ohio Street.

Let me know if you have any more questions,



CITY OF BANGOR

Anja Collette, AICP

Planning Officer

Community & Economic Development

Planning Division

73 Harlow Street

Bangor, ME 04401

anja.collette@bangormaine.gov

Phone: 207.992.4280

From: Warren, David <david.warren@bangormaine.gov>

Sent: Wednesday, December 24, 2025 9:54 AM

To: J WC <jwcoleman44@gmail.com>; CityManager-WWW <city.manager@bangormaine.gov>

Subject: RE: Ohio St

Ms. Coleman

Thank you for your email and providing your concerns; the City Manager and Assistant City Manager are in receipt of your correspondence. Your email also will be shared with Planning staff. Please be aware that the intent is not to rezone any portion of Ohio Street. Rather, it's to propose changes to the definition of major and minor arterial streets in the Land Development Code, and list those City streets that adhere to those definitions.

Should it be helpful, please review the last two pages of the attached packet. Those two pages are a memo staff provided to Councilors and might provide some helpful background. Thank you again for forwarding your concerns. Your feedback is appreciated.



David Warren

Administrative and Communications Manager

City Manager's Office

73 Harlow St.

Bangor, Maine 04401

Office: 207-992-4204

Cell: 806-640-7975

www.bangormaine.gov



From: J WC <jwcoleman44@gmail.com>
Sent: Monday, December 22, 2025 6:31 PM
To: CityManager-WWW <city.manager@bangormaine.gov>
Subject: Re: Ohio St

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Dear City Manager/Council,



My name is Jenny Coleman. I live at 261 Ohio St, Bangor. We just received a mailing today proposing the rezoning of Ohio St. into a "major arterial center."

This is a horrible idea.

I will be present at the meeting on January 6, but I'm very shaken by the letter and maps we received. To live on Ohio St., AS IS, at least in our area, is a lesson in defensive driving, home security, surprise yard trash removal, and loud street vernacular. I cannot see how—

1. Extending Ohio St. into a multi-lane byway will do anything besides increase the already congested and Speedway 95 -level driving speeds
2. Potentially adding chemical dependency residences and/or minimum security type halfway houses will do anything but ruin the lives of current, tax-paying residents
3. Adding businesses to an already deeply crowded and grim parking situation will do ANYTHING but promote more congestion and potential accidents/traffic/pedestrian fatalities (just today, our driveway was blocked by a Sysco truck delivering to the old children's home, and I had a doctor's appointment—see attached)
4. Clotting up this area with more businesses, multi-tenant residences, and traffic will do anything but further reduce property value for those of us who will be forced to leave if this is pushed through
5. Turning this area into a "major artery" will do anything but destroy the beauty of historic landmarks such as The Standpipe, nearby cemeteries, and the Kenduskeag Stream area.

It seems to me that Bangor is rapidly, potentially, in danger of becoming an overpopulated, expensive, half-gentrified/half-falling-apart city like Portland. Is that the goal? To destroy everything that makes the Queen City special? If so, why? Are we that desperate to spend money foolishly? In its frantic efforts toward the same, cities like Portland have instead widened the caste system gaps into chasms, rendering Portland unlivable for any but the very rich, and very poor. The rest of us—the workers, the middle class— pay dearly.

Bangor is better than this. I believe in Bangor. I've lived here, worked here, graduated from high school here— and then from UMO. My family: the same. We are teachers, coaches, pastors, business owners. We are Bangor.

This is my home.

I can think of MULTIPLE, pre-zoned areas in Bangor with buildings already built, begging for repurpose—Dorothea Dix, for one. There is land on Griffin Road prime for development. There are

empty and/or failing malls and established business districts ripe for overhauling. Why, WHY pour untold millions of dollars into ruining the lives of Ohio St. residents, starting from scratch, when so many buildings already standing could easily be used? I don't get it.

See you all on January 6.

Respectfully, but with great concern,

Jenny Coleman

January 3, 2026

Dear Justin Cartier, Ross Thomas Whitford, Greg Hobson, Jonathan Boucher, Kenneth Huh, Patricia Hayes, Janet Sanborn Jonas, and Edwin Brush:

We formally object to the proposal to reclassify Ohio Street from a minor arterial to a major arterial, specifically regarding the section from Davis Road to the Glenburn line. Currently, this portion of Ohio Street lacks the infrastructure necessary to sustain the increased demands and traffic volume of a major arterial classification.

The existing roadway is excessively narrow and lacks shoulders. Furthermore, the presence of deep drainage ditches on both sides of the street creates significant topographical constraints, making it physically impossible to widen the road to accommodate increased traffic volume or heavy equipment.

Additionally, this area lacks municipal water and sewer services; residents currently rely on private wells and septic systems. Increasing traffic volume and the intensity of use associated with a major arterial poses significant risks to our private utilities and local groundwater. Furthermore, this reclassification would significantly alter the residential character of our neighborhood and lead to a decrease in our property values.

The impact of this change would extend beyond Ohio Street itself, negatively affecting the small residential streets that branch off it. Increasing the capacity of Ohio Street will inevitably lead to increased congestion and cut-through traffic on these side streets, compromising the safety and quiet of our community.

Finally, we believe this type of proposed development contributes to urban sprawl, which continues to plague communities by stretching city resources and destroying established residential environments. There are numerous underutilized locations within the city that already possess the necessary infrastructure to accommodate this level of development. We urge the city to prioritize "in-fill" development in those areas rather than expanding arterial capacity into our neighborhood.

Thank you for your consideration on this matter.

Signature	Printed Name and Address
	Mary Tedesco-Schnack 2078 Ohio St. Bangor, ME 04401
	John Schnack 2078 Ohio St. Bangor, ME 04401



Signature	Printed Name and Address
Lisa R. Miriam	Lisa R. Miriam 2413 Ohio St Bangor ME 04401
[Handwritten Signature]	PJ 6011060@msu.com
Scott Macdonald	2176 Ohio St Bangor, ME 04401
John Dionne	2145 Ohio St Bangor ME 04401
Carolyn Sprague	2126 Ohio St. Bangor ME 04401
Mike Hopkins	Mike Hopkins

Signature	Printed Name and Address
James H. Willetts	20180 hwy st Bangor, ME
	2004 OHIO ST Bangor ME 04401
	1973 Ohio St Bangor ME 04401
Kathleen Dupuis	2015 Ohio St. Bangor, Maine 04401
Barbara Gallupe-Krutzger	1672 Ohio St Bangor, ME 04401
Robert Krutzger	1672 OHIO ST Bangor ME
	2100 Ohio Street Bangor, ME

Re: Letter regarding changing Ohio Street from a Minor Arterial to a Major Arterial

From Collette, Anja <anja.collette@bangormaine.gov>

Date Mon 1/5/2026 9:06 AM

To Mary Tedesco-Schneck <marytedescoschneck@gmail.com>; Planning-WWW <planning@bangormaine.gov>

Hello and thank you for your comments; they will be sent to the Planning Board. However, I did want to clarify a few things. This proposal does not result in a physical alteration of Ohio Street. There are no plans to physically expand or change Ohio Street into being a higher capacity road. This is just a change in definitions, which would allow some uses to be present in some zones on that road. In you and your neighbors' particular section, all of the area along Ohio is zoned Rural Residence and Agricultural. This means that the new uses that would be allowed by this change would be the sale of farm products, places of worship, large landscaping service businesses, boardinghouses, and the combined use of private schools, training facilities, and recreational uses.

Additionally, the area past Davis Road to the Glenburn line is outside of the growth boundary designated in the 2022 Comprehensive Plan and is designated as "rural residential" in the future land use plan. This significantly limits the intensity of development that would be allowed in that area. You can view the Comprehensive Plan at this link:

<https://bangormaine.gov/DocumentCenter/View/1467/Comprehensive-Plan-PDF>.

Please let me know if you have any questions.

Best regards,



CITY OF BANGOR

Anja Collette, AICP

Planning Officer

Community & Economic Development

Planning Division

73 Harlow Street

Bangor, ME 04401

anja.collette@bangormaine.gov

Phone: 207.992.4280

From: Mary Tedesco-Schneck <marytedescoschneck@gmail.com>

Sent: Sunday, January 4, 2026 6:19 PM

To: Planning-WWW <planning@bangormaine.gov>

Subject: Letter regarding changing Ohio Street from a Minor Arterial to a Major Arterial

WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.

Dear Planning Board:

Please find attached a letter from the residence of Ohio St Between Davis Road and the Glenburn border in opposition of the proposed change to Ohio Street.

Thank you

Mary Tedesco-Schneck

**Geoffrey Forney
2100 Ohio Street
Bangor, ME 04401
forneygeoffrey@gmail.com**

January 5, 2026

Via Email (planning@bangormaine.gov)

Bangor City Planning Board

73 Harlow Street

Bangor, ME 04401

RE: Opposition to Proposal to Define Ohio Street as a Major Arterial Street

Dear Planning Board:

I am the record owner of the residential property located at 2100 Ohio Street, which is also my full-time residence. According to the Planning Board's notice, dated December 18, 2025, it proposes to include Ohio Street within the definition of "Street, Major Arterial" in the Land Development Code. I write in opposition to that proposed change. This opposition is submitted on my own behalf. I do not represent any other person or association in this matter.

Generally, Ohio Street does not satisfy the definition of "Street, Major Arterial" under the Land Development Code because it does not meet the two required conditions for classification as a "Street, Major Arterial." *See* Bangor Code § 165-13. Ohio Street does not meet the traffic volume requirement and is not suitable for vehicular traffic levels expected of a major arterial street with more than two travel lanes. Those points are especially pertinent to the portion of Ohio Street outside the growth boundary (as defined by the comprehensive plan).

The proposed change in definition is also inconsistent with the 2022 Comprehensive Plan. It appears the proposed change is the first step in a long-term plan to allow commercial and high-density residential development along Ohio Street, which is not practically workable on the portion of Ohio Street from Davis Road to Glenburn. That portion of Ohio Street is outside the designated growth boundary and lacks public sewer and water services. The road has only two lanes, lacks sidewalks, and has a narrow shoulder. It cannot accommodate high levels of vehicular traffic and is not suitable for pedestrian use. As such, additional commercial and residential development along that portion of Ohio Street (outside the growth boundary) would require significant infrastructure investment by the City to extend and maintain public services. However, those required investments are inconsistent with the comprehensive plan, which prioritizes maintaining and improving existing infrastructure with a focus on developing areas already serviced by public utilities within the growth boundary.

A. The Proposed Change in Definition is Inconsistent with the Code

Ohio Street is currently defined as a “Street, Minor Arterial,” *see* Bangor Code § 165-13, which is consistent with its size and the small volume of traffic it can accommodate. The Planning Board should reject the proposal to change that definition because Ohio Street does not satisfy the two conditions for classification as a major arterial street.

The Code defines major arterial street as: “Generally, a highway of regional significance with average annual daily traffic in excess of 10,000 vehicles and containing more than two lanes in at least some sections.” Bangor Code § 165-13 (emphasis added). Neither condition applies to Ohio Street. First, according to the most recent yearly traffic count conducted by the Maine Department of Transportation (DOT), one of the most utilized portions of Ohio Street at Griffin Road has an Annual Average Daily Traffic (AADT) volume of 9,660. *See* Exhibit A.¹ The AADT along Ohio Street at Davis Road is only 1,770. *Id.*² Thus, Ohio Street fails to satisfy the first required condition of a “Street, Major Arterial.”

Second, Ohio Street does not contain more than two lanes, as required to meet the second condition of the definition. Ohio Street has short turning lanes at some intersections, but those do not satisfy the more than two-lane requirement. Although the Code does not define “lane,” interpreting that term to mean “travel lane” is consistent with the relevant zoning principles and objectives. *See Day v. Town of Phippsburg*, 2015 ME 13, ¶ 15 (“To resolve this ambiguity, we consider relevant zoning objectives and the purposes . . .”).

The purpose behind the major arterial definition is to channel specific land uses along those roadways because of their capacity to accommodate higher volumes of vehicular traffic. Minor arterial roadways only service local traffic. *See* Bangor Code § 165-13 (definition of “Street, Minor Arterial”). As such, uses that typically increase traffic are not permitted on minor arterial roads. *See* Bangor Code § 165-105(D)(5), (7), (8), (9). For example, places of worship, large landscaping businesses, boardinghouses, and schools, which generate traffic, are limited to major arterial roadways in the RR&A zone. The Code also restricts trucks (vehicles over 23,000 pounds) from traveling on eight minor arterial roads or portions of them, including a portion of Ohio Street, during the winter months. *See* Bangor Code § 291-29. Those provisions show that minor arterial roads serve local traffic and are not meant to accommodate high traffic volume associated with regional travel or commercial usage. As such, roads that lack two travel lanes, at least in some sections, to accommodate higher traffic volumes, should not be classified as a major arterial street. *See Davis v. SBA Towers II, LLC*, 2009 ME 82, ¶ 25 (interpreting an ordinance definition consistent with other sections of the ordinance).

Because Ohio Street does not meet either of the two necessary conditions for classification as a “Street, Major Arterial,” the Planning Board should not recommend changing the definition.

¹ Available at: www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts

² According to DOT’s online interactive map, the AADT for Ohio Street at Davis Road has decreased from 2,110 in year 2017 to 1,770 in year 2023. *See* Exhibit B. The interactive map is available at: www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts

B. The Proposed Change in Definition is Inconsistent with the Comprehensive Plan

The zoning ordinance must be in basic harmony with the comprehensive plan. *See* 30-A M.R.S. § 4352(2); *Rommel v. City of Portland*, 2014 ME 114, ¶ 13. The proposed change in definition to Ohio Street does not satisfy that requirement.

The comprehensive plan generally attempts to balance the competing goals of developing affordable housing, focusing the City's limited resources on maintaining existing infrastructure within fiscal constraints, and promoting conservation of open space. *See* 2022 Comprehensive Plan 32, 35, 36, 39-40, 49, 87-88, 209.³ The comprehensive plan channels those goals by focusing development and related investments within an identified growth boundary. Areas outside the growth boundary (not served by municipal sewer and water or other infrastructure) should not be the focus of development or the extension of additional public water and sewer services.

Redefining the portion of Ohio Street outside the growth boundary as a "Street, Major Arterial" conflicts with the following Policies stated in the comprehensive plan:

- Policies 1 and 3: The City should focus development in existing neighborhoods and areas already supported by City services. Focusing on those areas will help preserve natural undeveloped areas and minimize environmental impacts on open space and areas suitable as farmland. *See* 2022 Comprehensive Plan 36, 39.
- Policies 7 and 14: Further development should focus on infill development within the growth boundary, consistent with the goal of building physically and socially connected communities, which will reduce the cost of developing and maintaining public infrastructure. Focusing on infill development will also promote downtown vitality, which is key to attracting people and businesses to the City's downtown. *See* 2022 Comprehensive Plan 44, 53.
- Policy 12: Focus on infill development to reduce pressure on more rural open space areas. *See* 2022 Comprehensive Plan 49.
- Policy 22: Focus on maintaining the existing transportation infrastructure. Because maintenance costs have outstripped the City's budget, development must fit within the City's ability to meet maintenance demands. *See* 2022 Comprehensive Plan 63.
- Policies 43 and 44: Focus investments on existing water and sewer systems. "The significant cost for essential maintenance and upgrades to the existing system for the next several years is a consideration for limiting the expansion of the City's sewer system and prioritizing growth with the growth boundary, where there is existing service." 2022 Comprehensive Plan 88.

³ The 2022 Comprehensive Plan is available at: www.bangormaine.gov/353/Planning

The portion of Ohio Street from Davis Road to Glenburn is outside the growth boundary. That area is rural in character with limited development. Some parcels are suitable as farmland. *See* 2022 Comprehensive Plan 31-32. Such areas should be the subject of preservation efforts. *Id.* at 39 (Policy 3), 209. However, changing the definition of Ohio Street to a major arterial would allow for additional development in those areas inconsistent with preservation policies and goals.

Moreover, the portion of Ohio Street outside the growth boundary is not serviced by public water and sewer services. *See* 2022 Comprehensive Plan 31-32. Further development in that area would likely result in the need for the extension of those services. Such investments outside the growth boundary are inconsistent with the goal of focusing limited City resources on maintaining existing infrastructure.

Changing the definition to allow for land uses that increase vehicular traffic is also inconsistent with the need to limit roadway maintenance costs. *See* 2022 Comprehensive Plan (Policy 22). The portion of Ohio Street outside the growth boundary is narrow with a small shoulder. Further road enhancements and maintenance would be required to support additional traffic along that part of Ohio Street. Based on publicly available information, the portion of Ohio Street from Davis Road to Glenburn is apparently a Priority 5 roadway, which means it is the year-round responsibility of Bangor (not the State). *See* 2022 Comprehensive Plan, Appendix C at 243; *see also* www.maine.gov/dot/node/191#hwy. If so, the maintenance costs associated with increased usage along Ohio Street will add to the City's financial burden.

Nor is further development along that portion of Ohio Street consistent with the goal of channeling development and commercial activity within the growth boundary (Policies 1, 7, 12, and 14). Development should be focused near the City center or already developed areas to promote population concentration to meet the City's goals of reducing maintenance costs, providing housing closer to commercial amenities, and preserving open space and existing rural areas.

There are many other underutilized areas of Bangor along existing designated major arterial streets, including Broadway and Union Streets. The Planning Board should follow the comprehensive plan by focusing commercial and residential development in those areas instead of setting the framework to allow for costly and disruptive development of Ohio Street outside the growth boundary. Rather, the portion of Ohio Street outside the growth boundary should continue to be defined as "Street, Minor Arterial," to remain consistent with the land management priorities in the comprehensive plan.

Please reject the proposal to redefine Ohio Street.

Sincerely,



Geoffrey Forney

Exhibit A

Department of Transportation's

Annual Traffic Count Report

[Extract]

Ohio Street

www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts

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List of 2024 Weekly Group Mean Factors as a Percent of the AADT

Traffic Volume Counts by County, Town, and Route

FOREWORD

The Department of Transportation, Traffic Engineering Division, Traffic Monitoring Section is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs. They are as follows:

CONTINUOUS COUNT PROGRAM

Traffic volumes are monitored on a continuous, year-round basis at ninety-one permanent recorder sites located on major highways throughout the State. These hourly counts are collected to produce an average weekday figure, a weekly average day, a monthly average day, and a monthly average weekday. This information is compiled to develop an Annual Average Daily Traffic (AADT) figure for each location. The AADT is computed from the average of daily totals for the entire year.

The Department has twenty locations along routed highways that collect data based on thirteen categories as defined by the Federal Highway Administration. An AADT is computed based on the total volume as well as summary data for individual vehicle types.

24 HOUR TRAFFIC DATA COLLECTION PROGRAM

Between April 1st and November 15th of each year, 24-hour traffic counts (i.e., coverage counts) are gathered to monitor traffic flow and changes in traffic patterns. These counts are generally taken at intersections with major routes and/or other significant roads, at town lines (TL), at bridges, or in coordination with ongoing projects or special traffic studies for the Department.

Additionally, 48-hour vehicle classification counts are performed in conjunction with the coverage counts to provide a comprehensive view of traffic along the routed highways.

The State is divided into three count zones:

- ZONE I:** Southwestern Maine to western Penobscot Bay region. This zone includes all of York, Cumberland, and Knox counties; Lincoln except for the towns of Jefferson, Somerville and Whitefield; Sagadahoc except for the town of Bowdoin, Bowdoinham and Richmond; and Oxford county from Stow, Fryeburg, Denmark, Brownfield, Hiram and Porter.
- ZONE II:** Western/Central Maine and eastern Penobscot Bay region. This zone includes all of Androscoggin, Franklin, Kennebec and Waldo counties; the remainder of Oxford, Lincoln and Sagadahoc counties; Somerset county from

Bingham south along with the area between Flagstaff Lake and the Kennebec River; southern Penobscot county and western Hancock county.

ZONE III: Northern and eastern Maine. This zone includes all of Aroostook, Piscataquis, Washington counties, northern and southeastern Hancock County, and the remainder of Penobscot and Somerset counties.

These zones are counted on a three-year cycle, collecting data in one zone per year to cover the entire state within the three-year period. The Coverage Count Program also consists of the “Special Counts” taken each year to satisfy Departmental needs, local requests, and Federal requirements. These include the Interstate System counts and data collected from the various traffic studies conducted throughout the year. The 2024 Program included 6349 counts accomplished.

Once the AADT’s have been computed for of the continuous count sites, weekly factors for each station are calculated by dividing the AADT by weekly average day. Those stations which exhibit similar traffic patterns are assembled and placed into one of three groups:

URBAN: Roadways which carry commuter traffic and exhibit little seasonal change in traffic volumes.

ARTERIAL: Roadways which carry commuter traffic but exhibit moderate seasonal changes in summer traffic volumes.

RECREATIONAL: Roadways which are heavily influenced by summer seasonal traffic.

Within each of the three groups, a factor for each week is calculated by averaging the weekly factors from each station within the group.

The 2024 Weekly Group Mean Factors were developed by averaging the Weekly Group Mean Factors for 2021, 2022 and 2023. The following pages show the graph of the 2024 Weekly Group Mean Factors as a Percent of the AADT, and a list of these factors.

The 24-hour raw data may now be grouped and assigned a factor to produce an AADT. Growth factors for expanding traffic in uncounted zones are developed utilizing data from the continuous count sites and comparing it to the data from the previous year.

The updated AADT’s are entered in the Department’s database and estimates are created for each segment of the road network within the counted zone.

DESCRIPTION of HEADINGS, SYMBOLS, AND ABBREVIATIONS

The following is a description of the column headings, symbols, and abbreviations used for the Coverage Count Section.

TOWN The town in which a count was taken

ROUTE The road or highway on which the count was taken.

Non-Interstate Highways and Roads

---- X indicates a Routed Highway

0196X = SR 196

0001X = US Route 1

---- A or --- B indicates an Alternate Routed Highway

0001A = US Route 1A 0009B = SR 9B

---- C indicates a Business Route

0001C = Business US Route 1, 1A, or 1B

0025C = Business SR 25

Just a number with no letter OR no numbers or letters indicates a non-routed highway

= Pine Hill Road

00001 = Hubbard Road

01414 = IR 1414

00991 = IR 991 (Biddeford Road)

Interstate System

---- X indicates Northbound or Eastbound

0095X = I-95 Northbound

0395X = I-395 Eastbound

---- S indicates Southbound

0095S = I-95 Southbound

---- W indicates Westbound

0395W = I-395 Westbound

LOCATION**A description of where the count was taken.**

APP = Approach ART = Arterial ATR=Automatic Traffic Recorder AVE = Avenue BK = Brook
BLVD = Boulevard BR = Bridge CIR = Circle CL = County Line CNR = Corner
CONN = Connector CTR = Center CUL = Compact Urban Line CWY = Cause way CV = Cove
DR = Drive EB = Eastbound ENT = Entrance FL=Fall FLS=Falls FT = Fort
HBR = Harbor HTS = Heights HWY = Highway INT'L = International IR = Inventory Road
LG = Long LK = Lake LN = Lane LWR = Lower MEM = Memorial
MT = Mount MTN = Mountain NB = Northbound NH = New Hampshire OW = One Way
PD = Pond PK = Park PKWY = Park Way PL = Place PT = Point PW = Private Way
PZ = Plaza RD = Road RDG = Ridge RMP = Ramp RR = Railroad
RV = River SB = Southbound SL = State Line SQ = Square SR = State Route
ST = Street STA = Station STR = Stream TER = Terrace TL = Town Line
TPK = Turnpike TR = Trail UPR = Upper US = United States Route WB = Westbound

N/O, NE/O, E/O, etc. = North of, Northeast of, East of, etc.

TYPE Category for each count taken. The count type for each year will be listed next to the corresponding AADT.

- A Continuous Recorder Count**
- B BACTS Count**
- C Coverage Count**
- D Non-Intrusive Count**
- I Interstate Count**
- K KACTS Count**
- L ATRC Count (Formerly LACTS)**
- M Municipal, Town, Regional Count**
- P PACTS Count**
- R Trail Count**
- S Special Count**
- T Turning Movement Count**
- W Weigh-In-Motion Count**
- Z Speed Count**

GROUP The factor group assigned to the location.

- I Urban Group II Arterial Group**
- III Recreational Group CCS Continuous Traffic Recorder Group**

AADT Annual Average Daily Traffic
ROAD PRIORITY ASSIGNMENTS

- Priority 1 Roads:** These roads include the Maine Turnpike, the Interstate System and key principal arterials like Route 1 in Aroostook County, the Airline (Route 9), Route 2 west of Newport and Route 302. The 1,400 miles of Priority 1 roads represent only 7% of the miles, but carry 40% of all vehicle miles traveled in Maine.
- Priority 2 Roads:** These roads total about 940 miles. They are non-interstate, high value arterials that represent about 4% of the total miles of road, but carry 11% of the overall traffic.
- Priority 3 Roads:** These roads generally are the remaining arterials and most significant major collector highways. These 2,050 miles represent only 9% of the mileage, but carry 19% of the traffic.
- Priority 4 Roads:** In general, these roads are the remainder of the major collector highways. Frequently, they are part of Maine's unique State Aid System, in which road responsibilities are shared between the State and Municipalities. These 1,900 miles represent about 8% of the total mileage and carry 10% of the traffic.
- Priority 5 Roads:** These roads include 2,500 miles of minor collector highways; nearly all are on the State Aid System. They represent 11% of the total miles, but carry only 7% of the traffic.
- Priority 6 Roads:** This group is comprised of local roads and streets, which are the year-round responsibility of the Municipalities. Although they carry only 13% of the statewide traffic, they contain 14,300 miles and represent 61% of the total mileage.

Count Book

TOWN	STA	ROAD	PN	LOCATION	GROUP	AADT19	AADT20	AADT21	AADT22	AADT23	AADT24
BANGOR	06316	10207	4	ODLIN RD (SWB) SW/O US 2/SR 100(HAMMOND)	I	-	-	-	-	4,670	-
BANGOR	06332	01504	3	ODLIN RD SB RAMP TO US 2/SR 100 (WB)	I	-	-	-	-	2,339	-
BANGOR	16006	10207	4	ODLIN RD SW/O PERRY RD	I	-	-	-	-	6,240	-
BANGOR	06007	10207	4	ODLIN RD W/O IR 2457(AMMO INDUSTRIAL DR)	I	-	-	-	-	4,910	-
BANGOR	07400	10208	3	OHIO ST @ I-95 OVERPASS @ BR# 5790	I	-	-	-	-	7,900	-
BANGOR	03801	10208	4	OHIO ST N/O HIGHLAND AVE	I	-	-	-	-	2,364	-
BANGOR	07208	10208	6	OHIO ST NW/O DAVIS RD	I	-	-	-	-	1,770	-
BANGOR	01208	10208	4	OHIO ST NW/O FIFTEENTH ST	I	-	-	-	-	7,900	-
BANGOR	07008	10208	4	OHIO ST NW/O FINSON RD	I	-	-	-	-	6,430	-
BANGOR	07108	10208	4	OHIO ST NW/O GRIFFIN RD	I	-	-	-	-	9,660	-
BANGOR	13608	10208	4	OHIO ST NW/O HOLLAND ST	I	-	-	-	-	3,710	-
BANGOR	18708	10208	6	OHIO ST NW/O PINELEDGE RD @ HERMON TL	I	-	-	-	-	1,404	-
BANGOR	07308	10208	3	OHIO ST NW/O SIXTEENTH ST	I	-	-	-	-	9,190	-
BANGOR	04808	10208	4	OHIO ST NW/O US 2 (HAMMOND ST)	I	-	-	-	-	3,130	-
BANGOR	03505	10208	4	OHIO ST S/O DRUMMOND ST	I	-	-	-	-	3,224	-
BANGOR	13805	10208	4	OHIO ST S/O JAMES ST	I	-	-	-	-	3,370	-
BANGOR	03804	10208	4	OHIO ST SE/O EVERETT ST	I	-	-	-	-	2,852	-
BANGOR	01204	10208	4	OHIO ST SE/O FIFTEENTH ST	I	-	-	-	-	6,910	-
BANGOR	07104	10208	3	OHIO ST SE/O GRIFFIN RD	I	-	-	-	-	7,035	-
BANGOR	14801	10211	6	OTIS ST N/O US 2 (STATE ST)	I	-	-	-	-	1,005	-
BANGOR	03701	10213	4	PARK ST N/O US 2 (STATE ST)	I	-	-	-	-	2,707	-
BANGOR	23208	3201979	-	PENN PLZ NW/O STILLWATER AVE	I	-	-	-	-	324	570
BANGOR	16303	10285	4	PERRY RD E/O MCCAOW RD	I	-	-	-	-	2,680	-
BANGOR	16004	10285	4	PERRY RD SE/O ODLIN RD	I	-	-	-	-	3,490	-
BANGOR	10003	10230	6	POPLAR ST E/O FOUNTAIN ST	I	-	-	-	-	655	-
BANGOR	17307	10230	6	POPLAR ST W/O CENTER ST	I	-	-	-	-	680	-
BANGOR	10007	10230	6	POPLAR ST W/O FOUNTAIN ST	I	-	-	-	-	641	-
BANGOR	20705	10231	6	PRENTISS ST S/O JEFFERSON ST	I	-	-	-	-	129	-
BANGOR	19301	10493	-	PUSHAW RD N/O CHURCH RD	I	-	-	2,980	-	-	2,330
BANGOR	18801	10493	4	PUSHAW RD N/O SR 15 (BROADWAY)	I	-	-	3,420	-	2,960	2,880
BANGOR	21406	09905	-	QUALITY INN ENT SW/O HOGAN RD	I	-	-	-	-	8,022	100
BANGOR	01803	10234	6	RAILROAD ST E/O US SUMMER ST	I	-	-	-	-	1,330	-
BANGOR	01807	10234	-	RAILROAD ST W/O AMPHITHEATER ENT	I	-	-	-	-	1,330	-
BANGOR	11003	10265	6	S PARK ST E/O FRENCH ST	I	-	-	-	-	880	-
BANGOR	10702	10265	6	S PARK ST NE/O MARKET ST	I	-	-	-	-	95	-
BANGOR	11007	10265	6	S PARK ST W/O FRENCH ST	I	-	-	-	-	810	-
BANGOR	08402	10247	6	SCHOOL ST NE/O SR 15 (BROADWAY)	I	-	-	-	-	3,648	-
BANGOR	05602	10252	6	SEVENTH ST NE/O LINCOLN ST	I	-	-	-	-	260	-
BANGOR	05906	10252	6	SEVENTH ST SW/O PIER ST	I	-	-	-	-	400	-
BANGOR	07306	10258	6	SIXTEENTH ST SW/O OHIO ST	I	-	-	-	-	1,493	-
BANGOR	17503	10263	6	SOMERSET ST E/O SR 15B (BROADWAY)	I	-	-	-	-	1,571	-
BANGOR	17507	10263	6	SOMERSET ST W/O SR 15B (BROADWAY)	I	-	-	-	-	1,444	-
BANGOR	19203	10405	6	SPRINGER DR E/O HOGAN RD	I	-	-	-	-	7,960	-

Exhibit B

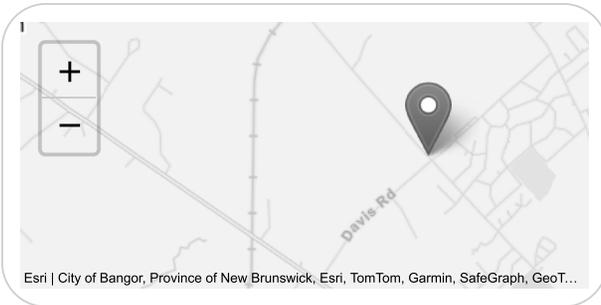
Department of Transportation

Online Interactive Traffic Map

[Extracted 1.3.26]

Ohio Street – Davis Road

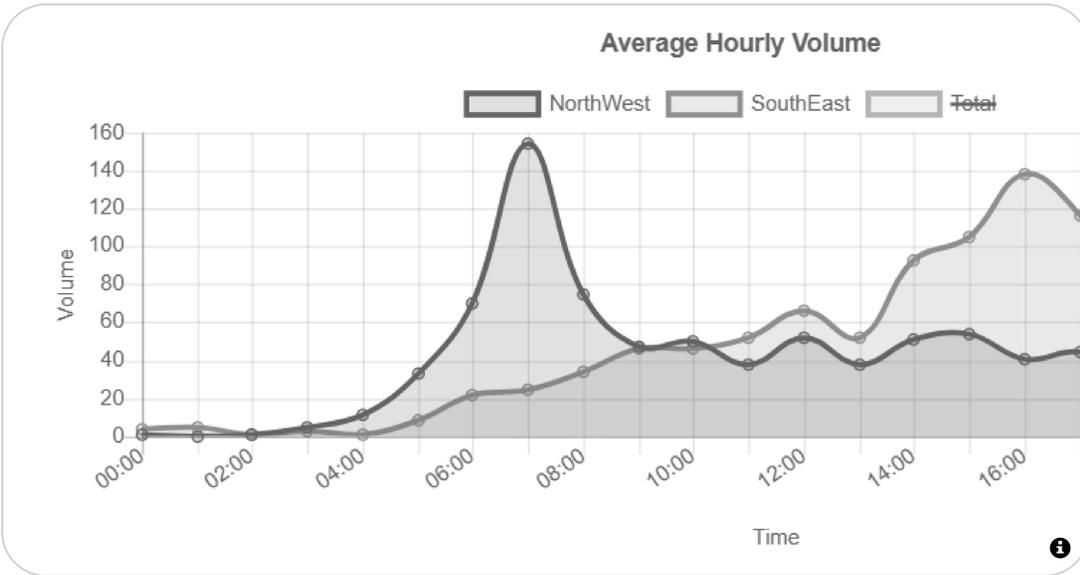
<https://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts>



Site Data

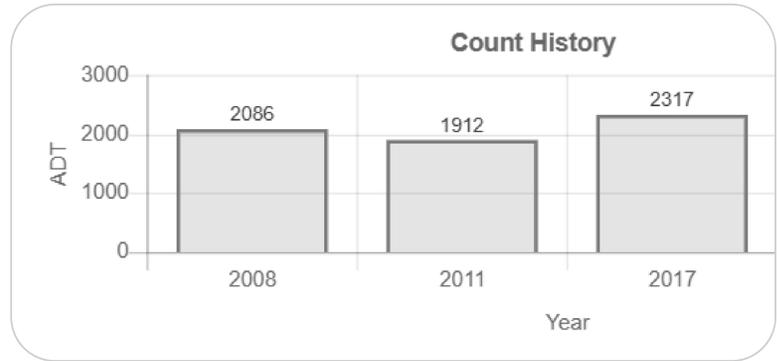
231902007208 - BANGOR 07208 - OHIO ST NW/O DAVIS RD

City: Bangor **County:** Penobscot
LRS section: 000000010208
Functional class: 7U - Local (Urban)
Coordinates: 44.840167, -68.829678



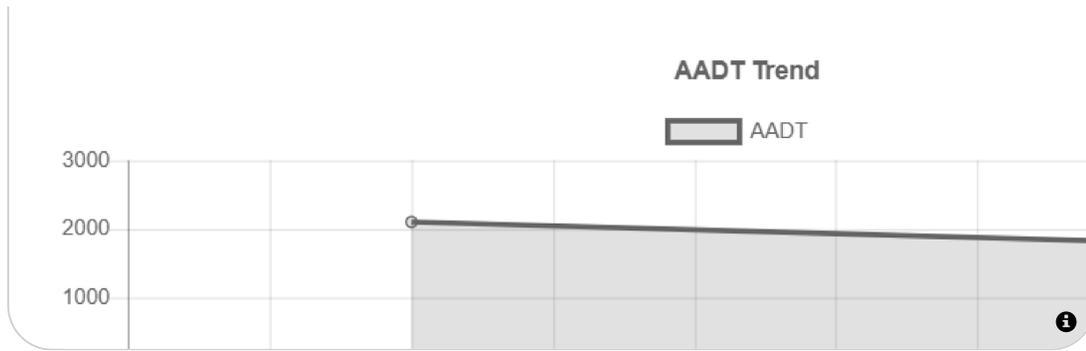
Count History

Year	Month	Count type	Duration	Count	ADT
2023	November	Volume	30 hours	2,583	1,886
2017	November	Volume	25 hours	2,444	2,317
2011	September	Volume	27 hours	2,185	1,912
2008	May	Volume	25 hours	2,178	2,086



Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	-	-	2,110	-	-	-	-	-	1,770	-



Not Necessary to Change Ohio Street to “Major Arterial Street”

City has not clearly articulated the reason, benefit, negative impact of a change.

1. December 18th letter lists uses “...not allowed on the entirety of Ohio Street.”
 - a. Not true. There are 40+ examples already located on Ohio Street.
 - b. These uses exist today, and have for years.
 - c. Not necessary to change Ohio Street to allow these uses.
 - d. They already exist.

2. December 18th letter says change will introduce “new uses.”
 - a. What new uses?
 - b. Most not-allowed uses are in place today and have been for years.
 - c. Not necessary to change Ohio Street to allow “new uses.”
 - d. They already exist.

3. Process to approve development and “new uses” is already in place.
 - a. Existing Planning Board process successfully allows for development.
 - b. Has worked effectively for years.

4. Changing Ohio Street would destroy residential feel.
 - a. Squeeze out remaining residential area.
 - b. More room for strip malls?
 - c. “Average daily traffic in excess of 10,000 vehicles”
 - d. This is what the proposed change would mean.

5. Union Street, Broadway, Essex Street are already Major Arterial Streets.
 - a. Miles of undeveloped space on each street.
 - b. If traffic is an issue, improve these streets.
 - c. Don’t expand the problem to Ohio Street.

Not necessary to change Ohio Street to a Major Arterial Street.

Thank you for your consideration.



CITY COUNCIL ACTION

12/22/2025 26-059

Council Meeting Date: 12/22/2025

Item No: 26-059

Responsible Dept: Airport

Requested Action: Resolve

Map/Lot: N/A

Title, Resolve

Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility

Summary

If approved, this Resolve will appropriate up to \$900,000 from the Airport Unappropriated Fund Balance account to fund the Phase I Design of the Fuel Farm facility.

The current fuel farm is the original 1968 surplus military transfer and consists of three (3) storage tanks, connected by a pipeline, with a storage capacity of three (3) million gallons. The facility's age, remote configuration, and the pipeline which crosses Maine Avenue at three separate locations, has created growing operational, regulatory, and liability challenges.

The FAA-approved Airport Master Plan calls for the relocation and construction of a new fueling facility that meets current industry standards. Preliminary proposals placed Phase 1 (of a two-phase design and engineering process) at approximately \$900,000.

This item was reviewed and recommended for passage by the Business & Economic Development Committee at the December 15, 2025 meeting.

Committee Action

Committee: Business & Economic Development Committee

Meeting Date: 12/15/2025

Action: Recommend for passage

For: 5

Against: 0

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: Consent



CITY OF BANGOR RESOLVE

12/22/2025 26-059

Date: 12/22/2025

Item No: 26-059

Assigned to Councilor: Leonard

Appropriating an Amount Not to Exceed \$900,000 from the Airport Unappropriated Fund Balance to Fund the Phase I Design of the Fuel Farm Facility

Be it Resolved by the City Council of the City of Bangor that, an amount not to exceed \$900,000 is hereby appropriated from the Airport Unappropriated Fund Balance to fund the Phase I Design of the Fuel Farm facility.



NEW BUSINESS



CITY COUNCIL ACTION

01/12/2026 26-066

Council Meeting Date: 01/12/2026

Item No: 26-066

Responsible Dept: Community Connector

Requested Action: Order

Map/Lot: N/A

Title, Order

Authorizing an Update to the Community Connector Fare Structure

Summary

This Order will authorize an update to the existing fare structure for the Community Connector to include an increase per ride of 50 cents from \$1.50 to \$2.00, replace traditional monthly passes with fare capping, eliminate the need for paper transfer tickets, and create mobile fare options.

The Community Connector, in conjunction with the Bangor Area Comprehensive Transportation System (BACTS), recently completed a fare study that included public outreach. The Community Connector has not increased fare in over a decade despite increasing costs and value added via new vehicles, brand new Transit Center, and technology improvements.

The recommended fare structure and payment modernization strategy will improve equity, operational efficiency, and financial sustainability while aligning Community Connector’s fare policy with current service investments and rider expectations. It is anticipated that the update to the fare structure will take approximately a year to implement.

This item was reviewed and recommended for approval at the Government Operations Committee meeting on January 5, 2026.

Committee Action

Committee: Government Operations Committee

Meeting Date: 01/05/2026

Action: Recommend for passage

For: 5

Against: 0

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: New Business



CITY OF BANGOR ORDER

01/12/2026 26-066

Date: 01/12/2026

Item No: 26-066

Assigned to Councilor: Beck

Authorizing an Update to the Community Connector Fare Structure

Whereas, the Community Connector has not had a fare increase since 2014 and relies heavily on paper tickets creating administrative burden on staff and drivers;

Whereas, the Community Connector has increased value to its riders through purchase of new vehicles, building a Transit Center (opened December 2022), and implemented system improvements such as new technology and fixed bus stops; and

Whereas, the Community Connector, in conjunction with the Bangor Area Comprehensive Transportation System (BACTS), recently completed a fare study that included public outreach; and

Whereas, the update to the fare structure will include an increase per ride of 50 cents from \$1.50 to \$2.00, replace traditional monthly passes with fare capping, eliminate the need for paper transfer tickets, create mobile fare options, and more; and

Whereas, the recommended fare structure and payment modernization strategy will improve equity, operational efficiency, and financial sustainability while aligning Community Connector's fare policy with current service investments and rider expectations.

Be it Ordered by the City Council of the City of Bangor that, the City Manager is authorized to update the Community Connector's fare structure including but not limited to an increase of 50 cents per ride, mobile fare ticketing, and more.

School Committee Retreat

Date: January 13, 2026

Time: 8:15-12:30

Location: UMA, Bangor Campus, Lewiston Hall, Room 118

Agenda

- | | |
|-----------------|--|
| 8:15 am | Welcome |
| 8:30 am | Your Why <ul style="list-style-type: none">● Sources of Pride● Facilities |
| 9:00 am | District Initiatives and Goals |
| 9:50 am | Break |
| 10:00 am | MSSA – Eric Waddell <ul style="list-style-type: none">● Review Governance Calendar● Self-Assessment |
| 11:30 am | Non-profit |
| 12:15 pm | Closing Reflection |

Lunch on your own.

Special City Council Workshop
Tuesday, January 13
Council Chambers, City Hall, 73 Harlow St.
5:15 p.m.

- 1. Public Health Overview on Existing Service Network & Services, and Strategic Plan Examples**

Opioid Settlement Funds Advisory Committee

Wednesday, Jan. 14 @ 6 p.m.

Paul Bunyan Room, City Hall, 73 Harlow St.

Agenda

- 1. Discuss grant applications**
- 2. Adjourn**

BANGOR SCHOOL COMMITTEE AGENDA
REGULAR MEETING
7:00 p.m., **Wednesday, January 14, 2026**
City Hall Council Chambers

Strategic Goals
(E) Excellence
(TL) Teaching and Learning
(ER) Engaged Relationships
(SW) Safety and Well-being

*Mission: We provide educational opportunities that inspire students and adults to grow every day,
to thrive over time, and to aspire continuously for excellence as learners and people*

A. Call to Order

1. Welcome
2. Pledge of Allegiance

B. Adjustments to the Agenda

C. Public Comments (Public participation procedures are listed in the Bangor School Committee brochure.) Meeting is broadcast live in Bangor on the Educational Channel 1302 and streamed through Bangor School Department Facebook page.

D. Superintendent's Proposals and Updates

1. Action Items
2. Informational Items
 - a. New England Association of Schools and Colleges (NEASC) Report – E, TL, ER, SW
 - b. Superintendent's Update – E, TL, ER, SW
 - c. Report of Reassignment(s)
 - d. Report of Resignation(s)
 - e. Report of Retirement(s)

E. Business Actions Items

1. Action Items
 - a. Minutes
 1. Regular Meeting of December 10, 2025
 - b. Personnel
 1. Nomination(s)
 - a. Teacher Nomination for the 25-26 School Year
 2. Extra-Duty Assignment(s)
 - c. Donations
2. Introduction Items
 - a. First Reading of Revised Policies
 1. Revised Policy EFF – Meal Prices
 2. Revised Policy GDB-10 – Educational Technology Staff Compensation Guide
 3. Revised Policy ICA – 2026-2027 School Calendar
 4. Revised Policy IHBG – Home Schooling
 5. Revised Policy IHBGA – Home Schooling – Participation in School Programs
 6. Revised Policy KBF – Parent Involvement in Title I

F. Committee Updates

1. Committee Appointments
2. Representatives' Reports – E, TL, ER, SW
 - a. Dropout Prevention
 - b. United Technology Center
 - c. Scholarship
 - e. Other
3. Student Committee Member Updates

G. Reports

H. Questions and Comments from the Committee

I. Information Items

1. Important Dates:
 - Wednesday, January 28, 2026 Regular Meeting – 7 p.m. Council Chambers
 - Wednesday, February 11, 2026 Budget Workshop – 7 p.m. Council Chambers
 - Wednesday, February 25, 2026 Regular Meeting – 7 p.m. Council Chambers
 - Wednesday, March 4, 2026 Budget Workshop – 7 p.m. Council Chambers
 - Wednesday, March 11, 2026 Regular Meeting – 7 p.m. Council Chambers

J. Adjournment



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

PLANNING DIVISION

**PENJAJAWOC MARSH/BANGOR MALL MANAGEMENT COMMISSION AGENDA
FRIDAY, JANUARY 16, 2026, 3:00 PM
PAUL BUNYAN ROOM, FIRST FLOOR OF CITY HALL, 73 HARLOW STREET**

1. Election of Officers

OTHER BUSINESS

2. Overview of Commission Purpose and Processes
3. Land Development Code Update Overview
4. Adjournment



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

PLANNING DIVISION

**PENJAJAWOC MARSH/BANGOR MALL MANAGEMENT COMMISSION MEMO
FRIDAY, JANUARY 16, 2026, 3:00 PM
PAUL BUNYAN ROOM, FIRST FLOOR OF CITY HALL, 73 HARLOW STREET**

1. Election of Officers

Officers are elected by first being nominated by a Commission member. Multiple members may be nominated, and no second is needed. A Commission member may choose not to be nominated. Once nominated, voting shall be by roll call vote.

OTHER BUSINESS

2. Overview of Commission Purpose and Processes

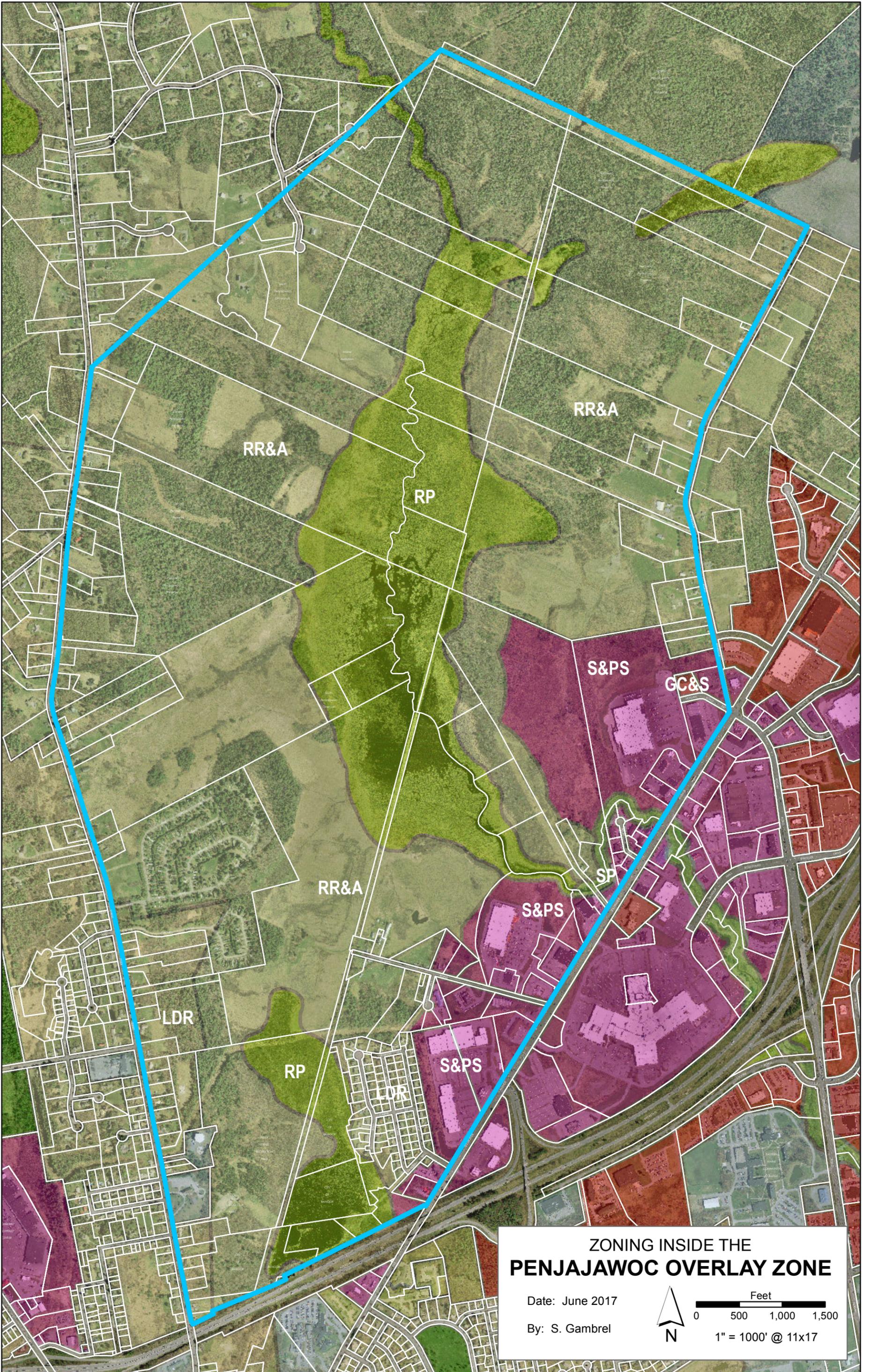
Staff will review the background of the Commission and its current function today. Included in your packets is a map of the Penjajawoc Overlay Zone and a report completed by the Penjajawoc Marsh/Bangor Mall Task Force in 2005. Also included is a letter we send out to new property owners in the Penjajawoc Overlay Zone. Staff sent out a similar letter to all property owners in the zone early last year.

3. Comprehensive Plan and Land Development Code Update Overview

Staff will review the recently adopted Comprehensive Plan and the current effort to update the City's Land Development Code, as well as discuss how the Commission can be involved. The Comprehensive Plan and the website on the land development code update can be viewed at the links below:

- a. <https://bangormaine.gov/DocumentCenter/View/1467/Comprehensive-Plan-PDF>
- b. <https://www.blueprintbangor.com/>

4. Adjournment



**ZONING INSIDE THE
PENJAWOC OVERLAY ZONE**

Date: June 2017

By: S. Gambrel



Feet

0 500 1,000 1,500

1" = 1000' @ 11x17

FINAL REPORT

PENJAJAWOC MARSH/BANGOR MALL TASK FORCE

MAY 2005

MEMBERS OF THE TASK FORCE

Edward Barrett
Tom Davis
Carol Epstein
Kevin Kane
James Ring

Hope Brogunier
Cindy DeBeck
Shephard Harris
Judy Kellogg Markowsky
Marion Rudnicki

Mark Conley
Sandi Duchesne
James Hinds
Lucy Quimby

**PENJAJAWOC MARSH/BANGOR MALL TASK FORCE
FINAL REPORT
MAY 2005**

BACKGROUND AND INTRODUCTION

In recent years, recognition of the value of the ecosystem and habitat surrounding the Penjajawoc Marsh has been growing, particularly as development has continued to occur in areas near the Marsh. This has raised a set of issues that have brought forward differing views on how best to protect this environmental resource while recognizing the rights of property owners in the area to continue traditional uses on their properties and the objectives of the City of Bangor of retaining its position as the major service center in Northern and Eastern Maine and continuing to expand its tax base.

These issues came to general public attention several years ago when a major commercial development was proposed for an area abutting the Penjajawoc Stream/Marsh complex. After several years of controversy, the State Board of Environmental Protection eventually denied a State Location of Development Permit for this project. This decision resulted in a level of uncertainty about what could and could not be permitted in this area.

In spite of the uncertainties resulting from the decision of the Board of Environmental Protection, commercial development activity has continued in the Stillwater Avenue/Hogan Road/Bangor Mall area, and interest in future development in this part of the City remains strong. Development activity raises a number of issues including land use policy, environmental impacts, and traffic generation. For the last several years, development projects proposed for this area have been handled on a case by case basis and without a general consensus from all stakeholders regarding the policies required to guide future development and preservation.

THE TASK FORCE

In September 2004, the Bangor City Council adopted an Order creating a Task Force to address this area and make recommendations on the policies that the City should adopt to guide future development and conservation activities in this area. The Task Force includes representatives of landowners, developers with an interest in the area, the Bangor Land Trust, other environmental organizations, and the City of Bangor.

Over the past several months the Task Force has worked diligently to address issues and interests in this area. The initial efforts of the Task Force were

focused on defining the study area, reviewing considerable pertinent information, and drafting proposed land use policies. The Task Force subsequently directed its attention to the traffic challenges and needs associated with continued development. Of particular interest to the group was exploring possible options to the proposed "Parallel Service Road". Throughout its work, the Task Force also developed additional recommendations designed to assist in the implementation of its recommendations and to insure the future appropriate management of this area.

The recommendations found below fall into three major categories: land use policy, transportation, and public access to and management of the resource. They represent a consensus of the members of the Task Force and were arrived at through a lengthy series of meetings and detailed discussion characterized by creative problem solving and a willingness to compromise on the part of all of its members. As such, these recommendations are brought forward as a package. It is essential, therefore, that all of the recommendations be adopted and implemented in order to preserve and forward the work of the Task Force and to insure the continued support of all of the interests represented within it.

DEFINITION OF STUDY AREA

The initial effort of the Task Force was to seek agreement on the boundaries of the area to be included in its work. Agreement was reached on the area to be included, as shown in Attachment 1. Generally, the study area runs from the intersection of Stillwater and I-95 Northeast along Stillwater Avenue to Kittredge Road, follows Kittredge Road to the Bangor Hydro power line easement, follows that easement until the point where it turns to the North, then runs southwesterly in a straight line to an angle point in Essex Street approximately 2500 feet southerly from Fox Hollow, then follows Essex Street South to I-95, and then east along I-95 to Stillwater Avenue.

The majority of this area is currently zoned Rural Residence and Agriculture. However, the City's current comprehensive plan identifies portions of this area for potential future commercial development, especially along the Stillwater/Kittredge Road corridor.

RECOMMENDATIONS ON LAND USE POLICY

FUTURE BOUNDARIES FOR COMMERCIAL USE

The Comprehensive Plan's Land Use Concepts map provides a general definition of the locations within the study area where commercial growth could be expected in the future. The Task Force, however, determined that these

boundaries were not specific enough to provide clear guidance. As a result, the Task Force has further defined and clarified the eventual commercial boundary, including the extent of buffer that should be maintained between the edge of such uses and the Penjajawoc Stream/Marsh. This recommendation is graphically presented in Attachment 2.

Generally, the Task Force recommends that commercial development to the South of the Stream/Marsh be limited to the Widewaters property (already zoned commercial) and a smaller area adjacent to Gilman Road. In all instances, commercial development in this area will require a minimum 250-foot setback from the Stream/Marsh.

To the North and East of the Stream/Marsh, commercial development would be allowed up to and including the larger of the two Davis properties fronting on Kittredge Road. Commercial setbacks from the stream/marsh in this area vary somewhat depending upon the parcel and the configuration of the adjacent wetland. In most areas, however, this setback is in the range of 600 feet.

Areas located between the property that may eventually be zoned for commercial development and the Stream/Marsh should remain zoned as Rural Resource and Agriculture and be subject, except where noted below, to the recommendations of the Task Force regarding residential development in the study area.

During the Task Force process, several development projects were in the planning stage, included a new development proposal for the Widewaters property located west of Stillwater and South of the Stream, and the W/S property located to the North and East of the Stream/Marsh. Meetings and discussions between these developers and those concerned with the preservation of the Marsh/Stream have been on-going in an effort to adjust the proposed developments to meet the goals of preserving environmental values and habitat. These meetings have been productive. The Task Force recommends that the City continue to urge potential developers and representatives of local environmental groups to meet early in the planning process. The intent of this recommendation is to insure that proposed site developments, as they move forward, take into account, to the extent feasible, environmental and habitat considerations. This subject is further addressed below under the section of the report on management and access.

RESIDENTIAL DEVELOPMENT

While the majority of attention has been focused on commercial development in the Mall area, most of the study area is currently zoned residential and is likely to

be residentially developed. This includes all of the property fronting on Essex Street and a substantial amount of property fronting on Kittredge.

Under the City's current zoning, most of this area can be subdivided for residential development with minimum 1.5-acre lots with a minimum lot width of 200 feet. Recognizing that the City's resource protection zone around the Marsh extends 75 feet from the upland edge of the wetlands, structures can currently be built in relative proximity to the marsh, creating a potential for habitat disruption and water quality degradation. At the same time, traditional agricultural and timber harvesting uses have taken place on these properties for generations, and these rights should be protected.

As a result of these and other considerations, the Task Force makes the following recommendations:

1. Maintain the current Resource Protection Zone around the Marsh.
2. Establish a new "no building" zone extending 175 feet from the current Resource Protection Zone. Traditional uses would be allowed in this area, but no buildings would be permitted.
3. Require that subdivisions be "clustered" to reduce densities on the portion of the subdivision closest to the marsh. The number of lots permitted on any parcel would remain the same as the number allowed in the Rural Residence and Agricultural Zone, i.e., one lot per 1.5 acres/200 foot lot width. Minimum lot size should be 1 acre/150 foot lot width, unless the properties are served by water or sewer or the developer documents that smaller lots can be adequately served by subsurface wastewater disposal systems and wells. In such instances, minimum lot size may be reduced to no less than 10,000 square feet/75 foot lot width or the minimums required by the state, whichever is larger. Because of parcel geometry it is very unlikely that subdivision lots can be configured to meet both the minimum lot size and minimum frontage requirements. Accordingly, new subdivision lots should meet at least one of the minimum recommendations for lot size or lot width outlined above.
4. Allow the portion of the subdivided parcel closest to the marsh to remain privately owned, thus permitting traditional uses to continue. If a structure or structures is to be built on such a parcel, they must be located more than 175 feet from the edge of the resource protection zone and the impervious surface and lot coverage ratios should be limited to no more than would be allowed on a single 1.5 acre lot in the Rural Residence and Agricultural Zone.
5. Given that most of the residentially zoned parcels in the study area are long with narrower road frontage, the City should design and adopt policies that promote connectivity between future residential developments. This can be accomplished through dedicating either a potential street right of way to connect to adjacent subdivisions and/or a walking/biking trail easement.

However, Street right-of-way dedications should not be required to serve/connect adjacent parcels unless such parcels can be separately accessed from a public way. Street easements should not be allowed on the parcel or parcels closest to the Marsh or Stream, although walking/biking easements could be allowed in this area. When possible, cul-de-sac designs should be avoided if connections to adjacent parcels can be reasonably made.

RESIDENTIAL DEVELOPMENT ADJACENT TO COMMERCIAL AREAS NORTH AND EAST OF THE STREAM/MARSH

The area currently zoned Rural Residence and Agricultural located to the North and East of the Stream/Marsh and adjacent to areas identified for potential commercial development should be retained as Rural Residence and Agriculture. The four existing relatively small lots immediately adjacent to the stream should be exempted from the 250 foot no structure zone in accordance with existing regulations to allow for limited residential development and avoid regulatory requirements that would overly limit the potential use of these properties.

EXISTING COMMERCIAL PROPERTIES LOCATED ALONG STILLWATER AVENUE

A number of already developed commercial properties exist along the West side of Stillwater Avenue in the immediate vicinity of the Penjajawoc Stream. In order to avoid non-conformities, no changes should be made in the zoning or land use regulations that apply to these properties.

CONSERVATION FUND

While the recommendations advanced above will provide additional protection to the environmental and habitat values associated with the Marsh/Stream, further protection can be provided through the purchase of property and/or conservation easements within the study area and the implementation of water quality improvement projects that may result from the City/DEP study (see Water Quality discussion below). The Task Force recommends that a conservation fund be established through a Tax Increment Financing Program to be established for future commercial development within the study area. As new commercial development occurs, the City should set aside 25% of the new taxes from such development for a period of 10 years, with the resulting funds to be used for the purchase of property or conservation easements, public access projects, and water quality improvement efforts. Property/easements should be acquired only from willing sellers. Priority should be given to grasslands and fields within 1,000 feet of the Marsh/Stream followed by wooded areas within 1,000 feet of the Marsh and then grassland and forested land 1,000 to 2,000 feet from the Marsh/Stream. Initial priority should be given to properties within the Southern section of the study area near Stillwater Avenue. Where conservation easements

are acquired, these should also include, whenever possible, public access easements.

RECOMMENDATIONS FOR TRAFFIC MANAGEMENT

BACKGROUND INFORMATION

In 1998, the Bangor City Council approved the concept of a Parallel Service Road as a proposed future street. At that time, the City Council and Staff felt it was prudent to consider a possible road that would alleviate additional traffic on Stillwater Avenue that could be generated by potential future development in the area. The Land Use Concepts map contained in the City's Comprehensive Plan envisioned a sizeable area on the northwesterly side of Stillwater Avenue that conceivably could be developed, based on availability of services, etc. The Parallel Service Road is depicted on the City's Official Map as a new public street starting on Stillwater Avenue at the I-95 interchange and terminating at the intersection of Hogan Road and Stillwater Avenue. As proposed, the Parallel Service Road would cross the Penjajawoc Stream approximately 1250 feet northwesterly of Stillwater Avenue. With the increased understanding and knowledge of the natural resource value of the Penjajawoc Complex that has developed over the last few years, the Parallel Service Road and its stream crossing has raised concerns about potential impacts.

Last year the Bangor Comprehensive Transportation System (BACTS) undertook a detailed traffic study of the Stillwater Avenue Corridor at the City's request. The purpose of the study was to take an in-depth look at current conditions and project future traffic volumes based on the potential growth that could occur over the next 15 years and to develop recommendations on how traffic should be accommodated. The study considered both the residential portion of Stillwater Avenue nearer Broadway and the commercial section to the northwest. Based on potential commercial build-out in the Stillwater area as indicated by the Comprehensive Plan Land Use Policy, the study concluded that the Parallel Service Road would be needed if such build-out actually occurred.

The Land Use Policy recommendations developed by the Task Force were valuable in the consideration of future traffic issues because they more clearly defined the limits of potential growth than the current Comprehensive Plan's Land Use Policy map. Participation in the Task Force by developers that hope to develop commercial projects on land located on both sides of the Penjajawoc Stream northwesterly of Stillwater Avenue was also extremely useful, as they were willing to openly discuss their prospective projects with the group. Both of these factors combined to allow more realistic predictions of future traffic volumes than had previously been available.

The Traffic Consultant that performed the 2004 Stillwater Corridor Study was retained to generate future traffic volumes based on new estimates of commercial growth and to evaluate Task Force suggestions for managing future traffic in the area. Through this process, the Task Force was able to develop the recommendations outlined below. These strategies are intended to manage future traffic growth in the Stillwater Avenue/Hogan Road commercial area.

OPTIMIZE EXISTING CAPACITY AND EFFICIENCY

This approach includes refinement of traffic signal timing and coordination and addition of new traffic signals at key locations where roadway and intersection capacity would be otherwise restricted. Limiting the number of new driveway entrances and combining existing entrances where possible would also preserve existing roadway capacity.

MODIFY EXISTING ROADWAY NETWORK

As traffic volumes increase, it will become necessary to widen existing roadways. Reconfiguration at some locations would also be beneficial. Specific recommendations include:

1. Widening Stillwater Avenue (north of the interchange) to five lanes.
2. Consider modifications to the existing driveway entrances off Stillwater Avenue to improve efficiency, consistent with the 2004 BACTS Stillwater Avenue Corridor Study.
3. Consider improvements to the existing private road adjacent to Best Buy that runs between Bangor Mall Boulevard and Stillwater Avenue. This would allow more direct access between large developments located on either side of Stillwater Avenue. Making this a public street may also be a consideration. Additionally, establishing a new access drive directly opposite the intersection with Stillwater Avenue in conjunction with new development should be considered. This would create a four-way intersection configuration that could be signalized. Implementation of this recommendation should not diminish access opportunity for existing developments or properties beyond what is proposed in the 2004 BACTS Stillwater Avenue Corridor Study.
4. Relocate the lower end of Kittredge Road. This would involve alignment with Hogan Road extending northerly past Crossroads and the Country Inn and then sweeping easterly to connect with the existing Kittredge Road right-of-way. Although longer than the

current alignment, an improved intersection with Stillwater Avenue would enhance safety and provide more efficient access to future development.

5. Reconfigure existing southbound Interstate ramps at Hogan Road. This recommendation involves relocating the southbound off ramp northeasterly and connecting it to Springer Drive in the general vicinity of the existing Wal-Mart entrance. Eliminate the existing off ramp to Hogan Road and construct a new southbound on ramp that would allow northbound Hogan Road traffic to make a right turn to access the Interstate southbound. This ramp reconfiguration would eliminate two left-hand turn movements on Hogan Road. The traffic analysis shows a significant benefit on Hogan Road, which also extends to Stillwater Avenue due to improved traffic circulation. It should be noted that Federal Highway Administration approval will be needed to make such changes.

NEW ROADWAY CONNECTIONS

The full commercial build-out that could occur in conjunction with the Task Force's Land Use Policy recommendations would require construction of new roadway connections in order to maintain acceptable levels of service within the highway network. These connections would create alternate circulation routes and provide direct relief for Stillwater Avenue. Recommended new connections include:

1. Stillwater interchange to Gilman Road

This would include only that portion of the Proposed Parallel Service Road between Stillwater Avenue at the Interstate ramps and Gilman Road. The existing intersection of Gilman Road at Stillwater Avenue would be limited to right turns in and out or possibly be eliminated.

2. New connector between Kittredge Road and Ridgewood Drive

With the likelihood of additional future development northeasterly of Hogan Road, this connector would provide a link between developments. In combination with Hogan Road, Springer Drive, and Longview Drive, it would create a new circulation loop that avoids travel along Stillwater Avenue.

3. Connector between Widewaters and W/S Development sites

This would involve constructing a short new connector road between two large development sites located on the northeasterly side of Stillwater Avenue -- the Widewaters site on the southwesterly side of the Penjajawoc Stream and the W/S site on the northeasterly side. The connector road would be located immediately to the rear of existing development along Stillwater Avenue and would likely require only two lanes. It would involve crossing the stream near the existing private bridge that currently serves an existing residence. While a new stream crossing would be created, it would have significantly less environmental impact than the crossing associated with the current Parallel Service Road concept. The new crossing would allow for elimination and removal of the existing private crossing. Furthermore, the new connector road can and should be designed so that no direct runoff or discharge to the Penjajawoc Stream is created. The site design of the Widewater and W/S development projects would integrate with the new connector to provide a continuous travel route from Gilman Road to Hogan Road and reduce traffic impacts on Stillwater Avenue. This new connector, in conjunction with the preceding recommendations, would eliminate the need for constructing the portion of the currently proposed Parallel Service Road between Gilman Road and Hogan Road. It should be noted that permits from several Regulatory Agencies would be required prior to construction of the connector road.

The recommendations listed above are presented in descending order of priority. The traffic analysis conducted for the Task Force concludes that, by careful implementation of these measures, level of service along Stillwater Avenue and adjacent areas would be equal to or slightly better (in some respects) than current conditions.

While the foregoing recommendations focus on vehicular traffic, the Task Force also supports measures that reduce the need for vehicular travel, including expanded public transportation service, possible shuttle opportunities, and additional pedestrian/bicycle connections.

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RECOMMENDATIONS ON PUBLIC ACCESS AND MANAGEMENT

WATER QUALITY

The Task Force strongly supports the current City of Bangor/Maine Department of Environmental Protection study of water quality in the Marsh/Stream. We recommend that various stakeholders, including representatives of the groups included on this Task Force, be included in this effort in accordance with its adopted work plan and schedule. The Task Force believes that this study will produce information and recommendations that will be essential to improving water quality in the Marsh/Stream complex. It should also address steps that can be taken to minimize and reduce water quality impacts resulting from the existing commercial developments within the Task Force's identified study area.

PUBLIC ACCESS

Efforts should continue to provide public access to areas adjacent to the Stream/Marsh. Here again, such access should only be acquired through transactions with willing property owners. Priority should be given to acquisition of public access rights to the abandoned Veazie Railroad bed as a corridor that will link the Essex Street Recreation Area to the City Forest. Where individual property owners are not interested in providing such access on portions of the existing railway bed, efforts should be undertaken to identify alternative routes that will accomplish a continuous link between Essex Street and the City Forest that are acceptable to private property owners.

MANAGEMENT AND ACCESS PLAN

The development of a management and access plan for the Marsh/Stream area is an essential requirement for insuring that the environmental, habitat, ecotourism, and recreational values of this complex are maximized. Such a management plan can identify and prioritize parcels suitable for acquisition or conservation easements, identify parcels that might be acquired by private developers as mitigation for their projects, develop and implement a plan for providing and managing public access, and insure that the potentially competing values of habitat maintenance and recreational use are handled appropriately for the long-term benefit of the environment and the community. A similar approach has been implemented for the Orono Bog Walk.

The Task Force recommends that a Marsh/Stream Conservation and Management Commission be established and tasked to:

- Develop recommendations on the use of the Conservation Fund recommended above

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- Develop recommendations on the use of the Conservation Fund recommended above

- Develop a Public Access plan to support appropriate recreational and ecotourism uses in the Marsh/Stream complex
- Develop an overall management plan designed to preserve habitat and environmental values while permitting public access and use
- Educate the public on the Marsh/Stream ecosystem and its wildlife
- Provide review and comment on proposed commercial and residential development within the study zone early in the development process to insure that environmental issues are taken into account in the initial site planning process. We envision that this would be similar to the discussions that have taken place within the Task Force regarding commercial developments currently being planned
- Monitor the implementation and effect of the Task Force's recommendations and, where necessary, recommend changes.
- Coordinate with other interested parties on issues and projects involving the Penjajawoc Stream/Marsh complex.
- Research the feasibility of enacting a local ordinance and/or State law regulating invasive species.

The composition of this Commission should mirror that of this task force and include representatives of the Bangor Land Trust, property owners in the study area, the business and development community, the City of Bangor, and other environmental organizations with an interest in this area.

CONCLUSION

The members of the Task Force would like to express their appreciation to the members of the City Council and City staff who supported the formation of this group and their commitment to reaching an agreement on the long-term policies to guide the future of the Marsh/Stream Complex. We would also like to thank Jonathan Reitman for his hard work and effectiveness in facilitating this process.

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CITY OF BANGOR

Planning Division

January 8, 2026

207 Development LLC
19 Sunrise Trail
Hampden, ME 04444

Dear Neighbor.

Welcome to the City of Bangor and congratulations on your new home! You now own property in what is known as the Penjajawoc Marsh Overlay District. The marsh is one of the pieces of the Penobscot River watershed, a watershed that encompasses 2.5 million acres starting near Mount Katahdin and flowing to the coast of Acadia National Park. The Penjajawoc Marsh is a nationally recognized natural resource by organizations such as Audubon and the US Department of Fish and Wildlife.

Penjajawoc Marsh is an emergent freshwater marsh. A freshwater marsh is a non-tidal, non-forested marsh wetland that contains fresh water, and is continuously or frequently flooded. Freshwater marshes primarily consist of sedges, grasses, and emergent plants (tubular-like plants). It is home to 180 bird species, 8 of which are rare bird species in the state of Maine, a multitude of wet meadow and forested wetland areas, and also provides habitat to critical and threatened animal species.

In 2005, a task force was created to study this marsh area. The task force recommended the city use an overlay method added to the zoning to help protect the area. An overlay means that the uses and allowances in the zones would remain, but there is an overlay of protection. The overlay was established to balance the delicate natural resource of the marsh with the ability of property owners to use their property. The Mall/Marsh Commission was created to work with developers on proposed developments.

As a property owner, you can help keep the Penjajawoc Marsh an active healthy habitat by:

- ✓ **Planting native species in your yard and avoid the planting of invasive species.** We ask this, in part, because native plants do not require fertilizers and pesticides and they require less water than lawns. Native plants also provide food and nesting habitat for bees, butterflies, and moths; caterpillars from butterflies and moths are critical food sources for baby birds. Additionally, invasive plants can spread outside of property boundaries and damage the local ecosystem. For more information, the University of Maine Cooperative Extension has a great guide for native plants:

<https://extension.umaine.edu/gardening/manual/plants-for-the-maine-landscape/>

- ✓ **Using outdoor lighting that is dark sky friendly and insect friendly.** Generally, this means using light fixtures that are cut off such that the light only shines downward, and/or turning off the lights by 10 PM (or only using motion sensor lights).
 - Artificial light alters natural patterns of light and dark within the ecosystem and contributes to the deaths of millions of birds each year. Light pollution can cause birds to change their migration patterns, foraging behaviors, and vocal communication, resulting in disorientation and collisions.
 - It also has negative impacts on nocturnal insects and mammals, such as fireflies. Warm white LED lighting (versus lights with a high blue component), and lights with a color temperature below 3,000 Kelvin are particularly insect friendly.
 - For more information: <https://darksky.org>
- ✓ **Not using harsh pesticides and herbicides on your property.** These chemicals accumulate in the soil and persist for months, even years, imperiling the navigation, food collection, longevity, and resistance to disease of bees and a variety of other animals, including earthworms, fish, and birds. Even low accumulations of pesticides in the soil may weaken plant immune systems and limit the needed resources of soil nutrients such as phosphorous and nitrogen. There are many alternatives available at most local hardware, landscaping, and home improvement stores.
- ✓ **Not using rodenticides and opting for traps and exclusion and prevention techniques instead.** Birds of prey, such as owls, and other wildlife, such as foxes, can eat poisoned rodents and then become poisoned as well. Cats, dogs, and children can also be put at risk by rodent poison. More information on this issue and prevention can be found here: [Rodenticide Poisoning in Wildlife | Wildlife Center of Virginia](#)
- ✓ **Taking care in disposing of hazardous materials in your home.** These hazards include oil, paint, batteries, electronics and mercury. Storing them on the property may cause accidental spillage and leaching of harmful substances into the soil. The city has more information on household hazardous waste that can be found here: <https://bangormaine.gov/hhw>

On behalf of the City of Bangor, welcome again, and we thank you for your voluntary commitment in helping to protect this important natural resource our city! Do not hesitate to call with questions about the marsh or any aspect of the city!

Best wishes,



Anja Collette
Planning Officer

207-992-4280

planning@bangormaine.gov

