



# CITY COUNCIL AGENDA





**REGULAR MEETING BANGOR CITY COUNCIL – JANUARY 28, 2026 at 7:00 PM**

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**CONSENT AGENDA  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

**26-072    ORDER                    Authorizing the City Manager to Execute a Parking    DEANE  
Lease with Penquis for Fifteen Parking Spaces along  
Curve Street**

**Executive Summary:** This Order, if passed, would authorize the execution of a lease agreement with Penquis for the use of fifteen City-owned parking spaces along Curve Street.

Penquis has requested continued use of these spaces for employee parking. The City will retain responsibility for maintenance, including plowing.

If approved, the lease term will be five years at a rate of \$35 per space, per month. Staff recommends approval.

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

**ASSIGNED TO  
COUNCILOR**

**26-073    ORDINANCE                    Amending the Code of the City of Bangor by                    FISH  
Changing the Restrictions on Short-Term Rentals in  
Tiny Home Parks and Manufactured Home Parks  
(First Reading and Referral to Planning Board on  
February 3, 2026)**

**Executive Summary:** In October 2022, the City adopted an ordinance establishing a new use and regulations for tiny home parks. At that time, the City did not have short-term rental regulations; therefore, short-term rentals were expressly disallowed in tiny home parks. The City’s short-term rental ordinance was adopted in October of 2023. This ordinance allowed short-term rentals in most places, but the tiny home park ordinance was not amended to allow this use. However, no such restriction was ever created for manufactured home parks. Therefore, a disparity now exists between short-term rental regulations for two similar development types. The proposed changes included in this amendment would update the City’s Code of Ordinances to remove the prohibition on short-term rentals in tiny home parks and to provide a cap on this use in both tiny home parks and manufactured home parks, provided the parks are under a single owner for all of the homes.

**26-074    RESOLVE                    Authorizing \$450,000 from the Stormwater                    BECK  
Unassigned Funds Account for Construction of a  
Stormwater Trunk Line for the Sanford Brook  
Drainage Area (First Reading)**

**Executive Summary:** The City of Bangor has been working to reduce Combined Sewer Overflows for many decades. The Maine DEP and US EPA administer a consent decree to the City to reduce CSOs. Sewer separation, the process of discharging stormwater to a nearby waterbody, instead of to the sanitary sewer system, has always been a prevalent method to reduce CSOs in the City.

The City has the opportunity to make progress on sewer separation with the YMCA development project on Main Street. Currently, the City’s combined sewer line runs from Main Street, behind Shaw’s, to Second Street through Second Street Park, which is within the YMCA’s site development. This line is the Sanford Brook combined sewer “trunk” line and it services the street areas of Second, Sanford, Cedar,

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

**ASSIGNED TO  
COUNCILOR**

Third, Fourth, Fifth, Union and West Broadway. The YMCA is proposing a partial relocation of the City's sewer line as part of their development project, as well as an onsite stormwater collection system.

Building a stormwater trunk line adjacent to the relocated sewer line, would allow for future separation in the Sanford Brook drainage area by connecting the existing storm drain system on Main Street to Second Street. The cost to construct this stormwater line will be greatly reduced because the site is being totally redeveloped and that allows for significantly cheaper construction as compared to disturbing a fully developed site that also requires site restoration. There is no other practical route to locate a gravity storm sewer now or in the future to service the Sanford Brook area other than through the YMCA site. The YMCA is willing to work with us on this project, and they will be installing a portion of the line as part of their project.

This work will be completed on an active construction site on private property that is being managed by an existing contractor. The existing project contractor has provided a preauthorized list of contractors that it is willing to work with for the completion of the City's portion of the storm drain construction project. As a result the City's sole source procurement policies are applicable to this project.

The Director of Engineering requested and received bids from contractors that are pre-authorized by the site owner and contractor to complete this work ranging from \$436,982.00 to \$486,270. The City intends to work with the low bidder, Sargent Corporation of Stillwater, Maine and requests Council to designate \$450,000 of unassigned Stormwater Utility fund balance to construct this project.

If approved, Engineering will present a construction contract to both the Finance Committee and the City Council for approval.

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**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.

**UNFINISHED BUSINESS**  
**ITEM NO.**

**ASSIGNED TO**  
**COUNCILOR**

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.

<b><u>26-058</u></b>	<b><u>ORDINANCE</u></b>	<b>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</b>	<b>CARSON</b>
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**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.

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.

**NEW BUSINESS**  
**ITEM NO.**

**ASSIGNED TO**  
**COUNCILOR**

<b><u>PUBLIC HEARING:</u></b>	<b>Application for Special Amusement License Renewal of Bangor Lodge #244 BPO Elks d/b/a Bangor Lodge #244 BPO Elks, 108 Odlin Road</b>	<b>BECK</b>
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# BOOKMARK ASSISTANCE

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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](mailto:lisa.goodwin@bangormaine.gov)



# CONSENT AGENDA

*Meeting called to order at 7:00 PM  
Chaired by Council Chair Hawes  
Councilors Absent: Leonard  
Meeting adjourned at 7:43 PM*

**PUBLIC COMMENT**

*Scott Pardy felt the committee on homelessness should be small with three to five members, have a fast deadline and a Council commitment to total implementation of recommendation.*

*Nathaniel Fields of Bucksport asked for a meeting with the City and his organization, No More Homeless Fathers Project.*

*Steve Santiago asked for a moment of silence in remembrance of Jim Fogg who was a driver at Community Connector for 22 years.*

*David Lyons thanked the Council for their efforts regarding the unhoused.*

*Richard Ward, Philip Hassler, George Lance and Taylor-Anne Vaughn spoke about freedom of speech.*

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**CONSENT AGENDA  
ITEM NO.**

**ASSIGNED TO  
COUNCILOR**

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*\*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*

*Action: Approved*

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

*Action: Passed*

**26-062    ORDER**      *Appointing Constables for the Year 2026*      **FISH**

*Action: Passed*

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

*Action: Passed*

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

*Action: Passed*

**MINUTES OF REGULAR MEETING BANGOR CITY COUNCIL – JANUARY 12, 2026**

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<b>CONSENT AGENDA ITEM NO.</b>	<b>ASSIGNED TO COUNCILOR</b>
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<u>26-065</u> <u>ORDER</u>	<i>Accepting the 2025 Annual Report from the Penjajawoc Marsh/Bangor Mall Management Commission</i>	<b>LEONARD</b>
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*Action: Passed*

<b>REFERRALS TO COMMITTEE AND FIRST READING ITEM NO.</b>	<b>ASSIGNED TO COUNCILOR</b>
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None.

<b>UNFINISHED BUSINESS ITEM NO.</b>	<b>ASSIGNED TO COUNCILOR</b>
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<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>	<b>FALOON</b>
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*Action: Motion made and seconded for Passage  
Motion made and seconded to postpone to the regular City Council meeting on January 26, 2026 at 7:00 PM  
Passed*

<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>	<b>CARSON</b>
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*Action: Motion made and seconded for Passage  
Motion made and seconded to postpone to the regular City Council meeting on January 26, 2026 at 7:00 PM and refer to the Business and Economic Development Committee at its next meeting  
Vote: 8 – 0  
Councilors Voting Yes: Beck, Carson, Deane, Faloon, Fish, Mallar, Walker, Hawes  
Councilors Voting No: None  
Passed*

<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>	<b>FISH</b>
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*Action: Motion made and seconded for Passage  
Passed*

**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**

*Action: Motion made and seconded to Open Public Hearing  
Public Hearing Opened  
Motion made and seconded to Close Public Hearing  
Public Hearing Closed  
Motion made and seconded for Approval  
Approved*

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

*Action: Motion made and seconded for Passage  
Passed*

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

## **INFRASTRUCTURE COMMITTEE**

Monday, November 17, 2025

Immediately following Business & Economic Development Committee  
Council Chambers, 1<sup>st</sup> Floor of City Hall

### **MEETING MINUTES**

City Councilors Present: Beck, Carson, Deane, Faloon, Fish, Hawes, Leonard,  
Mallar.

City Staff Present: Davis, Smith.

Chair Fish called the meeting to order at 6:26 P.M.

#### **1. INFRASTRUCTURE COMMITTEE OVERVIEW**

City Engineer Jefferson Davis presented to the Committee and provided an overview of the Committee's work and procedures.

Councilor Mallar asked about the stormwater utility fee and drip drains going into the sewer – Wastewater Manager Amanda Smith responded that drip drains going into the sewer are prohibited per City ordinance, but there are many existing cases of this that are grandfathered. Mallar asked how enforcement of this is handled – Smith and City Engineer Davis responded and clarified. Davis also provided clarification regarding the stormwater utility fee.

#### **2. MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) UPCOMING BRIDGE WORK**

City Engineer Jefferson Davis presented a slideshow provided by MaineDOT.

Councilor Mallar asked about bike lanes – City Engineer Davis responded and clarified.

Councilor Leonard asked about project start dates – City Engineer Davis responded and clarified.

Councilor Beck asked whether the Police and Fire Departments were consulted regarding detours – City Engineer Davis responded and clarified. Beck also asked about the alert system for notifying the public about these projects – Davis responded and discussed. Beck asked about foot traffic in the project areas – Davis responded and clarified.

Councilor Deane asked about the lifespan of these bridges, and whether this will change with upcoming improvements – City Engineer Davis responded and clarified.

Councilor Faloon asked about the Broadway project and how the timeline for concurrent projects is coordinated – City Engineer Davis responded and clarified.

### **3. SEWER ABATEMENT**

Wastewater Manager Amanda Smith presented to the Committee and provided an overview of sewer abatements and the current abatement being requested.

Councilor Leonard moved approval of the abatement requested, seconded by Councilor Deane. Vote unless doubted, no doubt. Motion passed.

Meeting adjourned at 6:56 P.M.

Meeting minutes respectfully submitted,

Sarah Maquillan  
Admin. Asst.  
C&ED

## **INFRASTRUCTURE COMMITTEE**

Monday, December 15, 2025

Immediately following Business & Economic Development Committee  
Council Chambers, 1<sup>st</sup> Floor of City Hall

### **MEETING MINUTES**

City Councilors Present: Beck, Carson, Deane, Faloon, Fish, Hawes, Leonard,  
Mallar, Walker.

City Staff Present: Davis.

Chair Fish called the meeting to order at 5:27 P.M.

#### **1. RESOLVE VERSANT AERIAL LINE EASEMENT**

City Engineer Jefferson Davis presented to the Committee and provided an overview of the agenda item.

Councilor Faloon noted that she may have a conflict of interest with this item when it goes in front of the full Council.

Councilor Mallar asked for clarification as to whether this would be temporary or permanent – City Engineer Davis responded and clarified that it will eventually be permanent.

Councilor Leonard moved to forward the Resolve to full Council, seconded by Councilor Deane. Vote unless doubted, no doubt. Motion passed.

Meeting adjourned at 5:30 P.M.

Meeting minutes respectfully submitted,

Sarah Maquillan  
Admin. Asst.  
C&ED



**CITY COUNCIL ACTION**

01/26/2026 26-067

Council Meeting Date: 01/26/2026

Item No: 26-067

Responsible Dept: City Clerk

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Appointing Nominees to Various Boards, Commissions and Committees

**Summary**

This Order will authorize the appointments to various Boards, Commissions and Committees contained in the report of the Personnel Committee. Vacancies were advertised in a variety of ways and the applicants were interviewed by the Council's Personnel Committee on January 20, 2026. The Committee has completed the process of interviewing applicants for these positions and has developed recommendations for full Council consideration.

**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

01/26/2026 26-067

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Date: 01/26/2026

Item No: 26-067

Assigned to Councilor: Mallar

Appointing Nominees to Various Boards, Commissions and Committees

WHEREAS, the City of Bangor has taken applications from citizens for a variety of vacant positions on City Boards, Committees, and Commissions; and

WHEREAS, the Personnel Committee of the City Council has interviewed these applicants and made recommendations as to the various appointments;

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

the recommendations of the Personnel Committee of the City Council are hereby accepted, and the following individuals are hereby appointed to the regular positions and for the terms designated:

Adam Baker - Advisory Committee on Racial Equity, Inclusion and Human Rights - Term Expires 12/31/2026

Dean Beaupain - Board of Assessment Review - Term Expires 12/31/2028

Marc Eastman - Board of Ethics - Term Expires 12/31/2028

Kodey Silknitter - Board of Ethics - Term Expires 12/31/2028

Peter Keebler - Historic Preservation Commission - Term Expires 12/31/2027

Edmund Chernesky - Housing Authority Commission - Term Expires 12/31/2028

Jon Hyatt - Housing Authority Commission - Term Expires 12/13/2030

Michaela Pelkey - Parks & Recreation Committee - Term Expires 12/31/2027

Benjamin Collette - Parks & Recreation Committee - Term Expires 12/31/2027



**CITY COUNCIL ACTION**

01/26/2026 26-068

Council Meeting Date: 01/26/2026

Item No: 26-068

Responsible Dept: Airport

Requested Action: Order



Map/Lot: N/A

**Title, Order**

Awarding a Contract to Carpenter Associates to Provide Project Management Services for the Bangor International Airport

**Summary**

This Order would authorize a contract award to Carpenter Associates to provide Project Management Services for the Bangor International Airport (BGR).

BGR is actively recruiting to fill the vacant Manager of Infrastructure and Facilities position, however, during this time, project management assistance is needed to keep several critically important capital projects on track. The City of Bangor and BGR currently utilizes Carpenter Associates services for multiple other projects. They were the sole bidder in response to the RFP and meet the required qualifications.

Airport staff is recommending awarding a contract for project management services to Carpenter Associates of Old Town, based on the rates submitted with the RFP.

**Committee Action**

Committee: Finance Committee  
Action: Recommend for passage

Meeting Date: 01/21/2026  
For: 5                      Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

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01/26/2026 26-068

Date: 01/26/2026

Item No: 26-068

Assigned to Councilor: Faloon

Awarding a Contract to Carpenter Associates to Provide Project Management Services for the Bangor International Airport

Be it Ordered by the City Council of the City of Bangor that the award of a contract to Carpenter Associates to provide Project Management Services to Bangor International Airport (BGR) is hereby approved, with the final form to be approved by the City Solicitor's Office.



**CITY COUNCIL ACTION**

01/26/2026 26-069

Council Meeting Date: 01/26/2026

Item No: 26-069

Responsible Dept: Health & Community Services

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Authorizing the City Manager to Apply for a One-time Grant from Adept Educational Institute in the Amount of \$5,000 for the Purpose of Promoting Gambling Prevention Messages to Parents and Youth

**Summary**

This Order authorizes the City Manager to apply for a \$5,000 minigrant to implement problem gambling prevention initiatives in Penobscot County. Funding will be used to work with the Maine Principal's Association to promote problem gambling prevention messages to parents and youth.

Funds are expected to be awarded in March 2026 and must be spent by August 31, 2026.

**Committee Action**

Committee: Finance Committee  
Action: Recommend for passage

Meeting Date: 01/21/2026  
For: 5                      Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

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01/26/2026 26-069

Date: 04/20/2022

Item No: 26-069

Assigned to Councilor: Carson

Authorizing the City Manager to Apply for a One-time Grant from Adept Educational Institute in the Amount of \$5,000 for the Purpose of Promoting Gambling Prevention Messages to Parents and Youth

Be it Ordered by the City Council of the City of Bangor that, the City Manager, or designee, is authorized to apply for a one-time \$5,000 minigrant from Adept Educational Institute of Maine to work with the Maine Principal's Association to promote problem gambling prevention messages to parents and youth.



**CITY COUNCIL ACTION**

01/26/2026 26-070

Council Meeting Date: 01/26/2026

Item No: 26-070

Responsible Dept: Stormwater

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Authorizing the City Manager to Submit the Watershed Based Plan for Penjajawoc Stream Dated March 2025 to the Maine Department of Environmental Protection for Acceptance

**Summary**

Submitting the Watershed Based Plan to the Maine DEP will allow the City to apply for grant funds for stream restoration activities described in the Plan from the Maine DEP Nonpoint Source Water Pollution Control Grants. The last plan accepted by the Maine DEP expired in 2018.

In 2023, the City began to update the Plan for Penjajawoc Stream. The City requested bids and selected the local firm Stillwater Environmental Engineering to complete the Plan. The submitted a completed plan to the City in March of 2025.

If approved, the City would likely apply for Grant funding for a project listed in the Plan in the next several years.

**Committee Action**

Committee: Infrastructure Committee

Meeting Date: 01/21/2026

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

01/26/2026 26-070

Date: 01/26/2026

Item No: 26-070

Assigned to Councilor: Walker

Authorizing the City Manager to Submit the Watershed Based Plan for Penjajawoc Stream Dated March 2025 to the Maine Department of Environmental Protection for Acceptance

WHEREAS the City has completed an update of the Penjajawoc Stream Watershed Based Plan,

WHEREAS, getting said Plan approved by the Maine Department of Environmental Protection will make the City eligible for grant funding opportunities,

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

The Stormwater Manager is authorized to submit the Penjajawoc Stream Watershed Based Plan dated March 2025 to the Maine Department of Environmental Protection for review and approval, including any edits the the Stormwater Manager as discussed with the Department.



**CITY COUNCIL ACTION**

01/26/2026 26-071

Council Meeting Date: 01/26/2026

Item No: 26-071

Responsible Dept: Community & Economic Development

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Accepting the 2025 Annual Report from the Commission on Cultural Development

**Summary**

This Order authorizes the acceptance of the 2025 annual report from the Commission on Cultural Development. The City of Bangor's Commission is required to submit an annual report to the City Council.

The report was presented at the Business and Economic Development Committee meeting on January 21, 2026.

**Committee Action**

Committee: Business & Economic Development Committee  
Action: Recommend for passage

Meeting Date: 01/21/2026

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



## **CITY OF BANGOR ORDER**

---

01/26/2026 26-071

Date: 01/26/2026

Item No: 26-071

Assigned to Councilor: Fish

Accepting the 2025 Annual Report from the Commission on Cultural Development

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

Be it Ordered by the City Council of the City of Bangor that the 2025 Annual Report from the Commission on Cultural Development is hereby accepted.

## **ANNUAL REPORT of the CULTURAL COMMISSION for the Calendar Year 2025.**

Per the City of Bangor Code, Chapter 23, Article III, "Commission on Cultural Development," § 23-20, **Meetings; annual report; quorum:** *"The Commission shall meet at least quarterly and, prior to December 31 of each calendar year, shall prepare and submit to the City Council an annual report outlining its activities during the preceding twelve-month period."*

The Commission on Cultural Development's mission is to promote the development of Bangor as a regional arts center that nurtures the artistic and cultural expression of its diverse peoples, and is authorized to assess Bangor's cultural needs; to develop and maintain a comprehensive arts and cultural policy based on a 5-year vision statement, assuring that plans and policies are developed with consideration of the needs of the community's future adults, providing them with additional incentive to remain or return to Bangor.

Commission members for 2025: Nina Earley, Chair; Hollie Adams, Vice-Chair; Sundance Campbell; Kelly Chenot; Cody Clark; Kal Elmore; Benjamin James (*joined in April*); Rosemary Lausier; Barbara McDade; Samantha Schipani; Jennifer Snow.

### **Grant Subcommittee, Chair Hollie Adams**

Reviewed spring and fall applications and made recommendations to the full Commission. Discussed creating a more equitable division of funds across the two grant cycles and presented award recommendations accordingly. Initiated discussion on whether to move to a single grant cycle per fiscal year instead of two.

#### **• Spring 2025 Grant Awardees - Total awarded \$8,428**

- Bangor Ballet - \$1,964 awarded to support production costs for their 2025 productions of "Nutcracker in a Nutshell," held at the Gracie Theater in Bangor.
- Bangor Beautiful - \$2,000 awarded to support their mural at Bangor's Downeast School, inspired by art created by Downeast School students.
- Bangor Public Library - \$500 awarded for an exhibit to celebrate the art and influence of Bangor artist Jeremiah Pearson Hardy.
- Downtown Bangor Partnership - \$2,000 awarded to support the launch of a community-centered public art project called "Free Art Exchange Boxes."
- Maine Academy of Modern Music - \$1,964 awarded to support their Bangor Rocks! program.

#### **• Fall 2025 Grant Awardees – Total awarded \$10,500**

- Bangor Authors' Collaborative - \$1,500 awarded to advertise and buy supplies & materials for the 4<sup>th</sup> Annual Bangor Authors' Fair and Literary Festival on December 13, 2025, and the Holiday Literary Kick-Off Party on December 12, 2025, both held at the Bangor Public Library.

- Bangor Symphony Orchestra - \$3,000 awarded to support the expansion of the Music & Wellness Program through a series of free chamber music concerts – three at Wabanaki Public Health & Wellness' Cultural Center in downtown Bangor and one at the Gracie Theater at Husson University.
- Penobscot Theatre Company - \$2,500 awarded to support the production of two of John Cariani's plays, *Almost, Maine*, and *Darker the Night, Brighter the Stars*.
- Robinson Ballet - \$1,500 awarded to support the production of *Play!*, to be held May 16 & 17, 2025, at the Gracie Theater in Bangor.
- Some Theatre Company - \$2,000 awarded for the purchase and installation of new LED stage lighting equipment.

### **ARTober Subcommittee, Chair Sundance Campbell**

The City allocated the Commission \$2,500 for the fiscal year above the \$20,000 base budget. The creation of a Bangor Arts award was approved by City Council. Community members submitted twenty-eight nominations for the Bangor Arts Award. A five-member jury selected Bangor Beautiful as the recipient of the \$1,000 award, which was presented at the opening reception. Besides the Bangor Arts award, the ARTober committee, in coordination with the Downtown Bangor Partnership, maintained a calendar of arts events in October and actively used social media.

### **Cultural Assets Subcommittee, Chair Barbara McDade**

- Discussed options for completing a cultural asset survey without additional funding
- Continued discussion on additional projects that could lead this committee in the future

### **2026 Work Plan**

1. Review applications and make recommendations for spring and fall 2026 grant cycles; continue discussion on use of funds across grant cycles and whether to change the schedule of grant offerings.
2. Work on refining the Commission's budget proposal for fiscal year 2027.
3. Continue to collaborate with area organizations in commissioning public art projects, including leading the commissioning of art for several installations in Pickering Square.
4. Continue to research and pursue additional grant funding opportunities.
5. Continue to work on the 5-year vision plan.
6. Address other issues as they may arise or are referred by City Council.



**CITY COUNCIL ACTION**

01/26/2026 26-072

Council Meeting Date: 01/26/2026

Item No: 26-072

Responsible Dept: Community & Economic Development

Requested Action: Order

Map/Lot: N/A

**Title, Order**

Authorizing the City Manager to Execute a Parking Lease with Penquis for Fifteen Parking Spaces along Curve Street

**Summary**

This Order would authorize the execution of a lease agreement with Penquis for the use of fifteen City-owned parking spaces along Curve Street.

Penquis has requested continued use of these spaces for employee parking. The City will retain responsibility for maintenance, including plowing.

If approved, the lease term will be five years at a rate of \$35 per space, per month. Staff recommends approval.

The Business and Economic Development Committee reviewed and unanimously recommended this item for passage on January 21, 2026.

**Committee Action**

Committee: Business & Economic Development Committee

Meeting Date: 01/21/2026

Action: Recommend for passage

For: 5

Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** Consent



**CITY OF BANGOR ORDER**

01/26/2026 26-072

---

Date: 01/26/2026

Item No: 26-072

Assigned to Councilor: Deane

Authorizing the City Manager to Execute a Parking Lease with Penquis for Fifteen Parking Spaces along Curve Street

WHEREAS, the City of Bangor owns fifteen on-street parking spaces along Curve Street; and

WHEREAS, Penquis owns the building located at 252 Harlow Street and has requested to lease said parking spaces for employee use; and

WHEREAS, the proposed lease terms include payment of \$35 per space per month for a term of five years; and

WHEREAS, the City desires to authorize the execution of a parking lease agreement with Penquis;

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

the City Manager is hereby authorized, on behalf of the City of Bangor, to execute a lease agreement with Penquis for fifteen on-street parking spaces along Curve Street at a rate of \$35 per space per month for a term of five years, with said agreement to be in final form and substance as approved by the City Solicitor or Assistant City Solicitor.



REFERRALS TO  
COMMITTEES  
& FIRST READING



## **CITY COUNCIL ACTION**

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Council Meeting Date: January 26, 2026

Item No: 26-073

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: N/A

### **Title, Ordinance**

---

Amending the Code of the City of Bangor by Changing the Restrictions on Short-Term Rentals in Tiny Home Parks and Manufactured Home Parks

### **Summary**

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In October 2022, the City adopted an ordinance establishing a new use and regulations for tiny home parks. At that time, the City did not have short-term rental regulations; therefore, short-term rentals were expressly disallowed in tiny home parks. The City's short-term rental ordinance was adopted in October of 2023. This ordinance allowed short-term rentals in most places, but the tiny home park ordinance was not amended to allow this use. However, no such restriction was ever created for manufactured home parks. Therefore, a disparity now exists between short-term rental regulations for two similar development types. The proposed changes included in this amendment would update the City's Code of Ordinances to remove the prohibition on short-term rentals in tiny home parks and to provide a cap on this use in both tiny home parks and manufactured home parks, provided the parks are under a single owner for all of the homes.

### **Committee Action**

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Committee: Planning Board

Meeting Date: February 3, 2026

Action:

For:

Against:

### **Staff Comments & Approvals**

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City Manager

City Solicitor

Finance Director

**Introduced for:** First Reading and Referral



## CITY COUNCIL ORDINANCE

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Date: January 26, 2026

Assigned to Councilor: Fish

**ORDINANCE**, Amending the Code of the City of Bangor by Changing the Restrictions on Short-Term Rentals in Tiny Home Parks and Manufactured Home Parks.

**WHEREAS**, the City adopted an ordinance in 2022 establishing a new use and regulations for tiny home parks, including a prohibition on short-term rentals in these parks;

**WHEREAS**, the City adopted an ordinance on short-term rentals in 2023, but did not amend the tiny home park ordinance to allow this use;

**WHEREAS**, at present, short-term rentals are allowed in manufactured home parks, but not in tiny home parks;

**WHEREAS**, this amendment would update the City's Code of Ordinances to remove the prohibition on short-term rentals in tiny home parks and to provide a cap on this use in both tiny home parks and manufactured home parks;

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BANGOR AS FOLLOWS, THAT**

The Code of the City of Bangor is amended as follows:

### Chapter 165 Land Development

...

#### Article XX Tiny Home Parks

...

##### §165-139 Development requirements.

Tiny home parks and expansions thereof shall conform to the following minimum requirements:

B. Dimensional requirements.

...

~~(7) If leased, no lease for a tiny home shall be less than 30 days.~~

### Chapter 254 Short-Term Rental Licenses

...

#### § 254-4 Licensing.

...

B. Licensing procedure. All administrative power and authority vested in the City Council to grant or deny a short-term rental license required by this chapter shall be delegated to the reviewing authority.

...

(4) Limitations on certain short-term rentals.

...

- (d) Cap on number of short-term rentals in tiny home parks and manufactured home parks. In tiny home parks and manufactured home parks where all homes are under the same ownership, the number of short-term rentals in the park shall not exceed 30% of the total number of homes in the park, or 5 homes, whichever is less.

Additions underlined, deletions ~~struck through~~



**CITY COUNCIL ACTION**

01/26/2026 26-074

Council Meeting Date: 01/26/2026

Item No: 26-074

Responsible Dept: Stormwater

Requested Action: Resolve

Map/Lot: 035-174

**Title, Resolve**

Authorizing \$450,000 from the Stormwater Unassigned Funds Account for Construction of a Stormwater Trunk Line for the Sanford Brook Drainage Area

**Summary**

The City of Bangor has been working to reduce Combined Sewer Overflows for many decades. The Maine DEP and US EPA administer a consent decree to the City to reduce CSOs. Sewer separation, the process of discharging stormwater to a nearby waterbody, instead of to the sanitary sewer system, has always been a prevalent method to reduce CSOs in the City.

The City has the opportunity to make progress on sewer separation with the YMCA development project on Main Street. Currently, the City's combined sewer line runs from Main Street, behind Shaw's, to Second Street through Second Street Park, which is within the YMCA's site development. This line is the Sanford Brook combined sewer "trunk" line and it services the street areas of Second, Sanford, Cedar, Third, Fourth, Fifth, Union and West Broadway. The YMCA is proposing a partial relocation of the City's sewer line as part of their development project, as well as an onsite stormwater collection system.

Building a stormwater trunk line adjacent to the relocated sewer line, would allow for future separation in the Sanford Brook drainage area by connecting the existing storm drain system on Main Street to Second Street. The cost to construct this stormwater line will be greatly reduced because the site is being totally redeveloped and that allows for significantly cheaper construction as compared to disturbing a fully developed site that also requires site restoration. There is no other practical route to locate a gravity storm sewer now or in the future to service the Sanford Brook area other than through the YMCA site. The YMCA is willing to work with us on this project, and they will be installing a portion of the line as part of their project.

This work will be completed on an active construction site on private property that is being managed by an existing contractor. The existing project contractor has provided a preauthorized list of contractors that it is willing to work with for the completion of the City's portion of the storm drain construction project. As a result the City's sole source procurement policies are applicable to this project.

The Director of Engineering requested and received bids from contractors that are pre-authorized by the site owner and contractor to complete this work ranging from \$436,982.00 to \$486,270. The City intends to work with the low bidder, Sargent Corporation of Stillwater, Maine and requests Council to designate \$450,000 of unassigned Stormwater Utility fund balance to construct this project.

If approved, Engineering will present a construction contract to both the Finance Committee and the City Council for approval.

**Committee Action**

Committee: Finance Committee  
Action: Recommend for passage

Meeting Date: 01/21/2026  
For: 5                      Against: 0

**Staff Comments & Approvals**

City Manager

City Solicitor

Finance Director

**Introduced for:** First Reading



## **CITY OF BANGOR RESOLVE**

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01/26/2026 26-074

Date: 01/26/2026

Item No: 26-074

Assigned to Councilor: Beck

Authorizing \$450,000 from the Stormwater Unassigned Funds Account for Construction of a Stormwater Trunk Line for the Sanford Brook Drainage Area

Be it Resolved by the City Council of the City of Bangor that, \$450,000 of unassigned Stormwater Utility fund balance is designated for construction of a Stormwater trunk line for the Sanford Brook drainage area.



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**

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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**

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Council Meeting Date: December 22, 2025

Item No: 26-058

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: n/a

### **Title, Ordinance**

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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**

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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**

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Committee: Planning Board

Meeting Date: 1/6/2025

Action:

For:

Against:

### **Staff Comments & Approvals**

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City Manager  
Director

City Solicitor

Finance

**Introduced for:** First Reading



## CITY COUNCIL ORDINANCE

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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

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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

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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](mailto: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](mailto:anja.collette@bangormaine.gov)

Phone: 207.992.4280

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**From:** Warren, David <[david.warren@bangormaine.gov](mailto:david.warren@bangormaine.gov)>

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

**To:** J WC <[jwcoleman44@gmail.com](mailto:jwcoleman44@gmail.com)>; CityManager-WWW <[city.manager@bangormaine.gov](mailto: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](http://www.bangormaine.gov)



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**From:** J WC <[jwcoleman44@gmail.com](mailto:jwcoleman44@gmail.com)>  
**Sent:** Monday, December 22, 2025 6:31 PM  
**To:** CityManager-WWW <[city.manager@bangormaine.gov](mailto: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 Gallepe-Krutzger	1672 Ohio St Bangor, ME 04401
Robert Krutzger	1672 OHIO ST Bangor ME
	2100 Ohio Street Bangor, ME

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

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**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](mailto: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.<sup>1</sup> The AADT along Ohio Street at Davis Road is only 1,770. *Id.*<sup>2</sup> 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.

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<sup>1</sup> Available at: [www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts](http://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts)

<sup>2</sup> 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](http://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.<sup>3</sup> 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.

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<sup>3</sup> The 2022 Comprehensive Plan is available at: [www.bangormaine.gov/353/Planning](http://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](http://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](http://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**

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## **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 MCCAWE 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**

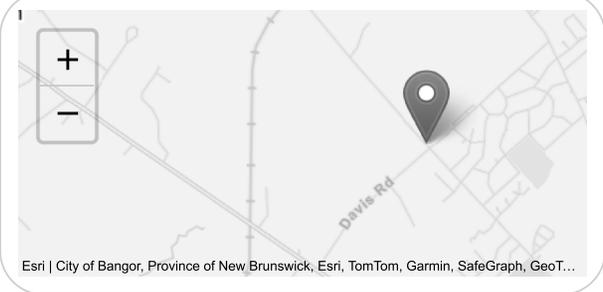
**Department of Transportation**

**Online Interactive Traffic Map**

**[Extracted 1.3.26]**

**Ohio Street – Davis Road**

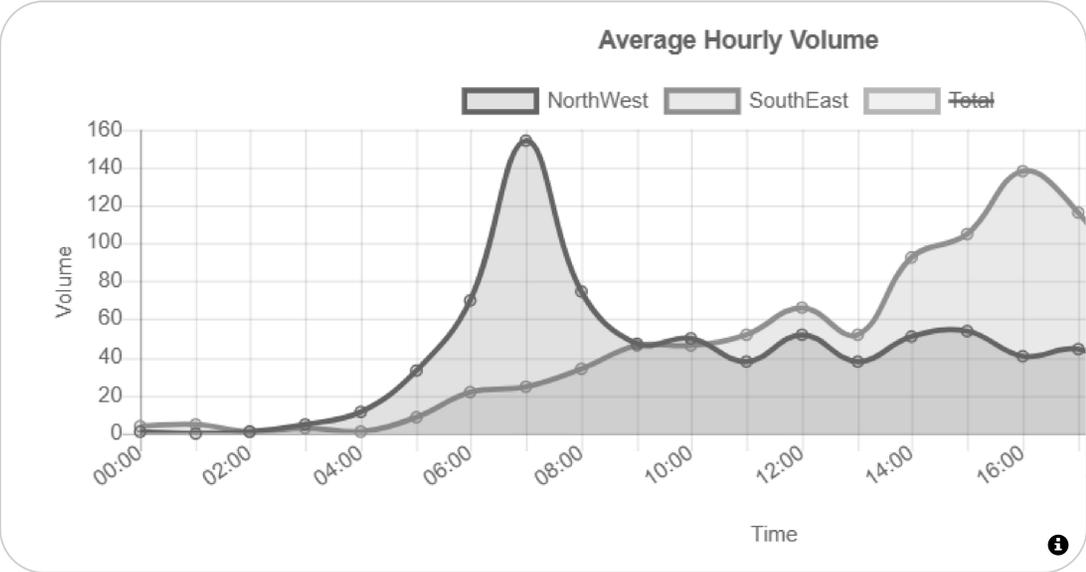
**<https://www.maine.gov/dot/publications/traffic-engineering/yearly-traffic-counts>**



Site Data

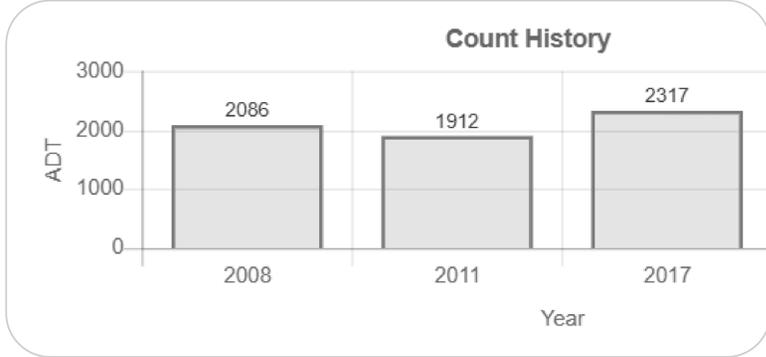
**231902007208 - BANGOR 07208 - OHIO ST NW/O DAVIS RD**

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



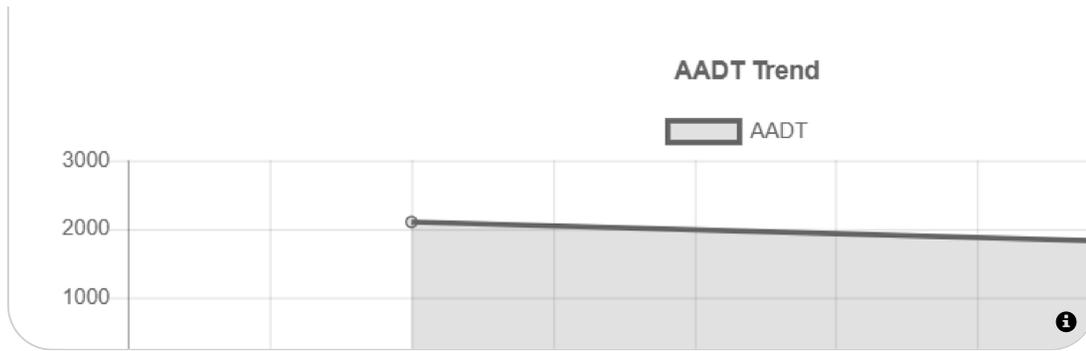
### Count History

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 18<sup>th</sup> 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 18<sup>th</sup> 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.



NEW BUSINESS