



CITY OF BANGOR

COMMUNITY & ECONOMIC DEVELOPMENT

DOWNTOWN PARKING ADVISORY COMMITTEE

Thursday, January 29, 2026 – 5:30 PM

City Hall – Paul Bunyan Room

73 Harlow Street

AGENDA

- I. Call to Order**
- II. New Business**
 - A. G&ISD Parking Buffer Requirements – Discussion
 - B. New State Legislation on Shared Parking Agreements – Discussion
 - C. Parking Proposal – 128 Main Street
- III. Old Business**
 - A. Parking Study – Continue Discussion
 - B. VPI Recommendations – Continue Discussion
- IV. Other Business**
 - A. Announcement of public meeting to discuss downtown parking concerns
 - B. Set next meeting date/agenda



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

ANNE M. KRIEG AICP
DIRECTOR

Memorandum

To: Business & Economic Development Committee
From: Anja Collette, Planning Officer
Date: November 21, 2025
Regarding: Proposed changes to parking buffer requirements

The purpose of this memo is to introduce a proposed Land Development Code amendment to modify the requirements for off-street parking buffers. The key change proposed is to remove the requirement to create a vegetated buffer between off-street parking and parcels in the G&ISD (Government & Institutional Service District). The reasoning for this change is that the G&ISD zone contains somewhat intensive uses, including some commercial uses, and does not significantly benefit from having a buffer between parking and these uses.

The primary complaint heard from the public about parking is when parking lots are adjacent to residential areas. The Code does currently require vegetated buffers between parking and all residential zones and this would remain as is. However, the current requirement to provide a buffer from G&ISD seems excessive and can hinder commercial development in some cases. The exact language amendment is shown below.

§165-73 Parking area location and screening.

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- D. Screening of parking. All parking lots containing five or more parking spaces, outdoor display areas, outdoor storage areas and all outdoor off-street loading areas shall be screened in accordance with the following requirements:
- (1) All parking lots and off-street loading areas shall have a C Buffer Yard as provided in Article **XIX** along any property line abutting any residential district, any Multifamily and Service District, ~~any Government and Institutional Service District~~, any Rural Residence and Agricultural District, any Park and Open Space District, any Resource Protection District and any Stream Protection District; excepting that parking lots and off-street loading areas in URD-2, M & SD, and NSD containing no more than 10 parking spaces shall instead have an A Buffer Yard along such property lines.

STATE OF MAINE

—
IN THE YEAR OF OUR LORD
TWO THOUSAND TWENTY-FIVE

—
H.P. 281 - L.D. 427

An Act to Regulate Municipal Parking Space Minimums

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 30-A MRSA §4364-D is enacted to read:

§4364-D. Minimum parking space requirements; limitations

1. Definition. For purposes of this section, "parking agreement" means a legally binding agreement between a property developer and the owner of an off-site parking facility to provide required parking spaces within 0.25 miles of a development site.

2. Limitation of minimum parking space requirements in growth areas. A municipality may not require more than one off-street parking space per dwelling unit for a residential development within a designated growth area of a municipality, but a municipality may impose maximum parking space requirements or require parking demand management strategies that do not require more than one off-street parking space per dwelling unit.

3. Legalization of off-site parking agreements. A municipality must allow a developer to satisfy municipal parking requirements through off-site parking agreements with existing parking facilities located within 0.25 miles of a development site. A developer engaged in an off-site parking agreement shall provide to the municipality documentation demonstrating the availability of sufficient capacity at the off-site parking facility, as determined by a professional parking study or similar evidence acceptable to the municipality. A municipality may not impose additional barriers to the approval of such parking agreements beyond verifying the adequacy of parking supply.

4. Rulemaking. The Maine Office of Community Affairs may adopt rules to administer and enforce this section. Rules adopted pursuant to this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter 2-A.



Outlook

URGENT - City Parking Proposal for 1/27 Planning Meeting

From Chareeda Rustanavibul <chareedar@gmail.com>

Date Wed 1/21/2026 22:20

To Planning-WWW <planning@bangormaine.gov>

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

Dear City Officials,

I hope this message finds you well. I am writing to follow up on our prior discussions and to formally raise a concern related to parking and traffic flow directly in front of 128 Main Street.

My name is Chareeda Rustanavibul, and I am the daughter of the landlords of **128 Main Street in Bangor (C&W Real Estate)**. The current restaurant tenants, M Thai, along with C&W Real Estate, have recently encountered ongoing challenges with Brontas, the owners of the neighboring tavern, related to curbside parking usage.

As a result, we are hoping to make a good-faith effort to work with the City of Bangor to **explore whether short-term (10–15 minute) parking limits could be implemented directly in front of the restaurant**. Our intent is not to escalate a neighbor-to-neighbor issue, but rather to identify a practical, city-supported solution that improves traffic flow, reduces congestion, and clarifies appropriate curbside use for all parties.

At this time, the existing parking configuration in front of 128 Main Street allows vehicles to remain parked for extended periods, which has contributed to ongoing parking conflicts. While the restaurant tenants have implemented clear signage throughout the building, the parking issue remains unresolved. We believe that a short-term parking designation of 10–15 minutes could help alleviate these challenges while supporting safe and efficient access for restaurant patrons and through traffic.

We are very open to the City's guidance regarding feasibility, next steps, or alternative approaches you may recommend, and we remain committed to working collaboratively and constructively. **If possible, we respectfully ask that this request be considered at the City's upcoming planning meeting on January 27.**

Thank you for your time and consideration. We appreciate the City's continued support of local businesses and look forward to continuing the conversation.

Very best,

Chareeda Rustanavibul

[207-745-0417](tel:207-745-0417) | [Chareeda's LinkedIn](#) | Chareedar@gmail.com



TO	Anne Kreig
FROM	Parke Clemons
CC	Sarah Maquillin, Matthew Altiero, Biguita Hernandez-Smith
DATE	9-4-25
RE	Sewall Parking Report

I have been asked to comment on the Sewall parking report that was submitted to you and subsequently to the Downtown Parking Committee. Below are my observations.

Overall, the statistics in the report reflect usage of the downtown parking on-street and off-street parking areas that we see operationally. Zones 1, 4 and 5 are those with the greatest usage of parking downtown both in terms of usage and density.

The division of parking into zones does, however, provide a skewed view of overall parking demand versus actual inventory. For instance, zone 1 shows a parking deficit but does not include either the nearby Abbott Square lot or the Pickering Square garage – both of which serve parkers in zone 1 by design. In totality there is a parking surplus as noted in the report and by our own statics.

Another important point made in the report, which we see operationally, is the changing demographics of parking usage. While the downtown has seen a significant increase in building usage, much of the usage is now used for residential units. This in turn, actually decreases parking demand per square foot. A good example of this is the large building at 99 Franklin Street.

99 Franklin used to house offices for Bangor Savings Bank. As an office building, there were over 60 parkers utilizing the Abbott Square lot in addition to the spaces on site. Since converting to condominiums, nearly all parkers are accommodated on site. Thus, the same square footage has much less parking need. The parking report reflects this change in a net surplus even with moderate future growth downtown.

The attached Utilization Report is what we use internally, to monitor sales of monthly parking permits and passes. As you can see, there is plenty of monthly space throughout Downtown. (Please note that we include ‘oversell spaces’ in our report. This is calculated by the number of spaces open above spaces sold). The one area that has the greatest usage is the small parking deck on Columbia Street. However, this area is also served by several other lots including the Pickering Square garage.

Also, worth mentioning is 'transient parking' inventory. This is the term we use to describe all users in the lots that are hourly/daily (non-monthly). Again, the 2 small pay-by-space lots on Colombia street are the most apt to be at, or near, capacity during peak times of the day. Abbott Square, Pickering Square and the lot on Hancock Street (lot 5) nearly always have capacity aside from large, special events. These lots also share space with monthly parkers and the ratio of month/transient spaces can be altered as capacity warrants.

Though I will be on vacation for the next Committee meeting, I am happy to answer any questions now or after my return.

Utilization Report August 2025

#	LOT	PERMIT SPACES	OVERSELL	TOTAL	SOLD	AVAILABLE	WAITING LIST
1	PICKERING SQ - MAIN	445	100	545	406	139	0
1	PICKERING SQ - ROOF	105	12	117	82	35	0
1	PICKERING SQ - LOWER	60	12	72	29	43	0
2A	HAMMOND SQ. (Lower)	43	4	46	45	1	19
2B	HAMMOND SQ. (Upper)	26	1	27	30	-3	8
3	UPPER ABBOTT SQ	87	5	92	69	23	0
4	L. ABBOTT/HAYNES CT	104	4	108	57	51	0
5	HANCOCK SQ	75	2	77	65	12	1
6	FRENCH STREET	6	0	6	5	1	0
7	KENDUSKEAG PLZ - E	27	0	27	23	4	34
8	KENDUSKEAG PLZ - W	69	9	78	8	70	0
9	LOWER KENDUSKEAG	60	10	70	61	9	0
10	HIGH ST	29	4	33	14	19	0
11	COURT STREET LOT	32	3	35	29	6	0
12	BANGOR HOUSE	10	1	11	4	7	0

TOTAL	1178	167	1345	927	418	62
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NOTES

Oversell based upon actual daily usage - not every parker is in the spot every day

Pickering Square - Main has 520 total spaces - 75 are held for transient (ticket) customers

Abbott Square has 159 total spaces 69 are held for transient (ticket) customers

Lot 2B has 41 spaces (2 HC) - 13 are Coinbox controlled

Lot 5 has 100 spaces - 24 are Coinbox controlled - 1 HC

Lot 14 (Not Listed) has 26 spaces - all are Coinbox controlled

January 15, 2025

Ms. Anne Krieg
Director of Development
City of Bangor
262 Harlow Street
Bangor, ME 04401

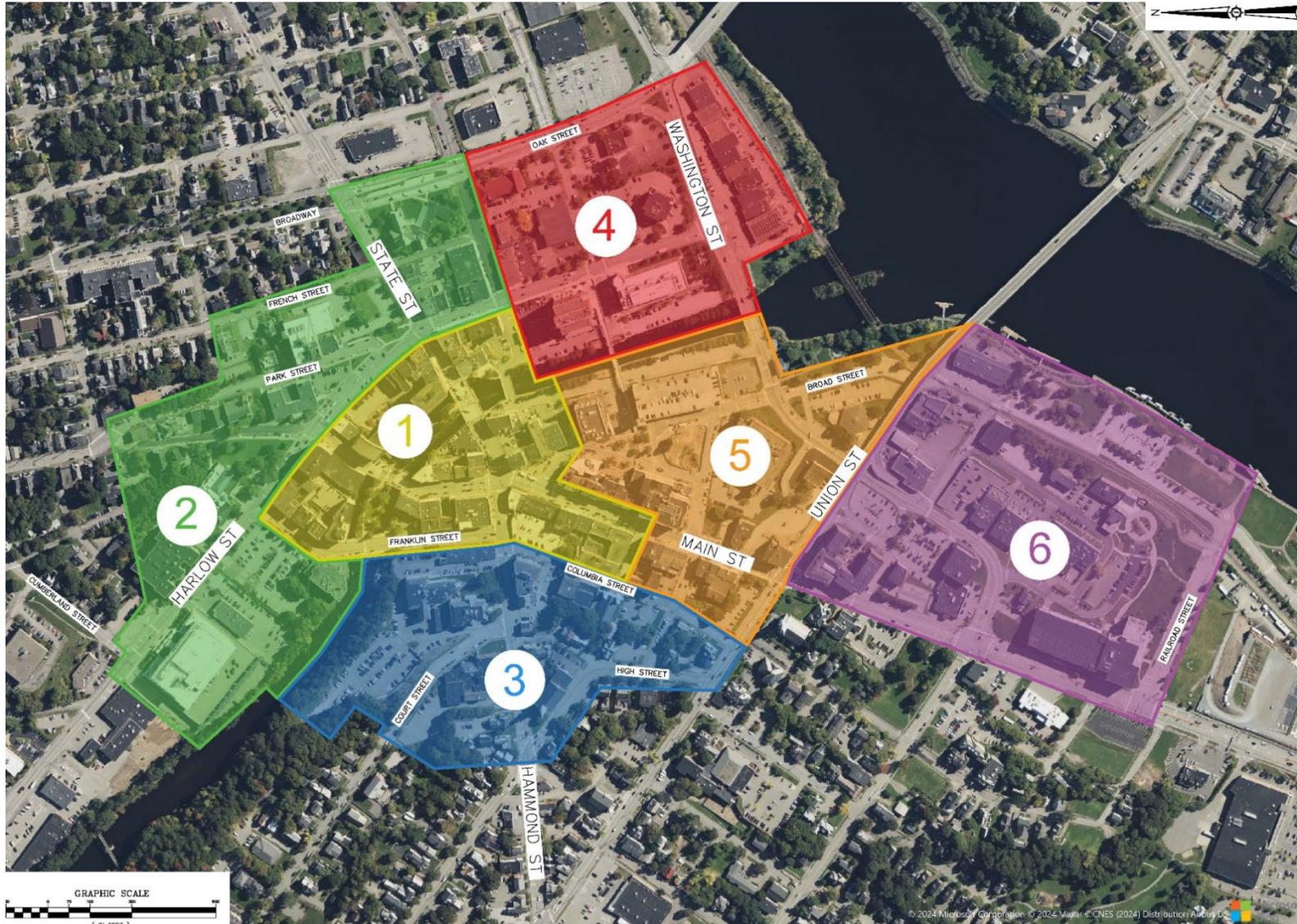
RE: DOWNTOWN BANGOR PARKING STUDY – EXISTING CONDITIONS AND FUTURE ANALYSIS

INTRODUCTION

This memorandum summarizes existing parking demand and parking supply in downtown Bangor, Maine. The parking demand was estimated utilizing the most recent Institute of Transportation Engineers (ITE) “Parking Generation Manual, 6th edition”, since it is derived from the largest data base and reflects the most current information. The results are based on average parking rates for each land use code (LUC) for the weekday (Monday-Friday) and weekend (Saturday) periods. This summary memorandum will focus on the Monday-Friday period since it had a significantly higher parking demand. The National Parking Association “Shared Parking, 3rd edition” was also used to account for shared parking spaces based during the 1 PM weekday and for initial weekend time-of-day adjustments. Current parking spaces within the study area were inventoried by Sewall between May 13, 2024 and May 15, 2024. The study area was divided into six (6) zones as shown in the following figure.

The overall parking space inventory results are summarized in the attached sheet 0. The inventory within each of the six zones are summarized in attached sheets 1 – 6.

Additionally, this memorandum summarizes projected future parking demand for three potential downtown growth scenarios. These three scenarios are focused on increased residential, office and retail uses within the downtown core.



PARKING GENERATION ANALYSIS

The land use codes (LUC) with their bases and parking demand are detailed for each zone in the following sections:

ZONE 1 ANALYSIS

- LUC 220 – Multi-Family Housing Low-Rise, based on 49 Dwelling Units (D.U.) – 27 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 85 D.U. – 40 spaces
- LUC 310 – Hotel, based on 37 Guest Rooms – 16 spaces
- LUC 492 – Health/Fitness Club, based on 13,998 Square Feet (S.F.) – 51 spaces
- LUC 580 – Museum, based on 36,600 S.F. – 34 spaces
- LUC 710 – General Office Building, based on 443,282 S.F. – 548 spaces
- LUC 720 – Medical-Dental Office Building, based on 12,468 S.F. – 30 spaces
- LUC 822 – Strip Retail Plaza, based on 41,268 S.F. – 86 spaces
- LUC 912 – Drive-In Bank, based on 12,101 S.F. – 20 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 29,762 S.F. – 225 spaces
- LUC 936 – Coffee Shop W/O Drive Thru, based on 6,741 S.F. – 64 spaces

The total parking demand for zone 1 is 1141 parking spaces during the Monday-Friday period. The total number of spaces inventoried in zone 1 is 400 so there is a shortage in this zone of 741 spaces during the Monday-Friday period.

ZONE 2 ANALYSIS

The LUCs and corresponding bases for zone 2 are listed below:

- LUC 150 – Warehouse, based on 82,450 S.F. – 27 spaces
- LUC 170 – Utility, based on 9,870 S.F. – 23 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 40 D.U. – 22 spaces
- LUC 310 – Hotel, based on 5 Guest Rooms – 2 spaces
- LUC 440 – Adult Cabaret, based on 16,496 S.F. – 9 spaces
- LUC 560 – Church, based on 58,642 S.F. – 0 spaces
- LUC 590 – Library, based on 68,472 S.F. – 122 spaces
- LUC 710 – General Office Building, based on 45,324 S.F. – 58 spaces
- LUC 730 – Government Office Building 295,866 S.F. – 332 spaces
- LUC 822 – Strip Retail Plaza, based on 14,576 S.F. – 41 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 17,378 S.F. – 132 spaces

The total parking demand for zone 2 is 768 parking spaces during the Monday-Friday period. The total number of spaces inventoried in zone 2 is 820 so there is a surplus of 52 spaces during the Monday-Friday period.

ZONE 3 ANALYSIS

- LUC 220 – Multi-Family Housing Low-Rise, based on 63 D.U. – 35 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 12 D.U. – 6 spaces
- LUC 560 – Church, based on 58,926 S.F. – 0 spaces
- LUC 590 – Library, based on 51,000 S.F. – 90 spaces
- LUC 710 – General Office Building, based on 50,467 S.F. – 64 spaces
- LUC 730 – Government Office Building 132,444 S.F. – 131 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 21,184 S.F. – 160 spaces

The total parking demand for zone 3 is 486 parking spaces during the Monday-Friday period. The total number of spaces inventoried in zone 3 is 566 so there is a surplus of 80 spaces during the Monday-Friday period.

ZONE 4 ANALYSIS

- LUC 252 – Senior-Adult Housing, based on 31 D.U. – 19 spaces
- LUC 710 – General Office Building, based on 181,351 S.F. – 229 spaces
- LUC 735 – Judicial Complex 107,522 S.F. – 260 spaces
- LUC 822 – Strip Retail Plaza, based on 31,520 S.F. – 89 spaces

The total parking demand for zone 4 is 597 parking spaces during the Monday-Friday period. The total number of spaces inventoried in zone 4 is 794 so there is a surplus of 197 spaces during the Monday-Friday period.

ZONE 5 ANALYSIS

- LUC 170 – Utility, based on 5,227 S.F. – 12 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 18 D.U. – 10 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 85 D.U. – 39 spaces
- LUC 252 – Senior-Adult Housing, based on 35 D.U. – 21 spaces
- LUC 441 – Live Theatre, based on 350 seats – 22 spaces

- LUC 580 – Museum, based on 80,453 S.F. – 75 spaces
- LUC 710 – General Office Building, based on 206,551 S.F. – 261 spaces
- LUC 822 – Strip Retail Plaza, based on 14,884 S.F. – 42 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 50,332 S.F. – 381 spaces

The total parking demand for zone 5 is 863 parking spaces during the Monday-Friday period. The total number of spaces inventoried in zone 5 is 1135 resulting in a surplus of 272 spaces during the Monday-Friday period.

ZONE 6 ANALYSIS

- LUC 151 – Mini-Warehouse, based on 20,898 S.F. – 2 spaces
- LUC 215 – Single-Family Attached Housing, based on 1 D.U. – 2 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 6 D.U. – 4 spaces
- LUC 252 – Senior-Adult Housing, based on 121 D.U. – 73 spaces
- LUC 710 – General Office Building, based on 175,917 S.F. – 222 spaces
- LUC 714 – Corporate Headquarters, based on 117,858 S.F. – 207 spaces
- LUC 730 – Government Office Building 41,971 S.F. – 42 spaces
- LUC 892 – Carpet Store, based on 22,248 S.F. – 16 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 34,208 S.F. – 259 spaces

The total parking demand for zone 6 is 827 parking spaces during the Monday-Friday period. The total number of spaces inventoried in zone 6 is 1240 so there is a surplus of 413 spaces during the Monday-Friday period.

OVERALL ANALYSIS

The combined parking demand for all 6 zones is 4682 parking spaces for the higher demand Monday-Friday period. Data from the field inventory indicates that the total number of public (timed & pre-pay), permit, and private parking spaces available within the 6 zones is 4955, which results in a surplus of 273 spaces overall.

OVERALL DOWNTOWN EXISTING GENERATOR AND PARKING DEMAND TOTALS

- LUC 150 – Warehouse, based on 82,450 Square Feet (S.F.) – 27 spaces
- LUC 151 – Mini-Warehouse, based on 20,898 S.F. – 2 spaces
- LUC 170 – Utility, based on 15,097 S.F. – 35 spaces
- LUC 215 – Single-Family Attached Housing, based on 1 Dwelling Units (D.U.) – 2 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 176 D.U. – 98 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 182 D.U. – 85 spaces
- LUC 252 – Senior-Adult Housing, based on 187 D.U. – 113 spaces
- LUC 310 – Hotel, based on 42 Guest Rooms – 18 spaces
- LUC 440 – Adult Cabaret, based on 16,496 S.F. – 9 spaces
- LUC 441 – Live Theatre, based on 350 seats – 22 spaces
- LUC 492 – Health/Fitness Club, based on 13,998 S.F. – 51 spaces
- LUC 560 – Church, based on 117,568 S.F. – 0 spaces
- LUC 580 – Museum, based on 117,053 S.F. – 109 spaces
- LUC 590 – Library, based on 119,472 S.F. – 212 spaces
- LUC 710 – General Office Building, based on 1,102,892 S.F. – 1382 spaces
- LUC 714 – Corporate Headquarters, based on 117,858 S.F. – 207 spaces
- LUC 720 – Medical-Dental Office Building, based on 12,468 S.F. – 30 spaces
- LUC 730 – Government Office Building 470,281 S.F. – 505 spaces
- LUC 735 – Judicial Complex 107,522 S.F. – 260 spaces
- LUC 822 – Strip Retail Plaza, based on 102,248 S.F. – 258 spaces
- LUC 892 – Carpet Store, based on 22,248 S.F. – 16 spaces
- LUC 912 – Drive-In Bank, based on 12,101 S.F. – 20 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 152,864 S.F. – 1157 spaces
- LUC 936 – Coffee Shop W/O Drive Thru, based on 6,741 S.F. – 64 spaces

FUTURE SCENARIO 1 – 20 % RESIDENTIAL INCREASE

Scenario 1 assumes future growth downtown will be dominated by residential development. The following results are based upon a 20 % increase in residential uses.

- LUC 150 – Warehouse, based on 82,450 Square Feet (S.F.) – 27 spaces
- LUC 151 – Mini-Warehouse, based on 20,898 S.F. – 2 spaces
- LUC 170 – Utility, based on 15,097 S.F. – 35 spaces
- LUC 215 – Single-Family Attached Housing, based on 1 Dwelling Units (D.U.) – 2 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 211 D.U. – 118 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 219 D.U. – 102 spaces
- LUC 252 – Senior-Adult Housing, based on 225 D.U. – 136 spaces
- LUC 310 – Hotel, based on 42 Guest Rooms – 18 spaces
- LUC 440 – Adult Cabaret, based on 16,496 S.F. – 9 spaces
- LUC 441 – Live Theatre, based on 350 seats – 22 spaces
- LUC 492 – Health/Fitness Club, based on 13,998 Square Feet (S.F.) – 51 spaces
- LUC 560 – Church, based on 117,568 S.F. – 0 spaces
- LUC 580 – Museum, based on 117,053 S.F. – 109 spaces
- LUC 590 – Library, based on 119,472 S.F. – 212 spaces
- LUC 710 – General Office Building, based on 1,102,892 S.F. – 1382 spaces
- LUC 714 – Corporate Headquarters, based on 117,858 S.F. – 207 spaces
- LUC 720 – Medical-Dental Office Building, based on 12,468 S.F. – 30 spaces
- LUC 730 – Government Office Building 470,281 S.F. – 505 spaces
- LUC 735 – Judicial Complex 107,522 S.F. – 260 spaces
- LUC 822 – Strip Retail Plaza, based on 102,248 S.F. – 258 spaces
- LUC 892 – Carpet Store, based on 22,248 S.F. – 16 spaces
- LUC 912 – Drive-In Bank, based on 12,101 S.F. – 20 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 152,864 S.F. – 1157 spaces
- LUC 936 – Coffee Shop W/O Drive Thru, based on 6,741 S.F. – 64 spaces

The total parking demand for scenario 1, with 20 % additional residential development, is 4,742 spaces, which is an increase of 60 spaces over existing conditions. This growth scenario results in a surplus of 213 spaces overall downtown.

FUTURE SCENARIO 2 – 15 % TO 20 % OFFICE SPACE INCREASE

Scenario 2 assumes future growth downtown will be in office space. The following results are based on a 15 % increase to the general office, medical office, and corporate headquarter development. It does not assume any growth in existing governmental office space.

- LUC 150 – Warehouse, based on 82,450 Square Feet (S.F.) – 27 spaces
- LUC 151 – Mini-Warehouse, based on 20,898 S.F. – 2 spaces
- LUC 170 – Utility, based on 15,097 S.F. – 35 spaces
- LUC 215 – Single-Family Attached Housing, based on 1 Dwelling Units (D.U.) – 2 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 176 D.U. – 98 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 182 D.U. – 85 spaces
- LUC 252 – Senior-Adult Housing, based on 187 D.U. – 113 spaces
- LUC 310 – Hotel, based on 42 Guest Rooms – 18 spaces
- LUC 440 – Adult Cabaret, based on 16,496 S.F. – 9 spaces
- LUC 441 – Live Theatre, based on 350 seats – 22 spaces
- LUC 492 – Health/Fitness Club, based on 13,998 S.F. – 51 spaces
- LUC 560 – Church, based on 117,568 S.F. – 0 spaces
- LUC 580 – Museum, based on 117,053 S.F. – 109 spaces
- LUC 590 – Library, based on 119,472 S.F. – 212 spaces
- LUC 710 – General Office Building, based on 1,268,326 S.F. – 1589 spaces
- LUC 714 – Corporate Headquarters, based on 135,537 S.F. – 238 spaces
- LUC 720 – Medical-Dental Office Building, based on 14,338 S.F. – 35 spaces
- LUC 730 – Government Office Building 470,281 S.F. – 505 spaces
- LUC 735 – Judicial Complex 107,522 S.F. – 260 spaces
- LUC 822 – Strip Retail Plaza, based on 102,248 S.F. – 258 spaces
- LUC 892 – Carpet Store, based on 22,248 S.F. – 16 spaces
- LUC 912 – Drive-In Bank, based on 12,101 S.F. – 20 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 152,864 S.F. – 1157 spaces
- LUC 936 – Coffee Shop W/O Drive Thru, based on 6,741 S.F. – 64 spaces

The total parking demand for a 15 % increase in office space is 4,925 spaces, which is an increase of 243 spaces from existing conditions. This results in a surplus of 30 spaces overall downtown.

Parking demand for a 20 % increase in office space was also calculated. Again, no increase in government office space was assumed for the calculations. The results for a 20 % increase in office space are detailed as follows:

- LUC 150 – Warehouse, based on 82,450 Square Feet (S.F.) – 27 spaces
- LUC 151 – Mini-Warehouse, based on 20,898 S.F. – 2 spaces
- LUC 170 – Utility, based on 15,097 S.F. – 35 spaces
- LUC 215 – Single-Family Attached Housing, based on 1 Dwelling Units (D.U.) – 2 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 176 D.U. – 98 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 182 D.U. – 85 spaces
- LUC 252 – Senior-Adult Housing, based on 187 D.U. – 113 spaces
- LUC 310 – Hotel, based on 42 Guest Rooms – 18 spaces
- LUC 440 – Adult Cabaret, based on 16,496 S.F. – 9 spaces
- LUC 441 – Live Theatre, based on 350 seats – 22 spaces
- LUC 492 – Health/Fitness Club, based on 13,998 S.F. – 51 spaces
- LUC 560 – Church, based on 117,568 S.F. – 0 spaces
- LUC 580 – Museum, based on 117,053 S.F. – 109 spaces
- LUC 590 – Library, based on 119,472 S.F. – 212 spaces
- LUC 710 – General Office Building, based on 1,323,471 S.F. – 1659 spaces
- LUC 714 – Corporate Headquarters, based on 141,430 S.F. – 249 spaces
- LUC 720 – Medical-Dental Office Building, based on 14,962 S.F. – 36 spaces
- LUC 730 – Government Office Building 470,281 S.F. – 505 spaces
- LUC 735 – Judicial Complex 107,522 S.F. – 260 spaces
- LUC 822 – Strip Retail Plaza, based on 102,248 S.F. – 258 spaces
- LUC 892 – Carpet Store, based on 22,248 S.F. – 16 spaces
- LUC 912 – Drive-In Bank, based on 12,101 S.F. – 20 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 152,864 S.F. – 1157 spaces
- LUC 936 – Coffee Shop W/O Drive Thru, based on 6,741 S.F. – 64 spaces

The total parking demand for a 20 % increase in office space is 5007 spaces, which would result in a shortage of 52 spaces during the peak weekday demand period.

FUTURE SCENARIO 3 – 20 % RETAIL INCREASE

Scenario 3 assumes future growth downtown will consist solely of retail development. The following results are based on a 20 % increase in retail developments. It does not assume any increase in restaurant spaces.

- LUC 150 – Warehouse, based on 82,450 Square Feet (S.F.) – 27 spaces
- LUC 151 – Mini-Warehouse, based on 20,898 S.F. – 2 spaces
- LUC 170 – Utility, based on 15,097 S.F. – 35 spaces
- LUC 215 – Single-Family Attached Housing, based on 1 Dwelling Units (D.U.) – 2 spaces
- LUC 220 – Multi-Family Housing Low-Rise, based on 176 D.U. – 98 spaces
- LUC 221 – Multi-Family Housing Mid-Rise, based on 182 D.U. – 85 spaces
- LUC 252 – Senior-Adult Housing, based on 187 D.U. – 113 spaces
- LUC 310 – Hotel, based on 42 Guest Rooms – 18 spaces
- LUC 440 – Adult Cabaret, based on 16,496 S.F. – 9 spaces
- LUC 441 – Live Theatre, based on 350 seats – 22 spaces
- LUC 492 – Health/Fitness Club, based on 13,998 S.F. – 51 spaces
- LUC 560 – Church, based on 117,568 S.F. – 0 spaces
- LUC 580 – Museum, based on 117,053 S.F. – 109 spaces
- LUC 590 – Library, based on 119,472 S.F. – 212 spaces
- LUC 710 – General Office Building, based on 1,102,892 S.F. – 1382 spaces
- LUC 714 – Corporate Headquarters, based on 117,858 S.F. – 207 spaces
- LUC 720 – Medical-Dental Office Building, based on 12,468 S.F. – 30 spaces
- LUC 730 – Government Office Building 470,281 S.F. – 505 spaces
- LUC 735 – Judicial Complex 107,522 S.F. – 260 spaces
- LUC 822 – Strip Retail Plaza, based on 122,698 S.F. – 310 spaces
- LUC 892 – Carpet Store, based on 22,248 S.F. – 20 spaces
- LUC 912 – Drive-In Bank, based on 12,101 S.F. – 20 spaces
- LUC 932 – High-Turnover Sit-Down Restaurant, based on 152,864 S.F. – 1157 spaces
- LUC 936 – Coffee Shop W/O Drive Thru, based on 6,741 S.F. – 64 spaces

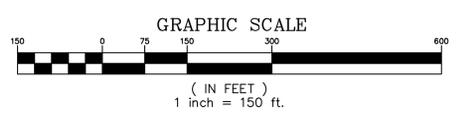
The total parking demand for scenario 3 is 4,738 spaces, which is an increase of 56 spaces from existing conditions. This results in a surplus of 217 spaces overall downtown for a 20 % increase in retail space during peak weekday demand periods. Again, this retail analysis did not consider increases in restaurant spaces.

To summarize, based upon all of the analyses, the existing parking supply in downtown Bangor could accommodate a 20 % increase in residential use, approximately a 17 % increase in office space or a 20 % increase in retail uses. Based upon these findings, a 20 % increase in a combination of these three uses could also be accommodated.

PARKING SUMMARY:
 PUBLIC (TIMED) = 1,071
 PUBLIC (PRE-PAY) = 762
 PERMIT = 664
 PRIVATE = 2,458
 TOTAL = 4,955

HATCH LEGEND:

PUBLIC (TIMED)	
PUBLIC (PRE-PAY)	
PERMIT	
PRIVATE	
UNDER CONSTRUCTION	
NO. OF PARKING SPACES	64



Date	
Drawn By	SAW
Checked	
Reviewed	
Approved	
Scale	AS SHOWN
Project Location	BANGOR, MAINE
Project Name	CITY OF BANGOR DOWNTOWN PARKING STUDY
Project No.	123-24.01

CITY OF BANGOR
DOWNTOWN PARKING STUDY
 BANGOR, MAINE
 282 HARLOW STREET
 BANGOR, MAINE

DESIGNED BY: DM
 DRAWN BY: SAW
 DATE: 9/25/2024
 SCALE: AS SHOWN

BANGOR DOWNTOWN PARKING MANAGEMENT DISTRICT

Project No. 123-24.01

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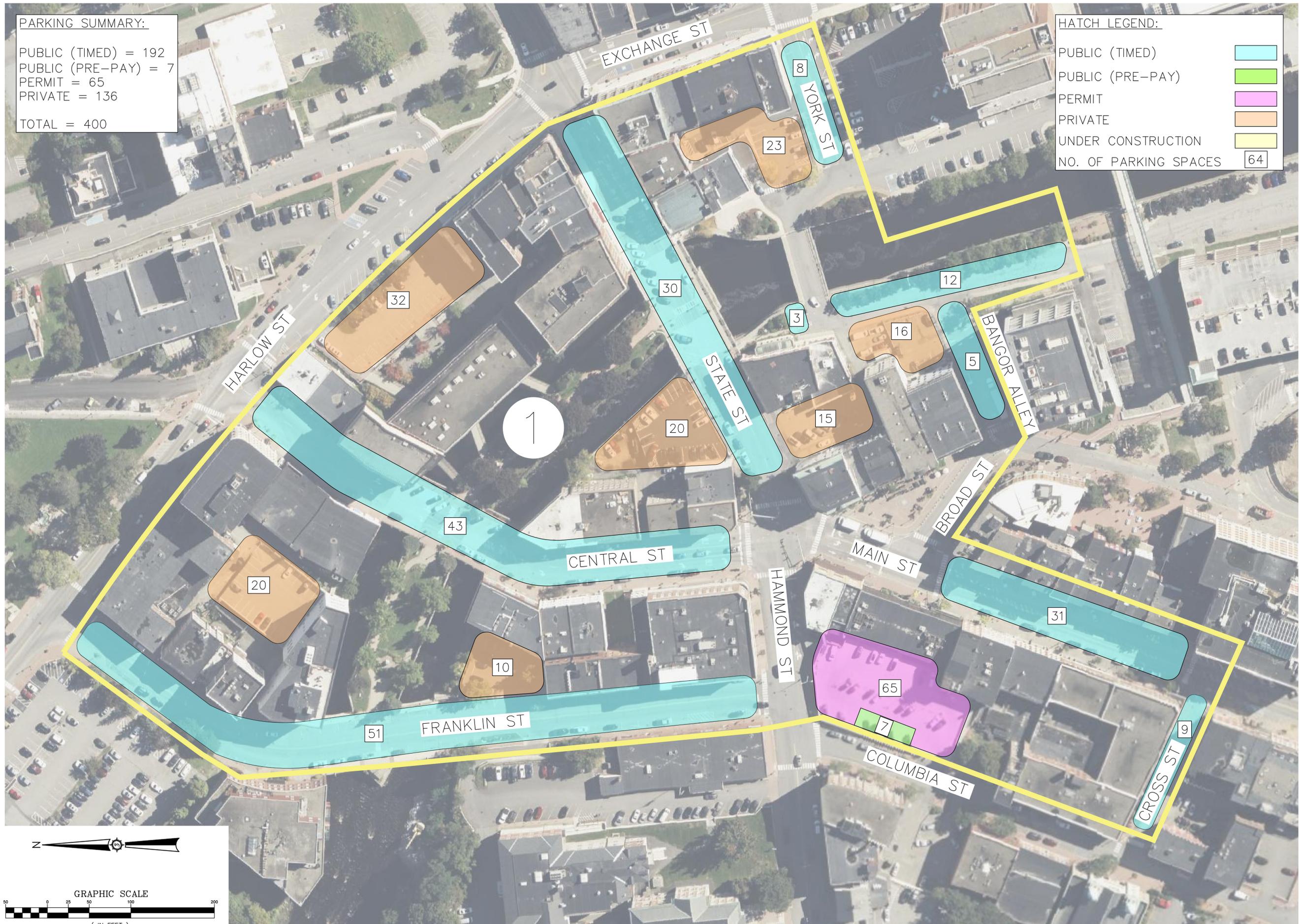
Phase

Sheet No. 0

PARKING SUMMARY:
 PUBLIC (TIMED) = 192
 PUBLIC (PRE-PAY) = 7
 PERMIT = 65
 PRIVATE = 136
 TOTAL = 400

HATCH LEGEND:

PUBLIC (TIMED)	
PUBLIC (PRE-PAY)	
PERMIT	
PRIVATE	
UNDER CONSTRUCTION	
NO. OF PARKING SPACES	64



Date	
Drawn By	SAW
Checked	
Reviewed	
Approved	
Project No.	
Sheet No.	

CITY OF BANGOR
DOWNTOWN PARKING STUDY
 BANGOR, ME

Project Location
 282 HARLOW STREET
 BANGOR, MAINE

Designing Professional
BANGOR DOWNTOWN PARKING
MANAGEMENT DISTRICT - REGION 1

Designed By: DM
 Drawn By: SAW
 Date: 9/25/2024
 Scale: AS SHOWN
 Approved: [Signature]

Project No. 123-24.01

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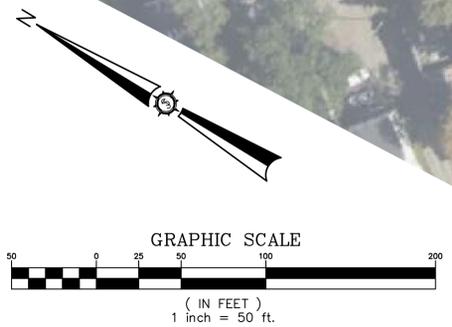
Phase

Sheet No. **1**

PARKING SUMMARY:
 PUBLIC (TIMED) = 144
 PUBLIC (PRE-PAY) = 26
 PERMIT = 40
 PRIVATE = 356
 TOTAL = 566

HATCH LEGEND:

PUBLIC (TIMED)	
PUBLIC (PRE-PAY)	
PERMIT	
PRIVATE	
UNDER CONSTRUCTION	
NO. OF PARKING SPACES	64



Rev. #	Drawn By	Description	Date

CITY OF BANGOR DOWNTOWN PARKING STUDY <small>BANGOR, ME</small> <small>282 HARLOW STREET</small> <small>BANGOR, MAINE</small>	Designed By DM	Drawn By SAW
	Date 9/25/2024	Scale AS SHOWN
Planning Consultant SEWAL ENGINEERING	Approved AS SHOWN	Checked [Signature]
BANGOR DOWNTOWN PARKING MANAGEMENT DISTRICT - REGION 3		

Project No. **123.24.01**

Phase

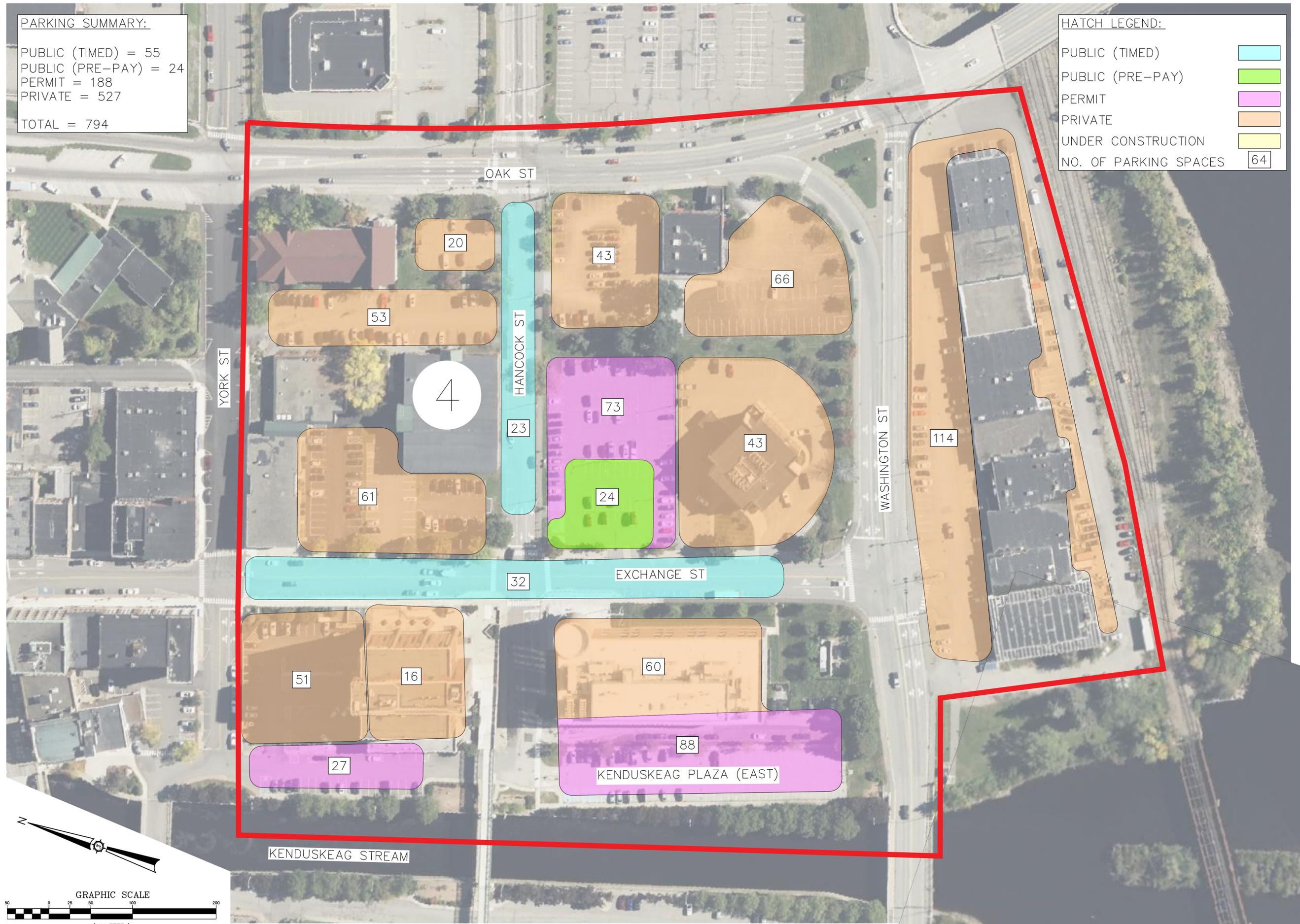
Sheet No. **3**

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PARKING SUMMARY:
 PUBLIC (TIMED) = 55
 PUBLIC (PRE-PAY) = 24
 PERMIT = 188
 PRIVATE = 527
 TOTAL = 794

HATCH LEGEND:

PUBLIC (TIMED)	
PUBLIC (PRE-PAY)	
PERMIT	
PRIVATE	
UNDER CONSTRUCTION	
NO. OF PARKING SPACES	64



Rev.	Drawn By	Description	Date

CITY OF BANGOR DOWNTOWN PARKING STUDY Project Location 282 HARLOW STREET BANGOR, MAINE	Designed By DM	Drawn By SAW
	Date 9/25/2024	Scale AS SHOWN
Planning Department BANGOR DOWNTOWN PARKING MANAGEMENT DISTRICT - REGION 4		Approved Checked

Project No. **123.24.01**

Phase

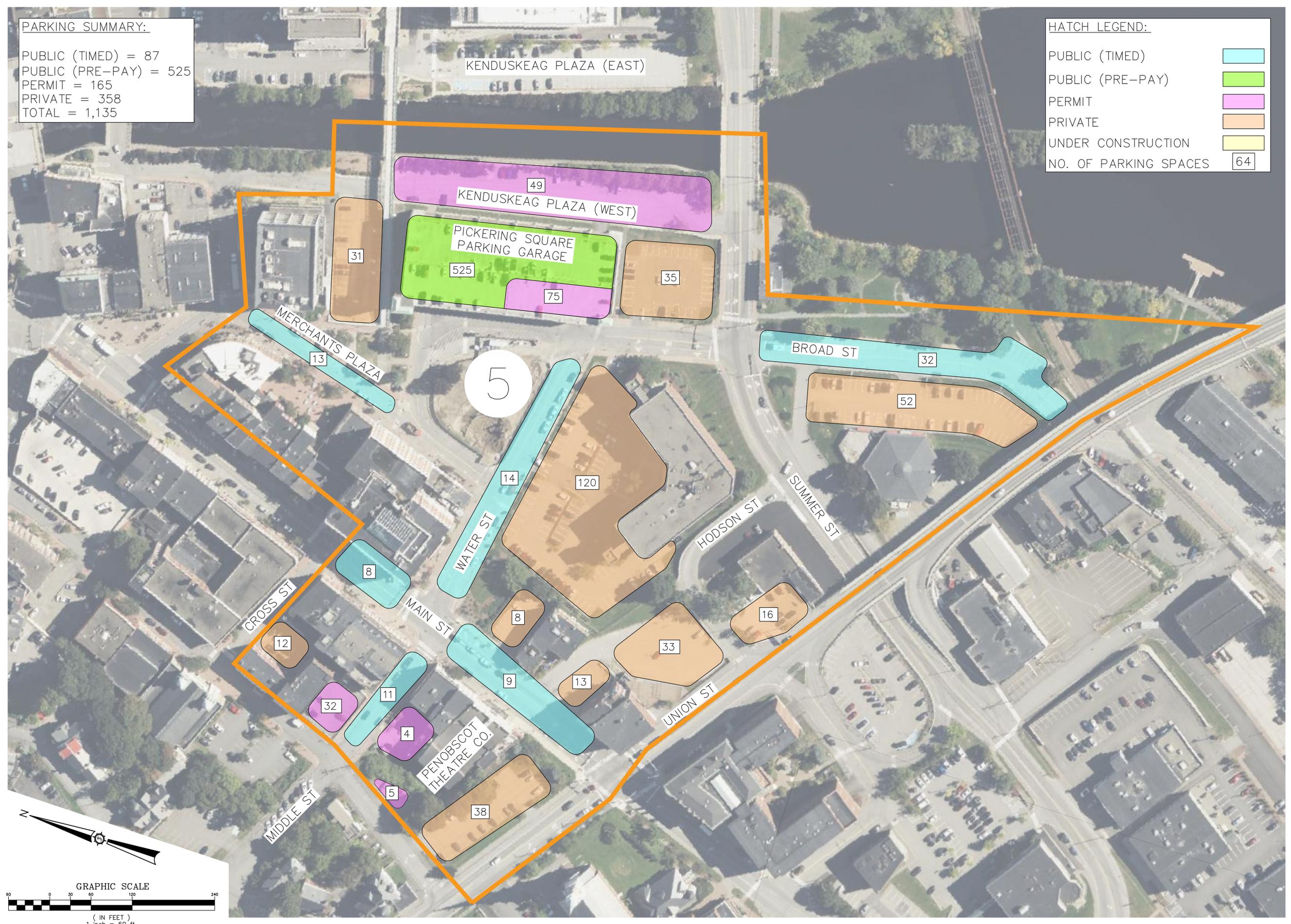
Sheet No. **4**

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PARKING SUMMARY:
 PUBLIC (TIMED) = 87
 PUBLIC (PRE-PAY) = 525
 PERMIT = 165
 PRIVATE = 358
 TOTAL = 1,135

HATCH LEGEND:

PUBLIC (TIMED)	
PUBLIC (PRE-PAY)	
PERMIT	
PRIVATE	
UNDER CONSTRUCTION	
NO. OF PARKING SPACES	64



Rev.	Drawn By	Description	Date

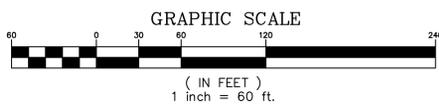
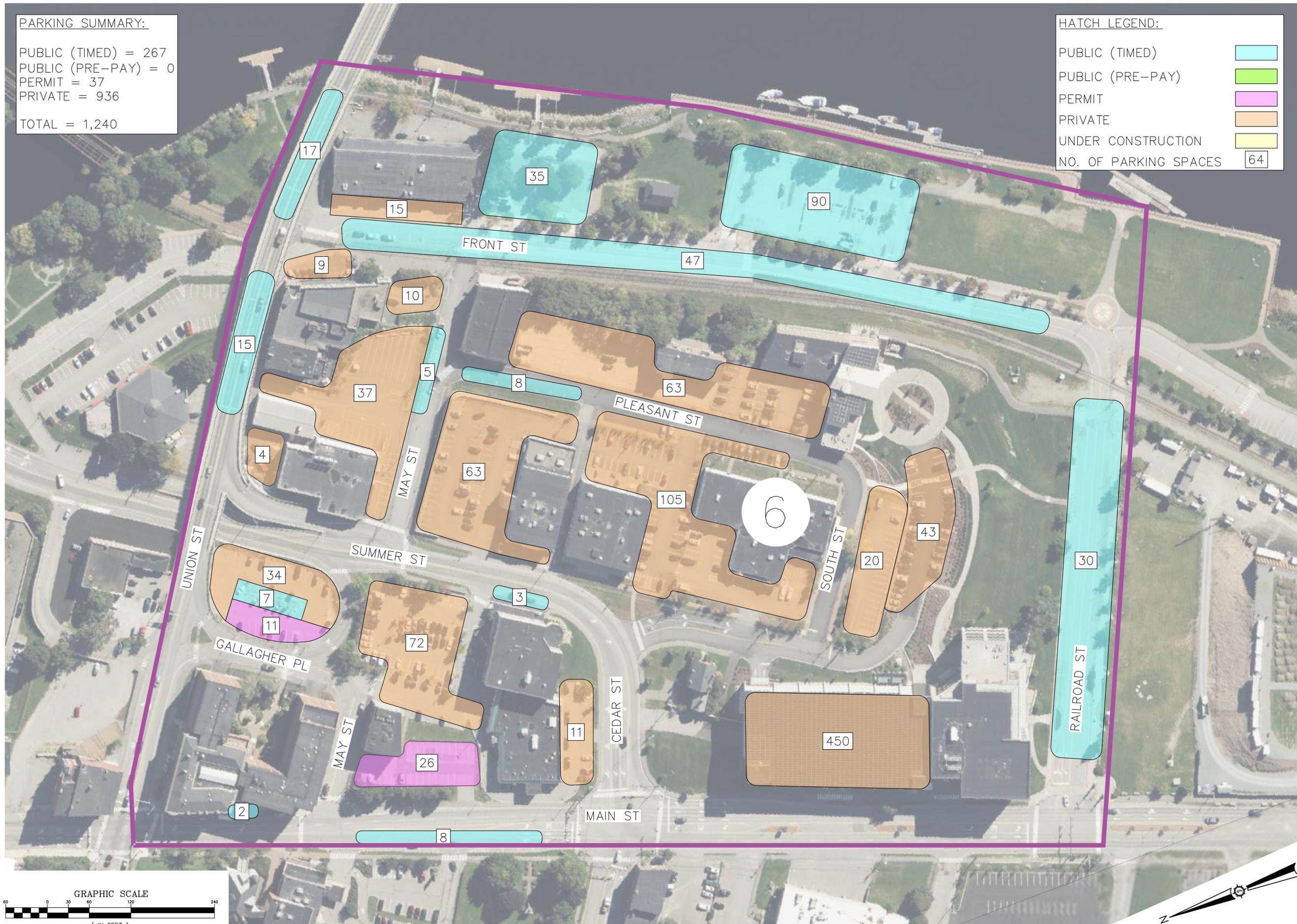
CITY OF BANGOR DOWNTOWN PARKING STUDY <small>BANGOR, ME</small>	Drawn By SAW
	Checked [Signature]
Project Location BANGOR, MAINE	Date 9/25/2024
Drawing Description BANGOR DOWNTOWN PARKING MANAGEMENT DISTRICT - REGION 5	Scale AS SHOWN
Project No. 123.24.01	Designer AS SHOWN

Project No. 123.24.01	Surveying
Engineer [Signature]	The evolution of expertise 1 800 648 4202
Phase [Blank]	www.sewal.com
Sheet No. 5	

PARKING SUMMARY:
 PUBLIC (TIMED) = 267
 PUBLIC (PRE-PAY) = 0
 PERMIT = 37
 PRIVATE = 936
 TOTAL = 1,240

HATCH LEGEND:

PUBLIC (TIMED)	
PUBLIC (PRE-PAY)	
PERMIT	
PRIVATE	
UNDER CONSTRUCTION	
NO. OF PARKING SPACES	64



Project No. 123.24.01	Phase ENGINEERING	Date 9/25/2024	Scale AS SHOWN	Drawn By SAW	Checked
				Designed By DM	Approved
CITY OF BANGOR DOWNTOWN PARKING STUDY Project Location 282 HARLOW STREET BANGOR, MAINE		Drawing Description BANGOR DOWNTOWN PARKING MANAGEMENT DISTRICT - REGION 6			
SEWAL ENGINEERING SURVEYING The evolution of expertise www.sewal.com 1 800 648 4202		Sheet No. 6			