



CITY OF BANGOR

To: Honorable Chair and Members of the Bangor City Council
From: Carollynn Lear, City Manager
Subject: Weekly Meetings – **Feb. 16, 2026**
Date: Feb. 13, 2026

Feb. 16	(Mon)		CITY OFFICES CLOSED – PRESIDENTS’ DAY
Feb. 17	(Tues)	3:45 P.M.	Regular Meeting of Bangor Water District Trustees <i>Hughes Building, 614 State St.</i>
		7:00 P.M.	Planning Board
Feb. 18	(Wed)	5:15 P.M.	Finance Committee
		<i>Immediately following</i>	Special meeting of Government Operations Committee
			Infrastructure Committee
			Business & Economic Development Committee
Feb. 19	(Thurs)	5:30 P.M.	Bangor Water District Public Hearing

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



CITY OF BANGOR

PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

**PLANNING BOARD AGENDA
TUESDAY, FEBRUARY 17, 2026, 7:00 P.M.
COUNCIL CHAMBERS, 1ST FLOOR OF CITY HALL, 73 HARLOW STREET**

1. **CHAIR INTRODUCTION**
2. **OLD BUSINESS**
 - A. **Adoption of Findings & Decision for Map-Lot R10-010-A&B - Odlin Road and 57 Bangor Mall Boulevard**
 - B. **Meeting Minutes – February 3, 2026**
3. **NEW BUSINESS**
 - A. **Land Development Code Amendments**
 - i. **Zone Change – Ohio Street – Map-Lot R23-003-B – Rural Residence and Agricultural District (RR&A) to Government and Institutional Service District (G&ISD) – To amend the Land Development Code by changing a parcel of land, located on Ohio Street, Map-Lot R23-003-B, from Rural Residence and Agriculture (RR&A) to Government and Institutional Service District (G&ISD). Said area of land contains approximately 6 acres total and is more particularly indicated on the map attached hereto and made part hereof. Applicant/Owner: The Rock Church.**
 - ii. **To Amend the Land Development Code, Section 165-73 Parking Area Location and Screening to Remove the Buffer Requirement for Parking Lots Adjacent to Properties Zoned G&ISD, Except Where the Adjacent Property Contains a Residential, Cemetery, or School Use.**
 - iii. **To Amend the Land Development Code, Section 165-13 Definitions to remove State Street from the Minor Arterial Street Definition.**
4. **OTHER BUSINESS**
 - A. **Draft Changes to Comply with New State Laws**
 - B. **2026 APA Trend Report**
 - C. **Follow Up/Thoughts on Land Use Plan Updates**

City of Bangor Planning Division
Planning Board Agenda -- Tuesday, February 17, 2026
Zoom meeting information posted day of the meeting at bangormaine.gov

D. Adjournment



CITY OF BANGOR

PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

**PLANNING BOARD AGENDA
TUESDAY, FEBRUARY 17, 2026, 7:00 P.M.
COUNCIL CHAMBERS, 1ST FLOOR OF CITY HALL, 73 HARLOW STREET**

1. CHAIR INTRODUCTION

2. OLD BUSINESS

A. Adoption of Findings & Decision for Map-Lot R10-010-A&B - Odlin Road and 57 Bangor Mall Boulevard – A vote is needed to adopt these.

B. Meeting Minutes – February 3, 2026

3. NEW BUSINESS

A. Land Development Code Amendments

- i. **Zone Change – Ohio Street – Map-Lot R23-003-B – Rural Residence and Agricultural District (RR&A) to Government and Institutional Service District (G&ISD)** – To amend the Land Development Code by changing a parcel of land, located on Ohio Street, Map-Lot R23-003-B, from Rural Residence and Agriculture (RR&A) to Government and Institutional Service District (G&ISD). Said area of land contains approximately 6 acres total and is more particularly indicated on the map attached hereto and made part hereof. Applicant/Owner: The Rock Church
 - a. The applicant seeks to change the zoning of the property at Map-Lot R23-003-B on Ohio Street from Rural Residence and Agriculture (RR&A) to Government and Institutional Service District (G&ISD). The uses allowed in each of these zones are included in the public notice in your packets.
 - b. The land uses around the property consist primarily of a mix of residential, light commercial, and institutional. The zoning around the property consists of Rural Residence and Agriculture (RR&A), Government and Institutional Service District (G&ISD), High-Density Residential (HDR), and Low-Density Residential (LDR).
 - c. This area is within the growth boundary shown in the 2022 Comprehensive Plan and the future land use map in the Plan shows this property in the Neighborhood Residential area which consists of “medium-density residential development with limited commercial and institutional uses that are complementary to the surrounding residential land uses.” Staff recommend that the Planning Board find this change to be in alignment with the Comprehensive Plan.

- ii. **To Amend the Land Development Code, Section 165-73 Parking Area Location and Screening to Remove the Buffer Requirement for Parking Lots Adjacent to Properties Zoned G&ISD, Except Where the Adjacent Property Contains a Residential, Cemetery, or School Use.**
 - a. This amendment would remove the requirement to create a vegetated buffer between off-street parking and parcels in the Government and Institutional Service District (G&ISD), except where the adjacent property that is zoned for G&ISD contains a residential, cemetery, or school use.
 - b. 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 current requirement to provide a buffer from G&ISD in general seems excessive and can hinder commercial development in some cases.
 - c. 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. Additionally, this change would still require a buffer from any residential uses in a G&ISD zone, such as permanent supportive housing, transitional housing, and nursing homes.
- iii. **To Amend the Land Development Code, Section 165-13 Definitions to remove State Street from the Minor Arterial Street Definition.**
 - a. This amendment would remove State Street from the minor arterial street 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”. State Street is included as a minor arterial even though it meets all of the criteria of a major arterial. State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial.

4. OTHER BUSINESS

A. Draft Changes to Comply with New State Laws

Recently, the state passed new legislation that requires the City to update the Land Development Code; these laws are listed below. Staff have drafted an initial round of updates to the Code based on draft rulemaking that has been released for these new

laws. Included in your packets is a memo to the Business & Economic Development Committee that outlines the changes being made with this first round of edits. Staff will draft a second round of edits that addresses changes to the zones in the developing and rural areas of the City, ensures that residential uses are added to any remaining commercial zones in accordance with LD 997, and incorporates the requirement for Planning Board training into the City's Code.

- a. LD 1829, An Act to Build Housing for Maine Families and Attract Workers to Maine Business by Amending the Laws Governing Housing Density, decreases some of the barriers that limited density in residential areas such as reducing minimum lot sizes, increasing units per lot, and increasing height allowances for developments using the Affordable Housing Density Bonus.
- b. LD 427, An Act to Regulate Municipal Parking Space Minimums, reduces on-site parking requirements such as introducing and requiring the allowance of Parking Agreements.
- c. LD 997, An Act to Allow Residential Use Development in Commercial Districts, allows residential units inside of commercial buildings in commercial districts.

B. 2026 APA Trend Report

If you have time, please take a look at the 2026 Trend Report for Planners at this link to stay updated on the key issues and trends in the planning world this year:

https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/2026-Trend-Report-for-Planners-Screen-Reader-Version.pdf

C. Follow Up/Thoughts on Land Use Plan Updates

This is the designated time for general discussion on updates to the land development code.

D. Adjournment



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

PLANNING DIVISION

February 17, 2026

Bangor Planning Board

Findings and Decision

Applicant/Owner:

Jason Cole
[REDACTED]

Agent:

Design and Engineering, Inc
[REDACTED]

Property Address:

57 Bangor Mall Boulevard, Map-Lot R61-015

Zoning District:

Shopping and Personal Service District & Stream Protection District (S&PS/SP)

Permit Request:

Land Development Permit for Minor Site Development and Conditional Use

Description:

Proposal for the renovation of an existing 4,128sqft commercial building with a drive-through service and associated minor site improvements.

Public Hearing Date:

February 3, 2026

Permitting Requirements:

§169-9, §165.111.A.(1)(3)(5) & §165-114

Board Members Present:

Chair Jonathan Boucher; Vice Chair Janet Jonas; Members Brush, Hayes, Hobson, Huhn, and Whitford; Alternate Member Cartier

Board Vote:

Motion carried 7-0 to approve the Land Development Permit.

I. The Record

The Planning Board reviewed the following exhibits:

1. Land Development Permit application, submitted by Design & Engineering on 12.23.2025
2. Revised site layout plan, submitted by Design & Engineering on 01.16.2026
3. Revised grading and utilities plan, submitted by Design & Engineering on 01.16.2026
4. Receipt for payment received by staff on 12.24.2025
5. Revised narrative, submitted by Design & Engineering on 01.21.2026
6. Land Development Permit checklist, sent to Design & Engineering via email on 01.09.2026
7. Applicant response to checklist, submitted by Design & Engineering on 01.16.2026
8. Fire Prevention sign-off, received via email on 01.16.2026
9. Bangor Water District sign-off, received via email on 01.16.2026
10. Code Enforcement sign-off, received via email on 01.16.2026
11. Comments from engineering, received and sent to Design & Engineering on 01.28.2026
12. List of abutters within 500ft of the subject property, generated by staff on 01.21.2026
13. Public notice sent to abutters within 500ft of the subject property on 01.22.2026
14. Notice of mailing by Planning Assistant Sarah Maquillan on 01.22.2026
15. Proof of ad run in the *Bangor Daily News* on 01.24.2026
16. Email from John Theriault with Maine DOT regarding applicant's Traffic Movement Permit and driveway layout, received on 01.06.2026
17. Email correspondence between Planning and applicant regarding lighting and traffic movement permit, received on 01.29.2026
18. Statement on existing light fixtures, received from the applicant on 01.29.2026
19. Proposed building-mounted light fixture specifications, received from the applicant on 01.29.26

II. Project Description and Permit Requirements

The Project will consist of the renovation of an existing 4,128sqft commercial building with a drive-through service and associated site improvements. The project will take place on Map-Lot R61-015, which is in the Shopping and Personal Service and Stream Protection Districts (S&PS/SP). As an allowed under §165-101, this project must also meet the requirements of Article II through XII and any applicable development standards of Article XIX of Chapter 165.

The building on the site was previously used as a drive-through, but the site was vacant for a number of years and therefore its conditional use approval as a drive-through, as well as its Maine DOT traffic movement permit, lapsed. Therefore the project must receive conditional use approval per §165-9 and a new traffic movement permit.

III. Procedural Background

1. The Application was deemed complete on February 3, 2026.
2. The Applicant paid all applicable fees (Exhibit 4).
3. The proposed Project is a Minor Site Development and Conditional Use.

IV. Applicable Provisions and Findings

Part 1 – The Project meets the requirements of Articles II through XII

1. The Board finds the, based on Exhibits 3 and 11, the applicant satisfied §165-33.1 of the Land Development Code requirements surrounding Erosion and Sediment Control.
2. The Board finds that, based on Exhibits 2 and 7, the applicant satisfied §165-72 of the Land Development Code requirements of required number of parking spaces for a restaurant, §165-73's requirements for parking area location and screening and §165-74's requirements of design, construction and maintenance.
3. The Board finds that, based on Exhibits 3, 5, and 9, the applicant satisfied §165-79 of the Land Development Code requirements for providing adequate utility services and §165-80's requirements for using public water and sewerage services when possible, and §165-83's requirements regarding providing adequate electrical service.
4. The Board finds that, based on Exhibits 2, 7, 17, and 18, the applicant satisfied §165-81's requirements of providing adequate outdoor lighting and preventing light trespass and pollution.
5. The Board finds that, based on Exhibits 3, 5, and 11, the applicant satisfied §165-84 of the Land Development Code requirements regarding providing adequate storm drainage and stormwater offset and §165-86's requirements on compliance with sewer regulations.

Part 2 – The Project meets the District Site Development Standards under Article XIX

The Board finds that, based on Exhibits 2, 5, 7, and 10, the applicant satisfied § 165-135 of the Land Development Code regarding impervious surface ratio and buffer yards.

Part 3 – The Project meets the requirements of § 165-101 – Shopping and Personal Service District (S&PS)

1. The Board finds that, based on the findings made in Parts 1 and 2 of this document, the Project meets the requirements of § 165-101B for uses within the Shopping and Personal Service District (S&PS).

2. The Board finds that, based on Exhibit 2, the Project meets the requirements of §165-101D(4) for drive-in businesses uses within the Shopping and Personal Service District (S&PS).

Part 4 – The Project meets the requirements of §165-114 – Land Development Approval Standards

1. The Board finds that, based on Exhibits 2, 5, 7, 11, and 16, the applicant satisfied Land Development Code §165-114B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration and §165-114C's requirement that all proposed access drives are reasonably necessary and safe.
2. The Board finds that, based on Exhibits 2, 3, and 11, the applicant satisfied Land Development Code §165-114D's requirement that the proposed development will not have unreasonable adverse effects on abutting or downstream properties or protected resources such as wetlands, lakes, streams or brooks, and that all downstream channels or municipal stormwater collection systems have adequate capacity to carry the flow without significant negative effects.
3. The Board finds that, based on Exhibits 2, 7, 17, and 18, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and maintained to avoid unreasonable adverse effects from light pollution, with the condition that the building-mounted exterior lighting fixtures be downward facing and full cut-off in compliance with the City's Code.
4. The Board finds that, based on Exhibits 2, 5, 7, and 10, the applicant satisfied Land Development Code §165-114F's requirements for landscaping.
5. The Board finds that, based on Exhibits 2, 3, and 11, the applicant satisfied Land Development Code §165-114H's requirements regarding preventing unreasonable adverse environmental impacts and §165-114I's requirements regarding preventing unreasonable adverse impacts on nearby water resources.

Part 5 – The Project meets the criteria for a Conditional Use under of §165-9A

1. The Board finds that, based on the findings made in Parts 1-4, the applicant satisfied Land Development Code §165-9A(1)'s requirements on not requiring a variance of development or other standards.
2. The Board finds that, based on Exhibits 2, 5, 11, and 16, the applicant satisfied Land Development Code §165-9A(2)'s requirements of not creating unreasonable traffic congestion or hazardous conditions on contiguous or adjacent streets.
3. The Board finds that, based on the findings in Parts 1-4 of Section IV of this

document, the applicant satisfied Land Development Code §165-9A(3)'s requirements for providing and maintaining adequate and appropriate utilities, fire protection, drainage, parking and loading and other necessary site improvements.

4. The Board finds that, based on Exhibits 2 and 5, the applicant satisfied Land Development Code §165-9A(4)'s requirements on the proposed use being appropriate for the location in which it is sought.

V. Decision

The Board finds that the project meets the requirements for a Land Development Permit for a Minor Site Development and Conditional Use and therefore, the Board grants the Land Development Permit for the proposed Project with the following condition:

- 1. The applicant must provide evidence of an approved Maine DOT Traffic Movement Permit prior to construction.**
- 2. The proposed building-mounted light fixtures meet the standards in §165-81 and §165-114E.**
- 3. That modified plans be submitted to the Planning Division within 30 days of approval that show new light poles on the subject property to illuminate the area that is currently being illuminated by poles on the adjacent property, and that show that the light fixtures will be full cut-off and downward facing in compliance with the City's Code.**

VI. General Permit Requirements:

- A. This permit does not relieve the applicant from any other state or federal permits that may be required for the project.
- B. Prior to construction, the applicant must provide the City with evidence of an approved Maine DOT traffic movement permit.
- C. Prior to construction, the applicant should contact the Code Enforcement Office and Engineering Office for any additional permits that may be required.
- D. Applicant must commence construction within one year from the date of approval and complete the project by February 3, 2028, unless extensions of time are granted per the provision of Chapter 165-113E.
- E. No certificate of occupancy for any structure will be issued by the Code Enforcement Division until the property for which the certificate is sought is in compliance with all

applicable regulations, including but not limited to building, zoning, and stormwater requirements. A temporary certificate of occupancy may be issued when necessary under the provisions of § [165-113G of the City's Land Development Code](#).

- F. Upon completion, a digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan.

- G. No change shall be made to a property approved for a conditional use that would cause the property to fail to comply with the details of the Board's approval under the standards of § [165-9A](#), unless approved by the Planning Board through a review of the changed conditional use.
 - (a) Building details. Changes to building elevations which impact the elements reviewed and approved by the Board may only be approved by the Planning Board. Changes to architectural details not within the scope of § [165-9A\(4\)](#) do not require Planning Board approval.
 - (b) Traffic analysis. Changes to trip generation or peak hour of generation do not require Planning Board approval if the following standards are met as determined by the Code Enforcement Officer in consultation with the City Engineer:
 - (1) The number of trips during the peak hour does not increase.
 - (2) The peak hour does not change to a different hour.
 - (3) The peak hour does not change from a weekday to a weekend day, or vice versa.

- H. Conditional uses which are discontinued for more than 12 consecutive months are deemed abandoned.

Failure to comply with the conditions listed above constitutes a violation of the Bangor Land Development Code as prescribed in Chapter 165-10G.

If you should have any questions or desire further information, please do not hesitate to give the Planning Division a call at 207.992.4280.

Sincerely,

City of Bangor Planning Board

_____	_____
_____	_____
_____	_____
_____	_____

CC: City of Bangor Planning Division
City of Bangor Code Enforcement Division

Building Permit and Certificate of Occupancy Checklist

Before applying for a Building Permit:

- Provide evidence of an approved Maine DOT Traffic Movement Permit.
- Submit modified plans to the Planning Division that show new light poles on the subject property to illuminate the area that is currently being illuminated by poles on the adjacent property, and that show that the light fixtures will be full cut-off and downward facing in compliance with the City's Code.

Before applying for a Certificate of Occupancy:

- Digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan.
- The building-mounted light fixtures and new pole lighting must meet the standards in §165-81 and §165-114E.



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

PLANNING DIVISION

February 17, 2026

Bangor Planning Board

Findings and Decision

Applicant/Owner:

Bernard Holdings, LLC
[REDACTED]

Agent:

Hinckley Hill Designs, LLC
[REDACTED]

Property Address:

Odlin Road, Map-Lot R10-010-A & R10-010-B

Zoning District:

Urban Industry District (UID)

Permit Request:

Land Development Permit for Major Site Development and
Planned Group Development

Description:

Proposal for construction of two 250-foot by 60-foot
warehouse facilities, each with 10 individual warehouse units
with a single, shared driveway

Public Hearing Date:

February 3, 2026

Permitting Requirements:

§169-69, §165.111.A.(3)(5) & §165-114

Board Members Present:

Chair Jonathan Boucher; Vice Chair Janet Jonas; Members
Brush, Hayes, Hobson, Huhn, and Whitford; Alternate
Member Cartier

Board Vote:

Motion carried 7-0 to approve the Land Development Permit.

I. The Record

The Planning Board reviewed the following exhibits:

1. Land Development Permit application, submitted by Hinckley Hill Designs on 01.16.2026
2. Revised site plans, submitted by Hinckley Hill Designs on 01.16.2026
3. Proof of payment received by Planning Analyst Matt Altiero on 01.07.2026
4. Agent authorization, submitted by Hinckley Hill Designs on 01.16.2026
5. Narrative, submitted by Hinckley Hill Designs on 01.16.2026
6. Location map, submitted by Hinckley Hill Designs on 01.16.2026
7. Deed, submitted by Hinckley Hill Designs on 01.16.2026
8. Proof of water capacity, submitted by Hinckley Hill Designs on 01.16.2026
9. Proof of sewer capacity, submitted by Hinckley Hill Designs on 01.16.2026
10. Lighting cut sheets, submitted by Hinckley Hill Designs on 01.16.2026
11. Revised stormwater permit application, submitted by Hinckley Hill Designs on 01.16.2026
12. Land Development Permit checklist, sent to Hinckley Hill Designs via email on 01.09.2026
13. Engineering comments & applicant responses, received via email on 01.12.2026
14. Applicant response to comments, submitted by Hinckley Hill Designs on 01.16.2026
15. Code Enforcement sign-off, received via email on 01.20.2026
16. Bangor Water District sign-off, received via email on 01.21.2026
17. Engineering sign-off, received via email on 01.21.2026
18. Fire Prevention sign-off, received via email on 01.21.2026
19. List of abutters within 100ft of the subject property, generated by staff on 01.21.2026
20. Public notice sent to abutters within 100ft of the subject property on 01.22.2026
21. Notice of mailing by Planning Assistant Sarah Maquillan on 01.22.2026
22. Building elevations, submitted by Hinckley Hill Designs on 01.28.2026

II. Project Description and Permit Requirements

The Project will consist of the construction of two 250-foot by 60-foot warehouse/storage facilities, each with 10 individual warehouse/storage units with a single, shared driveway. The project will take place on Map-Lot R10-010-A and R10-010-B, which is in the Urban Industry District (UID).

This use is allowed under §165-96C.(1). As a use in the Urban Industry District, per §165-96B, this project must also meet the requirements of Article II through XII and any applicable development standards of Article XIX of Chapter 165. Additionally, since the development spans two parcels, this project must be considered a Planned Group Development, and must therefore meet the requirements of §165-69.

III. Procedural Background

1. The Application was deemed complete on February 3, 2026.
2. The Applicant paid all applicable fees (Exhibit 3).
3. The proposed Project is a Major Site Development and Planned Group Development.

IV. Applicable Provisions and Findings

Part 1 – The Project meets the requirements of Articles II through XII

1. The Board finds that, based on Exhibits 2, 11, and 17, the applicant satisfied §165-33.1 of the Land Development Code regarding best management practices of Erosion and Sediment Control.
2. The Board finds that, based on Exhibit 2, the applicant satisfied §165-68 of the Land Development Code regarding minimum lot frontage.
3. The Board finds that, based on Exhibit 2, the applicant satisfied §165-69 of the Land Development Code regarding the requirements for planned group developments.
4. The Board finds that, based on Exhibits 2, 5, and 15, the applicant satisfied §165-72 of the Land Development Code regarding the required number of parking spaces, §165-73's requirements regarding parking area location and screening, and §165-74's requirements regarding parking area design, construction and maintenance.
5. The Board finds that, based on Exhibits 2, 5, and 17, the applicant satisfied §165-79 of the Land Development Code regarding providing the necessary utility services required, §165-80's requirements regarding providing adequate water and sewerage services, and 165-83's requirements regarding providing adequate electrical service.
6. The Board finds that, based on Exhibit 2, 5, and 10, the applicant satisfied §165-81 of the Land Development Code regarding providing adequate lighting and preventing light pollution and trespass.
7. The Board finds that, based on Exhibits 2, 5, and 18, the applicant satisfied §165-82's requirements regarding having adequate fire protection.
8. The Board finds that, based on Exhibits 2, 5, 9, 11, and 17, the applicant satisfied §165-84 of the Land Development Code regarding adequate storm drainage and stormwater offset, §165-85's requirements regarding anticipated type and volume of sanitary flows and §165-86's requirements regarding compliance with sewer regulations.

Part 2 – The Project meets the District Site Development Standards under Article XIX

The Board finds that, based on Exhibits 2 and 22, the applicant satisfied § 165-135 of the Land Development Code regarding height limits, floor area ratio, impervious surface ratio, and buffer yards.

Part 3 – The Project meets the requirements of § 165-69 – Urban Industry District (UID)

The Board finds that, based on the findings made in Parts 1 and 2 of this document, the Project meets the requirements of § 165-96.C(1) for uses within the Urban Industry District (UID).

Part 4 – The Project meets the requirements of §165-114 – Land Development Approval Standards

1. The Board finds that, based on Exhibits 2 and 17, the applicant satisfied Land Development Code §165-114.B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration and §165-114C's requirement that all proposed access drives are reasonably necessary and safe.
2. The Board finds that, based on Exhibits 2, 11, and 17, the applicant satisfied Land Development Code §165-114D's requirement that the proposed development will not have unreasonable adverse effects on abutting or downstream properties or protected resources such as wetlands, lakes, streams or brooks, and that all downstream channels or municipal stormwater collection systems have adequate capacity to carry the flow without significant negative effects.
3. The Board finds that, based on Exhibits 2, 5, and 10, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and maintained to avoid unreasonable adverse effects from light pollution.
4. The Board finds that, based on Exhibit 2, 5, 14, and 15, the applicant satisfied Land Development Code §165-114F's requirements for landscaping.
5. The Board finds that, based on Exhibit 2, the applicant satisfied Land Development Code §165-114G's requirement for the building setbacks and location to avoid unreasonable adverse effects on adjacent properties or public rights-of-way.
6. The Board finds that, based on Exhibits 2, 11, and 17, the applicant satisfied Land Development Code §165-114K's requirements regarding site plans needing approval under the provisions of 38 M.R.S.A. §420-D, as amended.

V. Decision

The Board finds that the project meets the requirements for a Land Development Permit for a Major Site Development and Planned Group Development and therefore, the Board grants the Land Development Permit for the proposed Project.

VI. General Permit Requirements:

- A. This permit does not relieve the applicant from any other state or federal permits that may be required for the project.
- B. Prior to construction, the applicant should contact the Code Enforcement Office and Engineering Office for any additional permits that may be required.
- C. The applicant should contact Engineering to get an address for the new buildings.
- D. As a planned group development, a signed copy of the plans must be recorded at the Registry of Deeds prior to applying for a building permit.
- E. Applicant must commence construction within one year from the date of approval and complete the project by February 3, 2028, unless extensions of time are granted per the provisions of Chapter 165-113E.
- F. No certificate of occupancy for any structure will be issued by the Code Enforcement Division until the property for which the certificate is sought is in compliance with all applicable regulations, including but not limited to building, zoning, and stormwater requirements. A temporary certificate of occupancy may be issued when necessary under the provisions of § [165-113G of the City's Land Development Code](#).
- G. Upon completion, a digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan.

Failure to comply with the conditions listed above constitutes a violation of the Bangor Land Development Code as prescribed in Chapter 165-10G.

This If you should have any questions or desire further information, please do not hesitate to give the Planning Division a call at 207.992.4280.

Sincerely,

City of Bangor Planning Board

_____	_____
_____	_____
_____	_____
_____	_____

CC: City of Bangor Planning Division
City of Bangor Code Enforcement Division

Building Permit and Certificate of Occupancy Checklist

Before applying for a Building Permit:

- Please contact the Engineering Department for an address.
- Contact the Code Enforcement and Engineering Departments for any other permits that may be necessary.
- Record a signed copy of the plans at the Registry of Deeds.

Before applying for a Certificate of Occupancy:

- Digital as-built plan or plans shall be submitted to the Code Enforcement Officer. Additionally, a certificate of compliance stamped by a registered professional engineer or a registered land surveyor must be submitted to the Code Enforcement Office indicating that the site development has been completed in accordance with the approved revised plan and stormwater permit.



CITY OF BANGOR

PLANNING DIVISION

COMMUNITY & ECONOMIC DEVELOPMENT

**PLANNING BOARD
TUESDAY, FEBRUARY 3, 2026, 7:00 P.M.
COUNCIL CHAMBERS, 1ST FLOOR OF CITY HALL
73 HARLOW STREET**

MEETING MINUTES

Board Members Present:

Chair Jonathan Boucher
Vice Chair Janet Jonas
Ted Brush
Justin Cartier
Trish Hayes
Greg Hobson
Ken Huhn
Ross Whitford

City Staff Present:

Matt Altiero, Planning Analyst
Anja Collette, Planning Officer
Jefferson Davis, City Engineer
Grace Innis, Assistant Solicitor

Chair Boucher called the meeting to order at 7:00 P.M.

OLD BUSINESS

1. Meeting Minutes – January 20, 2026

Member Huhn moved to approve the minutes of January 20, 2026, seconded by Member Brush. All voting members in favor, none opposed. Motion passed.

2. Adoption of Notice of Decision for 861 Broadway – 861 Broadway, LLC and Map-Lot R21-009 – Pushaw Road – John Karnes

Vice Chair Jonas moved that the Board adopt the Notices of Decision for 861 Broadway – 861 Broadway, LLC and Map-Lot R21-009 – Pushaw Road – John Karnes. Seconded by Member Brush. Roll call vote conducted – all voting members in favor, none opposed. Motion passed.

NEW BUSINESS

PUBLIC HEARING - LAND DEVELOPMENT CODE AMENDMENTS

3. Amending the Land Development Code, Section 165-139 Development Requirements to allow short-term rentals in tiny home parks and amending the Short-Term Rental Licenses Code, Section 254-4 Licensing to add a cap for short-term rentals in tiny home parks and manufactured home parks.

Chair Boucher introduced the agenda item.

Planning Officer Anja Collette presented to the Board and provided several reminders about maintaining clear audio at the meetings. Collette then provided an overview of the proposed amendment.

Vice Chair Jonas asked about tiny home parks where some or all of the homes are privately owned. Planning Officer Collette responded that these would be treated the same way as a condominium building – there wouldn't be a cap on the number of rentals in the building/development, but there would still be a cap on the number per owner/operator.

Chair Boucher opened the public comments – there were none. Public comments closed.

Member Huhn moved that the Board recommend to City Council that the proposal to amend the Land Development Code by amending the Land Development Code, Section 165-139 Development Requirements to allow short-term rentals in tiny home parks and amending the Short-Term Rental Licenses Code, Section 254-4 Licensing to add a cap for short-term rentals in tiny home parks and manufactured home parks ought to pass. Seconded by Member Whitford. Roll call vote conducted – all in favor, none opposed. Motion passed.

PUBLIC HEARING – LAND DEVELOPMENT PERMITS

4. Land Development Permit – Minor Site Development and Conditional Use – 57 Bangor Mall Boulevard – Map-Lot R61-015 - Land Development Permit Application – Minor Site Development and Conditional Use for the renovation of an existing 4,128sqft commercial building with a drive-through service and associated site improvements at a property located at 57 Bangor Mall Blvd, Map-Lot R61-015, in the Shopping and Personal Service and Stream Protection districts (S&PS/SP). Applicant/Owner: Jason Cole.

Chair Boucher introduced the agenda item and asked the Board for any potential conflicts of interest – there were none.

Member Huhn moved that the Board find that the application was deemed complete on February 3, 2026, the applicant paid all applicable fees, and the proposed project is a Minor Site Development and Conditional Use. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

Applicant Representative Tanner Reif presented to the Board via Zoom and provided an overview of the application.

Chair Boucher asked staff for any comments.

Planning Officer Anja Collette provided an overview of the proposed approval conditions.

Chair Boucher asked the Board for any questions or comments.

Alternate Member Cartier asked about the maintenance of the private drive at the subject property – Applicant Representative Reif responded that this does not fall under the applicant's scope. City Engineer Jefferson Davis clarified that this is a private drive not maintained by the City. Cartier asked if more research could be done regarding the ownership of this drive – City Engineer Davis responded that the applicant did own part of the drive according to the site plan and that abutters further up the drive owned their respective parts of the driveway. Planning Officer Collette clarified that this cannot be considered in land development approval and that any issues customers encountered with the road would fall on the property owner.

Vice Chair Jonas asked for clarification regarding trip counts for the traffic movement permit – City Engineer Davis responded and clarified.

Chair Boucher asked for clarification regarding the proposed approval conditions – Planning Officer Collette responded and clarified. Vice Chair Jonas asked for additional clarification regarding the inclusion of these conditions in the review standards – Collette responded and clarified.

Chair Boucher opened the public comments – there were none. Public comments closed.

Member Brush moved that the Board find that, based on Exhibits 3 and 11, the applicant satisfied §165-33.1 of the Land Development Code requirements surrounding Erosion and Sediment Control. Seconded by Member Huhn. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that, based on Exhibits 2 and 7, the applicant satisfied §165-72 of the Land Development Code requirements of required number of parking spaces for a restaurant, §165-73's requirements for parking area location and screening and §165-74's requirements of design, construction and maintenance. Seconded by Member Huhn. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibits 3, 5, and 9, the applicant satisfied §165-79 of the Land Development Code requirements for providing adequate utility services and §165-80's requirements for using public water and sewerage services when possible, and §165-83's requirements regarding providing adequate electrical service. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibits 2, 7, 17, 18, and 20, the applicant satisfied §165-81's requirements of providing adequate outdoor lighting and preventing light trespass and pollution. Seconded by Member Brush. Roll call vote begun – Vice Chair Jonas opposed and asked about the handling of this standard due to it being addressed in the approval conditions. Planning Officer

City of Bangor Planning Division
Planning Board Meeting Minutes – Tuesday, February 3, 2026

Collette and Assistant City Solicitor Grace Innis responded and clarified. Roll call vote finalized – 5 in favor (Members Brush, Hayes, Huhn, and Hobson and Chair Boucher), 2 opposed (Vice Chair Jonas and Member Whitford). Motion passed. Vice Chair Jonas and Member Whitford clarified that their vote is due to not feeling that the standard is presently met. Chair Boucher asked for additional clarification regarding the approval condition pertaining to this standard – Collette responded and clarified.

Member Hayes moved that the Board find that, based on Exhibits 3, 5, and 11, the applicant satisfied §165-84 of the Land Development Code requirements regarding providing adequate storm drainage and stormwater offset and §165-86's requirements on compliance with sewer regulations. Seconded by Vice Chair Jonas. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibits 2, 5, 7, and 10, the applicant satisfied § 165-135 of the Land Development Code regarding impervious surface ratio and buffer yards. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on the findings made in Parts 1 and 2 of this document, the Project meets the requirements of § 165-101B for uses within the Shopping and Personal Service District (S&PS). Seconded by Member Hayes. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibit 2, the Project meets the requirements of §165-101D(4) for drive-in businesses uses within the Shopping and Personal Service District (S&PS). Seconded by Vice Chair Jonas. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that, based on Exhibits 2, 5, 7, 11, and 16, the applicant satisfied Land Development Code §165-114B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration and §165-114C's requirement that all proposed access drives are reasonably necessary and safe. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hayes moved that the Board find that, based on Exhibits 2, 3, and 11, the applicant satisfied Land Development Code §165-114D's requirement that the proposed development will not have unreasonable adverse effects on abutting or downstream properties or protected resources such as wetlands, lakes, streams or brooks, and that all downstream channels or municipal stormwater collection systems have adequate capacity to carry the flow without significant negative effects. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibits 2, 7, 17, 18, and 20, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and maintained to avoid unreasonable adverse effects from light pollution, with the condition that the building-mounted exterior lighting fixtures be downward facing and full cut-off in compliance with the City's Code. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibits 2, 5, 7, and 10, the applicant satisfied Land Development Code §165-114F's requirements for landscaping. Seconded by Vice Chair Jonas. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hobson moved that the Board find that, based on Exhibits 2, 3, and 11, the applicant satisfied Land Development Code §165-114H's requirements regarding preventing unreasonable adverse environmental impacts and §165-114I's regarding preventing unreasonable adverse impacts on nearby water resources. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hayes moved that the Board find that, based on the findings made in Parts 1-4, the applicant satisfied Land Development Code §165-9A(1)'s requirements on not requiring a variance of development or other standards. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that, based on Exhibits 2, 5, 11, and 16, the applicant satisfied Land Development Code §165-9A(2)'s requirements of not creating unreasonable traffic congestion or hazardous conditions on contiguous or adjacent streets. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on the findings in Parts 1-4 of Section IV of this document, the applicant satisfied Land Development Code §165-9A(3)'s requirements for providing and maintaining adequate and appropriate utilities, fire protection, drainage, parking and loading and other necessary site improvements. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hobson moved that the Board find that, based on Exhibits 2 and 5, the applicant satisfied Land Development Code §165-9A(4)'s requirements on the proposed use being appropriate for the location in which it is sought. Seconded by Member Hayes. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that the project meets the requirements for a Land Development Permit for a Minor Site Development and Conditional Use and therefore, the Board grants the Land Development Permit for the proposed Project with the following conditions:

1. The applicant must provide evidence of an approved Maine DOT Traffic Movement Permit prior to construction.
2. The proposed building-mounted light fixtures meet the standards in §165-81 and §165-114E.
3. That modified plans be submitted to the Planning Division within 30 days of approval that show new light poles on the subject property to illuminate the area that is currently being illuminated by poles on the adjacent property, and that show that the light fixtures will be full cut-off and downward facing in compliance with the City's Code.

Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

5. Land Development Permit – Major Site Development and Planned Group Development – Odlin Road – Map-Lots R10-010-A & R10-010-B - Land Development Permit Application – Major Site Development and Planned Group Development for the construction of two 250 foot by 60 foot warehouse facilities, each with 10 individual warehouse units with a single, shared driveway at a property located on Odlin Rd, Map-Lot R10-010-A & R10-010-B, in the Urban Industry District (UID). Applicant/Owner: Bernard Holdings, LLC.

Chair Boucher introduced the agenda item and asked the Board for any potential conflicts of interest – there were none.

Member Huhn moved that the Board find that the application was deemed complete on February 3, 2026, the applicant paid all applicable fees, and the proposed project is a Major Site Development and Planned Group Development. Seconded by Vice Chair Jonas. Roll call vote conducted – all in favor, none opposed. Motion passed.

Applicant Representative Justine Drake presented to the podium and provided an overview of the application.

Chair Boucher asked the Board for any questions or comments.

Member Huhn asked about the proposed shared electrical service – Applicant Representative Drake responded and clarified.

Vice Chair Jonas asked about the direction of drainage – Applicant Representative Drake responded and clarified.

Chair Boucher asked staff for any comments.

Planning Officer Anja Collette noted that the standard regarding yard space for group buildings should not be considered with this application.

Vice Chair Jonas asked about the purpose of the proposed bathroom facilities – Applicant Representative Drake responded and clarified. Planning Officer Collette provided an additional clarification regarding the proposed use and discussed with Jonas.

Chair Boucher opened the public comments – there were none. Public comments closed.

Member Brush moved that the Board find that, based on Exhibits 2, 11, and 17, the applicant satisfied §165-33.1 of the Land Development Code regarding best management practices of Erosion and Sediment Control. Seconded by Member Huhn. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hayes moved that the Board find that, based on Exhibit 2, the applicant satisfied §165-68 of the Land Development Code regarding minimum lot frontage. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibit 2, the applicant satisfied §165-69 of the Land Development Code regarding the requirements for planned group developments. Seconded by Member Huhn. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that, based on Exhibits 2, 5, and 15, the applicant satisfied §165-72 of the Land Development Code regarding the required number of parking spaces, §165-73's requirements regarding parking area location and screening, and §165-74's requirements regarding parking area design, construction and maintenance. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibits 2, 5, and 17, the applicant satisfied §165-79 of the Land Development Code regarding providing the necessary utility services required, §165-80's requirements regarding providing adequate water and sewerage services, and 165-83's requirements regarding providing adequate electrical service. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibit 2, 5, and 10, the applicant satisfied §165-81 of the Land Development Code regarding providing adequate lighting and preventing light pollution and trespass. Seconded by Member Huhn. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that, based on Exhibits 2, 5, and 18, the applicant satisfied §165-82's requirements regarding having adequate fire protection. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibits 2, 5, 9, 11, and 17, the applicant satisfied §165-84 of the Land Development Code regarding adequate storm drainage and stormwater offset, §165-85's requirements regarding anticipated type and volume of sanitary flows and §165-86's requirements regarding compliance with sewer regulations. Seconded by Member Hayes. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibits 2 and 22, the applicant satisfied § 165-135 of the Land Development Code regarding height limits, floor area ratio, impervious surface ratio, and buffer yards. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hayes moved that the Board find that, based on the findings made in Parts 1 and 2 of this document, the Project meets the requirements of § 165-96.C(1) for uses within the Urban Industry District

(UID). Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibits 2 and 17, the applicant satisfied Land Development Code §165-114.B's requirement that the proposed parking and loading layout are arranged in a reasonable and safe configuration and §165-114C's requirement that all proposed access drives are reasonably necessary and safe. Seconded by Member Huhn. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that, based on Exhibits 2, 11, and 17, the applicant satisfied Land Development Code §165-114D's requirement that the proposed development will not have unreasonable adverse effects on abutting or downstream properties or protected resources such as wetlands, lakes, streams or brooks, and that all downstream channels or municipal stormwater collection systems have adequate capacity to carry the flow without significant negative effects. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibits 2, 5, and 10, the applicant satisfied Land Development Code §165-114E's requirements that all outdoor lighting shall be designed, installed and maintained to avoid unreasonable adverse effects from light pollution. Seconded by Vice Chair Jonas. Roll call vote conducted – all in favor, none opposed. Motion passed.

Vice Chair Jonas moved that the Board find that, based on Exhibit 2, 5, 14, and 15, the applicant satisfied Land Development Code §165-114F's requirements for landscaping. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Hobson moved that the Board find that, based on Exhibit 2, the applicant satisfied Land Development Code §165-114G's requirement for the building setbacks and location to avoid unreasonable adverse effects on adjacent properties or public rights-of-way. Seconded by Member Whitford. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Brush moved that the Board find that, based on Exhibits 2, 11, and 17, the applicant satisfied Land Development Code §165-114K's requirements regarding site plans needing approval under the provisions of 38 M.R.S.A. §420-D, as amended. Seconded by Member Hobson. Roll call vote conducted – all in favor, none opposed. Motion passed.

Member Huhn moved that the Board find that the project meets the requirements for a Land Development Permit for a Major Site Development and Planned Group Development and therefore, the Board grants the Land Development Permit for the proposed Project. Seconded by Member Brush. Roll call vote conducted – all in favor, none opposed. Motion passed.

OTHER BUSINESS

6. 2022 Comprehensive Plan Implementation Update

Planning Officer Anja Collette provided an update on the recently proposed Code amendment regarding Major Arterial definitions. Collette also provided an update on the implementation of the 2022 Comprehensive Plan.

Vice Chair Jonas expressed gratitude for the formatting of the report on implementation.

Chair Boucher asked about major implementation activities – Planning Officer Collette noted the upcoming Land Development Code update and that it would implement many of the Comprehensive Plan strategies.

7. Follow-Up/Thoughts on Land Use Plan Updates

No discussion.

Meeting adjourned at 8:12 pm.

Respectfully submitted,

Sarah Maquillan,
Development Assistant
Planning Division



Paid 2210.00
via check #13468
on 1-28-26-jm

APPLICATION FOR ZONING AND MAP AMENDMENT

CITY OF BANGOR
PLANNING DIVISION

Date: 01-08-2026

Date of Required Pre-Application Meeting with Staff: 01-06-2026
(please call (207) 992-4280 to set up an appointment if you have not had a pre-application meeting with staff)

To: The Planning Board & The City Council of the City of Bangor, Maine

1. Applicant Name: The Rock Church

2. Applicant Address: [Redacted]
Address [Redacted] City, State, Zip Code [Redacted]
[Redacted] Telephone Number [Redacted] Email Address

3. PROPERTY ADDRESS and Map & Lot 1249 Ohio St Bangor, Me | R23-003-B
Address Map Lot
Total Area: 6 Acres

4. GENERAL PROPERTY LOCATION (Example: South side of State Street 400 yards. East of Pine Street):
1249 Ohio Street Directly Across From CYR BUS.

5. LEGAL DESCRIPTION OF PROPERTY - Book 10125 Page 196

6. EXISTING ZONING DISTRICT: RR & A - Rural Residence and Agricultural District

7. PROPOSED ZONING DISTRICT: G & ISD

8. NAME AND ADDRESS OF OWNER OF RECORD: Same
Name (if different than applicant)
Same Address
Same Telephone Number Same Email Address

9. NAME AND ADDRESS OF CONTRACT OWNER N/A
Name
[Redacted] Address
[Redacted] Telephone Number [Redacted] Email Address

10. SIGNATURE OF Applicant: [Redacted]

11. REPRESENTATIVE OF APPLICANT: _____
Name
Address

12. IS THIS A CONTRACT ZONING CHANGE? IF SO, ATTACH ANY CONDITIONS PROPOSED FOR A CONTRACT ZONE REQUEST.

13. ATTACH DOCUMENT SUPPORTING ZONING CHANGE AND RELATION TO CITY COMP PLAN.

RETURN FORM & EXHIBIT TO PLANNING DIVISION, CITY HALL, BANGOR, ME.

(PLEASE READ OTHER SIDE FOR FEES AND PROCESSING PROCEDURE)

The Rock Church

01/08/2026

City of Bangor

13468

Date
01/08/2026**Type**
Bill**Reference****Original Amount**
2,210.00**Balance Due**
2,210.00**Payment**
2,210.00
2,210.00

Check Amount

Cash Accounts:Bang

2,210.00



CITY COUNCIL ACTION

Council Meeting Date: February 9, 2026

Item No:

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: R23-003-B

Title, Ordinance

Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at R23-003-B from Rural Residence and Agricultural District (RR&A) to Government and Institutional Service District (G&ISD).

Summary

This ordinance would amend the Land Development Code, District Map to re-zone the property at Map-Lot R23-003-B, located on Ohio Street, from Rural Residence and Agricultural District (RR&A) to Government and Institutional Service District (G&ISD). The total area requested to be changed is approximately 6 acres. The applicant/owner of record is The Rock Church of Greater Bangor.

This area is within the growth boundary shown in the 2022 Comprehensive Plan and the future land use map in the Plan shows this property in the Neighborhood Residential area which consists of "medium-density residential with limited commercial and institutional uses that are complementary to the surrounding residential land uses".

Committee Action

Committee: Planning Board

Meeting Date: February 17, 2026

Action:

For:

Against:

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: First Reading and Referral



CITY COUNCIL ORDINANCE

Date: February 9, 2026

Assigned to Councilor:

ORDINANCE, Amending Chapter 165, Land Development Code, District Map to Re-zone a Property Located at R23-003-B from Rural Residence and Agricultural District (RR&A) to Government and Institutional Service District (G&ISD).

WHEREAS, the land uses around the property consist primarily of a mix of institutional, small-scale commercial, and residential;

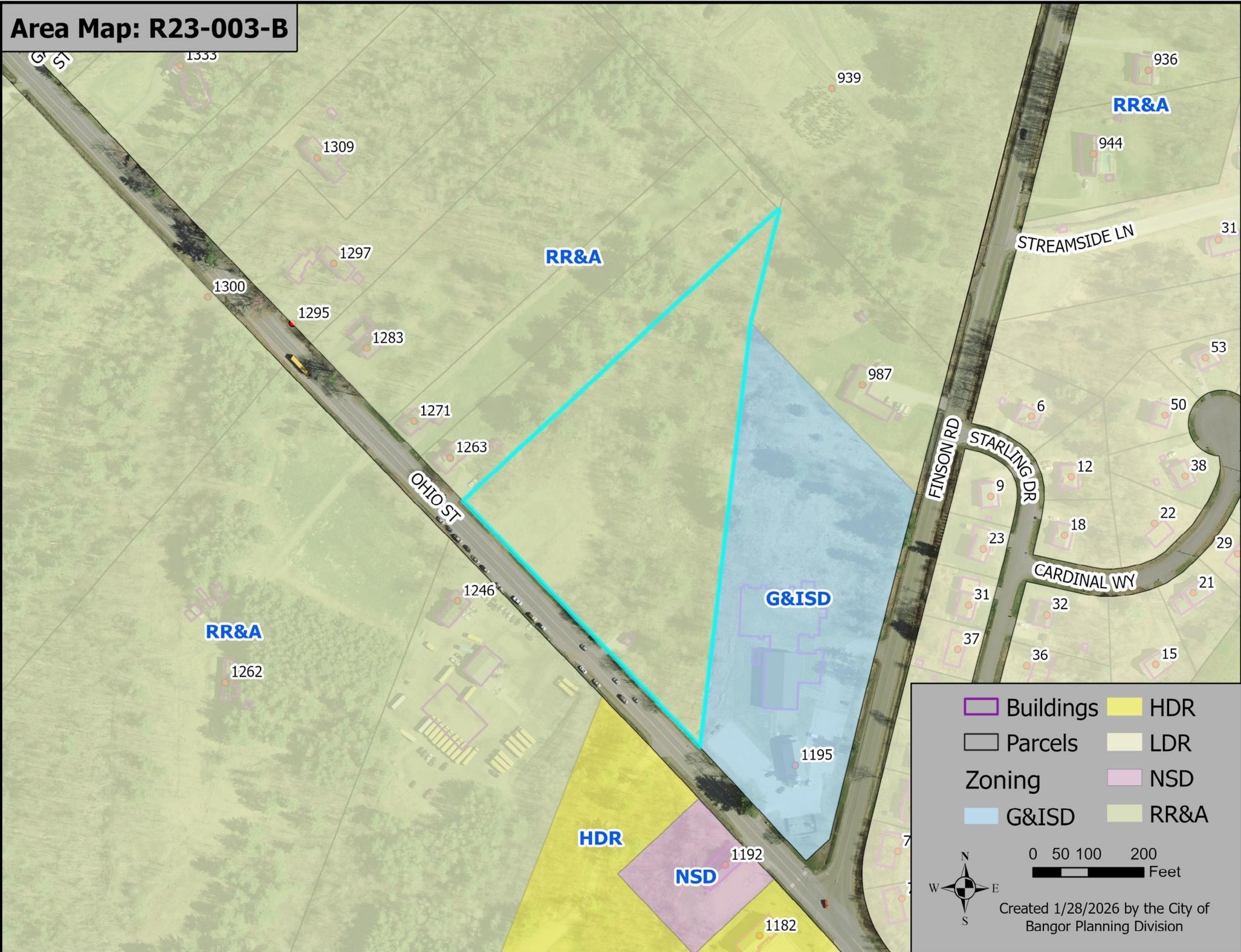
WHEREAS, the zoning around the property consists primarily of Government and Institutional Service District (G&ISD), Rural Residence and Agricultural District (RR&A), High-Density Residential District (HDR), and Neighborhood Service District (NSD);

WHEREAS, the 2022 Comprehensive Plan and the future land use map in the Plan shows this property in the Neighborhood Residential area which consists of "medium-density residential development with limited commercial and institutional uses that are complementary to the surrounding residential land uses";

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

Chapter 165 of the Code of the City of Bangor, District Map, is amended to reclassify the property at R23-003-B, located on Ohio Street, from Rural Residence and Agricultural District (RR&A) to Government and Institutional Service District (G&ISD). The total area requested to be changed is approximately 6 acres and is shown in the attached exhibit.

Area Map: R23-003-B



- Buildings
- Parcels
- Zoning
- G&ISD
- HDR
- LDR
- NSD
- RR&A

0 50 100 200 Feet

Created 1/28/2026 by the City of Bangor Planning Division

OHIO STREET - R23-003-B - ABUTTERS WITHIN 100FT			
Owner	Owner 2	Owner Address 1	Owner Address 2
Keith L. Nickerson		1271 Ohio Street	Bangor, Maine 04401
Shelly M. Dyer	Brad H. Dyer	1263 Ohio Street	Bangor, Maine 04401
Ohio St. Evangelical Covenant	Church Cemetery Corporation	1195 Ohio Street	Bangor, Maine 04401
Douglas V. Reed	Alison V. JT Reed	387 Portsmouth Bay Avenue	Ponte Vedra, FL 32081
City of Bangor	Public Works	73 Harlow Street	Bangor, Maine 04401
Maine State Grange, P. of H.		36 Anthony Avenue, Suite 102	Augusta, Maine 04330
William E. Elliot	Joyce L. Elliot	1262 Ohio Street	Bangor, Maine 04401
John T. Cyr & Sons, Inc.		PO Box 368	Old Town, Maine 04468
St. Andre Home Inc.		PO Box 2373	Bangor, Maine 04402-2373



CITY OF BANGOR
Planning Division

COMMUNITY & ECONOMIC DEVELOPMENT

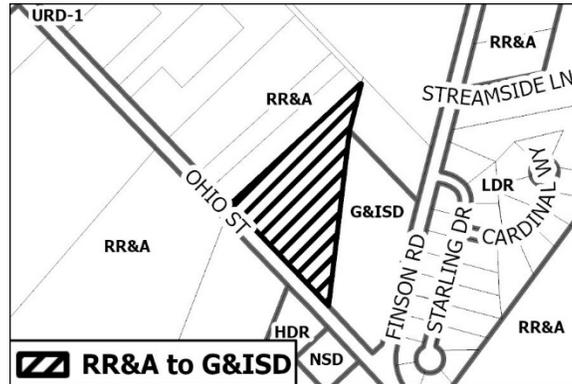
PUBLIC NOTICE

Date: February 4, 2026

Dear Property Owner:

Please be advised that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, February 17, 2026, beginning at 7:00 p.m. in the Council Chambers on the 1st floor of City Hall (73 Harlow Street) and will consider the following application:

To amend the Land Development Code by changing a parcel of land, located on Ohio Street, at Map-Lot R23-003-B, from Rural Residence & Agricultural District (RR&A) to Government & Institutional Service District (G&ISD). Said area of land contains approximately 6 acres total and is more particularly indicated on the map attached hereto and made part hereof. Applicant/Owner: The Rock Church of Greater Bangor.



A copy of the application can be emailed or mailed to any interested party by emailing a request to planning@bangormaine.gov or calling the office at 207.992.4257. Copies of the application can also be picked up at City Hall's office at 262 Harlow Street. To submit comments in writing, please email comments to planning@bangormaine.gov or mail to 73 Harlow Street before 4 PM, February 13th, 2026. Interested parties can also make an appointment by email or phone to meet with Planning Division staff in person or on Zoom.

The public is welcome to attend the meeting in person or via Zoom. Public comments are allowed over Zoom; however, you must register before 9 AM, February 17th at <https://bangormaine.gov/504/Meeting-Participation>. Zoom details can be found at the city's website under www.bangormaine.gov/calendar. The Planning Board meeting may be streamed live via the City of Bangor's YouTube page; however, comments are not enabled during streaming. Please call our office if you have questions about the process or participation in the hearing process.

Anja Collette
Planning Officer
City of Bangor



Bangor is rewriting its Land Development Code! For more details and to sign up for updates, visit www.blueprintbangor.com

ZONE CHANGE PROCESS

1. Applicant files zone change request in the Planning Office.
2. The Planning Office places this ordinance amendment request on the next regularly scheduled meeting of the City Council.
3. The City Council refers the proposed zone change to the Planning Board for public hearing.
4. The Planning Board conducts a public hearing.
5. The Planning Board then makes its recommendations to the City Council.
6. After receipt of the Planning Board's recommendation, the City Council votes to either approve or reject the proposed zone change request.

Only the City Council can change zoning, as it is an ordinance amendment.

ABOUT THIS PROPOSED CHANGE

CURRENT PROPERTY ZONE: Rural Residence and Agricultural District (RR&A) - § 165-105

- **Allowed Uses**
 - Agriculture.
 - The sale of farm, nursery, dairy or poultry products within a structure having a gross floor area of not more than 500 square feet.
 - Sale of farm products where:
 - The retail area shall not exceed 2,500 square feet.
 - The property is located on a major arterial street.
 - The property is a working farm.
 - One-family dwellings and one-family detached manufactured housing units.
 - Home occupation or profession (subject to the requirements of Article IV).
 - Municipal uses.
 - Minor essential service facilities, under the conditions required by § 165-80.3.
 - Major essential service facilities.
 - Community living arrangements, in accordance with 30-A M.R.S.A. § 4357-A, as may be amended.
 - Cluster subdivision for detached single-family dwellings, provided that:
 - Such project has a minimum of five acres.

- Provision is made for the maintenance in perpetuity of open space areas in such a project.
 - Such project receives approval under Article XVI of this chapter.
 - Cellular telecommunication towers, provided that:
 - They do not exceed 195 feet in height, or the minimum height required under federal law, whichever is greater.
 - They are set back from property lines a minimum of 100% of the tower height.
 - They conform to the requirements of § 165-80.1.
 - Bed-and-breakfasts, provided that:
 - Meals provided are limited to patrons and their guests.
 - It is limited to a maximum of 10 guest rooms.
 - It provides, at a minimum, an A Buffer Yard or an equivalent of existing woody vegetation to buffer neighboring properties.
 - The applicant demonstrates compliance with the State Plumbing Code for the proposed number of units.
 - Small landscaping services business, provided that:
 - The landscaping services use is accessory to the primary use of the parcel as a residence.
 - Facilities, equipment, and storage areas are located at least 50 feet from the property line of any other parcel.
 - At least 50 feet of existing or planted woody vegetation creating an effective visual barrier must be provided between facilities, equipment and storage areas and the property line of any adjacent parcel.
 - No more than four people, including the owner, may be employed or used as independent contractors by the landscaping services business.
 - A stockade fence at least six feet in height must enclose any storage or parking area on any side not facing a building on the parcel or a street adjacent to the parcel.
 - Small day-care center, provided that it is operated at a dwelling by a resident or residents of the dwelling.
 - Accessory dwelling units, under the conditions required by § 165-31.2.
 - Tiny home park, provided that:
 - The site is located within the growth area delineated in the most recently adopted Comprehensive Plan.
 - The park meets the requirements of Article XX.
 - Accessory uses on the same lot and customarily incidental to and subordinate to the above uses and any use approved under Conditional Uses below.
- Conditional Uses
 - Excavations of soil or loam, provided that they meet the requirements of Article VI.[7]
 - Animal pounds, kennels, animal hospitals, animal clinics, and animal crematoria, provided that such facilities are located at least 100 feet from any residential district and at least 150 feet from any residential building on an adjoining parcel.
 - Tenting and camping areas, golf courses and driving ranges (except miniature golf courses), provided that:

- They are located on the following arterial highways: Route 15 (Broadway), Route 222 (Union Street) and Stillwater Avenue.
 - Such facilities are set back at least 50 feet from the street right-of-way line.
 - Access drives are so located and designed to provide free, unobstructed views of vehicles from the drives and from the street and adequate stopping sight distances to such drives are available on the street.
- Reconstruction of mobile home parks established prior to 1971 that are located outside the growth area delineated in the most recently adopted Comprehensive Plan, provided that the reconstruction is done consistent with the requirements of § 165-121C.
- Places of worship, provided that such site development is located on a major arterial street.
- Cemeteries, provided that they meet the requirements for access drives in Subsection D(3)(c) above and conform to state statutes.
- Large landscaping services business, provided that:
 - The property is five acres or larger in area.
 - The property is on a major arterial street.
 - Facilities, equipment, and storage areas are located at least 150 feet from the property line of any other parcel.
 - A stockade fence at least six feet in height must enclose any storage or parking area on any side not facing a building on the parcel or a street adjacent to the parcel, or, in the alternative, at least 50 feet of existing or planted woody vegetation creating an effective visual barrier must be provided between facilities, equipment, and storage areas and the property line of any adjacent parcel.
- Boardinghouses that are located on a major arterial street.

PROPOSED PROPERTY ZONE: Government and Institutional Service District (G&IS) - § 165-97

- Allowed Uses

- Facilities operated by public agencies or private nonprofit organizations limited to health, education, social welfare and cultural uses, but excluding chemical dependency treatment facilities.
- Places of worship.
- Day-care center (small or large)
- Cemeteries.
- Hospital complex when located on a major arterial street.
- Nursing home.
- Sports arenas and stadiums.
- Chemical dependency treatment facility, provided it is located on a major arterial street and has a curb cut on said arterial street which provides the primary point of vehicular access for the facility.
- Radio and television broadcast towers, provided that:
 - They do not exceed 195 feet in height, or the minimum height required under federal law, whichever is greater.
 - They are set back from all property lines a minimum of 100% of the tower height.
 - They are accessory to a public nonprofit use.

- They conform to the requirements of § 165-80.1.
 - Minor essential service facilities, under the conditions required by § 165-80.3.
 - Accessory uses on the same lot and customarily incidental to and subordinate to the above uses and to a use approved under Conditional Uses below.
- Conditional Uses
 - Medical office or clinic when:
 - Located in association with a hospital complex and on the same site; or
 - Located on a major arterial street.
 - Major essential service facilities, provided that:
 - Such facilities are not sited so as to create an extreme juxtaposition of the architectural scale or style to the detriment of existing buildings on adjacent lots.
 - Such uses must be certified as necessary in the particular location to service the area and the community.
 - That a Buffer Yard B be established for front, side and rear yards.
 - Transitional housing, permanent supportive housing.
 - Secure Level IV residential care facility, provided that:
 - The facility is located on the same parcel as an existing facility owned or operated by or on behalf of the state that provides residential care.
 - The parcel upon which the facility is located is on a major arterial street.



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

Planning Division

	Maximum District Height (Feet)	Minimum Lot Area (Acres)	Maximum Lot Coverage	Maximum Impervious Surface Ratio	Minimum Lot Width (Feet)	Minimum Front Yard Depth (Feet)	Minimum Side Yard Depth (Feet)	Minimum Rear Yard Depth (Feet)
Rural Residence and Agricultural District								
Permitted and conditional uses	40	1.5	15%	0.2	200	40	20	30
Cellular telecommunications towers*	195**	0.5	15%	0.2	100	100% of structure height	100% of structure height	100% of structure height
Cluster Subdivision 30% (5-acre minimum site)	40	1	15%	0.2	150	40	20	30

* Minimum buffer yard: Type B, C next to a residential district

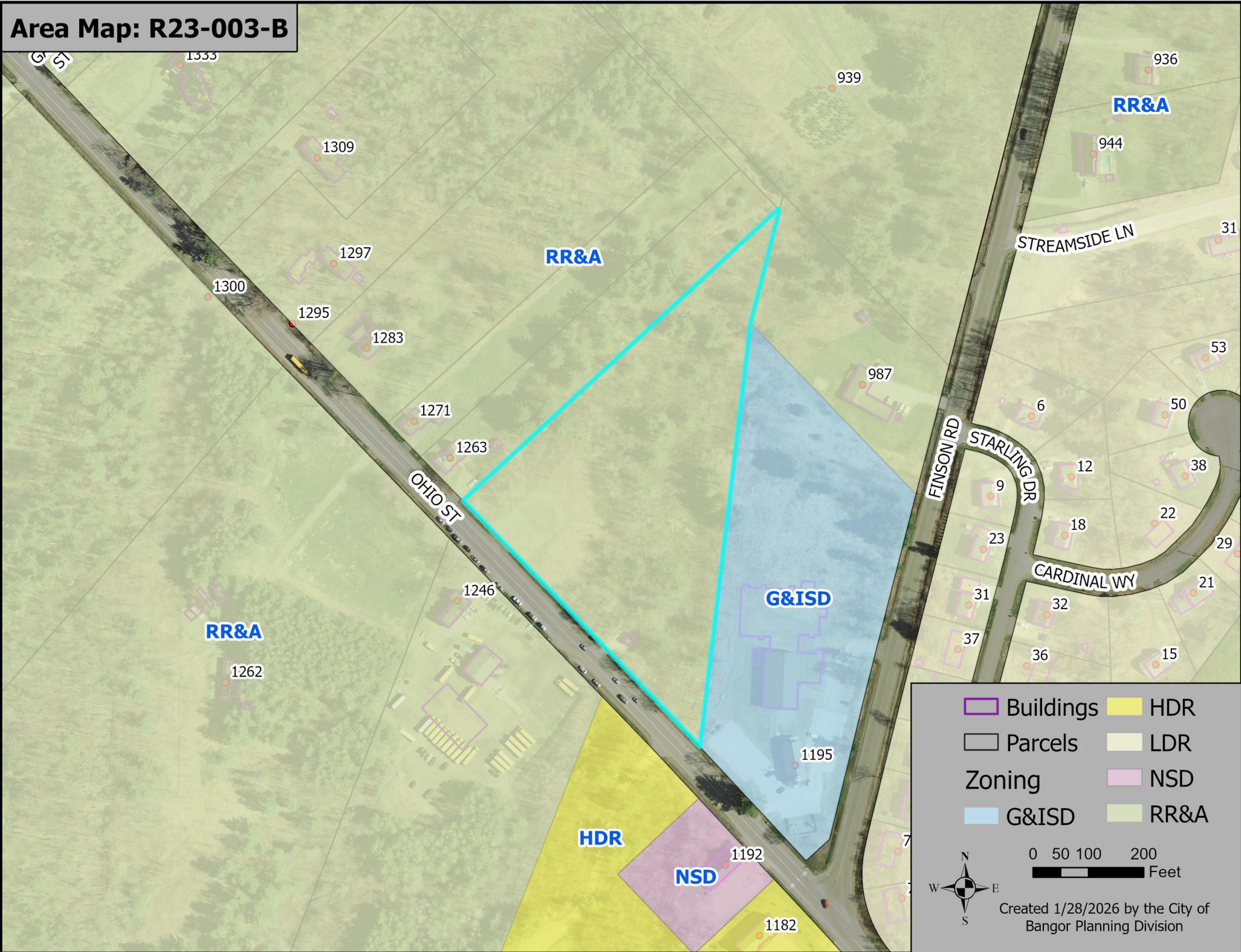
** Or the minimum height allowed under federal law, whichever is greater

	Maximum District Height (Feet)	Minimum Lot Area (Square Feet)	Maximum Lot Coverage	Minimum Lot Width (Feet)	Minimum Front Yard Depth (Feet)	Minimum Side Yard Depth (Feet)	Minimum Rear Yard Depth (Feet)	Maximum Impervious Surface Ratio	Minimum Water Setback (Feet)	Maximum Floor Area Ratio
Government and Institutional Service District	80	None	30%	None	30	20	30	None	2.0	2.0
Radio and television broadcast towers when accessory to a public nonprofit agency*	195**	20,000	30%	N/A	100% of tower height	100% of tower height	100% of tower height	None	N/A	2.0

* Minimum buffer yard: Type B, C next to a residential district

** Or the minimum height allowed under federal law, whichever is greater

Area Map: R23-003-B



- Buildings
- Parcels
- Zoning
- G&ISD
- HDR
- LDR
- NSD
- RR&A

0 50 100 200 Feet

Created 1/28/2026 by the City of Bangor Planning Division

Legal Notices



CITY OF BANGOR

Please be advised that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, February 17, 2026, beginning at 7 p.m. in the Council Chambers on the 1st floor of City Hall (73 Harlow Street) and will consider the following application:

To amend the Land Development Code by changing a parcel of land, located on Ohio Street, at Map-Lot R23-003-B, from Rural Residence & Agricultural District (RR&A) to Government & Institutional Service District (G&ISD). Said area of land contains approximately 6 acres total and is more particularly indicated on the map attached hereto and made part hereof. Applicant/Owner: The Rock Church of Greater Bangor.



To receive a copy of the proposed amendments or to submit comments, please call 207.992.4257 or email planning@bangormaine.gov. Please submit any comments by 4 p.m. on February 13, 2026. Interested parties can also make an appointment by email or phone to meet with Planning Division staff. Bangor City Hall is open to attend the meeting in person. Interested parties may also attend the meeting on Zoom. Public comments are allowed over Zoom; however, you must register before 9 a.m. on February 17th at <https://bangormaine.gov/504/Meeting-Participation>. Zoom details can be found at the city's website under www.bangormaine.gov/calendar. The meeting may also be streamed live via the City of Bangor's YouTube page; however, comments are not enabled on this page. Please call our office if you have questions about the process or participation in the hearing process.

Anja Collette
Planning Officer

February 5, 10, 2026



CITY COUNCIL ACTION

Council Meeting Date: February 9, 2026

Item No:

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: n/a

Title, Ordinance

Amending the Land Development Code, Section 165-73 Parking Area Location and Screening to Remove the Buffer Requirement for Parking Lots Adjacent to Properties Zoned G&ISD, Except Where the Adjacent Property Contains a Residential, Cemetery, or School Use.

Summary

This amendment would remove the requirement to create a vegetated buffer between off-street parking and parcels in the G&ISD (Government & Institutional Service District) zone, except where the adjacent property that's zoned G&ISD contains a residential, cemetery, or school use. The reasoning for this change is that the G&ISD zone contains many 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. Additionally, these proposed amendments would also require that a buffer remain for G&ISD properties that contain residential, cemetery, or school uses. However, the current requirement to provide a buffer from G&ISD in general seems excessive and can hinder commercial development in some cases.

Committee Action

Committee: Planning Board

Meeting Date: 2/17/2026

Action:

For:

Against:

Staff Comments & Approvals

City Manager
Director

City Solicitor

Finance

Introduced for: First Reading



CITY COUNCIL ORDINANCE

Date: February 9, 2026

Assigned to Councilor:

ORDINANCE, Amending the Land Development Code, Section 165-73 Parking Area Location and Screening to Remove the Buffer Requirement for Parking Lots Adjacent to Properties Zoned G&ISD, Except Where the Adjacent Property Contains a Residential, Cemetery, or School Use.

Whereas, the G&ISD (Government & Institutional Service District) zone contains many intensive uses, including some commercial uses, and does not significantly benefit from having a buffer between parking and these uses;

Whereas, the primary complaint heard from the public about parking is when parking lots are adjacent to residential areas;

Whereas, the Code does currently require vegetated buffers between parking and all residential zones and this would remain as is;

Whereas, the current requirement to provide a buffer from G&ISD seems excessive and can hinder commercial development in some cases;

Whereas, this amendment would remove the requirement to create a vegetated buffer between off-street parking and parcels in the G&ISD zone, except where the adjacent property that's zoned G&ISD contains a residential, cemetery, or school use;

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

The Land Development Code shall be amended as shown below:

§165-73 Parking area location and screening.

....

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 property in the Government and Institutional Service District that contains a residential, cemetery, or school use, 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.

Additions underlined, deletions ~~struck through~~



CITY OF BANGOR

Please be advised that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, February 17, 2026, beginning at 7 p.m. in the Council Chambers on the 1st floor of City Hall (73 Harlow Street) and will consider the following application:

To amend the Land Development Code, §165-73 Parking Area Location and Screening, to remove the buffer requirement for parking lots adjacent to properties zoned Government & Institutional Service District (G&ISD), except where the adjacent property contains a residential, cemetery, or school use.

To receive a copy of the proposed amendments or to submit comments, please call 207.992.4257 or email planning@bangormaine.gov. Please submit any comments by 4 p.m. on February 13, 2026. Interested parties can also make an appointment by email or phone to meet with Planning Division staff. Bangor City Hall is open to attend the meeting in person. Interested parties may also attend the meeting on Zoom. Public comments are allowed over Zoom; however, you must register before 9 am on February 17th at <https://bangormaine.gov/504/Meeting-Participation>. Zoom details can be found at the city's website under www.bangormaine.gov/calendar. The meeting may also be streamed live via the City of Bangor's YouTube page; however, comments are not enabled on this page. Please call our office if you have questions about the process or participation in the hearing process.

Anja Collette
Planning Officer



CITY COUNCIL ACTION

Council Meeting Date: February 9, 2026

Item No:

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: n/a

Title, Ordinance

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

Summary

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

Committee Action

Committee: Planning Board

Meeting Date: 2/17/2026

Action:

For:

Against:

Staff Comments & Approvals

City Manager
Director

City Solicitor

Finance

Introduced for: First Reading



CITY COUNCIL ORDINANCE

Date: February 9, 2026

Assigned to Councilor:

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

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

Whereas, State Street appears to be erroneously included as a minor arterial since it is also listed as a major arterial and it meets the definition of a major arterial;

Whereas, this amendment would remove State Street from the minor arterial category;

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, 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~~



CITY OF BANGOR

Please be advised that the Planning Board of the City of Bangor will hold a public hearing on Tuesday, February 17, 2026, beginning at 7 p.m. in the Council Chambers on the 1st floor of City Hall (73 Harlow Street) and will consider the following application:

To amend the Land Development Code, §165-13 Definitions, to remove State Street from the Minor Arterial Street definition.

To receive a copy of the proposed amendments or to submit comments, please call 207.992.4257 or email planning@bangormaine.gov. Please submit any comments by 4 p.m. on February 13, 2026. Interested parties can also make an appointment by email or phone to meet with Planning Division staff. Bangor City Hall is open to attend the meeting in person. Interested parties may also attend the meeting on Zoom. Public comments are allowed over Zoom; however, you must register before 9 am on February 17th at <https://bangormaine.gov/504/Meeting-Participation>. Zoom details can be found at the city's website under www.bangormaine.gov/calendar. The meeting may also be streamed live via the City of Bangor's YouTube page; however, comments are not enabled on this page. Please call our office if you have questions about the process or participation in the hearing process.

Anja Collette
Planning Officer



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

ANNE M. KRIEG AICP
DIRECTOR

Memorandum

To: Business & Economic Development Committee
From: Planning Division
Date: February 9, 2026
Regarding: Land Development Code Changes to Comply with New State Laws

As a review, the State has recently passed new legislation that requires the City to update our Land Development Code. LD 1829, An Act to Build Housing for Maine Families and Attract Workers to Maine Business by Amending the Laws Governing Housing Density, decreases some of the barriers that limited density in residential areas such as reducing minimum lot sizes, increasing units per lot, and increasing height allowances for affordable housing developments. LD 427, An Act to Regulate Municipal Parking Space Minimums, reduces on-site parking requirements such as introducing and requiring the allowance of Parking Agreements. LD 997, An Act to Allow Residential Use Development in Commercial Districts, allows residential units inside of commercial buildings in commercial districts.

Staff have prepared a first round of ordinance edits to begin to comply with these State laws. These edits focus on updating the urban zones (like URD-1 and URD-2), the land development permit requirements, parking requirements, accessory dwelling unit rules, and the affordable housing density bonus rules. The next round of edits will focus on updates to the zones in the City's developing and rural areas, updates to any remaining commercial zones that must allow residential, and incorporating the requirement for Planning Board training into the City's Code. Staff will also be reaching out to the State to determine how the new laws impact our rules on manufactured home parks.

Below is an outline of the changes included in this update:

A. ADUs (Accessory Dwelling Units)

- i. ADUs now allowed on lots with 1 to 3 dwelling units.
- ii. The minimum square footage has been reduced from 190 to 160 square feet.

B. Additional height allowance and reduced parking requirements for affordable housing

If a development meets the definition of an affordable housing development and is located in an area that allows the density bonus, the maximum height is increased by 14 feet and the minimum parking requirement must be no greater than 2 spaces for every 3 units. The Affordable Housing Density Bonus is allowed in URD-2, M&SD, NSD, USD, HDR, S&PS, and GC&S.

C. Units per lot minimum and minimum lot size in the urban zones

- i. URD-1 (Urban Residence 1 District)
 - a. If a lot is located inside the Growth Boundary and is served by public, special district or other centrally managed water system and sewer system, minimum lot size is 5,000sqft for 4 units, including ADUs. (No more than 4 units allowed)

E. Subdivision definition

Changing our current provisions for Land Development Permit to simply refer to the State subdivision statute, which has been changed to require subdivision approval for the creation of 5 or more units instead of 3 or more units.

G. Off-site Parking Agreements

Changing our provision to allow a developer to satisfy parking requirements with a legally binding agreement between the developer and the owner of an off-site parking facility within 0.25 miles of the development site.



CITY COUNCIL ACTION

Council Meeting Date:

Item No:

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: N/A

Title, Ordinance

Amending Chapter 165, Land Development Code, to Comply with New State Laws, LD 1829, LD 427, and LD 997.

Summary

The proposed changes would update the City's Land Development Code to comply with the requirements of the state laws known as LD 1829, 427, and 997. This update has the effect of These changes align with the Council goal of creating more housing. This is the first set of changes to comply with the new State laws. Another set of changes will be forthcoming that changes the zones in the City's developing and rural areas.

Committee Action

Committee: Planning Board

Meeting Date:

Action:

For:

Against:

Staff Comments & Approvals

 City Manager

 City Solicitor

 Finance Director

Introduced for: First Reading and Referral



CITY COUNCIL ORDINANCE

Date:

Assigned to Councilor:

ORDINANCE, Amending Chapter 165, Land Development Code, to Comply with New State Laws, LD 1829, LD 427, and LD 997.

WHEREAS, at present, LD 427 is a state law that requires municipalities to update land use codes to allow parking agreements to satisfy parking requirements;

WHEREAS, at present, LD 1829 is a state law that requires municipalities to update land use codes to reduce dimensional requirement restrictions for housing units and makes other changes to facilitate the creation of housing;

WHEREAS, at present, LD 997 is a state law that requires municipalities to allow residential uses in commercial areas;

WHEREAS, the proposed changes would update the City's Land Development Code to comply with the requirements of LD 427, 997, and 1829;

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

Chapter 165 of the Code of the City of Bangor is amended as follows:

§ 165-13. Definitions.

For the purpose of interpreting this chapter, the following terms, phrases, words and their derivations shall have the meanings given herein:

...

AFFORDABLE HOUSING DEVELOPMENT

1. For rental housing, a development in which a household whose income does not exceed 80% of the median income for the area as defined by the United States Department of Housing and Urban Development under the United States Housing Act of 1937, Public Law 75-412, 50 Stat. 888, Section 8, as amended, can afford 51% or more of the units in the development without spending more than 30% of the household's monthly income on housing costs; and
2. For owned housing, a development in which a household whose income does not exceed 120% of the median income for the area as defined by the United States Department of Housing and Urban Development under the United States Housing Act of 1937, Public Law 75-412, 50 Stat. 888, Section 8, as amended, can afford 51% or more of the units in the development without spending more than 30% of the household's monthly income on housing costs.
3. For purposes of this definition, "housing costs" include, but are not limited to:
 - (a) For a rental unit, the cost of rent and any utilities (electric, heat, water, sewer, and/or trash) that the household pays separately from the rent; and

(b) For an ownership unit, the cost of mortgage principal and interest, real estate taxes (including assessments), private mortgage insurance, homeowner’s insurance, condominium fees, and homeowners’ association fees.

4. To be eligible for the affordable housing density bonus, increased height allowance, and reduced parking requirement outlined in Article XXI, the development must execute a long-term affordability covenant in accordance with §165-143D and must be located in one of the zones listed in §165-143A(4).

...
AREA MEDIAN INCOME

The midpoint of a region’s income distribution calculated on an annual basis by the U.S. Department of Housing & Urban Development.

...
BASE DENSITY

The maximum number of units allowed on a lot not used for affordable housing based on the dimensional requirements listed for the zone(s) in which the lot is located. This does not include any other density bonuses, transferable development rights, or other similar means that could increase the density of lots not used for affordable housing.

...
CENTRALLY MANAGED WATER SYSTEM — A water system that provides water for human consumption through pipes or other constructed conveyances to at least 15 service connections or serves an average of at least 25 people for at least 60 days a year as regulated by 10-144 CMR Ch. 231, Rules Relating to Drinking Water. This water system may be privately owned.

...
COMPARABLE SEWER SYSTEM — Any subsurface wastewater disposal system that discharges over 2,000 gallons of wastewater per day as regulated by 10-144 CMR Ch. 241, Subsurface Wastewater Disposal Rules.

...
DWELLING UNIT, ACCESSORY (ADU) — A dwelling unit on a lot subordinate to a single-family dwelling or multi-family dwelling (for purposes of this definition, the principal dwelling) on the same lot. ADUs are secondary in size, form, and location to the single-family principal dwelling and may be attached, detached, or contained within an accessory building (e.g., garage) on the lot.

...
PARKING AGREEMENT

A legally binding agreement between a property developer and the owner of an off-site parking facility to provide required spaces.

...
POTABLE

Safe for drinking as defined by the U.S. Environmental Protection Agency’s (EPA) Drinking Water Standards and Health Advisories Table and Maine’s interim drinking water standards for six different perfluoroalkyl and polyfluoroalkyl substances (PFAS), Resolve 2021 Chapter 82, Resolve, To Protect Consumers of Public Drinking Water by Establishing Maximum Contaminant Level for Certain Substances and Contaminants.

...
§ 165-31.2. Accessory dwelling units (ADUs).

...
B. In districts where ADUs are allowed, the Code Enforcement Officer shall approve an ADU upon a determination that said ADU complies with the following conditions:

...

- (1) ADU square footage may not be more than 50% of the square footage of the principal dwelling or 1,000 square feet, whichever is less. However, an ADU must be at least ~~190~~ 160 square feet in size, unless the Technical Building Code and Standards Board, pursuant to 10 M.R.S.A. § 9722, adopts a different minimum standard; if so, that standard applies.

...

- (6) No more than one ADU is allowed per lot and an ADU may only be allowed on lots where there exists one to three residential dwelling units in any zone where residential uses are allowed ~~only one single family detached dwelling or one detached manufactured housing.~~

...

§ 165-72. Required number of spaces.

- B. Affordable housing developments as defined in §165-13: two spaces for every three dwelling units

§ 165-73. Parking area location and screening.

The location of off-street parking shall comply with the following requirements:

- A. All parking spaces shall be located on the same or adjacent lot ~~with to~~ the principal building or use served or within 0.25 miles of the site, provided the developer has a legally binding parking agreement with the owner of an off-site parking facility. If using an off-site parking agreement, the developer must provide 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 City. ~~except that when such parking spaces cannot be reasonably provided on the same or adjacent lot, the Planning Board may authorize parking on another lot within 500 feet distance of the premises to be served by such parking, provided that such lot is held under the same ownership or lease and is located in the same or a less restrictive district as the building or use served.~~

§ 165-88. Urban Residence 1 District (URD-1).

C. Permitted uses. The following uses are permitted in this district:

- (1) ~~One family detached~~ Attached or detached dwellings with the following provisions, ~~with additional dwelling units permitted given the following:~~
 - (a) If a lot is inside the Growth Boundary defined in the City's most recently adopted Comprehensive Plan, or is served by both a public, special district, or other centrally-managed water system and a public, special district, or other comparable sewer system, up to 4 units are allowed, attached or detached, including accessory dwelling units. ~~The lot is inside the Growth Boundary defined in the City's most recently adopted Comprehensive Plan.~~
 - (b) If a lot is outside of the Growth Boundary and not served by a public, special district or other centrally-managed water system or a public, special district or other comparable sewer system, up to 3 units are allowed, attached or detached, including accessory dwelling units. ~~If no dwelling exists on a lot, up to four units are allowed, either detached or attached.~~
 - (c) ~~If one dwelling unit exists on the lot, up to two additional units are allowed, one being attached to or within the existing dwelling and one being detached.~~
 - (d) ~~If two dwelling units exist on a lot, no additional units are allowed.~~
 - (e) ~~If dwelling units are demolished after the date this section is adopted and the demolition results in an empty lot, there can be no increase in the number of units above what existed on the lot prior to demolition.~~

...

...

§ 165-89. Urban Residence 2 District (URD-2).

...

C. Permitted uses. The following uses are permitted in this district:

- (1) ~~One family, two family, three family and four family detached dwellings.~~ Attached or detached dwellings containing between 1 and 6 dwelling units.

...

§ 165-90. Multifamily and Service District (M&SD).

...

C. Permitted uses. The following uses are permitted in this district:

- (1) One-family, two-family and multifamily detached or attached dwellings.

...

§ 165-91. Neighborhood Service District (NSD).

...

C. Permitted uses. The following uses are permitted in this district:

- (10) One-family, two-family, three-family, and four-family detached or attached dwellings.

...

§ 165-92. Urban Service District.

...

C. Permitted uses. The following uses are permitted in this district:

...

- (18) A mixed residential and commercial use containing 1 to 6 dwelling units, provided that:

- (a) The commercial activity is a use permitted in this Subsection C.
- (b) The impervious surface limit for residential uses in the URD-2 District will be met.
- (c) An affordable housing density bonus may be allowed, subject to the requirements of Article XXI.

D. Conditional uses. Subject to Planning Board approval under the provisions of § **165-9**, the following uses may be permitted in this district:

...

- ~~(5) A mixed residential and commercial use, provided that:~~

- ~~(a) The commercial activity is a use permitted in Subsection C above.~~
- ~~(b) In addition to the basic development standards required for the commercial use in this district in Article XIX, additional lot area will be provided commensurate to the requirements for residential units in the URD-2 District.~~
- ~~(c) Additional off street parking will be provided for the residential units in accordance with the off street parking requirements in Article X.~~
- ~~(d) The impervious surface limit for residential uses in the URD-2 District will be met.~~
- ~~(e) An affordable housing density bonus may be allowed, subject to the requirements of Article XXI.~~

...

§ 165-111. Site developments requiring permit.

A. Any activity covered under this chapter shall require a land development permit under the following

conditions:

...

~~(6) Any use or site development meeting the definition of "subdivision" in 30-A M.R.S.A. § 4401, containing three or more primary use structures, including single family detached dwellings.~~

~~(7) Construction or placement of five or more dwelling units on a tract or parcel of land within a five year period, including the division of a new structure or structures on a tract or parcel of land into three or more dwelling units or the division of an existing structure or structures previously used for commercial or industrial use into three or more dwelling units. "Tract or parcel of land" and "new structure or structures" take the same definitions outlined in 30-A M.R.S.A. § 4401.~~

...

C. Exemptions. Notwithstanding the requirements of Subsections A and B above, a land development permit will not be required in the following cases:

...

~~(2) Any construction of a residential structure containing two four or fewer dwelling units on a lot, unless such construction results in the creation of a parking lot with 5 or more spaces, in which case it shall be considered a minor site plan revision and must meet the requirements of §165-116. or any two residential structures both of which contain fewer than two dwelling units.~~

~~(3) Construction of a parking lot containing between 5 and 20 spaces, unless such construction is expanding an existing parking lot that contains 20 or more spaces, in which case Land Development Permit approval is required. Construction of a new parking lot containing between 5 and 20 spaces shall be considered as a minor site plan revision and must meet the requirements of §165-116.~~

...

§ 165-141. Purpose.

This article provides for a density bonus and reduced height and parking restrictions for the creation of affordable dwelling units in certain zoning districts per Title 30-A Section 4364 in the State of Maine statutes.

§ 165-142. Definitions.

AFFORDABLE

~~When used for the purpose of claiming the Affordable Housing Density Bonus outlined in Article XXI, "affordable" means:~~

~~A. For rental housing, a household whose income does not exceed 80% of the area median income can afford to rent the dwelling unit without spending more than 30% of the household's monthly income on housing costs.~~

~~B. For owned housing, a household whose income does not exceed 120% of the area median income can afford to own the dwelling unit without spending more than 30% of the household's monthly income on housing costs.~~

~~C. For the purposes of this definition, "area median income" means the midpoint of a region's income distribution calculated on an annual basis by the U.S. Department of Housing & Urban Development.~~

~~D. For the purposes of this definition, "housing costs" include, but are not limited to:~~
~~(1) For a rental unit, the cost of rent and any utilities (electric, heat, water, sewer, and/or trash) that the household pays separately from the rent; and~~
~~(2) For an owned unit, the cost of the mortgage principal and interest, real estate taxes (including assessments), private mortgage insurance, homeowner's insurance, condominium fees, and homeowners' association fees.~~

BASE DENSITY

The maximum number of units allowed on a lot not used for affordable housing based on the dimensional requirements listed for the zone(s) in which the lot is located. This does not include any other density bonuses, transferable development rights, or other similar means that could increase the density of lots not used for affordable housing.

CENTRALLY MANAGED WATER SYSTEM

A water system that provides water for human consumption through pipes or other constructed conveyances to at least 15 service connections or serves an average of at least 25 people for at least 60 days a year as regulated by 10-144 CMR Ch. 231, Rules Relating to Drinking Water. This water system may be privately owned.

COMPARABLE SEWER SYSTEM

Any subsurface wastewater disposal system that discharges over 2,000 gallons of wastewater per day as regulated by 10-144 CMR Ch. 241, Subsurface Wastewater Disposal Rules.

§ 165-143. General requirements.

A. Density bonus. A residential or mixed-use development shall be allowed a maximum dwelling unit density of up to 2.5 times the base density (as defined in § 165-13~~142~~) permissible in the underlying zoning district if the project meets the following eligibility criteria:

(1) Affordability. The development is an affordable housing development as defined in § 165-13. After completion of the project, more than half of the total dwelling units, existing and new, on the same lot shall be affordable (as defined in § 165-142) for a period of at least 30 years.

...

(3) Adequate utility capacity. The owner or developer provides written verification that each unit of the housing development is proposed to be connected to adequate water and wastewater services prior to certification of the development for occupancy in accordance with the following: The lot has adequate water and wastewater services.

(a) If a housing unit is connected to a public, special district or other comparable sewer system, written verification includes proof of adequate service to support any additional flow created by the unit and proof of payment for the connection to the sewer system.

(b) If a housing unit is connected to a septic system, written verification includes proof of adequate sewage disposal for subsurface wastewater. The septic system must be verified as adequate by a local plumbing inspector pursuant to 30-A M.R.S. § 4221. Plans for a subsurface wastewater disposal must be prepared by a licensed site evaluator in accordance with 10-144 C.M.R. Ch. 241, Subsurface Wastewater Disposal Rules.

(c) If a housing unit is connected to a public, special district or other centrally managed water system, written verification includes proof of adequate service to support any additional flow created by the unit, proof of payment for the connection and the volume and supply of water required for the unit.

(d) If a housing unit is connected to a well, written verification includes proof of access to potable water, including the standards outlined in 01-672 C.M.R. Ch. 10 section 10.25(J), Land Use Districts and Standards. Any test of an existing well or proposed well must indicate that the water supply is potable and acceptable for domestic use.

...

F. Additional height allowance. Except as otherwise prohibited under 38 M.R.S.A. Chapter 3 and Chapter 165 Article VII of the City’s Code (Shoreland Zoning), and subject to building permit review and

consultation with a municipal fire official or designee regarding the ability to serve with a fire apparatus, an affordable housing development is permitted to exceed the maximum height restriction by no less than one story or 14 feet.

- G. Reduced parking minimum. An affordable housing development is allowed to use a reduced off-street parking minimum of two spaces for every three dwelling units.



**Finance Committee Agenda
February 18, 2026
City Hall, Council Chambers
73 Harlow St.
5:15 p.m.**

1. Bids/Purchases

- a. Backhoe (Life Cycle Costing) – Public Works – United Construction and Forestry - \$108,000
- b. Waive Bid Process – Common Use Passenger Processing System (CUPPS) – Airport - AeroCloud - \$193,394 per year

2. Resolve – Authorizing the City Manager to Accept and Appropriate \$320,603 in State of Maine Department of Transportation (MDOT) Funds for the Purpose of Funding New Mobile Fare Technology, an EV ADA Van, and 24 Three-Position Bike Racks

3. Interim Financial Statements – Fiscal Year Quarters One and Two Combined



CITY OF BANGOR **AWARD RECOMMENDATION**

BID ITEMS: Backhoe - Loader

DEPARTMENT: Public Works

BUDGET AMOUNT: 150,000 **AMOUNT OF AWARD:** 108,000

ACCOUNT NUMBER: 7750-94001150

VENDOR(S) RECOMMENDED: United Construction and Forestry

Past Experience with Vendor : Excellent Good Fair
 Poor None

OTHER COMMENTS:

An RFP for a Public Works -Backhoe resulted in three bids ranging from \$108,000.00 to \$146,100.00. Staff recommends awarding the backhoe purchase to United Construction and Forestry based on excellent past experience with the City. United Construction and Forestry was also the lowest bidder at \$108,000. Pricing for the backhoe was requested as life cycle costing and was budgeted for FY26 from Equipment Reserve. Staff requests approval to purchase the backhoe from United Construction and Forestry for \$108,000.



CITY OF BANGOR

City of Bangor Bid Tabulation
 Bid: Backhoe/Loader (Life Cycle Costing)
 Proposal No. P26-28

Bid Opening: February 4, 2026

	Beauregard Equipment, Inc.	United Construction and Forestry	Alta Equipment
	Hermon, ME	Hermon, ME	Scarborough, ME
Backhoe/Loader Price	\$ 186,600.00	\$ 163,000.00	\$ 165,513.00
Plus max total repairs for five years	\$ 8,500.00	\$ -	\$ 7,800.00
Subtotal	\$ 195,100.00	\$ 163,000.00	\$ 173,313.00
Less Trade-In	\$ 49,000.00	\$ 55,000.00	\$ 49,500.00
Less Guaranteed Buy-Back	\$ 53,000.00	\$ 64,000.00	\$ 30,000.00
Total "LifeCycle" Bid Amount	\$ 93,100.00	\$ 44,000.00	\$ 93,813.00
Year	2026	2026	2026
Make	Case	Deere	JCB
Model	580SNWT	320P	3CX-15 Super
Estimated delivery	Sixty Days	Not Indicated	Not Indicated
Does Equipment Meet Requested Specs	No	Yes	Yes



CITY OF BANGOR

City of Bangor Bid Tabulation
 Bid: Backhoe/Loader (Non-Life Cycle Costing)
 Proposal No. P26-28

Bid Opening: February 4, 2026

	Beauregard Equipment, Inc.	United Construction and Forestry	Alta Equipment
	Hermon, ME	Hermon, ME	Scarborough, ME
Backhoe/Loader Price	\$ 186,600.00	\$ 163,000.00	\$ 165,513.00
Less Trade-In: 2021 Deere 310SL	\$ 49,000.00	\$ 55,000.00	\$ 49,500.00
Total Bid Amount	\$ 137,600.00	\$ 108,000.00	\$ 116,013.00
Year	2026	2026	2026
Make	Case	Deere	JCB
Model	580SNWT	320P	3CX-15 Super
Estimated delivery	Sixty Days	Not Indicated	Not Indicated
Does Equipment Meet Requested Specs	No	Yes	Yes
Five-year Guaranteed Buy-Back Quote	\$ 53,000.00	\$ 64,000.00	\$ 30,000.00



CITY OF BANGOR **AWARD RECOMMENDATION**

BID ITEMS: BGR Airport Common Use Passenger Processing System (CUPPS)

DEPARTMENT: Airport

BUDGET AMOUNT: 193,394 (First Year) **AMOUNT OF AWARD:** 995,619

ACCOUNT: 8056-91001125

VENDOR(S) RECOMMENDED: AeroCloud

Past Experience with Vendor : Excellent Good Fair
 Poor None

OTHER COMMENTS:

Bangor International Airport (BGR) utilizes common-use passenger processing equipment and software provided by AeroCloud Systems. Due to a significant increase in domestic air travel, the airport must expand this common-use system to all domestic boarding gates to support current operational demands within the scope of existing contracts. Commercial passenger travel through BGR has increased 22% from 2023 to 2025. The proposed expansion includes additional equipment and associated software licensing. The total cost will be paid over a five-year period, with the first-year expense totaling \$193,394. The current year price is within approved budget. Staff recommends waiving the bid process as a sole source. The airport will be expanding a system that is already in place. Implementing new equipment and software with another vendor would require replacing existing systems. The vendor has historically had a positive working relationship with both the City and BGR.

OPTION 1 - All OPEX						
Category	Year 1	Year 2	Year 3	Year 4	Year 5	TCV
Implementation	\$ 11,350	\$ 11,350	\$ 11,350	\$ 11,350	\$ 11,350	\$ 56,751
Software Licenses	\$ 143,798	\$ 143,798	\$ 143,798	\$ 153,145	\$ 163,099	\$ 747,638
Hardware	\$ 32,866	\$ 32,866	\$ 32,866	\$ 32,866	\$ 32,866	\$ 164,330
Spares	\$ 5,018	\$ 5,018	\$ 5,018	\$ 5,018	\$ 5,018	\$ 25,088
Shipping	\$ 362	\$ 362	\$ 362	\$ 362	\$ 362	\$ 1,812
Total	\$ 193,394	\$ 193,394	\$ 193,394	\$ 202,741	\$ 212,695	\$ 995,619



CITY OF BANGOR RESOLVE

02/23/2026

Date: 02/23/2026

Item No:

Assigned to Councilor:

Authorizing the City Manager to Accept and Appropriate \$320,603 in State of Maine Department of Transportation (MDOT) Funds for the Purpose of Funding New Mobile Fare Technology, an EV ADA Van, and 24 three position Bike Racks.

Be it Resolved by the City Council of the City of Bangor that, the City Manager is hereby authorized to accept and appropriate \$320,603 from the State of Maine Department of Transportation (MDOT) to fund New Mobile Fare Technology, an EV ADA Van, and 24 three-position Bike Racks.

**General Fund Revenues
December 2025**

Category	Full Budget 2026	Budget Projection Through December 2025	Actual 12/31/2025	Difference Between Actual vs Budget Projection	Actual as % of Projected Budget	Actual as % of Full Budget	Reference	Full Budget 2025	Budget Projection Through December 2024	Actual 12/31/2024	Difference Between Actual vs Budget Projection	Actual as % of Projected Budget	Actual as % of Full Budget
TAXES	74,398,624	37,199,312	40,179,622	2,980,310	108.01%	54.01%	1	73,751,951	36,875,976	35,286,241	(1,589,735)	95.69%	47.84%
LICENSES & PERMITS	826,025	413,013	890,422	477,410	215.59%	107.80%	2	833,025	416,513	517,551	101,039	124.26%	62.13%
FINES, FORFEIT, PENALTIES	22,000	11,000	41,650	30,650	378.64%	189.32%	3	23,000	11,500	43,545	32,045	378.65%	189.33%
REV FROM USE MONEY	1,824,390	912,195	472,695	(439,500)	51.82%	25.91%	4	1,949,890	974,945	719,778	(255,167)	73.83%	36.91%
INTERGOVERNMENTAL	21,351,201	10,675,601	10,678,650	3,050	100.03%	50.01%	5	19,699,410	9,849,705	8,805,107	(1,044,598)	89.39%	44.70%
CHARGES FOR SERVICE	6,420,981	3,210,491	3,821,114	610,624	119.02%	59.51%	6	5,931,066	2,965,533	3,229,531	263,998	108.90%	54.45%
TRANSFERS IN	3,290,254	1,645,127	1,547,972	(97,155)	94.09%	47.05%	7	3,210,071	1,605,036	1,701,807	96,772	106.03%	53.01%
OTHER	3,144,751	1,572,376	213,585	(1,358,791)	13.58%	6.79%	8	671,181	335,591	318,157	(17,434)	94.81%	47.40%
	<u>111,278,226</u>	<u>55,639,113</u>	<u>57,845,710</u>	<u>2,206,597</u>	<u>103.97%</u>	<u>51.98%</u>		<u>106,069,594</u>	<u>53,034,797</u>	<u>50,621,717</u>	<u>(2,413,080)</u>	<u>95.45%</u>	<u>47.73%</u>

December 2025 Anticipated % 50.00% Variances of more than 10% explained below

- 1 - Taxes include property and excise taxes. Property taxes are recorded as revenue when the bills are issued in July.
- 2 - Licenses & Permits are issued by the City Clerk's Office and Code Enforcement (i.e. victualer's and liquor licenses, building and electrical permits, etc.) - Revenues are higher than budget due to several licenses and building permits having higher than anticipated collections to date.
- 3 - Fines are primarily false alarm fees and ordinance or land use fines. These fees can occur at any time which can create out of line variances. - The increase over budget primarily relates to the vacant building fees which is not budgeted because the goal is zero.
- 4 - Rev from Use Money represents rental fees for Parks & Rec. facilities, interest earning and franchise fees; interest earnings lower due to reduction in cash balance and 1% decrease in APR; cable/network franchise fees have been steadily decreasing.
- 5 - Intergovernmental is primarily monies received from the State or Federal Government (i.e. General Assistance, Homestead, etc.). - Slightly lower but on par with budget. Relates to the timing of receipt posting.
- 6 - Charges for Services represents revenue from the various services provided to the public such as ambulance fees, bus fares, advertising, Parks & Rec. programs, etc. - On par with budget
- 7 - Transfers in include charges to the Proprietary Funds (Airport, Water Quality, etc.) for reimbursement for the services provided by the General Fund (i.e. Finance, Treasury, Human Resources, Legal, etc.). - Revenues are lower due to the timing of Departmental billings.
- 8 - Other represents transfers from fund balances, insurance settlements, sale of assets, etc. Transfers from fund balances are typically recorded towards the end of the year. This year, there was an additional 3 million budgeted as a transfer from benefit reserve to cover POB bond payment in June; actuals are relatively on par

**General Fund Expenditures
December 2025**

Category	Full Budget 2026	Budget Projection Through December 2025	Actual 12/31/2025	Difference Between Budget Projection vs Actual	Actual as % of Projected Budget	Actual as % of Full Budget	Reference	Full Budget 2025	Budget Projection Through December 2024	Actual 12/31/2024	Difference Between Budget Projection vs Actual	Actual as % of Projected Budget	Actual as % of Full Budget
CITY COUNCIL	40,137	20,068	12,495	7,574	62.26%	31.13%	1	37,021	18,511	14,577	3,934	78.75%	39.37%
RECORDS	1,209,547	604,773	540,112	64,661	89.31%	44.65%	2	1,021,386	510,693	521,848	(11,155)	102.18%	51.09%
ASSESSING	517,166	258,583	256,748	1,835	99.29%	49.65%	3	436,140	218,070	237,607	(19,537)	108.96%	54.48%
LEGAL	372,362	186,181	180,845	5,337	97.13%	48.57%	4	344,098	172,049	174,267	(2,218)	101.29%	50.64%
EXECUTIVE	1,689,349	844,675	868,124	(23,450)	102.78%	51.39%	5	1,775,293	887,646	683,424	204,222	76.99%	38.50%
HUMAN RESOURCES	336,021	168,010	155,017	12,993	92.27%	46.13%	6	360,531	180,265	157,049	23,216	87.12%	43.56%
MOTOR POOL	597,882	298,941	196,766	102,176	65.82%	32.91%	7	492,132	246,066	270,876	(24,810)	110.08%	55.04%
BAT	6,432,251	3,216,126	2,481,313	734,813	77.15%	38.58%	8	5,903,377	2,951,688	2,892,621	59,067	98.00%	49.00%
FINANCE	1,136,132	568,066	619,638	(51,572)	109.08%	54.54%	9	1,052,375	526,187	532,224	(6,037)	101.15%	50.57%
INSURANCE	556,648	278,324	596,238	(317,914)	214.22%	107.11%	10	465,588	232,794	1,320,666	(1,087,872)	567.31%	283.66%
PLANNING	379,348	189,674	168,866	20,808	89.03%	44.51%	11	334,903	167,452	146,690	20,762	87.60%	43.80%
ECONOMIC DEVELOPME	480,105	240,052	228,140	11,913	95.04%	47.52%	12	548,161	274,081	308,709	(34,629)	112.63%	56.32%
CODE ENFORCEMENT	825,257	412,629	361,714	50,915	87.66%	43.83%	13	759,446	379,723	365,366	14,356	96.22%	48.11%
POLICE	15,696,023	7,848,012	7,820,681	27,331	99.65%	49.83%	14	14,435,896	7,217,948	7,245,733	(27,785)	100.38%	50.19%
FIRE	14,610,490	7,305,245	7,518,519	(213,274)	102.92%	51.46%	15	13,650,439	6,825,219	6,573,026	252,194	96.30%	48.15%
HEALTH & COMMUN SE	3,334,822	1,667,411	1,528,103	139,308	91.65%	45.82%	16	3,082,432	1,541,216	1,443,711	97,505	93.67%	46.84%
RECREATION	3,596,714	1,798,357	1,956,085	(157,728)	108.77%	54.39%	17	3,192,787	1,596,393	1,892,133	(295,740)	118.53%	59.26%
PUBLIC SERVICES	12,633,429	6,316,714	5,917,418	399,296	93.68%	46.84%	18	12,263,007	6,131,504	6,110,590	20,913	99.66%	49.83%
DEBT SERVICE	3,508,483	1,754,242	1,355,065	399,177	77.25%	38.62%	19	3,507,507	1,753,754	1,536,389	217,364	87.61%	43.80%
TAX INCREMENT FINA	872,389	436,195	613,184	(176,990)	140.58%	70.29%	20	989,688	494,844	664,003	(169,159)	134.18%	67.09%
PENSION & OTHER FR	3,063,420	1,531,710	115,645	1,416,065	7.55%	3.78%	21	2,971,631	1,485,816	182,970	1,302,846	12.31%	6.16%
TRANSFERS	1,153,250	576,625	1,153,250	(576,625)	200.00%	100.00%	22	976,000	488,000	976,000	(488,000)	200.00%	100.00%
OTHER AGENCIES	7,512,491	3,756,246	6,332,631	(2,576,386)	168.59%	84.29%	23	7,228,908	3,614,454	7,158,028	(3,543,574)	198.04%	99.02%
	80,553,715	40,276,858	40,976,594	(699,737)	101.74%	50.87%		75,828,746	37,914,373	41,408,510	(3,494,137)	109.22%	54.61%

December 2025 Anticipated % 50.00% Variances of more than 10% explained below

- 1 - City Council - Last year, increased expense due to training session; FY26 budget included the cost of conferences/training
- 2 - Records (City Clerk & Treasury) - Expenditures are on par with budget.
- 3 - Assessing - Expenditures are on par with budget.
- 4 - Legal - Expenditures are on par with budget.
- 5 - Executive (City Manager) - Expenditures are on par with budget.
- 6 - Human Resources - Expenditures are on par with budget.
- 7 - Motor Pool - Significant decrease in expense of approximately \$70k for parts, OT, and fuel. OT expenses were lower than expected as staffing was not an issue.
- 8 - Community Connector - Expenditures decreased when compared to last year due spending less on capital.
- 9 - Finance - On par with budget
- 10 - Insurance (Worker's Comp, Property, General Liability, Auto, etc.) - Expenditures are higher due to timing of premium payments and allocation of costs to other Departments.
- 11 - Planning - Expenditures are on par with budget.
- 12 - Economic Development - Change in staffing, one less position.
- 13 - Code Enforcement - Expenditures are on par with budget.
- 14 - Police - Expenditures are on par with budget.
- 15 - Fire - Expenditures are on par with budget.
- 16 - Health & Community Services - Expenditures are on par with budget.
- 17 - Recreation - Expenditures are on par with budget.
- 18 - Public Services - Expenditures are on par with budget.
- 19 - Debt Service - 2013 bonds getting close to maturity so payments decreased
- 20 - Tax Increment Financing - Decreased the budget for FY26 because multiple credit enhancement agreements expired.
- 21 - Pension & Other Fringe (Pension Bonds, Retiree State Group Life, Unemployment) - The pension obligation bond debt service is paid in June
- 22 - Transfers (Approved Capital Projects) - Transfers from operating to capital fund for capital projects, approved through the budget process. Difference relates to the timing of the transfers.
- 23 - Other Agencies (Library, County Taxes, etc.) - Payments/contributions are made as incurred or generated quarterly.



CITY OF BANGOR

Government Operations Committee
Wednesday, February 18, 2026
73 Harlow Street, Council Chambers
May immediately follow another Committee

AGENDA

1. Letter of Support Request
2. Proposed Ordinance on Advisory Committee on Homelessness and Housing Follow Up Discussion

Upcoming Items (subject to change)

(Items may go to Government Operations Committee or be moved to another committee, depending on timing.)

- *Ordinance Regarding Immigration Enforcement (3/2)*
- *Referral of Council Resolve: Appropriating funds for HR Director (3/2)*
- *Police Dept. Update (including crime reporting information) – May go to City Council Workshop 2/23*
- *Community Connector Update*
- *Built for Zero – HUB 7 Update*



CITY OF BANGOR

Jennifer Gunderman, Director
Public Health & Community Services
Phone: 207-992-4550
Jennifer.gunderman@bangormaine.gov

To: Government Operations Committee

From: Jennifer Gunderman, Director Public Health and Community Services

Date: February 18, 2026

RE: Letter of Support Request

RE Penobscot Community Health Center (PCHC) requests a letter of support from Bangor Public Health and Community Services to include in its grant application to the Maine Cancer Foundation's 2026 Cancer Screening grant program. If funded, the grant will allow PCHC to implement its "Improving Cancer Screening Rates and Outcome Accuracy via Audit, Patient Education, and Staff Training" project. The funding is \$40,000 a year for up to 2 years. More specifically, PCHC proposes to use the funds for: staff time to conduct patient chart audits to identify areas where we can improve, areas of risk, errors, etc.; staff time to re-train providers and support staff on how to improve and reduce errors/missed opportunities; patient reminders via mail and online portal; patient educational materials. The focus will be on cervical and lung cancer screenings. This project would enhance PCHC's capacity and quality improvement activities related to cancer screenings.

Cancer screenings are an evidence-based strategy for early identification of cancer allowing for timely treatment. Bangor Public Health and Community Services partners closely with PCHC on a number of projects and recommends providing a letter of support.: Public Health and Community Services Update (PH&CS)



OFFICE OF THE CITY MANAGER

CITY OF BANGOR

Carolynn J. Lear
City Manager

To: Government Operations Committee
From: Carolynn Lear, City Manager
Date: February 18, 2026
RE: Advisory Committee on Homelessness and Housing

During City Council's annual priority-setting session and subsequent workshop, City Council established their 2026 priorities which included (1) establishing a comprehensive plan to address homelessness; (2) continuing to address housing needs; and (3) advocating for a fairer share of regional costs and regional participation in the resolution of regional challenges. At various points, Council has discussed utilizing an advisory committee to assist Council with achieving some or all these goals.

At the Government Operations Committee on February 2, 2026, staff provided the Committee with a recommended advisory committee format for a Standing Committee on Homelessness and Affordable Housing. At that time, Councilor Beck also circulated a redlined document reflecting edits to the staff recommendation.

Recognizing that it would be difficult for Council to perform a line-by-line comparison of the two documents in the context of a Committee meeting, I have worked with Councilor Beck to create a single draft that highlights the edits to the staff recommendation that Councilor Beck would like Council to consider:

- I. Board/Committee Membership – Councilor Beck would like Council to consider changes to the number of appointees to the Committee as well as to some of the types of appointees. Councilor Beck's suggested changes are in redline on the attached draft.
- II. Lived Experience – The staff recommendation has two seats dedicated to individuals with lived experience. Councilor Beck recommends that Council consider addressing lived experience by making lived experience a consideration of the appointment process with the goal of having three members with lived experience. These edits are also reflected in redlines to the attached draft.
- III. Mission – As articulated, the mission of the Committee will be solely focused on a strategy addressing homelessness in the first 12 months and then the Committee's work broadens in scope to encompass other topics. Councilor Beck suggests we consider being less limiting in the first 12 months and allow the Committee to simultaneously move on other items. There are no redline edits reflecting this change, but it could be easily implemented by staff if this is the direction Council prefers.

Councilor Beck's draft also contained several suggested edits that were incorporated into the attached document and are not included in redline. Those items were non-substantive suggested edits that city staff agreed improved the draft.

73 HARLOW STREET, BANGOR, ME 04401
TELEPHONE: (207) 992-4205
WWW.BANGORMAINE.GOV



CITY COUNCIL ACTION

Council Meeting Date: February 9, 2026

Item No: 26-

Responsible Dept: City Manager

Action Requested: Ordinance

Map/Lot: N/A

Title, Ordinance

Amending the Code of the City of Bangor to Create a Standing Committee on Homelessness and Affordable Housing

Summary

During City Council's annual priority setting session in December, City Council selected homelessness and affordable housing as two of its three top priorities for the coming year.

In subsequent discussions, Council coalesced around the creation of a standing committee to help advise Council on its approach to these two extremely important and persistent challenges.

This 15-member standing committee would be staffed primarily by the City's Homeless Response Coordinator and would include a mix of experts in homelessness, experts in affordable housing development, individuals with lived experience with homelessness or housing instability, peer municipalities, and community members impacted by homelessness and affordable housing issues.

The Committee's initial charge is to create a strategic plan for the City's response to homelessness that is data driven, evidence informed, and that considers regional and structural coordination. Following completion of this initial charge, the Committee's mission is broadened to more expansively consider issues impacting homelessness and affordable housing including: better regional and structural coordination, identifying and quantifying gaps, recommending sustainable funding strategies, reviewing state legislative proposals, reviewing and providing feedback on housing-related items coming before Council and community stakeholder engagement.

Committee Action

Committee: Government Operations

Meeting Date: February 2, 2026

Action:

For:

Against:

Staff Comments & Approvals

City Manager

City Solicitor

Finance Director

Introduced for: First Reading



CITY COUNCIL ORDINANCE

Date: February 9, 2026

Assigned to Councilor:

ORDINANCE, Amending the Code of the City of Bangor to Create a Housing Board

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 23 Boards, Committees and Commissions

...

Article VII Advisory Committee on Homelessness and Affordable Housing

...

§ 23-47. Committee establishment; membership; and mission.

- A. There is hereby established the Advisory Committee on Homelessness and Affordable Housing. The Committee's initial task will be to create a strategic plan for the City's response to homelessness that is data driven, evidence informed, and that considers regional and structural coordination. After the completion of this initial task, the Committee will broaden its scope to developing and advising on strategies and policies to prevent and end homelessness and increasing the availability of all forms of affordable housing within the City.
- B. The Committee shall consist of ~~fifteen~~ eleven regular voting members and shall include:
- (1) ~~Two individuals currently living with housing instability. An affordable housing developer or representative from the construction sector.~~
 - (2) ~~An individual that is a landlord or represents the interests of landlords in the City.~~
 - ~~(3) A Bangor business owner impacted by the City's homelessness crisis.~~
 - ~~(4)(3) A Bangor employer with an interest in workforce housing.~~
 - ~~(5) A resident of Bangor with school-aged children attending Bangor Schools. A commercial banker or municipal finance expert with housing bond and trust fund expertise.~~
 - ~~(6) An at-large Bangor property owner.~~
 - ~~(7)(4) A local service provider with experience managing a shelter for the unhoused population in Bangor.~~
 - ~~(8)(5) A local service provider that provides direct service outreach to the unhoused population in Bangor.~~
 - ~~(9)(6) A local service provider with experience providing mental health treatment or support to the unhoused population in Bangor.~~
 - ~~(10)(7) A local service provider with experience providing treatment. Recovery, or harm reduction services or support to individuals that are unhoused and with substance use disorders.~~
 - ~~(11)(8) The Penobscot County Administrator, or designee.~~
 - ~~(12)(9) The Manager, or designee of a municipality adjacent to Bangor.~~
 - ~~(13)(10) The Chief Executive of Bangor Housing, or designee.~~
 - ~~(14)(11) The Chief Executive (or designee) of Northern Light EMMC, St. Joseph Healthcare, or Penobscot Community Health Center.~~

C. For those seats to be filled by a named individual or organization, the individual or organization will make a nomination for Council confirmation. For the remaining seats, the City shall solicit interest through a public application and nomination process. Applicants will be interviewed and recommended for appointment by the Personnel Committee and appointed by the City Council.

C-D. The City Council recognizes that solutions to homelessness must be informed by those who have lived it. Therefore, in making appointments, the Council and the Personnel Committee shall ensure that a minimum of three of the voting membership consists of individuals with current or past lived experience of homelessness or housing instability as disclosed through self-identification on the Committee application. This threshold is not limited to any specific seat and may be met through the appointment of any of the designated seats listed above.

D-E. To ensure Board recommendations are operationally viable, staff from the following City departments shall be assigned to serve as permanent Ex-Officio (non-voting) technical advisors: (1) Public Health, (2) Community & Economic Development, (3) Public Safety.

E-F. The Council Chair shall annually appoint a member of the City Council, as a non-voting member and a liaison between the Council and the Committee. This term shall expire on the first Monday in November following the regular City election, at which time the Chair for the ensuing year shall make a new appointment. Any liaison appointed mid-term shall only serve until the next such Monday in November.

§ 23-48. Residency; salaries and compensation.

Regular members of the Committee shall be selected primarily on the basis of the guidelines outlined above, but preference may be given to appointing members who are residents of the City of Bangor and/or have lived experience with homelessness or housing instability. Committee members shall receive no compensation for their service.

§ 23-49. Terms of office.

- A. For initial appointment, Council shall appoint five representatives for a term of one year, 5 representatives for a term of two years, and 5 representatives for a term of three years. Thereafter, the term of each regular member shall be for three years or until their successor has been appointed.
- B. Any vacancy shall be filled in the same manner for the unexpired term.

§ 23-50. Officers.

The Committee shall annually elect a Chair, a Vice Chair, and a Secretary from among its voting members.

§ 23-51. Meetings; quarterly report; quorum; cause for removal.

- A. The Committee shall meet at least monthly, but more frequent meetings may occur.
- B. Beginning three months following the date of the first Committee meeting, and quarterly thereafter, the Committee shall prepare and submit to the City Council a report outlining its activities during the preceding calendar quarter that specifically addresses each prong of the Committee's mission outlined in § 23-52, below.
- C. A quorum shall consist of a simple majority of the Committee's voting members.

§ 23-52. Mission.

- A. The Committee's initial charge is to create a strategic plan for the City's response to homelessness that is data driven, evidence informed, and that considers regional and structural coordination. Critical components will include specific strategies for homelessness prevention, encampment response, and other necessary City policies needed to effectively address homelessness within the City. The Committee shall submit a strategic plan for Council review and adoption not later than twelve months from the Committee's first meeting.
- B. Following the completion of the Committee's initial charge, the Committee's mission is to:

- (1) Consider and recommend ways to ensure better regional and structural coordination on homelessness and housing which may include evaluating the policies and ordinances in surrounding municipalities and at the county-level, advocating for a fairer regional sharing of investments, and evaluating how the City can better align with state-level efforts.
- (2) Identify and quantify specific gaps in the local housing inventory for all housing types and recommend to Council specific policies and ordinances to help incentivize investment in needed housing types.
- (3) Recommend a sustainable municipal funding strategy for housing investment, which may include, but is not limited to, a housing bond or other methods of City participation in financing to incentivize the creation of affordable housing, planning for changes to state and federal funding to the existing voucher system, researching and presenting creative and non-traditional funding mechanisms, and reviewing opportunities to leverage existing and future City investments to prioritize affordable housing.
- (4) Review state legislative proposals that impact homelessness and affordable housing and make recommendations to Council regarding legislative proposals that the City should consider supporting or opposing. The Committee may also make recommendations to Council regarding legislative proposals that the City should consider seeking sponsorship.
- (5) Review, consider, and provide feedback on all housing-related items that Council refers to the Committee for this purpose.
- (6) Proactively engage the City's diverse community stakeholders to incorporate broad community input into the recommendations made to Council

Additions underlined, deletions ~~struck through~~

INFRASTRUCTURE COMMITTEE

**Wednesday, February 18, 2026
Immediately Following Government
Operations Committee
City Hall, Council Chambers
Agenda**

- 1. Sewer Use Abatement Summary for Calendar Year 2025 – Amanda Smith**
(Materials attached)
- 2. Abatement Request – Amanda Smith**
68 Mount Hope and 479 Stillwater Avenue
(Materials attached)
- 3. Water Quality Management Biosolids Review – Amanda Smith**
(Materials attached)
- 4. MaineDOT Over Weight Agreement – Jefferson Davis**
(Materials attached)
- 5. Draft SS4A Demonstration Project – Jefferson Davis**
Hammond and Union Street Intersection
(Materials attached)
- 6. Public Infrastructure Discussion – Jefferson Davis & Amanda Smith**



CITY OF BANGOR

Memo

To: Finance Committee

From: Amanda Smith, Director of Water Quality

Date: January 7, 2026

Re: Sewer Use Abatement Report – 2025

In accordance with Chapter 252 Sewers and Drains, this report covers January 1 through December 31, 2025 and is being provided to Infrastructure Committee for review. Please note this report includes all sewer use abatement requests, even those that were denied.

ABATEMENT SUMMARY FOR CALENDAR YEAR 2025

As of December 31, 2025, the Department received sixty-one (61) requests for sewer use abatements. Five (5) requests were denied for reasons outline in the sewer use ordinance. All other accounts were satisfied within the necessary time and the requests were approved. Four (4) abatements were brought to Infrastructure Committee for approval.

Reasons for abatements (approved and denied amounts) are as follows:

PROPERTY OWNER	REASON	DETAILED	ABATED PRINCIPAL
KEH Realty, LLC	Plumbing	Leaking Toilet Valve	\$1,086.12
Coleman, Valerie	Plumbing	Leaking Toilet Valve	\$913.72
Coleman, Valerie	Plumbing	Leaking Toilet Valve	\$198.25
Majestic Properties	Plumbing	Leaky Shower Head	\$1,206.80
JM Investment Group	Plumbing	Leaking Sink	\$1,008.54
Swan Village Inc	Plumbing	Leaking Toilet Valve	\$680.98
Swan Village Inc	Plumbing	Leaking Toilet Valve	\$415.92
Timothy Rudolph	Plumbing	Leaking Sinks	\$150.85
Timothy Rudolph	Plumbing	Leaking Sinks	\$159.47
LEWCHI Properties	Plumbing	Leaking Toilet Valve	\$930.96
John Moscone	Plumbing	Leaking Toilet Valve	\$258.60
Spring Street Bangor LLC	Plumbing	Leaking Toilet Valve	\$491.34
Spring Street Bangor LLC	Plumbing	Leaking Toilet Valve	\$189.64
BR Holdings	Plumbing	Leaking Toilet Valve	\$870.62
Louie Lewis Properties LLC	Plumbing	Frozen Pipes burst	\$1,068.88
Hall, Richard	Plumbing	Leaking Water Heater	\$456.86
Queen City Properties	Plumbing	10 Leaking Toilet Valves	\$793.04

Queen City Properties	Plumbing	10 Leaking Toilet Valves	\$1,008.54
C&M Investment Group	Plumbing	Leaking Faucet	\$1,853.30
C&M Investment Group	Plumbing	Leaking Water Heater	\$2,422.22
Caliendo, Barbara	Plumbing	Leaking Toilet Valve	\$439.62
Acadia Realty Partnership	Number of Reasons	Leaking Toilet Valve, shower,	Denied
Whitlock, Ivy	Sewer Pipe overflow	Usage not affected by sewer overflow	Denied
Nunziato, Ashley	Leaking Toilet Valve	Outside of 90 days	Denied
Violette, Beatrice	Plumbing	Leaking Toilet Valve	\$689.60
McLaughlin, Gary	Plumbing	Leaking Toilet Valve	\$112.06
Canoe Creek, LLC	Plumbing	Leaking Toilet Valve	\$94.82
Hope, Judi	Plumbing	Leaking Toilet Valve	\$862.00
N2B, LLC	Plumbing	Leaking Toilet Valve	\$1,879.16
Richway Associates	Plumbing	Leaking Tub Faucet	\$517.20
Wadman, Shari	Plumbing	Leaking Toilet Valve	\$1,801.58
Burger, Richard	Plumbing	Leaking Toilet Valve	\$344.80
Brigham Investment Properties	Outdoor Spigot Malfunctioned	Eliminated spigot	\$189.64
Hodson, Jessica	Plumbing	Water Heater & Toilet	\$405.14
Richway Associates	Plumbing	Leaking Toilet Valve	\$749.94
Richway Associates	Plumbing	Leaking Toilet Valve - average usage - greater than usage for requested quarter	Denied
Hope, Judi	Plumbing	Leaking Toilet Valve	525.82
Moore's Investments LLC	Plumbing	Leaking Toilet Valve	2,262.50
Cross Insurance/COB	Plumbing	Faulty pressure valve on boiler	6,266.74
Colonial Pines, LLC	Plumbing	Broken water line	7,249.42
DES Properties	Plumbing	Leaking Expansion Tank	13,412.72
DES Properties	Plumbing	Leaking Expansion Tank	543.06

Bolduc, Melissa	Plumbing	Leaking Toilet Valve	275.84
Bolduc, Melissa	Plumbing	Leaking Toilet Valve	163.78
Phan, Jimmy	Plumbing	Leaking Toilet Valve and shower	491.34
Phan, Jimmy	Plumbing	Leaking Toilet Valve and shower	488.70
Swan Village Inc	Plumbing	Leaking Toilet Valve	1,474.02
Winchenbach, Connor	Plumbing	Leaking Toilet Valve	1,882.40
88 Walter Street, LLC	Plumbing	Leaking Toilet Valve	1,420.85
65 Second Street, LLC	Tenant	Left water running	Denied
Majestic Properties	Plumbing	Leaking Toilet Valve	1,049.80
Moore's Investments LLC	Plumbing	Leaking Toilet Valve	452.50
Haskell, Brenda	Plumbing	Leaking Toilet Valve	60.34
Haskell, Brenda	Plumbing	Leaking Toilet Valve	43.10
Light, Joe	Plumbing	Leaking Toilet Valve	117.65
Halvorson, David	Plumbing	Leaking Toilet Valve	126.70
Fairfield County Painting & Drywall, LLC	Plumbing	Leaking Toilet Valve	1,619.95
Garland Street LLC	Plumbing	Leaking Toilet Valve	479.65
Viola, Nicholas	Plumbing	Leaking Toilet Valve	4,063.45
Hart, John	Plumbing	Faulty shut off valve	986.45
SE White Rentals, LLC	Plumbing	Leaking Toilet Valve	724.00



CITY OF BANGOR

Memo

To: Infrastructure Committee

From: Amanda Smith, Water Quality Director

Date: January 6, 2026

Re: Request for Large Sewer Abatement Approval, 68 Mount Hope Ave.

In accordance with the City of Bangor's Sewer Use Ordinance, Chapter 252-25 (F), "Any abatement exceeding \$3,000 must be reported to and confirmed by the appropriate Committee of the City Council prior to final approval and the processing of a correction or credit."

In November 2025, the owner of 68 Mount Hope Ave. was notified of high- water consumption by Bangor Water District. The owner hired a plumber to inspect several toilets that they found were running non-stop. Appropriate supporting documentation demonstrates that the repairs were made and the water consumption has returned to normal.

The excess consumption was limited to one billing cycle with a consumption of 453 HCF (hundred cubic feet) vs. average consumption of 68 HCF. The total sewer abatement is \$3,484.25.

This request satisfies the requirements of the City Code, Chapter 252 Sewers and Drains §252-25 Abatement of and discounts to sewer use charge.

Staff recommends approval of this abatement request.

PLEASE RETURN FORM TO:
City of Bangor
Department of Water Quality
760 Main St.
Bangor, ME 04401



CITY OF BANGOR

Abatement amount
3,484.25

Sewer Fee Abatement Request Form

Name: Milamber, LLC Account Number: 67

Service Address: 68 Mt Hope

Phone Number: 478 2515

Mailing Address: 212 Garland St

Billing Date(s): 6/18-9/16 Amount of Abatement Requested (\$): 4099.00

When and how did the water loss come to your attention? Water bill was high.

What steps were taken to determine the cause of water loss? We hired a plumber to address several toilets that were running 24/7. they are older toilets w over 3 gallon capacity.

Water loss caused by (please check):

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Furnace | <input type="checkbox"/> Frozen Pipe |
| <input checked="" type="checkbox"/> Toilet | <input type="checkbox"/> Broken Pipe |
| <input type="checkbox"/> Water Heater | <input type="checkbox"/> Vandalism |
| <input type="checkbox"/> Other (Please explain): _____ | |

Where was the water discharged (interior floor, outside, drained to sewer ...etc.)? no

What steps were taken to repair the cause of the water loss? no repairs for water damage - just excessive water usage

Date(s) repairs were made: _____

Please attach the following documentation, as applicable (please check):

- | | |
|---|--|
| <input type="checkbox"/> Photos | <input type="checkbox"/> Police Report |
| <input checked="" type="checkbox"/> Plumbing Bill | <input type="checkbox"/> Bangor Water District Abatement |
| <input type="checkbox"/> Parts Receipt | <input type="checkbox"/> Other (Please describe): _____ |

Signature: [Handwritten Signature]

Date: 12/23/05

JMD Plumbing
 735 Main Street
 Bangor, ME 04401

INVOICE

No 748

207-735-5218

DATE 11/5/2025	ORDER NO
SHIP TO	

TO Milander
68 Mount Hope ave
Bangor, ME

SALESPERSON	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	TERMS
-------------	--------------	-------------	--------------	-------

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
11/5/25	Removed & disposed of Rotten 1 1/4" tubular Chrome P-trap under low sink.		
	Installed New 1 1/4" Chrome tubular P-trap under low sink.		
	Removed & replaced both flapper & flush handle on Kreppel's area toilet.		
	Desired okay		
	Went to Wanda's		\$ 355.00
	paid C.C		

Thank you for your business!

JMD Plumbing
 735 Main Street
 Bangor, ME 04401

INVOICE

No 750

207-735-5218

DATE 11/11/2025	ORDER NO
SHIP TO	

TO
 Milliner,
 68 Mont View Ave
 Bangor

SALESPERSON	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	TERMS
QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	
	Removed 3 Leaked old Style 308 Mansfield Flush Valve Seat San1			
	Installed New Mansfield Sonic Flush Handle clip			
	Desired Price			
	labor & materials	\$	142	00
	Paid C.C.			

Thank you for your business!

Consumption History

Account : 67

Meter	Neg	Reading	Units	Bill Date	Previous	Current	Consumption
1	N	1		12/12/2025	495	948	453
1	N	1		07/11/2025	353	495	142
1	N	1		04/11/2025	285	353	68
1	N	1		01/10/2025	237	285	48
1	N	1		10/15/2024	222	237	15
1	N	1		10/11/2024	173	222	49
1	N	1		07/12/2024	105	173	68
1	N	1		04/12/2024	87	105	18
1	N	1		01/12/2024	74	87	13
1	N	1		10/13/2023	68	74	6
1	N	1		07/14/2023	64	68	4
1	N	1		04/14/2023	60	64	4
1	N	1		01/13/2023	54	60	6
1	N	1		10/14/2022	48	54	6
1	N	1		07/15/2022	41	48	7
1	N	1		04/15/2022	35	41	6
1	N	1		01/14/2022	29	35	6
1	N	1		10/15/2021	28	29	1
1	N	1		08/24/2021	22	28	6
1	N	1		07/16/2021	14	22	8
1	N	1		04/16/2021	4	14	10
1	N	1		01/15/2021	0	4	4
1	N	0		11/16/2020	1294	1299	5
1	N	1		10/16/2020	1282	1294	12
1	N	1		07/17/2020	1258	1282	24
1	N	1		04/17/2020	1240	1258	18
1	N	1		01/17/2020	1214	1240	26
1	N	1		10/18/2019	1176	1214	38
1	N	1		07/19/2019	1148	1176	28
1	N	1		04/19/2019	1124	1148	24
1	N	1		01/18/2019	1115	1124	9
1	N	1		11/08/2018	1072	1115	43
1	N	1		10/19/2018	1066	1072	6
1	N	1		07/20/2018	1063	1066	3
1	N	1		04/20/2018	1059	1063	4
1	N	1		01/19/2018	1055	1059	4
1	N	1		10/20/2017	1051	1055	4
1	N	1		07/21/2017	1048	1051	3
1	N	1		04/21/2017	1045	1048	3

3,484.25

453 - 68 = 385
9.082

68

* - Indicates a read was Estimated

Consumption History

Account : 67

Meter	Neg	Reading Units	Bill Date	Previous	Current	Consumption
1	N	1	01/20/2017	1042	1045	3
1	N	1	10/21/2016	1034	1042	8
1	N	1	07/15/2016	1030	1034	4
1	N	1	04/15/2016	1024	1030	6
1	N	1	01/15/2016	1017	1024	7
1	N	1	10/16/2015	1007	1017	10
1	N	1	07/17/2015	1000	1007	7
1	N	1	04/17/2015	995	1000	5
1	N	1	01/16/2015	960	995	35
1	N	1	10/17/2014	891	960	69
1	N	1	07/18/2014	853	891	38
1	N	1	04/18/2014	810	853	43
1	N	0	01/17/2014	756	810	54
1	N	0	10/15/2013	698	756	58
1	N	0	07/19/2013	658	698	40
1	N	0	04/19/2013	627	658	31
Total Consumption:						1620
Total Negative Consumption:						0

* - Indicates a read was Estimated

RE: 68 Mount Hope & 479 Stillwater Ave

From Kevin Luttrell <kevin.luttrell@bangorwater.org>
Date Mon 1/5/2026 10:03 AM
To Bickford, Erika <erika.bickford@bangormaine.gov>

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

Good morning
68 Mt Hope shows nothing leaking
I don't list a 479 Stillwater but I have a 477 Jersey mikes??

kevin

From: Bickford, Erika <erika.bickford@bangormaine.gov>
Sent: Friday, January 2, 2026 2:16 PM
To: Kevin Luttrell <kevin.luttrell@bangorwater.org>
Subject: 68 Mount Hope & 479 Stillwater Ave

Hi Kevin!

Hope you had a great vacation.

Could you let me know if these addresses have returned to normal' usage?

Thank you in advance!



CITY OF BANGOR

Erika Bickford

Administrative Assistant

Water Quality Management

Phone: 207-992-4475

Fax: 207-947-3537

<http://www.bangormaine.gov>



CITY OF BANGOR

Memo

To: Infrastructure Committee

From: Amanda Smith, Water Quality Director

Date: January 13, 2026

Re: Request for Large Sewer Abatement Approval, 479 Stillwater Avenue

In accordance with the City of Bangor's Sewer Use Ordinance, Chapter 252-25 (F), "Any abatement exceeding \$3,000 must be reported to and confirmed by the appropriate Committee of the City Council prior to final approval and the processing of a correction or credit."

In July 2025, the owner of 479 Stillwater Ave. was notified of high-water consumption by the Bangor Water District. A plumber was hired to inspect the premises. A number of corrections were performed but it did not fix the issue.

In December 2025, the owner hired a plumber to inspect the premises. The plumber found a leaking toilet and broken valve for the sink in one of the bathrooms. Appropriate supporting documentation demonstrates that the repairs were made and the water consumption has returned to normal.

The excess consumption was not limited to one billing cycle but the original request fell out of the 90-day period to grant both quarters of the request. Abatement request is for one billing cycle with a consumption of 550 HCF (hundred cubic feet) vs. average consumption of 69 HCF. The total sewer abatement is \$4,353.05

This request satisfies the requirements of the City Code, Chapter 252 Sewers and Drains §252-25 Abatement of and discounts to sewer use charge.

Staff recommends approval of this abatement request.

Abatement Amount

PLEASE RETURN FORM TO:
City of Bangor
Department of Water Quality
760 Main St.
Bangor, ME 04401



12/12/25 - 4,353.05

CITY OF BANGOR

Sewer Fee Abatement Request Form

Name: Nick Murphy Account Number: 1807601

Service Address: 479 Stillwater Ave Bangor, ME 04401

Phone Number: (843) 743-9582

Mailing Address: 295 Seven Farms Drive C-147 Daniel Island, SC 29492

Billing Date(s): 07/11/2025, 12/12/2025 Amount of Abatement Requested (\$): \$6,128.46

When and how did the water loss come to your attention? July 11th, 2025

What steps were taken to determine the cause of water loss? Our mechanic found our toilet running nonstop and a broken valve on the sink

Water loss caused by (please check):

- Furnace
- Toilet
- Water Heater
- Other (Please explain): _____
- Frozen Pipe
- Broken Pipe
- Vandalism

Where was the water discharged (interior floor, outside, drained to sewer ...etc.)? _____

What steps were taken to repair the cause of the water loss? Our in-house mechanic fixed the toilet flapper and a replacement foot valve for the hand sink in July. We thought that fixed the issue but it didn't.

It was finally fixed on 12/12. The future invoice will be affected as well and I will apply for another credit.
Date(s) repairs were made: 7/17/25, 12/12/25

Please attach the following documentation, as applicable (please check):

- Photos
- Plumbing Bill
- Parts Receipt
- Police Report
- Bangor Water District Abatement
- Other (Please describe): _____

Signature: *Nick Murphy*

Date: 12/30/2025

RECEIPT

From: Tim's Plumbing

Bill To: Phil Jersey Mikes
479 Stillwater Avenue, Bangor,
ME, USA

Job: Mens room toilet - repair
fill valve

Item	Quantity	Tax
Found mens room toilet not filling. Replaced existing fill valve & closet supply line. Tested, no leaks.	1	

Subtotal \$187.50

Total \$187.50

Payment Method	Date	Amount
Credit Card Tony	12/12/2025	\$187.50

Consumption History

Account : 1807601

4,353.05

69 = 481 x 95

Meter	Neg	Reading	Units	Bill Date	Previous	Current	Consumption
1	N	1		12/12/2025	5404	5954	550
1	N	1		07/11/2025	5134	5404	270
1	N	1		04/11/2025	5059	5134	75
1	N	1		01/10/2025	5005	5059	54
1	N	1		10/11/2024	4921	5005	84
1	N	1		07/12/2024	4860	4921	61
1	N	1		04/12/2024	4803	4860	57
1	N	1		01/12/2024	4750	4803	53
1	N	1		10/13/2023	4692	4750	58
1	N	1		07/14/2023	4633	4692	59
1	N	1		04/14/2023	4574	4633	59
1	N	1		01/13/2023	4521	4574	53
1	N	1		10/14/2022	4465	4521	56
1	N	1		07/15/2022	4402	4465	63
1	N	1		04/15/2022	4390	4402	12
1	N	1		02/08/2022	4346	4390	44
1	N	1		01/14/2022	4311	4346	35
1	N	1		10/15/2021	4289	4311	22
1	N	1		07/16/2021	4289	4289	0
1	N	1		04/16/2021	4289	4289	0
1	N	1		01/15/2021	4288	4289	1
1	N	1		10/16/2020	4288	4288	0
1	N	1		07/17/2020	4288	4288	0
1	N	1		04/17/2020	4152	4255	103
1	N	1		04/13/2020	4255	4288	33
1	N	1		01/17/2020	4109	4152	43
1	N	1		10/18/2019	4054	4109	55
1	N	1		07/19/2019	3997	4054	57
1	N	1		04/19/2019	3941	3997	56
1	N	1		01/18/2019	3897	3941	44
1	N	1		10/19/2018	3838	3897	59
1	N	1		07/20/2018	3793	3838	45
1	N	1		04/20/2018	3711	3793	82
1	N	1		01/19/2018	3463	3711	248
1	N	1		10/20/2017	3307	3463	156
1	N	1		07/21/2017	3231	3307	76
1	N	1		04/21/2017	3155	3231	76
2	N	1		04/21/2017	0	0	0
1	N	1		01/20/2017	3069	3155	86

69

* - Indicates a read was Estimated

Consumption History

Account : 1807601

Meter	Neg	Reading Units	Bill Date	Previous	Current	Consumption
2	N	1	01/20/2017	0	0	0
1	N	1	10/21/2016	2968	3069	101
2	N	1	10/21/2016	0	0	0
1	N	1	07/15/2016	2896	2968	72
2	N	1	07/15/2016	0	0	0
1	N	1	04/15/2016	2890	2892	2
2	N	1	04/15/2016	0	0	0
1	N	1	04/06/2016	2892	2896	4
2	N	1	04/06/2016	0	0	0
Total Consumption:						3064
Total Negative Consumption:						0

* - Indicates a read was Estimated

RE: 68 Mount Hope & 479 Stillwater Ave

From Kevin Luttrell <kevin.luttrell@bangorwater.org>
Date Mon 1/5/2026 12:08 PM
To Bickford, Erika <erika.bickford@bangormaine.gov>

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

Erika
Yes Jersey Mikes is back to normal

From: Bickford, Erika <erika.bickford@bangormaine.gov>
Sent: Monday, January 5, 2026 10:04 AM
To: Kevin Luttrell <kevin.luttrell@bangorwater.org>
Subject: Re: 68 Mount Hope & 479 Stillwater Ave

Yes, it's Jersey Mikes.

Thanks 😊



CITY OF BANGOR

Erika Bickford

Administrative Assistant

Water Quality Management

Phone: 207-992-4475

Fax: 207-947-3537

<http://www.bangormaine.gov>



From: Kevin Luttrell <kevin.luttrell@bangorwater.org>
Sent: Monday, January 5, 2026 10:03 AM

To: Bickford, Erika <erika.bickford@bangormaine.gov>
Subject: RE: 68 Mount Hope & 479 Stillwater Ave

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

Good morning
68 Mt Hope shows nothing leaking
I don't list a 479 Stillwater but I have a 477 Jersey mikes??

kevin

From: Bickford, Erika <erika.bickford@bangormaine.gov>
Sent: Friday, January 2, 2026 2:16 PM
To: Kevin Luttrell <kevin.luttrell@bangorwater.org>
Subject: 68 Mount Hope & 479 Stillwater Ave

Hi Kevin!

Hope you had a great vacation.

Could you let me know if these addresses have returned to normal' usage?

Thank you in advance!



CITY OF BANGOR

Erika Bickford

Administrative Assistant

Water Quality Management

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Fax: 207-947-3537

<http://www.bangormaine.gov>





CITY OF BANGOR

Memo

To: Infrastructure Committee

From: Amanda Smith, Director of Water Quality

Date: February 11, 2026

Re: Water Quality Management Biosolids Review

An Introduction to Biosolids

The City of Bangor protects the Penobscot and Kenduskeag rivers from 9.5 million gallons per day of raw sewage through a biological process at the wastewater treatment plant. Part of the treatment involves separating solids from liquids. These solids are known as “bio-solids” or “sludge”, a nutrient-rich byproduct of the treatment process.

In 1987, the EPA 40 CFR part 503 established standards for the use and disposal of biosolids to protect public health and the environment. Under these regulations, the disposal options for biosolids are land-application, landfill disposal, and incineration, with the preferred pathway being beneficial reuse through land-application.

To minimize risk to human health and the environment, biosolids are strictly regulated for pollutant limits through rigorous monitoring, recordkeeping and reporting. Regulations have been amended over the past 40 years as emerging contaminants have been identified and new best practices become available.

New Challenges

Over the past 15-years, perfluoroalkyl and polyfluoroalkyl compounds, commonly referred to as “PFAS” or “forever chemicals” have emerged as concerning because they do not easily breakdown, having a superior ability to resist heat, water, oil and grease. Some have been in use for over 80 years and are common in many every-day personal, household and industrial uses. PFAS were also used in firefighting foams (AFFF) where petroleum-based fires needed to be quickly and effectively extinguished.

Scientists throughout the world have been working to understand this diverse class of compounds and, although there is not a scientific consensus, research suggests that exposure to certain PFAS may be of concern.

PFAS sources are prevalent in our everyday environment and, as part of the waste stream, ultimately end up in biosolids and landfills. This has led to a thorough examination of how society manages these wastes.

Maine Leads the Way

Regions throughout the world, including many policymakers in the United States have responded in vastly different ways to the PFAS concerns.

In 2022, Maine enacted one of the strictest bans on biosolids. H.P. 1417 – L.D. 1911 “An Act To Prevent the Further Contamination of the Soils and Waters of the State with So-called Forever Chemicals” banned land application of all biosolids, regardless of the levels of PFAS.

With a lack of incineration options in Maine, this law resulted in landfilling of biosolids being the only option. Maine landfills, already facing a looming capacity crisis, were suddenly the only disposal outlet for approximately 88,500 wet tons of biosolids per year, most of which is disposed of at the state-owned Juniper Ridge Landfill. This landfill is projected to reach capacity within the next few years unless a proposed expansion is approved. Even with the proposed expansion, final capacity is anticipated to be used within a decade.

Bangor’s Biosolids

Compared to other municipalities throughout the state, Bangor’s biosolids contain elevated levels of some PFAS compounds. In 2023, Bangor was the first community to volunteer to partner with the Maine Department of Environmental Protection (MEDEP) to perform a limited study that would determine how elevated levels of PFAS were entering the sewer system. Due to the size and complexity of Bangor’s sewer system, the City then went on to self-fund a more in-depth study of PFAS sources.

PFAS is known to accumulate from the waste in landfills as well as in firefighting training areas. The City’s sewer system conveys leachate (liquid that has percolated through a landfill) from Pine Tree Landfill for treatment. The City’s sewer system also conveys flow from the former Dow Air Force Base area, which now consists of the Bangor International Airport, Bangor Air National Guard, Bangor Army National Guard and others. This is a known, long-term AFFF firefighting training area.

The data from our PFAS study reflected elevated levels from the landfill leachate and the Dow Air Force Base area, with the highest PFAS concentrations entering the sewer system from the old base.

Bangor’s Disposal Options

There has been a frenzy of public and private activity, including significant financial investments, that have explored a variety of ways to reduce the stresses that biosolids impose on Maine’s landfill capacity. These options have included everything from PFAS destruction pilot studies to digesting and drying biosolids prior to disposal.

There have been multiple state-funded studies to evaluate biosolids management, including “An Evaluation of Biosolids Management in Maine and Recommendations for the Future”, by Brown & Caldwell in 2024 and “Waste Bulking Study” by TRC Companies in 2025.

At this time, there is no viable option other than landfill disposal. The impact of the changes to biosolids management is filling the state’s remaining landfill capacity and the new cost of biosolids disposal is pulling resources away from investing in aging infrastructure.

Fiscal Year	Biosolids Disposal
2021	\$385,519
2022	\$478,683
2023	\$747,269
2024	\$887,866
2025	\$710,326

This Department will continue to discuss the evaluation of short and long-term options with the Committee. Bangor must continue to remove biosolids from its wastewater and finding an economical and sustainable disposal option is imperative to protect human health and the environment.



CITY OF BANGOR ORDER

02/23/2026

Date: 02/23/2026

Item No:

Assigned to Councilor:

Authorizing City Manager to Execute an Agreement with the Maine Department of Transportation, Overweight Construction Vehicles - 029428.00 US Route 2, Cyclical Pavement Resurfacing

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

the City Manager is hereby authorized and directed to execute an agreement with Maine Department of Transportation for transporting of construction equipment that exceeds legal weight limits over municipal roads for the resurfacing project on Route 2.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Dale F. Doughty
ACTING COMMISSIONER

Lisa Goodwin, City Clerk
Re: City of Bangor
73 Harlow Street
Bangor, ME 04401

1/27/2026

Subject: Cyclical Pavement Resurfacing
Project No.: 029428.00
Location: Bangor
Roadway: US Route 2

Dear Ms. Goodwin:

The Maine Department of Transportation will soon solicit quotes for the subject project for construction, and pursuant to 29-A MRSA § 2382 (7) we have established a "Construction Area." A copy of 29-A § 2382 is enclosed for your information. Also included is an agreement, **which requires signature by the municipal officers**, and additional background documents.

The agreement stipulates that the municipality will issue a permit for a stated period of time to the MDOT contractor for transporting construction equipment (backhoes, bulldozers, etc.) that exceed legal weight limits, over municipal roads. The agreement acknowledges the municipality's right to require a bond from the contractor to "guarantee suitable repair or payment of damages" per 29-A MRSA.

29-A MRSA § 2382 (7) states that "*the suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers.*" In other words, municipal officers determine the suitability of repairs on municipal ways and bridges.

The State cannot force municipalities to allow overweight vehicles to travel on posted municipal roads. Municipal postings supersede overweight permits. However, the agreement requires municipalities to make reasonable accommodations for overweight vehicles that are operated by contractors and the MDOT in connection with the construction project.

The specific municipal roads involved are not necessarily known at present, as the contractor's plan of operation won't be known until just prior to the start of work. If the municipality plans to require a bond; the amount of the bond should be determined prior to the start of work. If the project number administratively changes, you will be notified, and the agreement modified accordingly. Please return the completed agreement to my attention. Should you have any questions, please contact me at 207 624-3410.

Sincerely,

George M.A. Macdougall, P.E.
Contracts & Specifications Engineer
Bureau of Project Development

Please return this AGREEMENT, when completed, to:

Maine Department of Transportation
ATTN.: George Macdougall, Contracts & Specifications Engineer
#16 State House Station, Child Street
Augusta, Maine 04333-0016

Project No.: 029428.00
Location: Bangor

Pursuant to 29-A MRSA § 2382, the undersigned municipal officers of the City of Bangor agree that a construction overlimit permit will be issued to the Contractor for the above-referenced project allowing the contractor to use overweight equipment and loads on municipal ways.

The municipality may require the contractor to obtain a satisfactory bond pursuant to 29-A MRSA § 2388 to cover the cost of any damage that might occur as a result of the overlimit loads. If a bond is required, the exact amount of said bond should be determined prior to the use of any municipal way. The MaineDOT will assist in determining the amount of the bond if requested. A suggested format for a general construction *overlimit bond* is attached. A suggested format for a construction *overlimit permit* is also attached. This construction overlimit permit does not supersede rules that restrict the use of public ways, such as posting of public ways, pursuant to 29-A MRSA § 2395.

The maximum speed limit for trucks on any municipal way will be 25 mph (40 km per hour) unless a higher speed limit is specifically agreed upon, in writing, by the Municipal Officers.

CITY OF BANGOR
By the Municipal Officials

SPECIAL PROVISION 105
CONSTRUCTION AREA

Construction Areas located in the City of Bangor have been established by the Maine Department of Transportation (MDOT) in accordance with provisions of 29-A § 2382 Maine Revised Statutes Annotated (MRSA).

The sections of highway under construction in Penobscot County:

Project 029428.00 is located in the city of Bangor along Route 2. Segment 1 begins 0.12 of a mile east of Doane Street and extends southeast 1.1 miles to Odlin Road. Segment 2 begins 0.45 of a mile north of Interstate 395 and extends north 0.34 of a mile to Hammond Street.

Per 29-A § 2382 (7) MRSA, the MDOT may “*issue permits for stated periods of time for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:*

A. Must be procured from the municipal officers for a construction area within that municipality;

B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:

(1) Withholding by the agency contracting the work of final payment under contract; or

(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and

D. For construction areas, carries no fee and does not come within the scope of this section.”

The Municipal Officers for the City of Bangor agreed that an Overlimit Permit will be issued to the Contractor for the purpose of using loads and equipment on municipal ways in excess of the limits as specified in 29-A MRSA, on the municipal ways as described in the “Construction Area.”

As noted above, a bond may be required by the municipality, the exact amount of said bond to be determined prior to use of any municipal way. The MDOT will assist in determining the bond amount if requested by the municipality.

The maximum speed limits for trucks on any city way will be 25 mph (40 km per hour) unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

GENERAL GUIDANCE

CONSTRUCTION OVERLIMIT PERMIT AND BONDING

The Maine Bureau of Motor Vehicles (BMV) establishes requirements and standards for the permitting of non-divisible over dimensional and overweight vehicles and loads (collectively overlimit loads) on state roads. These state motor vehicle permits are available on-line. 29-A MRSA and Secretary of State Administrative Rules Chapters 155-157 apply. Additionally, municipalities and county commissioners may issue overweight permits for travel on municipal and county ways maintained by that municipality or county. These permits are typically single trip permits requiring vehicle registration data, intended route etc.

However, in this case we're dealing with *Construction Permits* involving overlimit loads in support of construction projects. According to 29-A MRSA § 2382 (7), a Construction Permit is a permit "*for a stated period of time that may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation*". According to 29-A § 2382 MRSA, the construction overlimit permit must be procured from the municipal officers for overweight loads on a municipal way in support of a construction project within that municipality.

By signing the attached agreement, the municipality agrees to issue construction overlimit permits to the MDOT construction contractor.

Frequently Asked Questions:

A. Why sign the document in advance of the actual construction contract?

Response: There are three primary reasons: First, to comply with 29-A § 2382. Second, to ensure that there are no surprises regarding the use of municipal roads by the Maine DOT contractor (to reasonably reduce risk and thus keep the cost of construction down) and third, to ensure the town is aware of its rights to control its own roads, and its rights to require a separate contractor's bond. (This is in addition to the Payment Bond and the Performance Bond the Maine DOT requires of the contractor).

B. Different roads may require different levels of scrutiny. How is a posted road handled?

Response: Despite the general construction overweight permit, the contractor cannot exceed the load limit on a posted municipal road without specific municipal permission. 29-A § 2395 MRSA notes that any ways requiring special protection (such as posted roads) will continue to be protected and overweight permits are superseded by such postings. In such a case the contractor would have to use an alternate route.

C. Is there any reason why the contractor cannot be held to indemnify and hold harmless the Municipality beyond the simple posting of a bond?

Response: The objective of our standard letter is to deal with overweight equipment and trucks on municipal ways during construction of a Maine DOT construction project. The bond merely provides a measure of protection against damage to municipal ways as a direct result of construction activity. Other areas of risk and indemnification are beyond the scope of our letter.

D. Are we required to obtain a bond?

Response: No. In fact, few municipalities have required a construction bond. It is a matter of risk management.

E. If used, what amount should be required on the bond?

Response: Previous MDOT letters used to speak about a maximum bond amount of \$14,000 / mile (\$9,000 / kilometer) of traveled length, however 29-A § 2382 sets no maximum. The amount of the bond (if any bond is required at all) is based on the individual situation. The MDOT will assist in providing a bond amount estimate if so requested.

F. Why the blanket approval?

Response: The blanket approval we seek is the reasonable accommodation by the municipality to allow the Maine DOT contractor to use town ways (if required) to haul overweight construction equipment and trucks. This theoretically gives the municipality and the MDOT time to discuss exceptions to a blanket approval. In general, this avoids unnecessary risks and saves money for all concerned in the long run.

G. Who determines the suitability of repairs?

Response: For municipal ways, the suitability of repairs may be determined by municipal officers. The MDOT will assist.

H. What is a non-divisible load?

Response: Per Chapter 157 (The Administration of Over-Dimension and Overweight Permits) under the Secretary of State administrative rules (See Rule Chapters for the Department of the Secretary of State on line), a non-divisible load is defined as: A load which, if separated into smaller loads or vehicles, would:

- 1) make it unable to perform the function for which it was intended;
- 2) destroy its value or;
- 3) require more than eight work hours to dismantle using appropriate equipment. Sealed oceangoing containers, spent nuclear materials in casks, and government-controlled military vehicles and their loads will be considered non-divisible

I. What is the standard for Overweight trucks and equipment?

Response: Overweight means a weight that exceeds the legal limits established in 29-A MRSA Chapter 21.

J. This is an unorganized township with no county or municipal roads. Why should I respond?

Response: Because of limited staff, we send out a standard letter to cover contingencies and minimize risk to the construction process. From time to time the letter may not have a practical application. In most cases of unorganized territories, the agreement is signed and returned as a matter of routine. This ensures that surprises will not be encountered after the start of construction regarding travel over municipal and county ways.

Additional tips:

False Information - Permit are invalidated by false information. A permit is invalidated by the violation of any condition specified by the terms of the permit or by false information given on the application. On evidence of such violation of falsification, the permittee may be denied additional permits.

Proper Registration - Overload permits do not relieve the registrants of vehicles from their obligations to properly register their vehicles in accordance with Motor Vehicle Laws.

Agent's Power of Attorney - If you do require a contractor's bond, make sure you have a copy of the Surety Agent's power of attorney authorizing the surety agent to sign for the surety. Keep the power of attorney with your duplicate original bond at the municipality. The contractor will also have a duplicate original.

Other bonds - The Maine DOT requires a payment bond and a performance bond of the contractor which is held against unsatisfactory performance on the part of the contractor for all construction projects over \$100,000. (The Miller Act (40 U.S.C. 270a-270f) normally requires performance and payment bonds for any federal aid construction contract exceeding \$100,000. 14 MRSA § 871 provides a similar requirement for state funded construction projects.) These bonds cover the proper performance of the contract and the payment of all employees, suppliers and subcontractors.

SPECIAL PROVISION 105
OVERLIMIT PERMITS

Title 29-A § 2382 MRSA Overlimit Movement Permits.

1. Overlimit movement permits issued by State. The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move nondivisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation

2. Permit fee. The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for single trip permits, at not less than \$6, nor more than \$30, based on weight, height, length and width. The Secretary of State may, by rule, implement fees that have been set by the Commissioner of Transportation for multiple trip, long-term overweight movement permits. Rules established pursuant to this section are routine technical rules pursuant to Title 5, chapter 375, subchapter II-A.

3. County and municipal permits. A county commissioner or municipal officer may grant a permit, for a reasonable fee, for travel over a way or bridge maintained by that county or municipality

4. Permits for weight. A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.

5. Special mobile equipment. The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is \$15 for each 30-day period.

6. Scope of permit. A permit is limited to the particular vehicle or object to be moved, the trailer or semitrailer hauling the overlimit object and particular ways and bridges.

7. Construction permits. A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:

A. Must be procured from the municipal officers for a construction area within that municipality;

B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:

(1) Withholding by the agency contracting the work of final payment under contract; or

(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and

D. For construction areas, carries no fee and does not come within the scope of this section.

8. Gross vehicle weight permits. The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;

B. Municipal officers, for all other ways and bridges within that city and compact village limits; and

C. The county commissioners, for county roads and bridges located in unorganized territory.

9. Pilot vehicles. The following restrictions apply to pilot vehicles.

A. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

B. Warning lights may be operated and lettering on the signs may be visible on a pilot vehicle only while it is escorting a vehicle with a permit on a public way.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation of pilot vehicles.

9-A. Police escort. A person may not operate a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width on a public way unless the vehicle or combination of vehicles is accompanied by a police escort. The Secretary of State, with the advice of the Commissioner of Transportation, may require a police escort for vehicles of lesser dimensions.

A. The Bureau of State Police shall establish a fee for state police escorts to defray the costs of providing a police escort. A county sheriff or municipal police department may establish a fee to defray the costs of providing police escorts.

B. The Bureau of State Police shall provide a police escort if a request is made by a permittee. A county sheriff or municipal police department may refuse a permittee's request for a police escort.

C. A vehicle or combination of vehicles for which a police escort is required must be accompanied by a state police escort when operating on the interstate highway system.

10. Taxes paid. A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes. A municipality may waive the requirement that those taxes be paid before the issuance of a permit if the mobile home is to be moved from one location in the municipality to another location in the same municipality for purposes not related to the sale of the mobile home.

11. Violation. A person who moves an object over the public way in violation of this section commits a traffic infraction.

Section History:

- PL 1993, Ch. 683, §A2 (NEW).
- PL 1993, Ch. 683, §B5 (AFF).
- PL 1997, Ch. 144, §1,2 (AMD).
- PL 1999, Ch. 117, §2 (AMD).
- PL 1999, Ch. 125, §1 (AMD).
- PL 1999, Ch. 580, §13 (AMD).
- PL 2001, Ch. 671, §30 (AMD).
- PL 2003, Ch. 166, §13 (AMD).
- PL 2003, Ch. 452, §Q73,74 (AMD).
- PL 2003, Ch. 452, §X2 (AFF).

MUNICIPAL OVERLIMIT PERMIT FOR CONSTRUCTION

MUNICIPALITY: _____

Phone: 207-_____; fax: 207-_____

APPLICATION FOR OVERLIMIT PERMIT TO MOVE CONSTRUCTION EQUIPMENT AND LOADS IN EXCESS OF LEGAL LIMITS ON MUNICIPAL WAYS

Construction Time Period:

Per 29-A § 2382 (7) MRSA, application is hereby made to the MUNICIPALITY OF _____ for An Overlimit Permit to move construction equipment, material, objects or loads in excess of legal limits over ways maintained by the MUNICIPALITY in support of construction operations for the following Maine DOT project

Project Description:

Project Identification Number (PIN):

NAME OF PERMITTEE (Construction Company):

STREET/P.O. BOX:

CITY:

STATE/PROV:

ZIP / POSTAL CODE:

PHONE:

FAX:

This object or load cannot be readily reduced to the legal limits.

Signed by:

(name & title)

Permit is granted. A copy of this signed permit will be provided to the permittee as prove of permit. This permit will automatically expire at the physical completion of the above construction project. The original permit will be held on file at the municipality.

Signed:

Municipal Official

MUNICIPAL OVERLIMIT PERMIT FOR CONSTRUCTION

MUNICIPALITY: _____

Phone: 207- _____; fax: 207- _____

APPLICATION FOR OVERLIMIT PERMIT TO MOVE CONSTRUCTION EQUIPMENT AND LOADS IN EXCESS OF LEGAL LIMITS ON MUNICIPAL WAYS

Construction Time Period:

Per 29-A § 2382 (7) MRSA, application is hereby made to the MUNICIPALITY OF _____ for An Overlimit Permit to move construction equipment, material, objects or loads in excess of legal limits over ways maintained by the MUNICIPALITY in support of construction operations for the following Maine DOT project

Project Description:

Project Identification Number (PIN):

NAME OF PERMITTEE (Construction Company):

STREET/P.O. BOX:

CITY:

STATE/PROV:

ZIP / POSTAL CODE:

PHONE:

FAX:

This object or load cannot be readily reduced to the legal limits.

Signed by:

(name & title)

Permit is granted. A copy of this signed permit will be provided to the permittee as prove of permit. This permit will automatically expire at the physical completion of the above construction project. The original permit will be held on file at the municipality.

Signed:

Municipal Official

The Surety hereby waives notice of any alteration or extension of time made by the Municipality.

Signed and sealed this day of, 20.....

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly

Print Name Legibly

.....

.....

WITNESS:

SIGNATURES SURETY:

Signature.....

Signature.....

Print Name Legibly

Print Name Legibly

NAME OF LOCAL AGENCY:

ADDRESS

TELEPHONE

NAME OF SURETY

SURETY ADDRESS:.....

BOND # _____

BOND # _____

Date:

MUNICIPAL CONSTRUCTION BOND

KNOW ALL MEN BY THESE PRESENTS: That (name of construction firm) _____
 _____ and the Municipality of _____, as
 principal, and.....
 , a corporation duly organized under the laws of the State of and having a
 usual place of business
 as Surety, are held and firmly bound unto the Treasurer of the Municipality of
 _____ in the sum of
 _____ and 00/100 Dollars (\$)
 to be paid said Treasurer of the Municipality of _____ or
 her/his successors in office, for which payment well and truly to be made, Principal and
 Surety bind themselves, their heirs, executors and administrators, successors and assigns,
 jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in
 the Contract to construct Project Number _____ in the Municipality of
 _____ promptly and faithfully performs the Contract,
 without damage to the municipal ways, other than normal wear and tear; then this
 obligation shall be null and void; otherwise it shall remain in full force and effect.

However, if the Principal designated as Contractor causes damage to any municipal way
 beyond normal wear and tear, in the construction of the above project through the use of
 legal weight, legal dimension trucks or equipment; or overweight or over-dimension
 equipment or trucks (as defined in 29-A MRSA) on the municipal ways, then this bond
 may be used to guarantee that the contractor either repairs or pays for the damage caused
 by the use of its equipment or trucks. The degree of damage beyond normal wear and
 tear will be determined by municipal officials with the assistance of the Maine
 Department of Transportation.

The Surety hereby waives notice of any alteration or extension of time made by the Municipality.

Signed and sealed this day of, 20.....

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly

Print Name Legibly

.....

.....

WITNESS:

SIGNATURES SURETY:

Signature.....

Signature.....

Print Name Legibly

Print Name Legibly

NAME OF LOCAL AGENCY:

ADDRESS

TELEPHONE

NAME OF SURETY

SURETY ADDRESS:.....

BOND # _____



CITY OF BANGOR

JEFFERSON DAVIS, PLA
DIRECTOR OF ENGINEERING

DEPARTMENT OF ENGINEERING

To: Infrastructure Committee
From: Jefferson Davis, PLA Director of Engineering
Date: February 18, 2026

Re: Draft SS4A Demonstration Project – Hammond and Union Street Intersection

Dear Councilors,

The City of Bangor, the Bangor Area Comprehensive Transportation Systems (BACTS), and the Maine Department of Transportation is proposing a demonstration project for the summer and fall of 2026 to enhance safety for all roadway users at the intersection of Hammond and Union Streets. This project is driven by a desire to make design changes that will support the reduction of both vehicle and pedestrian crashes at this location by reducing conflict points and speeds.

The proposed installation includes lane and curb extensions, enhanced with flexposts, and closing 4th Street with barricades in order to simplify and calm the intersection geometry. The project will have a significant community engagement component including before and after surveys. It will also involve the collection of volume, speed, and crash data before and after the installation. The project is temporary and all elements will be removed in early November 2026 to accommodate snow removal.

Attached is the draft proposal.

DRAFT SS4A Demonstration Project Proposal: Bangor: Hammond and Union Street Intersection

December 31, 2025



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Summary

The City of Bangor, in partnership with the Bangor Area Comprehensive Transportation Systems (BACTS), is proposing a demonstration project for the summer and fall of 2026 to enhance safety for all roadway users at the complex intersection of Hammond and Union Streets. This project is driven by a desire to make design changes that will support the reduction of fatal and serious injury crashes at this location by reducing conflict points and speeds. These changes are consistent with the goals of the Draft BACTS regional Complete Streets Policy and supported by a Safe Streets for All (SS4A) grant.

The proposed installation includes lane extensions, enhanced with flexposts, and closing 4th Street with barricades in order to simplify and calm the intersection geometry.

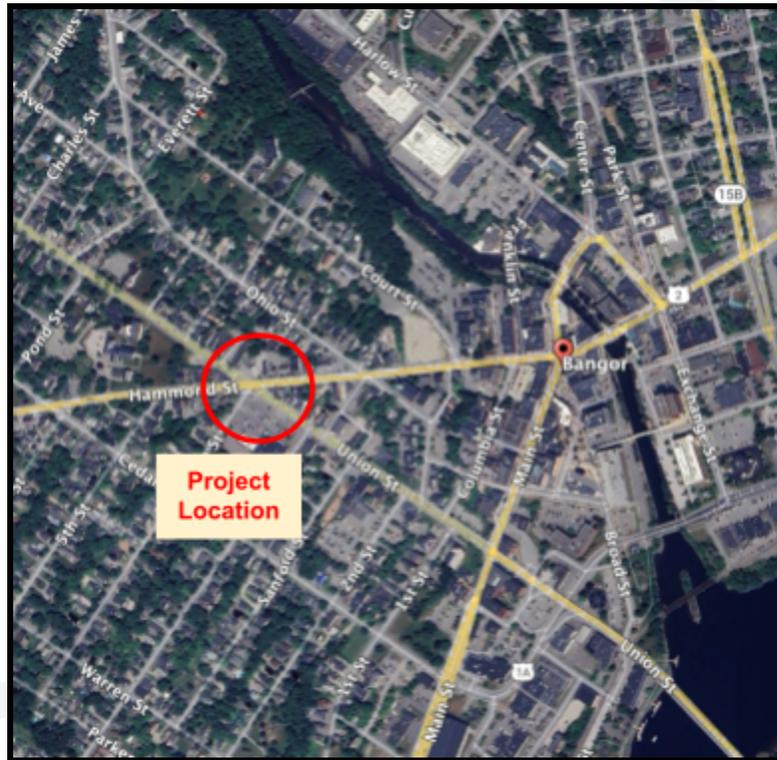
This project is intended to test whether improved road design can improve safety, reduce speeds, and reduce crashes. The project will have a significant community engagement component including before and after surveys. It will also involve the collection of volume, speed, and crash data before and after the installation.

The project is temporary and all elements will be removed in early November 2026 to accommodate snow removal, but may be reinstalled in years to follow if the project is deemed successful.

This project requires approval by the Bangor Municipal Government and the MaineDOT Regional Engineer prior to installation.



Project Overview

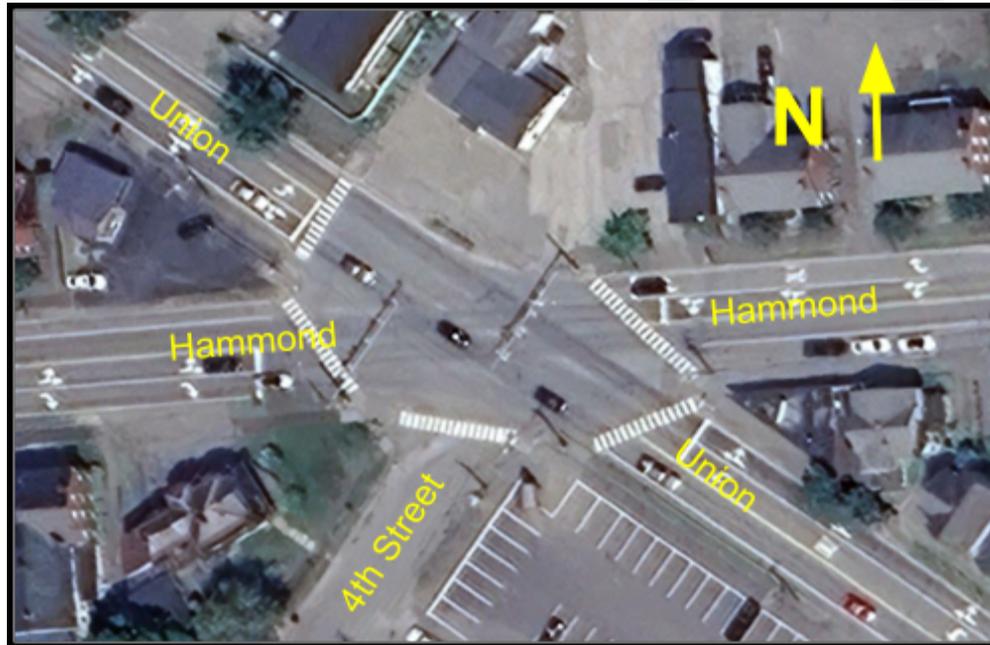


Project Location

At this location, Hammond Street, which is also a state highway, Route 2, consists of a three lane cross section at the intersection, with shared thru/left and separate right turn lanes on each approach. Hammond Street runs east-west and carries an AADT of approximately 5500 vehicles per day (vpd). It has a federal functional class designation of “minor arterial”, and is ranked as Highway Corridor Priority 2 by the MaineDOT.



At this intersection, Union Street consists of three lanes at the intersection, with separate left turn lanes and shared thru/right on each approach. The road travels in a northwest/southwest direction where it crosses Hammond, and is a state highway, Route 222. Union Street at this location has an AADT of approximately 9000 vpd, a federal functional class of “other principal arterial”, and is ranked as Highway Corridor Priority 1 by the MaineDOT.



4th Street forms a fifth, southwest leg of the intersection formed by Hammond and Union and is a residential street without traffic markings on it. 4th Street has an AADT of approximately 500, a federal functional class of “local”, and is ranked as Highway Corridor Priority 5 (lowest) by the MaineDOT.



Except for the southeastern approach of Union Street, which is posted at 30mph, the speed limit on all roadways leading to the intersection is 25mph. Under the MaineDOT’s speed setting policy, it may be possible to reduce the posted speed of the last leg of Union to 25mph, which would make all the approaches have the same contextually appropriate speed of 25mph.

There are crosswalks of more than 40 feet (one is 60 feet) in length on each of the five legs.

The intersection is 187 feet wide on Union from stop bar to stop bar, and 170 feet wide on Hammond. There is a business on the northern corner of the intersection opposite 4th Street with two openings of more than 30’ into a single parking lot. Traffic entering and leaving this business, as well as on to/out of 4th Street, further increases conflicts at this large and complex intersection.

Project Need–Crashes

Crashes in the Project Area



The Hammond/Union intersection has been the site of approximately 69 crashes since 2015, including five that resulted in a serious or minor injury, and three pedestrian crashes. There are no reported bicycle crashes in the MaineDOT data set, which may be attributable in part to the fact that the intersection presents operational challenges to persons on bicycles, and may not see many riders.

Reducing turning speeds and improving lane discipline are stated objectives for this project. Simplifying this intersection may reduce the frequency and severity of rear end and sideswipe crashes. Both Hammond and Union are on the High Injury Network identified in the data analysis for the Bangor Safety Action Plan.

This location was selected by the municipality with BACTS support as a demonstration project location, consistent with the data analysis and identification as on the High Injury Network, and in response to community concerns.

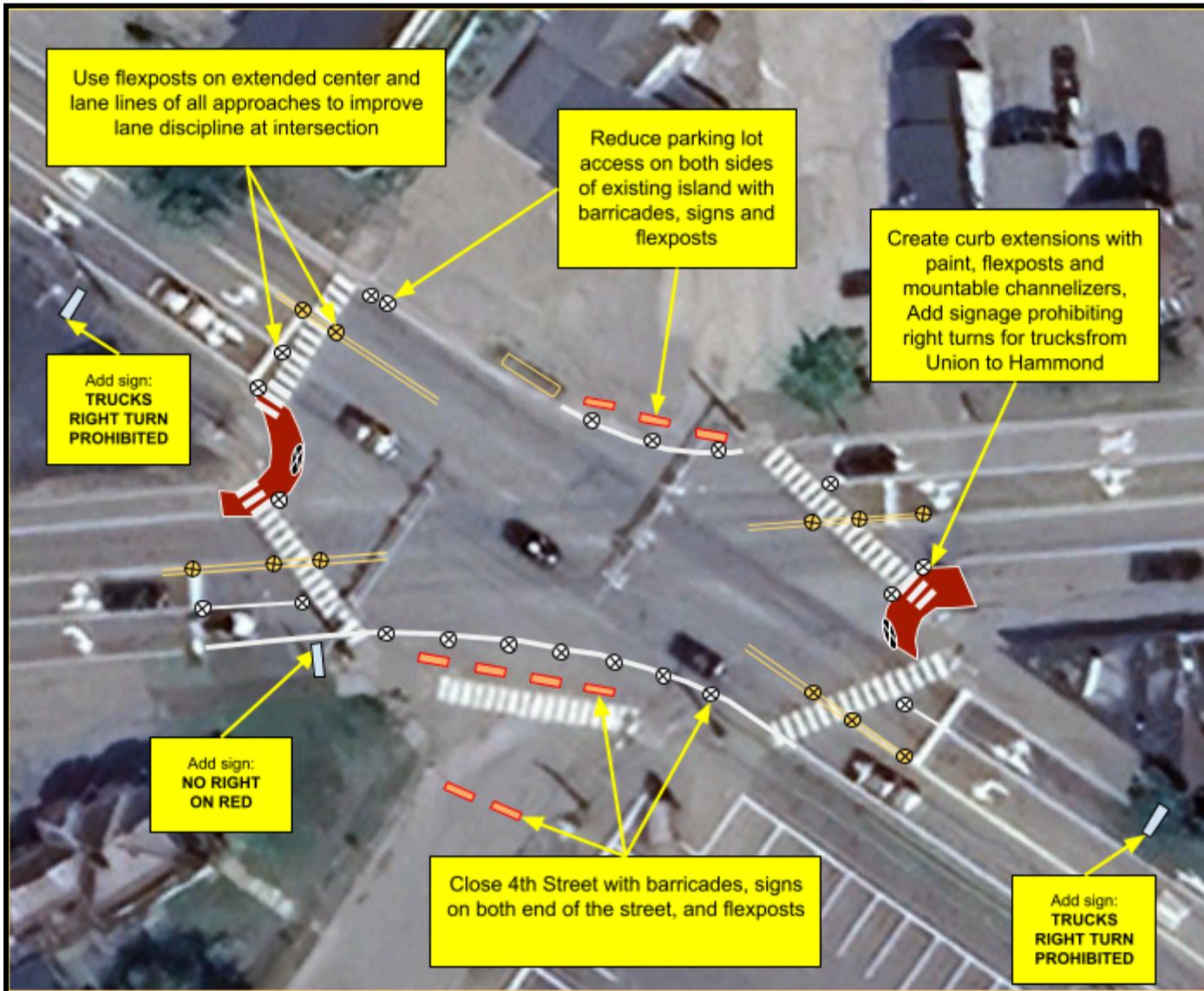
Project Purpose

This project is intended to test:

- Whether design changes can reduce vehicle speeds, especially turning vehicle speeds, at this location. Lower speeds reduce the severity of crashes for all users.
- Whether design changes can reduce crashes along this intersection. Less complex intersections have fewer crashes.
- Whether abutters are significantly impacted by the reduction of access directly at the intersection
- Whether there is community support for a safer intersection, designed to reduce crashes.



Conceptual Project Design



Goal: Intersection Simplification, Lane Discipline, Turn Speed Reduction

The proposed design includes a number of changes to the intersection, including:

- The closure of 4th Street using signage (Traffic Pattern Change, Dead End, Road Closed, etc) on both ends of the street, flexposts and barricades (barricades may be jersey barriers, fences, barrels or other standard materials for this application, provided by Bangor)
- The reduction of access openings into the abutting business on the north of the intersection
- Curb extension at the eastern and western corners of Hammond and Union
- Adding signs that inform truck traffic that certain acute turning movements are not permitted (e.g. from Union NB to Hammond EB, or from Union SB to Hammond WB).
- Mountable channelizing elements used at apex of curb extensions
- Channelizing flexposts at crosswalks to improve crossing conspicuity and create friction
- Extend center and lane lines to improve lane discipline
- No impact on lane widths

Materials

- Flexposts used shall be 30 white or 20 yellow (where appropriate) 42" Pexco DP 232 surface mount posts with reflective tape.
- Mountable elements shall consist of 4' black and white speed bumps mounted on edges of travel lanes
- Flexposts shall be secured to the roadway using 8x8 butyl pads.
- 4" Striping shall be created with retroreflective paint or equivalent.
- Curb extension infill paint shall be Sherwin Williams Concrete paint



Traffic Safety During Installation and Removal

Bangor DPW staff will create temporary traffic control (TTC) zones as per MUTCD Part 6 guidance using cones and signs. Signage and channelizers shall include OSHA approved "Road Work" signs in advance of the project area, and cones as needed to transition traffic away from any area where people are working. A DPW truck with safety

lights will be parked upstream of any personnel near travel lanes. All persons on site during installation or removal will wear high visibility vests. Police will support and direct traffic as needed and available. Every effort will be made to minimize impacts on traffic. All on-site personnel who are not experienced or trained on working in the roadway shall attend a safety training prior to installation.

Timeframe

The installations would occur after May 1, 2026 and removed no later than November 15, 2026.

Metrics

The project will be measured by whether it met the goals outlined in the Project Purpose.

- *Whether design changes can reduce vehicle speeds along this corridor.*
 - Speed data will be collected before (May) and after (TBD) at this location and compared.
- *Whether design changes can reduce crashes along this corridor.*
 - Crash rate for the same months in years prior will be compared to crash rate while the installation is in place.
- *Whether design changes can reduce/prevent fatal and serious crashes along this corridor.*
 - Fatal, severe injury, and injury crashes for years prior will be compared to crashes while the installation is in place.
- *Whether abutters are significantly impacted by the reduction of access at the intersection*
 - Survey answers from post-installation survey will be reviewed and targeted outreach will occur.
- *Whether there is community support for a safer intersection, designed to reduce crashes, property damage and injuries.*
 - Survey answers from the pre-installation and post-installation survey will be compared.



Maintenance Plan

The project will be monitored on a daily basis by local DPW staff and volunteers, and any knocked down delineators will be removed or replaced by project team members within 48 hours of a report. Elements that are regularly getting hit/damaged may be removed.

Project Removal

The project will be removed no later than November 15, 2026.

Public Notification

The City of Bangor, with BACTS, may release information via social media, press release, and posters in advance of the install day, with specifics about how traffic will be impacted, how to navigate the new features, and how input on the project can be provided.

A public survey will be opened to gather feedback on the installation.

Authorization Process

Installation will not proceed until written permission is received from both an authorized representative of the municipal government of Bangor and the MaineDOT Regional Engineer; a sign off letter is included with this proposal.

Liability

The project described above shall be understood as a planning exercise undertaken by the City of Bangor with the full permission and approval of City government. All relevant indemnifications for municipal projects are understood to apply to this project. The City of Bangor, BACTS, VHB and James Tassé Consulting, their employees, officers, volunteers and agents are exempted from any and all claims, including claims of negligence, resulting in



any physical injury or death, property damage or economic loss, which may be suffered or which may be perceived as resulting from use of this facility. Installation of the project affirms agreement with these terms.

Project Contact

Madeline Jensen

Planner

madeline.jensen@bactsmmpo.org

(207) 974-3111

www.bactsmmpo.org

DRAFT



Authorization Form

Approved by Bangor

I hereby confirm that the municipal government of Bangor

- has reviewed and approves this project for installation as described in the attached proposal
- is willing to assist with the installation and maintenance of this project.

Signed: _____

Name and Title, Printed _____

Date: _____

Approved by MaineDOT

I hereby confirm that the Maine Department of Transportation has reviewed and approved this project for installation as described in the attached proposal.

Signed: _____

Name and Title, Printed _____

Date: _____





CITY OF BANGOR

AGENDA

Business & Economic Development Committee

Wednesday, February 18, 2026

73 Harlow Street – Council Chambers

Bangor, Maine

Will immediately follow other Committees

1. **Report of the Airport Director**
Action request: Provide feedback to staff
2. **Proposed Changes to Land Development Code – State Statute changes**
Action request: Forward to Council
3. **Proposed Changes to Historic Preservation Code Process**
Action Requested: Forward to Council
4. **Request for Letter of Support on Maine Climate Superfund Bill**
Action Requested: Forward to Council
5. **Staff Followup**
 - A. **Properties Covered in the Economic Development Fund**
Action request: Provide feedback to staff
6. **General Updates**
 - A. **Grandview Development**
 - B. **Maine Downtown Center Affiliate Program**
Action request: Provide feedback to staff

Upcoming Items:

Commission on Cultural Development – Grant Procedures and Protocols – March 2026

Housing Strategy/CDBG – March 2026

Planning Overview of Procedures and Protocols – March 2026

Code Division Overview of Procedures and Protocols – March 2026

Short Term Rentals – Procedures and Enforcement – March 2026

Long Term Rental Registry and the State Statute – Procedures Review – March 2026

Central Kitchen Update – March 2026

Feasibility Study Work on City-Owned Properties – April 2026



Memorandum

To: Business & Economic Development Committee
From: Jose F. Saavedra, Airport Director
CC: Anne Krieg, Director of Community & Economic Development

Re: Airport Director's Report

Date: February 10, 2026

2025 Annual Report – Overview & Context

Attached for your review is the 2025 Bangor International Airport Annual Report, which is intended to provide a comprehensive year-end summary of airport activity, performance, and progress.

2025 was not a typical operating year for the airport. Extensive runway rehabilitation activities and periodic closures continued through much of the year and would normally be expected to suppress activity. Instead, the Airport continued to perform strongly across several key indicators while maintaining progress on long-term planning and capital priorities. The Annual Report provides a comprehensive summary of airport operations, infrastructure investments, community engagement, and financial performance during this unusual operating environment.

A major milestone was reached in December with the substantial completion of the \$47 million Runway 15/33 Rehabilitation Project. While the primary construction phase is complete and the runway has returned to regular service, some remaining punch list items and closeout activities will continue into 2026 and may require limited, short-duration operational impacts. These remaining items are typical for a project of this scale and do not diminish the overall progress of this infrastructure upgrade, which significantly improves the airport's safety, reliability, and operational readiness.

Fiscal Year 2026: Second Quarter Financial Summary

Also attached for the Committee's review is a stand-alone summary of the airport's financial results for the second quarter of Fiscal Year 2026, ending December 31, 2025.

During the second quarter, the airport reported total operating revenues of approximately \$11.37 million against operating expenses of approximately \$10.41 million, resulting in a positive operating margin of roughly \$961,000 for the quarter. Fuel sales, parking, concessions, and rental income continued to be the primary revenue drivers.

As of the end of the quarter, the airport reported operating cash of approximately \$1.85 million and investment account balances of approximately \$16.68 million. Passenger Facility Charge (PFC) collections for the quarter totaled approximately \$3.18 million and continue to support the Airport's capital program.

Looking Ahead

Looking ahead, 2026 is expected to serve as a new baseline year for Bangor International Airport. The years immediately following the pandemic were marked by unconventional recovery dynamics, followed by additional operational distortions associated with runway construction. With the runway project substantially complete and the airport returning to a more stable operating environment, 2026 will provide a clearer reference point for assessing underlying demand, performance trends, and capacity needs.

A recent passenger forecast completed by the Airport indicates that BGR is on track to serve more than one million passengers annually by 2030. While forecasts are inherently directional, recent activity, including approximately 438,000 enplanements in 2025, suggests that demand may continue to materialize sooner than previously anticipated.

As the Airport moves into this next phase, the focus will be on putting plans into action and supporting continued growth across specific areas of the operation. This includes strengthening commercial air service, expanding and diversifying cargo activity, supporting military missions, and continuing to grow general aviation and FBO operations, while making sure facilities, staffing, and day-to-day operations keep pace with demand. Staff will continue to keep the Committee and Council informed as these efforts progress.

Attachments:

- Bangor International Airport – 2025 Annual Report
- Fiscal Year 2026: Second Quarter Financial Summary



**BANGOR
INTERNATIONAL
AIRPORT**

ANNUAL REPORT 2025



flybangor.com



bgraviation.com



ABOUT BGR

Bangor International Airport (BGR) serves as a vital transportation, economic, and strategic asset for the State of Maine and the greater Bangor region. Operating 24/7, the airport supports **commercial passenger service, air cargo, general aviation, military operations, and emergency response**, all from a centrally located facility with immediate access to major highways and regional population centers.

BGR provides **nonstop commercial air service** to key hubs, offering travelers convenient connections across the United States while maintaining a **reliable, community-focused airport experience**. The airport's long runway, uncongested airspace, and all-weather capabilities make it uniquely positioned to accommodate a wide range of aircraft and operations, from regional jets to wide-body, military and cargo aircraft.

The airport also plays a critical role in national defense and homeland security. Bangor International Airport has a long-standing partnership with the **Maine Air National Guard and the Army National Guard**, and continues to support military training, deployment, and refueling operations. This dual-use mission strengthens the airport's operational readiness while reinforcing its importance at both the state and national levels.

Throughout the year, Bangor International Airport advanced key infrastructure improvements designed to enhance safety, reliability, and long-term capacity. Investments in airfield, terminal, and landside facilities reflect a forward-looking approach focused on meeting current demand while preparing for future growth. These efforts are supported through strong coordination with federal, state, and local partners.

As an economic engine for the region, **BGR supports jobs, attracts business investment, and facilitates tourism and commerce**. By balancing operational excellence with strategic planning, Bangor International Airport continues to evolve as a resilient, adaptable gateway—**connecting people, supporting missions, and strengthening Maine's transportation network today and into the future**.

A MESSAGE FROM THE DIRECTOR



Jose Saavedra
Airport Director

2025 was not a typical year at Bangor International Airport, and that context matters.

Between extended runway construction and closures, both 2024 and 2025 came with operating conditions that would normally be expected to suppress activity. Instead, **2025 proved to be a record-breaking year for the airport**, underscoring the strength of the Bangor market and the resilience of our operation.

In December, **we marked the completion of the \$47 million Runway 15/33 rehabilitation** with a ribbon cutting alongside members of Maine’s congressional delegation and state officials, formally closing a major chapter of work for the airport.

Even with those impacts, we made meaningful progress. **We welcomed new seasonal service to Atlanta on Delta Air Lines and additional seasonal routes announced for 2026.** These additions reflect continued airline confidence in Bangor and give our passengers more options and improved connectivity.

We also completed a passenger forecast showing BGR is on track to serve **one million passengers annually by 2030.** While forecasts are just that, it’s a useful benchmark as we plan future infrastructure and services.

On the planning front, we began early work on a consolidated rental car facility (ConRAC), a project focused on improving the passenger experience while supporting long-term operational efficiency. Alongside this, we continued advancing other critical planning and capital efforts that will shape the airport for the next decade and beyond.

None of this happens without a strong team. 2025 was also a year of strengthening the Airport from the inside, improving coordination, reinforcing leadership, and continuing to build on the progress made during a period of transition. I’m proud of the work our staff did to keep the airport operating safely and professionally in an unusual and complex operating environment.

As we move into 2026, the runway construction impacts are largely behind us, and the picture becomes clearer. The focus now is on execution and turning planning into projects, restoring a more typical operating environment, and building on momentum that continued even through the noise.

THE BGR LEADERSHIP TEAM



FRANCIS ROBBINS
Assistant Airport Director, Operations



JODY VARNEY
Finance Manager



BETH MARTIN
Manager of Airfield Operations



AIMEE THIBODEAU
Marketing & Business
Development Manager



DUSTIN GALLAGHER
FBO Manager

BUSINESS SEGMENTS



MILITARY

Not only is BGR home of The Maine Troop Greeters, the airport is a joint-use facility with the Maine Air National Guard and is also home to the Maine Army National Guard. BGR's strategic location and runway capabilities make it a vital asset to U.S. military operations at home and abroad.



DOMESTIC AIRLINES

With direct flights daily to America's top cities, Bangor International Airport is the choice to get to and from some of the country's top destinations. In 2024, we added Breeze Airways to the mix of American Airlines, Allegiant Air, Delta Air Lines, and United Airlines already serving BGR passengers.



GENERAL AVIATION

Owned and operated by the City of Bangor, BGR Aviation is at the heart of Bangor International Airport, handling daily private charter, medical and other flights. From complete ground handling services and refueling to passenger services and more, BGR Aviation is available 24 hours a day.



CARGO

Bangor serves as an uncongested transportation gateway to Canada, the Northeast and the Atlantic Seaboard, making it a prime location for air cargo transport. In 2023, UPS signed an agreement with Bangor International Airport that has continued to increase frequency and capacity since its inception.

2025 HIGHLIGHTED ACCOMPLISHMENTS

HONOR FLIGHT MAINE:

The BGR team achieved a major milestone by bringing **Honor Flight Maine** to Bangor International Airport for the very first time, proudly opening our doors to a mission that honors Maine's veterans in a meaningful and memorable way. That inaugural effort laid the groundwork for continued success, with BGR going on to host **two** Honor Flights in 2025—one in April and another in October—each requiring extensive coordination, teamwork, and care. The October flight in particular demonstrated the team's adaptability and dedication, as the mission had to be shifted at the last minute due to the government shutdown when hangar space was no longer available. Through strong partnerships with the **Maine Army National Guard** and the unwavering support of **Honor Flight Maine volunteers**, the BGR team ensured the mission continued seamlessly. Together, these collaborative efforts resulted in two successful Honor Flights that reflected the airport's commitment to service, flexibility, and honoring those who have served our country.



GIRLS IN AVIATION DAY:

Bangor International Airport proudly hosted its first-ever **Girls in Aviation Day**, welcoming two dozen students from two local high schools for a hands-on, behind-the-scenes experience designed to inspire the next generation of aviation professionals. The participants had a unique opportunity to meet and learn from **LifeFlight of Maine**, the **Maine Army National Guard**, and the instructors at **Maine Instrument Flight**, gaining an up-close, VIP look at real-world aviation operations and career pathways. This inaugural event highlighted the wide range of opportunities available within the aviation industry and reinforced BGR's commitment to education and workforce development. Building on this success, the airport plans to continue Girls in Aviation Day in the future, with these students invited back in the spring for a second visit to explore even more careers across the aviation industry.



FLYBRARY:

Travelers passing through Bangor International Airport will find a little bookshelf on the second floor of the airport's terminal. The BGR **Flybrary** embraces the spirit of Little Free Libraries around the world. People of all ages can take a book, leave a book, and let their imagination take flight. The creation of the tiny library was a dream of **BGR Marketing Assistant Angel Matson**, and is dedicated in memory and honor of her late grandmother, Patricia Dresser, who cherished books and stories and would want them to be shared. BGR's Flybrary was designed and built by airport staff **Josh Allen and Raul Velez**, and mimics the style of the children's play structures that are part of the airport's amenities. The books placed in this library are repurposed from items left behind and not claimed by travelers and members of our BGR team. Instead of letting them fade away, these books will now have a second life, each one with a sticker inside designating that it was picked up in Bangor, Maine.



CONSTRUCTION — TICKET TO A BETTER BGR

RUNWAY REHABILITATION:

The Airport completed a 2-year project to rehabilitate Runway 15-33 – its sole runway. The \$47 million project was funded in part by Federal grants, State and Local funds, and contributions from the Maine Air National Guard. A ribbon cutting ceremony to commemorate the event was held Dec. 22.



GATE 11 BOARDING BRIDGE:

The groundwork to replace the Gate 11 Passenger Boarding Bridge (PBB) is complete and the new bridge is in fabrication and scheduled to be delivered and installed by late Spring. The project is fully funded by Passenger Facility Charges (PFCs) and will allow the reactivation of a previously decommissioned gate. The new gate is designed to accommodate both international and domestic operations, providing greater flexibility.



TERMINAL EXPANSION:

To accommodate increased passenger volumes, the Terminal Expansion Project remains a priority. This \$14.5 million project will enhance passenger experience, increase capacity and provide a new hold room for passengers. The project is slated to be completed by late Spring/early Summer 2026.



CHECKPOINT EXPANSION AND RELOCATION:

Currently in the design phase, the City Council approved the use of nearly \$16.5 million in Passenger Facility Charge (PFC) funds to expand and relocate the TSA security screening checkpoint at the airport in an effort to increase capacity, improve passenger flow, and support future growth.



CONSTRUCTION — TICKET TO A BETTER BGR CONT.

CONSOLIDATED CAR RENTAL FACILITY (CONRAC):

The airport's master plan includes a proposed Consolidated Rental Car (ConRAC) facility to centralize rental car operations, improve capacity, and modernize outdated infrastructure while freeing up space for future terminal expansion. Funding for the project will include a customer facility charge and local funds.



TAXIWAY ALPHA REHAB:

With the runway project complete, attention on the ramp now shifts to the rehabilitation of Taxiway Alpha. The project currently is in the design phase and is scheduled to go out to bid in early 2026.



TANK FARM RELOCATION:

The airport plans to relocate its aging fuel farm inside the airport perimeter to comply with current safety and regulatory standards and reduce operational risk associated with the existing facility. The Tank Farm has reached the end of its useful life for airport operations, having been built more than 50 years ago. Design work has begun and airport leadership is working to secure funding for the remainder of the project.



BGR IN THE COMMUNITY

Bangor International Airport is community focused and strives to be a quality community partner. By providing tours to a variety of schools, summer camps, and other organizations, we provide educational opportunities and bring workforce awareness to aviation-related careers.

Elementary school aged children	443
Middle school students	96
High school students	202
College students	4
Adults	112

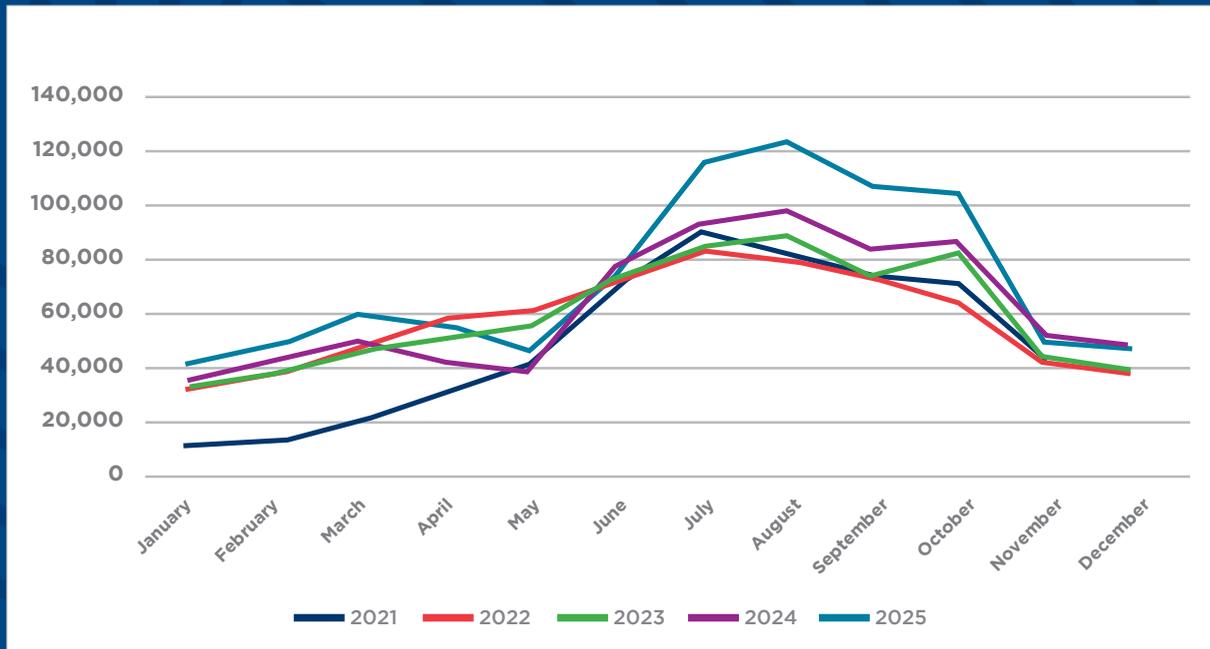
Groups included:

- Bangor Region Chamber of Commerce 7th Up Program
- Holbrook Middle School
- Living Innovations
- Penquis SAY Program
- UMaine/Husson Economic Development Interns
- Maine DOT “Bring Your Kids to Work Day” participants
- Mary Snow School
- Area Girl Scouts embarking on an international trip
- Bangor Parks and Recreation Summer Camp
- Maine Summer Transportation Institute
- Private tour for family on their first Maine vacation
- Maine ACE Camp
- Mattanawcook Junior High School
- Brewer JROTC
- Bangor City Council

Total of 847
(+92 from 2024)



BGR BY THE NUMBERS



Total passenger numbers continued to increase in 2025. Despite runway closures due to construction in 2024 and 2025, BGR still had record-breaking performance.

Total Operating Revenues	\$22,061,770
Operating Expenses Other Than Depreciation	\$21,955,516
Depreciation	\$7,458,439
Debt Service	\$1,115,816
Cash & Cash Equivalents-EOFY	\$11,295,814
Interest Earnings & Grant Receipts	\$34,646,125
Capital Expenditures & Construction in Progress	\$34,608,861

In 2025, Bangor International Airport delivered strong operational and financial performance across its core metrics. Passenger activity remained robust, with the airport recording the strongest summer travel volumes in recent history, even as construction activity and periodic runway closures continued.

Preliminary calendar-year 2025 financial data shows operating revenues exceeding operating expenses (excluding depreciation). Although the airport operates on the City's fiscal year (July 1–June 30), performance trends throughout the year align with adopted budgets and support the airport's ability to meet operating obligations while advancing significant capital investment.

2025 EVENTS PLANNED/ATTENDED BY BGR

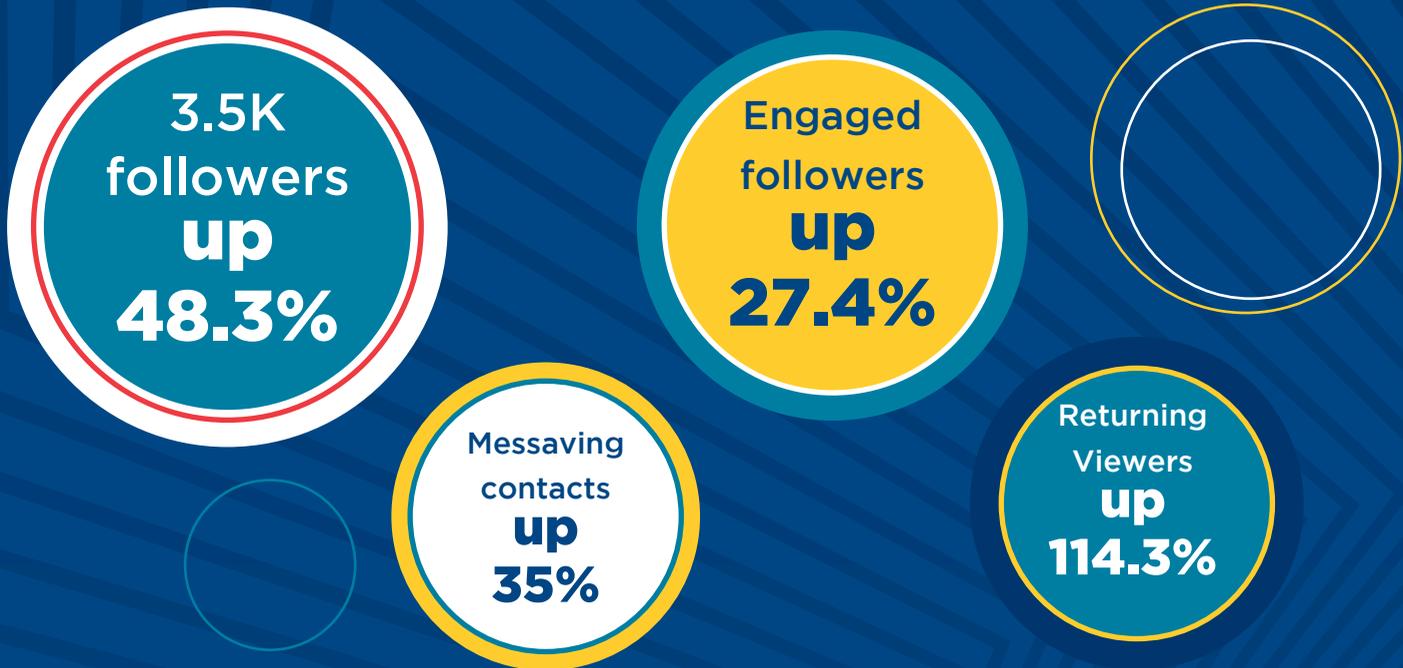
- Husson University Spring Career Fair
- Husson University Career Cafe
- Governor’s Conference on Tourism
- Inaugural Honor Flight Maine Charter Operation
- Brewer High School Career Fair
- Maine Troop Greeters Memorial
- Bangor Region Chamber Golf Scramble
- BGR Employee Appreciation Event
- CMN Root Beer Float Day
- Women in Aviation Social Gathering
- 9/11 Remembrance Ceremony
- Cole Land Transportation Festival
- Disadvantaged Business Enterprises/Airport Concession Disadvantaged Business Enterprise Introduction Event
- Honor Flight Maine Fall Flight
- Husson University Fall Career Fair
- ACI Marketing Communications Conference
- Runway Ribbon Cutting Ceremony
- BGR Employee Holiday Luncheon
- Adoptive & Foster Families Giving Program



OTHER NOTABLE ACCOMPLISHMENTS

- CreatiVets Art Wall Collaborative
- Refreshed “Deconstructing Stigma” Project Art Walls
- Winter Wonderland Window Painting
- FBO Website Upgrades
- TSA Food Pantry

2025 SOCIAL MEDIA GROWTH



In 2025, Bangor International Airport saw strong growth across its social media platforms, reaching a total of **15,326 followers on Facebook**, the Airport’s most widely used platform, showing an increase of **42.9%** over the previous year. While the page had **13,808** followers midway through the calendar year, the most significant growth that occurred in the latter part of the year was clearly driven by several highly popular posts that resonated with audiences. Additionally, timely and necessary emergency notification posts, while unfortunate in nature, played an important role in expanding reach and reinforcing the Airport’s position as a trusted, real-time source of information for the community and travelers.

TOP POSTS: (excluding reactions to emergency notification posts)



Fun “Swiftie” plane
71,787 VIEWS



K9 Kari retires
89,900 VIEWS



Sgt. Ed Potter retires
98,302 VIEWS



Boy watches plane fly by
119,938 VIEWS



Fun Langoliers
123,435 VIEWS

ADVERTISING — REACHING OUR AUDIENCE

BGR Aviation:

- Business Airport International Online & Print, E-newsletter banner
- GlobalAir.com
- Business & Commercial Aviation Magazine - North American Airport/FBO Directory
- Aviation Digest World Edition Directory & eBook
- Aviation Digest - “State of Maine” issue
- ACU-KWIK (North American and International)
- Airnav.com
- National Business Aviation Association (NBAA) BACE Convention
- Schedulers & Dispatchers Conference

Bangor International Airport

- Newscenter
- WABI
- Q106.5 WQCB/I95 Classic Rock
- WKIT
- ABC/Fox
- WKSQ/WQSS/WQSK-FM
- WBFB/WMCM/WBFE-FM
- WVOM/WVQM/WVOM-FM “We’ve Got Your Back”
- Bangor Daily News
 - » bangordailynews.com
 - » Bangor Daily News Veteran’s Day Tribute
- MaineBiz
 - » Destination Maine - Bangor Region Chamber of Commerce
- Bar Harbor Chamber
 - » Maine Invites You
- Digital - OTT - Maine Ad Deployment
- Digital - OTT - Canadian Ad Deployment (St. John, NB to Moncton, NB)
- Channels:
 - » The Roku Channel
 - » Wabi TV5
 - » Samsung TV Plus
 - » News Center Maine
 - » Tubi Free Movies and TV
 - » Fox News HGTV (app)
 - » TLC (app)
 - » Discover + (app)
 - » HBO Max
- Digital - Programmatic Video Pre-Roll - Canadian Ad Deployment
- Digital - Programmatic Display - Canadian Ad Deployment - May 2024



LOOKING AHEAD TO 2026

As Bangor International Airport enters 2026, the focus is on execution and long-term readiness. The past several years have reinforced BGR's role as a resilient, multi-use airport serving commercial passengers, military partners, cargo operators, and general aviation. In 2026, the airport will build on that foundation by advancing major infrastructure projects from concept to construction, strengthening airline partnerships, and preparing for the next phase of regional aviation demand.

Several significant capital projects will transition from planning into advanced design or construction phases in 2026. The checkpoint relocation, terminal expansion, consolidated car rental facility, and new jetbridge installation projects will continue moving forward, improving passenger flow, security efficiency, and overall terminal functionality. Planning efforts associated with the fuel farm relocation and upgrade are expected to advance into subsequent design phases, positioning the airport to modernize a critical piece of infrastructure that supports commercial, private, cargo, and military operations. In addition, ongoing airfield pavement rehabilitation projects will continue to enhance safety, reliability, and operational flexibility.

Landside and facility improvements will also remain a priority as the airport prepares for future growth. These efforts, combined with continued investments in airfield systems and utilities, reflect a deliberate strategy to ensure Bangor International Airport can accommodate larger aircraft, evolving airline requirements, and increasing operational demands while maintaining high service standards.

Growth in 2026 will be supported by expanded connectivity and diversified operations. Building on recent gains in passenger service and cargo activity, the airport will continue working closely with airline, military, and business partners to strengthen existing routes and explore new opportunities. At the same time, emphasis will remain on workforce development, internal communications, and organizational resilience — ensuring the airport is prepared not only for growth, but for the responsibilities that accompany it.

Looking forward, 2026 represents a year of purposeful momentum for BGR — marked by the transition of key projects from vision to reality, continued investment in core infrastructure, and a sustained commitment to serving the region's transportation, economic, and national defense needs well into the future.



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

ANNE M. KRIEG AICP
DIRECTOR

Memorandum

To: Business & Economic Development Committee
From: Planning Division
Date: February 9, 2026
Regarding: Land Development Code Changes to Comply with New State Laws

As a review, the State has recently passed new legislation that requires the City to update our Land Development Code. LD 1829, An Act to Build Housing for Maine Families and Attract Workers to Maine Business by Amending the Laws Governing Housing Density, decreases some of the barriers that limited density in residential areas such as reducing minimum lot sizes, increasing units per lot, and increasing height allowances for affordable housing developments. LD 427, An Act to Regulate Municipal Parking Space Minimums, reduces on-site parking requirements such as introducing and requiring the allowance of Parking Agreements. LD 997, An Act to Allow Residential Use Development in Commercial Districts, allows residential units inside of commercial buildings in commercial districts.

Staff have prepared a first round of ordinance edits to begin to comply with these State laws. These edits focus on updating the urban zones (like URD-1 and URD-2), the land development permit requirements, parking requirements, accessory dwelling unit rules, and the affordable housing density bonus rules. The next round of edits will focus on updates to the zones in the City's developing and rural areas, updates to any remaining commercial zones that must allow residential, and incorporating the requirement for Planning Board training into the City's Code. Staff will also be reaching out to the State to determine how the new laws impact our rules on manufactured home parks.

Below is an outline of the changes included in this update:

A. ADUs (Accessory Dwelling Units)

- i. ADUs now allowed on lots with 1 to 3 dwelling units.
- ii. The minimum square footage has been reduced from 190 to 160 square feet.

B. Additional height allowance and reduced parking requirements for affordable housing

If a development meets the definition of an affordable housing development and is located in an area that allows the density bonus, the maximum height is increased by 14 feet and the minimum parking requirement must be no greater than 2 spaces for every 3 units. The Affordable Housing Density Bonus is allowed in URD-2, M&SD, NSD, USD, HDR, S&PS, and GC&S.

C. Units per lot minimum and minimum lot size in the urban zones

- i. URD-1 (Urban Residence 1 District)
 - a. If a lot is located inside the Growth Boundary and is served by public, special district or other centrally managed water system and sewer system, minimum lot size is 5,000sqft for 4 units, including ADUs. (No more than 4 units allowed)

E. Subdivision definition

Changing our current provisions for Land Development Permit to simply refer to the State subdivision statute, which has been changed to require subdivision approval for the creation of 5 or more units instead of 3 or more units.

G. Off-site Parking Agreements

Changing our provision to allow a developer to satisfy parking requirements with a legally binding agreement between the developer and the owner of an off-site parking facility within 0.25 miles of the development site.



CITY COUNCIL ACTION

Council Meeting Date:

Item No:

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: N/A

Title, Ordinance

Amending Chapter 165, Land Development Code, to Comply with New State Laws, LD 1829, LD 427, and LD 997.

Summary

The proposed changes would update the City's Land Development Code to comply with the requirements of the state laws known as LD 1829, 427, and 997. This update has the effect of These changes align with the Council goal of creating more housing. This is the first set of changes to comply with the new State laws. Another set of changes will be forthcoming that changes the zones in the City's developing and rural areas.

Committee Action

Committee: Planning Board

Meeting Date:

Action:

For:

Against:

Staff Comments & Approvals

 City Manager

 City Solicitor

 Finance Director

Introduced for: First Reading and Referral



CITY COUNCIL ORDINANCE

Date:

Assigned to Councilor:

ORDINANCE, Amending Chapter 165, Land Development Code, to Comply with New State Laws, LD 1829, LD 427, and LD 997.

WHEREAS, at present, LD 427 is a state law that requires municipalities to update land use codes to allow parking agreements to satisfy parking requirements;

WHEREAS, at present, LD 1829 is a state law that requires municipalities to update land use codes to reduce dimensional requirement restrictions for housing units and makes other changes to facilitate the creation of housing;

WHEREAS, at present, LD 997 is a state law that requires municipalities to allow residential uses in commercial areas;

WHEREAS, the proposed changes would update the City's Land Development Code to comply with the requirements of LD 427, 997, and 1829;

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

Chapter 165 of the Code of the City of Bangor is amended as follows:

§ 165-13. Definitions.

For the purpose of interpreting this chapter, the following terms, phrases, words and their derivations shall have the meanings given herein:

...

AFFORDABLE HOUSING DEVELOPMENT

1. For rental housing, a development in which a household whose income does not exceed 80% of the median income for the area as defined by the United States Department of Housing and Urban Development under the United States Housing Act of 1937, Public Law 75-412, 50 Stat. 888, Section 8, as amended, can afford 51% or more of the units in the development without spending more than 30% of the household's monthly income on housing costs; and
2. For owned housing, a development in which a household whose income does not exceed 120% of the median income for the area as defined by the United States Department of Housing and Urban Development under the United States Housing Act of 1937, Public Law 75-412, 50 Stat. 888, Section 8, as amended, can afford 51% or more of the units in the development without spending more than 30% of the household's monthly income on housing costs.
3. For purposes of this definition, "housing costs" include, but are not limited to:
 - (a) For a rental unit, the cost of rent and any utilities (electric, heat, water, sewer, and/or trash) that the household pays separately from the rent; and

(b) For an ownership unit, the cost of mortgage principal and interest, real estate taxes (including assessments), private mortgage insurance, homeowner’s insurance, condominium fees, and homeowners’ association fees.

4. To be eligible for the affordable housing density bonus, increased height allowance, and reduced parking requirement outlined in Article XXI, the development must execute a long-term affordability covenant in accordance with §165-143D and must be located in one of the zones listed in §165-143A(4).

...
AREA MEDIAN INCOME

The midpoint of a region’s income distribution calculated on an annual basis by the U.S. Department of Housing & Urban Development.

...
BASE DENSITY

The maximum number of units allowed on a lot not used for affordable housing based on the dimensional requirements listed for the zone(s) in which the lot is located. This does not include any other density bonuses, transferable development rights, or other similar means that could increase the density of lots not used for affordable housing.

...
CENTRALLY MANAGED WATER SYSTEM — A water system that provides water for human consumption through pipes or other constructed conveyances to at least 15 service connections or serves an average of at least 25 people for at least 60 days a year as regulated by 10-144 CMR Ch. 231, Rules Relating to Drinking Water. This water system may be privately owned.

...
COMPARABLE SEWER SYSTEM — Any subsurface wastewater disposal system that discharges over 2,000 gallons of wastewater per day as regulated by 10-144 CMR Ch. 241, Subsurface Wastewater Disposal Rules.

...
DWELLING UNIT, ACCESSORY (ADU) — A dwelling unit on a lot subordinate to a single-family dwelling or multi-family dwelling (for purposes of this definition, the principal dwelling) on the same lot. ADUs are secondary in size, form, and location to the single-family principal dwelling and may be attached, detached, or contained within an accessory building (e.g., garage) on the lot.

...
PARKING AGREEMENT

A legally binding agreement between a property developer and the owner of an off-site parking facility to provide required spaces.

...
POTABLE

Safe for drinking as defined by the U.S. Environmental Protection Agency’s (EPA) Drinking Water Standards and Health Advisories Table and Maine’s interim drinking water standards for six different perfluoroalkyl and polyfluoroalkyl substances (PFAS), Resolve 2021 Chapter 82, Resolve, To Protect Consumers of Public Drinking Water by Establishing Maximum Contaminant Level for Certain Substances and Contaminants.

...
§ 165-31.2. Accessory dwelling units (ADUs).

...
B. In districts where ADUs are allowed, the Code Enforcement Officer shall approve an ADU upon a determination that said ADU complies with the following conditions:

...

- (1) ADU square footage may not be more than 50% of the square footage of the principal dwelling or 1,000 square feet, whichever is less. However, an ADU must be at least ~~190~~ 160 square feet in size, unless the Technical Building Code and Standards Board, pursuant to 10 M.R.S.A. § 9722, adopts a different minimum standard; if so, that standard applies.

...

- (6) No more than one ADU is allowed per lot and an ADU may only be allowed on lots where there exists one to three residential dwelling units in any zone where residential uses are allowed ~~only one single family detached dwelling or one detached manufactured housing.~~

...

§ 165-72. Required number of spaces.

- B. Affordable housing developments as defined in §165-13: two spaces for every three dwelling units

§ 165-73. Parking area location and screening.

The location of off-street parking shall comply with the following requirements:

- A. All parking spaces shall be located on the same or adjacent lot ~~with to~~ the principal building or use served or within 0.25 miles of the site, provided the developer has a legally binding parking agreement with the owner of an off-site parking facility. If using an off-site parking agreement, the developer must provide 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 City. ~~except that when such parking spaces cannot be reasonably provided on the same or adjacent lot, the Planning Board may authorize parking on another lot within 500 feet distance of the premises to be served by such parking, provided that such lot is held under the same ownership or lease and is located in the same or a less restrictive district as the building or use served.~~

§ 165-88. Urban Residence 1 District (URD-1).

C. Permitted uses. The following uses are permitted in this district:

- (1) ~~One family detached~~ Attached or detached dwellings with the following provisions, ~~with additional dwelling units permitted given the following:~~
 - (a) If a lot is inside the Growth Boundary defined in the City's most recently adopted Comprehensive Plan, or is served by both a public, special district, or other centrally-managed water system and a public, special district, or other comparable sewer system, up to 4 units are allowed, attached or detached, including accessory dwelling units. The lot is inside the Growth Boundary defined in the City's most recently adopted Comprehensive Plan.
 - (b) If a lot is outside of the Growth Boundary and not served by a public, special district or other centrally-managed water system or a public, special district or other comparable sewer system, up to 3 units are allowed, attached or detached, including accessory dwelling units. If no dwelling exists on a lot, up to four units are allowed, either detached or attached.
 - (c) ~~If one dwelling unit exists on the lot, up to two additional units are allowed, one being attached to or within the existing dwelling and one being detached.~~
 - (d) ~~If two dwelling units exist on a lot, no additional units are allowed.~~
 - (e) ~~If dwelling units are demolished after the date this section is adopted and the demolition results in an empty lot, there can be no increase in the number of units above what existed on the lot prior to demolition.~~

...

...

§ 165-89. Urban Residence 2 District (URD-2).

...

C. Permitted uses. The following uses are permitted in this district:

- (1) ~~One family, two family, three family and four family detached dwellings.~~ Attached or detached dwellings containing between 1 and 6 dwelling units.

...

§ 165-90. Multifamily and Service District (M&SD).

...

C. Permitted uses. The following uses are permitted in this district:

- (1) One-family, two-family and multifamily detached or attached dwellings.

...

§ 165-91. Neighborhood Service District (NSD).

...

C. Permitted uses. The following uses are permitted in this district:

- (10) One-family, two-family, three-family, and four-family detached or attached dwellings.

...

§ 165-92. Urban Service District.

...

C. Permitted uses. The following uses are permitted in this district:

...

- (18) A mixed residential and commercial use containing 1 to 6 dwelling units, provided that:

(a) The commercial activity is a use permitted in this Subsection C.

(b) The impervious surface limit for residential uses in the URD-2 District will be met.

(c) An affordable housing density bonus may be allowed, subject to the requirements of Article XXI.

D. Conditional uses. Subject to Planning Board approval under the provisions of § **165-9**, the following uses may be permitted in this district:

...

- ~~(5) A mixed residential and commercial use, provided that:~~

~~(a) The commercial activity is a use permitted in Subsection C above.~~

~~(b) In addition to the basic development standards required for the commercial use in this district in Article XIX, additional lot area will be provided commensurate to the requirements for residential units in the URD-2 District.~~

~~(c) Additional off street parking will be provided for the residential units in accordance with the off street parking requirements in Article X.~~

~~(d) The impervious surface limit for residential uses in the URD-2 District will be met.~~

~~(e) An affordable housing density bonus may be allowed, subject to the requirements of Article XXI.~~

...

§ 165-111. Site developments requiring permit.

A. Any activity covered under this chapter shall require a land development permit under the following

conditions:

...

~~(6) Any use or site development meeting the definition of "subdivision" in 30-A M.R.S.A. § 4401, containing three or more primary use structures, including single family detached dwellings.~~

~~(7) Construction or placement of five or more dwelling units on a tract or parcel of land within a five year period, including the division of a new structure or structures on a tract or parcel of land into three or more dwelling units or the division of an existing structure or structures previously used for commercial or industrial use into three or more dwelling units. "Tract or parcel of land" and "new structure or structures" take the same definitions outlined in 30-A M.R.S.A. § 4401.~~

...

C. Exemptions. Notwithstanding the requirements of Subsections A and B above, a land development permit will not be required in the following cases:

...

~~(2) Any construction of a residential structure containing two four or fewer dwelling units on a lot, unless such construction results in the creation of a parking lot with 5 or more spaces, in which case it shall be considered a minor site plan revision and must meet the requirements of §165-116. or any two residential structures both of which contain fewer than two dwelling units.~~

~~(3) Construction of a parking lot containing between 5 and 20 spaces, unless such construction is expanding an existing parking lot that contains 20 or more spaces, in which case Land Development Permit approval is required. Construction of a new parking lot containing between 5 and 20 spaces shall be considered as a minor site plan revision and must meet the requirements of §165-116.~~

...

§ 165-141. Purpose.

This article provides for a density bonus and reduced height and parking restrictions for the creation of affordable dwelling units in certain zoning districts per Title 30-A Section 4364 in the State of Maine statutes.

§ 165-142. Definitions.

AFFORDABLE

~~When used for the purpose of claiming the Affordable Housing Density Bonus outlined in Article XXI, "affordable" means:~~

~~A. For rental housing, a household whose income does not exceed 80% of the area median income can afford to rent the dwelling unit without spending more than 30% of the household's monthly income on housing costs.~~

~~B. For owned housing, a household whose income does not exceed 120% of the area median income can afford to own the dwelling unit without spending more than 30% of the household's monthly income on housing costs.~~

~~C. For the purposes of this definition, "area median income" means the midpoint of a region's income distribution calculated on an annual basis by the U.S. Department of Housing & Urban Development.~~

~~D. For the purposes of this definition, "housing costs" include, but are not limited to:~~

~~(1) For a rental unit, the cost of rent and any utilities (electric, heat, water, sewer, and/or trash) that the household pays separately from the rent; and~~

~~(2) For an owned unit, the cost of the mortgage principal and interest, real estate taxes (including assessments), private mortgage insurance, homeowner's insurance, condominium fees, and homeowners' association fees.~~

BASE DENSITY

~~The maximum number of units allowed on a lot not used for affordable housing based on the dimensional requirements listed for the zone(s) in which the lot is located. This does not include any other density bonuses, transferable development rights, or other similar means that could increase the density of lots not used for affordable housing.~~

CENTRALLY MANAGED WATER SYSTEM

~~A water system that provides water for human consumption through pipes or other constructed conveyances to at least 15 service connections or serves an average of at least 25 people for at least 60 days a year as regulated by 10-144 CMR Ch. 231, Rules Relating to Drinking Water. This water system may be privately owned.~~

COMPARABLE SEWER SYSTEM

~~Any subsurface wastewater disposal system that discharges over 2,000 gallons of wastewater per day as regulated by 10-144 CMR Ch. 241, Subsurface Wastewater Disposal Rules.~~

§ 165-143. General requirements.

A. Density bonus. A residential or mixed-use development shall be allowed a maximum dwelling unit density of up to 2.5 times the base density (as defined in § 165-~~13~~142) permissible in the underlying zoning district if the project meets the following eligibility criteria:

(1) Affordability. ~~The development is an affordable housing development as defined in § 165-13. After completion of the project, more than half of the total dwelling units, existing and new, on the same lot shall be affordable (as defined in § 165-142) for a period of at least 30 years.~~

...

(3) Adequate utility capacity. ~~The owner or developer provides written verification that each unit of the housing development is proposed to be connected to adequate water and wastewater services prior to certification of the development for occupancy in accordance with the following: The lot has adequate water and wastewater services.~~

(a) If a housing unit is connected to a public, special district or other comparable sewer system, written verification includes proof of adequate service to support any additional flow created by the unit and proof of payment for the connection to the sewer system.

(b) If a housing unit is connected to a septic system, written verification includes proof of adequate sewage disposal for subsurface wastewater. The septic system must be verified as adequate by a local plumbing inspector pursuant to 30-A M.R.S. § 4221. Plans for a subsurface wastewater disposal must be prepared by a licensed site evaluator in accordance with 10-144 C.M.R. Ch. 241, Subsurface Wastewater Disposal Rules.

(c) If a housing unit is connected to a public, special district or other centrally managed water system, written verification includes proof of adequate service to support any additional flow created by the unit, proof of payment for the connection and the volume and supply of water required for the unit.

(d) If a housing unit is connected to a well, written verification includes proof of access to potable water, including the standards outlined in 01-672 C.M.R. Ch. 10 section 10.25(J), Land Use Districts and Standards. Any test of an existing well or proposed well must indicate that the water supply is potable and acceptable for domestic use.

...

F. Additional height allowance. Except as otherwise prohibited under 38 M.R.S.A. Chapter 3 and Chapter 165 Article VII of the City’s Code (Shoreland Zoning), and subject to building permit review and

consultation with a municipal fire official or designee regarding the ability to serve with a fire apparatus, an affordable housing development is permitted to exceed the maximum height restriction by no less than one story or 14 feet.

- G. Reduced parking minimum. An affordable housing development is allowed to use a reduced off-street parking minimum of two spaces for every three dwelling units.

LAND DEVELOPMENT

165 Attachment 2

City of Bangor

Schedule A
Urban Developed Area

Article XIII, §§ 165-88 through 165-97

Zoning Districts	Maximum District Height (feet)	Minimum Lot Area (square feet)	Maximum Lot Coverage	Minimum Lot Width (feet)	Minimum Front Yard Depth (feet)	Minimum Side Yard Depth (feet)	Minimum Rear Yard Depth (feet)	Maximum Impervious Surface Ratio	Minimum Water Setback (feet)	Maximum Floor Area Ratio
Urban Residence 1 (URD-1)	35	¹	35%	50	10 ⁷	5	15; 5 for accessory structure	0.75	--	--
Urban Residence 2 (URD-2)	40 ¹¹	²	40%	50	10 ⁷	5	15; 5 for accessory structure	0.8	--	--
Multifamily and Service (M & SD)	45 ^{10,11}	³	50%	50	10	5	5	0.85	--	--
Neighborhood Service (NSD)	35 ¹¹	10,000 ⁹	25%	75	20	10	20	None	0.4	0.4
Urban Service (USD)	45 ^{10,11}	10,000 ⁹	40%	80	10	10	10 ⁸	None	--	--

NOTES:

- ¹ If a lot is located inside the Growth Boundary and is served by both a public, special district, or other centrally managed water system and a public, special district or other comparable sewer system, the minimum lot size is 5,000 square feet for 4 units, including accessory dwelling units. If a lot is outside of the Growth Boundary but is in an area served by both a public, special district, or other centrally managed water system, and a public, special district, or other comparable sewer system, the minimum lot size is 5,000 square feet for the first 2 dwelling units and an additional 5,000 square feet for each additional unit up to 4 total on the lot (including accessory dwelling units). If a lot is located inside the Growth Boundary but is in an area not served by a public, special district, or other comparable sewer system, the minimum lot size is 20,000 square feet for the first unit, with additional lot area per unit (up to a total of 4 units) determined by the sewage disposal requirements per 12 M.R.S.A. Chapter 423-A. If a lot is located outside of the Growth Boundary and not served by a public, special district or other centrally-managed water system or a public, special district or other comparable sewer system, the minimum lot size is 1.5 acres for 3 units, 5,000 square feet for each dwelling unit up to 4 on an empty lot, up to 2 (additional) if one dwelling unit exists [see § 165-88C(1)].
- ² For one and two the first 4 dwelling units, 5,000 square feet, plus 2,500 square feet for each additional unit up to 6. ; for three dwelling units, 7,500 square feet; and for four dwelling units, 10,000 square feet. If using Affordable Housing Density Bonus, 5,000 square feet for first 10 5 units, plus 1,000 square feet for each additional unit up to 15 40 (see § 165- 143).
- ³ For the first four two dwelling units, 5,000 square feet, plus 250 square feet for each additional dwelling unit. If using Affordable Housing Density Bonus, 5,000 square feet for first 10 5 units, plus 100 square feet for each additional unit (see § 165- 143).
- ⁴ Or the minimum height allowed under federal law, whichever is greater.
- ⁵ Minimum buffer yard: Type B, C next to a residential district.

- ⁶ Minimum buffer yard: Type B next to a residential district.
- ⁷ Minimum setback for open porches from the front property line is 10 feet.
- ⁸ Twenty-foot rear yard setback for properties abutting residential districts.
- ⁹ ~~40,000~~ 5,000 square feet for 1 to 4 dwelling units, ~~10,000~~ 10,000 square feet for all other uses (including mixed commercial-residential). If using Affordable Housing Density Bonus, ~~40,000~~ 5,000 square feet for up to 10 dwelling units (see § 165-143).
- ¹⁰ Maximum height is 60 feet if a lot has frontage on a major or minor arterial street.
- ¹¹ If an affordable housing development as defined in §165-13, an additional 14 feet is permitted.



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

ANNE M. KRIEG AICP
DIRECTOR

Memorandum

To: Business & Economic Development Committee
From: Planning Division
Date: January 30, 2026
Regarding: Historic Preservation Code Updates

Following the Special Historic Preservation Committee meeting on 10.29.2025, staff has drafted the following changes to the Chapter 148: Historic Preservation to the Code. These changes are just the first round of changes being proposed; staff will bring further changes forward later based on feedback received at the special workshop.

- Reducing the Certificate of Appropriateness affirmative votes required to a simple majority.
 - Currently, the Code requires 4 affirmative votes.
- Allowing solar, generator, and heat pump installations, changing of awning fabric, and changes that are not visible from the street as minor revisions.
 - Currently, these applications would need a COA.
- Lengthening the approval time period for COA permits to match the 24-month period.
 - Currently, the approval time period for COA is 12 months. This change would match the approval time period for Planning Board.
- Updating the requirements of replacement on deteriorated materials.
 - Currently, the requirements for replacement of a material requires a match in composition. The proposed change also adds a stipulation of whether a material is economically and technically feasible.
- Clarifying that replacing to match is exempt.
 - This is a clarification on what is currently allowed under the Ordinance.
- Providing a clarification on one of the hardship provisions regarding contractor availability and extended timelines for completing a project
- Providing clarification on the application requirements for COA's

The majority of these changes were workshopped by the HPC, staff, and members of the public during the 10.29.2025 Special HPC meeting. Staff has sent these changes to the Maine Historic Preservation Commission as well to ensure that they would not impact our Certified Local Government Status.



CITY COUNCIL ACTION

Council Meeting Date:

Item No:

Responsible Dept: Planning

Action Requested: Ordinance

Map/Lot: N/A

Title, Ordinance

Amending Chapter 148, Historic Preservation Code, by Adding Flexibility and Clarity on the Process for Certain Types of Alterations to Historic Structures

Summary

The proposed changes would update the City's Historic Preservation Code to add flexibility and clarity on process for certain types of alterations to historic structures. These changes align with Comprehensive Plan policy 47 promote and enhance the viability of the historic and architectural resources for their continued use or for new uses.

Committee Action

Committee: Historic Preservation Commission

Meeting Date:

Action:

For:

Against:

Staff Comments & Approvals

 City Manager

 City Solicitor

 Finance Director

Introduced for: First Reading and Referral



CITY COUNCIL ORDINANCE

Date:

Assigned to Councilor:

ORDINANCE, Amending Chapter 148, Historic Preservation Code, by Adding Flexibility and Clarity on Process for Certain Types of Alterations to Historic Structures.

WHEREAS, at present, [placeholder];

WHEREAS, the proposed changes would update the City's Historic Preservation Code to [placeholder];

WHEREAS, the 2022 Comprehensive Plan contains a policy to promote and enhance the viability of the historic and architectural resources for their continued use or for new uses;

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

Chapter 148 of the Code of the City of Bangor is amended as follows:

§ 148-8. Approvals required.

The Historic Preservation Commission shall protect historic landmarks, historic sites and historic districts by the issuance of certificates of appropriateness, approvals of minor alteration or revision, and staff approvals.

A. Certificate of appropriateness.

...

(2) Application contents. The application shall contain the following information and documentation:

(a) For all applications:

...

[3] Where applicable, Plans and exterior elevation drawings to scale and with sufficient detail to show all proposed alterations, and their relation to the exterior appearance and architectural design of the building.

...

(3) Process.

...

(e) Approval. An affirmative vote of ~~four~~ the majority of members present shall be required to issue a certificate of appropriateness. If the Commission determines that the proposed alteration, construction, moving, or demolition is appropriate by a majority vote ~~of four members~~, it shall direct the Planning Division to issue a certificate of appropriateness. The Planning Division shall forward copies of the certificate to the applicant and to the Code

Enforcement Officer for issuing of necessary permits.

...

B. Minor alteration or revision.

(1) When required. Approval of minor alteration or revision is required when:

(a) The proposed alteration satisfies the definition of "minor alteration or revision" provided in § 148-2 or is a solar panel, generator, heat pump, or other mechanical installation, changing or removal of awning fabric, or an alteration that cannot be seen from a street.

[1] Mechanical equipment such as heat pumps, solar panels, communication devices, HVAC units, or similar shall be located in such a way as to minimize its visual impact. Said equipment shall be screened, if possible, with vegetation or suitable elements of a permanent nature, finished to blend with the rest of the building. Where such screening is not feasible, equipment shall be installed in a neat, presentable manner and, if possible, shall be painted to minimize its visibility.

...

(3) Process. Minor alterations or revisions, as defined herein, may be permitted by the Code Enforcement Officer or their designee, Planning Officer or their designee, and Chair of the Historic Preservation Commission or their designee without referral for review at a meeting of the Historic Preservation Commission. If the Commission Chair is absent, the Vice Chair, or, in both their absences, the senior member of the Commission in time of service may participate in their place.

...

(c) Approval. If the Code Enforcement Officer or their designee and the Planning Officer or their designee each determine that the proposed work does not significantly impact the historic nature or appearance of the property in question, the application shall be approved. The Staff Coordinator shall forward copies of the approved application to the applicant and to the Code Enforcement Officer for issuing of necessary permits.

[1] If approved, the proposed work must be begun within ~~six months~~ 12 months of approval and completed within ~~12~~ 24 months of approval.

[2] After completion of the project, or after ~~12~~ 24 months from approval, the property owner shall allow staff to access exterior areas of the property as reasonably necessary in order to perform an inspection to verify work was done in accordance with the approval.

...

D. Exempt activities. The following activities are specifically exempt from requiring approval for certificate of appropriateness, minor alteration or revision, or staff approval under this section:

...

(11) Replacing features that match the original in materials, design, and other visual qualities

...

§ 148-9. Evaluation standards.

The standards and requirements contained in this section shall be used in review of applications for certificates of appropriateness, minor alterations or revisions, and staff approvals.

...

B. Standards for renovations, alterations and repairs of existing buildings, structures and appurtenances thereof.

...

- (2) Within historic districts, historic sites and historic landmarks, the Commission shall use the standards listed below in the evaluation of an application for a certificate of appropriateness for all renovations, alterations and repairs of existing buildings, structures and appurtenances thereof:

...

- (c) Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event that replacement is necessary, the new material should match the material being replaced in color composition, design, texture and finish—other visual qualities and, where economically and technically feasible, materials. When available, past performance of the replacement material shall also be considered. Repair or replacement of missing architectural features should be based on documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural features from other buildings.

...

- ~~(h) Mechanical equipment such as heat pumps, solar panels, communication devices, HVAC units, or similar shall be located in such a way as to minimize its visual impact. Said equipment shall be screened, if possible, with vegetation or suitable elements of a permanent nature, finished to blend with the rest of the building. Where such screening is not feasible, equipment shall be installed in a neat, presentable manner and, if possible, shall be painted to minimize its visibility.~~

....

E. Exceptional circumstances.

- (1) The Commission may issue a certificate of appropriateness where the standards otherwise set forth in this section are not met but where the Commission determines that failure to issue the certificate would result in undue hardship to the owner of the property. Before the Commission may issue a certificate under this subsection, the records must show the following:

...

- (b) The plight of the owner is due to exceptional or unique circumstances and not to the general applicability of this chapter (this includes lack of contractor availability and extensive estimated timeframes for project completion when a delay in completion would jeopardize the integrity of a historic structure); and



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

ANNE M. KRIEG AICP
DIRECTOR

Memorandum

To: Business & Economic Development Committee
From: Planning Division
Date: February 9, 2026
Regarding: Request to authorize letter of support for proposed Maine Climate Superfund bill

Recent climate-driven storms across Maine have caused tens of millions of dollars in damage to public infrastructure in a single winter, with additional losses to private property. Bangor's location along the Penobscot River makes it particularly vulnerable to heavier rainfall events and flooding, which climate science shows are becoming more frequent and intense. Severe storms can overwhelm stormwater and sewer systems, damage roads and bridges, and disrupt essential services. Extreme heat and drought pose additional risks to public health, water resources, and local ecosystems, while also increasing costs for emergency response and infrastructure maintenance.

Municipalities like Bangor are expected to shoulder much of the cost of repairing roads, bridges, wastewater systems, and other critical assets, even as local revenues remain limited and property tax burdens are high. A bill is currently before the State legislature that would create a Maine Climate Superfund to help provide funding to address these vulnerabilities. The Climate Superfund bill is modeled after the long-standing federal Superfund law and similar legislation recently enacted in Vermont and New York. Under this policy, the State of Maine would:

- Produce a detailed report on the financial impacts of fossil-fuel-related climate pollution in Maine.
- Identify the largest fossil fuel corporations responsible for a significant share of historical emissions.
- Require those major polluters to pay compensation proportional to the damage caused by their emissions.
- Deposit those funds into a Climate Superfund account dedicated to climate adaptation projects for Maine communities.

Funds could support projects directly relevant to Bangor, such as road and bridge upgrades, improved stormwater and wastewater systems, flood mitigation, and nature-based solutions like wetlands restoration that reduce flooding risks. They could also help address resident vulnerabilities to extreme heat, drought, and power outages from severe storms. Without new funding sources, Bangor residents will continue to bear the burden through higher local taxes, deferred maintenance, and increased vulnerability to future disasters.

By supporting this legislation, the City can help secure much-needed resources to protect Bangor from extreme heat, drought, severe storms, and flooding without placing additional financial strain on local taxpayers. If Council is amenable, staff can create a letter of support for this bill that would reiterate the concepts outlined above, such as the ways Bangor is vulnerable to climate change and how funding from this bill could be used to make Bangor more resilient without burdening taxpayers.



CITY OF BANGOR

Anne M Krieg, AICP - Director

Community & Economic Development

Memorandum

To: Business & Economic Development (BED) Committee

From: Anne Krieg

Date: February 12, 2026

Regarding: Economic Development Fund

Please accept this memorandum as followup to a request from Councilor Mallar on which properties receive funding from the Economic Development Fund.

To review, the Economic Development Fund is an Enterprise Fund that supports the lease and property management for city-owned properties. This means the funds that come in (in the form of a lease or a property sale) and go out (for maintenance etc.) stay within the fund and are not part of the General or Capital Fund with the city.

Municipalities use enterprise funds to separate the financial accounting of self-supporting services from the general fund. These funds improve transparency, ensure user fees cover operating/capital costs, and track profitability similar to private businesses. They provide accurate, full-accrual cost reporting for specific services.

Key reasons for using enterprise funds include:

- **Financial Self-Sufficiency & Sustainability:** Enterprise funds allow services to be funded primarily through user fees rather than tax revenue. This ensures that only users of the service pay for its maintenance, improvements, and operations.
- **Transparency and Accountability:** By isolating financial records, it becomes clear to the public how much a service costs, in this case, leasing and maintaining city owned properties.
- **Better Management and Decision Making:** Using full accrual accounting allows managers to measure performance, identify total direct and indirect costs (including depreciation), and manage capital improvements.

The properties we rent to are listed below.

ED Fund Leases -- FY26		
Property	Rent Amount	Notes
BWD Water Towers	\$3,362.59 per month	
GE Building	\$10,706.51 per month	Lease revenue received by both ED Fund & Airport -- this amount is what is received <u>just</u> by ED Fund
GE Parking Lot	\$699.99 per month	Lease revenue received by both ED Fund & Airport -- this amount is what is received <u>just</u> by ED Fund
First National Parking Lot	\$1,500.00 per month	
110 Hildreth Street	\$9,745.00 per month	*Property sold in Dec. 2025
120 Venture Way	\$3,116.00 per month	Currently rented by Penquis
39 Florida Avenue	\$3,066.00 per month	Currently rented by Hannaford
49 Florida Avenue	\$3,081.67 per month	Currently rented by KidsPeace
931 Union Street	\$1,500.00 per year	Northern Light Health license fee for use of single inner duct in MBEP

We also own and do not lease properties or have vacant properties:

Other ED Fund Properties	
Vacant Buildings	Vacant Lots
178 Corporate Drive	R69-002-B (Springer Drive)
50 Cleveland Street (*planned Commercial Kitchen property)	R25-037-A (Corporate Drive)
	R25-020 (Maine Avenue)
	R25-028 (Maine Avenue)
	R25-029 (Maine Avenue)
	001-018 (Maine Avenue)
	R08-006-D (Hammond Street)
	100-004 (Union Street)
	90 Corporate Drive

These properties are all also shown on the attached map prepared by planning staff.

Maintenance of these properties include items such as:

- Lawn Care
- Snow removal
- Fire suppression Testing
- General calls for Maintenance

We also, with some exceptions, pay the utilities out of the leases we take in which includes:

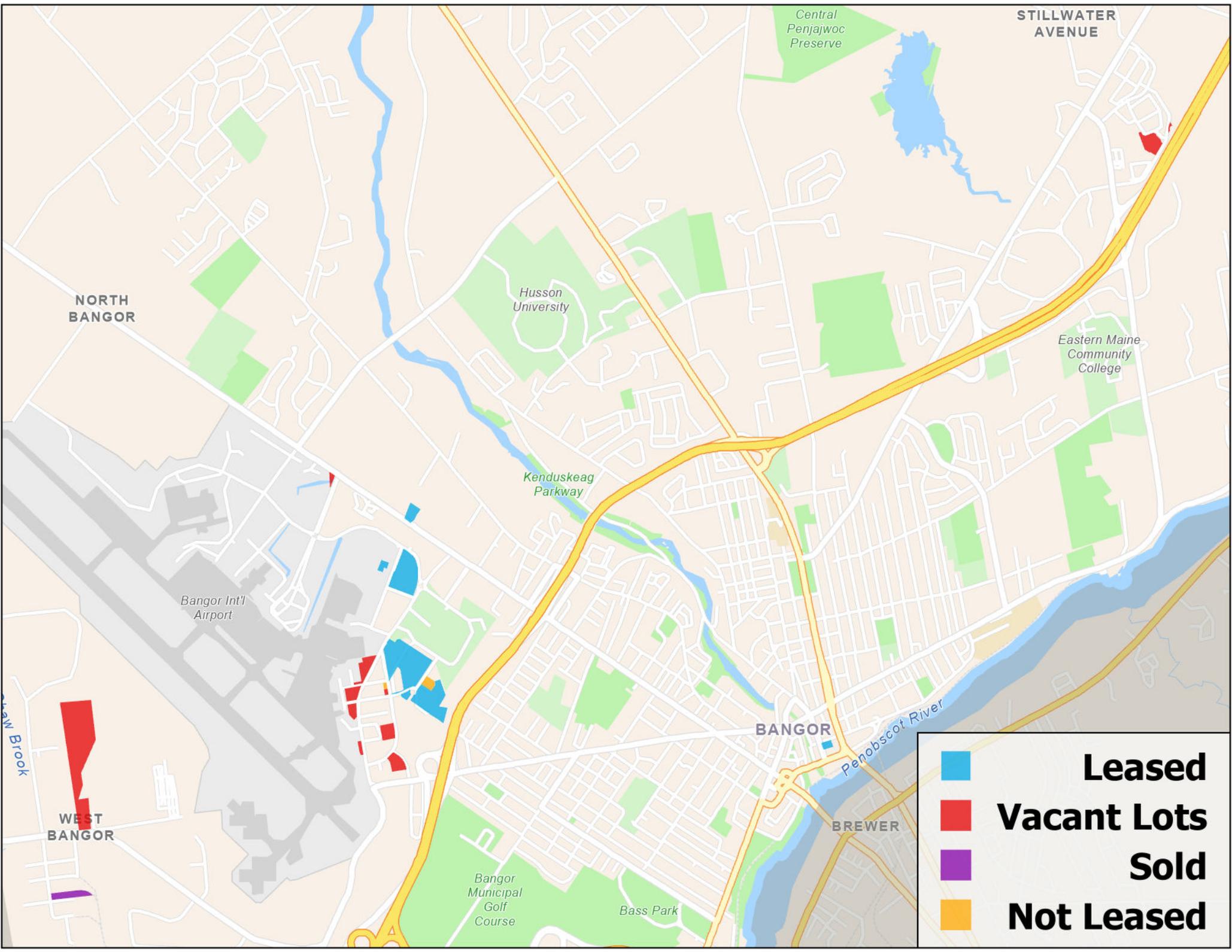
- ✓ Water
- ✓ Sewer
- ✓ Stormwater
- ✓ Electric

The Council will review the proposed budget for this fund as part of your budget review process.

The Development Assistant and the Economic Development Division manage the leases and properties in this fund.

Please do not hesitate to ask further questions.

amk



STILLWATER AVENUE

Central Penjajwoc Preserve

NORTH BANGOR

Husson University

Eastern Maine Community College

Kenduskeag Parkway

Bangor Int'l Airport

BANGOR

Penobscot River

BREWER

MAN Brook

WEST BANGOR

Bangor Municipal Golf Course

Bass Park

	Leased
	Vacant Lots
	Sold
	Not Leased



COMMUNITY & ECONOMIC DEVELOPMENT

CITY OF BANGOR

ANNE M. KRIEG AICP
DIRECTOR

Memorandum

To: Business & Economic Development Committee (B&ED)
From: Anne Krieg, CED Director
Date: February 10, 2026
Regarding: Grandview Avenue Lot

The purpose of this agenda item to update and elucidate the committee on the Grandview Housing Project.

The City Council continued to identify housing as its top priority for this council year. Beginning in 2023, staff had been looking at the opportunity to incentivize the development of affordable housing on a city-owned 10-11 acre parcel on Grandview Avenue, which was formerly used as a tree nursery. Staff worked with a local engineer to delineate the wetland areas as well as possible build-out scenarios. In addition, staff met extensively with John Egan and Mark Primeau of the Genesis Fund, which holds the contract with Maine State Housing Authority to provide technical assistance to expand affordable housing in the State.

Staff recommendation in 2023 was to utilize this lot to produce housing that is affordable to what is commonly referred to as “The Missing Middle”. The missing middle are households making 80 to 120% of the area median income (AMI). The reason this is a missing piece in housing development is this demographic is caught in the middle of subsidized housing for lower to middle income housing and market rate housing. This type of development does not qualify for very much of housing subsidy and development funds but people in this demographic often cannot afford market-rate housing, whether owner occupied or rentals.

In 2024, the zoning was changed from Parks & Open Space to Multifamily & Service District.

The plan has been to create multiple types of housing units, i.e. apartments, attached residential and single family homes with an estimated density of between 50 – 100 dwelling units. In 2023, a design charrette was held, notifying the neighborhood, at Husson University, led by a design team, to help create scenarios for possible developments. In 2024, a Request for Proposals was issued to find a developer who could meet our needs for this kind of housing. In 2025, the City Council approved an option agreement with the developer, Developer’s Collaborative, LLC out of Portland, Maine.

Utilizing city property greatly reduces development costs for a developer as property purchase can be up to 50% of that cost. In addition, to property acquisition and permitting costs, the City could further incentivize the desired development by funding the construction of the roadway and utilities with a portion of the remaining ARPA funds. The reason staff recommends funding as much of the pre-development costs and access/utilities is due to the targeted housing demographic of 80%-120% of AMI. In 2025, \$2 million in ARPA funds were approved for this project’s permitting and infrastructure costs.

**Bangor Community & Economic Development
Grandview Lot Project
BED Meeting 2.18.26**

In 2025, the Development Agreement was approved by Council and endorsed. This check in is the first requirement in this agreement, which is the Draft Proposed Development Plan. The current Development Plan is in your packet; this is subject to review and change from technical edits from staff or from Planning Board review. Comments from BED are also encouraged as part of this process. This is unusual to solicit Council comments on a site development plan; however this project is taking place on city property so it's under your care and control.

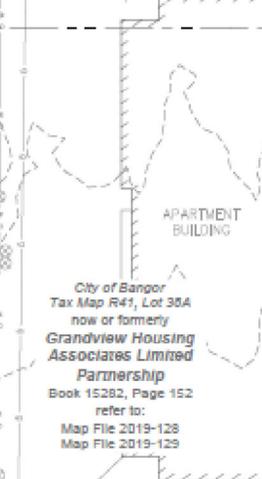
Ultimately the Development Agreement has the property turned over to the developer.

amk



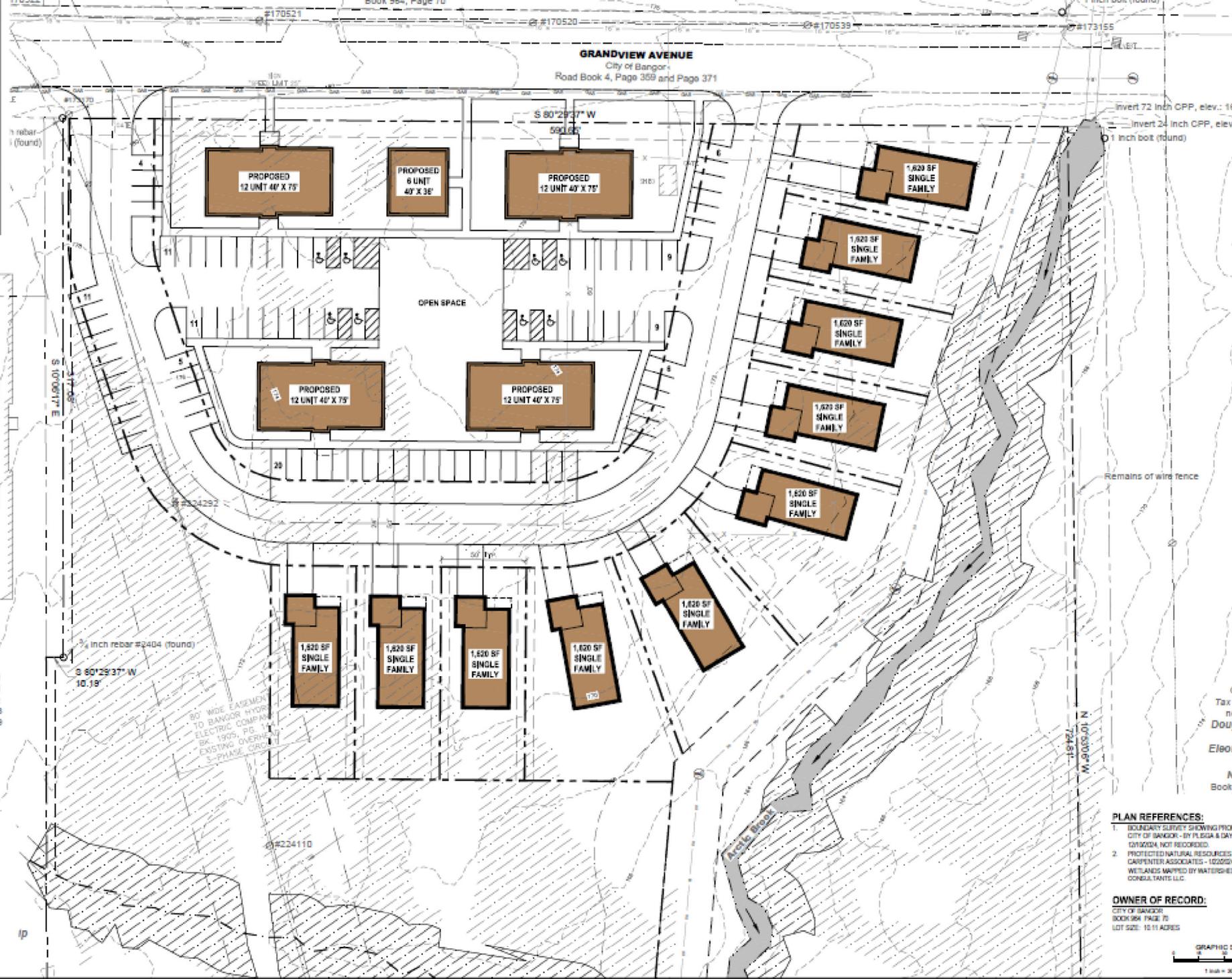
PROJECT LOCATION

LOCATION MAP



City of Bangor
Tax Map R47, Lot 35A
now or formerly
Grandview Housing
Associates Limited
Partnership
Book 15282, Page 152
refer to:
Map File 2019-128
Map File 2019-129

Easement #1
Map File 2020-50
Map File 2020-51
Map File 2020-52
Map File 2019-128
Map File 2019-129



Invert 72 inch CPP, elev. 10
Invert 24 inch CPP, elev. 10
1 inch bolt (found)

Remains of wire fence

PLAN REFERENCES:
1. BOUNDARY SURVEY SHOWING PROJECT CITY OF BANGOR - BY PLS&A & DAY 01/15/2024, NOT RECORDED
2. PROTECTED NATURAL RESOURCES CARPENTER ASSOCIATES - 10/2020 WETLANDS MAPPED BY WATERSHED CONSULTANTS LLC

OWNER OF RECORD:
CITY OF BANGOR
BOOK 954 PAGE 75
LOT 52E - 15.11 ACRES



Drawn: SPB Date: 06/2024
Checked: SPB Scale: AS NOTED Job No: 0128252
Rev: 01 Date: 06/20/24

This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, omissions or additions shall be at the user's sole risk and without liability to Gorrill Palmer.



Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive • Suite 200
South Portland, ME 04106

Drawing Name: CONCEPTUAL LAYOUT PLAN
Project: CONCEPT MULTIFAMILY RESIDENTIAL DEVELOPMENT
Grandview Avenue, Bangor, Maine
Client: DC PREDEVELOPMENT LLC
631 Stevens Avenue, Portland, Maine

Rev.	Date	Revision



CITY OF BANGOR

Anne M Krieg, AICP - Director

Community & Economic Development

Memorandum

To: Business & Economic Development (BED) Committee
From: Anne Krieg
Date: February 12, 2026
Regarding: Bangor in Affiliate Maine Downtown Center Program

Please accept this memorandum as an announcement that Bangor is now an Affiliate in the Maine Downtown Center Program.

The Maine Downtown Center (MDC) Program is managed by the Maine Development Foundation (MDF) in Augusta. The city has been a member of and participates in many events with MDF. They do excellent work in forwarding good sound development in the state of Maine.

The Maine Downtown Center is part of the National Main Street program. I have worked with these organizations before and they provide excellent support for the health of downtowns.

This is a highly competitive process to become a member. Staff congratulates the work that Downtown Bangor Partnership Director Betsy Lundy put into the application. One of the requirements is that there is a strong connection/relationship between the downtown and the municipality. Our good relationship with the Downtown Bangor Partnership was seen by MDF as a positive part of the application.

Attached please find the press release from MDF.

As a reminder for newer Councilors on why staff dedicates time and efforts on Bangor's downtown:

Downtowns act as critical economic engines, generating disproportionately high tax revenues, employment, and business activity on a small percentage of city land. Despite covering a smaller percentage of commercially zoned land, they usually host a more dense percentage of property tax.

Key Economic Drivers

- **Fiscal Powerhouses:** Downtown properties generate significantly more tax revenue per acre (property, sales) than other city areas, making them efficient, high-return investments for municipalities.
- **Employment Centers:** They are a large job hub for the region.
- **Retail & Small Business Hubs:** Downtown provides high-visibility, high-foot-traffic locations that foster local business growth.
- **Talent Attraction:** Vibrant, walkable downtowns are major assets for attracting and retaining skilled professionals, particularly in knowledge-based and tech sectors, and notably for Bangor, health care professionals.

Long-Term Value

- **Infrastructure Efficiency:** Because they are compact and dense, downtowns make more efficient use of infrastructure (roads, water, sewer, public transit) compared to low-density sprawl.
- **Resilience and Diversification:** Our downtown has transformed into 24/7 "live, work, and play" environment, enhancing economic stability through a mix of residential, office, and cultural uses, even as the nature of office work changes.
- **Increased Productivity:** The dense, mixed-use nature of downtown fosters collaboration and innovation.

This is great news for the city to be a part of this program and for our downtown to be recognized in this manner.

amk

From: [Sylvie Piquet](#)
To: [Betsy Lundy](#); [Hannah Martin](#); [Danielle Snow](#); [Krieg, Anne M.](#); "[nlibby@lewistonmaine.gov](#)"; [Viany Selengbe](#)
Cc: [brichardson@freeportmaine.com](#); [Cary Tyson](#); [Jayne Palmer - MDC Senior Advisor \(jaynepalmer@comcast.net\)](#); [Ken Young - MDC Senior Advisor \(kenyoungme@gmail.com\)](#); [Mac Collins](#); [Megan Rideout - Maine Historic Preservation Commission](#); [Scott Berk \(iflyxc@gmail.com\)](#); [Tara Kelly \(tara@mainepreservation.org\)](#); [Terry Ann Holden](#); [Anne Ball](#); [Perri Williams](#); [Sophie Drew](#); [Amanda Cunningham](#); [C.J. Opperthausen](#); [Jacob Baker](#); [James Rather](#); [Mike Hori](#); [Ross Cunningham](#); [Sarah Hansen \(saraehansen78@gmail.com\)](#); [Tamara Whitmore](#); [dduperre@madawaska.me](#); [Deb Fahy](#); [Mike Ellis](#); [monsoncollaborative@gmail.com](#); [Nancy Ketch](#); [Scott Berk \(iflyxc@gmail.com\)](#); [Teresa Valliere \(president@woodfordscorner.org\)](#); [Emily Rotondo](#); [Town Manager](#); [Denise Barker](#); [Christina Therrien](#); [holycannolimaine@gmail.com](#); [Luke Dyer](#); [Alsin Brenenstuh](#); [Serena Sanborn](#); [Kristen Henry](#); [Emma Wellington](#)
Subject: Fw: Press Release: MDF's Maine Downtown Center Welcomes Bangor and Lewiston as New Affiliate Communities
Date: Thursday, February 5, 2026 12:44:52 PM
Attachments: [MDC_logo.png](#)

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

Woohoo!! Two new Downtown Affiliate designated communities!!

From: MDF Communications <mdf_communications@mdf.org>
Sent: Thursday, February 5, 2026 11:31 AM
To: MDF Communications <mdf_communications@mdf.org>
Subject: Press Release: MDF's Maine Downtown Center Welcomes Bangor and Lewiston as New Affiliate Communities



FOR IMMEDIATE RELEASE:

MDF's Maine Downtown Center Welcomes Bangor and Lewiston as New Affiliate Communities

*The Maine Downtown Affiliate Program helps communities in the beginning stages
of historic preservation-based downtown revitalization*

Augusta, Maine — February 5, 2026 — MDF's [Maine Downtown Center](#) (MDC) is pleased to announce that Bangor and Lewiston are joining its Maine Downtown Affiliate Program.

MDC works with Affiliate communities to gauge downtown assets, identify priorities for revitalization, build an appropriate organizational and funding base for an effective

downtown/neighborhood commercial district, and begin to use the [Main Street Four Point Approach](#)[®], a proven downtown revitalization method for over 40 years. Affiliates have access to training by state/national downtown development experts and a network of peers from around the state to share best practices in the field.

Both communities completed an extensive application process that included an online application, a written commitment to the program, a site visit, and a review conducted by professional downtown revitalization experts that serve on the MDC Advisory Council.

"Downtown Bangor is excited for the opportunity to join the Maine Downtown Center program as a Downtown Affiliate," says Betsy Lundy, Executive Director of Downtown Bangor Partnership. "Becoming part of this state network of downtowns across Maine that collaborate under the guidance of Maine Downtown Center and Main Street America will provide a support system that will help Downtown Bangor succeed in its mission to foster growth and vibrancy in our community"

Both Bangor and Lewiston have staff and volunteers who will work over the next year to build relationships with businesses, residents, property owners, and the municipality to pursue economic development strategies and work guided by the Four Point Approach[®].

"We are thrilled to partner with the Maine Development Foundation's Maine Downtown Center and join their program as a Maine Downtown Affiliate," says Danielle Snow, Chair of the Downtown Lewiston Association (DLA). "For more than a decade, the DLA has worked with our partners, business owners, residents, and volunteers to overcome significant challenges and reimagine our historic downtown as a vibrant place to gather, shop, celebrate, and belong. This opportunity opens new doors for us to build on our collective work by drawing on proven best practices and the wisdom of communities across Maine and the United States. We are grateful to the Maine Downtown Center for seeing the potential we see here in our community. We're excited to work with them as we continue strengthening downtown Lewiston as a place of community and economic opportunity."

With the addition of Bangor and Lewiston, The Maine Downtown Center now supports 34 member communities throughout Maine: 10 Nationally Accredited Main Street Communities, 15 Maine Downtown Affiliate Communities, and 9 Municipal Communities. Some are in the initial stages of downtown revitalization while many are working toward achieving nationally accredited "Main Street" designation.

###

Contact:
Anne Ball, Program Director

MDF Maine Downtown Center

Aball@mdf.org

207-415-5770

About the Maine Downtown Center (MDC)

Established in 1999, the Center serves as the state coordinator in Maine for the National Main Street Center, utilizing the Four-Point Approach® to help communities statewide revitalize their historic downtowns. This almost 40-year-old approach has a reputation as one of the most powerful economic development tools in the nation for vibrant, healthy downtowns resulting in job creation, business growth, building rehabilitation and cultural enhancement.

About the Maine Development Foundation (MDF)

MDF is a non-partisan, statewide driver of sustainable economic growth in Maine. We connect people, decision-makers, and communities through trusted research, leadership development, and community partnerships. To learn more about our work visit mdf.org.