



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

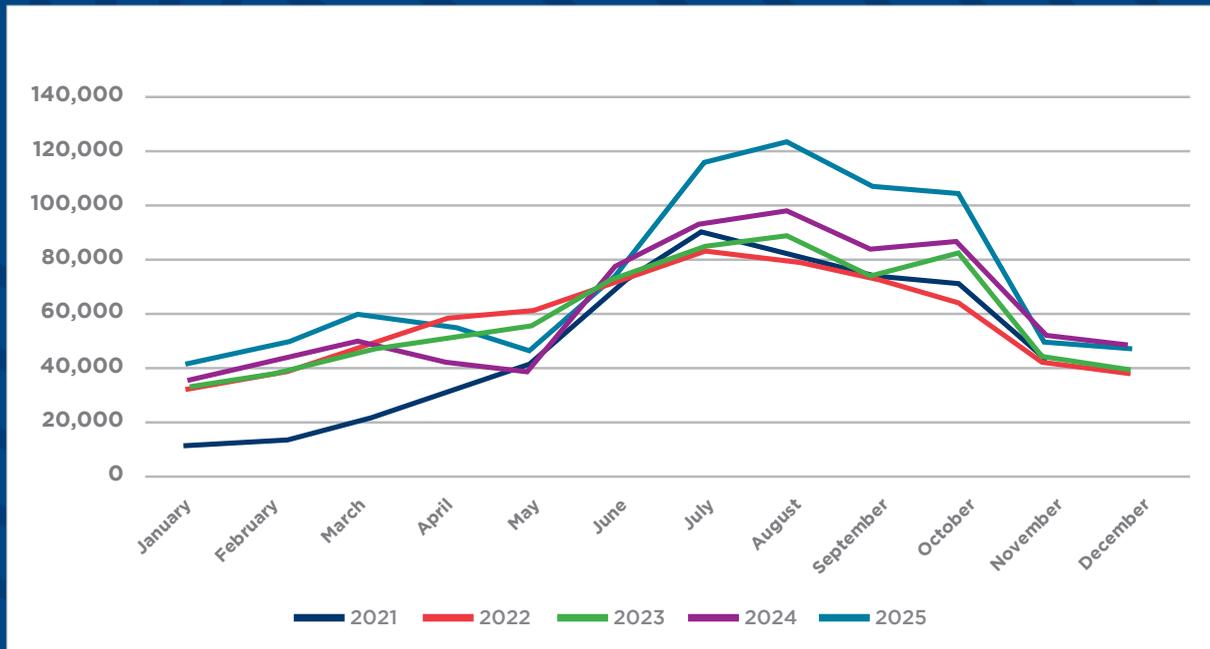
Groups included:

- 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

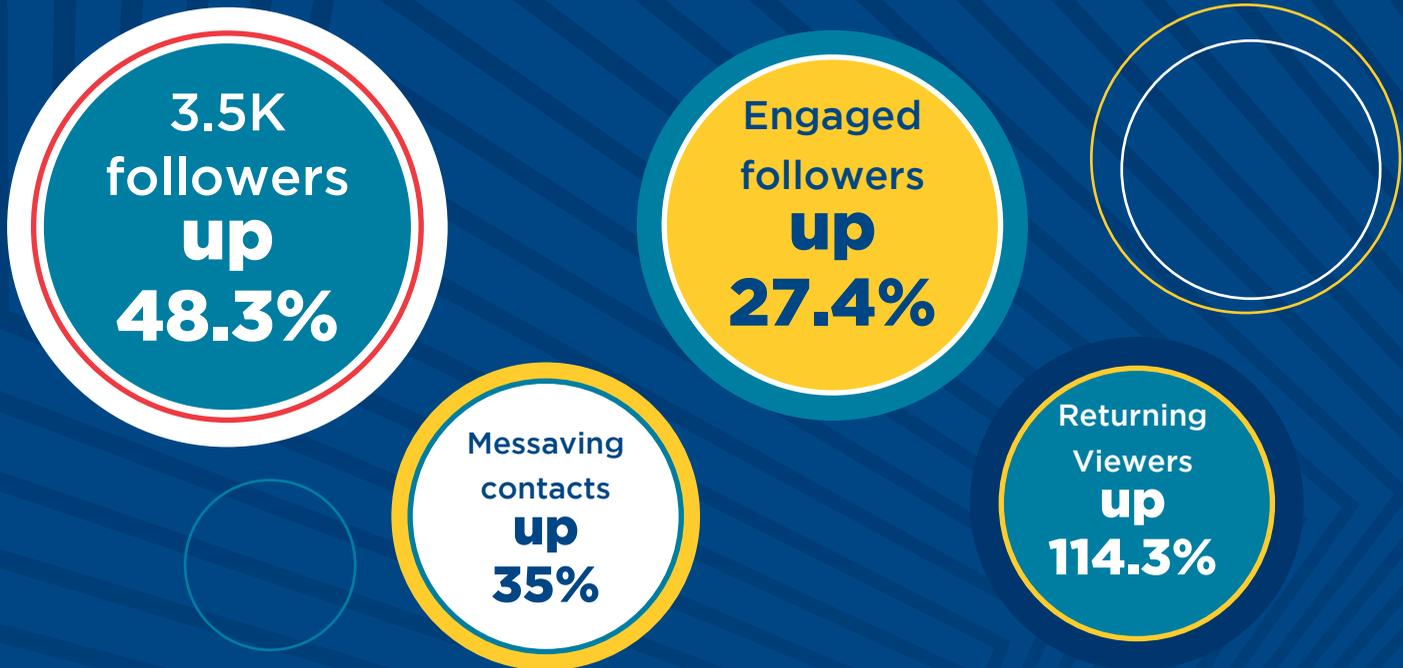
- Husson University Spring Career Fair
- Husson University Career Cafe
- Governor’s Conference on Tourism
- Inaugural Honor Flight Maine Charter Operation
- Brewer High School Career Fair
- Maine Troop Greeters Memorial
- Bangor Region Chamber Golf Scramble
- BGR Employee Appreciation Event
- CMN Root 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:

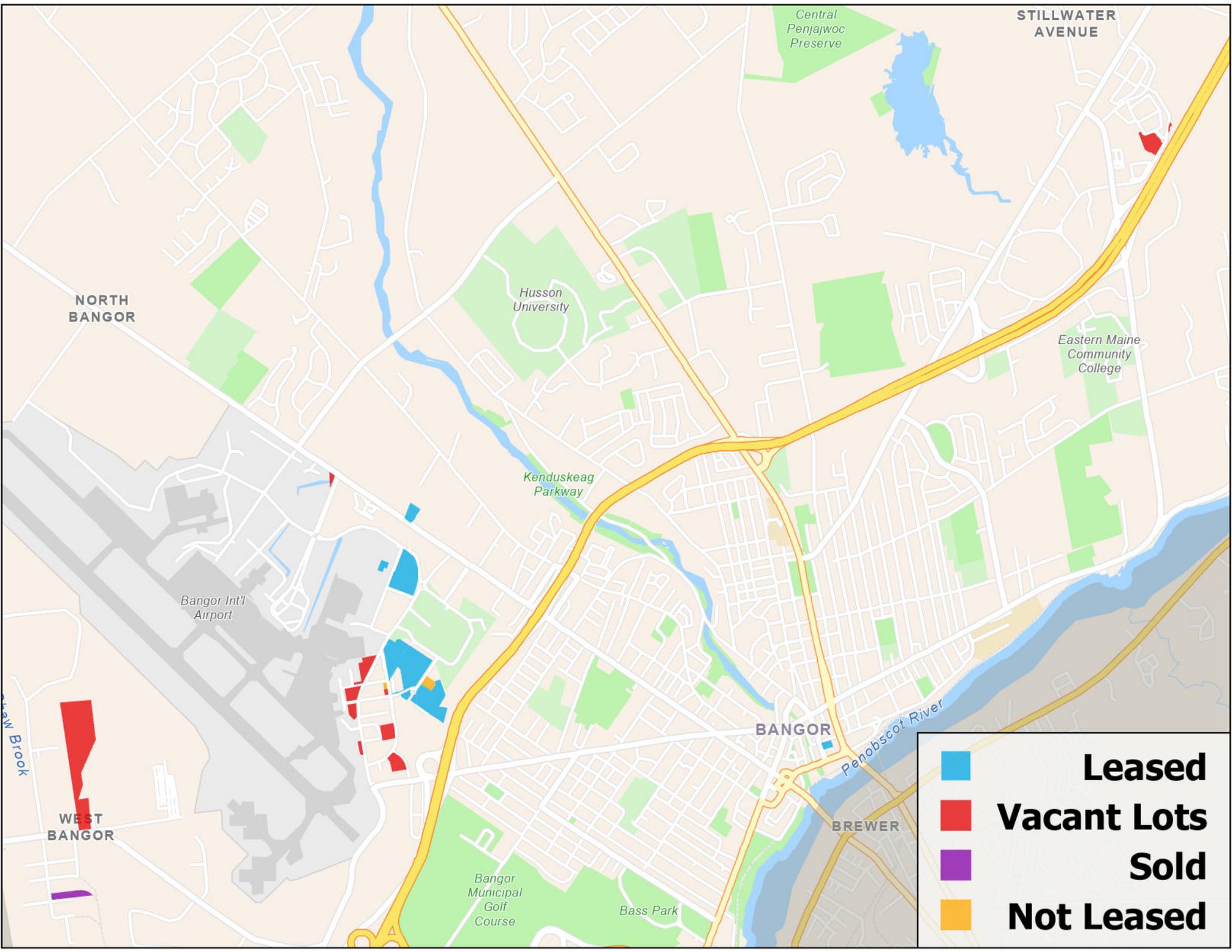
- ✓ Water
- ✓ Sewer
- ✓ Stormwater
- ✓ Electric

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

NORTH BANGOR

Husson University

Eastern Maine Community College

Kenduskeag Parkway

Bangor Int'l Airport

BANGOR

Penobscot River

BREWER

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

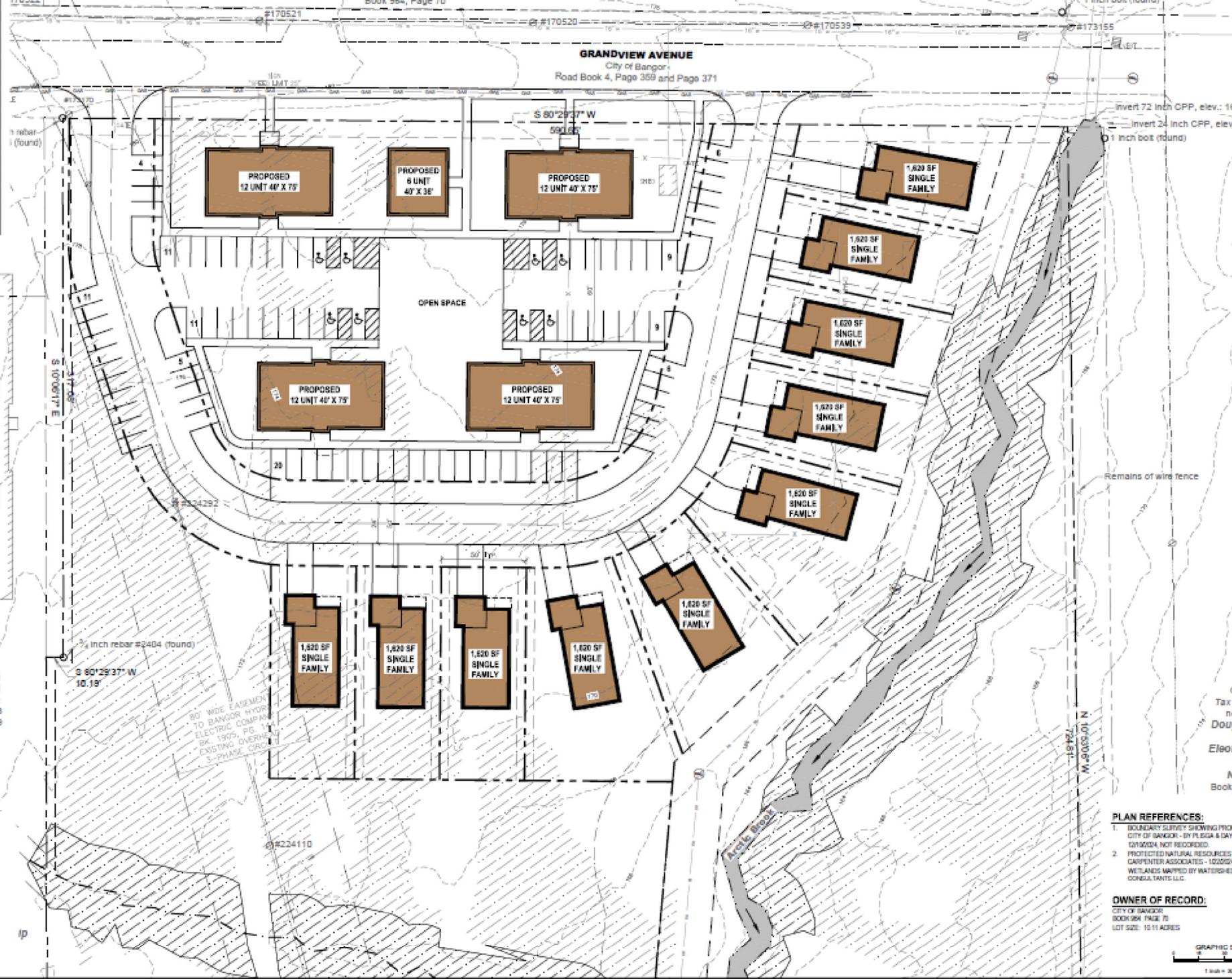


PROJECT LOCATION

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: 0128282
Rev. Name: GORRILL PALMER (E) by

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](#); [Alcina 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.