



BANGOR'S

INDUSTRIAL

PARKS

BANGORS

CITY OF BANGOR MAINE

INDUSTRIAL

PLANNING BOARD AND

INDUSTRIAL DEVELOPMENT DEPARTMENT

1958

BANGOR'S INDUSTRIAL PARKS

I Map of Bangor

1. Existing Parks

A. Bangor Industrial Park

1. Map
2. Location
3. Zoning Restrictions

B. Chamber of Commerce

1. Map
2. Description (history and utilities)

C. Bangor Real Estate Development Company

1. Map
2. Description (history and utilities)

2. Utilities

3. Financing

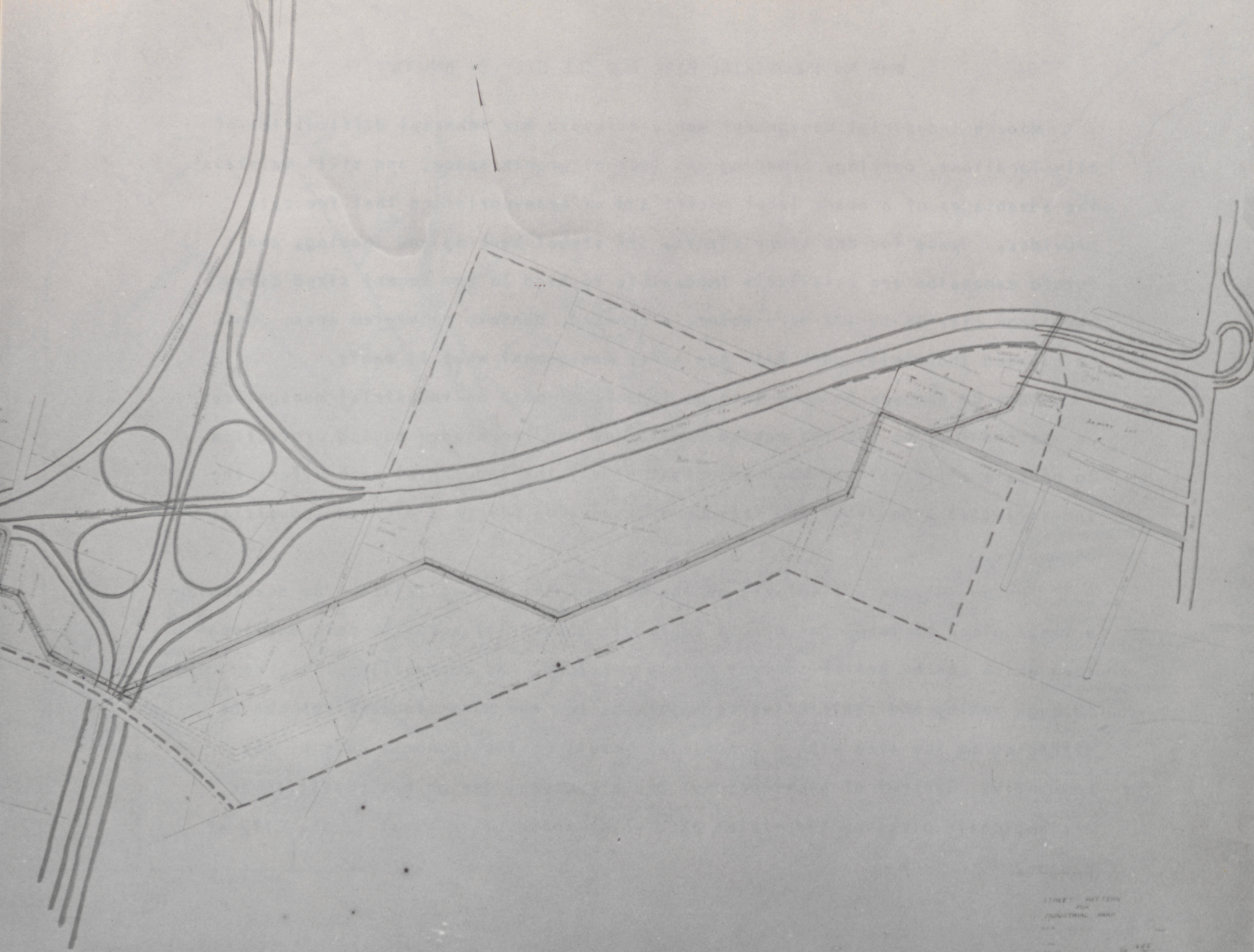
4. Transportation

WHY AN INDUSTRIAL PARK FOR THE CITY OF BANGOR?

Modern industrial management wants to avoid the inherent difficulties of city locations, parking, crowding and lack of growth space, and still maintain the advantages of a ready labor market and of transportation that the city provides. Space for one story plants, off street parking and loading, and future expansion are relatively impossible to find in any decent sized city. The large city is by its very nature a crowded, densely populated area. Only a planned industrial park site can offer management what it wants.

When he chooses to move into an industrial park an industrial manager can be assured that he has the needed facilities and the needed zoning protection to operate efficiently. Most important of all the industrial park offers the industrialist elbow room and freedom of expansion within a planned industrial community.

The advantages are not all on the side of the industrialist. By developing a large piece of land, Bangor can segregate industrial activity into one location which can be better controlled and serviced. By controlling the area through zoning and restrictive covenants better and more stable firms can be attracted to the area with a beneficial result on the economic base of the community. Control of architectural and structural design can result in an aesthetically pleasing industrial park which would be an asset to the City of Bangor.



STREET LAYOUT
FOR
INDUSTRIAL PARK

SCALE
1" = 100'

DATE
1914

BANGOR INDUSTRIAL PARK

The Bangor Industrial Park located on the southwest side of Bangor going west from Main Street to the Hammond Street Bulge at the Odlin Road. The Hampden town line borders the park on the south and the Industrial Spur (under construction now) borders the park on the north. There are four accessible roads and the Maine Central Railroad runs through the park in the southwest corner. This could feasibly be extended to service the site area. All utilities, water and sewage are available for the park and the new inter-state highway system is just .2 of a mile distant from the Odlin Street end of the park. The Bangor Airport is 5 miles distant via Union Street. This area is primarily cleared farm land and consists of 260 acres of land zoned for industry.

The Bangor Shoe Company started construction of their 30,000 square foot building in August 1957, and it was completed on February 1, 1958.

The Standard Electric Company broke ground for a 15,000 square foot building October 1957, and it should be completed by July 1958.

The International Harvester Company completed plans for their \$150,000 building and will start construction before the summer of 1958.

The Radio Supply Company purchases a parcel of land in the Industrial Park and started to construct a 5,000 square foot building on May 5, 1958.

The Fox and Ginn Company has already purchased 8 acres of land in the Industrial Park.

Many local concerns have shown considerable interest in purchasing land in the Industrial Park for either relocating or expanding their businesses.

ZONING ORDINANCE FOR PROPOSED INDUSTRIAL PARK

A new zoning district with performance standards as regulating guides is the background to a healthy industrial park. Performance standards are set to establish minimum requirements pertaining to

1. Noise
2. Smoke
3. Dust or Dirt
4. Odor
5. Noxious Gases
6. Fire Hazards
7. Industrial Waste
8. Transportation and Traffic
9. Aesthetics

INDUSTRIAL PARK DISTRICT

Section 1

Descriptive Purposes. This district is to permit the compounding, assembling, or treatment of articles or metals which are in conformity with the following standards and uses.

Section 2

1. Any manufacture, compounding, processing, packing, treatment or warehousing of goods and products provided such manufacture, compounding, processing, packing, treatment or warehousing of goods and products meet the standards of performance hereinafter stated shall be permitted.

2. The following specific non-manufacturing businesses and services shall be permitted: branch banks, restaurants directly connected with an industry; offices directly or indirectly connected with the manufacture or marketing of products which are traded in the district and facilities for the servicing of automobiles and trucks specifically required of the manufacturer within the industrial park shall be permitted.

3. Specifically excluded are residents except for living quarters used by watchmen or custodians for protection within the industrial park district.

4. Non-manufacturing enterprises as permitted in sub-section 2 shall conform to the minimum standards of floor area ratio, parking requirements, loading requirements, and requirements as to noise, odor, smoke, aesthetics, and discharge of waste as applied in manufacturing enterprises.

Section 3

1. Any plant, warehouse, or industry shall provide for each one square foot of floor space 4.5 square feet of open space. Parking and private roadways on the premises and areas reserved for landscaping shall mean open space.

2. The parking space reserved shall be at a ratio of not less than one car space for each 1.2 employees. Number of employees is the total of the two largest shifts.

3. The set backs from the nearest right-of-way on the front of any structure shall be not less than fifty (50) feet, and not less than twenty (20) feet from each boundary line of the lot on which the building is located. This space is to

Section 5

Land Use Control

1. Dust, Dirt, and Fly Ash: Shall not exceed 0.3 grains per cubic foot of flue gas at stack temperature of 500 degrees Fahrenheit and not to exceed fifty (50) per cent excess air and shall in no manner be unclean, destructive, unhealthful, hazardous nor shall visibility be impaired by the emission of a haze which unduly impedes vision within apparent opaqueness equivalent to No. 1 of the Ringlemann Chart.

2. Odor: Tanneries, stock yards, glue factories, all refineries, soap factories, artificial gas manufacture, rubber manufacture, fertilizer manufacture, and similar industries must present detailed plans to the local Board of Appeals for elimination of obnoxious odors before a permit is granted.

3. Noxious Gases: Any process, likely to emit noxious gases must present detailed plans to the local Board of Appeals for elimination of such gases or fumes before permit is granted.

4. Fire and Safety Hazards: Only buildings which are in conformity with the building code are permitted as reasonable precautions are taken against fire and explosion hazards to adjacent property.

5. Noise: A maximum of 70 decibels at the property line where the district adjoins residential or commercial districts; there is no requirement adjoining other districts. Noise is required to be muffled so as not to be objectionable due to the intermittence, beat frequency, or shrillness. (Noise) may equal but not exceed street traffic noise during a normal day shift work period.

THE BANGOR REAL ESTATE DEVELOPMENT COMPANY

When the war ended in 1945, a wholesale grocer and a hardware jobber who were located in the downtown congested area of Bangor began looking for new sites for their warehouses. After surveying the entire area, they decided that the most desirable location was a tract of land about $2\frac{1}{2}$ miles from downtown Bangor, located on the main line of the railroad and on U. S. Route 2. The area consisted of a 260 acre farm. Since the interests of the two wholesalers coincided, they formed the Bangor Real Estate Development Company to purchase and develop the land.

After the land was purchased, the real estate company, with the help of engineers and architects, laid out parcels of land in the part of the district that it would first develop. It drained part of the area, graded it, and installed roads, sewers, electricity, drainage facilities, and water. These improvements were financed partially by the development company and partially by the city, under arrangements the city offers to anyone. The real estate company also had test borings made throughout the area to provide data on the type of land and the loads it will bear. The Maine Central Railroad built a lead track to the edge of the district and the real estate company financed over a mile of spur tracks to the rear of sites to prevent interference with street traffic, truck loading docks, and parking areas.

The two wholesalers first built modern, one-story, brick, air-conditioned buildings for their own use in the area. These buildings were purposely built one

block back from the land fronting on the main highway so that this area would be available to concerns that might want a location on the main highway for advertising or other reasons.

The next concern to build in the district was Sears-Roebuck. Sears surveyed the whole Bangor area to determine the best location for a new warehouse. It concluded that the area owned by the real estate company was the most desirable one. When Sears found that all utilities were already available in this area, it became even more valuable. Sears purchased a parcel of land from the development company and constructed its own plant.

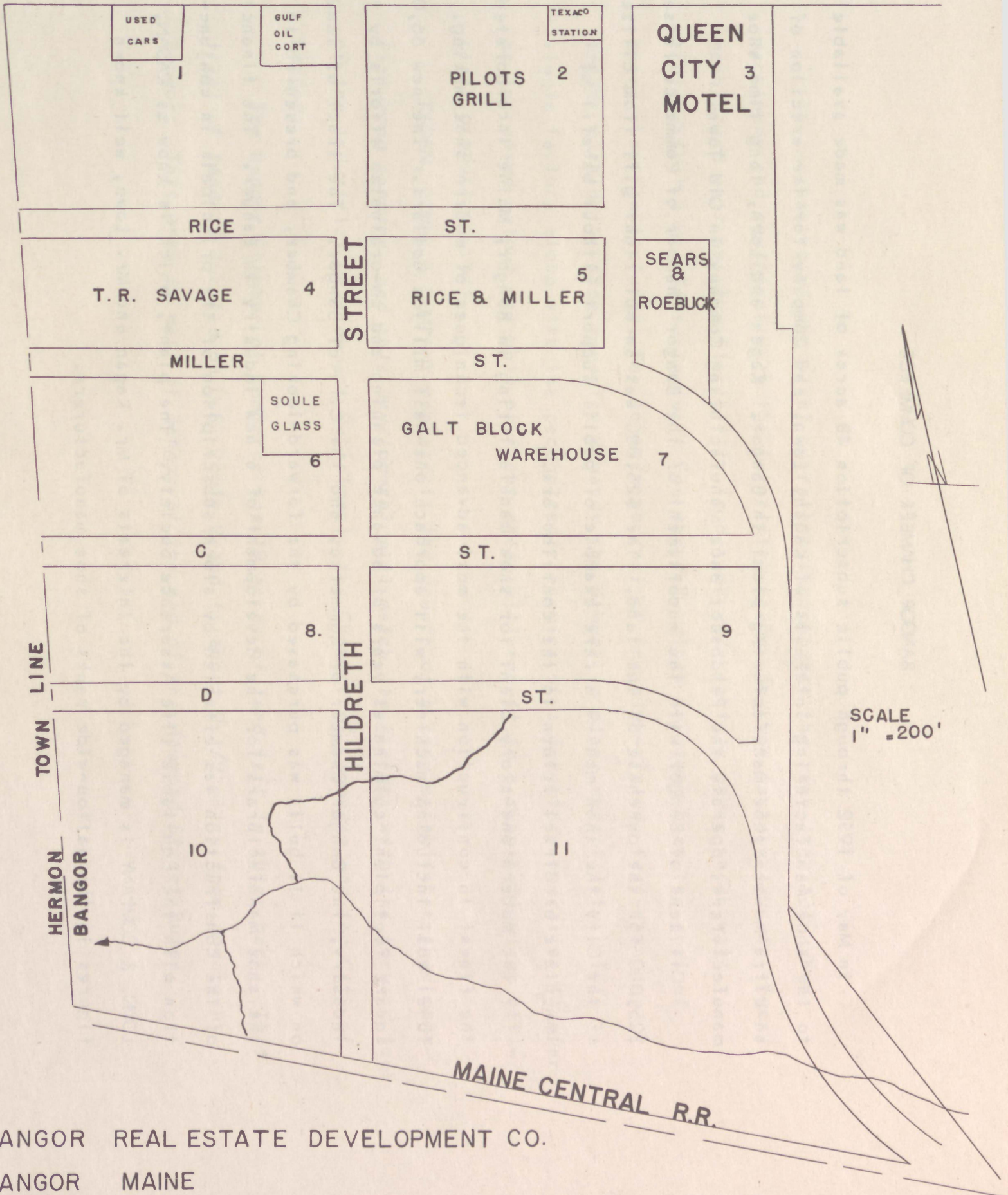
A fourth firm has leased a portion of the wholesale grocer's building, which was purposely constructed larger than required to allow for future expansion.

The Bangor Real Estate Development Company has sold other parcels of land to a paint and glass distributing firm which constructed a new building in 1952, and to a storage concern which has started construction of a 30,000 square-foot warehouse. The Development Company has also sold sites to two other concerns which plan to open branch operations in Bangor. Other parcels of land in the 260 acre tract which are unsuitable for industrial use have been used for a 103 room motel, and a garage, which is owned by the Hotel Corporation of America. A major trucking company plans to build a trucking terminal in this area during the summer of 1958. The very existence of the park has attracted many other businesses to build around this area, such as the Maine Central Railroad, which purchased 50 acres of land for industrial use.

The whole area has been planned, with streets and rights-of way laid out to provide for future growth. The Bangor Real Estate Development Company carefully screens applicants for land in the area before it sells sites. They must blend well with concerns already located in the district. They must also agree to certain restrictions on the use of the land, such as setting their buildings back 50 feet from the streets, and establishing off-street parking lots and off-street loading areas.

Before the development of the Industrial district, the city received \$400 in real estate taxes from this tract of land. The amount of taxes collected by the city has increased each year since 1945, and exceeded \$70,000 in 1957. The city's investment in roads and in water and sewerage systems to hasten the growth of the area has proved a wise one. It has already received a larger amount in taxes than it spent to help prepare the tract. The Development Company's long range planning has led to the growth of an attractive, well-located industrial and commercial area and the selection process and controls imposed should keep it this way.

HAMMOND STREET



BANGOR CHAMBER OF COMMERCE

In May of 1952 through public subscription 48 acres of land was made available to the shoe manufacturing interests of Kagan, Lown, and Company for the erection of an ultra-modern shoe manufacturing plant in Bangor. Kagan and Lown, long time shoe manufacturers, operate the Penobscot Shoe Manufacturing Company in Old Town.

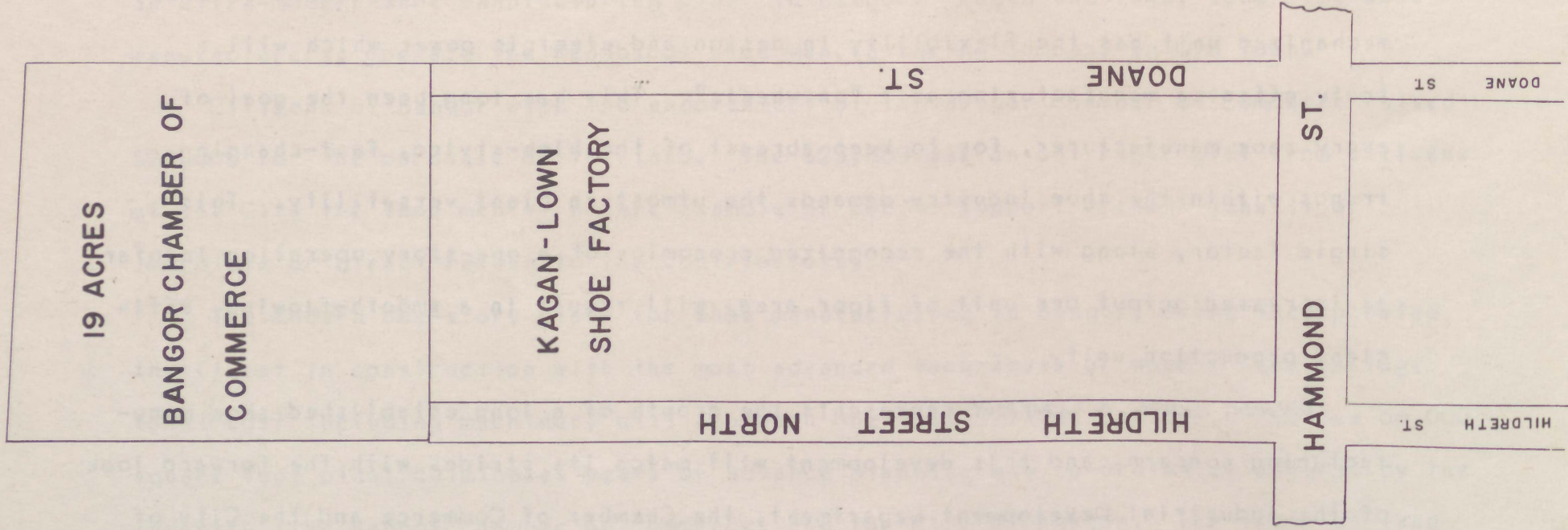
Citizens of Bangor with the endorsement of the Bangor Chamber of Commerce raised \$25,000 for the purchase of the land. The \$25,000 was an out right gift from citizens of the City the shoe men -- a rare example of public support without benefit of immediate or direct return to the contributors.

The modern one-story plant for shoe manufacturing in Bangor, Maine incorporated the finest in construction with the most advanced techniques of modern shoe-making. Total cost including machinery will approach one-half million dollars. The new 66,000 square foot plant culminates years of advance planning and co-ordinates efforts by the industry, the Bangor Chamber of Commerce, and the City of Bangor. The tract of land on which it is built was purchased by the forward-looking Chamber, and presented to the shoe manufacturers for the development of a new industry in Bangor. The financing of the construction was effected by stock subscription of its principals in conjunction with the Equitable Life Assurance Society. The plant, which is know as KAGAN, LOWN, & COMPANY is managed by the interests of Mr. Kagan and Mr. Lown, well known figures in the nation-wide ranks of shoe manufacturers.

The mechanics of the plant operation incorporate the very latest in shoe machinery and equipment with the futuristic trends in shoe factory layout. Every mechanized unit has the flexibility in design and electric power which will truly effect a manufacturing unit "on wheels". This has long been the goal of every shoe manufacturer, for to keep abreast of the high-styled, fast-changing trends within the shoe industry demands the utmost in plant versatility. This single factor, along with the recognized economics of a one-story operation insofar as increased output per unit of floor area, will result in a smooth-flowing, efficient production unit.

KAGAN, LOWN, & COMPANY represents the growth of a long established shoe manufacturing concern, and this development will match its strides with the forward look of the Industrial Development Department, the Chamber of Commerce and the City of Bangor.

The Bangor Chamber of Commerce has 19 acres of land left in thier park. This tract of land is located on U.S. Route 2 and is about 2 1/2 miles from downtown Bangor. This area is west of Bangor at the end of the Hammond Street Bulge.



19 ACRES

BANGOR CHAMBER OF
COMMERCE

KAGAN - LOWN
SHOE FACTORY

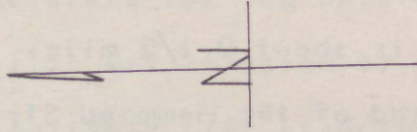
HILDRETH STREET NORTH

DOANE ST.

HAMMOND ST.

HILDRETH ST.

DOANE ST.



SCALE

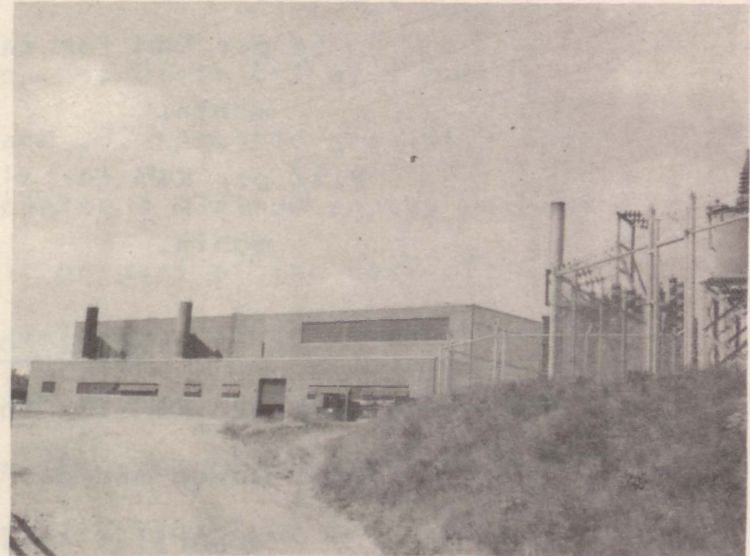
1" = 600'

POWER

Electric power in the area is supplied by Bangor Hydro-Electric. The rate structure of Bangor Hydro is relatively simple. The rate is dependent upon the classification of service. These classifications are as follows:

Commercial Service - The supply of electric service to offices, commercial and/or industrial establishments, institutions and any other installations outside the scope of the Residence Service Class.

Small Power & Large Power - The supply of electric service to any customer using the energy for driving motors and/or other purposes as may be permitted under the power rates except for industrial lighting.



COMMERCIAL POWER RATE

\$2.00 per month which includes the use of
20 KWH.

5¢ per KWH for the next 630 KWH used per
month.

2.2¢ per KWH for all over 630 KWH used per
month.

Small Power Rate

5¢ per KWH for the first 30 KWH per horse
power and per kilowatt for all other
apparatus installed.

2.2¢ per KWH for all electricity in excess
of the above.

Large Power Rate

2.0¢ per KWH for the first 100 hours use of
demand per month.

1.5¢ per KWH for the next 150 hours use of
demand per month.

1.35¢ per KWH for all over 250 hours use of
demand per month.

GAS

Citizens Utilities Company (Bangor Gas District) will supply manufactured gas of 577.5 B. T. U./ and .92 specific gravity. The Company may require a customer to guarantee a minimum annual payment for a term of years or to pay the whole or part of the cost of extending its lines to a customer's premises or other reasonable payments in addition to the payments for gas at the applicable rates, whenever the estimated expenditure for the equipment necessary to properly supply gas to a customer's premises shall be of such an amount that the income to the Company be insufficient to warrant such expenditure.

The Company will not place lines to an area on the basis of proposed sale. At the time of the sale of an area to an industry the Company will proceed to map the potential requirements and develop a means of serving gas.

The Company will give its whole hearted support and cooperation in the development of an industrial area.

COST OF GAS

The rate structure of the Citizens Utilities Company is based solely on the amount of gas used. The more gas used the cheaper each hundred feet of gas becomes. There are three commercial or industrial rates which are illustrated as follows:

RATE SCHEDULE C-1

RATE

0-2,700 CF or less per mo.	\$7.90
Over 2,700 CF, per mo., per CC	18.15¢

MINIMUM CHARGE

The minimum monthly charge shall be \$7.90.

RATE SCHEDULE C-2

RATE

0-77,000 CF or less per mo.	\$123.50
Over 77,000 CF, per mo., per CCF	15.4¢

MINIMUM CHARGE

The minimum monthly charge shall be \$123.50.

RATE SCHEDULE C-3

RATE

0-168,000 CF, or less per mo.	\$240.50
Over 168,000 CF, per mo., per CCF	14.3¢

MINIMUM CHARGE

The minimum monthly charge is \$240.50

INDUSTRIAL DEVELOPMENT FINANCING

No. 1 State Level

(a) The Development Credit Corporation of Maine is available for development financing where commercial banks will not assume the risks.

(b) The special session of the Maine Legislature, passed an act creating a Maine Industrial Building Authority. It is the first such act passed by any State in that it creates a body authorized to pledge the credit of the State to insure loans made by financial institutions for the construction of industrial buildings or expansion of existing buildings. For practical purposes it is comparable with the Federal FHA on a State level.

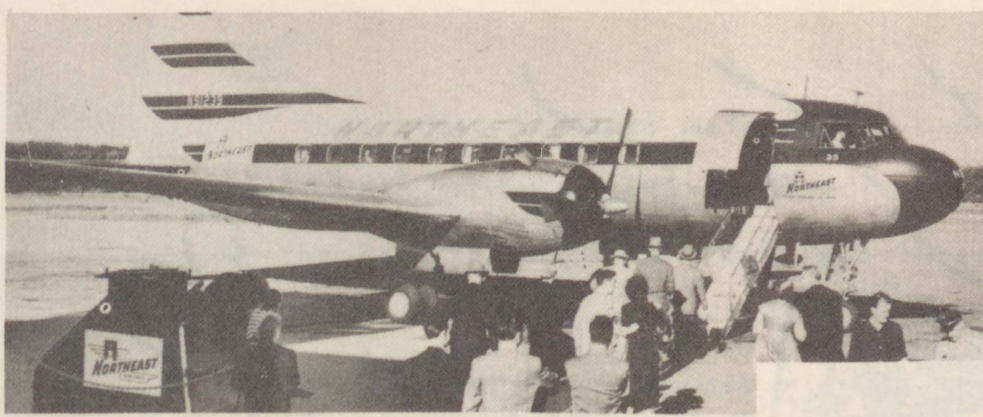
Through the Authority, the State will insure up to 90% of the investment in an "industrial project", which means any building or other real estate improvement, and if a part thereof, the land upon which they may be located, and all real properties deemed necessary to their use by any industry for the manufacturing, processing or assembling of raw materials or manufactured products.

No. 2 Local Level

(a) Where the program of the client warrants financial assistance the First Industrial Development Foundation of Bangor is prepared to make reasonable arrangements.

The Foundation formed April 3, 1958, is a group of Bangor residents

who were incorporated as proprietors of a local citizens group to foster, encourage and assist the location, settlement or resettlement of industry manufacturing and other business enterprises in the City of Bangor under the name of the First Industrial Development Foundation of Bangor.



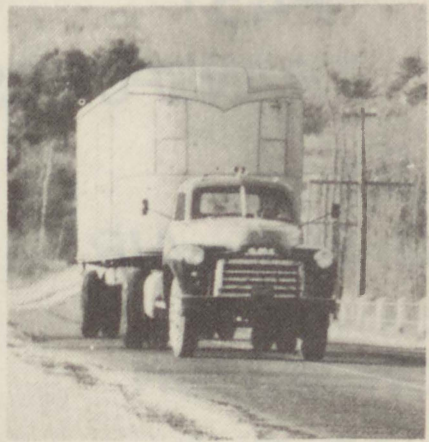
TRANSPORTATION

All of the major forms of transportation are readily available to the Bangor Industrial Park Area: Rail, Air, and Truck.



RAIL

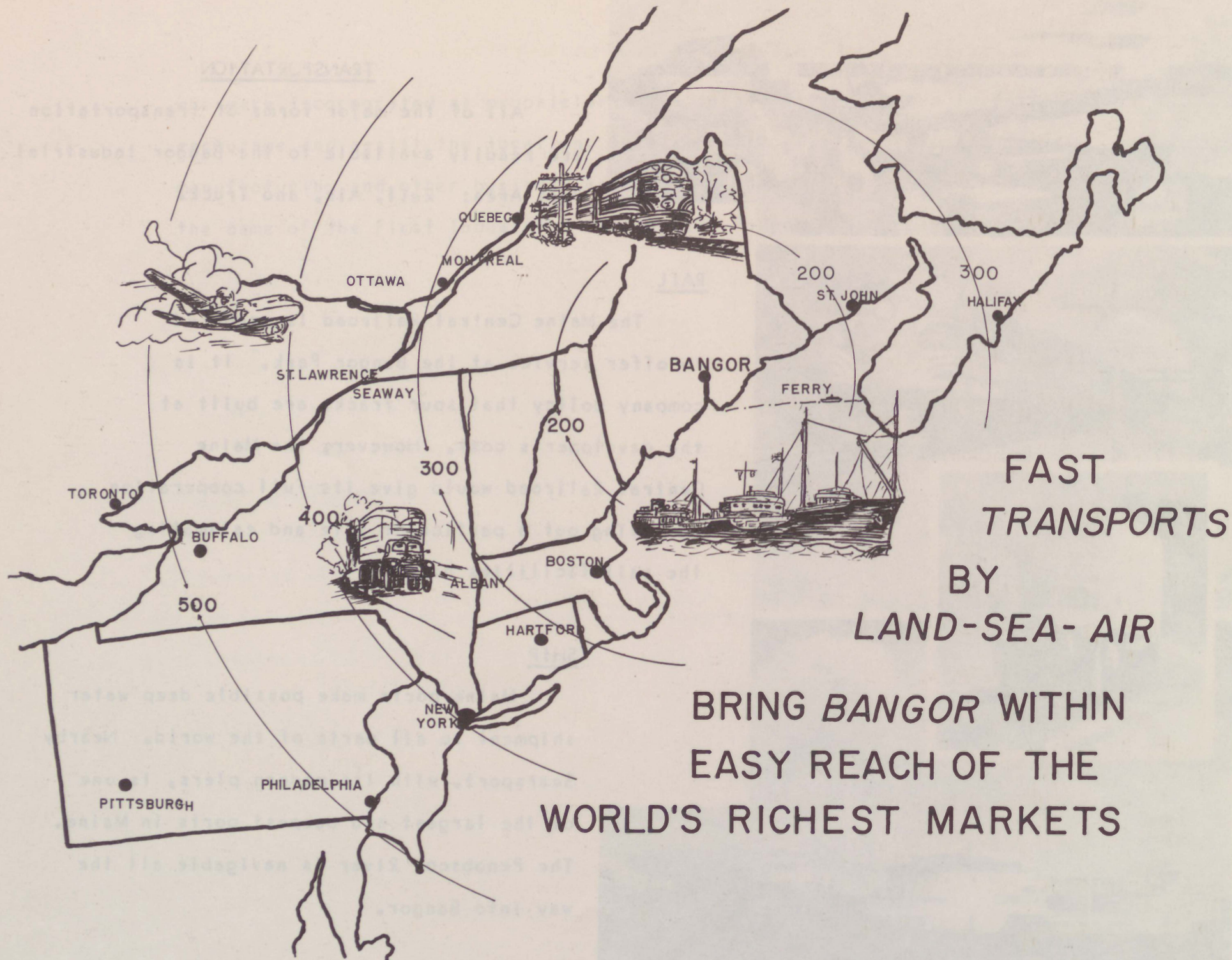
The Maine Central Railroad is prepared to offer service at the Bangor Park. It is company policy that spur tracks are built at the developer's cost. However, the Maine Central Railroad would give its full cooperation in laying out a particular site and estimating the rail facilities needed.



SHIP

Maine ports make possible deep water shipment to all parts of the world. Nearby Searsport, with its modern piers, is one of the largest and deepest ports in Maine. The Penobscot River is navigable all the way into Bangor.





AIR

Northeast Airlines maintains a base of operations at the Dow Air Force Base in Bangor. This base is practically adjacent to the area of the Bangor Industrial Park. Northeast carries on a full schedule of operations direct from this base. Northeast is a New York - New England carrier. A proposed Miami extension has already been approved by the Civil Aeronautics Board.

TRUCKING

The following is a list of the major truckers in the area and the service that they provide.

TRUCK COMPANIES SERVING BANGOR

Name	<u>District Carriers</u>	Service from Bangor to
ADAMS		BOSTON, MASSACHUSETTS
BORDER EXPRESS		BOSTON, MASSACHUSETTS
CAPITOL MOTORS		MASS., RHODE ISLAND & CONN. POINTS
COLE'S EXPRESS		PORTLAND, MAINE
J. E. FALTIN MOTORS		N.H., BOSTON, NEW YORK CITY
FOX & GINN		BOSTON, MASSACHUSETTS
HEMINGWAY		N.Y., PHILA., BALTIMORE, NORFOLK
HUNNIWELL TRUCKING COMPANY		BOSTON, MASSACHUSETTS
JOHNSON MOTORS		BOSTON, MASSACHUSETTS
MAINE FREIGHTWAYS		BOSTON, MASSACHUSETTS
MCGARY TRANSPORTATION		BOSTON, MASSACHUSETTS
ST. JOHNSBURY		NEW ENGLAND, NEW JERSEY, NEW YORK

Majority of Maine domicile truckers are located in Bangor.

These carriers - in the majority - will protect the through rate.

Time from Bangor to

BOSTON

Overnight

(3 P.M. departure) NEW YORK CITY

Next morning

PHILADELPHIA

Second morning

Daily and hourly pick-ups and delivery with 11 interstate carriers located in Bangor.

Transportation wise, Bangor is well situated competitively as any town in New England.



BANGORS
INDUSTRIAL
PARK

This is an aerial photograph of an industrial park. A white line is drawn over the image to delineate the park's boundaries. The text 'BANGORS INDUSTRIAL PARK' is superimposed in the center of the outlined area. The surrounding landscape includes various industrial buildings, parking lots, and some greenery. A road or railway line is visible on the left side of the image.

