

1956

## Bangor's Industrial Parks: City of Bangor, Maine, Planning Board and Industrial Development Department, 1956

City of Bangor, Maine, Planning Board and Industrial Development Department

Follow this and additional works at: [https://digicom.bpl.lib.me.us/city\\_bur\\_book](https://digicom.bpl.lib.me.us/city_bur_book)

---

### Recommended Citation

City of Bangor, Maine, Planning Board and Industrial Development Department, "Bangor's Industrial Parks: City of Bangor, Maine, Planning Board and Industrial Development Department, 1956" (1956). *Bangor Urban Renewal*. 8.  
[https://digicom.bpl.lib.me.us/city\\_bur\\_book/8](https://digicom.bpl.lib.me.us/city_bur_book/8)

This Book is brought to you for free and open access by the Bangor City at Bangor Community: Digital Commons@bpl. It has been accepted for inclusion in Bangor Urban Renewal by an authorized administrator of Bangor Community: Digital Commons@bpl.

BANGOR'S

ODLIN RD

HAMMOND ST.

374  
15  
B2246L  
INDUSTRIAL

PROPOSED INTERSTATE

PARKS

SERVICE ROAD

INDUSTRIAL SPUR

WEBSTER AVE.

CITY OF BANGOR MAINE

PROPOSED TRUNK

SEWER

PLANNING BOARD AND

INDUSTRIAL DEVELOPMENT DEPARTMENT

1956

BANGOR  
LIBRARY  
BANGOR

## BANGOR'S INDUSTRIAL PARKS

### I Map of Bangor (showing existing and proposed parks)

#### 1. Existing Parks

##### A. Bangor Real Estate Development Company

(1) Map

(2) Description (history and utilities)

##### B. Chamber of Commerce

(1) Map

(2) Description (history and utilities)

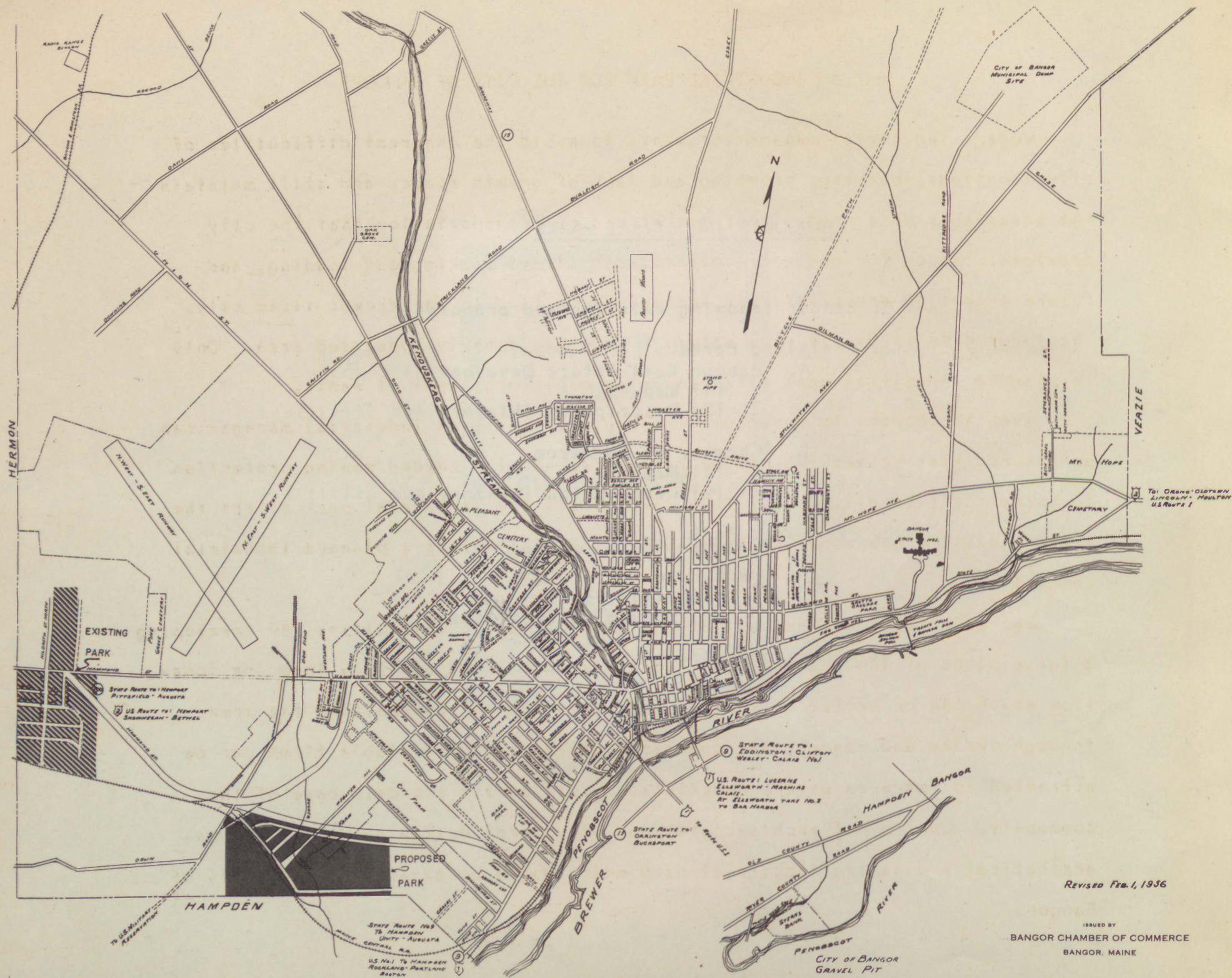
#### 2. Proposed Park

##### A. Park Plan

(1) Utilities

(2) Zoning restrictions

#### 3. Transportation



Revised Feb. 1, 1936

ISSUED BY  
BANGOR CHAMBER OF COMMERCE  
BANGOR, MAINE

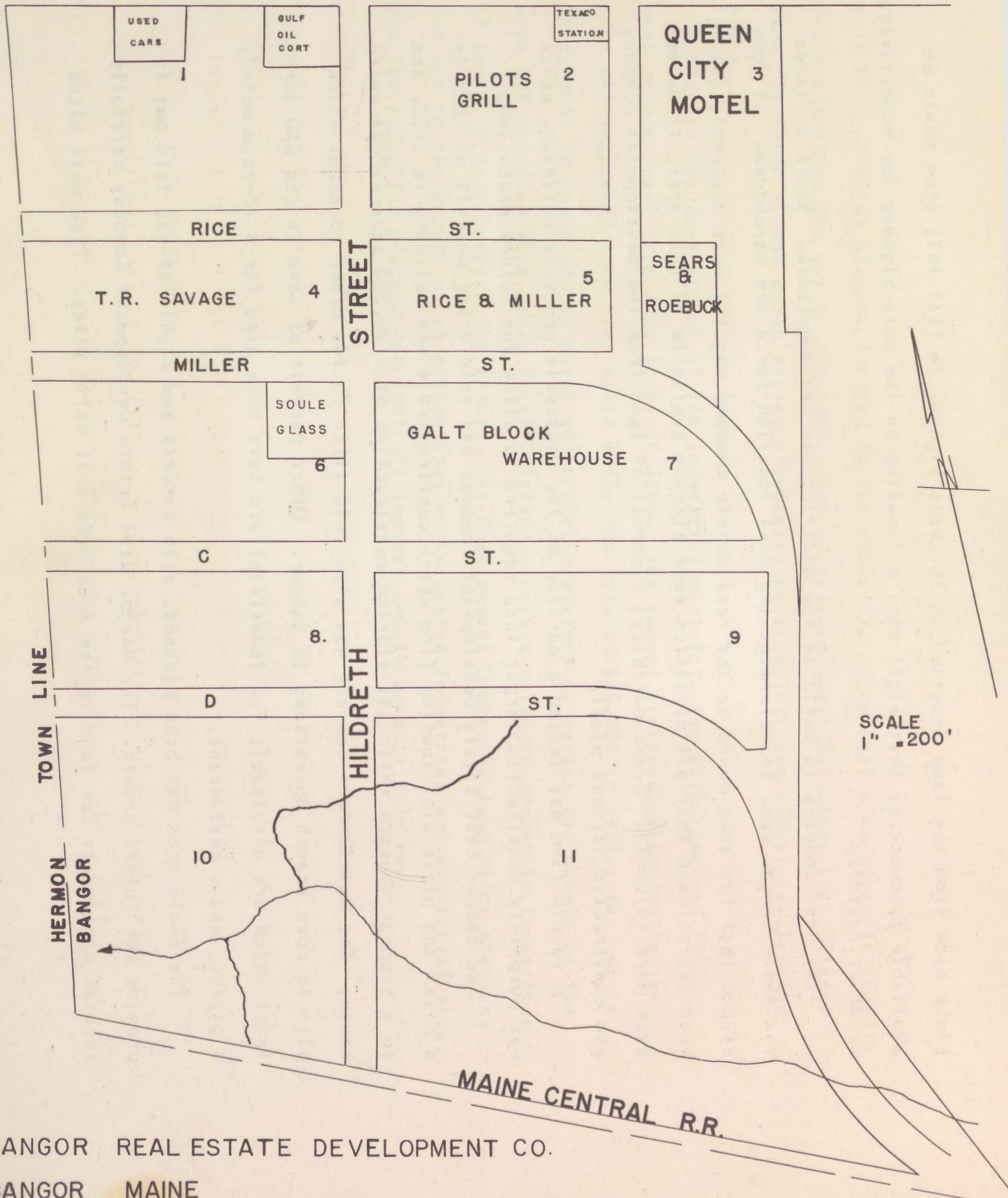
## THE BANGOR REAL ESTATE DEVELOPMENT COMPANY

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

HAMMOND STREET



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 76-room motel, a garage, and a restaurant.

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 totaled \$35,000 in 1955. 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.

## KAGAN, LOWN, AND COMPANY SHOE PLANT, BANGOR, MAINE

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 to 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 feet 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 known as KAGAN, LOWN, & COMPANY will be managed by the interests of Mr. Kagan and Mr. Lown, well known figures in the nation-wide ranks of shoe manufacturers.

19 ACRES

BANGOR CHAMBER OF  
COMMERCE

KAGAN - LOWE  
SHOE FACTORY

HILDRETH STREET NORTH

DOANE ST.

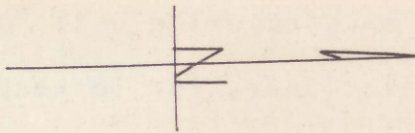
HAMMOND ST.

HILDRETH ST.

DOANE ST.

SCALE

1" = 600'



The mechanics of the plant operation will incorporate the very latest in shoe machinery and equipment with the futuristic trends in shoe factory layout. Every mechanized unit will have 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. The company hopes to begin operation July 1st of this year.

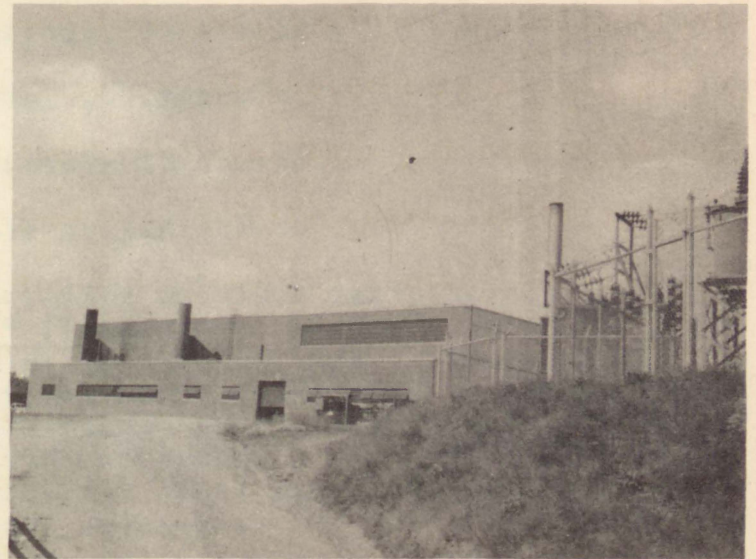
KAGAN, LOWN, & COMPANY represents the growth of a long established shoe manufacturing concern, and this development will match its strides with the forward look of the Industrial Development Department, the Chamber of Commerce and the City of Bangor.

## 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.

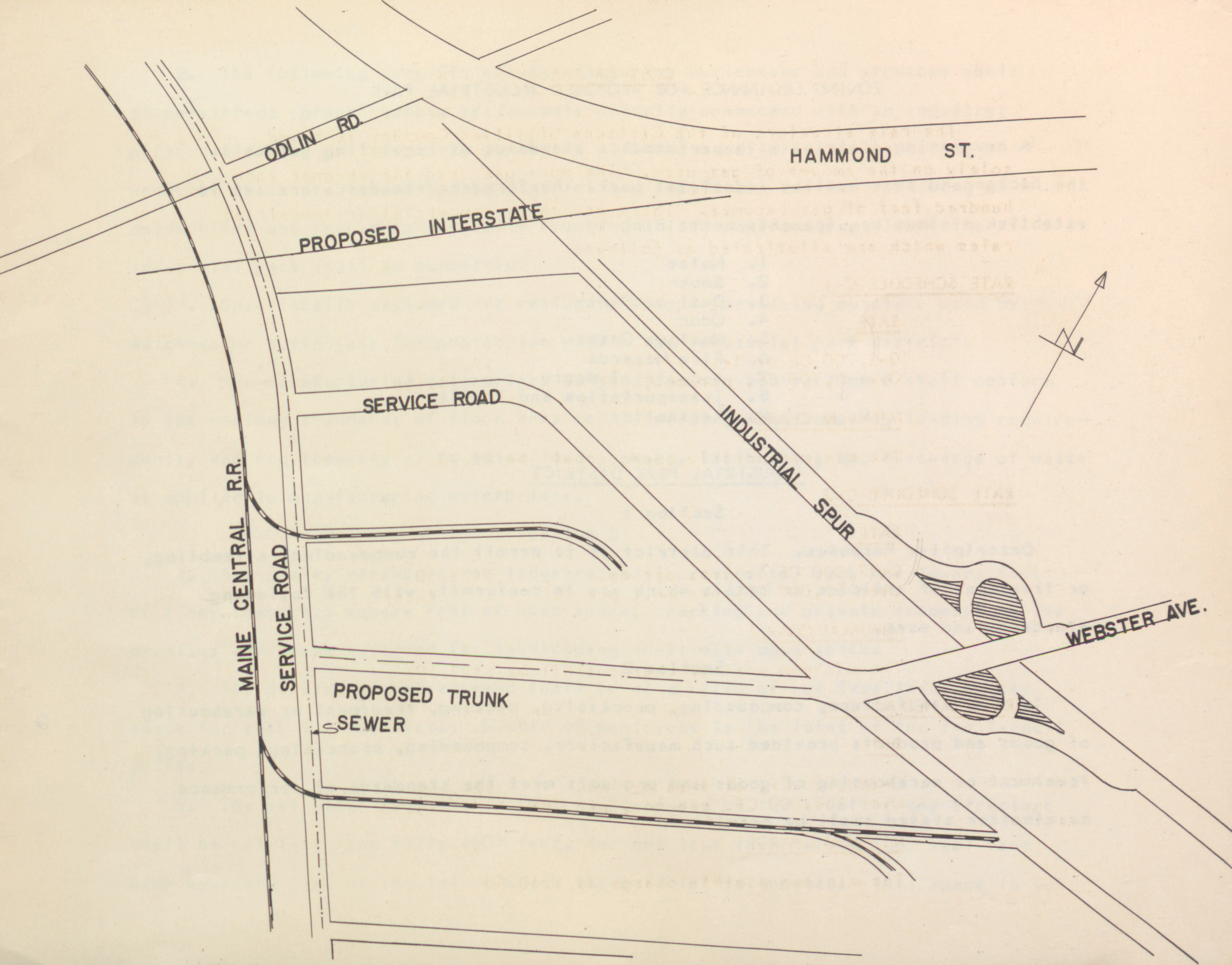
### RATE SCHEDULE C-3

#### 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



## 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

allow sufficient area for attractive landscaping. Said area shall be landscaped with lawn, shrubs, trees, etc., according to plans first approved in writing by the grantor.

4. Plants located within an industrial park district shall provide sufficient parking and maneuvering facilities for company owned vehicles as well as freight and delivery trucks waiting to use loading platforms. These facilities for parking and loading shall be on the property of the industry or plant concerned.

#### Section 4

No metals shall be discharged into any drain or sewer in access of the construction specified in each case. In no case shall the following materials be discharged into a sewer which empties into open waters without treatment.

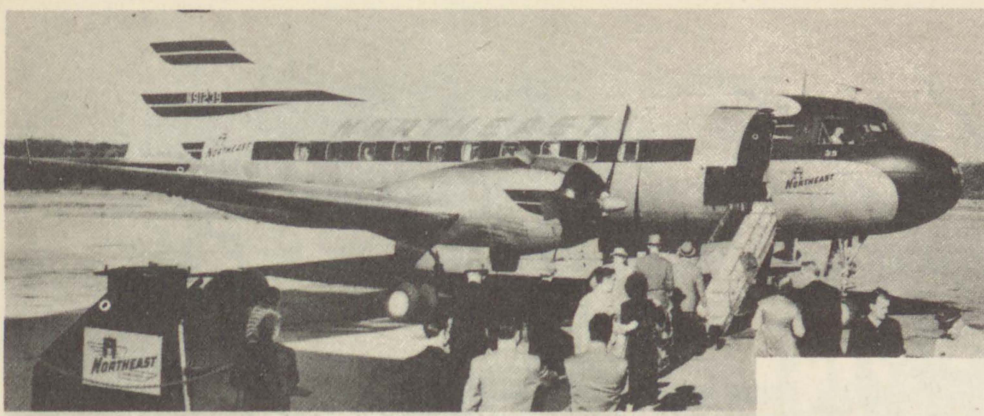
1. No oils, tars, cleaning compounds or inflammables.
2. No phenols or phenolic-like compounds in excess of 0.05 parts per 100,000.
3. No toxic materials such as fruit washing compounds, wood preservatives, insecticides - aldrin, rotenone, BHC, DDT, and all other similar products.  
No weed killers, metallic or non-metallic products of metal processing or plating acids, alkalies, cyanides, copper, etc.
4. Total salts maximum 25,000 parts per 1,000,000.
5. No salts or elements injurious to crops, soils, or animals, aluminum, boron, arsenic, selenium, lead, manganese, etc.
6. No wastes with a Ph less than 6.5 or greater than 8.5.
7. No floating solids.

## 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.

6. No billboards for advertising signs other than those identifying the name, business and products of the personal firm occupying the premises shall be permitted, except that a sign not to exceed ten (10) feet by twenty (20) feet in size offering the premises for sale or lease may be permitted.



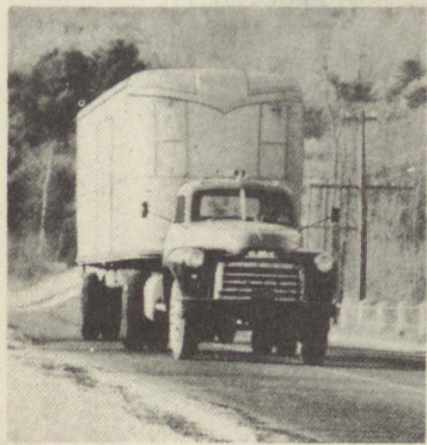
## TRANSPORTATION

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



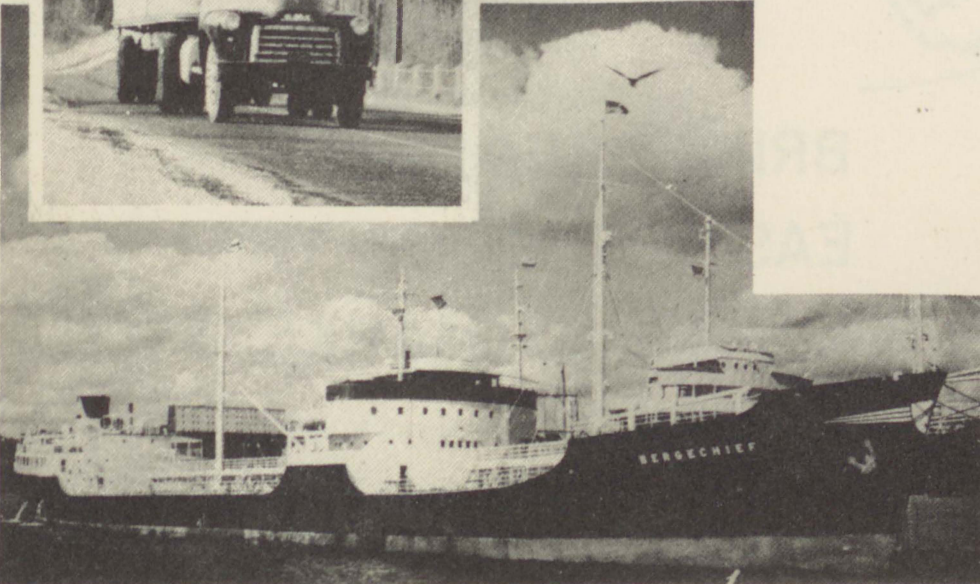
## RAIL

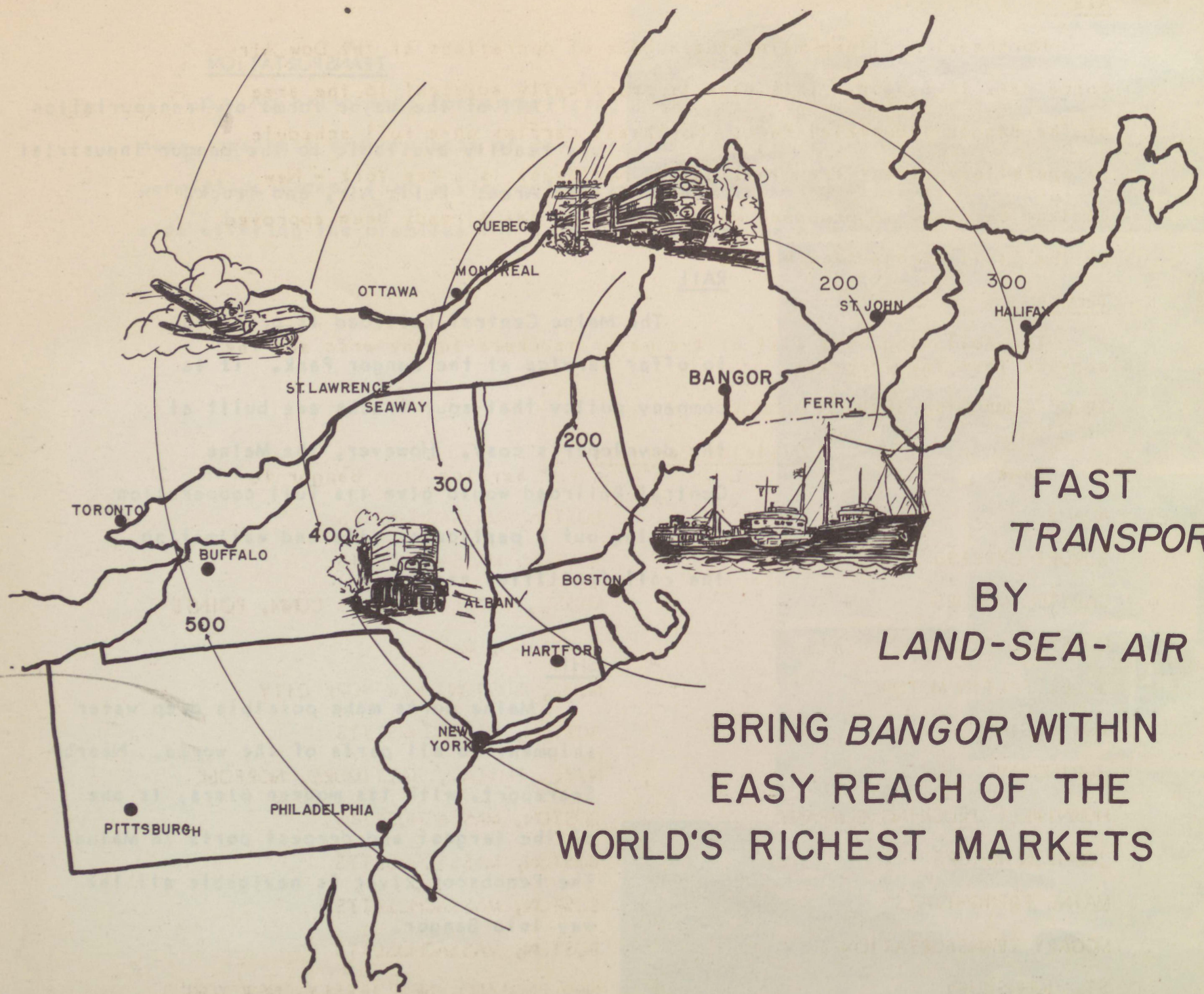
The Maine Central Railroad is prepared to offer service at the Bangor Park. It is company policy that spur tracks are built at the developer's cost. However, the Maine Central Railroad would give its full cooperation in laying out a particular site and estimating the rail facilities needed.



## 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.





FAST  
TRANSPORTS

BY  
LAND-SEA-AIR

BRING *BANGOR* WITHIN  
EASY REACH OF THE  
WORLD'S RICHEST MARKETS

## 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. FALTMOTORS		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.