



HAMPDEN TOWN COUNCIL
HAMPDEN MUNICIPAL BUILDING
MINUTES

MONDAY

AUGUST 3, 2015

7:00 P.M.

Attending:

Mayor David Ryder

Councilor Bill Shakespeare

Councilor Terry McAvoy

Councilor Dennis Marble

Councilor Carol Duprey

Councilor Stephen Wilde

Councilor Greg Sirois

Town Attorney Thomas Russell

Town Clerk Denise Hodsdon

Economic Dev. Dir. Dean Bennett

Citizens

- A. PLEDGE OF ALLEGIANCE** – *Mayor Ryder led the Pledge of Allegiance*
- B. CONSENT AGENDA** – *Motion by Councilor McAvoy, seconded by Councilor Sirois to accept the Consent Agenda. Unanimous vote in favor.*
- 1. SIGNATURES**
- 2. SECRETARY'S REPORTS**
- a. July 20, 2015 Regular Meeting Minutes**
- b. July 27, 2015 Special Meeting Minutes**
- 3. COMMUNICATIONS**
- a. Hampden Country Club – Victualers License Renewal – 7/22/2015**
- 4. REPORTS**
- a. Finance Committee Minutes – 7/6/2015**
- C. PUBLIC COMMENTS** – *Jeremy Jones of the Partridge Road provided copies of a list of options for rider opportunities regarding Saturday transportation for our Hampden citizens and asked that the Town pursue these options. A copy of his list is attached and made a part of the minutes.*
- D. POLICY AGENDA**
- 1. NEWS, PRESENTATIONS & AWARDS** – *None.*
- 2. PUBLIC HEARINGS**
- a. Zoning Ordinance Text Amendment – Article 4.7 Off-Street Parking – Community & Economic Development Director Dean**

Rider Opportunities

Lots of Options regarding Saturday transportation for our Hampden citizens.
Please pursue some of these options. To wit;

A. - The BAT, 11 th. hour;

Request that they Negotiate NOW or Forever Hold Their Peace.

Last Chance, . . . going Once . . . going Twice . . .

A Starting proposition? (Stop me if you've heard this one before.)

1. Have a "Bangor South" run containing the current "Hampden Bus" route, the bulk of which to be rightly funded by the city of Bangor, with Hampden riders contributing only their fares.
2. Have Hampden subsidize Only that portion of the bus run within the town of Hampden.
3. Have Hampden subsidize only those riders that board in Hampden.
4. Have only 4 runs to Hampden on Saturday with conditions as stated in 1., 2. and 3. above.

Or negotiate even Better* conditions? *Less Taxpayer subsidy for service.

The ATU (bus union) is No excuse. Would they like some work or no work? Be More Efficient!

Yes, you Have to be a Hard negotiator, you can't waver or show weakness.

Look 'em dead in the eye and Don't blink!

B. - Commercial;

Request For Quote, Direct mail RFQ to All local taxi and van services, just going to and from Hampden, Shaw's and Pickering Square. From there, riders can get on any bus they want.

Limited, scheduled runs for Hampden residents. How low can they go?

C. - Ride Sharing Programs;

Looks like a Great NEW Opportunity for people in the Bangor/ Hampden area on Saturdays.

If in fact there are 25 to 30 riders on Saturdays, at \$5 a ride, one could take in \$300 (plus tips) just going to and from Hampden, Shaw's and Pickering Square.

I'm thinking that earning \$1,200 a month should cover vehicle payments, fuel, insurance and a nice wage.

Am I wrong? Set up a schedule for full loads and to minimize runs.

Note: Certain driver and rider conditions apply.

LYFT

UBER

<https://www.lyft.com/>

<https://www.uber.com/>

D. - Penquis;

<http://www.penquis.org/>

LYNX

General Public? YES

Saturday Service? None listed, to be pursued and negotiated?

E. - Private;

One could set up their own personal rideshare system with their new found friends.

Most names are in the Public Record of hearings and town meetings regarding the BAT service.

And, By their own testimony, they know even more people that would use it.

Well, didn't riders do this before? Then get more organized and make it happen.

Just like the Old Days, call around, set it up, kick in some gas/ oil/ wear & tear money.

Voila, you have transportation.

F. - Charitable Organizations; Churches? Transportation for All? Other Non-profits?

Anyone belong to one? Instead of demanding a subsidy from others, does your church, or another, have a van? Organize a route and share a schedule.

Practice what you preach. By example, voluntarily give of yourself First.

Pass the basket, I'm sure that donations and tips would be graciously given and accepted.

Be part of the Solution.

Regards, Jeremy W. Jones 72 Partridge Rd., Hampden

Bennett explained that with the desire to re-zone a portion of Main Road North, there will be a demand for parking. The purpose of this amendment is to allow the Planning Board to consider available public parking, both on-street and off-street, as a means to satisfy current parking requirements within the Zoning Ordinance. The Planning Board has returned an "ought-to-pass recommendation". Mayor Ryder opened the hearing. Walter Cupples of 42 Main Road North spoke in favor of the amendment and in favor of the re-zoning of a portion of Main Road North. He said that the majority of the landowners in the area of the proposed zone change are in favor of the change and he urged the Council to pass this text amendment and the map amendment. The hearing was closed. Motion by Councilor Shakespeare, seconded by Councilor Marble to approve the Zoning Ordinance text amendment to Article 4.7 Off-Street Parking as proposed. Unanimous vote in favor.

- b. Zoning Ordinance Map Amendment – Main Road North –**
Community & Economic Development Director Dean Bennett explained that the purpose of the amendment is to make adjustments on Main Road North to allow small scale service and retail based development on properties which are configured to accommodate such development in the area between Western Avenue and Cottage Street. The Planning Board has returned an "ought-to-pass" recommendation. Mayor Ryder opened the public hearing and there were no additional comments (see Item D-2-a above) in favor or opposition. The hearing was closed. Motion by Councilor Shakespeare, seconded by Councilor Sirois to approve the Zoning Ordinance Map amendment as presented. Unanimous vote in favor.

3. NOMINATIONS – APPOINTMENTS – ELECTIONS – None.

4. UNFINISHED BUSINESS – None.

5. NEW BUSINESS

- a. Sewer Commitment – April to June, 2015 –**
Motion by Councilor Sirois, seconded by Councilor Shakespeare to approve the sewer warrant for April 1, 2015 to June 30, 2015. Unanimous vote in favor.
- b. Ambulance Bill Abatements – 2012-2013 – Finance Committee Recommendation:**
- 1. 2012 - \$27,271.00 –**
Motion by Councilor Marble, seconded by Councilor Sirois to abate 2012 ambulance bills in the amount of \$27,271.00. Unanimous vote in favor.
 - 2. 2013 - \$35,849.27 –**
Motion by Councilor Marble, seconded by Councilor Sirois to abate 2013 ambulance bills in the amount of \$35,849.27. Unanimous vote in favor

D-2-a



TO: Hampden Town Council
FROM: Dean Bennett, Community and Economic Development Director
SUBJECT: Zoning Ordinance Text Amendment, Municipal Parking Exceptions to Parking Regulations
DATE: July 14, 2015

At the July 8, 2015 the Planning Board considered the subject amendment and took the following action:

Chairman Weatherbee opened the public hearing but as no one wished to speak he closed the public hearing and asked for staff comments.

Dean Bennett explained that with the re-zoning of a portion of Main Road North comes the demand for parking. Current parking provisions require on-site parking only. This amendment would allow the Code Officer and Planning Board to consider available public parking, both on-street and off-street, as a means to satisfy the current parking requirements within the Zoning Ordinance. He noted that the Ordinance Committee has recommended to the Planning Board that the item be returned to the Council with an "ought to pass" recommendation.

After discussions with regard to the creation of on-street parking and potential unintended consequences related to traffic congestion and safety, the Planning Board felt that the appropriate cautions can be addressed at time of Site Plan Review.

The Planning Board supported the proposed amendment with an "ought to pass" recommendation. Vote: 4-0.

4.7. Off-Street Parking, Loading, Drive-Thru Design and Bufferyard Requirements – The purpose of this section is to provide minimum standards and design guidelines for off-street parking, and loading areas, drive-thru businesses and bufferyards. *(Amended: 10-12-04)*

4.7.1. Parking Basic Requirement - No use of premises shall be authorized or extended, and no building or structure shall be constructed or enlarged, unless there is provided for such extension, construction or enlargement, off-street parking spaces in accordance with the following parking requirements. No required parking space shall serve more than one use. Parking areas with more than five (5) parking spaces shall be so arranged that vehicles can be turned around within such area and are prevented from backing into the street.

4.7.1.1. Minimum Off-Street Parking Space Requirements. The following are the minimum number of off-street parking spaces that may be provided for each of the uses stated. *(Amended: 10-12-04)*

1. Elderly housing; one (1) space per dwelling unit plus one (1) additional space for every ten (10) dwelling units or fraction thereof.
2. Congregate care facility; one (1) space per dwelling unit.
3. All other dwellings; two (2) spaces for each dwelling unit.
4. Hotels, motels, tourist homes, rooming houses, bed and breakfast establishment; one (1) space per guest room.
5. Hospital or nursing home; one (1) space per three (3) patient beds.
6. Restaurant parking space requirement is based on the following formula:
 - A. Divide the total seats by three. Where seating is provided by bench, booth or picnic table a seat shall be considered two linear feet.
 - B. Divide the total restaurant sq. ft. floor area by 75 sq. ft.

Restaurant minimum parking spaces shall be the sum of A plus B divided by 2.

Parking shall also be provided for outdoor seating in excess of 12 outdoor seats at one parking space per three seats. *(Amended: 10-12-04)*

7. Other places of assembly such as churches, theaters, funeral homes, auction houses and galleries, where seating can be determined; one (1) space per three (3) seats or one (1) space per six (6) linear feet of bench space. Where seating cannot be determined; one (1) space per one hundred-fifty (150) sq. ft. of gross floor area.
8. Office use; one (1) space per two hundred-fifty (250) sq. ft. gross floor area.
9. Retail and service businesses; one (1) space per two hundred (200) sq. ft. gross floor area (minimum of five [5] spaces).
10. Industrial use, wholesale, warehouse, manufacturing plant; three-quarters (3/4) of a space per employee (minimum of five [5] spaces).
11. Golf course including miniature golf; one and one half (1.5) spaces per hole.

12. Marina; one (1) space per berth, ten (10) spaces per boat launching ramp.
13. Campgrounds, tenting areas, and recreational vehicle parks; one and one half (1.5) spaces per camp site.
14. Preschool facility; one (1) space per three (3) students. *(Amended: 8-22-94)*
15. Auto service; four (4) spaces per service bay (non drive thru service) Drive thru service; two (2) spaces per service bay.
16. Outdoor display and sales such as automobiles, farm equipment, heavy machinery, boats, recreational vehicles; one (1) space per five thousand (5,000) sq. ft. of display area.
17. Uses not listed in this schedule; the standard shall be determined by the planning board based on the most similar use listed or on other available adopted zoning ordinance or published sources of parking standards.
18. Notwithstanding these Minimum Off-Street Parking Space Requirements a site development established prior to the adoption of this ordinance for which a change of use is proposed shall meet parking space requirements for the new use to the maximum practical extent as determined by the Code Enforcement Officer provided that at least 75 percent of the required parking spaces are provided. This provision shall apply to both on-site and off-site parking spaces. Determination of the number of parking spaces in parking lots where spaces are not delineated shall be based on the traditional usage of the lot. It is not the intent of this regulation to retroactively apply current parking location, setback and design standards to site developments established prior to the adoption of this ordinance. *(Amended: 10-12-04)*
19. For medical a marijuana dispensary, five (5) spaces per one thousand (1,000) square feet total floor area, plus one additional space for every two (2) employees. *(Amended 03-07011)*
20. For methadone clinic, five (5) spaces per one thousand (1,000) square feet total floor area, plus one additional space for every two (2) employees. *(Amended 03-07011)*

4.7.1.2. Location of Parking - All parking shall be on the same lot as the principal use/building served or in accordance with the following provisions.

Where all of the required parking cannot be provided on the same lot, parking shall be allowed on another lot within three hundred (300') feet, provided that the lot is in the same ownership or lease and is in the same or a less restrictive district than the use served.

EXCEPTION: Lots located within the Village Commercial District on Main Road may also utilize municipal on-street parking where it is available and may count such parking spaces as available parking.

EXCEPTION: Lots located within the Village Commercial District on Main Road may also utilize municipal off-street parking where it is available and may count such parking spaces as available parking.

Off-site parking shall meet the following standards:

1. Leased parking must provide for a minimum of one (1) year availability through a recordable document and provide notification to the code enforcement officer upon termination.
2. No more than fifty (50%) percent of required spaces shall be provided off-site.
3. Off-site spaces shall conform to *Articles 4.7.1.3, 4.7.1.4, and 4.7.1.5. (Amended: 10-12-04)*

4.7.1.3. Parking Setbacks - All parking shall be setback in accordance with the following minimum standards. *(Amended: 10-12-04)*

ZONE	STREET YARD	OTHER YARD	PRINCIPAL BLDG.
BB IA, IB, I2,	20'	10'*	5'
B, BR, CS, INT, VC, VCII	10'	5'*	3'
RA, R, S	10'	5'	N/A
RB	10'	10'	5'
RP Subject to Site Plan Approval			

* Where any property line abuts a residentially zoned or used property the standard shall be doubled.

4.7.1.4. Minimum Parking Space Design Standards - All off-street parking areas shall be constructed in conformance with the following minimum standards.

PARKING ANGLE (Degrees)	STALL WIDTH (Feet)	STALL DEPTH (Feet)	(Travel) AISLE WIDTH (Feet)
90	9	18	24
60	9	19	16 One Way
45	9	17.5	12 One Way

4.7.1.5. Required Improvements and Landscaping for Large Parking Lots.

Parking lots of fifty (50) or more spaces shall meet the following additional requirements.

1. Raised landscaped traffic islands shall separate parking areas from access aisles.
2. A minimum of ten (10%) percent of the interior area of the parking lot shall be landscaped and planted with trees (minimum of one [1] tree per ten [10] spaces).
3. The parking lot shall be designed to prevent travel across parking stalls.
4. Parking aisles should be oriented perpendicular to building entrances to enhance pedestrian

access and safety.

5. Parking lots shall be a level, uniform, dust free surface constructed of concrete, bituminous asphalt, brick or pavers, or other similar material.

4.7.1.6. Handicapped Parking - Any building or facility constructed as a place of public accommodation, a place of assembly, a place of employment or a dwelling unit which is designed to be handicapped accessible shall provide handicapped parking in accordance with the following standards:

1. **Minimum Off-Street Handicapped Parking Space Requirements** – This standard requires provision of one off-street handicapped parking space out of every twenty-five (25) off-street parking spaces provided, to be reserved for the exclusive use of the handicapped.
2. **Off-Street Handicapped Parking Space Design Standards.** Spaces reserved for the handicapped shall include the following minimum design features.
 - a. A five (5) foot access aisle in addition to the space required under *Article 4.7.1.4.*

Five foot shared access aisle.

- b. One access aisle may be shared by two (2) parking spaces.
- c. All handicapped parking spaces shall be located within the shortest barrier free accessible route to a handicapped accessible entrance.

4.7.2. Off-Street Loading. The following uses shall provide off-street loading spaces in accordance with this regulation: Retail and service businesses, warehouses, wholesale distributors, industrial and manufacturing uses. (*Amended: 10-12-04*)

4.7.2.1. Minimum Off-Street Loading Space Requirements. A minimum number of off street loading spaces shall be provided in accordance with this section. The following table provides the minimum loading area required (based on square footage of gross floor area).

BUILDING SIZE	LOADING AREA REQUIRED
<5,000 SF	NONE
5,000 - 25,000 SF	25 feet plus 25 feet per each additional 10,000 SF over 5,000 SF
>25,000 SF	50 feet plus 50 feet for each additional 25,000 SF over 25,000 SF

4.7.2.3. Minimum Off-Street Loading Space Dimensional Requirements. ~~Spaces required~~ - Loading spaces provided shall be a minimum of ten (10) feet in width and provided in twenty (25') foot increments. Spaces shall be a minimum of ten (10') foot by twenty-five (25') foot bays or ten (10') foot by fifty (50') foot bays depending on needs of the use.

4.7.2.4. Special Provisions

1. Joint use of loading spaces by two (2) abutting users in a shopping center shall be allowed.
2. No loading spaces shall be allowed which require trucks to maneuver in the public street.
3. No loading spaces shall be allowed within the required parking setbacks.
4. Loading spaces shall not be located in the street yard.

4.7.3. Drive thru Business - In addition to the parking requirements of *Article 4.7.1.* all drive thru businesses including fast food restaurants and automobile service uses are subject to the following standards. (*Amended: 11-05-90*)(*Amended: 10-12-04*)

4.7.3.1. Location.

- 1 Drive-thru windows, ATMs, or other devices by which a customer may conduct business shall not be located in the street yard space or in front of the principal use building. Notwithstanding this requirement gasoline service islands may be located in front of principal use structures.
- 2 Drive-thru businesses shall have direct access to principal arterials, minor arterials or major collectors as identified in the Federal Highway Functional Classification Map. Notwithstanding this requirement drive-thru businesses may be an element of a group development which has direct access to said street types.
- 3 Drive-thru business shall not be located within any building located in a Historic District that the Historic Preservation Commission determines is a "contributing structure", nor shall they be located on a "historic landmark" or within a "historic site" as defined in the Hampden Historic Preservation Ordinance.

4.7.3.2. Lot Coverage. That portion of a site development that is solely related or dedicated to the drive-through use shall not cover more than ten percent (10%) of the lot.

4.7.3.3. Site Design and Layout.

1. **Driveway Curb Cuts.** A drive-thru business shall not be designed with multiple driveway curb cuts except as authorized by the Planning Board through site plan review. Two curb cuts may be considered where one serves as an entrance to the site development and one serves as an exit. Curb cuts shall be located such that neither the vehicles entering or exiting the site nor vehicles standing in a related off-site center turn lane would create conflicts with vehicles utilizing neighboring curb cuts.
2. **Site to Accommodate Larger Vehicles.** A drive-thru business shall be designed to

accommodate class A commercial delivery vehicles. The purpose of this provision is to provide adequate radius, lane widths and other design considerations so delivery vehicles entering the site can circle and leave the site without backup. This provision does not require drive thru queues, windows and overhangs be designed to accommodate class A vehicles for service direct to the vehicle.

3. Maneuvering space shall be provided in the rear or side yard.
4. The radius of drive through lanes shall be a minimum of forty-five (45) feet.
5. *Drive thru Vehicular Queue Requirements.*
 - a. Each service window, ATM, side of a gasoline pump island or service bay, shall be considered as a separate activity which must meet the queue requirements of this section. However, where two (2) or more windows are used in tandem, they shall be treated as one, and gasoline pump islands with multiple pumps shall be treated as one.
 - b. The design standard for a single space in a queue shall be ~~40~~ 9 feet in width and 18 feet in length.
 - c. Queue lanes shall be designed with a tandem bypass lane to allow vehicles to exit the queue and leave the site.
 - d. Queue lanes shall be designed to not interfere with access and egress to the site, vehicle maneuvering areas and customer parking.
 - e. ATMs, service bays and each side of a gasoline pump island shall require five queueing spaces. Service windows and remote tellers shall require a minimum of eight queueing spaces.
 - f. A minimum of 180 feet total driveway stacking area must be provided between the entrance curb of the site development and any drive thru window or speaker device for fast food restaurants and other intensive uses as may be determined by the Planning Board.
 - g. Both the queuing lane and the drive-in window shall be at least fifty (50) feet from any residentially zoned property.
 - h. The queue lane shall provide an area for two vehicles to wait just beyond the drive thru service window for services or products not immediately available. This area shall not be considered parking spaces but rather part of the drive thru queue. Notwithstanding this regulation if the location this waiting area conflicts with Zoning District regulations or the Historic Preservation Ordinance the Planning Board may approve alternative locations for such spaces.
6. Additional provision shall be made for parking of vehicles where any product is to be consumed on premises or where service to vehicles away from drive-up windows or stations is contemplated or possible.
7. Site design and layout shall minimize impacts to traffic circulation on adjacent public streets and arterials; where impacts cannot be avoided, the applicant shall be required to mitigate

such impacts by making improvements to public roadways, including but not limited to, the addition of center/ turn lanes, breakdown lanes, widening, or other measures to mitigate unavoidable impacts to adjacent roadways. If an MDOT Traffic Permit is required for the drive-through use, the Town shall coordinate its traffic mitigation recommendations for the site development with MDOT at the MDOT Traffic Permit scoping meeting. However, securing an MDOT Traffic Permit shall not relieve applicants from demonstrating that the traffic and safety considerations found in this Ordinance are met.

4.7.3.5. Landscaping. Drive-through facilities shall be buffered with landscaping pursuant to *Article 4.7.4, Screening/Buffers*. Where abutting residential districts, such buffer shall include a solid wall or fence of at least six (6) feet in height.

4.7.3.6. Additional Standards

1. Signs associated with a drive-through facility shall be regulated pursuant to *Article 4.8, Sign Regulations*.
2. All utilities associated with a drive through facility shall be entirely enclosed or buried.
(Amended: 11-05-90)

4.7.4. Screening/Buffers

4.7.4.1. Basic requirement - No use shall be authorized or extended, and no building or structure shall be constructed or enlarged unless the applicable bufferyard and screening requirement is met in accordance with this section.

4.7.4.2. Bufferyard Types

1. *Class I Bufferyard* is either: 1) a hedge or buffer strip at least five (5') feet wide consisting of densely planted shrubs or trees, at least four (4') feet in height at the time of planting, and eventually reaching a mature height of at least six (6') feet; or, 2) a wall or fence at least six (6') feet in height, but not exceeding eight (8') feet, which provides an effective visual barrier.
2. *Class II Bufferyard* is a buffer strip at least twenty-five (25') feet wide of which a ten (10') foot width shall be vegetated with trees and/or shrubs (existing or planted) at least four (4') feet in height at the time of planting, and eventually reaching a mature height of at least six (6') feet.
3. *Class III Bufferyard* is a buffer strip at least fifty (50') feet wide of which a twenty-five (25') foot width shall be vegetated with trees and/or shrubs (existing or planted) at least four (4') feet in height at the time of planting, and eventually reaching a mature height of at least six (6') feet.

4.7.4.3. Location of Class I Bufferyards.

1. All off-street parking areas containing five (5) or more spaces and all outdoor off street loading areas shall have screening on each side adjoining or fronting on any residential district or any public or private street or way.
2. Any non residential use in a residential district shall have screening along each property line abutting a residential use.

3. Any commercial or industrial use shall provide a buffer along each property line abutting a residential use or district.

4.7.4.4. Location of Class II Bufferyards.

1. Any use in a commercial or industrial district in excess of five thousand (5,000) square feet in floor area, or one (1) acre in land development, shall provide a buffer strip along each property line abutting a residential use or district.
2. Any multi-family development of fifty (50) units or more shall have a buffer strip along each property line abutting a residential use or district.

4.7.4.5. Location of Class III Bufferyards. Any multi-family development of one hundred (100) or more units shall have a buffer strip along each property line abutting a residential use or district.

4.7.4.6. Special Provisions

1. Where two (2) or more classes of buffers are required, the stricter requirement shall apply.
2. All screening/buffers required by this section shall be maintained so as to provide an effective visual barrier. *(Amended: 11-05-90, 06-03-91)*
3. In its review the Planning Board may waive or reduce the screening requirements along property lines where the adjacent property has an existing vegetated buffer and written permission is provided by the applicable property owner. *(Amended: 1-16-96)*

D-2-b



TO: Hampden Town Council
FROM: Dean Bennett, Community and Economic Development Director
SUBJECT: Zoning Ordinance Map Amendment, Main Road North
DATE: July 14, 2015

At the July 8, 2015 the Planning Board considered the subject amendment and took the following action:

Chairman Weatherbee opened the public hearing but as no one wished to speak he closed the public hearing and asked for staff comments.

Dean Bennett, Community and Economic Development Director, explained that the purpose of the amendment is to make adjustments on Main Road North to allow small scale service and retail based development on properties which are configured to accommodate such development. He indicated the proposed amendment is in response to a neighborhood request for said zone change. He noted that the Ordinance Committee has recommended to the Planning Board that the item be returned to the Council with an “ought to pass” recommendation.

Please find attached a draft Zoning Ordinance Map amendment that changes properties on Main Road North in the general vicinity of Cottage Street to Village Commercial from the respective Residential A District on the east side of Main Road North and Residential B District on the West side of that street.

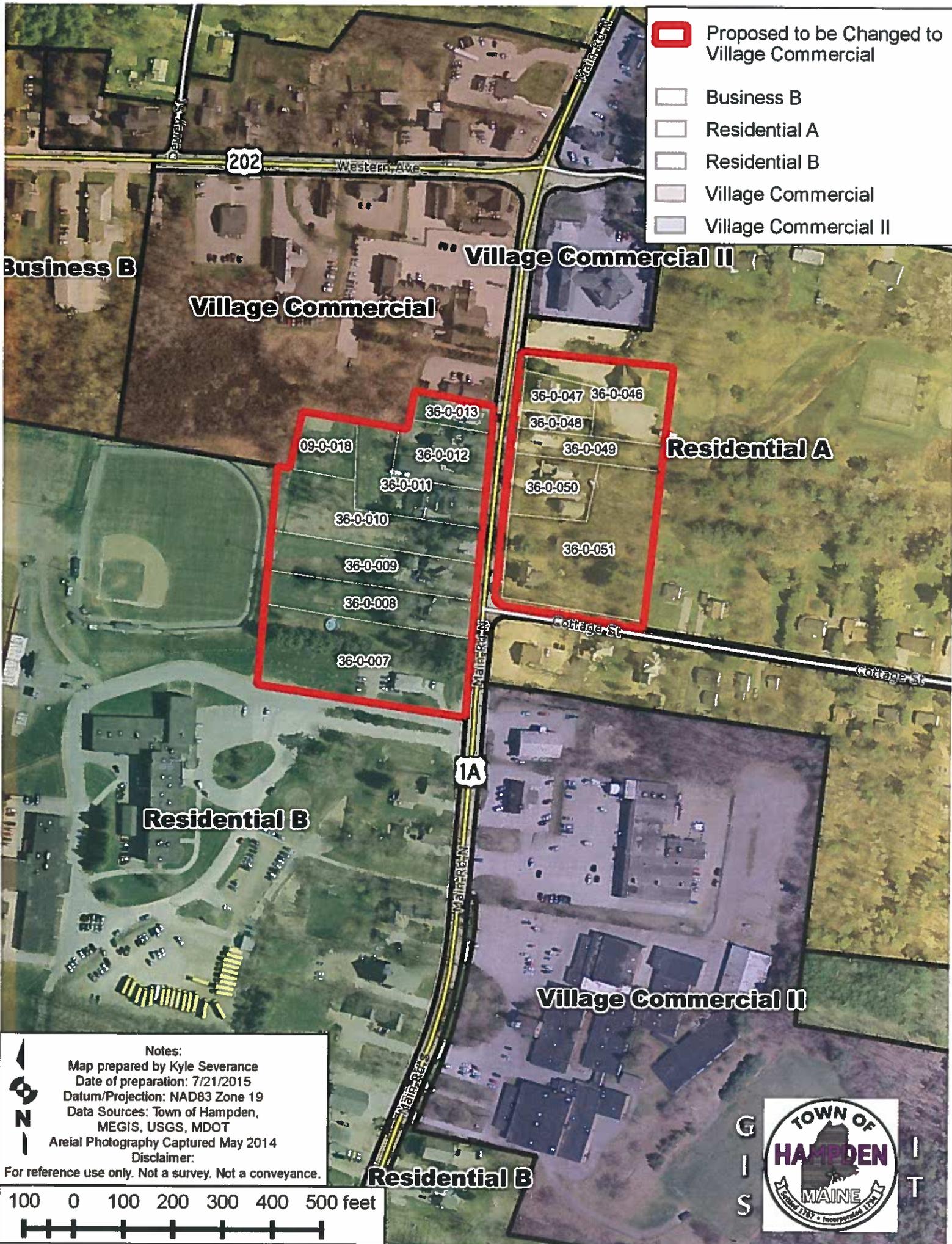
The land parcels involved include the following: Starting on the west side of Main Road North the parcels are Map 36, Lots 7, 8, 9, 10, 11, 12 and 13. On the east side of Main Road North the parcels are Map 36, Lots 47, 48, 49, 50, 51 and p/o Map 6, Lot 45.

The total land area to be rezoned on the West side of the street is 4.35 from Res. B to Village Commercial District and the remaining 3.35 acres from Res. A to the Village Commercial District.

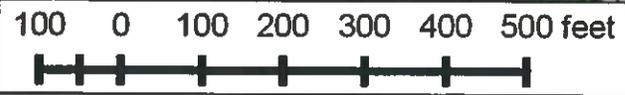
After discussions with regard to the impact of development on the area and the subsequent affect on neighboring properties, the Planning Board felt comfortable that any impact concerns can be address through the site plan review process.

The Planning Board supported the proposed amendment with an “ought to pass” recommendation. Vote: 4-0.

-  Proposed to be Changed to Village Commercial
-  Business B
-  Residential A
-  Residential B
-  Village Commercial
-  Village Commercial II



Notes:
 Map prepared by Kyle Severance
 Date of preparation: 7/21/2015
 Datum/Projection: NAD83 Zone 19
 Data Sources: Town of Hampden,
 MEGIS, USGS, MDOT
 Aerial Photography Captured May 2014
 Disclaimer:
 For reference use only. Not a survey. Not a conveyance.



- c. **Personal Property Tax Abatements – Finance Committee Recommendation:**
1. **Account 147 – Sunshine Laundry - \$922.10** – Motion by Councilor Sirois, seconded by Councilor McAvoy to abate personal property taxes for Account 147 Sunshine Laundry in the total amount of \$922.10. Unanimous vote in favor.
 2. **Account 186 – Northeast Timber - \$5,980.11** – Motion by Councilor Sirois, seconded by Councilor McAvoy to abate personal property taxes for Account 186 Northeast Timber in the total amount of \$5,980.11. Unanimous vote in favor.
- d. **Tax Increment Finance Policy Amendments – Planning & Development Committee Recommendation** – Community & Economic Development Director Dean Bennett explained that the purpose of the amendments is to accurately reflect current roles and responsibilities and to allow the Town Council more flexibility when negotiating the terms of an optional Credit Enhancement Agreement. Motion by Councilor Marble, seconded by Councilor Sirois to adopt the amendments to the Tax Increment Finance Policy as presented. Unanimous vote in favor.

E. COMMITTEE REPORTS

Services Committee – No report

Infrastructure Committee – The meeting scheduled for last week was postponed until tomorrow night.

Planning & Development Committee – The Committee met on July 15th and discussed proposed amendments to the TIF Policy and reviewed the Home Occupation section of the Zoning Ordinance.

Finance Committee – The Committee met just prior to the Council meeting and reviewed proposed amendments to Town Council Rules as well as other items that have already been discussed by the Council this evening.

F. MANAGER’S REPORT – None.

G. COUNCILORS’ COMMENTS

Councilor Shakespeare reminded everyone that Children’s Day is being held on Saturday, August 15th. He urged everyone to bring the kids and have a great time.

Councilor McAvoy reminded everyone to shop local and buy American.

H. ADJOURNMENT – There being no further business, the meeting was adjourned at 7:38 p.m.



Denise Hodsdon
Town Clerk