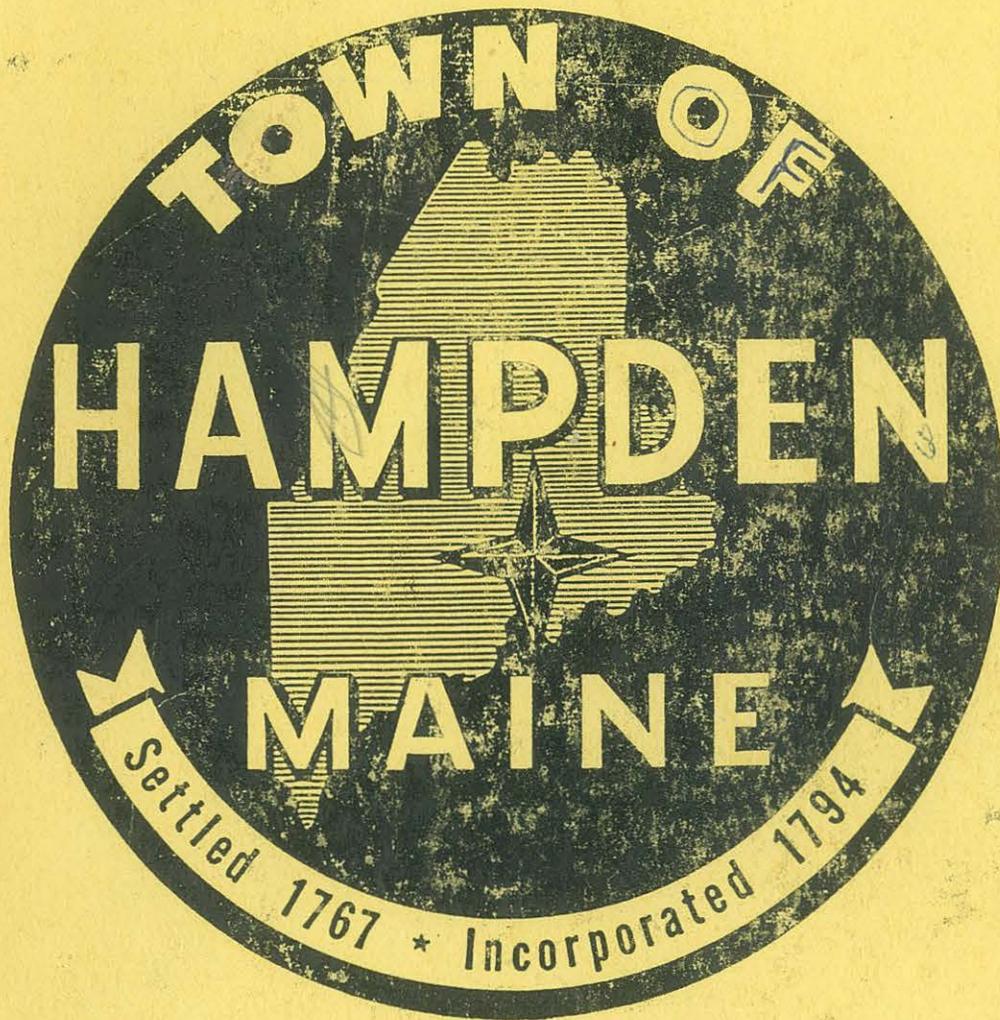


# COMPREHENSIVE PLAN



## 1986

### VOL.1

PREPARED BY  
COMPREHENSIVE PLANNING COMMITTEE  
AND  
THE PENOBSCOT VALLEY COUNCIL OF GOVERNMENTS



**Town of HAMPDEN**  
HAMPDEN HIGHLANDS, MAINE 04445  
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July 17, 1986

Kathy Walker, Mayor  
Town of Hampden  
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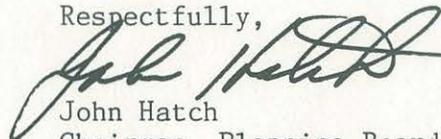
Dear Kathy:

I am very pleased to present to you and the Town Council the 1986 Hampden Comprehensive Plan. This set of three volumes represents the efforts of many individuals and committees over the past several years to guide future growth and development in the Town of Hampden.

I wish to thank the members of the Planning Board, the Growth Committee, the Recreation Committee, the Code Enforcement Officer, and the staff of the Penobscot Valley Council of Governments and the Eastern Maine Development Corporation for their contributions to the Plan. Special credit goes to the Comprehensive Planning Committee of the Planning Board, Kathy Caliendo, Mike Pullen and Gordon Halpern, for the time, energy and determination that they put into this important document.

In transmitting this Comprehensive Plan to the Town Council, I know that it will receive careful attention and scrutiny. I am hopeful that we can quickly resolve any differences of opinion that may result from your review, and proceed in a timely fashion toward implementing the Plan's many recommendations.

Respectfully,



John Hatch  
Chairman, Planning Board

HAMPDEN COMPREHENSIVE PLAN

1986

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Prepared by the Hampden Comprehensive Planning Committee, with technical assistance from the Penobscot Valley Council of Governments.

This project was funded by the Town of Hampden, and assisted in part by a grant from Maine's Coastal Program, through funding provided by the U.S. Dept. of Commerce, Office of Ocean & Coastal Resource Management, under the Coastal Zone Management Act of 1972, as amended.

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## HAMPDEN COMPREHENSIVE PLAN

### ACKNOWLEDGEMENTS

A Comprehensive Plan is a process, as well as a document. It is the result of the combination of many people's time and efforts.

The Hampden Plan is the product of a detailed on-going process. This process is long and continuing. The document herein will help to provide some guidance for the future, based on the experiences and findings of the recent past.

No one person can be singled out as being the author of the document. Of course there are prime movers in the project who inject the spirit and determination that keep the effort alive when most mortals would surrender in desperation and despair, but there are a host of other persons who were involved, in one way or another, that contributed to the end product -- the Comprehensive Plan.

It is impossible to thank or properly recognize all the people that have contributed to this project over the years. Suffice it to say that without their assistance and efforts, this Plan would not have been completed. There are some people that have worked closely with this project without whose energy, determination and selflessness, this Plan would not exist. Namely: R. Lewis Bone, former Town Manager; Ben Birch, Code Enforcement Officer; the Hampden Planning Board, especially the Comprehensive Planning Committee, Kathy Caliendo, Chairman and Gordon Halpern and Raymond Pullen; Richard Stratton, for his service on the Planning Board; John Hatch, the current Planning Board Chairman; Michael Robbins, from the Conservation Commission; and Donald A. Meagher, principal planning consultant, Penobscot Valley Council of Governments.

## INTRODUCTION

We must cultivate in our minds and in the mind of the people the conception of a city plan as a device or piece of . . . machinery for preparing, and keeping constantly up to date, a unified forecast and definition of all the important changes, additions, and extensions of the physical equipment and arrangement of the city which a sound judgment holds likely to become desirable and practicable in the course of time, so as to avoid so far as possible both ignorantly wasteful action and ignorantly wasteful inaction in the control of the city's physical growth. It is a means by which those who become at any time responsible for decisions affecting the city's plan may be prevented from acting in ignorance of what their predecessors and their colleagues in other departments of city life have believed to be the reasonable contingencies.

Frederick Law Olmsted, Jr.,  
National Conference on  
City Planning in 1911

### WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is an official public document adopted by a local government as a policy guide to decisions about the physical development of the community. It indicates in a general way how the leaders want the community to develop.

It is often said that the essential characteristics of the plan are that it is comprehensive, general, and long range. "Comprehensive" means that the plan encompasses all geographical parts of the community and all functional elements which bear on physical development. "General" means that the plan summarizes policies and proposals and does not indicate specific locations or detailed regulations. "Long range" means that the plan looks beyond the foreground of pressing current issues to the perspective of problems and possibilities in the future.

The preparation, adoption, and use of a comprehensive plan are considered to be primary objectives of the planning program. Most of the other plans and ordinances applied in the course of local planning should be based upon the comprehensive plan. Many planners have chafed under the pressure of day-to-day activities which denied them the time to take a more thoughtful look at the long-range development of the community.

In the past, the federal government had conditioned financial assistance upon conformance to a local comprehensive plan, a spur which has caused hundreds of local governments like Hampden to prepare plans. These plans were characteristically prepared in the 1960's to mid 1970's, and are now at the end or beyond the planning horizon that was projected in these documents

## WHY IS A PLAN NEEDED?

Local government has a great deal of influence on the way in which a community develops. The buildings, facilities, and improvements provided by local government affect the daily lives of most citizens, give form to the community, and stimulate or retard the development of privately owned land. It is true that the workings of the real estate market help determine the uses of private land, but these uses are regulated by local government. The local government is the only body with an opportunity to coordinate the overall pattern of physical development of the community. This is as it should be, since the decisions of the local government are made by a legislative body which represents the citizenry at large.

The local government is inescapably involved in questions of physical development. Development decisions must be made concerning rezoning, street improvements, sites for public buildings, and so on. This has been especially true since World War II because of extensive population movements, suburban growth, and increased public expenditures on capital improvements.

The local government—and particularly the legislative body made up of lay citizens—needs some technical guidance in making these physical development decisions. This guidance can be provided by professional planners, but the form in which they give it is important. If they give their advice on the basis of expediency of ad hoc "quickie" studies, then there is no guarantee that next month's decision will not negate the one made today. The local government needs an instrument which establishes long-range, general policies for the physical development of the community in a coordinated, unified manner, and which can be continually referred to in deciding upon the development issues which come up every week. The comprehensive plan is such an instrument.

The entire plan should receive a thorough overhaul five to 10 years after initial adoption (and at similar intervals thereafter). This should be an effort comparable to that entailed in the original preparation of the plan. This is needed because some long-range trends will not be discernible in the issues which arise from week to week, or even at annual review time. Amendments to the plan will tend to reflect rather specific current issues. From time to time, the planners and policy-makers should step back and rethink fundamentals.

Besides these regularly scheduled reviews, the plan may be amended at any time. When a major issue comes before the elected officials for decision, they should consult the pertinent policies of the plan and retrace the thinking that led to the policies. Normally they will reaffirm the policies, but if they should decide to change the policies, the plan should be amended. This is a kind of feedback by which plan policies are tested in the heat of battle, and are either upheld or modified.

The comprehensive plan enables local elected officials to make decisions on the basis of a clearly stated, unified set of general, long-range policies which have been previously thought out and adopted. Thus current issues are viewed against a clear picture of what has been deemed to be the desirable future development of the community. The plan serves as a practical working guide to elected officials in making everyday decisions.

It is in the exercise or lack of exercise of policy effectuation function that most plans succeed or fail. The plan that is adopted and then put on the shelf to gather dust has become a symbol of futility to planners. Another common failing is the discrepancy that may develop between the comprehensive plan and the zoning ordinance. These are instances in which the policy effectuation function has been neglected. To be effective, the plan must be brought to bear on the development decisions made by the legislative body at every meeting.

In performing this function, local elected officials need the assistance of its advisors, especially the planning staff and Planning Board.

The comprehensive plan can be a guide for the courts when they are required to rule on implementary legislation or actions which were intended to carry out the plan. Legislative acts which conform to a plan are more likely to be upheld than those which vary from a plan or are not based on any plan at all. Comprehensive plans have often been used in this way, and the demands of the courts have exerted a strong pressure for communities to prepare plans.

Perhaps the most persuasive argument for having a Comprehensive Plan, for a community with Town-wide zoning is that it is required by law. Title 30, Article 4962 of Maine Statutes requires that any zoning ordinance "...shall be pursuant to and consistent with a comprehensive plan adopted by the legislator body". In the absence of such a plan, the zoning ordinance would likely be declared invalid if contested in court.

## CHRONOLOGY OF THE PLANNING PROCESS

This Comprehensive Plan is the result of a long process involving a number of different people over a number of years. Hampden has been involved in what would be thought of as a comprehensive planning mode for about a decade. In 1974, Town's planning consultant recognized that the 1963 Comprehensive Plan needed to be updated, and initiated discussions leading to a revised goal statement. Adoption of that three page statement took several years, an indication of how difficult and time consuming comprehensive planning can be.

The process has continued over the past ten years, and some of the more significant events in this history are outlined in this section. One point stands out when the chronology is reviewed in it's entirety: the scope of the effort and the expectations about the final product have involved and increased as a result of development pressure on the Town, and as a strategy of the planning process itself. Information not only provides answers, it also generates more questions.

July, 1976. Town Council approves the Proposed Land Use Plan, Area Concepts and Goals.

December, 1982. Planning Board completes River Corridor Plan through a coastal zone planning grant.

November, 1983. Comprehensive Planning Committee determines the scope of the Update:

1. Update zoning boundary maps following municipal referenda of Spring, 1984.
2. Update street and highway map.
3. Prepare utilities map, including sewer, water, electric, and telephone.
4. Prepare a population distribution map based on 1980 census block statistics.

January, 1984. Hampden Town Council budgets \$1,000 for Comprehensive Plan Update.

January, 1984. Planning Board indicates interest in comprehensive field inspection of the shoreland district for consideration of a uniform resource protection setback.

January, 1984. North Segment of River Corridor Plan is revised.

March, 1984. Work study student from University of Maine is assigned to Hampden to update statistical data, collect information for new maps, and review the history of planning board and board of appeals decisions to determine trends.

April, 1984. Town Council and Planning Board meets to discuss the comprehensive plan and general Council-Board relations.

June, 1984. Town Council and Planning Board meets to continue discussion of land use issues facing Hampden. Decision is made to conduct a public opinion survey.

July, 1984. Penobscot Valley Council of governments and the Eastern Maine Development Corporation prepare a partnership grant application for Hampden to fund the following studies:

1. Housing market analysis.
2. Capital improvements study.
3. Public attitude survey.
4. Zoning ordinance review.
5. Action plan.

July, 1984. Town Council and Planning Board meets with a consultant from Bureau of Public Administration to discuss public opinion survey format and content. Sub-committee is established to further develop questionnaires.

August, 1984. Maine State Planning Office awards Partnership Grant to the Town of Hampden. Anticipated completion is May, 1985.

November, 1984. The Town Council appoints a committee to report on growth trends and recommend strategies for the management of growth in the town.

August-November, 1984. Community-wide Public Opinion survey is developed by community officials and the Bureau of Public Administration at the University of Maine at Orono.

November, 1984-January, 1985. Community Survey is mailed to a sample of registered voters.

February, 1985. The public opinion survey is completed.

March, 1985. The Growth Committee report is completed.

April, 1985. The draft housing study is completed under the Planning Grant. It is revised to incorporate findings of the Public Opinion Survey and the Growth Committee.

June, 1985. Committee decides to revise Comprehensive Plan rather than to develop new one. It is felt that the wealth of information on the community that is not adequately being utilized. Plan update should be primarily a compilation and synthesis of previous reports and studies.

August, 1985. Housing Revitalization Study, Community Funding Sources and Capital Improvements Plan portions of the Planning Grant are completed.

October, 1985. Action Plan section of the Planning Grant is completed.

December, 1985. Summaries of reports are submitted to the Committee for review.

January, 1986. The Hampden Planning Grant is completed and presented to the Town.

February, 1986. Comprehensive Planning committee began developing Goals and Objectives.

April, 1986. Draft Goals and Recommendations are ready for review.

May, 1986. Draft format of Comprehensive Plan is present to the Committee for review.

June, 1986. Draft Goals and Recommendations are presented to the Planning Board by the Comprehensive Planning Committee, and modified in response to discussion and comment at several meetings.

August, 1986. Draft Comprehensive Plan is presented to the Planning Board to be considered and forwarded to the Town Council!

October, 1986. Hampden Town Council adopts Comprehensive Plan.

## GOALS AND RECOMMENDATIONS

### I. RESIDENTIAL DEVELOPMENT:

- A. Encourage future subdivision activity, in the Residential B District, to be developed on a clustered rather than a rectilinear pattern. Clustered development is more cost effective, provides more open space, and allows for greater accommodation of the opportunities and constraints of the site.
  - 1. Relax the requirement that cluster developments be limited to large lots.
  - 2. Provide greater flexibility in lot size requirements for cluster subdivisions than currently exist in the Zoning Ordinance. Such flexibility shall only pertain to the interior arrangement of structures, and not the overall front, side and rear yard requirements for the overall parcel. Consideration should be given to the concept of "zero lot line" development, perhaps coupled with increased requirements for open space.
- B. Encourage mixed commercial development in the Industrial Commercial District along the north section of the Penobscot River. ]?
- C. Encourage multi-family development in the area of the Four Mile Square. Access for such development is preferable from the Kennebec Road, Route 1A, and Western Avenue, and not the Mayo Road.
  - 1. Provide a density bonus for multi-family, cluster development in the above areas.
- D. Discourage commercial activity in residential areas, unless such uses are clearly a benefit to the neighborhood.
  - 1. Amend the Zoning Ordinance to limit the types of commercial uses, including home occupations, that can be conducted in residential areas. Standards for home occupations should be modified to restrict allowable uses to those which are appropriate to each particular District.
- E. Promote excellence in design, with particular attention to the aesthetic impacts of subdivisions on the community. ]
  - 1. Incorporate the requirement for submission of a landscape design plan in the subdivision review process.

### II. BUSINESS AND COMMERCIAL DEVELOPMENT:

- A. Encourage more business and commercial development in the community. This development should be consolidated within discrete areas rather than dispersed throughout the community. This concentration should be organized and attractive to the established community.

1. Land on the southern side of Western Avenue, to the east of the MDOT right-of-way, currently zoned Residential B, should be rezoned Business B to provide an area of approximately the same size as that which is located on the western side of the ROW.
2. Rezone the back land which adjoins the Interchange District on the east side of the Coldbrook Road from Rural to Interchange.
3. Develop a more useable zoning mechanism such as contract zoning, to allow for more varied development within the current IC District along the Penobscot River north of the Hampden Marina.
4. Develop incentives to encourage future business and commercial development away from residential sections of Route 1A and to Western Avenue and the north end of Route 1A to help ameliorate traffic congestion and hazards to pedestrians.
5. Designate a new zoning district along both sides of Western Avenue, between Route 1A and the Route 202 Bypass, to promote the establishment of a "town center". This district should incorporate architectural and design standards, including provisions for landscaping, to promote future development that is consistent and attractive, and that discourages "strip" and "ribbon" development. Careful attention should be paid to limiting allowable uses, to requiring adequate setback and spacing of business, and to indexing bulk and space requirements to the traffic volume and movement that will be generated by each use.
6. While continuing the policy of disapproving applications for "spot zoning" of single parcels, consideration should be given to providing a mechanism in the Zoning Ordinance for contract zoning. As per the provisions for contract zoning in state law, such expansion should only be permitted where it is consistent with the existing and permitted uses within the current zone.
7. Establish an advisory group to develop a strategy to enhance the attractiveness of Hampden as a host community for commercial and business activity, and to provide timely information to Hampden decision-makers regarding prospective business opportunities.

### III. INDUSTRIAL DEVELOPMENT

- A. Encourage light industrial development in the Town's several industrial zones.
  1. Expand utilities to the Industrial Zones.
- B. Promote industrial development in areas designated specifically for such use (industrial park) rather than on independent lots.

#### IV. RECREATION AND OPEN SPACE

- A. Preserve open space and protect scenic environmentally sensitive areas along the Town's waterways.
  1. Maintain the present boundaries of Resource Protection, rather than converting to a uniform setback. Any consideration of rezoning should be preceded by an indepth field investigation and survey of slope and soil condition, conducted by a disinterested party, for the entire Resource Protection District. Funding of such a survey should be given immediate priority by the Town Council.
  2. Review the provisions of recently enacted legislation, "An Act to Enhance the Sound Use and Management of Maine's Coastal Resource", for provisions which affect municipal land use regulation responsibilities in coastal areas.
- B. Increase the quality of land specifically dedicated to open space (as opposed to land which is simply vacant).
  1. Pay particular attention to requiring dedication of quality open space, rather than simply marginal undevelopable land. The Planning Board, in consultation with the Recreation Committee should be more persistent in insisting that land dedication of open space meet the recreational needs of current and prospective residents in and near a proposed subdivision. The subdivision ordinance should provide the Planning Board, the Conservation Committee and Recreation Committee with the authority to determine if the open space dedication requirements shall be satisfied by land or cash-in-lieu of land.
- C. Encourage the provision for publicly accessible recreational facilities.
  1. Pursue continued improvements of the property in the vicinity of the VFW Hall.
  2. Negotiate greater access to and utilization of SAD 22 recreational facilities by the general public.
  3. Investigate the need and potential funding for bicycle and jogging lanes, in conjunction with sidewalks.
  4. Explore the feasibility of reinstating an organized recreation program. Consideration should be given to hiring a part or full-time recreation director to develop a program, coordinate use of Town and SAD 22 facilities, and provide continuity and leadership.

## V. INFRASTRUCTURE

- A. The needs identified in the Capitol Improvements component of the "1984 Hampden Community Planning Grant Report" should be studied in further detail, identifying alternatives, projected costs and benefits, and developing preliminary designs.
- B. Improvements such as street lighting, sidewalks, jogging and bicycle lanes, and traffic control devices should be considered to better provide for safe vehicular and pedestrian traffic.

## VI. INSTITUTIONAL AND ORGANIZATIONAL CONSIDERATIONS

- A. The Zoning Ordinance should be amended to define the procedure that should be followed by the Planning Board in response to a request for re-zoning.
  - 1. Establish a section in the Ordinance that addresses information required of the applicant, Planning Board review procedures, and standards and criteria for action.
  - 2. Establish the provisions for contract zoning.
- B. In light of recent court cases (i.e. Chandler v. Town of Pittsfield), the Zoning Ordinance should be amended to eliminate standards of review which might be considered to be impermissibly broad and vague.
- C. Consideration should be given to simplification of the system of use categorization. Industrial districts, in particular, should be aggregated into fewer districts.
- D. The Town should conduct a regular review of the impact of recent and anticipated development on municipal services and facilities. Such review should be conducted by the Town Council, with input being provided by appropriate departments, boards, and committees. The focus of the first such review should be the capacity of the Town to accommodate future development in the Four Mile Square area.
- E. The Town should establish a formal protocol to increase communication between committees and departments. For example, the Recreation Committee should be involved early in the subdivision review process to get their input in sufficient time to be incorporated into the final design. All standing Planning Board Committees should provide the Mayor with agendas and minutes of all meetings.

## SUMMARY OF GOALS AND RECOMMENDATIONS

The revised Hampden Comprehensive Plan calls for several major and minor changes to the Town's existing Zoning Ordinance. This is a brief summary of those changes.

### I. Residential Zones:

- \* Relax lot requirements for Cluster Subdivisions. Increase the density to allow for the addition of more useable open space in subdivisions. Allow for a more flexible building arrangement, such as "zero lot line" construction.
- \* Increase the areas where multi-family housing will be allowed.
- \* Multi-family housing should be encouraged by using density bonuses.
- \* Rural subdivisions should be developed on back lots, and maintain buffers and screening along major roadways.
- \* Rural District subdivisions should be allowed to develop using reduced road frontage.
- \* Reduction of the types of commercial uses that can be allowed in Residential Districts.
- \* Eliminate Home Occupations from the Residential A Districts.
- \* Re-zone the Business Zone along Coldbrook Road to Residential A.
- \* Encourage landscaping standards in the site review process.

### II. Business and Commercial Zones:

- \* Increase the amount of land zoned for commercial uses, especially along Western Avenue.
- \* Re-zone area north of the Hampden Marina from Industrial Commercial to Business.
- \* Implement Contract Zoning to allow for more varied development, and expansion of specific non-conforming uses.
- \* Modify commercial setback and lot requirements to help discourage "ribbon" or "strip" development along Hampden's major roadways.
- \* Adopt design and landscaping provisions that will insure that future development is visually consistent with the neighboring structures.

### III. Industrial Zones:

- \* Eliminate the Industrial Commercial district, re-zone these areas as Business.

### IV. Recreation and Open Space:

- \* Maintain the present Resource Protection zone until a detailed study has been completed.
- \* Provisions should be made to assess the quality of open space in developments as part of the approval process.

### V. Infrastructure:

- \* Determine the best central location for new fire station and town office building.

VI. Institutional and Organizational Considerations:

- \* The zoning ordinance should include improved provisions for re-zoning actions.
- \* The Ordinance performance standards should be revised to conform to the findings of Chandler v. Town of Pittsfield.
- \* Consideration should be given to simplifying the zoning ordinance.
- \* Review procedures should be developed to evaluate the impact of future development on municipal services and facilities.

GOALS AND RECOMMENDATIONS  
Reference Sheet

Recommendation:	Source/Rationale:
I.A	Growth Committee Report; Comprehensive Planning Committee
I.A.1.	Comprehensive Planning Committee/Planning Consultant
I.A.2	Hampden Housing Study
I.B	Hampden River Study; Hampden Housing Study
I.C.	Hampden Growth Committee Report; Hampden Housing Study.
I.C.1.	Comprehensive Planning Committee
I.D	Growth Committee Report; Comprehensive Planning Committee
I.D.1	Comprehensive Planning Committee
I.E	Comprehensive Planning Committee
I.E.1	Comprehensive Planning Committee
II.A	Hampden Growth Committee Report, Hampden Comprehensive Planning Committee, Hampden Action Plan
II.A.1.	Hampden Growth Report, Action Plan, Comprehensive Planning Committee.
II.A.2	Comprehensive Planning Committee, Action Report
II.A.3	Hampden Housing Study, Traffic Study, Action Plan
II.A.4	Comprehensive Planning Committee
II.A.5	Planning Board
II.A.6	Comprehensive Planning Committee
II.A.7	Hampden Town Manager
III.A.	Action Plan, Ammo Industrial Park Report
III.B.	Growth Report, Action Plan, Comprehensive Planning Committee
IV.A.	Growth Report, Action Plan, River Corridor Study; 1963 Comprehensive Plan, 1976 Goals and Objectives
IV.A.1	Comprehensive Planning Committee
IV.A.2	Comprehensive Planning Committee
IV.B.	Growth Report, Comprehensive Planning Committee
IV.B.1.	Growth Report, Comprehensive Planning Committee Planning Board
IV.C	Comprehensive Planning Committee, River Corridor Study, Growth Report
IV.C.1	Comprehensive Planning Committee
IV.C.2	Comprehensive Planning Committee
IV.C.3	Comprehensive Planning Committee
IV.C.4	Comprehensive Planning Committee

## METHODOLOGY FOR PERIODIC UPDATING

### I. INTRODUCTION:

According to Maine law, the comprehensive plan is more than a document. It is meant to be a process. By that, the State legislature meant that the Plan must be reviewed and updated at regular periods to keep the Town's planning information accurate and timely. This up-dating process need not be overly complicated or elaborate.

Much of the information collected for the original plan is unchanging. The information on soils, hydrology, slope and topography do not readily change. These particular items of the comprehensive plan do not have to be revised unless some major change has been introduced, i.e., a new highway, a dam, or major earth moving operation has occurred.

Sections of the Plan that would have to be up-dated include those areas that experience frequent change, such as population, housing construction, employment, etc.

Most of the information and statistical data used in the Plan is readily available in any number of published sources. Much of the Town's daily activity is reported to some higher administrative body or other, such as a state agency. This information is therefore available with a minimum of effort and research.

The process of up-dating the Comprehensive Plan must be determined by the Planning Board. This process can take one of several forms:

- a. A standing committee;
- b. Total Planning Board effort;
- c. Consultant preparation; or
- d. a combination of one of these.

The Planning Board should develop a strategy to collect the necessary information on a regular basis. Much of the data, as mentioned earlier, is already prepared and reported to state level agencies on at least a yearly basis. File copies of this information should be obtained and retained by the Board in their comprehensive planning files, making the process of up-dating and revising of the Comprehensive Plan fairly simple.

### II. METHODOLOGY:

The method and procedure for periodic plan up-date should be written out. This will enable members of the Planning Board, or any others tasked with the collection, to follow a guide to determine the information that is needed and where it be obtained. The guide lines should be specific enough that new members with no prior experience in data collection will be able to find the information without undue difficulty.

The following sections are presented to help provide the guidelines for the Planning Board's use.

A. Data Sources:

1. The best source of data on community facilities is town officials. The Planning Board should be able to gather this important information from selectmen, school committee, and other committees, groups and individuals throughout the town.

Much of the needed information is collected and reported to state level offices. The Board can request that courtesy copies of these reports be sent to them for informational purposes.

2. Another excellent source of basic data is the U.S. Census. This provides detailed information for each community on a number of different subjects from housing and population to income and place of work and occupation of residents. The Census provides this information, in most cases down to the local community level. The basic drawback with Census information is that it is generally not the most recent, or necessarily accurate. Census publications are available from the U.S. Government Printing Office for sale; or on loan from the University of Maine at Orono's Government Documents collection at Folger Library; the Bangor Public Library; Penobscot Valley Council of Governments; or the State Planning Office.
3. Other sources of data are reports submitted by the Town to state level agencies. These reports contain the myriad of data that each community generates over a period of time. These reports contain information on population, housing, taxation, school enrollment, etc.
4. There are several offices that can provide detailed assistance to the local Planning Board in its comprehensive planning effort.
  - a. The first agency is the Penobscot Valley Council of Governments. This agency has been mandated by the state to provide detailed planning assistance to communities within their geographical areas. PVCOG has detailed information and maps for the communities within its own jurisdiction. Staff personnel that will assist the Board in developing and up-dating the comprehensive plan. Depending on the amount of assistance requested, this service may be free of charge, or for a fee.
  - b. The State Planning Office (SPO) in Augusta is another agency that can assist the local community. The staff at the SPO can provide a wealth of information. The State Planning Office can provide some technical assistance about of the latest requirements and trends in comprehensive plans throughout the state.
5. Other sources of information would be the various state level agencies:
  - a. The Department of Education and Cultural Services can provide detailed information on school enrollment, if this information is not available from the local Superintendent of Schools.

- b. The Bureau of Taxation can provide the community with some general, and some specific, sales information. This will assist the Planning Board in determining the economic base of the community.
- c. The Maine Department of Transportation, Bureau of Planning, can provide the local Board with specific information on traffic counts and general roadway information such as status, and condition.
- d. The Department of Labor, Division of Economic Analysis and Research can provide the Planning Board with a wealth of information on employment, employment opportunities, and general census information. This department has Market Information Offices in a number of locations across the state.
- e. The Department of Human Services provides several offices that can provide a wealth of information:
  - 1. Division of Human Engineering can provide data on the number of permits for septic or sub-surface disposal systems that have been issued within the community. This is especially helpful in those communities that have no building permits.
  - 2. Office of Data and Research provides population estimates and projections for ten year periods.
  - 3. Office of Health Planning and Development maintains vital statistics for all communities in the state. This information provides the community with up-to-date information on birth and death rates in the surrounding area.

There are many more agencies that can provide assistance, but those listed above are the ones that can provide the most rapid responses. They will also be able to direct questions to other agencies that will be able to assist.

Table 1 suggests a possible timetable for the revision of selected bits of planning data.

TABLE 1  
COMPREHENSIVE PLAN REVISION CHECK-LIST

TASK	PERIOD	SOURCE
Population	1-5 years	Human Services, Office of Research and Health Planning (Vital Statistics and Population Projections.)
Households	1-5 years	Marriage licenses; Voter Registration
Age Distribution	1-5 years	Human Services, Office of Research and Health Planning (Population Projections)

TASK	PERIOD	SOURCE
Births	Annually	Human Services, Office of Research and Health Planning (Vital Statistics)
Deaths	Annually	Human Services, Office of Research and Health Planning (Vital Statistics)
School Enrollment	1-5 years	Department of Education and Cultural Services
Housing Starts	Annually	Local Building Permits, Requests for Electrical Connection, Applications for Septic Systems
Housing Condition	1-5 years	Permits, Windshield Survey
Land Use	1-5 years	Local Permits, Windshield Survey
Traffic Patterns	1-5 years	Department of Transportation, Bureau of Planning
Road Conditions	1-5 years	Department of Transportation, Bureau of Planning
Property Ownership	1-5 years	Tax Assessor
Employment	1-5 years	Department of Labor, Division of Economic Analysis and Research
Employment by Occupation	5 years	Department of Labor, Division of Economic Analysis and Research
Local Facilities	1-5 years	Local Officials
Open Space	1-5 years	Local Officials, Conservation Commission
Goals	5 years	Public Meetings, Public Opinion Surveys
Recommendations	1-5 years	Based on Collected Data

The timely collection of the information presented above will help the Planning Board avoid a complex situation of attempting to excavate data from archives or files.

Once the Planning Board has collected the data, it is in the position of being able to determine the land use related issues facing the community and how best to face them. This process is assisted greatly by input from the general public and community leaders in public meetings and the Opinion Survey.

Once issues have been determined, the Planning Board should address how this affects the basic comprehensive policies of the community, and how correction of the problems can be addressed in the Goals and Recommendation sections. This process will result in a revised Goals and Recommendation statement.

The revised Goals and Recommendation statement is the key items of the Comprehensive Plan. It is through this statement that the Community can direct its growth and development. They provide the guidelines for planning decisions.

## SUMMARIES OF SUPPORTING STUDIES AND REPORTS

As explained in the Chronology of the Planning Process, many studies of land use trends and the physical development of Hampden have been conducted over the last ten years. The Comprehensive Plan is based primarily on the data, conclusions and recommendations of these various efforts. One goal of the comprehensive planning process, in fact, was to gather all pertinent studies and reports so that they were physically accessible, and to synthesize their highlights into a single policy statement.

This section summarizes the following documents which are maintained in their entirety in looseleaf binders, Volumes II and III of the Comprehensive Plan:

Proposed Land Use Plan, Area Concepts and Goals, prepared by the Penobscot Valley Regional Planning Commission, 1976.

A Unique Opportunity for Sound Growth: Report on the Bangor Ammunition Storage Annex, Town of Hampden, Maine, prepared by the Eastern Maine Development Corporation, 1979

Urban Waterfront Study, prepared by Anderson-Nichols, consulting engineers, 1981.

River Corridor Plan, prepared by the Penobscot Valley Regional Planning Commission, 1982.

Report on Data Gathering for Up-Coming Revision of Comprehensive Plan, Hampden, Maine, prepared by Candice Ward, Student Intern, 1984.

Hampden Traffic Planning Study, prepared by the Maine Department of Transportation, 1984.

Hampden Growth Committee Report, 1984.

Hampden Housing Revitalization Study, prepared by the Eastern Maine Development Corporation, 1985, including the following elements:

"Hampden Housing Study", EMDC.

"Capital Improvements and Community Infrastructure Assessment", EMDC.

"Attitude and Public Opinion Survey", Bureau of Public Administration, University of Maine.

"Hampden Zoning Analysis", EMDC.

PROPOSED LAND USE PLAN: Area Concepts and Goals (1976)

This was the first attempt by the Planning Board to update the original 1963 Comprehensive Plan. It was begun originally in 1975, with the drafting of a report entitled, Draft Land Use Goals. Both of these reports were very brief and somewhat informal documents that reviewed the changes that had occurred up to that time in respect to local land use. It is important in that they offered objectives, or goals, for land use planning in the community. These goals have directed the Planning Board in much of its decision making over the past several years.

The first section of the report covers the Industrial areas. The first goal presented was to "...encourage most industrial uses to locate in the Industrial Park area.". It was realized that some industrial uses were not appropriate for the Park, so the Industrial B areas "...are created to provide space for small, non-service intensive uses. The Industrial C Area is created in order to allow the INDUSTRIAL-COMMERCIAL uses which exist on Route 1A to continue in the same location.".

The second section covers the commercial uses which are found in the Business zones of the town. The stated goal "...commercial development in Hampden is threefold. In short term, most commercial growth which occurs in Hampden should be located adjacent to the existing commercial development in the vicinity of Route 1A and Route 9. If the Route 202 extension is completed and allows north/south through traffic to by pass the built up part of Hampden, it may become desirable to provide land in the area of the extension for the development of a second shopping center to service people travelling through. Land has been indicated for that purpose in the proposed future land use plan. Rural business areas should be centered, in the future, where they exist today.".

The last section covered the Residential development of the community. The goals for these areas were: "...include directing as much residential development as possible to the areas which are already developed or developing. This implies allowing for mixed residential development in some areas while continuing the development of concentrated single family type of residential development in those areas which currently show this trend. Residential development in rural areas is seen as ideally dispersed in nature except in the case where a developer chooses to use a cluster pattern.".

A UNIQUE OPPORTUNITY FOR SOUND GROWTH:

SUMMARY OF THE REPORT ON THE BANGOR AMMUNITION STORAGE ANNEX  
TOWN OF HAMPDEN, MAINE (1979)

This report was written by the Eastern Maine Development District as a proposal for the Town of Hampden. The proposal was to be presented to the General Services Administration (GSA) as part of the Town's acquisition process in order to obtain possession of the Bangor Ammunition Storage Annex located near the Bangor-Hampden municipal boundary.

The Ammunition Storage Annex was declared surplus Government property by the GSA several years after the United States Department of Defense's decision to close the Dow Air Force Base facility. The Town of Hampden became eligible for the public disposition of the site because it is located within the municipal confines of the town.

The Unique Opportunity report was submitted to the GSA as a formal reuse proposal and development plan for the storage site. The report elaborates on the nature of the facility in terms of its surroundings and physical plant. The report concludes that the site of the Bangor Ammunition Storage Area is ideal as an industrial park for several reasons, its actual location in terms of transportation (road, rail and air), current surrounding land uses, and the general qualities of the site itself.

The report contains some interesting figures that can be used in future planning efforts, particularly in terms of economic base factors such as industrial facilities, industrial employment, and general employment needs data. There are tables describing the Bangor area's various industrial locations; this data will allow the Planning Board to determine if more industrial areas should be developed or planned for.

The Ammunition Storage Area report provides some generally interesting information, especially for comparing the recent growth trends and the demand for industrial development.

## HAMPDEN RIVER CORRIDOR PLAN

The River Corridor Plan is a detailed study of the Penobscot River shoreline in Hampden. The Plan reviewed the land use of all shoreland property in the town, and provided goals and objectives for the utilization, development and protection of the riverfront in Hampden. It was the logical outcome of the 1981 joint Bangor-Hampden Urban Waterfront Study. The earlier study dealt with the waterfront adjacent to the two communities, in a generally broad fashion. This study reviewed the Hampden waterfront in a highly detailed manner, almost lot by lot.

The Hampden River Corridor Plan was completed by the Penobscot Valley Planning Commission under provisions of the Maine Coastal Program. The project divided the riverfront into three sections and reviewed each separately. The sections are the North, that area from the Bangor City line down to the intersection of Route 1A and the Old County Road; the Central segment, from Old County Road southward to Pleasant Street below the intersection of the Kennebec Road; and the South segment from Pleasant Street southward to the Winterport town line. Each section includes a general description of the area encompassed by the riverfront, including the historic and current land use pattern. General land use goals are presented then followed by a detailed land use plan, describing steps that could be taken to attain the suggested land use goals.

The North segment of the corridor runs from the Bangor City limits southward to the intersection of the Old County Road and Route 1A. It was noted that this area of the community offers the most diverse land usage, ranging from industrial and commercial to low density residential. This area also sustained several large scale gravel operations, which resulted in the disruption of the local landscape.

General goals stated for this area of the waterfront are:

1. Provide for the continued protection and enhancement of the aesthetic qualities of the river corridor;
2. Encourage the re-utilization of the urbanized and developed river corridor land with uses which make use of and enhance the aesthetic quality of the river, and are oriented to the water;
3. Improve the vehicular and pedestrian access to the river at appropriate sites;
4. Increase the recreational facilities and amenities on the river corridor;
5. Provide for the re-utilization of the gravel pits as the mineral resources in them are spent.

The proposed land use plan for this area centers around the development of a marina and boat launching facility at the southern end of one of the gravel pits along the river. [Since the report was written in 1982, these facilities have been completed.] The marina is unique in the upper Penobscot area, and is one of the few locations where public access to the river is available. This has placed new value to the adjacent property, and will increase the developmental demand.

The following Land Use Plan was suggested with the marina and waterfront development in mind:

1. Land adjacent to the marina should be set aside for marina related secondary development, to include active and passive recreational facilities, marine service and supply facilities to support recreational boating. The marine facilities would include boat storage and repair, sales and display. The ownership of the area should remain in the public domain long enough to insure that the design and operation of the area will enhance the visual quality of the land and support its development as a major land based support facility for recreational boating.
2. The area north of the marina should be developed as high density residential or mixed use residential and commercial. It is probable that this area will be difficult to redevelop because of the gravel extraction, but the result will be well worth the efforts. The combination of the marina and the residential development will be a pleasant addition to the Hampden community.
3. The area would also be appropriate for the development of moderate level high-rise structures, housing offices and retail operations. At the same time that the area is being developed, consideration should be given to the protection of the aesthetic value of the waterfront. Those uses that require water as a source of transportation should be given adequate consideration for location. The amount of shoreland space for commercial uses is limited and should not be wasted, or excluded.
4. The existing Resource Protection District along the river bank should be kept intact, while the gravel pit area is revitalized. Those areas where the river bank has been degraded should be stabilized and replanted at the same time that the adjoining land is developed.

5. Much of the shoreland area is currently zoned as Resource Protection because of its relative location in terms of floodplain elevation. Some of this area is actually above the floodplain and could be re-zoned for limited development. Developments built on these high spots should be carefully designed so as not to adversely affect the scenic nature of the riverscape. This is particularly true for the privately owned parcel located on Turtle Cove. High rise structures would not be appropriate in this area.
6. South of Turtle Cove are several parcels of land that extend from the river to Route 1A. This area already has a high level of residential activity. No commercial or non-residential activity should be allowed in this area. High rise structures would be appropriate at certain locations.
7. A key land use policy for the river front area should be one that protects the already existing conforming land uses, i.e. existing residential neighborhoods should not be threatened by new uses. These uses already in the area should be allowed to continue, older neighborhoods should be protected. Areas between Route 1A and U.S. 202 should be reserved for single family and non-high rise multi-family developments, consistent with the existing zoning requirements. New commercial uses should be located along Route 1A in the Business or Industrial zones.
8. The proposed land uses can be encouraged by amending the existing zoning ordinance to allow planned unit developments with extensive open space.
9. Efforts should be made to improve the visual quality of the river front. This would include the careful landscaping of existing developments such as the tank farms, and the revitalization of the old gravel pits.

The Central Segment of the River Corridor extends southward from the Old County Road to Pleasant Street including the historic village area of the community. This area includes some of the more heavily developed residential areas along the river. Most of the land between Route 1A and the river is developed. Most of this development is residential, either single family or seasonal. This development takes advantage of the unique scenic resource offered by the river.

The area in the central segment is generally zoned Residential, Commercial or Resource Protection. The land use goals for this general area to:

1. Provide space for business use in places where business currently exists.

2. Provide for the development of higher intensity residential uses close to the center of Hampden.
3. Protect Hampden's natural resources.
4. Provide for the development of single family residential neighborhoods near the center of town.

With these general land use goals in mind, the specific goals for the Central Segment of the River Corridor include:

1. To provide for the continued protection of the aesthetic qualities of the shoreland.
2. To improve access to the river where appropriate.
3. To protect the historic charm of Hampden's village center.
4. To highlight the architectural quality of Hampden's older buildings and to encourage property owners to maintain and restore them in a manner which enhances their visual quality within the community.

The land use plan proposed for this area is actually a status quo. The current zoning allows for no major changes in land uses. A new effort is being made to encourage historic preservation and scenic quality [THIS INCLUDES THE DRAFTING OF AN HISTORIC PRESERVATION ORDINANCE FOR HAMPDEN IN 1985]. Efforts are encouraged to focus attention on Hampden's historic past as presented by the surviving 19th century structures.

Most of the goals established for the Central Segment of the River Corridor center on the historic nature of the community and the presenting of that nature to the general public. This presentation or increasing the general public's awareness of the community's historic past is to be developed through the establishment of a recognition system. This system would involve the identification of places and structures of historic significance. These sites and locations would be marked by plaques and located on maps for ease of finding by the general public. This identification and marking program would be carried out by the local historical society, students, and interested local volunteers.

The third area of concern is the South Segment of the River Corridor. This segment stretches from Pleasant Street to the Winterport town line. This part of Hampden is marked by a mixture of uses: recreational open space, mineral extraction, agriculture, rural residential uses, and vacant fields and undeveloped forests. Generally this area of Hampden is considered rural with characteristics that deserve to be preserved.

The land use goals for this area includes:

1. To provide for the continued protection and enhancement of the aesthetic qualities of the River Corridor.

2. To improve pedestrian access to the river at appropriate sites.
3. Provide for residential development at appropriate sites at a density which would be consistent with the availability of public utility service, the carrying capacity of the land and the general rural character of the area.
4. To protect through zoning existing non-residential uses which are compatible with neighboring residential uses.
5. To protect the rural character of the area south of the Hopkins Road.

The Land Use Plan for the South Segment of the River Corridor is generally to maintain a status quo of the existing land development pattern. Two exceptions are recommended. A section just north of the Dorothea Dix park would make an ideal multi family development area. Currently this area is zoned as Residential A; the zoning should be changed to Residential B to allow for multi-family development. Another area just north of the Winterport town line is heavily utilized by commercial activities, but is zoned as Rural Residential. This area should be re-zoned to Rural Business to incorporate the current land uses.

The Hampden River Corridor Plan is a short, but exact, report reviewing the current development along the Penobscot River and suggesting some options that could be implemented to improve the general nature of development along the river front, realizing that the water front is a limited resource that must be utilized wisely. The wise use of the land along the Penobscot River would be a lasting asset to the Hampden community.

REPORT ON DATA GATHERING  
FOR UP-COMING REVISION OF COMPREHENSIVE PLAN:  
HAMPDEN, MAINE

This report was compiled by Miss Candice Ward while she worked as a Student Intern for the Town of Hampden during the summer of 1984. The purpose of the data gathering was to assist the Hampden Planning Board in re-writing the Town's Comprehensive Plan. The project resulted in:

1. An up-dating of the Town's maps for all utilities and roadways;
2. An up-dating of the Comprehensive Plan's statistical tables and charts;
3. A review and abstract of the Town's Planning Board meeting minutes.

The report began with the discussion of community maps. The map dealing with roadways indicated that there was little change in the types and number of roads through the town since 1963 and 1980. The section of maps dealing with utilities indicates that most of Hampden is adequately served by public services. The electrical service map indicates that Hampden is serviced by both Bangor Hydro and Central Maine Power. Representatives from the Bangor Hydro Electric Company admit that portions of the community are not serviced as well as they should be. [IN DECEMBER, 1985, MR. BONE, THE TOWN MANAGER, REQUESTED THAT THIS ISSUE BE GIVEN CONSIDERATION IN ANY FUTURE COMPREHENSIVE PLANNING EFFORTS.] A new up-dated electric utility map was slated to be completed in 1985, indicating the Town's electrical facilities through 1984.

The second section of the report dealt with the up-dating of the Town's economic statistics. This section is made up of tables developed from various official sources such as the Census Bureau, Maine Department of Labor, and the Maine Department of Labor's Bureau of Labor Statistics. The information is up-dated to 1977.

The next section of the report deals with the school facilities of the community. There is a detailed discussion of the various school buildings (McGraw, Weatherbee and the Academy).

There are several possible problem areas to be faced by the Hampden schools that may prove to be serious in the future. The Academy building is a complicated series of additions to the original 1843 structure. The McGraw school appears to be near its design student capacity (400 students in a facility designed for 450). This is the school that will feel the first effects of the current increased birth rate as the children begin to attend school. The school building is adaptable to additional classrooms, so space is really not a problem; but the proper timing of the construction may cause concern for the school district.

The report continues on to Hampden's zoning. This section is actually made up of several appendixes covering the historic actions of the Planning Board, and the Zoning Board of Appeals. The section concludes that during the last twenty years, Hampden has developed slowly. This is attributed to the energy crisis, and the build down of Dow Air Force Base. In the 1980s Hampden is experiencing an extensive expansion of the residential housing stock. Much of this expansion is planned for areas outside of the public serviced areas of the community. This could cause problems for the community by requiring the unplanned expansion of the sewer and water systems, both costly operations for the community. Much of this cost may not be re-captured by the new tax revenue gained by the new housing starts. The end conclusion of this section of the Data Report is that the 1960 Comprehensive Plan must be revised or updated to bring the community's planning efforts in line with the changing future needs of the Town.

The Appendixes of the Zoning Section of the Data Report from the final section of the report. These appendixes provide a detailed listing of the actions of the Planning Board and the Zoning Board of Appeals dating from 1974 and 1962 respectively.

It is interesting to note that beginning in May, 1962, the Zoning Board of Appeals did not deny a variance or permit application until February, 1970. The Planning Board experienced the same situation. Beginning the review of activity in October, 1974, the Board first denied an application in August, 1981. Considering the span of time that records were being maintained for each Board, it becomes obvious that either the ordinances that were being upheld were originally very lax, or the Boards were not reviewing the applications carefully in the early days, or less likely each applicant was submitting complete and appropriate submissions. The situation has changed over the span of time as each Board became more aware of its functions and responsibility to the Town. There is a possibility that there was damage done to the Town's land use planning efforts in the early days, some of those decisions may still be seen today; but the current Boards appear to be reviewing applications much more closely to insure that they are consistent with the Town's ordinances and the laws of the State of Maine.

## URBAN WATERFRONT STUDY (1981)

The Urban Waterfront Study ties in the potential development along the Penobscot River, for both Hampden and Bangor. It is an important study in that it presents a comprehensive effort to coordinate the developmental efforts by both communities, into a single effect waterfront revitalization program.

The Urban Waterfront Study, Bangor/Hampden, Maine was completed in 1981. The study was a joint effort by both Hampden and Bangor to determine an effective program to re-develop the Penobscot River waterfront area of the two communities. The study was completed by Anderson-Nichols, Planning Consultants.

The consultants noted that the river front areas of the communities had once been the main the reason for the communities' very existence. Since the turn of the century, with the changing nature of the two towns, the reliance on the river as a resource has steadily declined until the Penobscot had become a community eyesore.

In the late 1970's the feeling was that the river front area was under-developed and mal-utilized. As part of their redevelopment efforts, Bangor and Hampden cooperated to sponsor a waterfront study to determine possible directions for future riverfront development efforts.

At the time, and currently, the waterfront was used as a port for bulk deliveries of coal, oil and other commodities that could be transported by either water or rail to the various distributors that had sprung up. Many of the buildings that remained along the shore were in various stages of disrepair and abandonment. Many of the lots were simply vacant, the buildings having fallen, or been demolished.

The waterfront study was conducted in two phases with the objective of developing a recommended course of action and an implementation plan to recapture the waterfront as a local resource. As part of this goal the consultants presented two concept plans for waterfront development.

Concept 1 placed an emphasis on maximizing the public's access. This meant the development of recreational and commercial/retail opportunities along the river. This concept calls for the radical redesign of the waterfront area, to include development along the river near the Chamberlain bridge and in the area of the Hampden Marina, with a bikeway connecting the developments.

The objectives of Concept Plan 1 are to reserve waterfront space for waterfront dependent uses and to insure that future development is compatible with the uses in the area. Key element of the plan are to improve the public access to sites along the waterfront, and to improve the appearance of the shoreline along the Penobscot River. This effort to increase the public's access to the river would involve the development of recreational facilities along the river.

The concept would encourage the development of office, retail and commercial, and residential areas adjacent to the waterfront. This development would be blended in with a series of recreational parks and trails that would increase the public's ability to enjoy the shoreline, and unify the landscape of the shoreline developments.

Concept 2 is similar to Concept 1, but retains many of the current active commercial/industrial uses. This concept would allow for a blending of the uses anticipated from the development of a revitalized waterfront, plus the upgrading of the existing transportation and commercial uses. This would allow for an effective merger and maximize the use of the limited waterfront properties.

The concept concentrates on the continued, but improved quality, of the current commercial uses found along the waterfront. The improvements that would be sought out would involve the improved access for trucks from the Interstate highway; the development of a "bulk cargo transport area" by filling in along selected sections of the "harbor". Further improvements would include the development of mixed use warehousing and commercial facilities adjacent to the bulk cargo transport area.

Under Concept 2, the Hampden Marina area would play an increased role as the center for residential/retail/commercial development. Light manufacturing/offices could be developed in this area.

## HAMPDEN TRAFFIC PLANNING STUDY (1984)

In 1984, the Bangor Area Comprehensive Transportation Study (BACTS), in conjunction with the Maine Department of Transportation's Bureau of Planning, completed The Hampden Traffic Planning Study. This study reviewed the current and historic traffic patterns along the town's major roadways.

The purpose of the study was to determine whether or not the current roadway system could be improved to provide adequate levels of traffic service for the present and into the future. If the current roadway could not handle the anticipated traffic of 2004, would the projected by-pass be practical or required.

The findings of the traffic study indicate several points. One, a by-pass would lower the Average Daily Traffic (ADT) level at a point just south of Western Avenue and 1A, by about 34% of the 1984 traffic; this reduction would become 39% of the ADT by the year 2004. Two, Route 1A corridor will continue to carry the bulk of the traffic. It is estimated that by 2004 the ADT will be 10,506 with the by-pass (Down from 17,232 ADT without the by-pass.). The 1984 figures indicate an ADT of 9,200. Regardless of the changes in the routing of traffic flow, because of the anticipated increase in traffic, additional traffic control devices will be required. Along with the control equipment, a reduction in speed will be required to provide a certain measure of safety. This reduction in speed will increase the usefulness of the roadway without major reconstruction. Additional signalization and geometric devices are recommended as improvements to the current traffic control system.

The study provides detailed information and tables for intersections and road segments. Among the more interesting tables is the one concerning accident occurrences at particular intersections of the Town. The intersection with the highest incidence factor is located at Coldbrook and Route 202. This is an area that could be corrected fairly quickly and inexpensively by placing an electronic control device of some type, but will require careful coordination with the Maine Department of Transportation.

The study concludes with a detailed workplan of items to be addressed during the FY86-87 period. This work plan also includes cost estimates for the work/project involved.

## HAMPDEN GROWTH COMMITTEE REPORT

There are concerns regarding the considerable growth Hampden has experienced during the past few years; this growth is anticipated to continue. There are also concerns regarding the effectiveness of the town's existing land use control system, particularly in terms of protecting the rural-residential character of the community.

The Town Council's 1984 Growth Committee addressed several of the issue areas, namely lot size, the zoning ordinance in general, and under-utilization of cluster subdivisions. The Planning Board's Comprehensive Planning Committee has been involved in developing a new comprehensive plan for the community based on the changes since 1963, when the first plan was adopted.

The lot size issue is interesting. The area of a property has historically been used as a community's public statement of developmental philosophy. The smaller the lot, the more development attracted. Generally, wherever public services are available, the smaller the lot. The smaller the lot, the denser the concentration of development. Conversely, the larger the lot requirements, the less development, and less dense land utilization. Large lots are usually found in those areas either not served by public water or sewer, or areas intended for limited development.

The current A and B residential zones allow for relatively small lot sizes, as little as 13,000 and 8,000 square feet respectively. This has resulted in dense development. The Growth Committee felt that much of this development had been counter to the Comprehensive Plan. They felt that the lot sizes should be increased; emphasis should be placed protecting the open areas of the Town by encouraging the development of "cluster subdivisions" and multi-family housing for the elderly.

Increasing the size of individual lots is not necessarily the best method to protect a community from growth. Often, increased lot sizes and street frontages only spread out the community's service area, and increases the costs of services. Cluster subdivisions and multi-family developments have the affect of centralizing services into smaller areas, lowering the installation costs. At the same time, as the Committee noted, these types of developments have greater up front costs for the developer, and are not as popular unless they can be made more economically attractive.

There are no state or federal funds for this type of housing, therefore the Town will have to make this type of development attractive to developers. This may be accomplished through several methods, such as increasing density allowances for multi-family housing, reducing specific lot size for particular types of development, developing a "density bonus" system for developers who will work with the community to construct the appropriate types of housing.

If the Town is concerned with uncontrolled residential growth, there is the possibility of increasing the lot size for those areas that are not served by off lot water or sewer. Many Maine residential communities have imposed large lot requirements in areas not covered by public services. This has the affect of forcing developers to utilize more land for house lots, increasing their costs, but at the same time providing more area for on-site subsurface

septic systems. On the other hand, this policy would make development in those areas served by public services more attractive, because of the lower land and development cost. At the same time, increased development in these areas would help the Town off-set the cost of public services because of the increased connections on the existing lines.

The Growth Committee is suggesting a very selective housing goal for the community. At the same time, Hampden has responsibilities within the Greater Bangor area. Hampden must meet its "regional share" of low income housing, and space for unwanted, but necessary and legally required land uses, such as half-way houses, waste disposal sites, municipal service operations or other facilities. This concept has been well established by the famous Mount Laurel Court decisions concerning affordable housing in New Jersey suburbs.

Aside from the lot and housing type issues, there are other important land use issues. General development, such as commercial and industrial, versus open space and rural areas, has become a major issue. The Growth Committee identified the increased development of local commercial activities, or industrial use in the I zones, as a prime consideration. At the same time they recognized the need to maintain the rural residential nature of the community. As new development is encouraged, these two conflicting interests will increase in intensity during the next few years.

Commercial uses, particularly retail operations, are generally seen as not costing the community much in terms of services, in return for tax dollars paid. On the surface that appears to be true, but commercial operations have other costs. They generally increase traffic counts, and add to the congestion; increase the cost of public safety because of increased police protection and traffic supervision required.

One effective method to lower the cost of public services to commercial districts is to centralize the zone, rather than allowing it to spread in several locations. At present there is no centralized business area in Hampden; the existing commercial activity is scattered along Routes 1A and 9; situated amidst residential uses.

Development in this general location has several advantages. One, the centralized businesses would have better access to the Interstate. Second, because of the concentration, they would attract more customers and business. Third, the development of a business center away from Route 1A would improve the general traffic conditions in the town.

The development of this centralized business district has been slow, due to the uncertain economic conditions and other factors that have contributed to an appearance of "little interest" by the Town. The area might develop more rapidly if the commercial districts (B, BB, and IC) were united into an un-interrupted district stretching along Route 202. A further step into the development of a strategy would be the increased development of more residential usage along Routes 202 and 9. This development could be either single family subdivision or multi-family. The increased residential use would act as a stimulus for the development of retail operations.

In summary:

1. Growth should be controlled, not halted;
2. Hampden should develop a strategy to attract multi-family and condominium developments for the growing number of elderly households;
3. A strategy should be developed that would create a centralized business/retail area for the town that would attract shoppers and business;
4. At the same time that residential and commercial development is encouraged, the rural nature of the community must be preserved.

## HAMPDEN HOUSING REVITALIZATION STUDY

The Hampden Revitalization Study is comprised of several independent reports. These reports include:

- a. Hampden Housing Study;
- b. Capital Improvements and Community Infrastructure Assessment;
- c. Attitude Survey and Public Opinion Workshop; and
- d. Hampden Zoning Analysis.

These reports have reviewed the current situation in the Town and provide some recommendations for future growth and management. This section will provide brief outlines of the various reports and a summary of their conclusions and recommendations.

### A. HAMPDEN HOUSING STUDY:

The basic conclusions concerning the housing situation and future trends for development in Hampden are based on a number of factors. Among the general conclusions are:

- a. Increased housing development in those areas with smaller lot requirements, particularly in established subdivisions.
- b. An increase in the number of proposals for subdivision development. Of these proposals, only one-half to two-thirds will actually be developed.
- c. Development will occur along established sewer and water lines. This generally is a requirement for bank or federal financing.
- d. The number of multi-family developments will increase as the costs of land and construction rise, pricing the average income household out of the single family market.
- e. The multi-family developments will tend to cluster along service lines and adjacent to major roadways.
- f. The most likely areas for multi-family development will be those areas zoned RB, because of the smaller lot requirements and higher density limits.

In this study the following factors were reviewed:

1. Changes in population;
2. The availability and type of housing;
3. Employment base;
4. Income structure; and
5. Cost of housing.

The findings:

1. Of 1,716 reporting households in the 1980 Census, 1,102 (64.2%) had moved into their homes since 1970. During that same period only 323 new housing units had been constructed. This indicates a very high migration rate. This process resulted in an 11.8% increase in population between 1970 and 1980.

The 1970-80 period was noted for a lower birth rate; an increase in the number of households as more people began living alone, and the resulting decrease in the size of the household. Generally, it was noted for a highly mobile population base, with many people moving from urban centers to smaller or more rural communities. The most significant shifts in population distribution occurred in the 5-14, 20-34, and 45-54 age groups. The school aged group declined almost 200 persons, while the other groups increased by about 600. This demonstrates the outward migration of young and older households, with no or few children, to the suburban residential from the larger work centers.

The period since 1980 has seen several changes from the earlier years: the number of housing starts has declined in the rural areas; housing starts in the cities has increased; the birthrate is increasing; the number of households has increased; and the size of households is remaining stable, slightly below the 1980 average.

2. It is obvious that Hampden has grown significantly over the past years. In terms of housing, like the shift in population, there have been changes, and these changes will continue and increase. The housing situation in the town is changing. Despite the decline in housing starts, the basic housing stock is increasing and changing in nature.

The nature of the housing growth is changing from that experienced between 1970-80. During that period, 79% of the construction was single family. During the last five years only 66% of new construction was single family. There is generally more multi-family housing being built because of financing being readily available.

Housing in Hampden has more than kept up with the general population growth of the community. Tables I and II indicate that the number of housing units has been rising at a rate slightly faster than population.

In December, 1984 a brief field study was conducted to determine the general condition of the area's housing situation. The following points were generally found to be true:

- a. Most of the existing rental housing available was located in older private buildings, usually one to three units per building.
- b. Most of these buildings were older, originally converted from large single family residences. These units were generally in good condition.
- c. Several new apartment complexes have been built along the major roadways of the town.

- d. Planning Board approval has been granted for approximately 90 more apartments in multi-family developments, in addition to approval for two hundred single family lots in various sub-division developments.

The housing market in Hampden is rapidly changing. The increasing cost of housing in general and the increasing numbers of households are combining to generate a need for inexpensive housing. This needs/demand will accelerate the building rate and increase the number of rental dwelling units available in the town. Rental units are becoming the predominate housing mode because they are more affordable for the majority of households, and they are more cost efficient to construct than traditional single family units.

Based on current construction trends in Hampden and the surrounding area, the following appears to be true:

- a. Hampden will see more rental housing development, and less single family construction.
- b. There will be smaller, but more numerous, households generating increasing demands for housing and services.
- c. The overall population may not increase due to a trend toward movement back into the central cities spurred by increasing housing and transportation costs.
- d. Many of the developments granted preliminary approval by the Planning Board have not been built, and in all likelihood, will not be.
- e. The housing needs of the Town's low income population are not being met. No low-income housing proposals have been presented to the Planning Board.

3. Hampden has a small employment base compared to the rest of the area. At the same time, the Bangor area provides a strong and varied employment base. The potential for continued growth and development, especially in technological and service fields is very good. The Bangor SMSA is the major service area for the entire eastern half of the state.

Several factors will play a key role in future employment developments:

- a. The University of Maine at Orono, and the several other institutions of higher learning, should continue to provide qualified managers and technicians for area employment. This ready supply of personnel could act as an inducement for new industry to locate in the area.

- b. The Bangor International Airport and Free Trade Zone provide opportunities for increased international trade and development of corporate office facilities.
- c. Bangor serves as the communications center for the the eastern and northern portions of the state. Most of the railroad lines running north and east have their terminus in the area. The major north-south federal highway connects through Bangor with several interchanges available for access points.

4. With the varied employment base in the surrounding area, and the small percentage of employment opportunities actually located in Hampden, the town has developed into a major residential center. Many of the professional and managerial types have established their homes in Hampden. Because of this the income level in Hampden is the highest in the SMSA and among the highest in the state. This is likely to remain true for the foreseeable future based on the types of professional employment its residents have.

This high income level places a high premium on land values in the Town. At the same time, it places increased pressure on the Town to provide services, such as sewer and water, and high quality educational facilities, to residents.

5. Hampden has one of the higher income/housing cost structures in the area. At the same there is a market for newer higher cost rental units or lower cost owner occupied units. At present the median income for owner occupied structures is \$35,000 (based on mortgage payments); the income for median rental units is \$14,800. These figures indicate that there is a wide range between the levels of affordability for the two modes of housing.

With such a wide range between modes of housing there is a market for newer and more competitively priced dwellings. These alternatives may include town house (attached single family structures) type developments, manufactured housing or newer rental units.

General conclusions that can be derived from the current information on housing costs, income, and housing starts:

- a. As the cost of housing construction increases or rises, the number units started declines.
- b. Based on 1984 adjusted income, the number of households capable of affording the median priced home is much lower than the number capable of affording the current market rate rent of modern rental units.
- c. The areas with the most development are those areas requiring the smaller lots, with existing services.

B. HAMPDEN CAPITOL IMPROVEMENTS PROGRAM 1986-1990

This technical report reviews the capitol improvements that the town should address in the next several years.

- a. Community Buildings: The town is in need of a new centralized community building to consolidate the locations of the Town's several offices. The expense of the new structure could be offset by constructing a larger than needed structure and renting the excess space as offices. This process has been used in several other communities and has resulted in rapid repayment of the bond drawn for the initial construction.
- b. Sewage Treatment and Collection System: A vehicle will have to be provided to implement a flushing and man-hole maintenance program for the new sewer system.
- c. Solid Waste: A waste management policy and brush burning facility should be established. Currently, the solid waste budget has increased from 2.9% of the Town's annual budget in 1982, to 5.7% in 1984. It is felt that much of the increase could be reduced. Currently, brush and construction debris is hauled to the disposal site. Much of this material could be burnt by the town rather than paying the transportation and tipping fees currently being paid.
- d. Recreation: The concept of a recreational complex including a swimming pool, tennis and basketball courts, and other playground facilities was presented as a viable goal for the community. A site should be acquired for the eventual development of this complex. Individual components could be constructed over a period of time.
- e. Roads and Bridges: Serious thought must be given to replacing the current method of screening the Town's required supply of winter road sand. At present the operation requires 4-6 weeks to screen 3,500 cubic yards of sand. It may be more economical to purchase processed sand from a commercial source (after actual costs are considered, i.e. man-hours, vehicles, other projects left unattended while the sand screening process is being completed. Further, recent legislation may require the Town to construct a storage facility for its sand and salt.
- f. Public Safety:
  1. Fire Department: Because of the amount of equipment owned by the Hampden Fire Department, there will soon be a storage problem, which in all likelihood will result in the eventual construction of a new garage facility. This new construction may cause a siting dilemma. A study may have to be done to determine the best location for a fire department facility.
  2. Police Department: The current Police Department facility is inadequate. The space available is inadequate for required functions, such as classrooms, secure storage of ammunition or evidence. There is need for a photo lab, records room, and

private squad room. Much of the space problem could be address by the construction of a larger community office building. Again the expense of a new office building could be off set by constructing one larger than needed, and renting the extra space.

3. Ambulance: The community ambulance service is managed separately from the other Public Safety departments. The Current vehicle is a 1977 model, and because of its specialized function, is considered obsoleted and ready for replacement.

g. Miscellaneous: The various, non-municipal department needs discussed for the town included an emergency warning system (a series of sirens for alerting citizens); an emergency operations center in the new municipal office building; computerization of the Town's records, to include a word processing system; and the up-dating of the Town's series of aerial photos (the photos currently used date from 1981.).

The Town has had a cash surplus (revenue over expenditures) during the report base years 1982-84. In 1982, this amounted to \$223,188; in 1983, \$453,345; in 1984, \$305,967. Based on anticipated revenues and expenditures, the surplus for the period between 1985-90 is expected to continue.

Year	Balance
1985	\$347,950
1986	409,350
1987	447,150
1988	496,300
1989	552,100
1990	621,350

The Capitol Improvement Program section of the report indicates that improvements recommended can be financed well within the anticipated surplus levels.

#### C. ATTITUDE SURVEY

This report is a comprehensive array of questions covering a number of areas, designed to allow residents to voice their feelings concerning the issues. The survey questionnaire was assembled by a committee of local officials and the Bureau of Public Administration at the University of Maine at Orono. The resulting questionnaire was mailed to a sample population of the community (The sample was 810 systematically selected individuals from the Town's registered voter's list.). Of this sample, 598 individuals were contacted; of those contacted, 503 responses were returned, providing a response rate of 84.1%.

The questionnaire covered several areas of interest to the community, including:

Hampden as a place to live: the majority of respondents felt that it was a better place than most to live. The major reason for this feeling was the general quality of the educational system.

Municipal services: Most respondents felt that the Town met the needs of the residents in an adequate fashion. The library was felt to be the best service; sidewalks and roads were considered adequate to poor. The majority of respondents felt that more funds should be spent in this area, even if taxes had to be increased slightly.

Town operation: Most of the respondents felt that the performance of the Town administration was average to better than most.

Growth and Land Use: The majority of respondents felt that there should be some growth and development in the community. Growth and development in rural areas should be reviewed carefully by the Planning Board. There should be increased commercial growth; this growth should be along Route 9, or Route 1A from the Souadabscook Stream to the Kennebec Road. There was some feeling that a "downtown" should be developed in these same areas. Future development should be aimed at development of light industrial and manufacturing businesses. The population of the community should be kept at about its current level.

Future Housing development: Most respondents felt that future housing should be mostly single family units, in either standard or cluster subdivisions.

#### D. HAMPDEN ZONING REVIEW:

Hampden has experienced rapid growth, with little control or direction. Despite an elaborate series of land use districts, the Town has not been able to completely manage or direct its development. Most of the development in the Town was done during the period between 1940-60. This development took the form of scattered industrial and commercial uses inter-mixed with residential uses.

The area hardest hit by this mixed-use development occurred along Route 1A, north of the Souadabscook Stream. For all intents and purposes, this area has become the primary residential and retail section of the town. This arrangement has caused much of Hampden to lose its historic village and rural beauty. The town is still experiencing growth pressures and is actively searching for strategies to control its growth.

Hampden is concerned with the development in the town, because of its cost and its affect on the character of the community. There are concerns regarding the considerable growth Hampden has experienced during the past few years; this growth is anticipated to continue. There are also concerns regarding the effectiveness of the town's existing land use control system, particularly in terms of protecting the rural-residential character of the community.

Several local committees had been tasked to review town growth and to provide suggestions for its effective management. The Town Council's 1984 Growth Committee addressed several of the issue areas, namely lot size, the zoning ordinance in general, and under-utilization of cluster subdivisions. The Planning Board appointed a Comprehensive Planning Committee to review the 1963 Comprehensive Plan and develop a new comprehensive plan for the community based on the changes since 1963, when the first plan was adopted.

The Town Council's Growth Committee keyed in on housing mix and lot size issues. Further, they felt that a modification of the current land use ordinance procedures may prove useful, changing from the traditional zone type to a more flexible contract/performance type ordinance.

The Planning Board approached the growth issue by means of revising the 1963 Comprehensive Plan. This revision will reflect the changes that have occurred over the past twenty two years. Further, it will offer some suggestions concerning the future land use trends and changes that will occur, and, how and where land use policy should be directed. At the present time, the Board's Comprehensive Planning effort is in the information collection stage. The completed Plan should be available by mid-1986.

Several studies have been conducted to determine methods to be taken to control and direct growth. These studies concluded that:

1. Growth should be controlled, not halted;
2. Hampden should develop a strategy to attract multi-family and condominium developments for the growing number of elderly households;
3. A strategy should be developed that would create a centralized business/retail area for the town that would attract shoppers and business;
4. At the same time that residential and commercial development is encouraged, the rural nature of the community must be preserved.

Methods available to the Town to reach these objectives include:

1. Growth has been controlled by establishing a quantifiable limit on building permits issued. This type of control mechanism

must be justified by specific reasoning to satisfy a legal suit. Justification could be: added growth would unduly affect the level of services, such as sewer or water, to the public (Several law court decisions reinforce this principal: Begin v. Inhabitants of the Town of Sabattus (1979), Tisei v. Town of Ogunquit (1985), and Coombs v. Town of Ogunquit (1985)).

2. The development of multi-family or condo projects could be enhanced by encouraging developers to utilize more fully the cluster subdivision provisions of the ordinance. This would allow for lower development costs, attract more development, but retain the natural setting of the community because the developer would be required to dedicate a significant portion of a parcel to open space.
3. The rezoning of some areas along sections of the Route 202 corridor to facilitate increased retail commercial development in a centralized area.
4. The preservation of open space and the rural nature of the community might be preserved by increasing lot sizes for those sections in the RA and RB zones that are not served by public water or sewer. This would make development in those areas more expensive, and make construction in the serviced areas more attractive. At the same time, the increased utilization of cluster subdivisions would promote more open space by requiring larger lots, but allowing more development on only a small section of a parcel of land

In conclusion, Hampden has been a changing community; it is still changing, and in all probability, will continue to change well into the future. The Town has developed an elaborate land use control system over the years, and is continuing to adapt the system to keep abreast of the changes. Besides the "catch up" measures of adapting to changes, serious efforts are being taken to meet and direct future needs. These new efforts will result in a development strategy that will ensure that Hampden grows in terms of commercial development, and at the same time, maintains the municipal services and natural beauty of the area that has marked the community as an ideal residential location and home.

## GENERAL INFORMATION AND DATA

The following section of the Plan presents detailed statistical data concerning the Town of Hampden. This data provided the basis for most of the recommendations that have been presented in this document. The statistics used here were derived from the original reports and have been selected for the purpose of quick reference for the Plan's user.

GENERAL: Hampden

Demography-

Area: 38.3 square miles  
Population (1980): 5,250  
Population Density: 137 persons/square mile  
In the period from 1970 to 1980, population  
increased 11.8%

Road Miles to Major Markets and Distribution Centers-  
(Regional Mileage Estimates for Penobscot County)

Bangor, ME	2 NE	Montreal, QUE	306 NW
Houlton, ME	116 N	New York, N.Y.	445 SW
Portland, ME	133 SW	Halifax, N.S.	452 E
Boston, MASS	248 SW		

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COMMERCIAL SERVICES:

State Newspapers: Bangor Daily News/6 days/79,933; Portland  
Press Herald/6 days/58,983;  
Portland Evening Express/6 days/29,029;  
Maine Sunday Telegram/Sundays/126,528

Television Networks: ABC, CBS, NBC, Maine Public Broadcasting  
Network

Lodging: Hotels & Motels - 2

Electric Utilities: Bangor Hydro Electric Company  
Peak Capacity: 37.1 Megawatts

Telephone Service: Hampden Telephone Company;  
New England Telephone Company  
77 Exchange Street, Bangor, Maine 04401  
(207) 947-9911

Advanced telephone equipment is available from private companies,  
as well as from New England Telephone Company.

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COMMUNITY SERVICES-

Health Facilities:

Regional Health Facilities-  
Eastern Maine Medical Center, Bangor

385 bed hospital  
 28 bed nursing home-type unit  
 Central Maine Medical Center, Lewiston  
 239 bed hospital  
 Mid-Maine Medical Center, Waterville  
 297 bed hospital  
 46 bed nursing home-type unit  
 Maine Medical Center, Portland  
 533 bed hospital

Licensed Health Personnel - Local Area  
 Physicians & Surgeons 6  
 Dentists 2

EDUCATION:

Elementary and Secondary (K-12)  
 Enrollment 1,475  
 Number of Teachers 80  
 Teacher/Student Ratio 1/18

Post-Secondary (Regional)

\*The University of Maine at Orono is the state's major university campus, and offers various undergraduate degrees as well as master's degrees in over 40 areas of study, and doctorate degrees in 15 areas.

Tuition and Fees/year: Resident \$1,410, Non-resident \$4,200  
 Room and Board/year - \$2,680, Enrollment - 11,651

\*Husson College, Bangor  
 Business College  
 Tuition/year \$4,200  
 R & B/year \$2,500  
 Enrollment - 1,450  
 Degrees: A.S., B.S., M.S.

\*Beal College, Bangor  
 Business College  
 Tuition/year \$2,600  
 R & B/year \$1,400  
 Enrollment - 600  
 Associate degrees in  
 Business Science

\*Bangor Theological Seminary, Bangor  
 Average cost per student/year \$7,500  
 Tuition and Fees/year \$3,000  
 Enrollment - 100, Degree: M. Division

Post-Secondary Vocational-Technical Schools

\*Eastern Maine Vocational Technical Institute, Bangor  
 Programs: Business Mgt., Carpentry, Machine Shop, Electronic Technology, Practical Nursing, Automotive Tech, Electro Mechanical, Welding and Cutting, and Others.  
 Tuition/year - \$735, R & B/year - \$1,705, Enrollment - 600

Public Library: Hampden Regional Library

Churches:

Roman Catholic 1                      Methodist 1

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## INDUSTRIAL SPACE

Available Manufacturing Space (as of October, 1983)

--Acme-Dunham Building - 55,000 sq. ft. in two story steel frame bldg. Has 7,000 sq. ft. utility bldg., 6 tailgate doors, MCRR siding, 19.5 acres with ample parking, expandable. SALE or LEASE.

### Industrial Parks

Park	Location	Available Acreage	Utilities
Hampden Industrial Park	Perry Road, Hampden	1500	Public Water, Electricity,
Ammo Industrial Park	Hampden	150	Private Water Electricity.

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## ECONOMY

Hampden's economy is over one-quarter (26.3%) comprised of people employed in the retail trade industry. Other leading employers are those involved in health, public administration, and education. The major occupations are: administrative support occupations, including clerical; and professional specialty occupations. These are followed by executive, administrative, and managerial specialty occupations; service occupations, except protective and household; sales occupations; and precision production, craft, and repair occupations.

The unemployment rate, based on 1980 Census data was 5.26 percent. Of the unemployed, 7.7 percent were so for 15 weeks or more. In 1984, approximately 5.5 percent of the population was receiving some form of social assistance. According to the census; 299 people in 1979 or 5.7 percent of the population is below the poverty level. Additionally, 10.2 percent of the population is below 125 percent of the poverty level.

In terms of job stability in 1979; the rates for males (72.24%), for females (52.36%), and the overall job stability

rate (63.94%), were above the averages for Penobscot County. These were 68.87 percent, 46.79 percent, and 57.39 percent respectively. Specifically, 230 males and 165 females were unemployed at one time or another. Also, 1,425 males experienced no unemployment in 1979, while 1,041 females enjoyed the same status. Twenty-eight males and 15 females did not work and were unemployed. A large number of people in 1979 were not in the labor force, this consisted of 186 males and 767 females, or 10 percent and 38.6 percent respectively.

The 1980 Census showed per capita income to be \$6,411 with median income \$18,151 for households and \$19,441 for families. These were all well above the averages for Penobscot County. In Hampden specifically, 23.8 percent of the population have household incomes between 0 - \$9,999, and 47.8 percent between \$10,000 - \$24,999. Also, 26.1 percent of the households in Hampden had a median income between \$25,000 - \$49,999.

### Housing

According to the 1980 Census, Hampden has 1,870 housing units of which 1,852 are year-round housing units. Forty-five percent of the year-round housing units were built in 1939 or earlier. Thus, Hampden has a large amount of old housing units. Only 17.5 percent of the year-round housing units were built from 1970 - 1980. 1,729 (93.4%) of the 1,852 year-round housing units are occupied.

Of the 1,729 occupied housing units in Hampden, 83.6 percent are owner-occupied and 16.4 percent are renter occupied. Fifty-seven of the specified owner-occupied housing units are valued at less than \$20,000, with 398 valued at \$50,000 or more. The median dollar value for specified owner-occupied housing units in Hampden is \$44,800. This is above the Penobscot County average which is \$36,700.

Of the specified renter-occupied housing units, 14 of the 284 renters pay less than \$100/month for rent. Ninety-eight pay over \$200/month. The average rent in median dollars for Hampden is \$189/month which is above the Penobscot County figure of \$178/month. The rental vacancy rate for Hampden is 7.8 percent which is below that for Penobscot County. Additional housing data is available in the tables listed under the Penobscot County section.

Banking: See chart enclosed at the end of the community section.

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GOVERNMENT AND TAXATION

City Government: Council-Manager

Local Regulations:

Hampden has an active planning board, a comprehensive planning process, a zoning ordinance, state or local shoreland zoning ordinances or provisions, subdivision control ordinances, and building codes. Hampden is also a member of a regional planning commission.

State Regulations:

Minimum wage: Students under 19 - \$2.51/hr.,  
all others - \$3.35/hr.

Unemployment Compensation tax rates: Minimum - 3.6%,  
Maximum - 5.6%

Workers Compensation benefits: 2/3 of average weekly state wage, not to exceed 166.6% of average State of Maine wage.

Areas regulated (licenses, permits, or approval required) by the State:

Air Quality	Mining and land rehabilitation
Water Quality	Oil discharge prevention
Land Quality	Alteration of coastal wetlands
Subdivisions	Solid Waste
Hazardous waste	Plumbing and sanitation

LOCAL PROPERTY TAX:

Composite state valuation in 1982:

Hampden - \$93 million

7.2% decrease in valuation since 1980

Penobscot County - \$2.5 billion

18.2% increase in valuation since 1980

Effective tax rate (per \$1,000 assessed valuation): \$19.35

State Retail Sales Tax: 5% on gross retail sales receipts  
(some exceptions)

State Use Tax: 5% on goods purchased outside of state for

use in Maine (some exceptions)

State Corporate Income Tax -  
Based upon federal taxable income:

On first \$25,000 net income:	3.5%
On net income between \$25,000 - \$75,000:	\$875.00 plus 7.93% of excess over \$25,000
On net income between \$75,000 - \$250,000:	\$4,840.00 plus 8.33% of excess over \$75,000
On net income above \$250,000:	\$19,417.00 plus 8.93% of excess over \$250,000

State Motor Vehicle Taxes -

Excise tax: four mills to 24 mills, depending on age and  
original value of vehicle.

Registration Fee: Passanger cars - \$20  
Trucks (according to weight): \$20 - \$870

Gasoline and Allied Fuel Tax: \$.14 per gallon

Other Taxes: Real estate transfers, cigaretts, and liquors

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RECREATION & CULTURE

RECREATION - (Local)

Tennis: Indoor Tennis, Hampden Industrial Park

ATTRACTIONS - (Regional)

Paul Bunyan Statute  
Bangor Symphony Orchestra, Bangor  
Bass Park Horse Racing, Bangor  
Planetarium, U.M.O., Orono  
Acadia National Park, Bar Harbor area.  
Baxter State Park, Millinocket area. (86 miles from Bangor)

REGIONAL EVENTS

Bangor State Fair, Bangor (mid-July - early Aug.)  
Annual Retired Skipper's Race, Castine (mid-Aug.)  
Acadian/Scottish Festival, Trenton (mid-July)  
Annual Arts and Crafts Fair, Camden (July)  
Seagull Excursion, Belfast

#### MUSEUMS & EXHIBITS

Bangor Historical Society Museum, Bangor  
Strickland Gallery, Bangor  
Anthropological Museum, U.M.O., Orono

POPULATION:

The following Table presents a comparison of the average annual growth rates for Hampden, Bangor SMSA, the State, and the nation.

TABLE 2  
Average Annual Population Growth Rates

	<u>Hampden</u>	<u>Bangor SMSA</u>	<u>Maine</u>	<u>Nation</u>
1970- <u>1980</u>	1.18%	1.05%	1.25%	1.09%

Area Growth

	<u>Orono</u>	<u>Newburgh</u>	<u>Winterport</u>	<u>Bangor</u>
1970	9,989	655	1,704	33,168
1980	10,578(+5.9%)	1,228(+47.1%)	2,675(+36.3%)	31,643 (-4.6%)

From the above tables it is clear to see that the suburban communities grew at very high rates compared to the central city areas. It is interesting to note that the outer, more rural areas, grew even more significantly. In terms of absolute numbers, Hampden's population grew less than Orono's (557 persons to 589.).

To determine the growth of Hampden over the next few years it is necessary to develop population projections. These projections will be based on five year cohorts that will allow detailed analysis of specific age groups to best estimate their needs, such as schools for those between 5 and 19 years of age; housing for those over 65. In particular, it is important to view the population growth in the several other communities that make up the Hampden area; any rapid growth in those communities associated with school aged children will have an affect on Hampden.

Because of the rapid growth and sudden economic changes of the period between 1970 and 1980, two separate projections have been done. Projection 1 is based on current birth rates carried forward, with no migration factor included. It is viewed as a conservative estimate with slight growth through the 1990s, but a loss of population by 1995. Projection 2 views the future growth rate as the same as during the Census period. This allows for in-migration by age group and the affect on each age group can be viewed.

The tables below present Hampden population projections for 1990-95. These projections are based on the information already mentioned. The first section of the Table provides the historic growth information from 1960 to 1980. The section section is Projection 1, based on a conservative 2.25% increase (Local birth rate without migration factors.), versus the actual 11.9% increase for the previous ten year period. The last section is

based on Projection 2, the 1970-80 growth rate.

TABLE 4  
Hampden Population Projections  
Age Distribution

Yr	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	Total Pop.
60	628	445	445	279	280	782	543	464	336	381	4,583
70	358	530	577	472	249	568	675	473	405	386	4,693
80	384	443	475	514	354	885	690	660	435	410	5,250

Projection 1: For 1985-1995 based on current birth rate:

85	378	381	439	470	509	350	867	676	819	459	5,348
90	382	391	377	445	465	499	343	850	1,168	461	5,371
95	384	379	387	373	431	460	489	336	1,344	695	5,278

Projection 2: For 1985-1995 based on 1970-80 growth rate:

85	397	332	387	495	561	505	874	742	835	447	5,575
90	410	345	277	408	542	704	502	915	1,195	474	5,772
95	423	358	290	299	456	689	697	565	1,359	733	5,869

The following table presents a percentage comparison of Projection 1 and 2. This will illustrate the changes that these two projections predict for each major age group.

	TABLE 5				
	1980 Actual	1985		1995	
		Pro. 1	Pro. 2	Pro. 1	Pro. 2
0-4:	7.31	7.07	7.12	7.28	7.21
5-9:	8.44	7.12	5.96	7.16	6.10
10-14:	9.05	8.21	6.94	7.33	4.94
15-19:	9.79	8.79	8.88	7.07	5.09
20-24:	6.74	9.52	10.06	8.17	7.77
25-44:	30.00	22.76	24.74	17.98	23.62
45-64:	20.86	27.95	28.29	31.85	32.78
65+ :	7.81	8.58	8.01	13.16	12.49

Major changes indicated by Projection 1 are:

- a. A general stabilization of births and the pre-school group by 1995, after a period of decline;
- b. A general decline in the school age population;
- c. The general aging of the population, with the largest single age group being the 45-64 group;
- d. The town's population will increase only 0.5%.

In Projection 1, the population growth rate of the town will decline by 1995 (only 28 more people than in 1980). This is consistent with a trend developing in suburban communities over the past few years: a decline in population as people move either to more rural areas or back into the cities.

In Projection 2, the population growth is assumed to continue at the 1970-80 rate (This will account for migration.). Based on

survival cohort methods the population would reach 5,869 by 1995, a 10.6% increase over 15 years.

Major changes indicated by Projection 2 are:

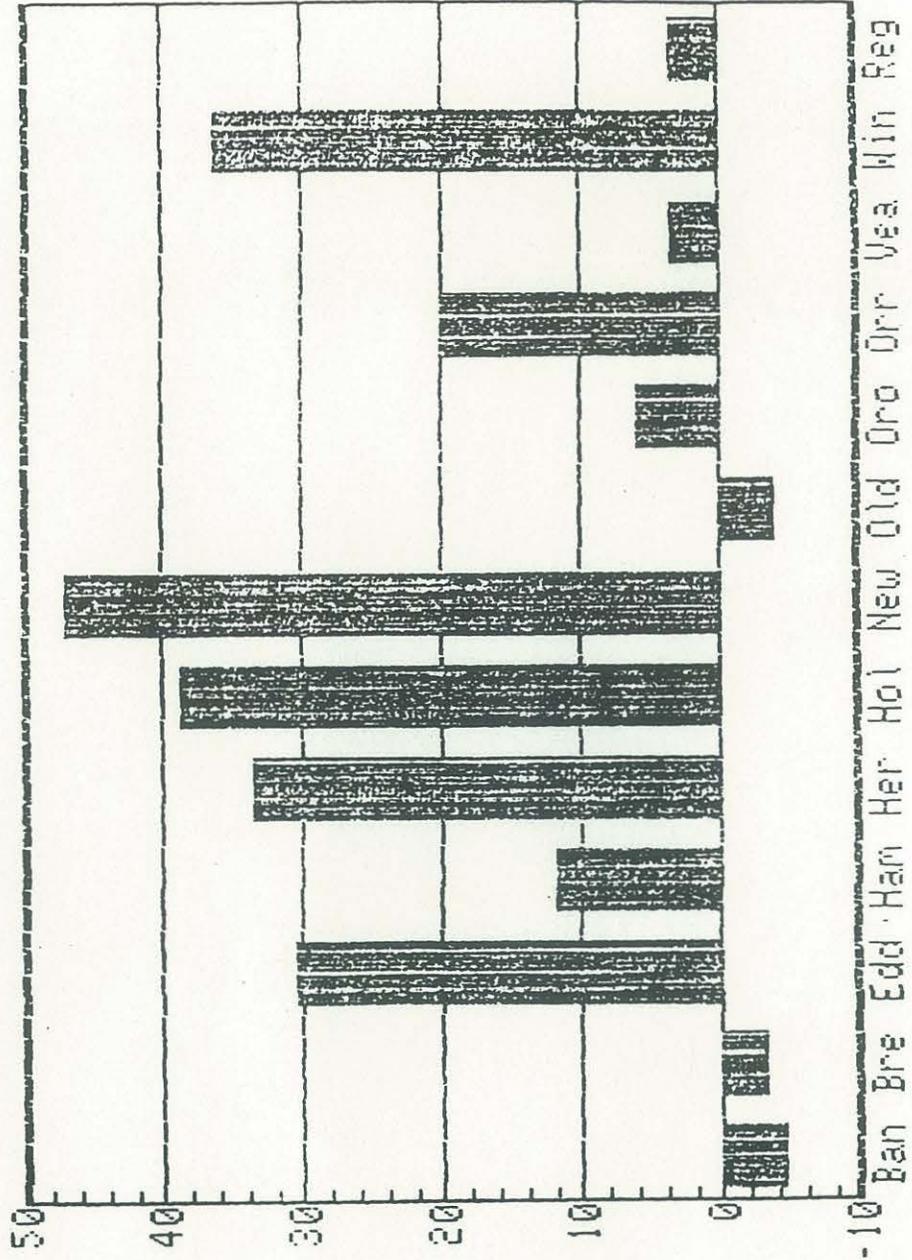
- a. A slower birthrate and smaller pre-school population by 1995 than that indicated by Projection 1;
- b. A steady decline in the number of school age children;
- c. The largest segment of the population remains in the 45-64 grouping.
- d. The Elderly, 65+, will be an increasingly large percentage of the population, but not to the same extent as indicated in Projection 1.

TABLE 3  
 Historical Population  
 U.S. Bureau of Census

	1980	1970	% Change 1970-1980
	1	2	3
1 Bangor	31,643.0	33,168.0	-4.6
2 Brewer	9,017.0	9,300.0	-3.0
3 Eddington	1,769.0	1,358.0	30.3
4 Hampden	5,250.0	4,693.0	11.9
5 Hermon	3,170.0	2,376.0	33.4
6 Holden	2,554.0	1,841.0	38.7
7 Newburgh	1,228.0	835.0	47.1
8 Old Town	8,422.0	8,741.0	-3.6
9 Orono	10,578.0	9,989.0	5.9
10 Orrington	3,244.0	2,702.0	20.1
11 Veazie	1,610.0	1,556.0	3.5
12 Winterport	2,675.0	1,963.0	36.3
13 Region	81,160.0	78,522.0	3.4

CHART 1

# Historical Population Change



HOUSING COSTS:

Between 1970 and 1985 housing costs have sky-rocketed. In 1970 the median value placed on single family residences was \$14,200; by 1980 the figure was \$44,800. The cost of rental housing was \$75 and \$247 respectively. These figures reflect a change of over 31% in owner occupied housing and 30% in rental housing costs.

These changes in housing costs must be compared to income levels. In 1970 the median income was \$9,845 versus \$17,177 in 1980. This represents a 57% increase.

The changes in housing costs can be attributed to increased construction costs (higher material and labor costs, rising interest rates, etc.), and increased cost for heating and utilities. The change in income levels is the end result of inflation on labor/service costs. It should be noted that despite the increase in income the cost for housing has kept well ahead.

When the increases in income and housing costs are compared it is clear that the latter have climbed faster than the former. This situation has caused a large segment of the population to be placed on the outside in terms of the American Dream of owning one's own home. For an increasingly large part of the population purchasing a single family home is out of the question. That means that there is a growing market for rental or any other reasonably priced housing.

Table 6 is a general breakdown of rent payments by town in the Hampden Area:

	<u>Area Rental Structure</u>				
	Hampden	Newburgh	Winterport	Bangor	Orono
No cash rent	28	6	15	104	45
Under \$100	0	1	8	521	83
\$100-119	0	2	5	224	33
\$120-149	8	0	0	450	64
\$150-199	43	6	20	1095	131
\$200-299	118	6	84	2405	428
\$300- or more	64	10	6	1116	235

The median rents for the Hampden Area are:

Hampden	Newburgh	Winterport	Bangor	Orono
\$247	\$206	\$229	\$222	\$232

TABLE 7  
COMPARISON  
Hampden Housing  
1970-1983

	TOTAL Owner occ	Owner Occupied	Owner Vacant	Owner Built	Total Rent. Occ	Renter Occupied	Renter Vacant	Rental Built
	1	2	3	4	5	6	7	8
1 1970	1,264.0	1,133.0	131.0	238.0	231.0	212.0	19.0	0.0
2 1980	1,544.0	1,445.0	99.0	280.0	308.0	284.0	24.0	77.0
3 1983(est)	1,588.0	0.0	0.0	44.0	333.0	0.0	0.0	25.0

Orono Housing  
1970-1983

	TOTAL Owner occ	Owner Occupied	Owner Vacant	Owner Built	Total Rent. Occ	Renter Occupied	Renter Vacant	Rental Built
	1	2	3	4	5	6	7	8
1 1970	1,122.0	1,080.0	42.0	238.0	753.0	728.0	25.0	0.0
2 1980	1,203.0	1,141.0	62.0	280.0	1,072.0	1,032.0	40.0	304.0
3 1983(est)	1,222.0	0.0	0.0	19.0	1,106.0	0.0	0.0	34.0

Table 7 compares different categories of housing between Hampden and Orono for 1970, 1980 and 1983.

Below is a detail of the rental housing situation in view of income and rental payments for the Town of Hampden:

<u>Household Incomes</u> <u>Above Median</u>	<u>Rental Housing Available:</u>		
	<u>Total Units:</u>	<u>Rents:</u>	<u>Below Median</u> <u>Above Median</u>
			(As reported by U.S.Census)
495	308 (253 reporting)	189	64

Of the 1729 households in Hampden, 495 (28.9%) report earning over the median income level. Of 253 reporting rental units in the town, 64 (25.3%) are above the median rental level.

Hampden has one of the higher income/housing cost structures in the area. At the same there is a market for newer higher cost rental units or lower cost owner occupied units. At present the median income for owner occupied structures is \$35,000 (based on mortgages payments); the income for median rental units is \$14,800. These figures indicate that there is a wide range between the levels of affordability for the two modes of housing.

With such a wide range between modes of housing there is a market for newer and more competitively priced dwellings. These alternatives may include town house (attached single family structures) type developments, manufactured housing or newer rental units.

The figures presented for income and housing costs are at a ratio of 1:1.7 and 1:1.9. This roughly equates to an increase in housing costs of two times the increase in income. Viewed another way, the median rental cost is \$309 while that for a mortgages is \$730, or 58% more. This indicates that there is definite need for a less expensive mode of housing.

EMPLOYMENT:

Now that the housing situation and prospects have been reviewed, the area's business climate must be reviewed. This approach will provide a basis for future projections concerning the growth potential and future economic development of Hampden and the Bangor area.

Hampden has a compact urban area built on the west side of the Penobscot River. From the Bangor city limits extending southward, along Route 1A, there is a clearly defined commercial-industrial section and residential sections, including the town's urban center.

As stated earlier in this study, Hampden has a well established industrial and commercial base. It is anticipated that this base will continue to grow and diversify. The area is served by the Maine Central Railroad and has several interchanges from Interstate 95, thus has a good transportation network. This transportation network is seen by the local officials as a key to the community's development.

The following list indicates the current major employers in the Hampden area.

TABLE 8

<u>Major Employers:</u>	<u>Work Force:</u>
Bangor:	
Bangor Hydro Electric	250
Eastern Maine Medical Center, Bangor	2000
Bangor Mental Health Institute	500
G.H. Bass, Bangor	375
Bendy Shoe	250
GTE Products Corp.	225
General Electric	230
Grant's Dairy	100
Dead River Group	700
Lane Construction Corp.	100
Viner Brothers	700
SPOT-BILT	300
Brewer:	
American Felt Slipper Co., Brewer	400
Eastern Fine Paper Inc.	500
Emple Knitting Mills	260
John J. Nissen, Inc.	100
Pepsi-Cola Bottling	100
Old Town:	
LaBree's Bakery, Old Town	100
Penobscot Shoe	670
James River Corp.	1,000
Orono:	
University of Maine, Orono	2,700
Striar Textile Mill	350
Hampden:	
Evans Hampden Shoe Corp., Hampden	120
Lane Construction	100
SAD 22	150

Source: 1984-85 Maine Marketing Directory, Tower Publishing Co., Portland, Maine 1982; and the Maine Department of Labor Statistics.

The above listing shows a strong area employment base. This, combined with the area's natural beauty, the proximity to Maine's northern open space and the coast, and the proximity of two urban centers (Bangor and Brewer.) with easy access, indicates that there will be continued growth of business development, employment opportunities, and increased residential demands.

As the preceding list suggests, there are numerous and varied employment opportunities and positions available in the area. The Bangor Standard Metropolitan Statistical Area (SMSA) is predominantly a professional, administrative and service employment center with 25% of the total employed persons in the managerial or professional fields, and almost 33% in technical or administrative support, or sales areas. Another 12% are in service areas. A further 25% of the work force is employed by manufacturing or production firms. Only 2% are in agricultural areas. Appendix B presents a detailed description of the area's occupations.

Within the Town of Hampden itself, over 50% of the working force is employed in managerial, administrative, professional, technical, or sales fields. Another 25% are involved in manufacture or production; and only 12% are in service fields. Less than 1% are employed in agriculture.

-----  
 \* At present the area's employment centers are as follows:

<u>Place</u>	<u>Workers</u>	<u>Work in:</u>	<u>Bangor</u>	<u>% in Bangor</u>
Bangor	13,836		10,608	76.7
Hampden	2,538		1,546(399)	60.9
Newburgh	396		193(73)	48.7
Winterport	227		72	31.7
Orono	3,775		713(2,316)	18.9

Figures in parentheses indicates the number of persons working in the town of residence.

Conclusions:

Hampden has a small employment base compared to the rest of the area. At the same time the area provides a strong and varied employment base. The potential for continued growth and development, especially in technological and service fields is very good. The Bangor SMSA is the major service area for the entire eastern half of the state.

Several factors will play a key role in future employment developments:

1. The University of Maine at Orono, and the several other institutions of higher learning, should continue to provide qualified managers and technicians for area employment. This ready supply of personnel could act as an inducement for new industry to locate in the area.
2. The Bangor International Airport and Free Trade Zone provide opportunities for increased international trade and development of corporate office facilities.
3. Bangor serves as the communications center for the the eastern and northern portions of the state. Most of the railroad lines running north and east have their terminus in the area. The major north-south federal highway connects through Bangor with several interchanges available for access points.

INCOME:

Between 1970 and 1980 the median income per household in Hampden rose 57%, from \$9,845 to \$17,177. The state average for households during the same period was \$8,205 and \$13,816, a 59% increase. Despite the fact that the income increases were behind those for the state, the town did experience a significant increase. This was due in part to a general rise in the number of professional and higher salaried residents moving into the residential areas of the community.

Table 9 presents information concerning the area's income level and the rental structure. From this it will become easier to determine the type of housing, based on financial ability, that is needed.

TABLE 9

	<u>Income-Households/Families</u>				
	Hampden	Newburgh	Winterport	Bangor	Orono
less than					
\$2500	9/5	3/5	32/13	395/128	97/23
2500-					
4999	82/31	47/22	110/70	1494/436	263/48
5000-					
7499	65/43	35/29	59/37	1371/674	308/116
7500					
9999	43/36	49/44	77/69	1279/683	203/69
10000					
12499	118/102	39/29	136/124	1278/737	184/127
12500					
14999	124/123	37/30	145/114	929/708	103/64
15000					
17499	62/56	30/25	84/79	901/671	80/58
17500					
19999	101/98	26/21	37/33	721/527	173/163
20000-					
22499	104/85	29/33	35/24	758/643	114/95
22500-					
24999	54/51	12/12	75/61	563/431	114/102
25000					
27499	90/88	17/17	38/38	366/295	118/102
27500-					
29999	76/76	13/11	21/21	290/225	85/77
30000-					
34999	43/43	12/10	24/16	523/470	134/132
35000-					
39999	8/8	4/4	14/14	316/276	71/44
40000-					
49999	6/6	11/11	9/9	284/257	80/88
50000-					
74999	5/5	5/5	15/15	173/147	33/25
75000-					
or more	0/0	4/4	0/0	93/93	12/12
Median	\$17,177/ 18,316	\$13,412/ 14,750	\$13,216/ 13,717	\$12,635/ 16,246	\$13,252/ 20,118
Mean	\$17,497/ 18,716	\$16,367/ 17,719	\$15,011/ 15,952	\$16,114/ 19,492	\$16,883/ 21,757

The median income for both households and families within the Hampden Area is roughly \$15,283 per year. When this figure is compared with income in Hampden, it is clear that Hampden has the highest income level of the communities in the area. The income level is consistent with the general professional nature of the Town's residents and general work force.

## LAND USE ANALYSIS

### LAND USE PATTERNS

As a guide to the comprehensive planning process, an analysis was conducted of the land use patterns in the Town of Hampden. During the summer and fall of 1985, staff planners of the Eastern Maine Development Corporation conducted a "windshield survey" to determine, as closely as possible with this method, the category of current land use by parcel.

The method consists of driving along each road and making a determination about the predominant land use activity on each parcel. Land use was categorized into one of five possible choices:

1. Industrial
2. Commercial
3. Residential
4. Public/Cultural
5. Farm
6. Vacant

By itself, the "windshield survey" method of assessing current land use has certain obvious deficiencies. First, it reveals only those activities which front on or are visible from roads and streets, and has little utility for assessing land use on back land. Second, the field surveyor must be able to infer parcel boundaries from features such as fences, driveways, structural location, and changes in land use. Third, the surveyor must quickly make a judgement about type of use from a brief visual inspection, and then record the designated land use category on the correct parcel on a map. Fourth, the surveyor must assign a single use category to each parcel, which may not reflect mixed uses that actually occur. And finally, the surveyor must complete the process in a timely and efficient manner, often making hundreds of such decisions in a day.

Some of the above deficiencies, particularly the difficulty in covering back land, were addressed by analysis of aerial photography of Hampden. This also served as a cross-check of the windshield survey. Unfortunately, the most recent town-wide photography available dated back to 1980. Another limitation of air photo interpretation, of course, is the difficulty in distinguishing between different types of structural use.

Despite all of these stated limitations, the analysis did provide a generalized picture of land use in Hampden that was reasonably current and accurate on a town-wide basis. It was not intended, nor should it be expected to be accurate on a parcel-by-parcel basis. Such a map could probably be produced by the tax assessor, given this person's intimate knowledge of the parcels and their use.

Map 1 shows the road network of Hampden, and illustrates the areas that were most thoroughly covered by the windshield survey. Map 2 shows the current zoning in Hampden, overprinted on a property line base. Map 3 illustrates the results of the windshield survey and air photo interpretation. Agricultural use and vacant land have been combined into one mapping category.

The next step in the land use analysis involved an estimation of the amount of land devoted to each category of land use, by zone. Table 9 shows the acreage of land in each of six use categories, by zoning classification.

Table 9 gives an indication of availability of land for future development in Hampden. The "undeveloped" column, for example, indicates substantial acreage for future residential development in the Rural, Residential A and Residential B Districts.

These figures, however, actually underestimate the capacity to accommodate future development. Land classified as residential use in these three zones was further evaluated to distinguish parcels that were more than twice the minimum lot size for the zone in which it occurred. Table 10 provides an indication of lots which have a potential for future subdivision.

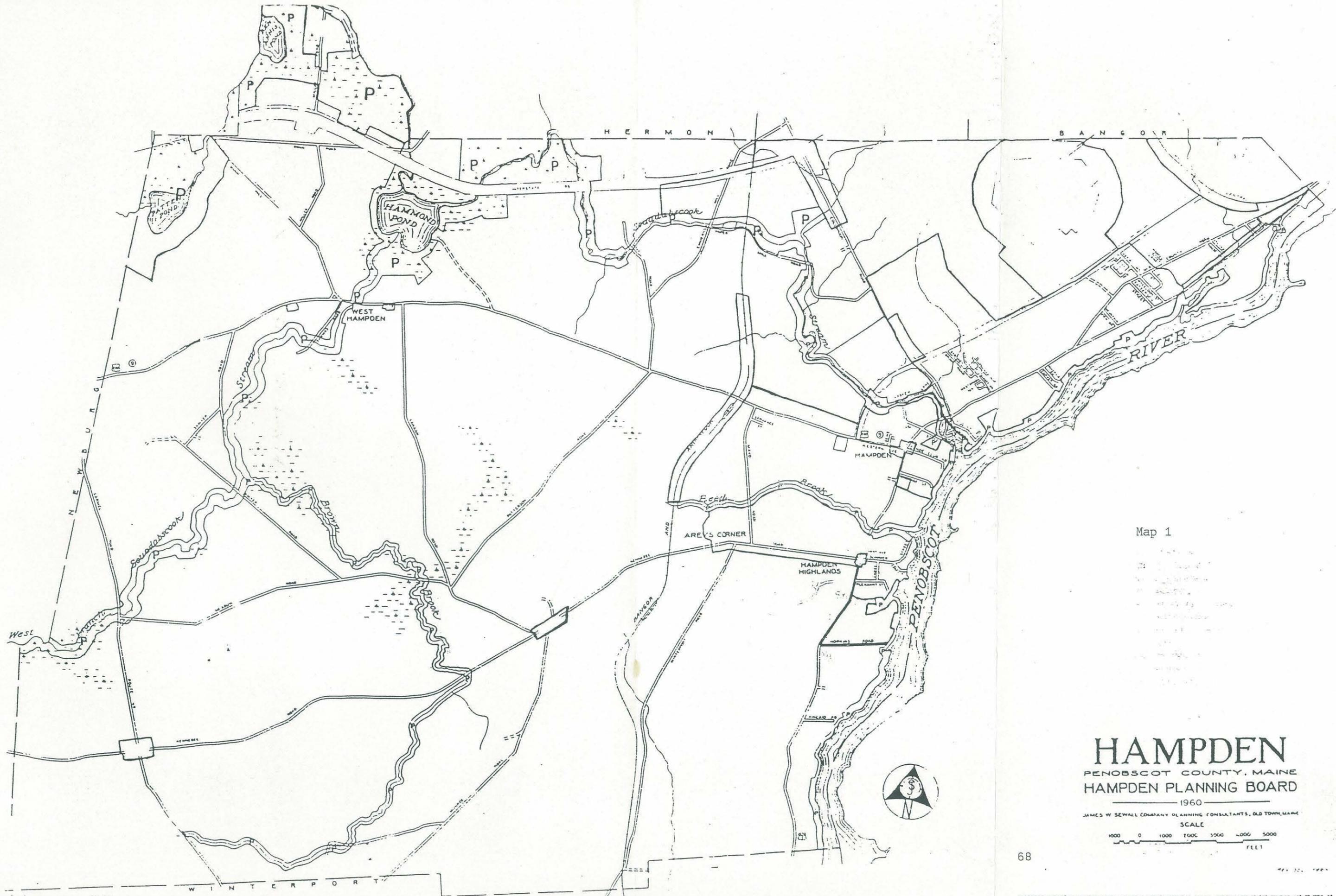
#### LAND USE DECISION-MAKING

One of the primary purposes of the Comprehensive Plan is to provide a decision-making guide for the Planning Board. As this body reviews development applications, the Plan can indicate what types and how much development is desired in different portions of Hampden. The Plan also identifies particular areas of the development review process that need increased attention.

Past trends in land use activity can also provide some useful information about possible future trends. Planning Board minutes for the period 1982-1985 were reviewed, and numbers of applications and Planning Board action were tallied by use, by zoning district, and by year.

Table 11 summarizes the data for the entire period. The first column totals the number of applications that were submitted, and of those, how many were approved, by four categories of use for the entire Town. The second column provides the totals for all uses by zone. As indicated, most (90%) applications submitted to the Planning Board have been approved over this period.

Table 12 provides a more detailed breakdown of applications and approvals by use and by zone in the period that was reviewed, and Table 13 disaggregates the totals for the entire period into the actual year in which the application was submitted and/or approved. The set of tables shows that home occupations have been by far the most frequent type of application submitted to the Planning Board, and that most activity has occurred in the Residential A, Rural and Business districts.



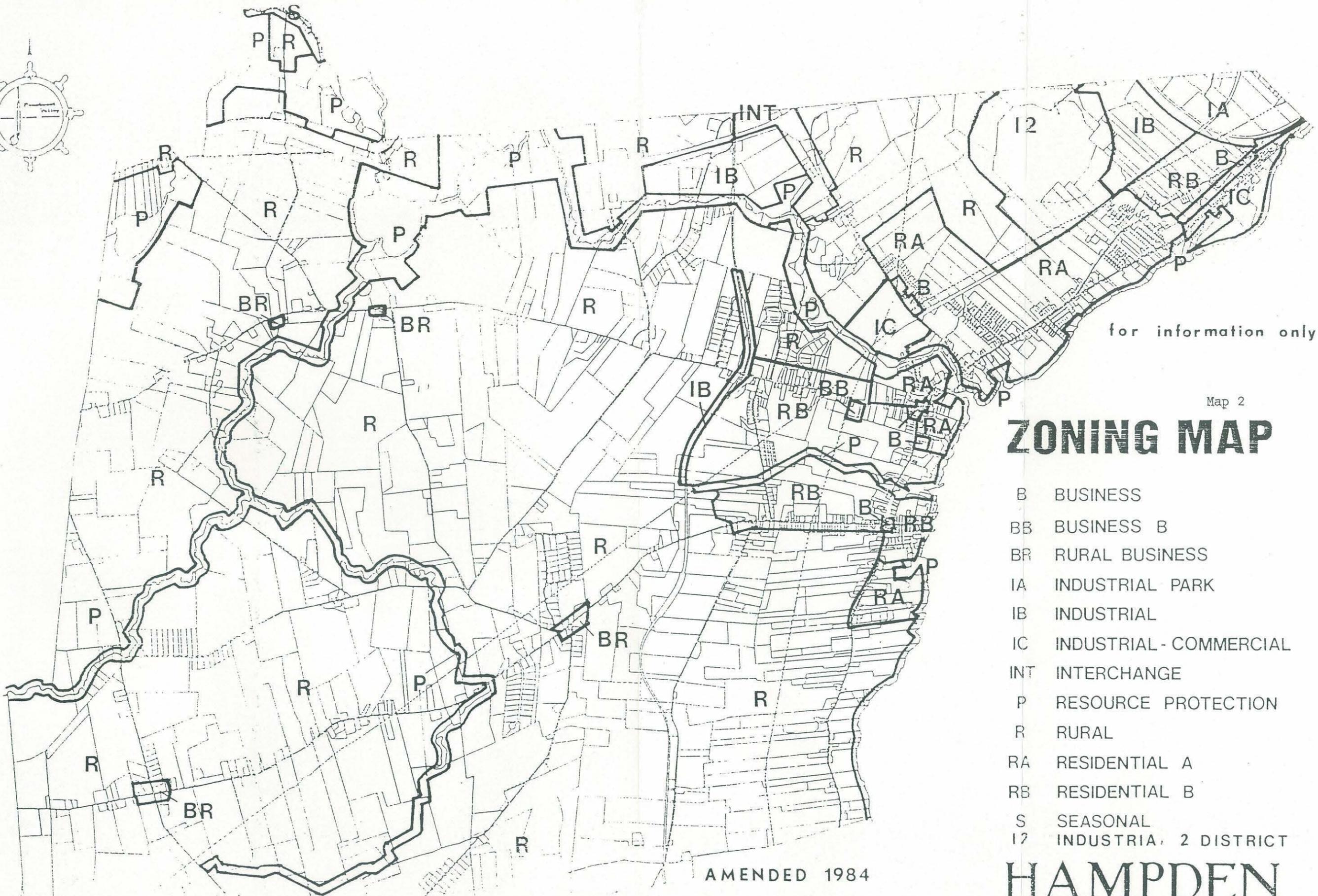
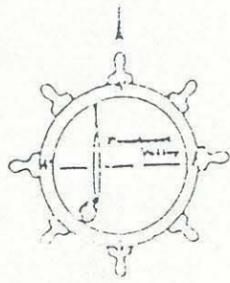
Map 1

# HAMPDEN

PENOBSCOT COUNTY, MAINE  
 HAMPDEN PLANNING BOARD

1960  
 JAMES W. SEWELL COMPANY PLANNING CONSULTANTS, OLD TOWN, MAINE





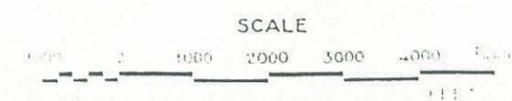
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Map 2

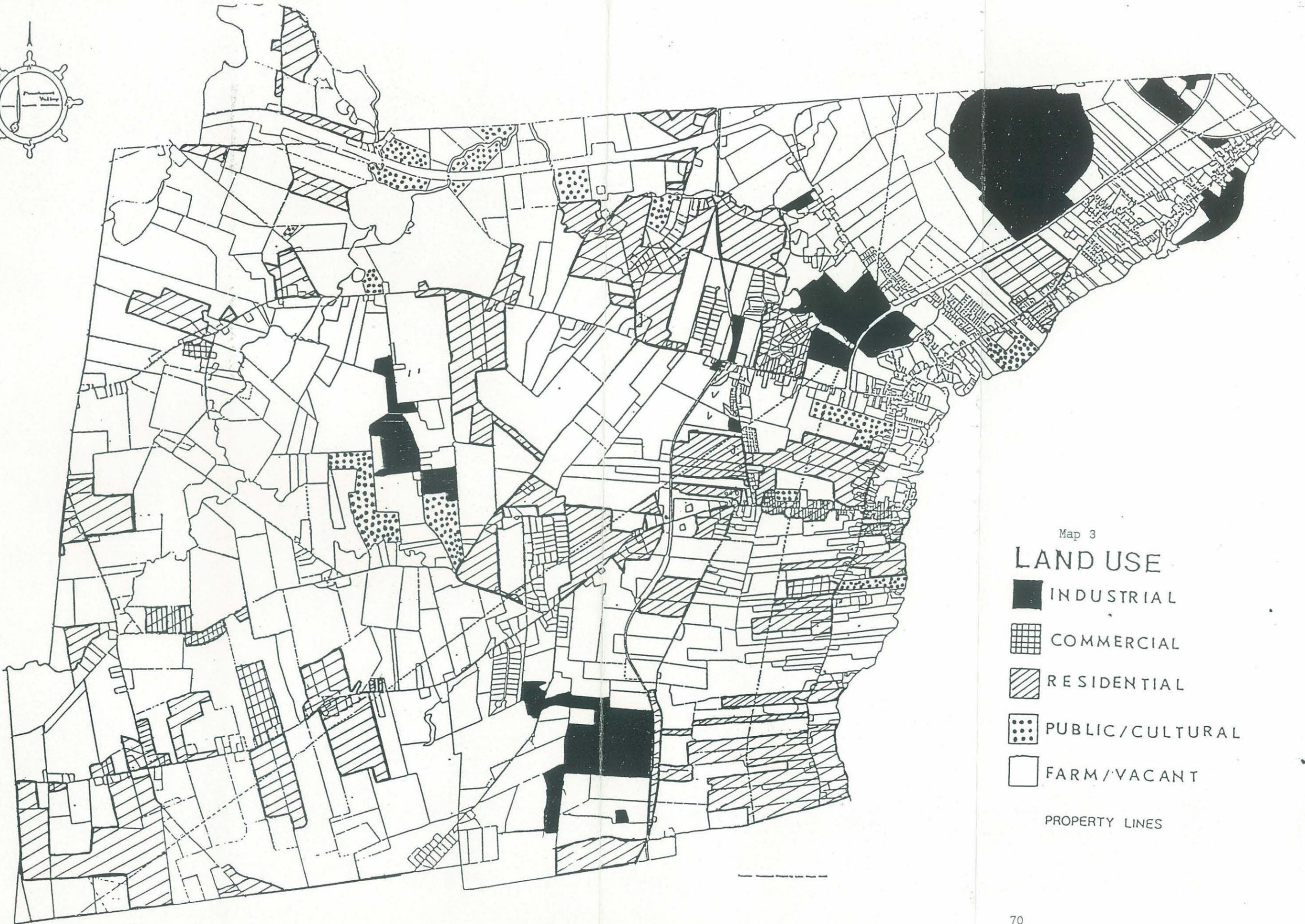
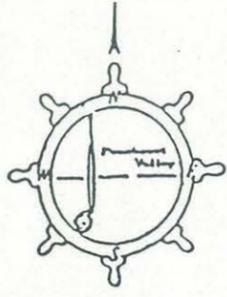
# ZONING MAP

- B BUSINESS
- BB BUSINESS B
- BR RURAL BUSINESS
- IA INDUSTRIAL PARK
- IB INDUSTRIAL
- IC INDUSTRIAL - COMMERCIAL
- INT INTERCHANGE
- P RESOURCE PROTECTION
- R RURAL
- RA RESIDENTIAL A
- RB RESIDENTIAL B
- S SEASONAL
- I2 INDUSTRIAL, 2 DISTRICT

AMENDED 1984



**HAMPDEN**  
 PENOBSCOT COUNTY, MAINE  
 HAMPDEN PLANNING BOARD



Map 3  
**LAND USE**  
■ INDUSTRIAL  
▣ COMMERCIAL  
▨ RESIDENTIAL  
▤ PUBLIC/CULTURAL  
□ FARM/VACANT  
--- PROPERTY LINES

AREA	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	AGRICULTURE	PUBLIC	UNDEVELOPED	TOTAL
BR	32	3	-	-	-	6	41
SI	23	-	-	-	-	-	23
IA	-	1	60	99	-	49	209
INT	-	2	11	42	-	72	127
I2	-	-	-	25	-	529	554
R	4,505	121	456	4,572	274	7,913	17,841
IB	24	-	16	147	-	282	469
IC	4	17	118	-	-	-	139
BB	1	6	-	-	-	3	10
B	28	12	-	3	-	17	60
RB	500	11	5	240	84	288	1,128
RA	620	14	-	217	110	269	1,230
TOTAL ACREAGE	5,737	187	666	5,345	468	9,428	21,831

71

TABLE 10

Total Area of Hampden: 37.500 sq.mi.\* (24,000.000 ac.)  
 Study Area: 34.111 sq.mi. (21,830.812 ac.)  
 Resource Protection Zone &  
 I95 Right of Way: 3.389 sq.mi. (2,169.188 ac.)  
 9.04% of Hampden contained in Protection Zone & I95 Right of Way.

\*Hampden, Maine, Comprehensive Plan 1963. James W. Sewall Co. Old Town, Maine.

TABLE 11  
FUTURE RESIDENTIAL DEVELOPMENT

Zone	Number of Residential Lots Larger Than 2 Acres	Area (AC.)
Residential A	35	277

Zone	Number of Residential Lots Larger Than 1 Acre	Area (AC.)
Residential B	66	342

Zone	Number of Residential Lots Larger Than 5 Acres	Area (AC.)
Rural	144	3,706

TABLE 12

SUMMARY OF HAMPDEN PLANNING BOARD ACTIVITY - 1982-85

YEAR	RA	RB	R	B	BB	BR	INT	1A	1B	1C	1Z	P	S	Total
1982	2/1	5/4	5/5	4/4	-	-	-	-	-	4/4	7/7	1/1	-	28/26
1983	1/1	6/4	7/7	3/3	-	-	-	-	1/1	2/2	1/1	-	-	21/19
1984	2/2	9/8	4/4	11/11	1/1	-	-	-	1/0	5/5	-	-	-	33/31
1985	1/1	2/1	7/4	1/1	-	-	-	-	1/1	-	2/2	-	-	14/10
TOTAL	6/5	22/17	23/20	19/19	1/1	-	-	-	3/2	11/11	10/10	1/1	-	96/86

SUMMARY OF HAMPDEN PLANNING BOARD ACTIVITY - 1982-85

By Use

Residential: 16/14  
 Commercial: 55/51  
 Industrial: 15/13  
 General: 10/8

96/86

By District

RA = 6/5  
 RB = 22/17  
 R = 23/20  
 B = 19/19  
 BB = 1/1  
 BR = 0/0  
 INT = 0/0  
 IA = 0/0  
 IB = 3/2  
 IC = 11/11  
 IZ = 10/10  
 P = 1/1  
 S = 0/0

96/86

Submitted/  
 /Approved

TABLE 13

SUMMARY OF HAMPDEN PLANNING BOARD ACTIVITY - 1982-85

	RA	RB	R	B	BB	BR	INT	1A	1B	1C	1Z	P	S	TOTAL
<u>Residential</u>														
Single Family				2/2										2/2
2 Family	3/2													3/2
4 Family				1/1										1/1
Multi-Family		7/6	1/1											8/7
Rooming House		1/1												1/1
Mixed Comm./Res.				1/1										1/1
<u>Commercial</u>														
Home Occupation	2/2	3/3	21/18							1/1				27/24
Retail Sales				9/9	1/1					2/2				12/12
Personal Service				3/3						1/1				4/4
Commercial School				1/1										1/1
Auto Sales										3/3				3/3
Professional Off.		1/0		2/2										3/2
Auto Body & Repair		1/1								2/2				3/3
Communications Fac.											1/1			1/1
Service										1/1				1/1
<u>Industrial</u>														
Manufacture		1/0						1/1	1/1	3/3				6/5
Assembly										1/1				1/1
Warehousing										5/5				5/5
Power Generator												1/1		1/1
Refuse Disposal								2/1						2/1
<u>General</u>														
Agriculture		1/1												1/1
Live Stock		1/0												5/4
Community Service		2/1												2/1
Community Building	1/1													1/1
Essential Service														
Facility		1/1												1/1
Total	6/5	22/17	23/20	19/19	1/1	0/0	0/0	0/0	3/2	11/11	10/10	1/1	0/0	96/86

TABLE 14

1982 RA RB R B BB BR INT 1A 1B 1C 1Z P S

Residential

2 Family Dwelling 2/1

Commercial

Auto Sales 2/2

Auto Body & Repair 2/2

Home Occupation 1/1 5/5

Personal Service 2/2

Professional Off. 1/1

Retail Sales 1/1

Industrial

Manufacture 1/0 2/2

Assembly 1/1

Warehousing 4/4

Power Generator 1/1

General

Agriculture 1/1

Live Stock 1/1

Community Service 1/1

Total 2/1 5/4 5/5 4/4 4/4 7/7 1/1

Total: 28/26

1983 RA RB R B BB BR INT 1A 1B 1C 1Z P S

Residential

Multi-Family 1/1

Single Family 1/1

Commercial

Home Occupation 1/1 7/7

Business -  
Professional Off. 1/0 1/1

Auto Body & Repair 1/1

Retail Sales 1/1 1/1

Service 1/1

Industrial

Manufacture 1/1 1/1

General

Community Building 1/1

Essential Service  
Facility 1/1

Live Stock 1/0

Total 1/1 6/4 7/7 3/3 1/1 2/2 1/1

Total: 21/19

TABLE 14

1984 RA RB R B BB BR INT 1A 1B 1C 1Z P S

Residential

2-Family	1/1													
4-Family				1/1										
Multi-Family	6/5	1/1												
Rooming House	1/1													
Single-Family				1/1										
Mixed Comm./Resid.				1/1										

Commercial

Home Occupation	1/1	1/1	2/2							1/1				
Retail Sales				6/6	1/1					1/1				
Personal Service				1/1						1/1				
Commercial School				1/1										
Auto Sales										1/1				

Industrial

Manufacture													1/1	
Refuse Disposal										1/0				

General

Live Stock		1/1	1/1											
Total	2/2	9/8	4/4	11/11						1/0	5/5			

Total: 33/31

1985 RA RB R B BB BR INT 1A 1B 1C 1Z P S

Commercial

Home Occupation	1/1	7/4												
Retail Sales				1/1										
Communications Facility												1/1		

Industrial

Warehousing													1/1	
Refuse Disposal										1/1				

General

Live Stock		1/1												
Community Service		1/0												
Total	1/1	2/1	7/4	1/1						1/1		2/2		

Total: 14/10

