
PUBLIC COMMENTS RECEIVED FOR PROPOSED RULE REVISIONS TO
REQUIRED ROAD SETBACKS AND ACCESSORY STRUCTURE LOCATIONS

Maine Land Use Planning Commission
Maine Department of Agriculture, Conservation and Forestry

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Rebuttal Comment Deadline: June 20, 2016

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February 8, 2016

Commissioners
Maine Land Use Planning Commission
Department of Agriculture, Conservation
and Forestry
22 State House Station
Augusta, ME 04333-0022

RE: Suggested revisions in Ch. 10 Road Setbacks

Dear Commissioners:

My wife and I own a small condominium lot at Saddleback Lake Lodge in Dallas Plantation on which we plan to rebuild a cabin. The lot fronts on two gravel lanes which are classified as roads. Because of the D-RS3 50 foot set back requirement, the size of our cabin cannot be greater than 18' x 18'. Reducing setbacks for roads in our subdistrict would allow us to build a more usable size cabin, though still smaller than most other cabins in the area. The current set back is more than is required on D-RS3 subdistrict roads in Dallas Plantation.

When I reviewed the Staff suggested revisions today, I was disappointed to see that the suggested set back change in D-RS is not suggested for D-RS3. Perhaps there has not been input from owners in the D-RS3 subdistrict. We urge you to reduce the road setback distances in the D-RS3 subdistrict as you may be do in the D-RS subdistrict, but further to consider reducing the set back to 20 feet rather than to 30 feet in D-RS3.

Sincerely,


Robert E. Stevens

cc: Nicholas Livesay, Executive Director
Jean Flannery

Kirk-Lawlor, Naomi E

From: McKeague, Marcia (Katahdin) <mmckeague@AcadianTimber.com>
Sent: Wednesday, May 18, 2016 2:52 PM
To: Kirk-Lawlor, Naomi E
Subject: Comments on Chapter 10

Hello Naomi,

I would like to provide comments to the proposed changes to Chapter 10.26, D. Minimum Setbacks. Our two companies own significant acreage in the Unorganized Territory in the Millinocket area.

In short, I think the change to reduce the setback for structures from roads is a great idea. This is particularly the case where we are dealing with “fill-in” lots in an already developed stretch of camps where most of the structures and the roads serving them were built prior to LURC’s existence and the common theme of development is to have setbacks much closer to 30’ than to 75’. This allows some of the demand for waterfront development to be satisfied in already developed areas that just may not have the road setback, but are legal lots otherwise. The environmental disruption from re-routing the road is likely to be far worse.

I also find it positive that the proposed change provides some flexibility to the Commission to reduce these setbacks in unusual situations (paragraph 10. b. 1,2,3,& 4). It appears that this could address situations on a narrow peninsula to allow road access to just a couple of lots and structures. We have encountered a few of those due simply to shoreline configuration.

In total these changes seem very reasonable and may help reduce sprawl while providing more reasonable regulations for landowners, camp owners and recreational businesses.

Thank you,
Marcia McKeague

Marcia McKeague

President

Katahdin Forest Management LLC, the Maine Operations of Acadian Timber
and Katahdin Timberlands LLC

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