

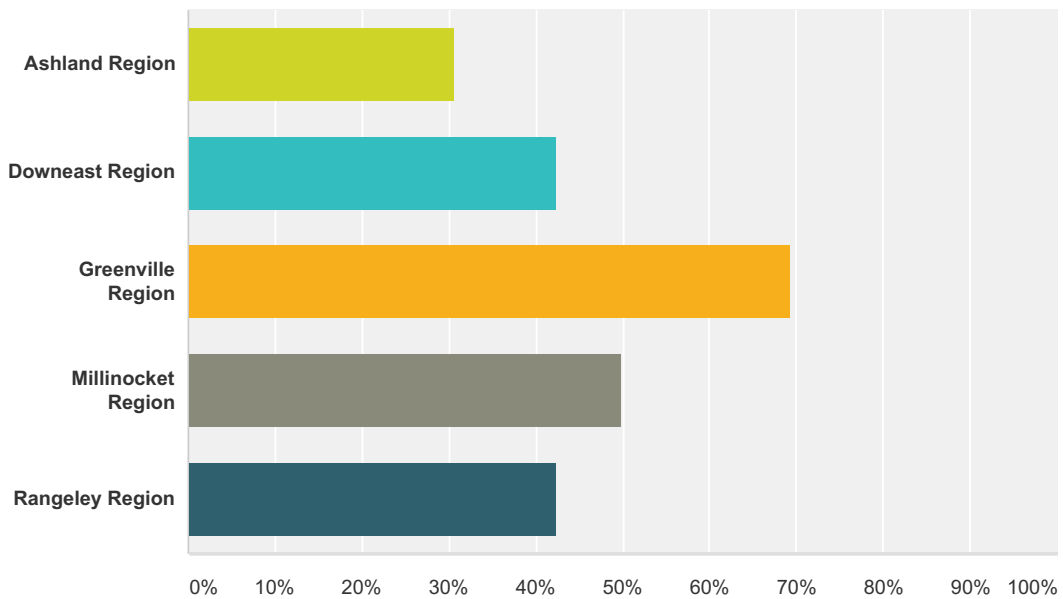
Q1 Demographic Information. Please provide the following:

Answered: 26 Skipped: 0

Answer Choices	Responses	
Name:	100.00%	26
Company:	96.15%	25
Address:	0.00%	0
Address 2:	0.00%	0
City/Town:	0.00%	0
State:	0.00%	0
ZIP:	0.00%	0
Country:	0.00%	0
Email Address:	100.00%	26
Phone Number:	0.00%	0

Q2 Geographic Region. Please indicate the region(s), served by the Commission (UT), in which you live, own land, work, and/or recreate; or are otherwise affiliated. Multiple answers will be accepted. These regions are based on areas served by each of the Commission's regional offices. Please see our website if you are unsure of the regional boundaries. (<http://www.maine.gov/dacf/lupc/about/offices/index.shtml>).

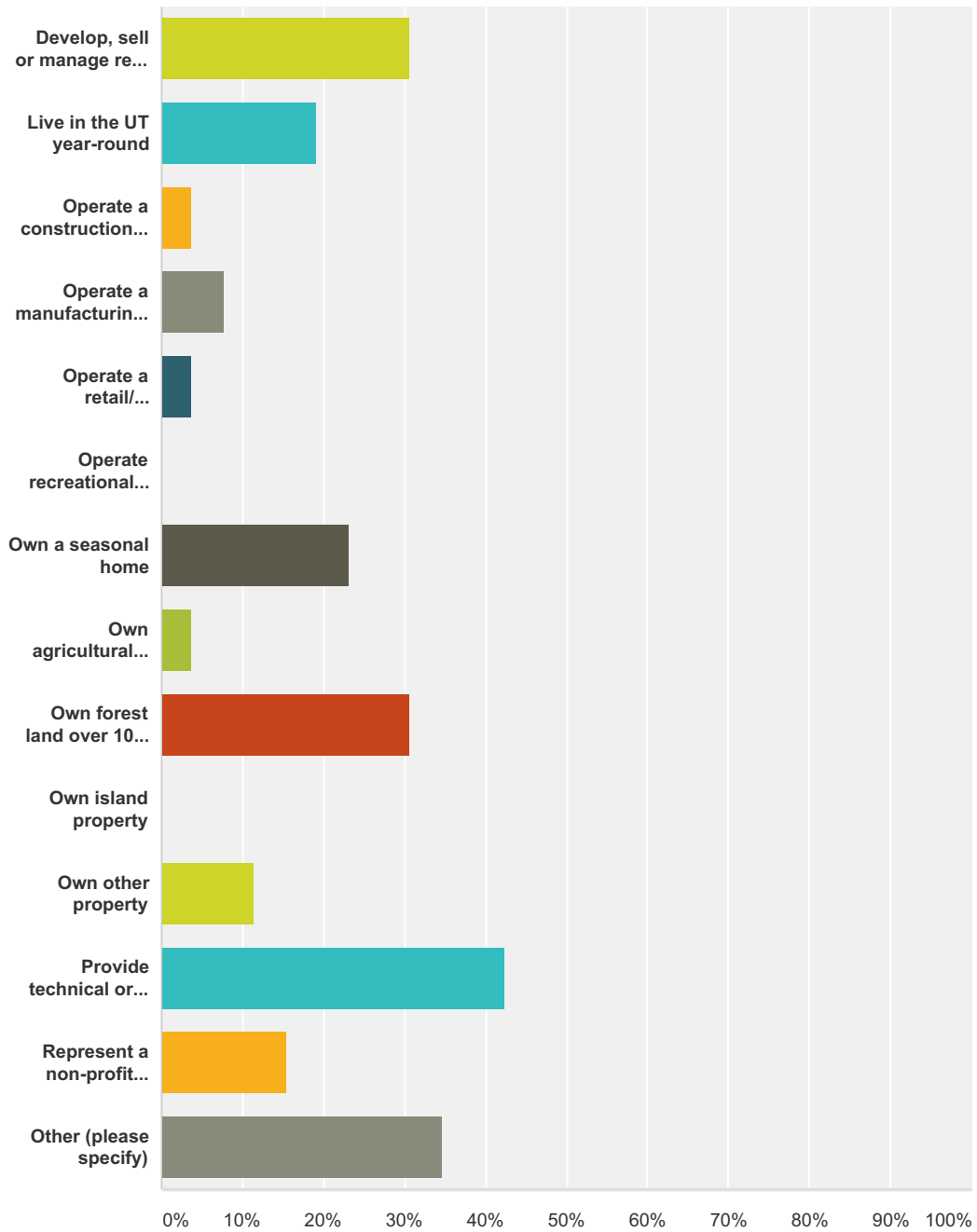
Answered: 26 Skipped: 0



Answer Choices	Responses
Ashland Region	30.77% 8
Downeast Region	42.31% 11
Greenville Region	69.23% 18
Millinocket Region	50.00% 13
Rangeley Region	42.31% 11
Total Respondents: 26	

Q3 Personal and Professional Affiliation with the UT. Please indicate all that apply.

Answered: 26 Skipped: 0



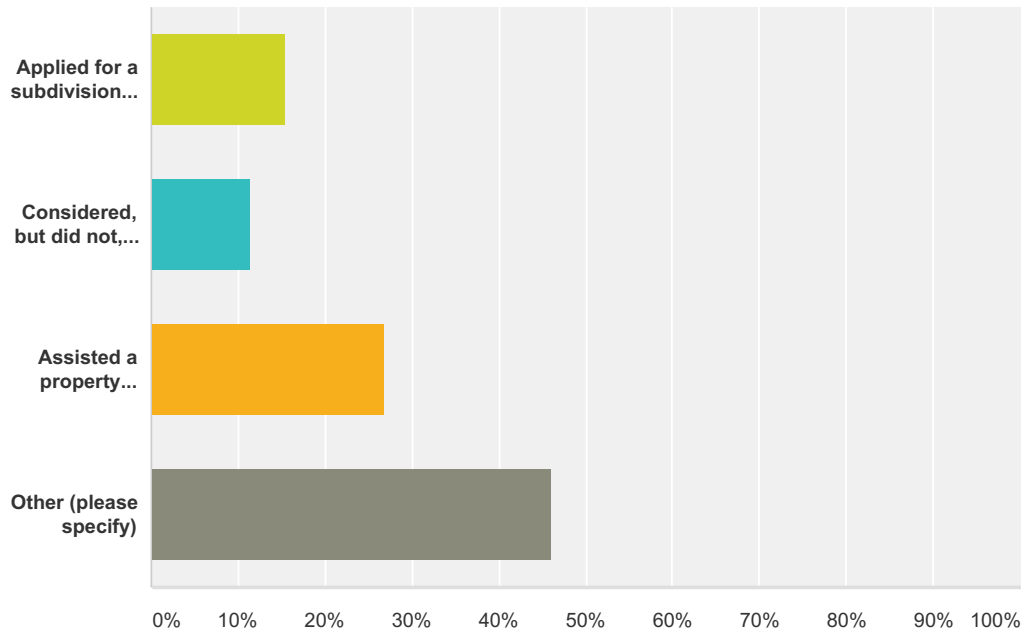
Answer Choices	Responses
Develop, sell or manage real estate	30.77% 8
Live in the UT year-round	19.23% 5
Operate a construction/ development business	3.85% 1

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Operate a manufacturing business	7.69%	2
Operate a retail/ services business	3.85%	1
Operate recreational business	0.00%	0
Own a seasonal home	23.08%	6
Own agricultural land	3.85%	1
Own forest land over 100 acres	30.77%	8
Own island property	0.00%	0
Own other property	11.54%	3
Provide technical or legal services	42.31%	11
Represent a non-profit organization	15.38%	4
Other (please specify)	34.62%	9
Total Respondents: 26		

Q4 Please describe your experience with the Commission's subdivision rules.

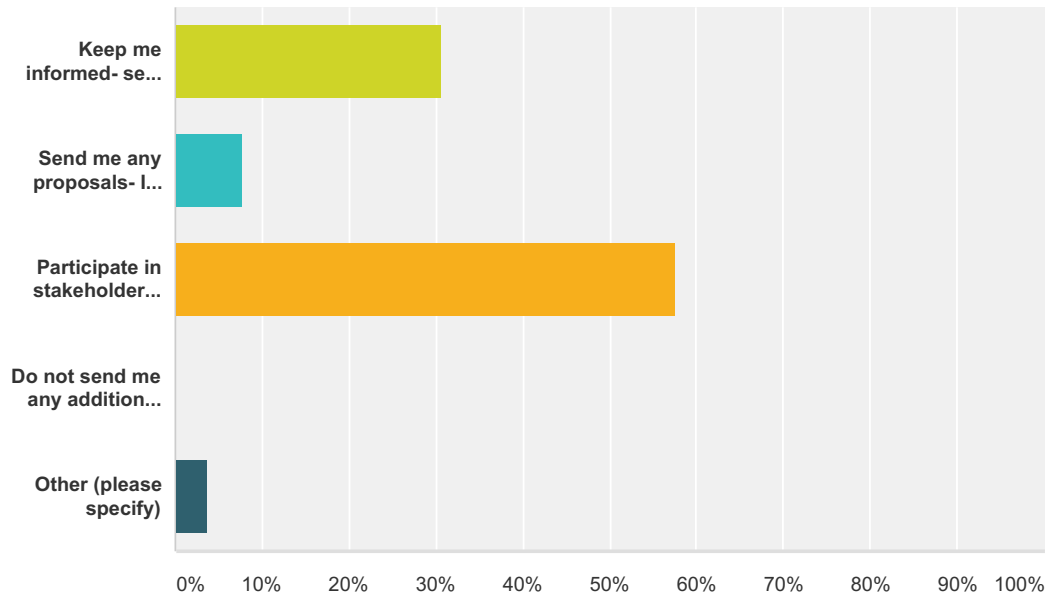
Answered: 26 Skipped: 0



Answer Choices	Responses
Applied for a subdivision permit(s)	15.38% 4
Considered, but did not, apply for a subdivision permit.	11.54% 3
Assisted a property owner(s) in applying for a subdivision permit.	26.92% 7
Other (please specify)	46.15% 12
Total	26

Q5 Let us know how you would like to continue participating in the Commission’s subdivision rule revision process. Please pick one. If you do not have access to E-mail, but wish to stay involved, please contact the Commission. Commission contact information is listed on the last page.

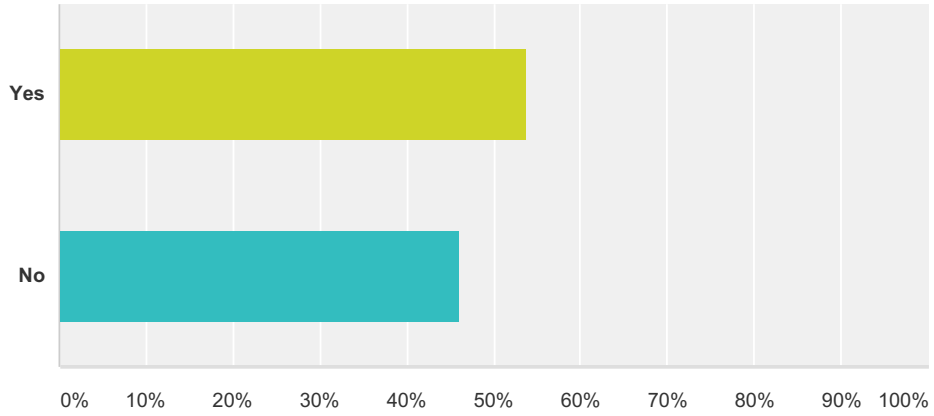
Answered: 26 Skipped: 0



Answer Choices	Responses
Keep me informed- send me regular updates on the process and any proposals.	30.77% 8
Send me any proposals- I don't need to follow the process.	7.69% 2
Participate in stakeholder meetings- Send me more information on the meetings and any proposals.	57.69% 15
Do not send me any additional information about the process.	0.00% 0
Other (please specify)	3.85% 1
Total	26

Q6 The first stakeholder meeting is planned for October 22, 2014, in the Bangor/Brewer area. For planning purposes, are you planning on attending the first meeting?

Answered: 26 Skipped: 0



Answer Choices	Responses	
Yes	53.85%	14
No	46.15%	12
Total		26

Q7 Application and review process: The Commission's application form spells out the required information that must be submitted as part of an application for the approval of a subdivision. Do you have any suggestions for improvements to the application and review process, or submission requirements? Please list them in the space below:

Answered: 20 Skipped: 6

**Q8 Standards for roads and access:
Section D of Chapter 10, Vehicular
Circulation, Access and Parking establishes
standards for access to subdivisions, the
provision of parking within subdivisions,
and the layout and design of the roads
within the subdivision. Do you have any
suggestions for improvements in these
standards? Please list them in the space
below:**

Answered: 20 Skipped: 6

Q9 Provisions for the layout and design of subdivisions including cluster development: Sections Q, R, and S in Chapter 10 of the rules establish the standards for the layout and design of all subdivisions as well as standards for cluster developments and open space that apply to some subdivisions. Do you have any specific suggestions for how these standards can be improved? Please list them in the space below:

Answered: 18 Skipped: 8

Q10 Provisions that allow for the creation of Level 2 Subdivisions: Section Q of Chapter 10 includes provisions for what are called Level 2 Subdivisions in certain identified towns, townships, or plantations, if certain criteria are met. Do you have any specific suggestions for improving the provisions that apply to Level 2 Subdivisions? List them in the follow space:

Answered: 18 Skipped: 8

Q11 Other suggestions: Do you have any other specific suggestions for improving the rules that relate to the creation of subdivisions that are not covered above? If so, please list them in the following space:

Answered: 17 Skipped: 9

Q7 Application and review process: The Commission's application form spells out the required information that must be submitted as part of an application for the approval of a subdivision. Do you have any suggestions for improvements to the application and review process, or submission requirements? Please list them in the space below:

Answered: 20 Skipped: 6

#	Responses	Date
1	My land is within the Attean Concept Plan area. My concerns are probably more applicable to the concept plan rules than the subdivision rules, but nevertheless I'll explain the issue here. I have been told that the tent platform, sitting on stacked cinder blocks, is considered a permanent structure. I have also been told that it is not permissible to have more than one permanent structure on a lot, and therefore I must subdivide in order to have both the cabin and tent platform. It was the intent of the concept plan to allow for a pattern of development similar to a sporting camp, where several cabins, outbuildings, and possibly a common dining hall or similar structure all on a single lot. The intention was to allow for family compounds more than a commercial venture. In any case, subdividing my lot will not allow me to achieve the density or layout of buildings that will make a family compound viable. I would like to see a change in the number of permanent structures allowed per lot, and a change in the definition of "permanent structure."	10/19/2014 12:33 PM
2	It is often cumbersome to demonstrate right, title and interest for land managers of large tracts with multiple common and undivided owners. A more streamlined approach may be to accept property tax bills/records from Maine Revenue Services that indicate the land manager is the contact for the property, rather than multiple deeds and power-of-attorney forms.	10/17/2014 3:30 PM
3	No comment.	10/6/2014 10:41 PM
4	require soil information at a scale that matches the intensity of the development. Use this information to help the reviewer as a tool to ensure the proposed development is compatible with soil conditions. Require the applicant to demonstrate how these limitations will be overcome considering both economic and environmental impacts.	10/3/2014 9:04 PM
5	subdivision of far larger parcels that will ultimately be proposed for development should be considered in the context of the larger development - the shape/configuration of the parcel can dictate the design of the neighborhood that will be developed	10/3/2014 11:33 AM
6	Many of the submissions required are very subjective and should be eliminated or given early acceptance or rejection so as not to add unnecessary cost to the property owner. The questions can not be answered as part of a survey because of the need for a zone change. As part of this process the commission should rezone areas of the jurisdiction for development. It is really meaningless to work on subdivision requirements if only 2% of the regulated area is zoned for development.	10/2/2014 4:09 PM
7	NRCM recommends extending the comment period for permit applications beyond 7 days so that interested parties may have adequate time to review permit applications received by the Commission. NRCM diligently reviews the Commission's weekly and monthly permitting reports. Often, when we inquire about a permit application, we learn from LUPC staff that that application has already been approved and thus the opportunity to submit comments has passed. This has been the case when our request is made the day the weekly email is received. It is unclear precisely what the process for notice of receipt of permit applications is, however, it is clear that by the time NRCM (and other interested parties) receive notification via email, the comment period is either over or the application has been granted, lessening the impact any comment may have.	10/1/2014 8:36 AM
8	Give applicant all of the requirements up front and a time line for the commissions final decision. Don't stretch it out by waiting for each dept. to deny or accept.	9/30/2014 3:23 PM
9	Not at this time.	9/30/2014 8:30 AM

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10	clarify when a subdivision permit vests - marking of lots, road construction, sale of lots?	9/29/2014 1:44 PM
11	LUPC's rules, review, and licensing process for natural resource alterations should be the same as the DEP. We should not have two sets of resource standards for our State. This matters for all projects, but subdivisions too - especially not having a permit-by-rule process for stream crossings.	9/29/2014 9:58 AM
12	see LUPC survey response e-mailed May 16, 2014	9/25/2014 4:01 PM
13	Road engineering review to be done by MDOT engineers not a agricultural soils scientist. Road standards for less than 5 lots be reduced to driveway standard not road construction. One soil test required vs 2. Title report to be submitted with the deed over 3-5 lots which is reviewed by LUPC legal staff not field agents. Zoning to be extended from a flat 500'. No plantation oversight for curb cuts. Greater tolerance for subdivision requests in a commercial recreational area such as Saddleback Ski Area. More favorable to development to increase number of lots. Reduced soils buffer zones, no need of a 100' buffer from roads. No more cluster lots. Banks do not lend on any lot that cannot support both a well and septic system. Example Mill Brook Sandy River has cluster lots that were a hard sell. LUPC likes shared driveways, banks do not, and they want road maintenance agreements in writing. Reverse the decision to make contiguous lots combined if bought by one named owner. Ensure forestry liquidation rules are in sinc with LUPC development rules. Stop field agents from insisting on box culverts or "fish friendly" culverts which drive development costs up. Approve the culvert by the volume of water that passes through it, not an overly expensive box culvert. LUPC should know their road ownership and have a record available which will speed access process. example, the developer has to show the access is a plantation or county owned road or ROW. LUPC planners should have the history available.	9/25/2014 12:14 PM
14	Create zones for 'camps' where there will be no utilities seasonal access and a maximum structure size. Currently it's all or nothing. Camps are being converted to year round residences and all new lots are designed for homes.	9/25/2014 8:33 AM
15	Continue to streamline the process but maintain shoreland zoning and protection of key wildlife habitats	9/24/2014 12:31 AM
16	I am more familiar with our local Subdivisions Ordinance than with state requirements. Frequently when improvements are recommended for the local ordinance it is claimed that state regulations prevent the improvement . I wish the state would provide or support the following: 1. Emergency access. It has been difficult to obtain definitive information on the slope, curve radius, road width, cul-de-sac dimensions, turn around provisions, etc. required by school busses, fire and rescue vehicles likely to be in a subdivision. The state has better ability to make recommendations in these areas. I would appreciate state suggestions on the need for multiple entrances to subdivisions. 2. Building lot slope. Many of the most architecturally impressive structures are built on steep slopes. Restrictions should be put on erosion and damage to surrounding property, not on where a home can be built. 3. Reduce restrictions on wet lands. Again, base the regulations on results, not where a structure can be built. Erosion, water quality and possibly water retention are legitimate considerations; where a person decides to build is not. Some fortunate towns with shore frontage developed before restrictive rules were in place get a large percentage of their taxes from these desirable lots while many of the properties are owned by non-residents who do not put expensive kids in school, further benefiting the town. There is nothing wrong with narrow shore frontage allowing access to the water for the property owner, or building close to the water, if no undue damage is done to the water quality. Again, base regulations on the desired results and do not unduly restrict the property owner. 4. Spaghetti lots. Why should government care about lot shape as long as structures, wells and septic system meet meaningful requirements about setbacks? For some, a long skinny lot with some road frontage, some yard and some back woods is more desirable than a lot with lots of road frontage but no woods. 5. Impact fees. State regulations permit Impact Fees. They should encourage them, at least for subdivisions. Any construction puts additional burdens on infrastructure, which the developer should cover. Also, Impact Fees encourage building higher priced/higher taxed structures where the fee becomes insignificant while discouraging cheap/low taxed construction where the fee is a larger percentage of the cost. 6. Access through wet lands and across streams. Present regulations make it difficult to put in access while meeting all state requirements. Regulations should promote environmentally sound crossings, even if they do require some fill of wetlands. After all, the property belongs to the property owner, not the state or environmental groups. 7. Large lots are not subdivisions. The state should provide that a lot of 10 or more acres does not fall under the subdivision rules. I believe state law already requires that a deeded right of way be included with any land locked parcel. If not, that should be provided in state regulations.	9/23/2014 11:24 AM
17	The subdivision developers should contact the local E911 Addressing Officer so that the road names in the development can be set before the lots are sold. It doesn't make people happy if they bought a lot on Moose Drive only to be told later that Moose Drive has already been used in the Emergency Response District and the road has to be renamed. That just causes confusion. Also the addressing might be able to be completed if the driveways are located at specific points in the development plans. This would make things much easier for the E911 Addressers and simpler for the new lot owners.	9/23/2014 8:10 AM
18	no	9/23/2014 8:09 AM

LUPC Subdivision Rules_Online Survey

19	No	9/23/2014 7:36 AM
20	I wish a maximum time frame would be put on the application.	9/22/2014 4:36 PM

**Q8 Standards for roads and access:
Section D of Chapter 10, Vehicular
Circulation, Access and Parking establishes
standards for access to subdivisions, the
provision of parking within subdivisions,
and the layout and design of the roads
within the subdivision. Do you have any
suggestions for improvements in these
standards? Please list them in the space
below:**

Answered: 20 Skipped: 6

#	Responses	Date
1	No.	10/19/2014 12:33 PM
2	None	10/17/2014 3:33 PM
3	None.	10/6/2014 10:41 PM
4	Do not under estimate the environmental impacts of road location--- particularly when it comes to steep slopes. Have seen subdivision plans approved by LUPC for access roads to proposed dwellings on 100 stretches of 25 percent slopes adjacent to waterways, great ponds and wetlands. Need to do a better job matching contour maps and soils information to what is proposed on the ground.	10/3/2014 9:12 PM
5	need to carefully consider the roadway network as part of creating or detracting from "community"	10/3/2014 11:34 AM
6	From the standpoint of landowners these standards can be worked with as written. There needs to be flexibility in their application because there is always some difference between the plan and what is encountered in the field.	10/2/2014 4:21 PM
7	At this time, we do not recommend any improvements to Section 10.25, D, subsections 1, 2, and 3. However, we recommend changing the roadway design specifications that address design and construction standards (Subsection 10.25, D, 4) so that the standards are in keeping with the "Stream Smart" principles developed by biologists at Maine Audubon in partnership with the Maine Department of Environmental Protection and the Maine Forest Service, among others. As drafted, the stream crossing standards are not aligned with Natural Resources Protection Act (NRPA) standards.	10/1/2014 8:42 AM
8	not at this time.	9/30/2014 3:25 PM
9	Not at this time.	9/30/2014 8:30 AM
10	clarify that road standards for development only apply to the road within the land area that is subdivided for development purposes, not access roads outside the development lots that are used for land management.	9/29/2014 1:46 PM
11	No suggestions.	9/29/2014 9:59 AM
12	See LUPC survey response e-mailed May 16, 2014	9/25/2014 4:01 PM
13	Include a snow removal plan for safety reasons. I think parking depends on the buyer/builder and can vary depending on whether there is a garage or outside parking. Set a 4 space parking area per lot minimum. The owner can increase as long as it doesn't exceed set backs. Width to accommodate emergency vehicles which most plans include. it also considers construction vehicles. Road maintenance plan to be submitted with the proposed deed. Keep plans simple, the more LUPC adds the more the cost per lot goes up. If the idea is to build to county or state standards then the State/county or Plantation should take over the road. Utilities do not have to be underground, should be a developers option. One driveway entrance per lot but no shared driveways unless necessary. no forced "green" or common areas. They are an issue to maintain and a tile issue with banks. Who owns the road, the developer, association, who pays the maintenance and when/how much until the subdivision is sold out.	9/25/2014 12:27 PM
14	No	9/25/2014 8:33 AM

LUPC Subdivision Rules_Online Survey

15	Use new projections for extreme precipitation in the sizing of culverts, improve fish passage in general, use native species mixes in re-vegetation and soil erosion control	9/24/2014 12:34 AM
16	As mentioned in the previous answer, the state is better able to obtain meaningful information on these requirements than are local planning boards. Road width, curve radius, abrupt slope changes, turn around provisions, etc. depend on the reasonably expected requirements for school busses and emergency vehicles. It would be good for the state to obtain and tabulate this data. Parking restrictions should be based on preventing obstruction of busses and emergency vehicles. For road width, consider the width of a fire engine in action plus enough room for an other one to pass it. Length of dead end roads should be based on reasonable fire hose lengths or adequate turn around provisions. Requiring multiple access to all subdivisions is probably too burdensome. However, at some point, multiple access roads become prudent. The state can better make general recommendations in this area than can towns. Towns should retain the right to use other criteria when local conditions make it desirable. Where school busses are not expected to pick up children at their home, adequate provision should be made for safe walking. This can be cleared sidewalks, wide roads, parking restrictions or other provisions to promote safety. Road quality should meet town standards so residents can at some time ask the town to accept them. There is nothing wrong with well made dirt roads, but provision for their maintainance should be required. Underground utilities should be encouraged, since fallen wires are a hazard to emergency workers.	9/23/2014 11:24 AM
17	No.	9/23/2014 8:11 AM
18	no	9/23/2014 8:09 AM
19	No	9/23/2014 7:36 AM
20	Allow for steeper roadways if proper drainage and material is used and there are no safety concerns	9/22/2014 4:37 PM

Q9 Provisions for the layout and design of subdivisions including cluster development: Sections Q, R, and S in Chapter 10 of the rules establish the standards for the layout and design of all subdivisions as well as standards for cluster developments and open space that apply to some subdivisions. Do you have any specific suggestions for how these standards can be improved? Please list them in the space below:

Answered: 18 Skipped: 8

#	Responses	Date
1	In Section Q, Part 1-g(1), lots that are used primarily for forest management purposes should not be limited only to lots greater than 40 acres in size. A provision should be made to eliminate the size requirement for lots created for the purpose of forest management and intended to be leased to logging contractors for use as a remote logging camp and equipment storage. In Section Q, Part 2-d (one-mile requirement): Level 2 subdivisions should be allowed along waterfront greater than one road-mile for existing development, partly to reduce the impact of residential development on water bodies. Limiting residential development only to areas within one mile of existing development results in a higher impact to recreational users of the water. In Section Q, Part 3-b (subdivision layout/design): The clustered development described in subsection b directly contradicts subsection a, as the clustered development creates undesirable community centers and unmarketable non-waterfront lots in areas where the natural scenic character calls for low-impact development. Allowing linear placement of lots along a shorefront that adhere to setback and vegetative buffer requirements will reduce the impact of residential waterfront development on other recreational users while allowing remote residential lots owners to experience rural recreational living.	10/17/2014 3:57 PM
2	None.	10/6/2014 10:41 PM
3	No	10/3/2014 9:12 PM
4	see answers to previous two questions - configuration of parcel upon which subdivision is proposed and roadway network have significant influence on design of the subdivision and can encourage or detract from efforts to create "community"	10/3/2014 11:35 AM
5	Cluster development should only be used when the density of an area requires it. The commission should allow for development that is market based. There is no market for cluster development in the jurisdiction at this time and it is unlikely that there will be in the foreseeable future.	10/2/2014 4:26 PM
6	NRCM recommends creating an incentive to place building envelopes in subdivisions with less than 5 lots or 5 dwelling units near to each other, resulting in increased contiguous, undeveloped land. We also recommend creating an incentive to create more depth in vegetative buffers and to restrict building color and the use of reflective surfaces to blend in with the surrounding areas, particularly on hillsides and other areas where development could be highly visible.	10/1/2014 9:09 AM
7	I disagree with the idea of open space. Most of the sub divisions in the un organized towns are in the middle of nowhere.	9/30/2014 3:27 PM
8	Not at this time.	9/30/2014 8:30 AM
9	if a subdivision is surrounded by open space, then the rules should allow more flexibility in lot size and open space requirements within the subdivision.	9/29/2014 1:49 PM
10	No suggestions.	9/29/2014 9:59 AM
11	see LUPC survey response e-mailed May 16, 2014	9/25/2014 4:02 PM

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12	Eliminate cluster development entirely. Banks hate lending on a clustered lot. Banks or title attorneys, or Surveyor inspections, insist the septic and well fit on the lot. Cluster development only allows one or the other due to the 100' spacing rules. Also, forestry hates homes too close together. And LUPC wants more trees for a buffer, forestry wants more clearing around homes. LUPC needs to address tree growth tax exemption for lots over 10 acres. No open space is needed, if LUPC thinks there should be more space between properties then increase lot size from 40K sf to 1.5-2 ac depending on the area and soils/slope etc.	9/25/2014 12:36 PM
13	favor cluster development	9/24/2014 12:35 AM
14	While I personally want my own large space, there is nothing wrong with cluster housing or even apartments and town houses if that is what people want to buy. Beyond requiring a minimum amount of land (Sumner requires 2 Acres) per housing unit I would leave the use of the land up to what the developer considers a wise investment. I see nothing wrong with including undevelopable land in determining that the total size of the development meets the minimum per unit.	9/23/2014 11:24 AM
15	No.	9/23/2014 8:11 AM
16	no	9/23/2014 8:10 AM
17	No	9/23/2014 7:37 AM
18	1. promote cluster developments...provide other incentives such a lessening of the road standards or fees collected..	9/22/2014 4:40 PM

Q10 Provisions that allow for the creation of Level 2 Subdivisions: Section Q of Chapter 10 includes provisions for what are called Level 2 Subdivisions in certain identified towns, townships, or plantations, if certain criteria are met. Do you have any specific suggestions for improving the provisions that apply to Level 2 Subdivisions? List them in the follow space:

Answered: 18 Skipped: 8

#	Responses	Date
1	N/A	10/17/2014 3:58 PM
2	Some consideration should be given to separating the location requirements for cluster development vs non-cluster development. The network of public roadways that exists in some townships might not be suitable for the number of dwellings possible in cluster developments. Perhaps, cluster development would be more suitable to locations with access to higher quality roads (e.g. paved vs gravel). Also, in some instances, county roads are now serving a dual purpose as officially designated trails for other types of motorized traffic (e.g. ATVs) that might conflict with the increased volume of traffic that might arise from the establishment of cluster housing.	10/6/2014 10:41 PM
3	No	10/3/2014 9:12 PM
4	not at this time	10/3/2014 11:35 AM
5	Again the area where development is allowed needs to be expanded. The criteria should be changed using the criteria that applies to organized towns. The LURP criteria is way too restrictive.	10/2/2014 4:41 PM
6	No, we firmly believe that the current Level 2 Subdivision criteria effectively guides responsible development, is consistent with the Comprehensive Land Use Plan, and should not be changed.	10/1/2014 9:11 AM
7	not at this time	9/30/2014 3:28 PM
8	Not at this time.	9/30/2014 8:30 AM
9	It seems that the criteria for locating these subdivisions really limits their applicability. Perhaps there should be more locations where a streamlined review can be done if basic standards are met.	9/29/2014 1:50 PM
10	No suggestions.	9/29/2014 9:59 AM
11	see LUPC survey response e-mailed May 16, 2014	9/25/2014 4:04 PM
12	explain "Level 2 subdivisions".	9/25/2014 12:37 PM
13	None	9/24/2014 12:35 AM
14	This is not part of the Sumner ordinance.	9/23/2014 11:26 AM
15	No.	9/23/2014 8:12 AM
16	no	9/23/2014 8:10 AM
17	No	9/23/2014 7:37 AM
18	Allow Level 2 subdivision in all areas of the UT	9/22/2014 4:41 PM

Q11 Other suggestions: Do you have any other specific suggestions for improving the rules that relate to the creation of subdivisions that are not covered above? If so, please list them in the following space:

Answered: 17 Skipped: 9

#	Responses	Date
1	N/A	10/17/2014 4:00 PM
2	None at this time.	10/6/2014 10:45 PM
3	If there is a question about the location of a proposed structure or road, etc, relative to the environmental data and contour map provided, a site visit by a LUPC representative may be needed to resolve the issue.	10/3/2014 9:24 PM
4	again, see comment on first question re existing subdivision regs - master planning (in the traditional sense of the word, not as LUPC defines it) larger parcels that will ultimately be proposed for development is critical - piecemeal subdivision of parcels upon which further subdivision will be proposed forecloses future options for integrating neighborhoods and roadway networks	10/3/2014 11:37 AM
5	Yes 25%of the jurisdiction should be rezoned to allow for residential and commercial development. It is not possible to create subdivision rules that are specific for an area of ten million acres.	10/2/2014 4:44 PM
6	We did not have any specific suggestions; however, we are very interested in changes that may promote the build out of existing subdivisions.	10/1/2014 9:13 AM
7	cut back the amount of land next to water that is set aside for wading birds.	9/30/2014 3:30 PM
8	none at this time	9/29/2014 1:51 PM
9	No other suggestions.	9/29/2014 9:59 AM
10	see LUPC survey response e-mailed May 16, 2014	9/25/2014 4:05 PM

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11	<p>Have the Maine PUC require CMP provide power, poles or under ground, for any development over 5 lots at CMP expense. Consider conversion of zoning in MGN areas which will be beneficial to the economic impact of a particular UT or Plantation. example, Magalloway River valley, Wilson Mills, Magalloway Plantation has too much MGN zoning and a high demand for land ownership for recreational use. Instead of choking or reducing zoning & development, look at these areas as more development more revenue. The State government is out spending revenue. Recreational use of land generate revenue for many sources like property tax, sales tax, construction, to sporting licenses and registrations. Increase development in recreational areas beginning with large land holders like Bayroot, Plum Creek, 7 islands and the State will increase the income base. Other states are bringing in recreational users while LUPC and DEP have reduced the numbers coming to Maine. It's Ok increase development along our coast line but keep inland vacant. Middle Dam Rapid river is a prime example. Union Water proposed a 24 +/- lot subdivision at Middle Dam. After several years ofr negotiated with LUPC, Ferc, 22 special increaae groups, Union Water gave up a 500' by several 1000' easement along the the Rapid River in exchange for 3 lots on Richardson Lake. The lots ended up so expensive (\$390-425K) only one sold and 2 were donated. The river valley is still gated and even less assessable. Rangeley Heritrige trust tried to stop snowmobile access. Great for them, poor for Maine recreation. Think more business like and less like you own the land. Look at potential areas in the State that will increase revenue, yes with some impact and some friction from special interest groups. Many who come to LUPC hearings are fighting for no development while those that need it are working and can't afford to attend. Take a lesson from Gorham and Berlin NH. They are struggling financially but have natural resources desirable to recreationalist. They opened ATV use between trails to include the highway between the towns. Tourism boomed! They lost the State prison employees but helped off set with an increase in ATV and snowmobile use. Why? they spend money where the enviromentalist prohibit motorized vehicles. Guess what LUPC: XC skiers, day down hill skiers, snow shoers, hikers, mt bikers all combined don't bring in as much revenue in over a year period as do motorized recreation does in one week. Open more development with large land owners, they will increase recreational use or establish trail easements and more money will flow. Every land sale generates \$50-100K. Every second home sale generates \$20-55K. LUPC and the State cannot afford to operate on less development. The ACF Legislative committee proved this when they tried to sell 10 lots on West richardson lake. The members were so greedy they insisted the sale be higher than market value. So now leasees/camp owners are walking away from their investment and the State will loose the lease and sale revenue. This proves just how non-business minded State government is. Use economic smarts and funds will increase. Had the ACF been smart ten lots would be sold at \$100K each vs the expected \$150K-250K wanted. But the camp owners couldn't afford the buy out and the market wouldn't support the price. Basically they couldn't get a loan on an over priced piece of land. It would have been one thing if the lots cost the State more than \$100K, but they received them and many acres in a land settlement with Seven Islands, so this would have been pure profit. Money they could buy land which needs protection and truthfully, Public Lands could have made money selling the stumpage. ACF thought they had the upper hand but sadly everyone looses. Last, western & central Maine has a job employment problem. Surpressing development only increases the problem. Every other week LUPC and other State employees draw a paycheck regardless if revenue exceeds or fails to pay the bills. People who live in these regions do not have that luxury or assurance. They do not make the decision and maynot even be considered. More emphasis is given to special interest groups who only care about wildlife, fish, and trees than to sustaining a income. This doesn't effect their income, but it damn sure does mine and thousands of others. Those thousands that pays for your income. Please help secure Maine's future don't destroy it. Chris Botka, Sandy River PLT</p>	9/25/2014 1:34 PM
12	None	9/24/2014 12:35 AM
13	<p>In general, the state should make suggestions and provide supporting data while leaving most regulation to the community. Make regulations based on obtaining the desired results rather than specifying how to obtain those results, (e.g., specify how much a development can degrade water quality or wet lands rather than specifying setbacks and frontages).</p>	9/23/2014 11:33 AM
14	<p>The shoreline vegetation management standards work well, do not change them at all. Docks can significantly change the character of a pond, even though the buildings are effectively screened. Developments should be required to install a shared launch, dock and anchorage area for groups of houses. They should be maintained by a required property owner's association. A property association should also maintain roads for emergency access, and possibly maintain group water and septic systems. The hillside vegetation management standards from the Plum Creek Concept Plan worked fairly well and should be used more generally. I am sympathetic with the problem on a simplified process for smaller developments. However, the fragmented pattern of development that results from small developments undermines the overall backwoods feel that is so important. One of the difficulties is that the impact is incremental. The first 5 houses may have the greatest impact per house, but it is only 5 houses. Then a development is proposed for 10 more, and the existing impact is used as a justification. Then 25, then There is no procedure in place to help determine when a carrying capacity is reached.</p>	9/23/2014 8:25 AM
15	No.	9/23/2014 8:13 AM
16	No	9/23/2014 7:37 AM

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17	None at this time	9/22/2014 4:42 PM
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