

**TOWN OF UNITY
LAND USE REVIEW COMMITTEE MEETING MINUTES
JANUARY 15, 2014
LOCATION: UNITY MASONIC HALL, UNITY, MAINE**

MEMBERS IN ATTENDANCE: Randy Reynolds, Ken Murch, Jim Kenney, Mark Nickerson, John McIntire, Charlie Porter, Barry McCormick

MODERATOR: Jim Kenney

OBSERVERS: None.

RECORDER: Sherry Powell-Wilson

18:34:44 Jim Kenney: You have the Minutes, any comments?

18:34:47 Randy Reynolds: I make the motion to accept the Minutes as read.

18:34:51 Jim Kenney: Approved.

18:35:27 Barry McCormick: At the top of page 17, where we left off, access point dimensions, each new driveway or parking lot entrance--at the point where it connects to a public road--shall not exceed 11' in width if one-way or 22' in width if two-way (excluding the flare that occurs at the actual point of intersection). The provision does not apply to driveways for: A) fire stations; b) ambulance companies; or c) commercial businesses located in the Rural District.

18:36:01 Jim Kenney: Can we pause? Didn't we decide that we were going to change that to reflect State standards?

18:36:05 Randy Reynolds: This is in the rural. Eleven feet is almost as wide as a travel way on the main road, about 12 or 13 feet.

18:36:18 Jim Kenney: So this is correct for the village.

18:36:21 Randy Reynolds: And rural. What it excludes is in the village district, if you're going to put in a big parking lot, you can widen it out.

18:36:32 Barry McCormick: I called Dennis Jones to get some insight and he said that 12 feet would be better than 11, and he also said why not make any type of commercial business or subdivision or whatever the same as the town roads now, 22 feet with 2 feet and 2 feet so that if the Town has to take them over, they meet the Town ordinance as far as a road.

18:37:19 Charlie Porter: Wait, let's back that up.

18:39:21 Randy Reynolds: We're not talking commercial. This is showing 11 feet where it connects to public road.

18:38:21 Charlie Porter: I'm saying strike public and put 'a road' because we have private roads in town.

18:38:29 Randy Reynolds: That connect to a public road.

18:38:36 Charlie Porter: It's not a driveway, it's a road. There's a Stoneway up there off the Waning Road, it's a private road.

18:38:44 Randy Reynolds: But it's still tying into a public road.

18:38:52 Jim Kenney: Coming into a public road.

18:39:02 Randy Reynolds: We're talking about a driveway in itself, tying into a public road. Private really nothing to do with it. Private is somebody owns it and the town doesn't. Each one of these driveways, somebody owns it, and you're tying into a public road.

18:39:22 Charlie Porter: The words public road is going to get us into trouble.

18:39:28 Barry McCormick: Maybe what Charlie is saying is you've got a private road somebody owns, if somebody puts a driveway into that.

18:39:35 Randy Reynolds: That's a whole different ball game, that's not what we're talking about here. This is talking about a public road.

18:39:56 Jim Kenney: This is the point of entrance. How it's built beyond that point is an entirely different set of standards. There are driveway standards but this is not what this paragraph is talking about.

18:40:12 Barry McCormick: That private driveway we're talking about is because it connects to a public road.

18:40:22 Randy Reynolds: [Demonstrating on paper]

18:40:47 Barry McCormick: My concern was, if you don't mind me jumping in, I think that 11 feet is fine once on to the driveway. It's that coming into it that's the issue.

18:41:15 Randy Reynolds: Down at the bottom here it says excluding commercial businesses located in the rural district.

18:41:27 Mark Nickerson: If you're building a road or a driveway that's on your own property, why does the town have any say?

18:41:34 Jim Kenney: There is a set of standards for driveways so that fire engines and ambulances can get across, and that is described in a separate document is it not?

18:41:55 Randy Reynolds: [Demonstrating on paper] You go down to Fire House Lane and turn in there, it's 10 or 11 feet wide? I'm hoping for more discussion here, I just want everyone to understand what this says.

18:42:21 Ken Murch: So it's 2-way traffic on the driveway?

18:42:25 Randy Reynolds: It's not limited to 11.

18:42:33 Jim Kenney: An example would be Newell Court.

18:42:37 Barry McCormick: Actually, it does limit it. You can't have anything over 11 feet wide or 22 feet wide. Not to exceed 11 if a 1-way, or 22 feet in width for a 2 way.

18:42:56 Randy Reynolds: Yes, if it's a 1-way, it can't be any wider than 11 feet, a 2-way on the same street can go up to 22. It's at the point it intersects with the public road, where it connects to the public road it shall not exceed 11 feet in width, or 22 feet for a 2-way.

18:43:32 Barry McCormick: It's the flair that can become the issue?

18:43:37 Randy Reynolds: The flair can be no less than 11 feet.

18:44:06 Jim Kenney: Have we beaten the first paragraph into submission and we can move ahead?

18:44:42 Barry McCormick: So, assuming we're going to leave the first part the way it is?

18:44:49 John McIntire: I need some clarification, if Newell Court is a private road.

18:44:54 Randy Reynolds: The town took it over.

18:44:57 Jim Kenney: It had to meet the standards.

18:45:02 John McIntire: But if that was a private road then that whole first paragraph would be moot, it doesn't apply about running your driveway to it.

18:45:11 Randy Reynolds: It totally does.

18:45:17 Barry McCormick: No, no, that's a driveway but if it comes on to a public road.

18:45:25 Jim Kenney: It's at the point of intersection is it not?

18:45:43 John McIntire: What about the point where those three driveways come on to Newell Court?

18:45:52 Jim Kenney: I was wrong in describing a private road because that is a town road.

18:45:59 Barry McCormick: Let's say before the Town took it, to me that's a private driveway going into three houses and they come on to it as their own driveways, an extension of their driveway.

18:46:09 Randy Reynolds: Another thing that comes into play is that's a subdivision so that was all taken care of through the Planning Board.

18:46:22 Charlie Porter: I'm going to throw a scenario in here that we have right now, what about setbacks from the road?

18:46:31 Randy Reynolds: Center line of the main road.

18:46:35 Charlie Porter: I've got six houses on this road, a private road, you're not describing it as a private road. That's why I say to use the word 'road' because all of a sudden you going to be able to build any place you want.

18:46:52 Randy Reynolds: Well, actually you can't. There's another place in the ordinance that says you have to be 15 feet from your neighbor.

18:46:58 Charlie Porter: I'm talking about creating the problem, we don't have the problem right now.

18:47:22 Randy Reynolds: Public road both ways come in so far from the center, each one (dimension) is different. (Demonstrating on paper)

18:48:49 Charlie Porter: Most of the town roads are 4 rod, there are only a couple that are 3.

18:48:56 Randy Reynolds: The town has put a lot of money into this, they know exactly what the road width is on every road.

18:49:07 Ken Murch: Down in the 2nd paragraph, it says the flare that occurs when a new road or driveway. Upon on the 1st paragraph, should be not say each new road or driveway also?

18:49:27 Jim Kenney: But that is the second word in the 1st paragraph.

18:49:34 Ken Murch: Instead of 'each new,' we should say 'road.' Driveway, to me, is confusing. I have a hard time picturing a 2-way driveway.

18:50:00 Mark Nickerson: What's the road, the driveway down by the Community Center, that goes up and around to the medical center? Is that a driveway or a road?

18:50:05 Randy Reynolds: It started out as a private road.

18:50:46 Mark Nickerson: Is it public or private?

18:50:54 Randy Reynolds: It's private but it has been taken over and used as public!

18:52:08 Jim Kenney: I would make the following proposal if you would consider it, each new driveway/roadway or parking lot entrance.

18:52:27 Ken Murch: It helps.

18:52:32 Barry McCormick: The flare that occurs when a new road or driveway intersections with an existing public road shall be based on a curb radius of between 5' and 15', which is sufficient to allow safe turning of trucks and emergency vehicles while keeping speeds low and minimizing pedestrian hazards. The Planning Board may allow larger curb radii in select instances, but only whenever; a) the

new intersection results from a driveway or road that primarily serves a commercial facility that will generate substantial truck traffic; and b) special measures are taken to ensure pedestrian comfort and safety. In no instance may the Planning Board allow larger curb radii within the Village District.

18:53:33 Jim Kenney: I picture this, that these numbers were drawn up when the trailers were limited to 40 feet. They're now 53 feet. I wonder if these numbers are consistent with the new lengths.

18:53:53 Randy Reynolds: It actually doesn't affect the width of the road.

18:54:00 Jim Kenney: What I'm wondering about is the radius of the flair.

18:54:03 Randy Reynolds: You could widen them out more.

18:54:08 Barry McCormick: I make the recommendation that we take that last sentence right out.

18:54:51 Barry McCormick: You take anything, school buses, if there is a car already parking or anything going out, that doesn't give you much room.

18:55:04 Jim Kenney: I'm just picturing that 53-foot box trailer. Is this consistent with what the state is saying for radius on their roads? No trailer can make the turn from 220 to 202.

18:55:27 Barry McCormick: I've had to have engineers tell me what I can and cannot do. When I talked to the State about getting the driveway entrance, they came out and looked at it and they will tell you what you can and cannot do.

18:55:41 Randy Reynolds: I would take off that last sentence.

19:01:04 Barry McCormick: Why don't we put the state standards in there.

19:01:04 Mark Nickerson: Well, it has to be approved by them anyway doesn't it?

19:01:06 Charlie Porter: Only on state roads. You never know what the State standards are, they change them on a whim.

19:01:04 Randy Reynolds: How would it be to change based on curb radius up to 25 feet, which is sufficient to allow safe turning.

19:01:16 John McIntire: 25 feet is a big chunk.

19:01:22 Randy Reynolds: It depends on what you're going to build in there. You can go 5 feet, it just says you have the option of going up to 25 feet. DOT is going to tell you any way.

19:01:47 Mark Nickerson: Down below it gives you that exception anyway, that may allow larger curb radii in certain instances.

19:01:58 Barry McCormick: I make the motion we strike the last sentence and leave the rest like it is.

19:02:04 Randy Reynolds: I say let's strike the whole paragraph.

19:02:23 John McIntire: I think we need to leave something in there.

19:02:28 Jim Kenney: If a flare occurring on a new road or driveway, flares shall be based upon State standards.

19:02:45 Barry McCormick: That covers public state roads and town roads. How about if it read shall be based on curb radius between 5 and 15 feet or State standards.

19:03:48 Mark Nickerson: Why put a measurement in it?

19:04:08 Ken Murch: I think if we just strike the last sentence. You're giving the Planning Board some option if a situation comes up, if people see a real problem you're giving them the opportunity to try and deal with that problem.

19:04:29 Barry McCormick: I do like to get away from the Planning Board having to make a decision as much as we can, but in this instance, it gives the land owner a little bit of wiggle room to plead their case, like I've got big rigs coming in there.

19:06:08 Jim Kenney: Proposal to strike the last sentence. I thought that was agreed with. If you are objecting say so. Hearing none, no objection, that sentence is gone.

19:06:52 John McIntire: I think that gives us enough leeway to move on.

19:07:33 Barry McCormick: If the new lot has access to 2 roads, and one of them is a state owned road, then the new driveway shall be installed on the less traveled road. A permit is required from the Town of Unity before any new driveway can be installed.

19:08:00 Jim Kenney: I would think that last sentence would be a lettered section all by itself and not buried in the paragraph. A permit is required from the Town of Unity before any new driveway can be installed.

19:08:16 John McIntire: Isn't that stated somewhere in the document? It's fairly redundant.

19:08:48 Barry McCormick: Strike that last sentence right out. G, the driveway entrance to the new lot shall be as close to a 90-degree angle as possible from the main road.

19:09:19 Randy Reynolds: Does everyone understand what that means [demonstrated on paper.]

19:11:03 Barry McCormick: H, access to the lot shall be designed and located to provide the required sight distance measured in each direction. Sight distances shall be measured from the driver's seat of a vehicle standing on that portion of the exit from the front of the vehicle a minimum of 10 feet behind the edge of the shoulder, with the height of the eye 3-1/2', to the top of an object 4-12' above the pavement. A sight distance of ten feet for each mile per hour posted speed limit shall be maintained or provided in both directions.

19:11:44 Randy Reynolds: [Demonstrated on paper what this means.] You've got to be back 10 feet from the entrance onto the main road and be able to see straight through.

19:15:13 Barry McCormick: I, the vertical grade of a new driveway entrance should slope upward or downward from the street line on a straight slope of two percent or less for at least 25' from the main road. 4, construction standards, driveways. Note, a driveway may serve up to three principal structures and/or lots before being considered a road. A, a new driveway that is over 150' in length and that serves a year-round residence requires one of the following: A) a 12' travel way, 12" gravel base, and a suitable place for a fire truck to turn around; or b) a signed statement from the Fire Chief stating that the proposed driveway appears adequate for emergency vehicle access. Any new driveway that is shorter than 150' or that doesn't serve year-round residences is exempt from this requirement. Now, I don't understand that. Why would somebody who is not living there, you still need to get the fire department in there.

19:16:23 Charlie Porter: I agree.

19:16:39 Jim Kenney: I say strike that entire last sentence, and that means up at the top, a new driveway
We've got to modify the 1st sentence.

19:17:01 Charlie Porter: How about any driveway?

19:17:14 Jim Kenney: Any new driveway shall be 12 feet in travel way, 12 inches in gravel base, and a suitable place for fire trucks to turn around, and a signed statement. Strike the whole phrase that goes on that says serves 150 feet and a year-round residence will have a 12-foot travel way and a 12-inch gravel base.

19:17:48 Barry McCormick: But you have to take out 'that serves a year-round residence.'

19:17:55 Jim Kenney: Yes, all new driveways will be 12 feet and 12 inches...

19:18:01 Barry McCormick: 150 feet in length, 12' travel way, 12" gravel, and continue that until you get to any new driveway and strike that.

19:18:10 Charlie Porter: I would strike the word new.

19:18:14 Jim Kenney: You're not going to make anyone rebuild their driveway are you? I've got a tote road and I want to build a camp back there 1,000 feet from the road. It's there, it's existing.

19:18:29 John McIntire: So, if it burns down whose problem is it?

19:18:34 Charlie Porter: Ours because the firemen will try like crazy to get in there to put that fire out.

19:18:46 Jim Kenney: As they did with mine. The key is, you've got a tote road. If you're building a new one, it should meet the standards.

19:18:57 Randy Reynolds: We're talking about two different things. If you're talking about existing, it's grandfathered.

19:19:05 Charlie Porter: I think if there's a tote road and there's nothing back there, should have to come to the town or somebody and say I want to put a driveway in there. If that was a camp road right now, he would be allowed to surface that tote road with gravel.

19:19:31 Randy Reynolds: We're getting into a whole new can of worms. What would happen, I think what would happen, if somebody came in to apply for a building permit and they wanted to extend the road, it would have to be built to standard.

19:19:48 Jim Kenney: That's exactly what I had to do. My driveway is 1200 feet. There was already an existing driveway.

18:20:10 Ken Murch: My concern here is on the suitable place for a fire truck to turn around. I think that places an awful burden on the home owner.

19:20:48 Charlie Porter: Have you ever seen a fire truck tied up down in a place you can't get out?

19:21:04 Randy Reynolds: There are only 2 things they will accept, one is a cul-de-sac or a hammer head.

19:21:16 Ken Murch: I agree with a cul-de-sac but I'm saying if there is just a house in there and they've got to have a place for a ladder truck to turn around, we're talking some serious area.

19:21:32 Charlie Porter: We don't commit a ladder truck to everything.

19:21:40 Randy Reynolds: The fire chief will tell you whether you can do it or not.

19:22:00 Barry McCormick: You could actually strike that right out of there. If the fire chief looks at it and says it's fine, well then it's fine.

19:22:27 Ken Murch: I think that makes more sense.

19:22:55 Charlie Porter: This goes back to the 70s when we first wrote this ordinance. This was put in because we got stuck a couple times.

19:23:08 Barry McCormick: But if we do it this way, the fire chief has to look at it and determine whether it's good or not. I mean, he may tell you that you need to have a turnaround.

19:23:53 John McIntire: How is this going to read?

19:24:02 Randy Reynolds: A new driveway.

19:24:07 Barry McCormick: It should say a new driveway that is over 150 in length...

19:24:18 Jim Kenney: I would strike that, a new driveway.

19:24:21 Barry McCormick: Shall have a 12-foot travel way, a 12-inch gravel base, and a signed statement from the fire chief stating that the proposed driveway is adequate for emergency vehicle access.

19:24:38 Charlie Porter: I would put a turnaround in there, you've got to have to have it or they won't build it.

19:24:47 Barry McCormick: Well, if the fire chief tells them they have to.

19:24:53 Randy Reynolds: They won't get a permit.

19:25:24 Jim Kenney: I like the phrase, and a suitable place for a fire truck to turn around. I'll read it. A new driveway requires a 12-foot travel way, a 12-inch gravel base, and a suitable place for the fire truck to turn around.

19:25:55 Barry McCormick: You can't do that. My house has a 30-foot driveway, so now I have to put a turnaround in there? I'm saying if I built that house again I would have to. How does that make any sense?

19:26:28 Jim Kenney: What I'm saying is any driveway has to meet a minimum standard. I can drive his fire truck in there, it's got a 6-inch base and the truck sinks.

19:27:00 Mark Nickerson: I've got to throw one other wrench in there while we're at it. I don't know why we should limit it to fire trucks, it should say any emergency vehicle.

19:27:29 Jim Kenney: Let's drop the words fire truck and say emergency vehicles.

19:27:29 John McIntire: I'm with Randy on this one. I think you need to have a distance in there. It's got to be, you know, if you're building in the village and you need a new road, your driveway is not going to be more than 30-40 feet at the most.

19:28:08 Jim Kenney: It is proposed to leave the 150 in. Any objections?

19:28:08 Charlie Porter: Why not reduce it, make it 75 feet. That covers the village.

19:28:22 Randy Reynolds: How about 100?

19:28:58 John McIntire: Yes, that's giving some leeway for village use. And, you're putting an awful hardship on people trying to build a 2nd home out here on the lake.

19:29:03 Charlie Porter: They're the ones we want to corral. We've got a problem now with them, they won't cut the trees to get down to their camps...can't get equipment in.

19:29:18 Ken Murch: If you have a 12-foot travel way, and you have a 12-inch gravel base, I would have no problem backing a fire truck 300 feet down that road. If I have a road that's 7 feet wide, and you miss it by an inch and slip off the side, now you're stuck. You've got to hire 1,000 wrecker to come pull you out.

19:29:46 Randy Reynolds: Will a 12-inch gravel base hold a truck like that up, especially right now?

19:29:51 Jim Kenney: How do we move?

19:29:54 Barry McCormick: Leave it at 150 feet.

19:30:30 Jim Kenney: And I like what was suggested, a suitable place for an emergency vehicle to turn around.

Take fire truck out in both places.

19:30:44 Randy Reynolds: Let me read it and see if I've got it right. A new driveway that is over 150 feet in length requires a 12-foot travel way, a 12-inch gravel base, and a suitable place for emergency vehicles to turn around.

19:31:32 Randy Reynolds: We're going to put a year-round residence?

19:31:41 Jim Kenney: No reference to residency. We're going to leave in or a signed statement from the fire chief stating that the proposed driveway appears adequate for emergency vehicle access. We're leaving that in aren't we? [Yes]

19:32:14 Barry McCormick: B, lot access, in order to ensure that remote lots may be serviced by roads or utilities in the future, any new lot that is not located along a public road or a private road built to standards (outlined in Section VI), must have a minimum 50-foot right-of-way of deeded access to a public road or a private road built to standards. This right-of-way may be shared by multiple lots. It shall be suitable for installing utilities and for constructing a driveway (if it serves three or fewer lots) or a private road (if it serves more than three lots). C, construction standards, roads, a new private road must have a 50' right-of-way, an 18" gravel base, a 12' travel way, 2' shoulders, and adequate culverts. Any road which may be offered for acceptance to the community must meet the standards of Unity's Street Construction Ordinance.

19:33:45 Randy Reynolds: There's a conflict there, 18" of gravel.

19:33:48 Barry McCormick: But this is a road and not a driveway.

19:33:57 Randy Reynolds: What's to say it's not a private road. What constitutes the difference?

19:34:15 John McIntire: There is something about how many different owners lots are accessed from that driveway? If you have more than 2 doesn't it have to be a road?

19:34:37 Charlie Porter: No. You can build a driveway to these standards.

19:35:22 Barry McCormick: Here it says any road which may be offered for acceptance to the community must meet the standards of the Unity Street Ordinance. What would a road have to look like?

19:35:22 Jim Kenney: To be taken over by the Town it has to be paved.

19:35:53 Barry McCormick: So you're telling me that a road that is only 12 feet wide with 2-foot shoulders, the town would take back?

19:36:10 Jim Kenney: There are two things happening in this paragraph, the first part is describing what a private road must have. Then, any road, this could be a separate paragraph, any road which may be offered for acceptance must meet...I'd almost recommend that as a D.

19:36:58 Randy Reynolds: We all agree but we don't know what the standards of the Unity Construction Ordinance.

19:37:07 Charlie Porter: There's a road ordinance. I don't think it's called that.

19:37:19 Jim Kenney: It's a choice of words, there is a document.

19:37:24 Barry McCormick: 5, structural requirements, a, applicability, these requirements apply to all new structures constructed as of the adoption of this ordinance. B, building height, the roof ridge of buildings shall be no higher than 35' above grade. Buildings may contain steeples, cupolas, or other ornaments that exceed this height. Buildings higher than 30' shall be designed to facilitate access to roofs for fire-fighting purposes.

19:38:53 Charlie Porter: Minimum street requirements it says. That's the title.

19:39:04 Barry McCormick: New structures are limited to two stories of livable space above grade, unless specific, written approval is granted by the Fire Chief. The Chief shall base this decision upon the Fire Department's ability to evacuate people safely from upper stories of the structure. C, building setbacks from front property line, in general, structures must be set back at least 50' from the road centerline or 15' from the edge of the road right-of-way (i.e., front property line), whichever is further back. Road right of ways vary in width. Check with the Unity Town Clerk for Town right of way widths and Maine Department of Transportation for state-owned roads. D, special exception, wherever existing structures are located closer to the road right of way than 15', new structures on adjoining lots may be located as close to the road right of way as those existing structures.

19:41:03 Charlie Porter: I have a big problem with that. Are we making everything more nonconforming?

19:41:17 Mark Nickerson: A new structure should have to abide by the ordinance that is in effect.

19:41:24 Charlie Porter: Take Janet Blood's place, she might have from here to that wall to the road. You're going to let somebody build next door to her the same distance?

19:41:44 Barry McCormick: I can't believe somewhere in this, we've been through this. We've already talked about that stating you cannot make a nonconforming structure more nonconforming by adding on to it.

19:41:58 Charlie Porter: This is saying that if you have six houses in row that are nonconforming, let's say 15 feet from the road, if you want to build a house on a vacant lot there, you can make yours 15 feet from the road.

19:42:12 Randy Reynolds: This is the same way it was in the old one, you guys have been going by all these years. We can change it now.

19:42:46 John McIntire: So if they want to build a new house there down on the corner, doesn't matter where, in a vacant lot now, it's got to set back further than the existing houses up there?

19:44:23 Barry McCormick: This says that you don't have to. Let's say that that whole Main Street down there, they're all 5 feet from the right of way right now. This says they have to be 15 feet. What I'm saying is the houses already built, Lyle Adams' old house...

19:45:31 Jim Kenney: A good example is as of next month, that building has been down a year because there was some exemption that if you did something within a year you got grace. For this conversation, a year, I would read that he would need to be back, the right of way, which is 33 feet from the center line, plus 15 feet, so from the center line he would have to be 48 feet back.

19:4:12 Randy Reynolds: Yes, how to reword it?

19:46:24 John McIntire: I was trying to figure out why that was even in there and the only thing I can think of is a visual thing so all the houses are lined up.

19:46:49 Randy Reynolds: How about this, after 15 feet strike out everything else.

19:46:57 John McIntire: How about take the whole exception out.

19:47:27 Jim Kenney: Are we all agreed? [Yes]

19:47:37 Barry McCormick: E, building setbacks from side and rear property lines, in order to minimize the chance that a building fire will spread to another building, structures under separate ownership shall maintain a 30' separation distance. To meet this objective, all permanent structures shall be placed at least 15' from side and rear property lines.

19:48:10 Charlie Porter: Works well.

19:48:13 Barry McCormick: Again, if you need a variance, we went for the church, we went to the neighbor to go a little bit closer, an easement.

19:48:28 Randy Reynolds: This only applies to buildings, you can put driveways, parking lots, anything else in there within 30 feet.

19:48:35 Barry McCormick: Performance standard option, the use of certain construction materials or the installation of fire extinguishing systems, such as sprinkler systems, may substitute for the side and rear setback requirement. A structure may be located closer than 15' to the side or rear boundary upon approval of the Fire Chief. The Planning Board may also approve two owners sharing a single wall, if approved by the Fire Chief and acceptable to both property owners. Any use of this performance standard option will require a current survey of the property lines or a recorded boundary line agreement between the two property owners.

19:49:38 Barry McCormick: V. Camp owners and leach fields, many of the existing camp lots adjacent to Unity Pond, on streams and rivers, and other water bodies, do not have any adequate area to install new septic systems or update their current systems when they do fail. If a lot cannot support adequate subsurface wastewater treatment, then lot owners may be required to purchase or lease adjoining

property, or distant properties, to accommodate an adequate leach field. If suitable land can be found and the current owner of this land is willing to sell or lease this land, then there will be no minimum lot size required. The only stipulation is that the lot be of adequate size for the new septic system, and the underground force line, or a gravity line that would be needed to get the fluids to the new leach field. Enough land should also be set aside for access to, and maintenance of, this new leach field lot. In order to be able to better locate this area in the future, and to make sure there are no gaps or overlaps in these areas, a survey should be completed and a new deed description be written for the deed transfer and the area mapped and recorded at the Waldo County Registry of Deeds. A copy of this map should then be given to the Code Enforcement Officer and the Plumbing Code Officer.

19:52:14 Jim Kenney: Okay, I'm married to an attorney and Unity Pond is what those of us on this side of the lake would call it, but its legal name is Lake Winnecook is it not?

19:52:18 Randy Reynolds: It's called Lake Winnecook on that side, and Unity Pond on this side. There are actually four names that go with that pond.

19:53:02 John McIntire: I had some issue with it the first time, lakes and streams when we talked about it.

19:53:14 Mark Nickerson: And didn't we actually argue about hiring a surveyor would be putting a lot of expense on a person trying to do this?

19:53:23 Randy Reynolds: You've got land running everywhere, and you have pipes buried going everywhere. Who's going to know where you can go and can't go, where are the easements going to come from. If you don't it's going to be a total mess. I'd put the burden on them right up front.

19:53:42 Barry McCormick: That could be a bargaining chip between the buyer and the seller.

19:53:50 Jim Kenney: Are camp owners and leach fields agreed to without modification?

19:54:06 John McIntire: The only thing I would put at the top so it would read better is adjacent to Unity Pond or streams and rivers and other water bodies. It would just read better if you added or in there after Unity Pond.

19:56:00 Meeting closed.

Respectfully submitted,
Sherry E. Powell-Wilson, Notary Public
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