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# Research Report

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## Town of Yarmouth

## Comprehensive Planning Citizen Survey

### Survey Report

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# I. Introduction

Market Decisions conducted this project on behalf of the Town of Yarmouth Comprehensive Plan Steering Committee. The goal of the research was to obtain public input from the residents and businesses of Yarmouth on a range of issues to incorporate public opinion into the town's comprehensive planning process.

This report provides the results of the survey of Yarmouth residents. It is divided into five sections:

- This introduction
- Survey methodology
- An executive summary
- Key findings from the survey
- A summary report of research findings for each survey item

A report on the business responses and a set of technical appendices are provided in separate volumes. The technical appendices include cross tabulations of all survey items by resident/business respondent as well as by resident characteristics. The technical appendices also include verbatim responses by respondents and a copy of the survey instrument.

## II. Survey Methodology

### The Survey Questionnaire

The survey instrument used during the course of this survey was developed in collaboration with the Town of Yarmouth Comprehensive Plan Steering Committee and Planning Decisions. The survey instrument was designed to assess the views and opinions of residents and businesses on a range of issues important to the Town of Yarmouth. These included questions on several topic areas:

- Main Street and the Village Center
- Route One as a Whole
- Route One Between DeLorme and Casco Bay Ford
- Housing and Residential Uses
- Transportation
- Open Space
- Environment
- Consolidation of Services
- Historic Properties
- Resident Demographics
- Additional Comments

## **Sampling**

The target population for this research consisted of all residences and businesses in the Town of Yarmouth. The goal of this research was to provide an accurate assessment of the views of the residents and businesses in the Town of Yarmouth. The research was designed to allow accurate statements to be made about the views of residents and businesses with a known level of precision.

The sample used in this research study was generated from two sources. The resident sample was developed from the United States Postal Service Resident Occupant List. The sample of businesses was provided by the Town of Yarmouth. A survey was mailed to all residences and businesses included in these two lists.

## **Data Collection**

The surveys were mailed to each resident and business listed in the sample file provided by the Town of Yarmouth. The survey was mailed on June 5, 2007. A reminder card was sent to each respondent on June 12, 2007. As surveys were received, their responses were entered into a database using our data entry computer software. All surveys received by July 5, 2007 were entered and included for analysis.

A total of 3,952 survey packets were sent out to Yarmouth residents and businesses. A total of 915 residents completed and returned surveys by July, 2007. A total of 44 businesses also returned surveys by this date. A total of 175 survey packets were returned to our office as undeliverable.

## **Survey Response Rates**

Among Yarmouth residents, the survey response rate was 25%.

## Data Weighting

The data has been weighted to adjust for non-response and also to match the profile of residents by their age and gender. Weighting is a statistical process that normalizes survey respondents to the actual population based upon a set of characteristics. Weighting the survey data allows one to use this data to make statements about the target population. This means that we can say the survey results reflect the views of the population as a whole within the precision of the survey.

## Sampling Error

The percentages reported for the Town of Yarmouth Comprehensive Planning Citizen Survey for residents are within plus or minus 3.2% that would be found if all residents completed surveys. For example, if our survey showed that 50% of the respondents would support a small grocery store on Main Street, then the comparable figure for all residents would be somewhere between 46.8% and 53.2% with a confidence level of 95%.

## Significant Differences by Demographic Groups

The responses of residents to this survey were analyzed by their characteristics. This report provides a summary of differences to many survey responses by demographic group for Yarmouth residents.

Tests of statistical significance were used to determine whether the views of certain demographic groups differed from the resident population as a whole. The demographic groups included in this analysis are:

- Area of Yarmouth divided into seven regions (The area west and north of the village, the village residential area north of the Royal River, Main Street, village center area, the village residential area south of the Royal River, the mainland east of I-295 and north of the Royal River, the mainland east of I-295 and south of the Royal River, and the islands)
- Age
- Gender
- Income
- Whether respondent has children
- Whether respondent owns or rents
- How long the resident has lived in Yarmouth

NOTE: These demographic analyses include only the responses from residents and do not include the business respondents. A summary of responses for businesses is included in each of the main charts and tables in the report.

## **Report Notes:**

The tables and charts provided in this report include percentages based on valid responses to the survey questions. The percentages reported DO NOT include respondents who did not provide an answer to a question. The counts and percentages for each survey question provided in the cross tabulations in the Technical Appendix also do not include those not answering questions.

In this report results from the survey are presented for resident respondents only.

# III. Executive Summary

## Methodology

The results summarized below are from the Town of Yarmouth Comprehensive Planning Citizen Survey administered between June 5, 2007 and July 5, 2007. The survey was mailed to every household in the Town of Yarmouth with a follow-up reminder card sent halfway through data collection. A total of 915 surveys were completed and returned. Data are weighted to match the characteristics of the population of Yarmouth therefore results from this sample can be generalized to the entire population of Yarmouth.

## Main Street and Village Center

A major focus of the community has been on maintaining Main Street as a vibrant, mixed-use area that includes residential uses, community uses, and commercial activities including retail businesses, services, and professional offices. A series of questions were asked about how best to meet these goals.

Several actions the Town could take to guide future development of the Main Street area were presented to respondents. Residents strongly support the following actions:

- Maintain a mix of residential uses and businesses on Main Street.
- Adopt standards for new buildings, renovations or enlargements along Main Street that require that the design conform to the village character.

Residents also expressed mild support for the following actions:

- Provide more flexibility for the owners of homes near Main Street for residential changes such as adding an apartment.
- Provide more flexibility for the owners of homes near Main Street for using part of the house as an office.
- The Town should allow existing buildings that are not designated historic properties to be replaced by new buildings that can include retail uses as long as the building is compatible with the village character and includes some residential use.
- The Town should revise the zoning requirements to make it easier for new small-scale commercial uses (such as retail shops, services, and professional offices) to locate along Main Street.

The businesses that residents strongly support for possible inclusion in the Village Center are:

- Restaurant
- Coffee shop

There is mild support for inclusion of the following in the Village Center:

- Small grocery store
- Office and professional building
- Personal services such as hair, nails, or massage
- Bank/credit union
- Bed and breakfast inn

The types of businesses residents strongly oppose are:

- National restaurant or pharmacy chain
- Fast food restaurant.
- Light manufacturing
- Gasoline or convenience store

### **Historic Preservation**

Over the years there has been a lot of discussion about the protection and preservation of historic properties in Yarmouth. Much of this discussion has focused on maintaining the exterior appearance and character of buildings, and several policies regarding the preservation of historic properties were presented to residents in the survey. There was mild support for the following policies:

- The Town should establish guidelines on the design of renovations or additions or other changes to the exterior appearance of historic properties. These would be recommendations for the design but not mandatory.
- The Town should regulate the exterior appearance of renovations to designated historic properties to assure that they maintain the character of the historic building.
- The Town should regulate the exterior appearance of additions to designated historic properties to assure that they maintain the character of the historic building.
- The Town should establish a historic district with standards for maintenance renovation, and enlargement of designated historic buildings requiring review/approval by the Town of all changes to the exterior.

There was mild opposition to the policy that the protection of historic properties would be left up to the property owners and the Town would not be involved in regulating what these owners can or cannot do with the exterior appearance of their properties.



## Route One

Respondents were asked to indicate their level of support for businesses along Route One as a whole. Residents strongly support the addition of the following types of businesses along Route One:

- Restaurant
- Coffee shop
- Office or professional building
- Research and development facility

There is mild support for the following types of businesses:

- Small grocery store
- Small hardware store
- Retail store
- Specialty or outlet retail store
- Personal services such as hair, nails, or massage
- Bed and breakfasts or small motel
- Bank/credit union
- Day care center
- Nursing home/assisted living
- Private school

There is strong opposition to the following types of businesses:

- National chain hotel
- Fast food restaurant
- Fast food restaurant with a drive thru
- National restaurant chain

The inclusion of an auto dealership along Route is mildly opposed by residents.

Respondents were presented several development scenarios specifically about the area along Route One between DeLorme and Casco Bay Ford. Residents strongly supported the following scenarios:

- A business park with office, professional, and research businesses similar to DeLorme.
- A mixed-use development with a business park along Route One, housing in the middle of the property, and open space with public access along the Cousins River.

There is mild support for creating a mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street.

Residents strongly oppose development consisting of larger-scale retail uses such as a supermarket, shops, or a department store subject to the 55,000 square foot size limit enacted by the Town. There was mild opposition to the development of a mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street.

## **Housing and Residential Development**

Respondents were presented with a number of Town policies to help provide affordable housing. Residents strongly support affordable housing for the elderly and young families and mildly support assisted living for senior and handicapped residents.

When asked what actions they would support to fund affordable housing, residents indicated strong support for working to obtain grants or other funding to underwrite the cost of developing affordable housing.

The following actions to fund affordable housing found mild support among residents:

- Giving owners of older homes in the Village area more flexibility to create additional units in their homes as long as the property retains its residential character.
- Requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund.

Residents are mildly opposed to using Town funds from taxes or bonds to develop affordable housing.

A major issue in thinking about the future of Yarmouth is residential development. While much of the Town is “built-out”, there still are possibilities for residential development and redevelopment. Respondents were asked several questions regarding their opinions on development. Residents mildly support the following:

- All new subdivisions outside of the village residential areas should be required to set aside a portion of the land as open space for the residents of the subdivision.
- Allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water).
- Allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water).
- Allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water).

## **Transportation**

The survey assessed opinions on several transportation issues. Residents strongly support the following transportation actions:

- The Town should continue to expand the pedestrian and bike pathway system to other areas of town when the path on Route One (Beth Condon Pathway) is completed.
- The Town should require sidewalks in all subdivisions.
- The Town should require that subdivisions provide pedestrian and bicycle connections between residential neighborhoods.

Residents are mildly supportive of the following:

- The Town should require streets in new subdivisions to connect to existing roads where possible.
- If Amtrak service is extended to Brunswick, it is very important that there be a train station in Yarmouth even if there is a station in Freeport.

There was mild opposition to allowing the layouts of streets to be left up to the developer as long as it provides safe access to the subdivision.

## **Open Space Preservation and Environmental Issues**

Preserving open space has been an important goal of the Town and a number of questions on how best to preserve, acquire, and manage open space were asked. Residents strongly support the following:

- The Town acquiring more open space
- The Town acquiring more shorefront access
- The Town managing and improving the open space and conservation lands that it already has
- The Town requiring developers to preserve some portion of future developments as open space
- Providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village
- Stricter requirements for protecting wildlife habitats
- Requiring or encouraging “green” building practices such as attention to energy efficiency, indoor environmental quality, durable materials and minimum impact on natural resources

There is mild support among residents for:

- The Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space
- Improving parking and shorefront access at Town owned mooring sites and beaches.
- Protecting land along the Royal River north of East Elm Street and providing additional public access in this area
- Stricter requirements for protecting wetland areas

### **Consolidation of Services**

Among future actions the Town could take regarding consolidation of services and facilities, there is strong support among residents that the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery while there is mild support for the Town considering regional approaches only if there are significant cost savings for Yarmouth residents. There was strong opposition to the statement that the Town should not consider regional approaches even if it costs more for the Town to do things by itself.

## IV. Key Findings

### Main Street and the Village Center

- 86% strongly or somewhat support maintaining a mix of residential uses and businesses on Main Street, 69% support more flexibility for home owners near Main Street to use parts of the house as an office, and 56% support providing more flexibility for home owners near Main Street to make residential changes such as adding an apartment.
- The most supported possible actions the Town could take to maintain Main Street as a vibrant mixed use area include adopting standards for new buildings (86%) and building renovations (85%) along Main Street that conform to the village character.
- More than half strongly or somewhat support the addition of a restaurant (82%), a coffee shop (81%), an inn (72%), a small grocery store (61%), a personal service business (57%), an office building (56%), a small hardware store (52%), and a retail store (51%) in the Village Center.
- The most frequently cited businesses they would like to see on Main Street not addressed directly in the survey are a bookstore (20%), art gallery or local artist/craftsmen co-op (13%), and a café, diner, or deli (13%).

### Route One as a Whole

- More than two-thirds strongly or somewhat support the addition of a restaurant (85%), a coffee shop (78%), an office or professional building (77%), a small grocery store (69%), a retail store (68%), a personal service business (68%), a research facility (68%), and a small in or motel (66%) on Route One.
- The most frequently cited businesses they would like to see on Route One not addressed directly in the survey are small/mid-sized business or retail (22%), a business park (12%), and a book or music store (11%).

## Route One Between DeLorme and Casco Bay Ford

- The most widely supported development scenario for the area on Route One across from the information center between DeLorme and Casco Bay Ford includes a business park with office, professional, and research businesses similar to DeLorme (71%) followed by a mixed-use development with a business park along Route One, housing in the middle of the property, and open space with public access along the Cousins River (64%).
- The most frequently mentioned businesses they would like to see on Route One between DeLorme and Casco Bay Ford are a recreational park (16%), tourism/marine related business (11%), and small/mid-sized retail (9%). Over a third (35%) said that it should be left as open space.
- 58% strongly or somewhat support buying the vacant land along Route One between DeLorme and Casco Bay Ford to preserve it as open space.

## Housing and Residential Uses

- A majority strongly or somewhat support Town policies that encourage affordable housing for elderly households (74%), affordable housing for young families (70%), and assisted living for senior and handicapped residents (67%).
- The most widely supported action the Town could take to support affordable housing is working to obtain grants or other funding to underwrite the cost of developing affordable housing (70%).
- 50% strongly or somewhat agree the Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas.
- 55% strongly or somewhat agree with requiring all new subdivisions outside of the village residential areas to set aside a portion of the land as open space for the residents of the subdivision.
- 57% strongly or somewhat support allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water), 57% support allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water), and 56% support allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water).

## Transportation

- 61% strongly or somewhat support the Town requiring streets in new subdivisions to connect to existing roads where possible.
- 82% strongly or somewhat agree the Town should expand the pedestrian and bike pathway system to other areas of town when the path on Route One is completed.
- 70% strongly or somewhat agree with the Town requiring sidewalks in all subdivisions.
- 72% strongly or somewhat agree the Town should require subdivisions provide pedestrian and bicycle connections between residential neighborhoods.

## Open Space

- 82% strongly or somewhat support the Town managing and improving the open space and conservation lands that it already has.
- 76% strongly or somewhat support providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village.
- 70% strongly or somewhat support the Town acquiring more open space.
- 70% strongly or somewhat support the Town acquiring more shorefront access.
- 74% strongly or somewhat support the Town requiring developers to preserve some portion of future developments as open space.
- The most frequently cited area in town they would like to see preserved as open space are the Royal River Park/anywhere along Royal River (18%), any shorefront or water access location (14%), the property between DeLorme and Casco Bay Ford (10%).

## Environment

- 73% strongly or somewhat support requiring or encouraging “green” building practices.
- 65% strongly or somewhat support stricter requirements for protecting wildlife habitats.

## **Consolidation of Services**

- The services or facilities that would be good candidates for consolidation include schools (20%), municipal services/public works (13%), public safety/emergency services (13%), school administration (13%), and fire department (10%).
- The vast majority have not experienced any problems as a result of consolidation efforts.
- 74% strongly or somewhat agree the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery.

## **Historic Properties**

- 73% strongly or somewhat support the Town regulating the exterior appearance of additions to designated historic properties to assure that they maintain the character of the historic building.



# V. Summary Report

## Lead-in Open-Ended Question

The following question was asked of all residents who filled out a survey to better understand their top-of-mind issues that they believe the Yarmouth Comprehensive Plan update should address. These write-in responses were then sorted into the categories presented in the table below.

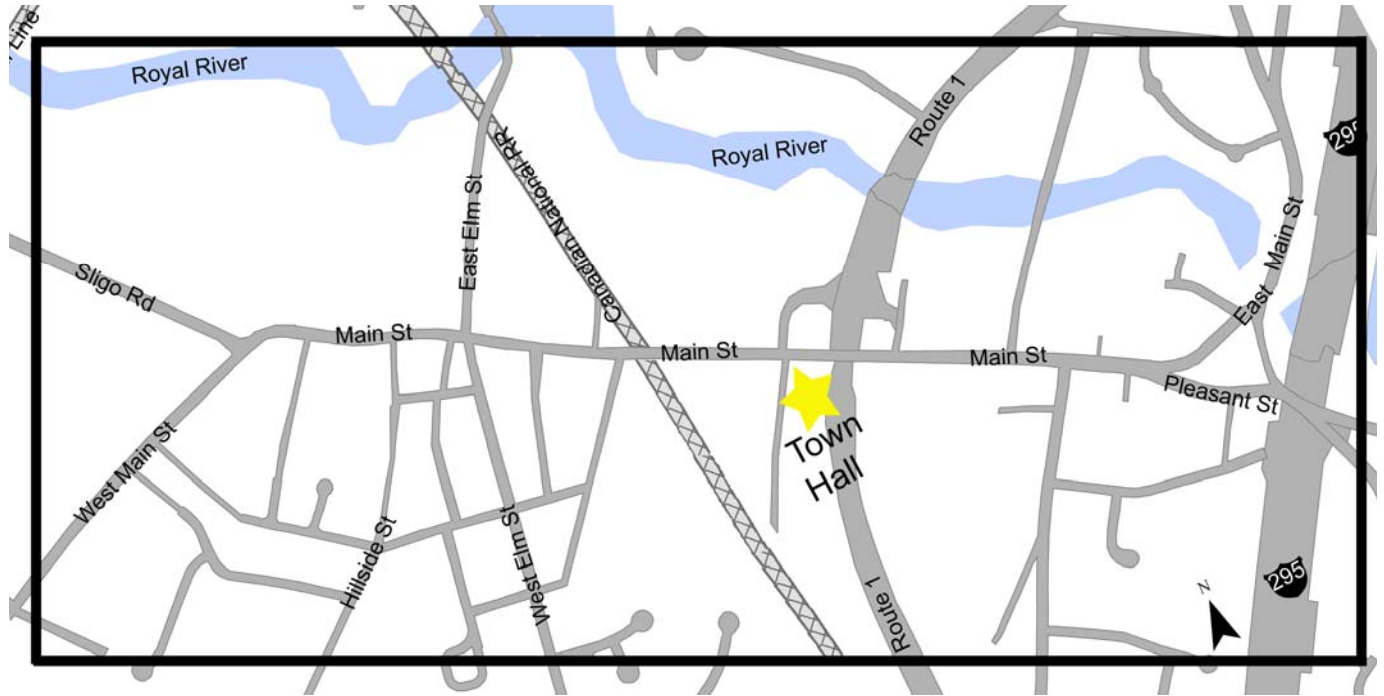
**What do you think are the two or three key issues facing Yarmouth over the next ten years that need to be addressed in the update of the Comprehensive Plan?**

	<b>% of Residents</b>
Controlling residential & commercial growth-reducing sprawl	26%
Maintain Village character	22%
Property tax reduction	21%
Open space preservation/ environmental conservation	14%
Infrastructure concerns-roads, water, sewer, utility systems	12%
Affordable housing	10%
Commercial development along Route One	10%
Encourage new business	8%
Budget control - towns, schools	7%
Traffic concerns	7%
Consolidation of schools/ town services	6%
Keeping out "Big Box"/ national chain developments	6%
Maintain quality of Yarmouth schools	6%
Population - keeping diverse mix of residents	6%
Public water access - rivers and ocean	4%
Improve pedestrian/ bike paths access to Village	4%
Aging population	2%
Historic preservation	2%
Public transportation	2%
Landowner rights - loosening some zoning restrictions	2%
Teen or community center	1%
Other	1%
Unsure	25%

## Main Street and the Village Center

Respondents were provided the following explanation and map:

Please refer to the map below. A major focus of the community has been on maintaining Main Street as a vibrant, mixed-use area that includes residential uses, community uses, and commercial activities including retail businesses, services, and professional offices.



## Main Street and Village Center Open-Ended Question

As with the opening question this question was asked of all residents who filled out a survey to better understand their top-of-mind actions that they believe the Town should take to maintain and enhance the vitality of Main Street and the Village Center. These write-in responses were then sorted into the categories presented in the table below.

**Thinking about Main Street and the Village Center, what do think the Town should do to maintain and enhance the vitality of this area?**

	<b>% of Residents</b>
Keep it as it is - quaint, mixed use, attractive	18%
Encourage small business	16%
Maintain village/ historic character	13%
Make as pedestrian/ bicycle friendly as possible	11%
Keep out chain stores	7%
Stricter zoning re: Architecture design and Signage	7%
Invest in aesthetics-landscaping, flags, street light fixtures	6%
Need more parking	6%
Traffic concerns - restricting heavy loads	5%
More organized events to attract visitors-day/evening events	3%
Encourage property owners to meet standards of upkeep	3%
Cease excessive restrictions and zoning	2%
Ease restrictions that keep small businesses from Village	2%
Enhance/ expand Town Center or Village Green	2%
Increase housing density in downtown area to village scale	2%
Limit Business Development Downtown	2%
Preserve Open Spaces	2%
Bury utility lines	1%
Support Route 115 by-pass	1%
Other	4%
Unsure	41%

**86% strongly or somewhat support maintaining a mix of residential uses and businesses on Main Street while 69% support more flexibility for home owners near Main Street to use parts of the house as an office.**

**How strongly would you support or oppose Town policies to:  
(% strongly or somewhat support)**

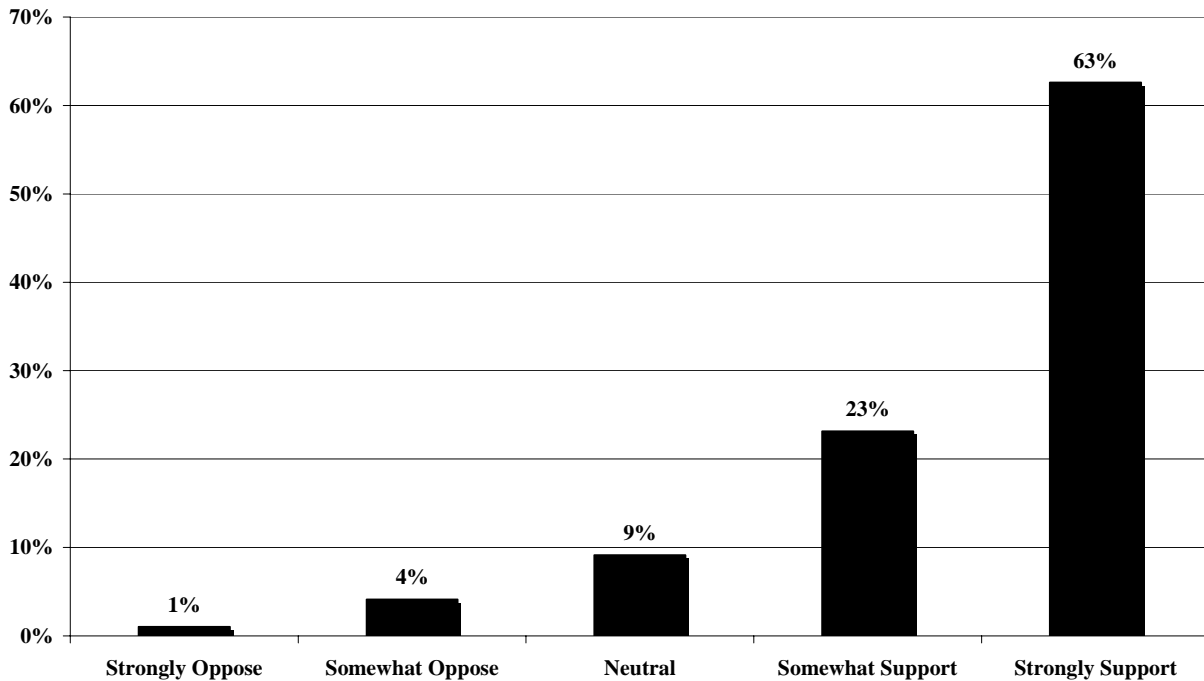
	<b>% of Residents</b>
Maintain a mix of residential uses and businesses on Main Street?	86%
Provide more flexibility for the owners of homes near Main Street for using part of the house as an office?	69%
Provide more flexibility for the owners of homes near Main Street for residential changes such as adding an apartment?	56%

**Comments:**

A majority of residents support all three policies regarding residential uses and businesses on Main Street. Among residents, 86% somewhat or strongly support maintaining a mix of residential uses and businesses on Main Street, 69% support more flexibility for home owners near Main Street to use part of the house as an office, and 56% support more flexibility for home owners near Main Street to make residential changes, such as adding an apartment.

**63% strongly support and 23% somewhat support maintaining a mix of residential uses and businesses on Main Street.**

**Q3a - How strongly would you support or oppose Town policies to: Maintain a mix of residential uses and businesses on Main Street?**

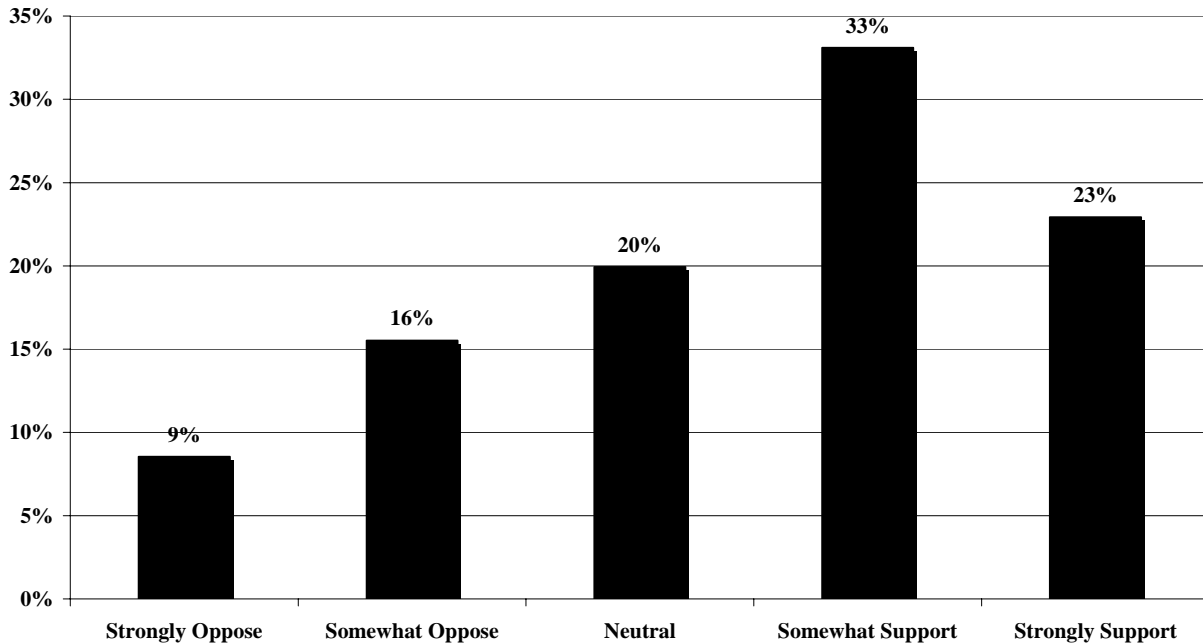


**Demographic Differences:**

- Owners (88%) are more supportive than renters (73%).
- Residents with an income of \$50,000 or less (77%) are less supportive than those with higher incomes (range 86% to 89%).

**23% strongly support and 33% somewhat support flexibility for home owners near Main Street for residential changes such as adding an apartment.**

**Q3b - How strongly would you support or oppose Town policies to: Provide more flexibility for the owners of homes near Main Street for residential changes such as adding an apartment?**

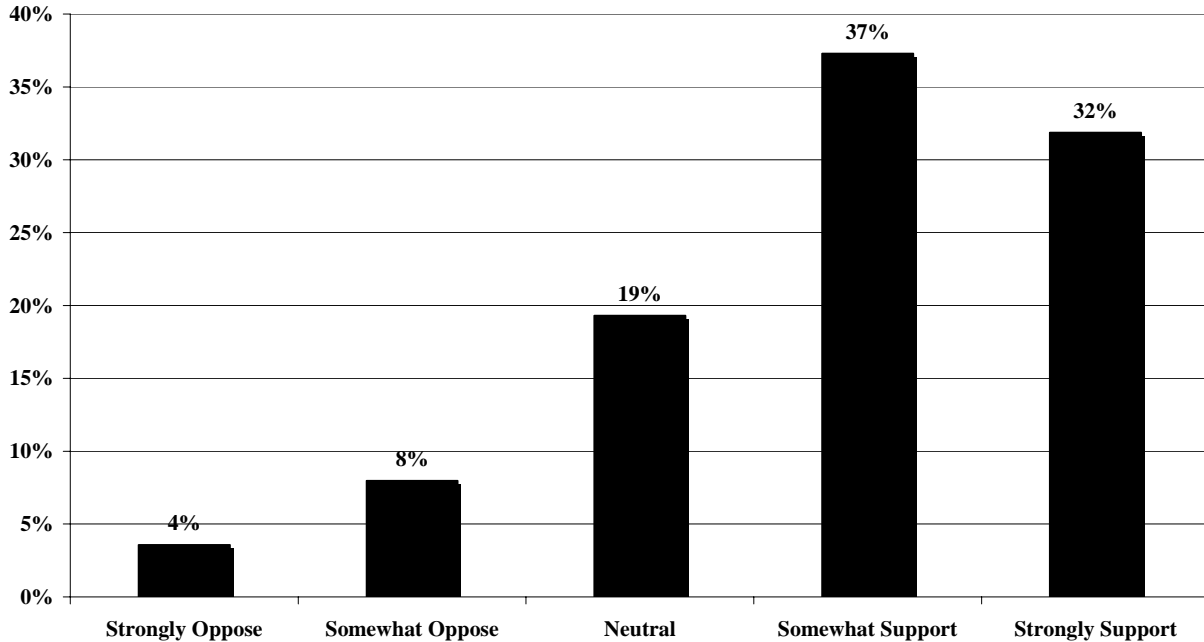


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (49%) are less supportive than those in other areas while those on the Islands (69%) are more supportive than those in other areas.
- Residents age 18 to 34 (44%) are less supportive than older residents (range 56% to 60%).
- Residents who have lived in Yarmouth for less than 5 years (1 to 2 years – 47%, 3 to 5 years – 41%) are less supportive than those who have lived in Yarmouth longer (range 61% to 63%).

**32% strongly support and 37% somewhat support flexibility for home owners near Main Street for using part of the house as an office.**

**Q3c - How strongly would you support or oppose Town policies to: Provide more flexibility for the owners of homes near Main Street for using part of the house as an office?**



**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (65%) are less supportive than those in other areas while those on the Islands (78%) are more supportive than those in other areas.



**More than 4-in-5 strongly or somewhat support adopting standards for new buildings (86%) and building renovations (85%) along Main Street that conform to the village character.**

**The following are possible actions the Town could take to support maintaining Main Street as a vibrant mixed-use area. Please indicate whether you would support or oppose each policy.  
(% strongly or somewhat support)**

	<b>% of residents</b>
The Town should adopt standards for new buildings along Main Street that require that the design conform to the village character.	86%
The Town should adopt standards for the renovation or enlargement of existing buildings along Main Street that require that the design conform to the village character.	85%
The Town should allow existing buildings that are not designated historic properties to be replaced by new buildings that can include retail uses as long as the building is compatible with the village character and includes some residential use.	69%
The Town should revise the zoning requirements to make it easier for new small-scale commercial uses (such as retail shops, services, and professional offices) to locate along Main Street.	60%
The Town should adopt special standards that allow renovations to existing buildings to meet reduced standards rather than having to comply with the "building code" that is designed primarily for new construction.	47%

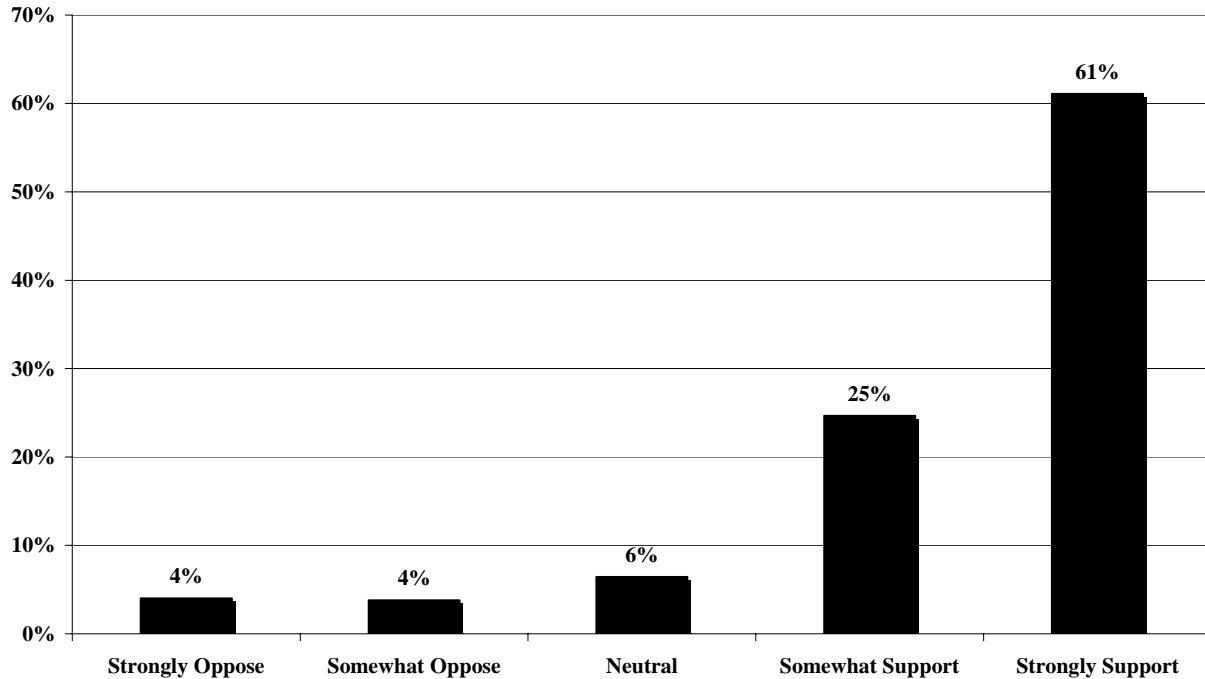
*For these questions, building standards intended to maintain "village character" might include pitched roofs and traditional window treatments, locations closer to the street and adjacent buildings, and parking in the rear of the properties.*

## Comments:

Residents were most supportive of adopting standards for new buildings and renovations or expansions of existing buildings that require the design conform to the village character on Main Street. Among residents 86% strongly or somewhat support adopting standards for new buildings along Main Street that require that the design conform to the village character while 85% support adopting standards for the renovation or enlargement of existing buildings along Main Street that require that the design conform to the village character. A majority of residents (69%) also strongly or somewhat support allowing existing buildings that are not designated historic properties to be replaced by new buildings that can include retail uses as long as the building is compatible with the village character and includes some residential use. Three-in-five residents strongly or somewhat support revising the zoning requirements to make it easier for new small-scale commercial uses (such as retail shops, services, and professional offices) to locate along Main Street. A little less than half (47%) support adopting special standards that allow renovations to existing buildings to meet reduced standards rather than having to comply with the "building code" that is designed primarily for new construction.

**61% strongly support and 25% somewhat support adopting standards for new buildings along Main Street that require the design conform to the village character.**

**Q4a - The Town should adopt standards for new buildings along Main Street that require that the design conform to the village character.**

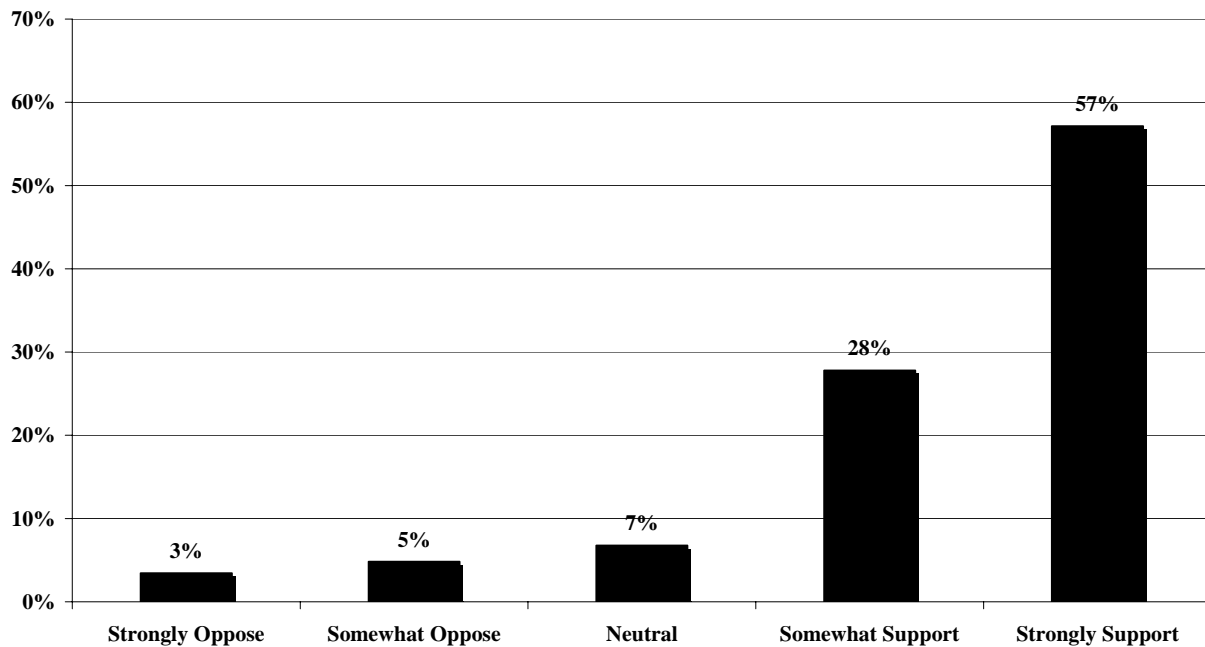


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (78%) are less supportive than those in other areas while those in the west and north of the Village area (93%) are more supportive than those in other areas.
- Women (91%) are more supportive than men (79%).
- Residents age 18 to 34 (73%) are less supportive than older residents (range 86% to 90%).
- Owners (90%) are more supportive than renters (64%).
- Residents with an income of \$50,000 or less (73%) are less supportive than those with higher incomes (range 83% to 92%).

**57% strongly support and 28% somewhat support adopting standards for renovations or enlargements of existing buildings along Main Street that require the design conform to the village character.**

**Q4b - The Town should adopt standards for the renovation or enlargement of existing buildings along Main Street that require that the design conform to the village character.**

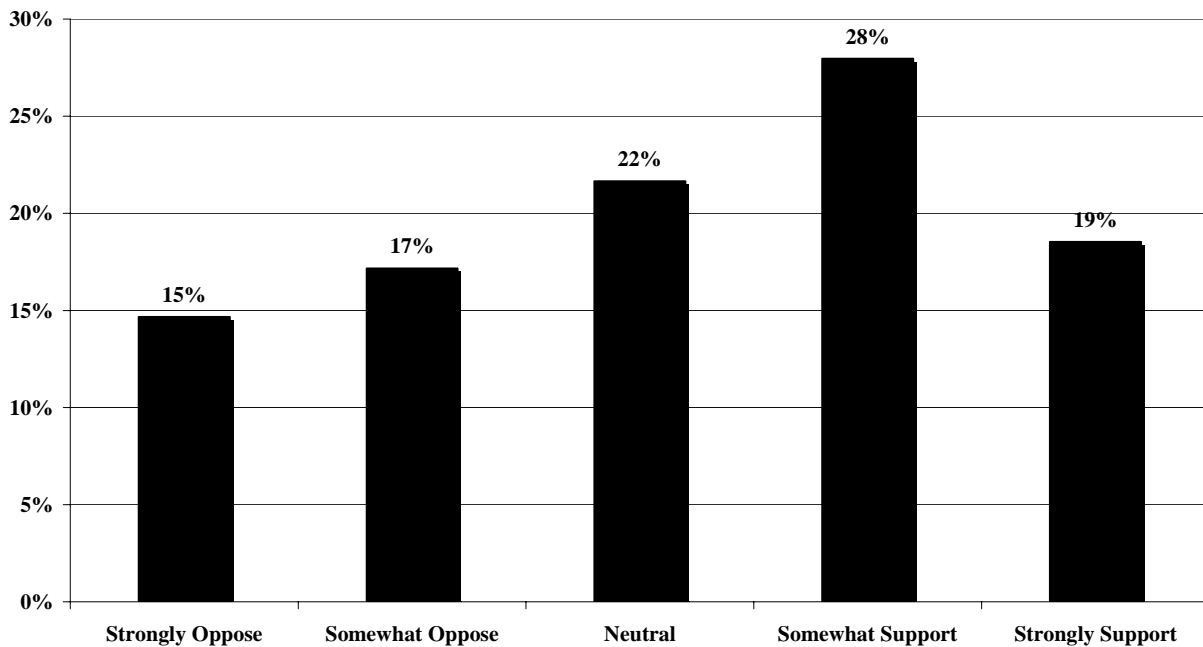


### **Demographic Differences:**

- Residents in the Village residential area north of the Royal River (78%) are less supportive than those in other areas while those in the Main Street, Village center area (91%) and Mainland east of I-295 and south of the Royal River area (91%) are more supportive than those in other areas.
- Women (89%) are more supportive than men (79%).
- Owners (88%) are more supportive than renters (71%).
- Residents with an income of \$50,000 or less (72%) are less supportive than those with higher incomes (range 85% to 93%).

**19% strongly support and 28% somewhat support adopting special standards for renovations of existing buildings to meet reduced standards rather than complying with building code for new construction.**

**Q4c - The Town should adopt special standards that allow renovations to existing buildings to meet reduced standards rather than having to comply with the "building code" that is designed primarily for new construction.**

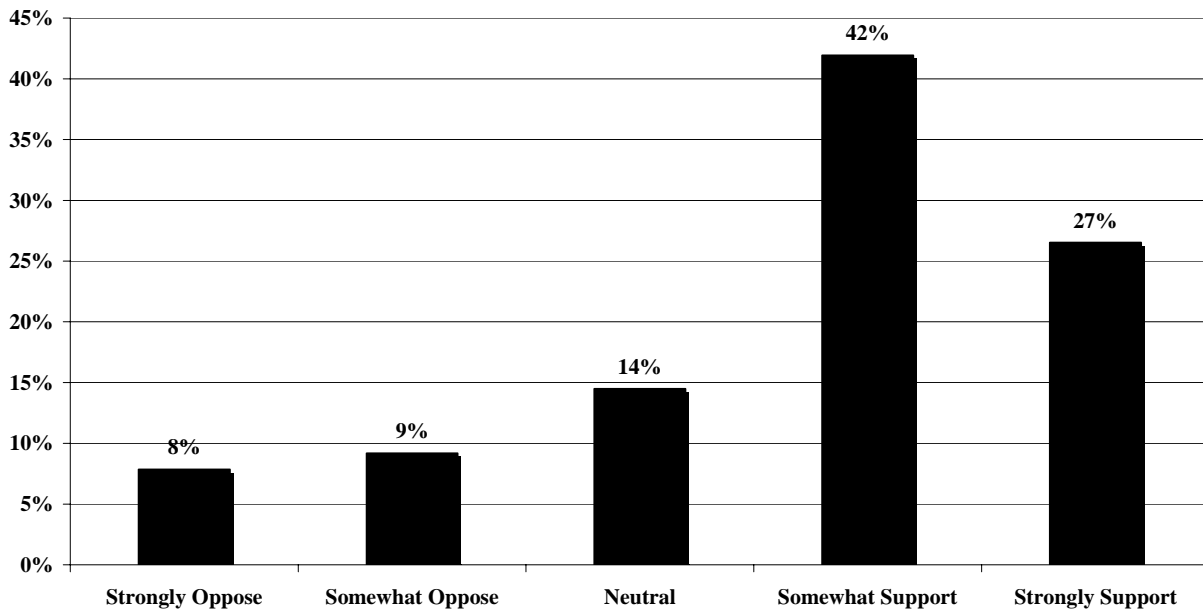


#### **Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (37%) are less supportive than those in other areas while those in the Main Street, Village Center area (66%) are more supportive than those in other areas.
- Residents age 18 to 34 (26%) are less supportive than older residents (range 50% to 53%).
- Owners (49%) are more supportive than renters (33%).
- Residents who have lived in Yarmouth for less than 2 years (25%) are less supportive than those who have lived in Yarmouth longer (range 44% to 58%).

**27% strongly support and 42% somewhat support allowing existing buildings not designated historic properties to be replaced by new buildings compatible with village character and including residential use.**

**Q4d - The Town should allow existing buildings that are not designated historic properties to be replaced by new buildings that can include retail uses as long as the building is compatible with the village character and includes some residential use.**

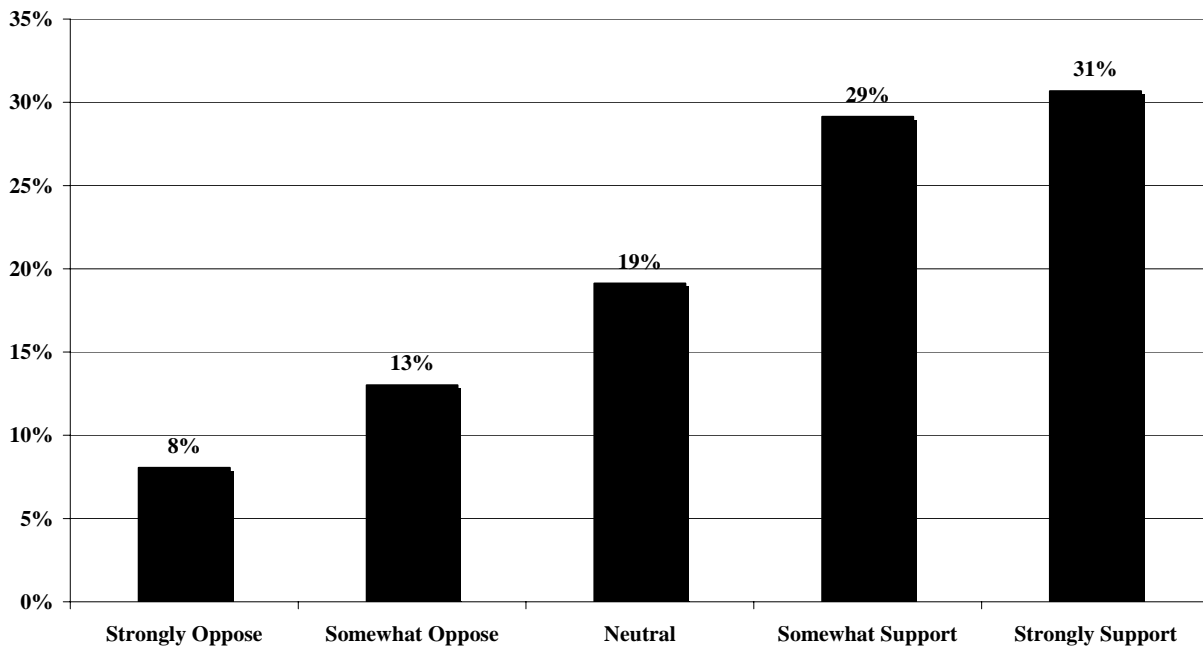


**Demographic Differences:**

- Owners (71%) are more supportive than renters (57%).
- Residents with an income of \$50,000 or less (55%) are less supportive than those with higher incomes (range 68% to 79%).

**31% strongly support and 29% somewhat support revising the zoning requirements to make it easier for new small-scale commercial uses to locate on Main Street.**

**Q4e - The Town should revise the zoning requirements to make it easier for new small-scale commercial uses (such as retail shops, services, and professional offices) to locate along Main Street.**



**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (48%) are less supportive than those in other areas while those on the Islands (68%) are more supportive than those in other areas.

**Among residents, more than half strongly or somewhat support the addition of a restaurant (82%), a coffee shop (81%), an inn (72%), a small grocery store (61%), a personal service business (57%), an office building (56%), a small hardware store (52%), and a retail store (51%) in the Village Center.**

**Any town plan might include standards for development based on the size and types of businesses allowed. Currently the Town allows retail businesses, services, and business and professional offices in the village center along Main Street. How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?**

**(% strongly or somewhat support)**

	<b>% of residents</b>
Restaurant.	82%
Coffee shop.	81%
Bed and breakfast inn.	72%
Small grocery store.	61%
Personal services such as hair, nails, or massage.	57%
Office and professional building.	56%
A small hardware store.	52%
Retail store.	51%
Bank/credit union.	47%
Day care center.	42%
Nursing home/assisted living.	39%
Gasoline or convenience store.	20%
Light manufacturing.	17%
National restaurant chain.	12%
Fast food restaurant.	11%
National chain pharmacy.	11%

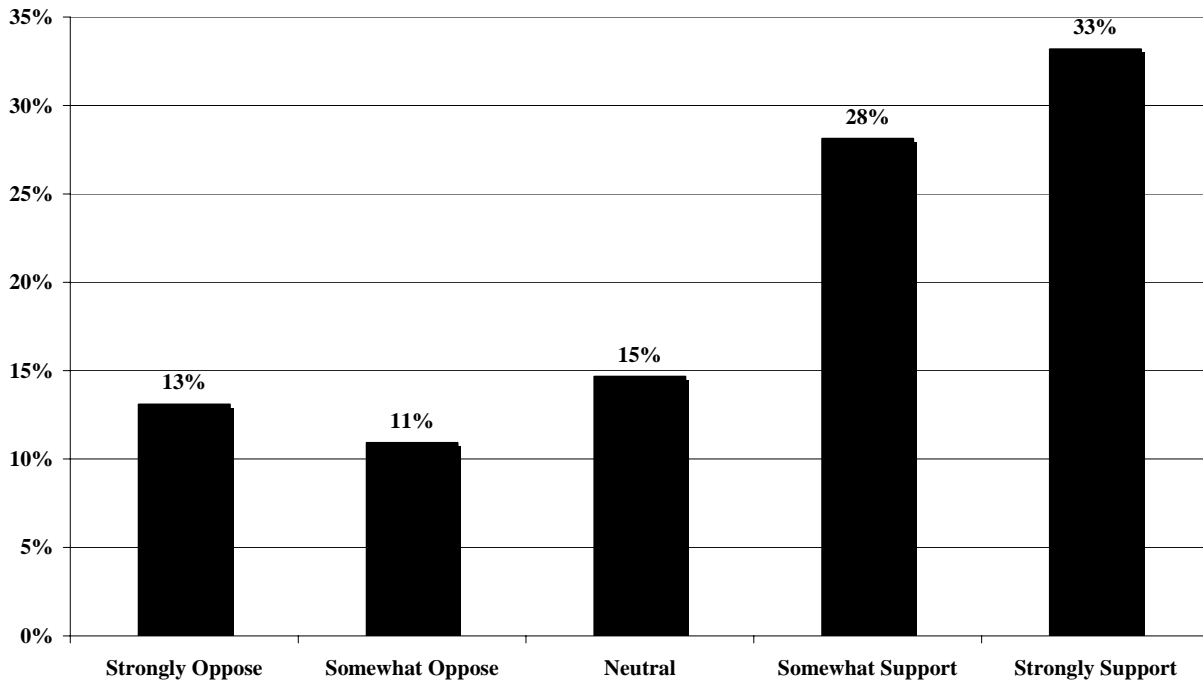


## Comments:

More than half of residents surveyed strongly or somewhat support the addition of a restaurant (82%), a coffee shop (81%), an inn (72%), a small grocery store (61%), a personal service business (57%), an office building (56%), a small hardware store (52%), and a retail store (51%). Large minorities were also strongly or somewhat in support of the addition of a bank or credit union (47%), a day care center (42%), and a nursing home or assisted living facility (39%). About 1-in-5 was strongly or somewhat supportive of the addition of a gasoline or convenience store (20%) and a light manufacturing facility (17%). About 1-in-10 was supportive of national restaurant chain (12%), a fast food restaurant (11%), and a national chain pharmacy (11%).

**33% strongly support and 28% somewhat support allowing the addition of a small grocery store in the Village Center.**

**Q5a - Small grocery store. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

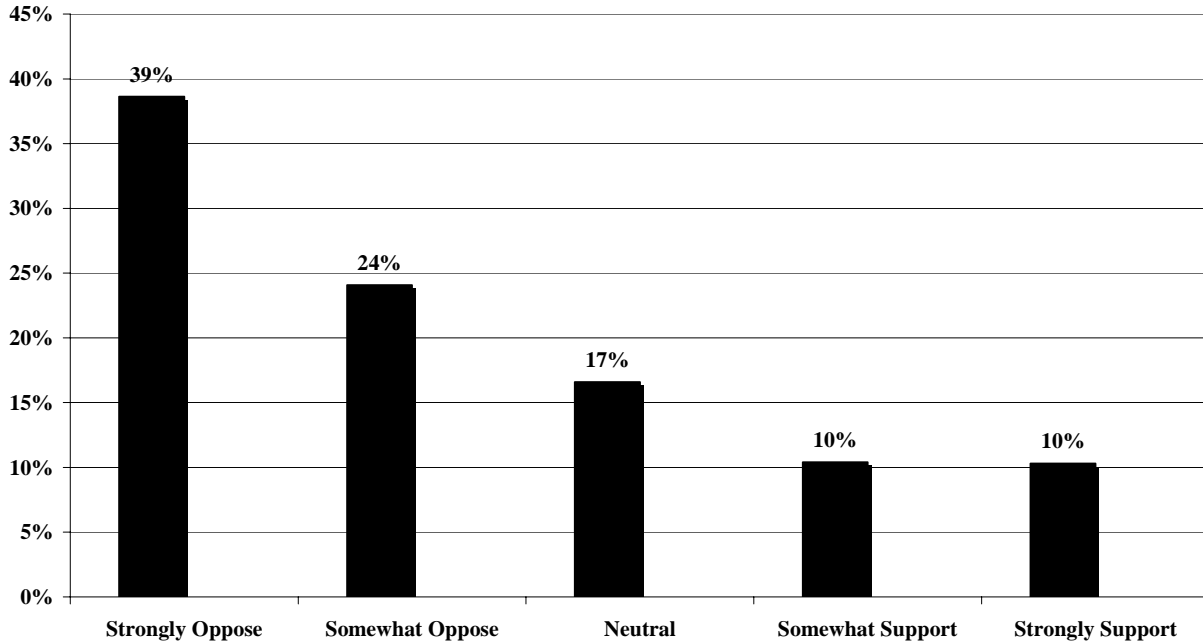


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (55%) are less supportive than those in other areas while those in the Main Street, Village Center area (68%) are more supportive than those in other areas.
- Owners (63%) are more supportive than renters (52%).
- Residents with an income of \$50,000 or less (51%) are less supportive than those with higher incomes (range 61% to 77%).

**10% strongly support and 10% somewhat support allowing the addition of a gasoline or convenience store in the Village Center.**

**Q5b - Gasoline or convenience store. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

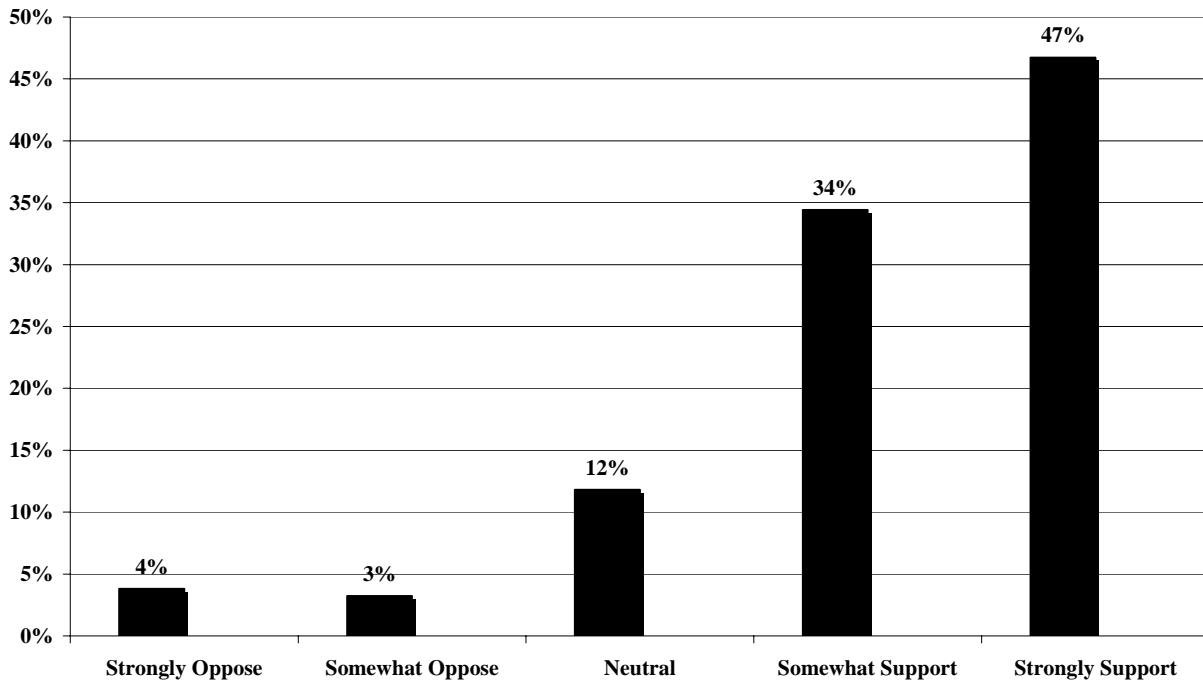


**Demographic Differences:**

- Residents in the west and north of the Village area (15%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (27%) and those on the Islands (27%) are more supportive than those in other areas.
- Men (27%) are more supportive than women (16%).
- Residents age 18 to 34 (36%) are more supportive than older residents (range 16% to 18%).
- Owners (17%) are less supportive than renters (39%).

**47% strongly support and 34% somewhat support allowing the addition of a coffee shop in the Village Center.**

**Q5c - Coffee shop. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

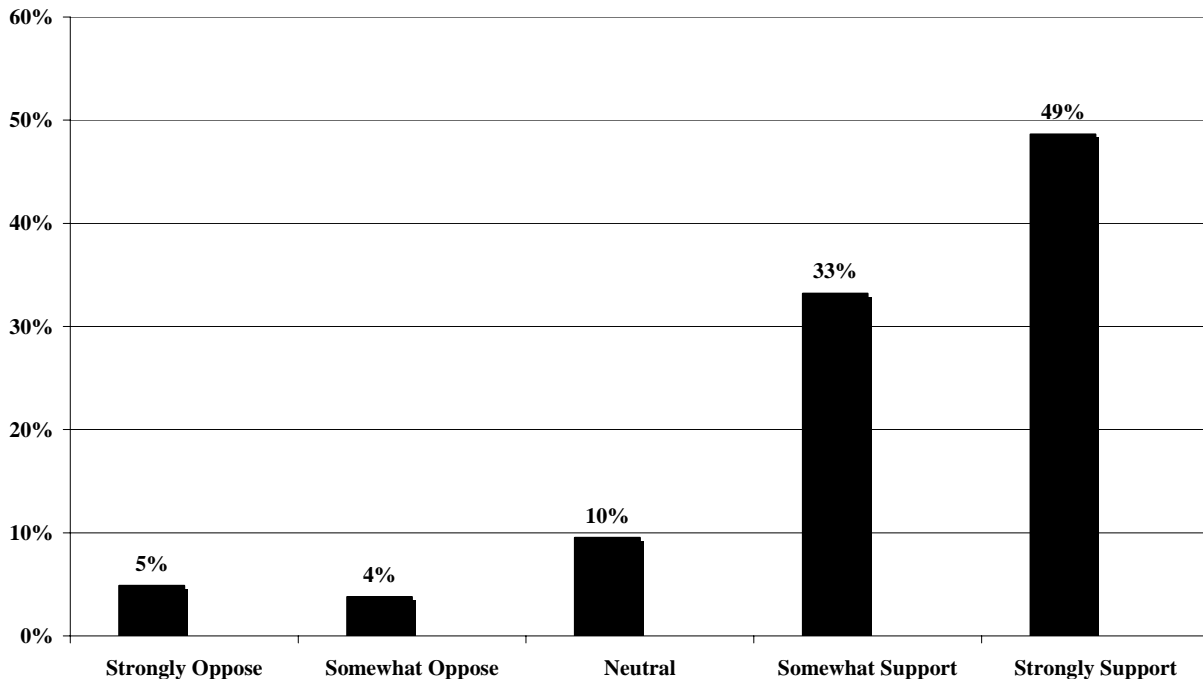


### **Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (76%) are less supportive than those in other areas while those in the Main Street, Village Center area (86%) and those on the Islands (86%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 97%, 35 to 49 – 84%, 50 to 64 – 79%, 65+ – 66%).
- Residents with children (87%) are more supportive than those without children (77%).
- As the number of years a resident has lived in Yarmouth increases support decreases (1 to 2 years – 94%, 3 to 5 years – 87%, 6 to 10 years – 78%, 11 to 20 years – 83%, 21 or more years – 74%).

**49% strongly support and 33% somewhat support allowing the addition of a restaurant in the Village Center.**

**Q5d - Restaurant. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

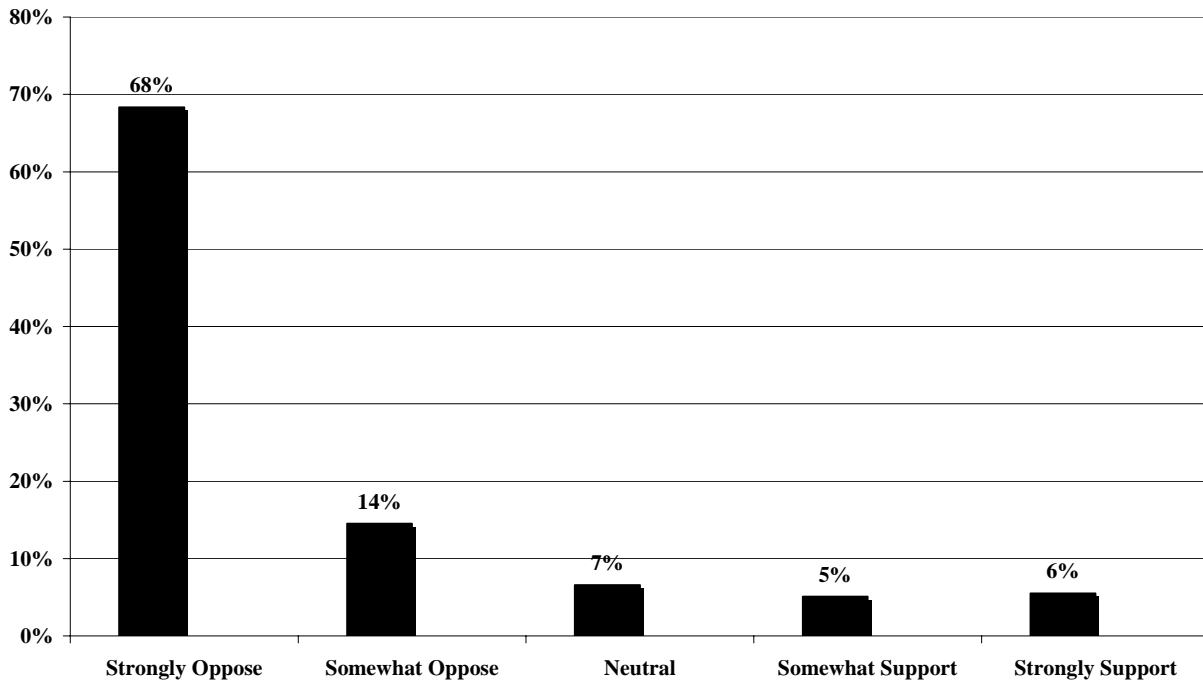


### **Demographic Differences:**

- Residents in the west and north of the Village area (77%) are less supportive than those in other areas while those on the Islands (89%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 95%, 35 to 49 – 88%, 50 to 64 – 77%, 65+ – 63%).
- Residents with children (89%) are more supportive than those without children (78%).
- As the number of years a resident has lived in Yarmouth increases support decreases (1 to 2 years – 92%, 3 to 5 years – 90%, 6 to 10 years – 86%, 11 to 20 years – 84%, 21 or more years – 69%).

**6% strongly support and 5% somewhat support allowing the addition of a fast food restaurant in the Village Center.**

**Q5e - Fast food restaurant. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

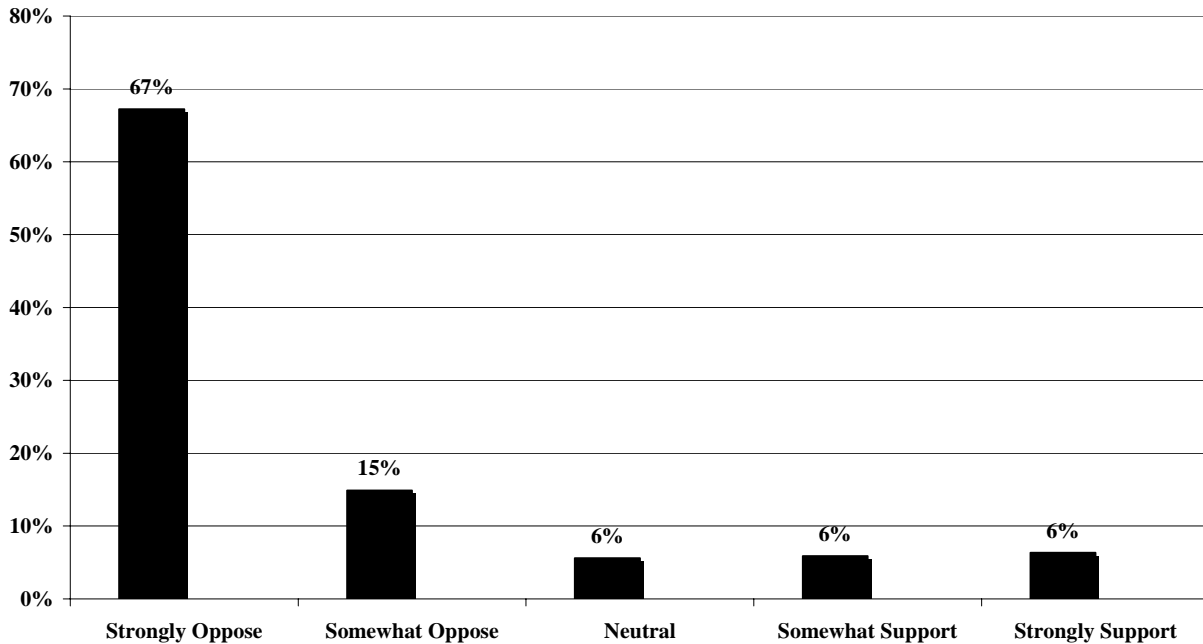


**Demographic Differences:**

- Residents age 18 to 34 (18%) are more supportive than older residents (range 7% to 11%).
- Owners (7%) are less supportive than renters (27%).
- Residents with an income of \$50,000 or less (23%) are more supportive than those with higher incomes (range 4% to 13%).

**6% strongly support and 6% somewhat support allowing the addition of a national restaurant chain in the Village Center.**

**Q5f - National restaurant chain. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

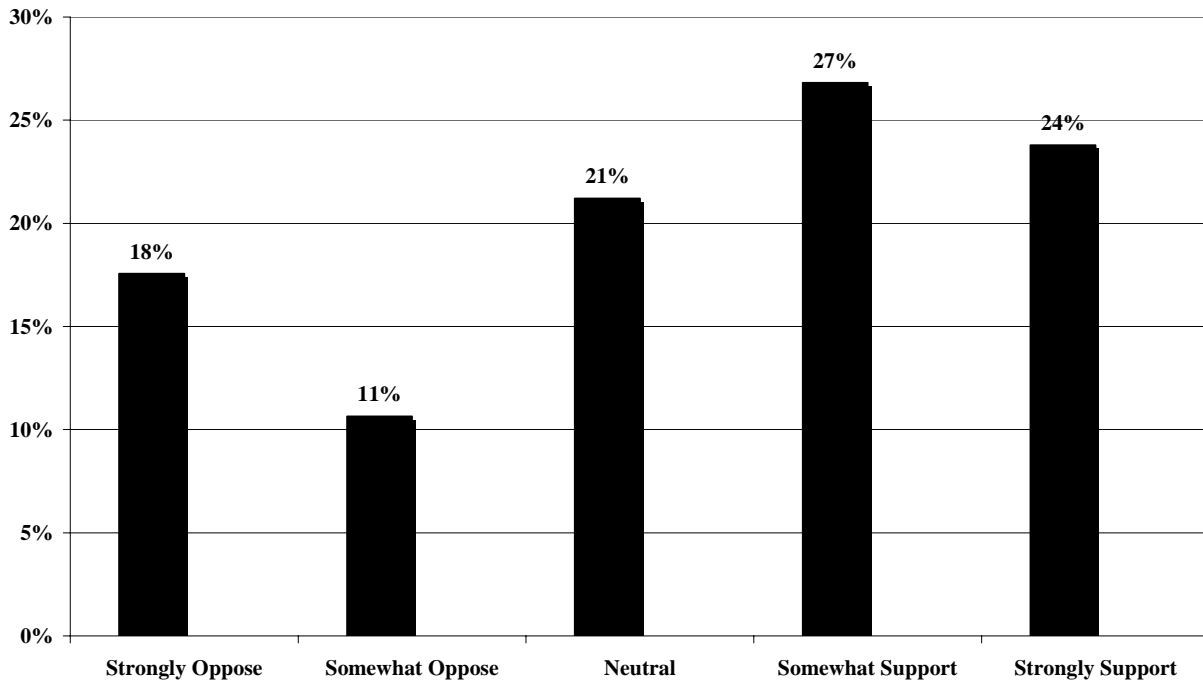


### **Demographic Differences:**

- Residents on the Islands (5%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (16%) are more supportive than those in other areas.
- Residents age 18 to 34 (22%) are more supportive than older residents (range 8% to 13%).
- Owners (9%) are less supportive than renters (30%).
- Residents with an income of \$50,000 or less (29%) are more supportive than those with higher incomes (range 4% to 17%).
- Residents with children (6%) are less supportive than those without children (16%).

**24% strongly support and 27% somewhat support allowing the addition of a retail store in the Village Center.**

**Q5g - Retail store. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**



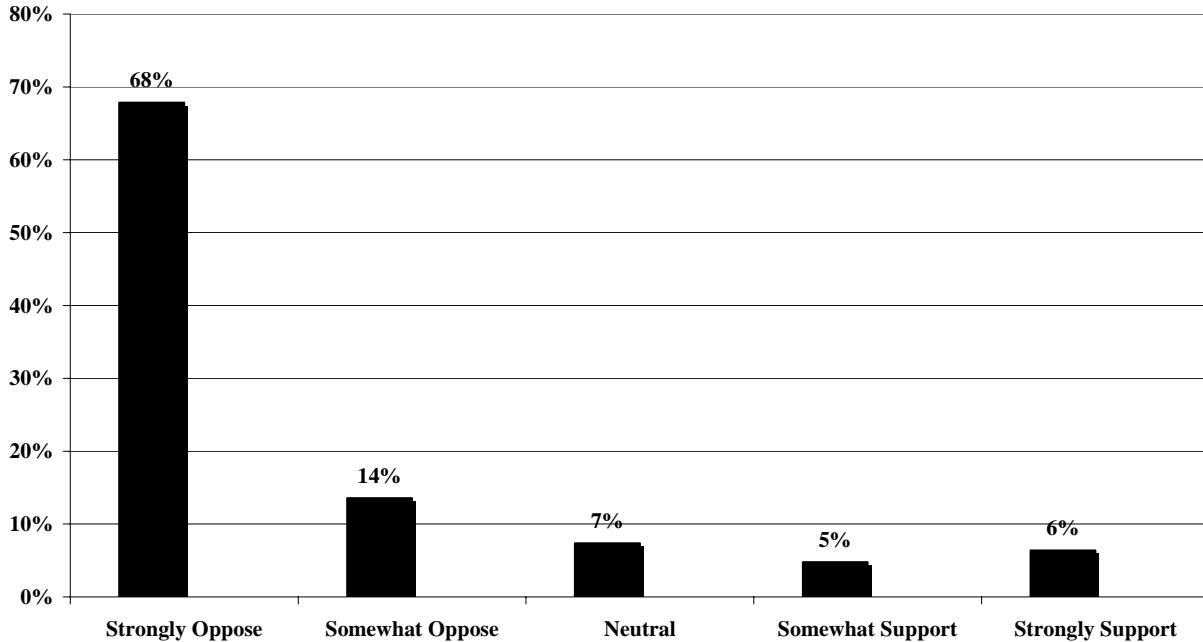
**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (34%) are less supportive than those in other areas while those in the Main Street, Village Center area (61%) and those on the Mainland east of I-295 and south of the Royal River area (61%) are more supportive than those in other areas.
- Residents with children (57%) are more supportive than those without children (46%).



**6% strongly support and 5% somewhat support allowing the addition of a national chain pharmacy in the Village Center.**

**Q5h - National chain pharmacy. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

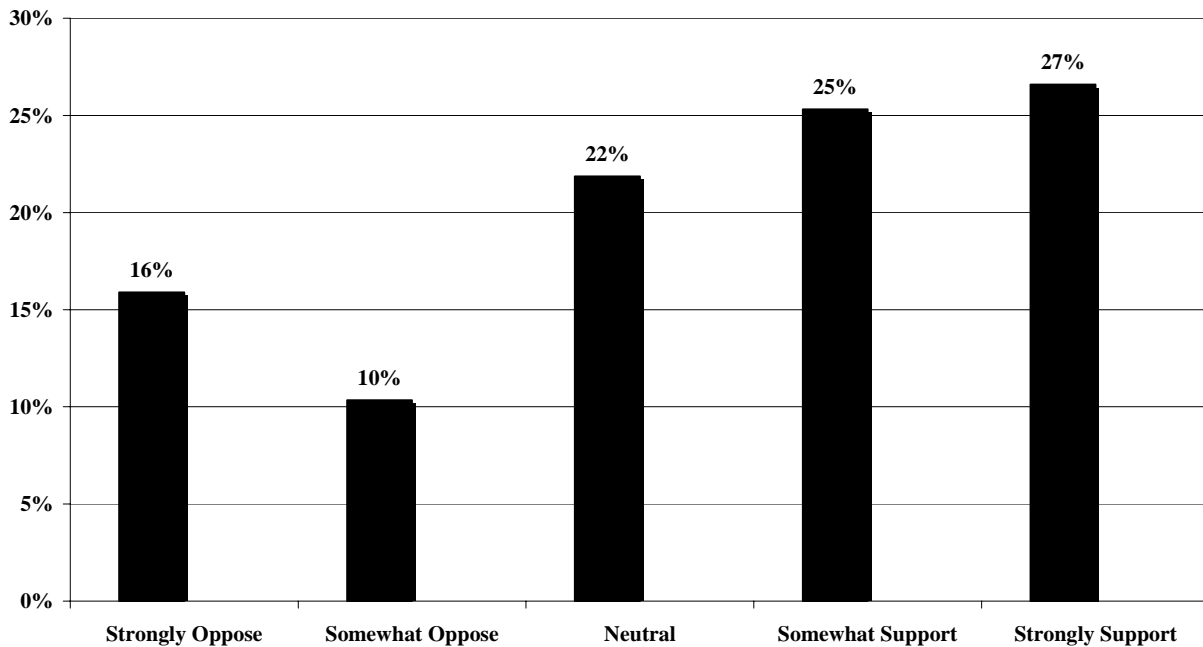


### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (4%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (14%) and those on the Mainland east of I-295 and south of the Royal River area (14%) are more supportive than those in other areas.
- Owners (8%) are less supportive than renters (25%).
- Residents with an income of \$50,000 or less (24%) are more supportive than those with higher incomes (range 6% to 13%).
- Residents with children (6%) are less supportive than those without children (14%).

**27% strongly support and 25% somewhat support allowing the addition of a small hardware store in the Village Center.**

**Q5i - A small hardware store. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

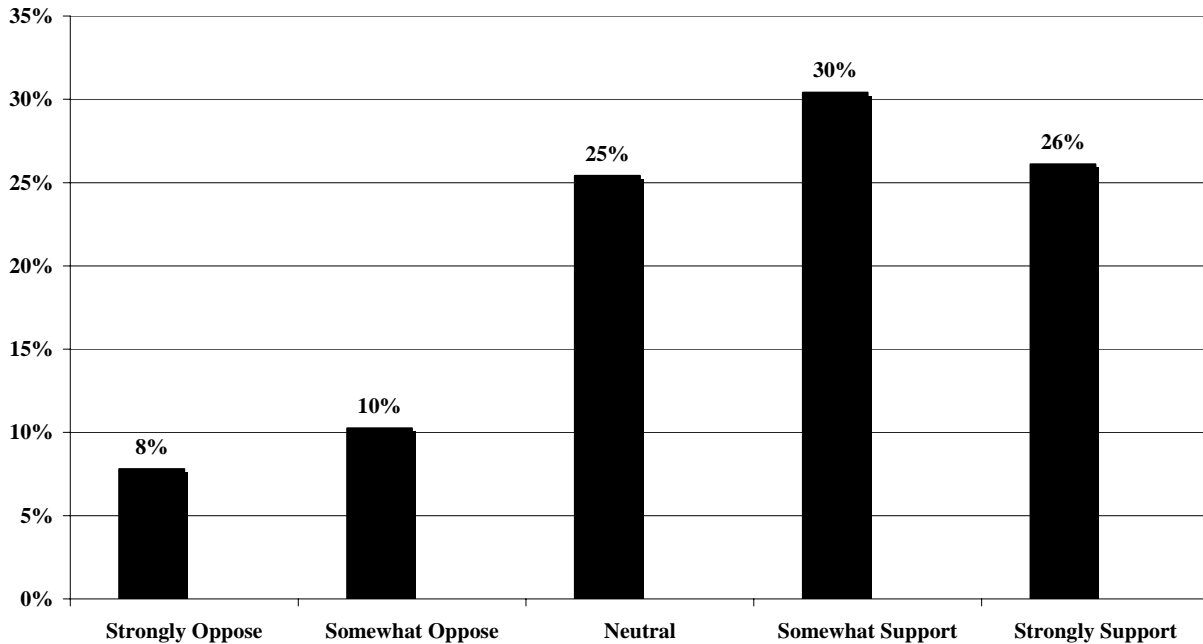


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (46%) are less supportive than those in other areas while those on the Islands (66%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 64%, 35 to 49 – 52%, 50 to 64 – 54%, 65+ - 39%).

**26% strongly support and 30% somewhat support allowing the addition of an office or professional building in the Village Center.**

**Q5j - Office and professional building. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

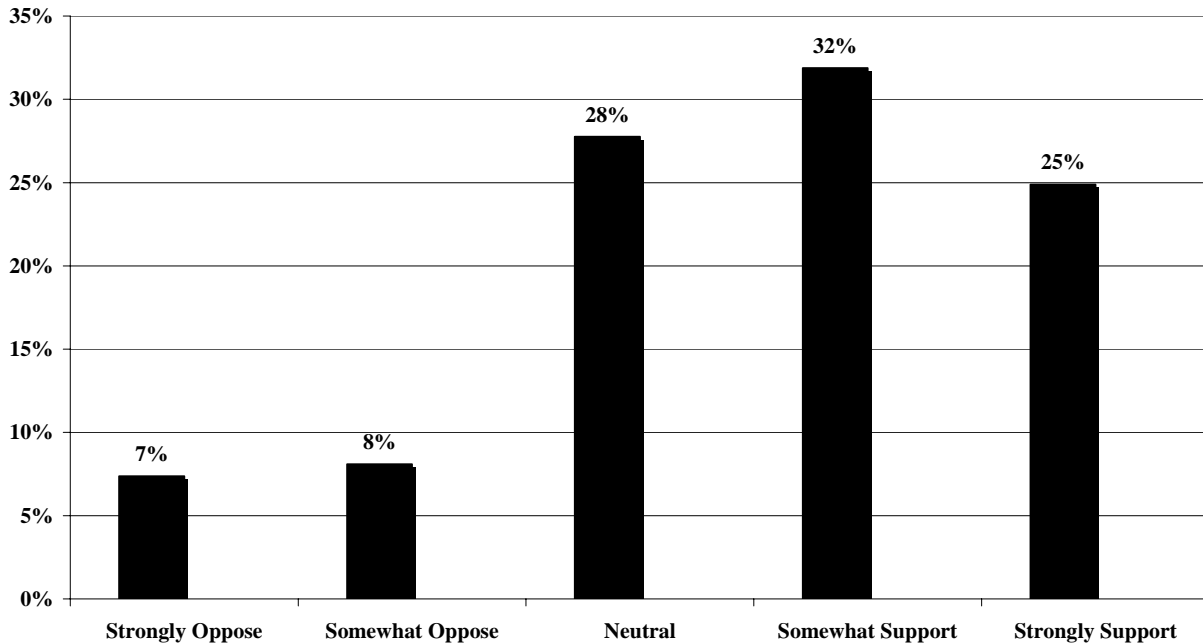


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River area (51%) are less supportive than those in other areas while those on the Islands (71%) are more supportive than those in other areas.
- Residents age 65 and older (45%) are less supportive than younger residents (range 56% to 62%).

**25% strongly support and 32% somewhat support allowing the addition of a personal service business in the Village Center.**

**Q5k - Personal services such as hair, nails, or massage. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

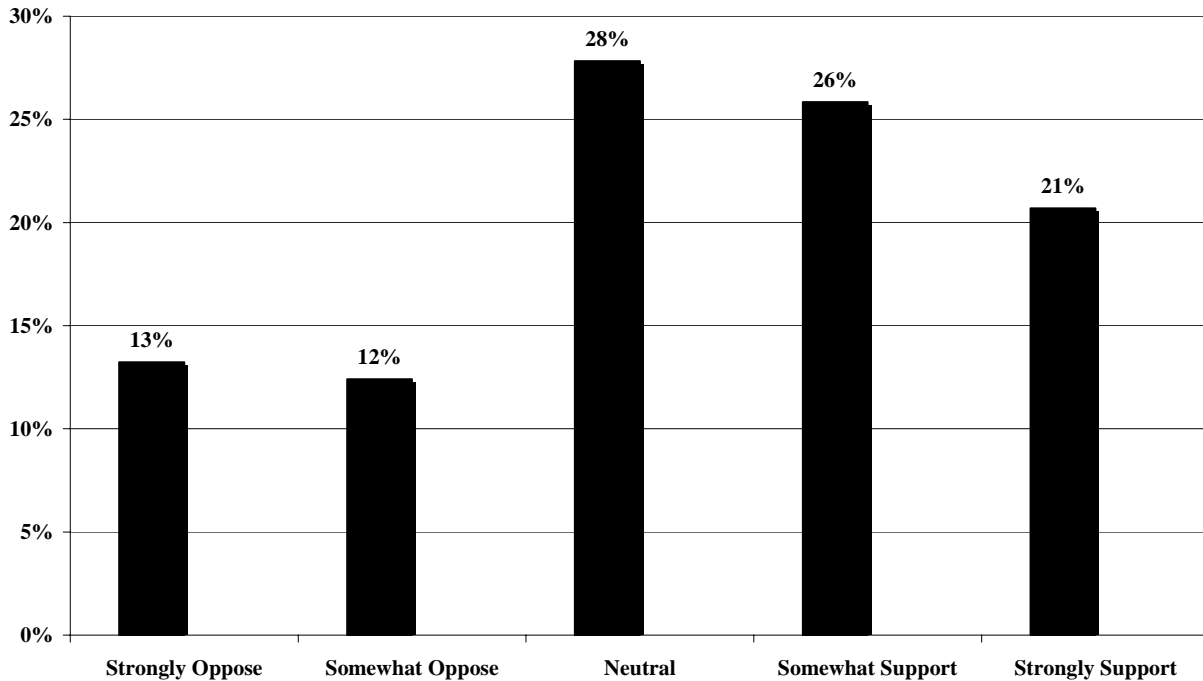


### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (54%) and those in the west and north of the Village area (54%) are less supportive than those in other areas while those on the Islands (66%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 76%, 35 to 49 – 59%, 50 to 64 – 55%, 65+ – 36%).
- Owners (54%) are less supportive than renters (70%).
- Residents who have lived in Yarmouth for less than 21 or more years (49%) are less supportive than those who have lived in Yarmouth less time (range 59% to 64%).

**21% strongly support and 26% somewhat support allowing the addition of a bank or credit union in the Village Center.**

**Q51 - Bank/credit union. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

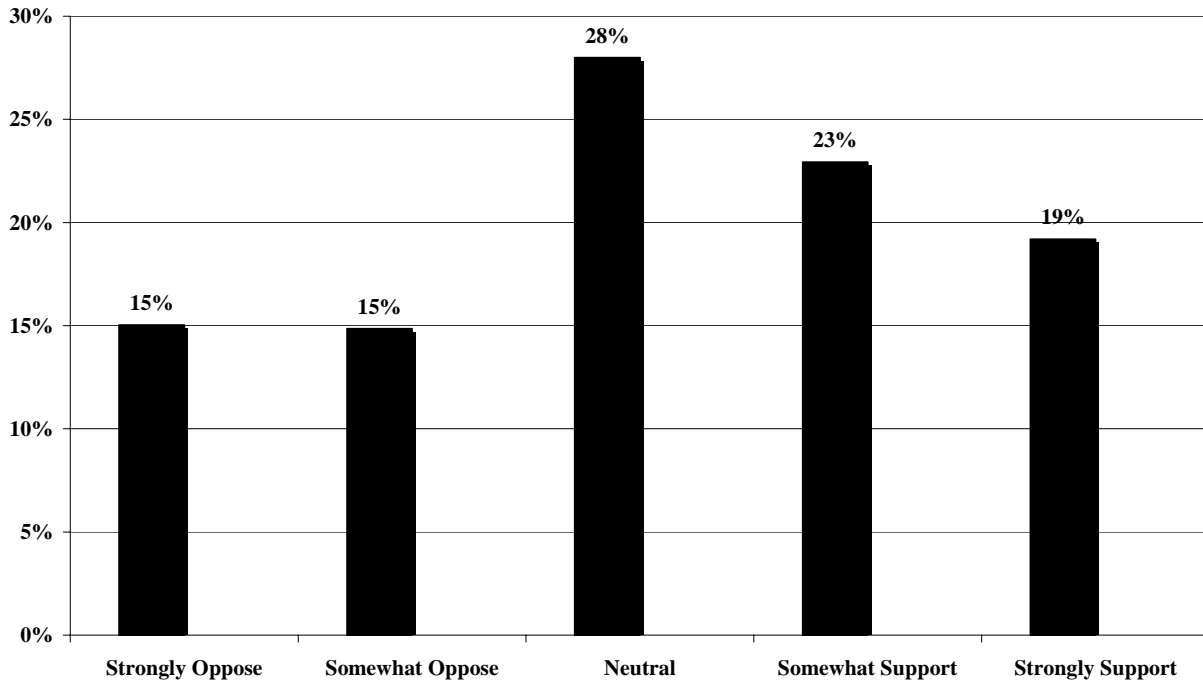


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (38%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River area (60%) are more supportive than those in other areas.
- Residents age 18 to 34 (59%) are more supportive than older residents (range 42% to 47%).

**19% strongly support and 23% somewhat support allowing the addition of a day care center in the Village Center.**

**Q5m - Day care center. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

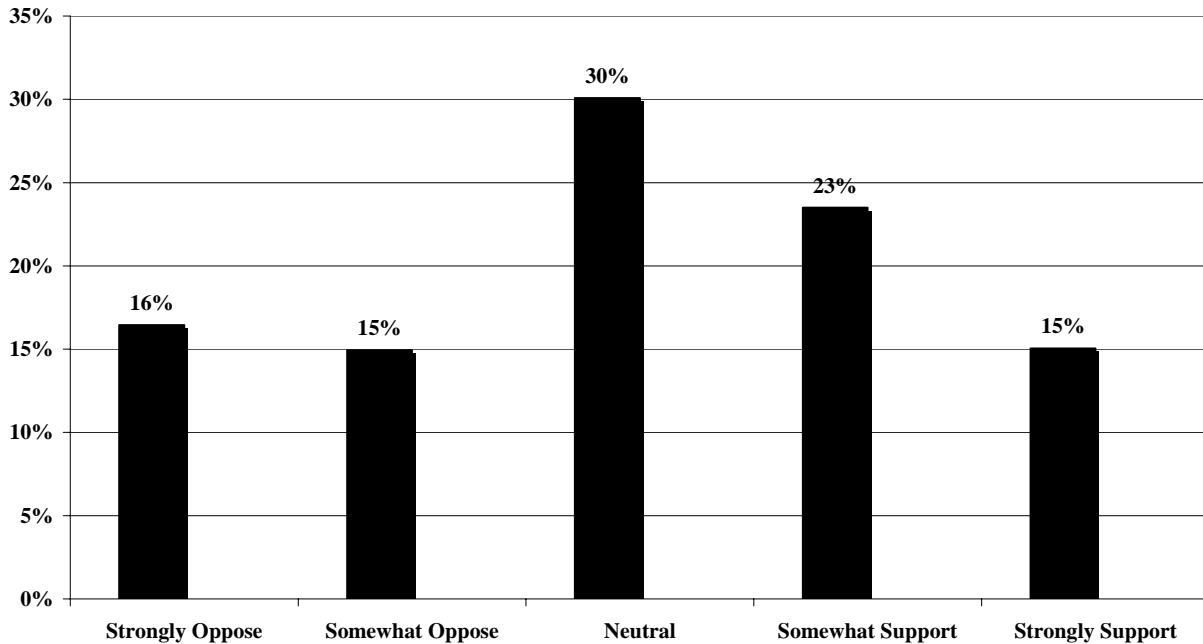


### **Demographic Differences:**

- Residents in the west and north of the Village area (28%) are less supportive than those in other areas while those on the Islands (54%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 51%, 35 to 49 – 49%, 50 to 64 – 38%, 65+ – 27%).
- Residents with children (48%) are more supportive than those without children (38%).
- As the number of years a resident has lived in Yarmouth increases support decreases (1 to 2 years – 50%, 3 to 5 years – 46%, 6 to 10 years – 46%, 11 to 20 years – 43%, 21 or more years – 33%).

**15% strongly support and 23% somewhat support allowing the addition of a nursing home or assisted living facility in the Village Center.**

**Q5n - Nursing home/assisted living. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**

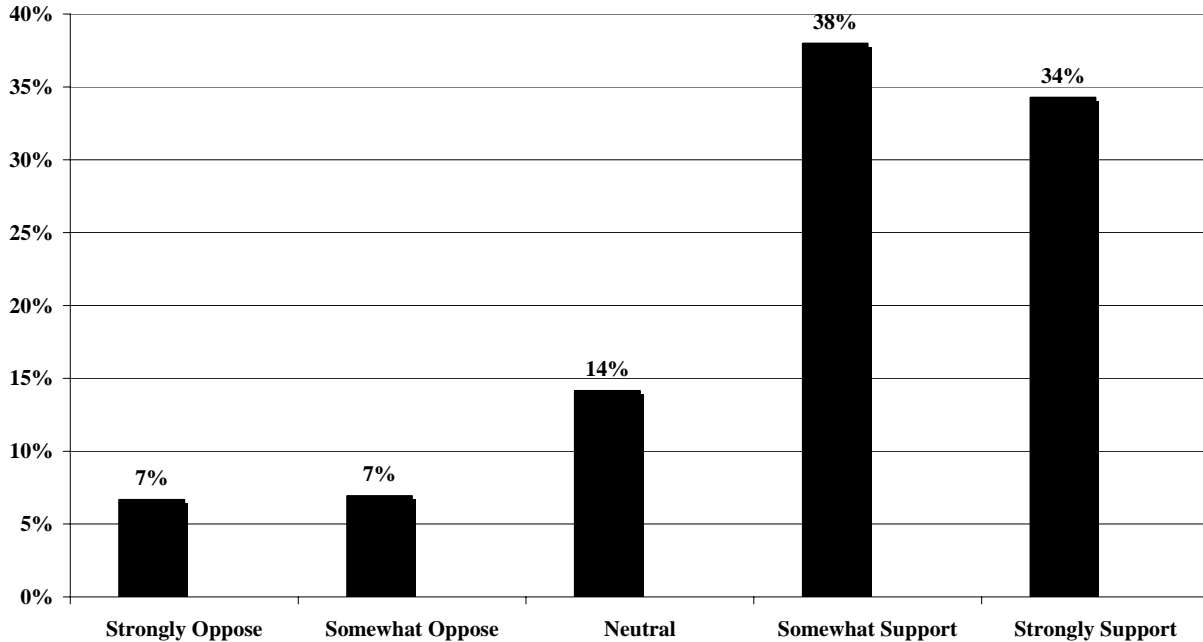


**Demographic Differences:**

- Residents in the west and north of the Village area (34%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River area (44%) are more supportive than those in other areas.
- Residents who have lived in Yarmouth for less than 2 years (23%) are less supportive than those who have lived in Yarmouth longer (range 38% to 46%).

**34% strongly support and 38% somewhat support allowing the addition of a bed and breakfast inn in the Village Center.**

**Q5o - Bed and breakfast inn. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**



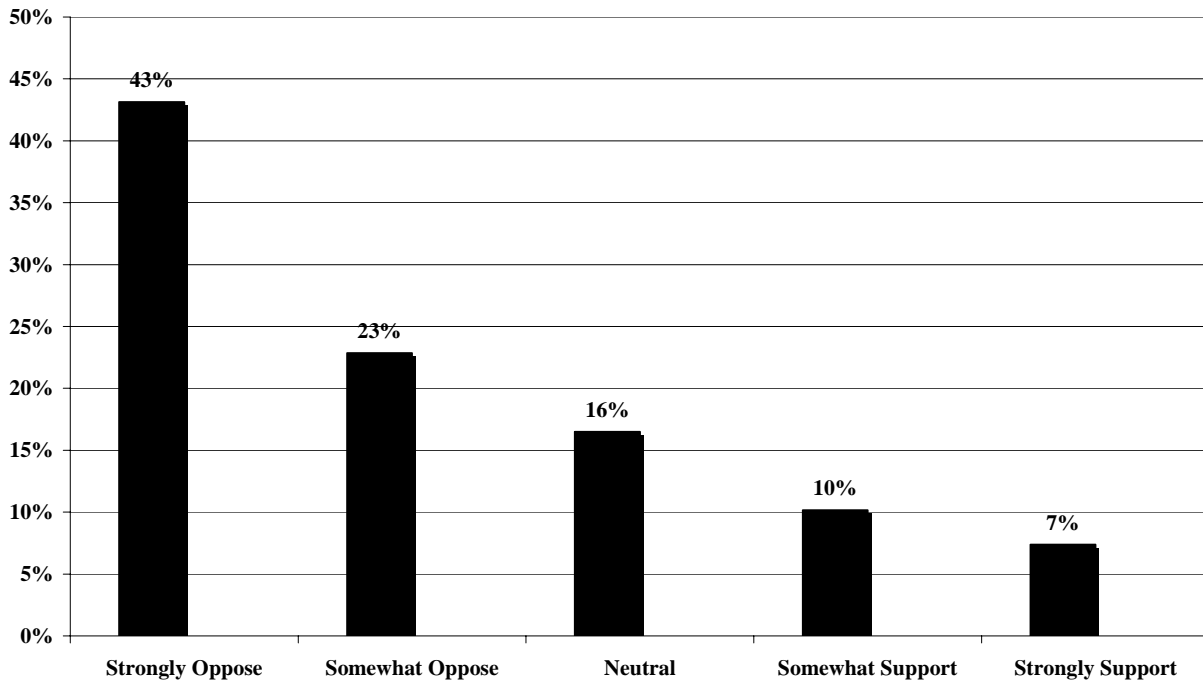
### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (65%) are less supportive than those in other areas while those on the Islands (83%) are more supportive than those in other areas.
- Residents age 65 and older (55%) are less supportive than younger residents (range 73% to 81%).
- Residents with children (78%) are more supportive than those without children (68%).
- Residents who have lived in Yarmouth for 21 years or longer (59%) are less supportive than those who have lived in Yarmouth less time (range 72% to 81%).



**7% strongly support and 10% somewhat support allowing the addition of a light manufacturing facility in the Village Center.**

**Q5p - Light manufacturing. (How strongly do you support or oppose allowing the addition of each of the following types of businesses in the Village Center?)**



**Demographic Differences:**

- Residents in the west and north of the Village area (13%) are less supportive than those in other areas while those on the Islands (24%) are more supportive than those in other areas.

**Among residents, the most frequently cited businesses they would like to see on Main Street not addressed in the survey are a bookstore, art gallery or local artist/craftsmen co-op, and a café, diner, or deli.**

**Besides those listed above, are there any other types of business you would like to see along Main Street?**

	<b>% of residents</b>
Bookstore	20%
Art Gallery/ local artists and craftsmen co-op	13%
Café/ Diner/ Deli - Breakfast, Lunch	13%
Bakery	9%
Main St has enough/ leave as is/ no more	9%
Small, locally owned retail - general	8%
Coffee or Tea Shop	7%
Medical/ professional offices	7%
Boutiques, Gift Shops	6%
Bicycle Shop/ sporting goods	5%
Community center	5%
Farm stand/ greengrocer/ Farmer's Market	5%
Performing arts facilities - theatre, music, dance school	5%
Pub/ Wine Bar	5%
Restaurant - family dining	5%
Antiques	4%
Restaurant - fine dining	4%
Health/ Gourmet foods	3%
Independent Movie Theater	3%
Music/ CD store	3%
Dress shop/ specialty ladies clothing	2%
Florist/ Greenhouses	2%
Fresh Fish/ Butcher Shop	2%
Jewelry Shop/ Watch Repair	2%
Historical/ cultural/ tourism based businesses, museums	2%

**Besides those listed above, are there any other types of business you would like to see along Main Street?**  
*(continued)*

	<b>% of residents</b>
Art supplies, yarn, crafts	2%
Any	2%
Bed & Breakfasts/ Inns	1%
Home decorating/ furniture	1%
Stationary shop/ office supplies	1%
Tailor shop/ gentlemen's clothing	1%
Shoe repair	1%
Independent Pharmacy	1%
Fitness - yoga, gymnastics, martial arts, gym	1%
USPS	1%
Pets - shops, grooming, boarding	1%
Barber Shop	0%
Dry cleaners	0%
Other	7%
Unsure	1%

**Comments:**

Among residents, the most frequently cited businesses they would like to see on Main Street not addressed in the survey are a bookstore cited by 20% of residents, an art gallery or local artist/craftsmen co-op cited by 13%, and a café, diner, or deli cited by 13%. About one-in-ten mentioned a bakery (9%), Main Street has enough businesses (9%), a small locally owned retail store (8%), a tea or coffee shop (7%), medical/professional offices (7%), and a boutique or gift shop (6%). Five percent or less mentioned a bicycle shop/ sporting goods, a community center, and a farmer’s market among others.

## Route One as a Whole

**More than two-thirds of residents strongly or somewhat support the addition of a restaurant (85%), a coffee shop (78%), an office or professional building (77%), a small grocery store (69%), a retail store (68%), a personal service business (68%), a research facility (68%), and a small in or motel (66%) on Route One.**

**When answering these questions, please consider all of Route One. How strongly do you support or oppose each of the following types of businesses for Route One?  
(% strongly or somewhat support)**

	<b>% of residents</b>
Restaurant.	85%
Coffee shop.	78%
Office and professional building.	77%
Small grocery store.	69%
Retail store.	68%
Personal services such as hair, nails, or massage.	68%
Research and development facility.	68%
Bed and breakfasts or small motel – 20 units or less.	66%
Bank/credit union.	63%
A small hardware store.	61%
Nursing home/assisted living.	60%
Specialty or outlet retail store.	56%
Supermarket.	55%
Private school.	55%

**When answering these questions, please consider all of Route One. How strongly do you support or oppose each of the following types of businesses for Route One?  
(% strongly or somewhat support)  
(continued)**

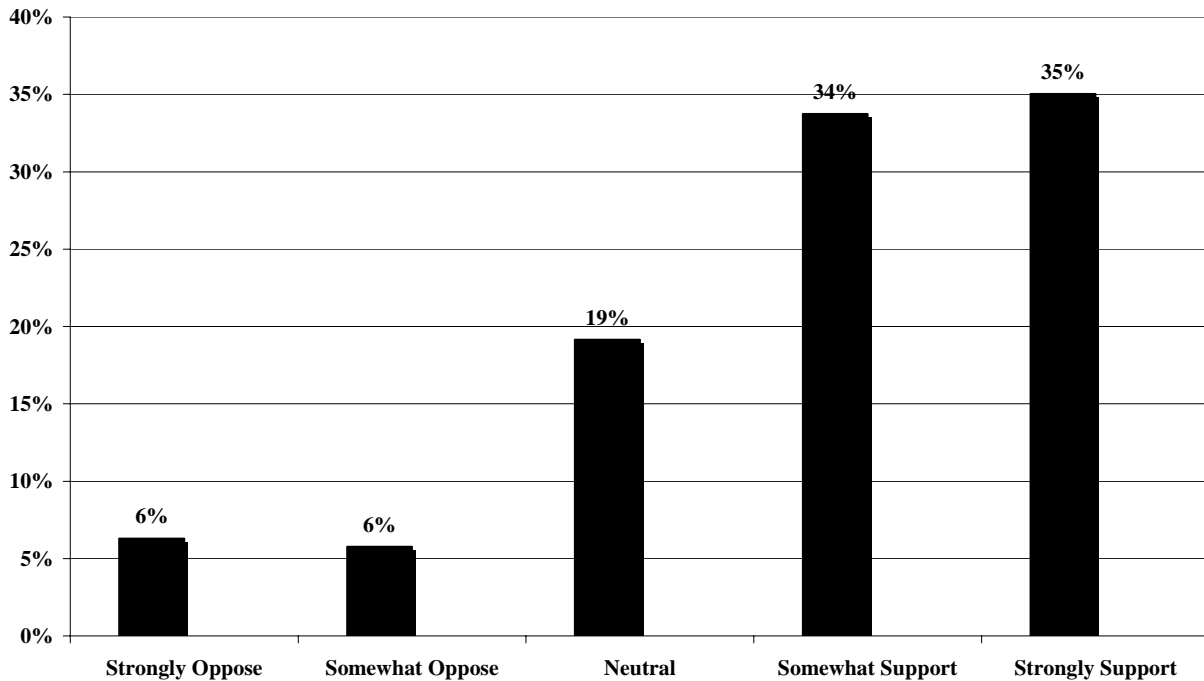
	<b>% of residents</b>
Day care center.	54%
Gasoline or convenience store.	54%
Light manufacturing.	51%
Auto service.	49%
Building supply store.	45%
Private club.	44%
National chain pharmacy.	40%
Department store.	36%
National restaurant chain.	33%
National chain hotel.	31%
Fast food restaurant.	28%
Warehouse.	26%
Auto dealership.	26%
Fast food restaurant with a drive thru.	26%

**Comments:**

Among residents, more than two-thirds strongly or somewhat support the addition of a restaurant (85%), a coffee shop (78%), an office or professional building (77%), a small grocery store (69%), a retail store (68%), a personal service business (68%), a research and development facility (68%), and a small inn or motel (66%). Approximately three-in-five were strongly or somewhat in support of a bank or credit union (63%), a small hardware store (61%), and a nursing home or assisted living facility (60%). A little more than half indicated support for a supermarket (55%), a specialty or outlet store (56%), a private school (55%), a day care center (54%), a gasoline or convenience store (54%), and a light manufacturing facility (51%). Less than half support an auto service (49%), a building supply store (45%), a private club (44%), a national chain pharmacy (40%), a department store (36%), a national chain restaurant (33%), a national chain hotel (31%), a fast food restaurant (28%), a warehouse (26%), an auto dealership (26%), or a fast food restaurant with a drive thru (26%).

**35% strongly support and 34% somewhat support allowing the addition of a small grocery store on Route One.**

**Q7a - Small grocery store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

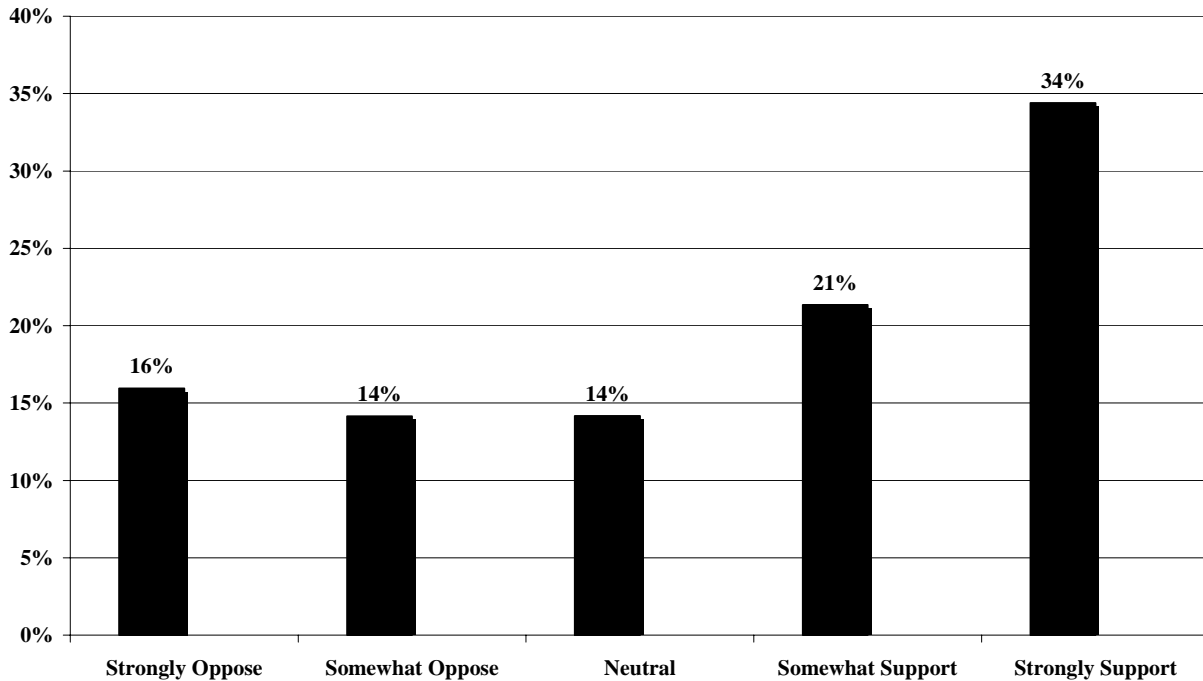


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (59%) are less supportive than those in other areas while those in the Main Street, Village Center area (79%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 82%, 35 to 49 – 70%, 50 to 64 – 69%, 65+ - 54%).

**34% strongly support and 21% somewhat support allowing the addition of a supermarket on Route One.**

**Q7b - Supermarket. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

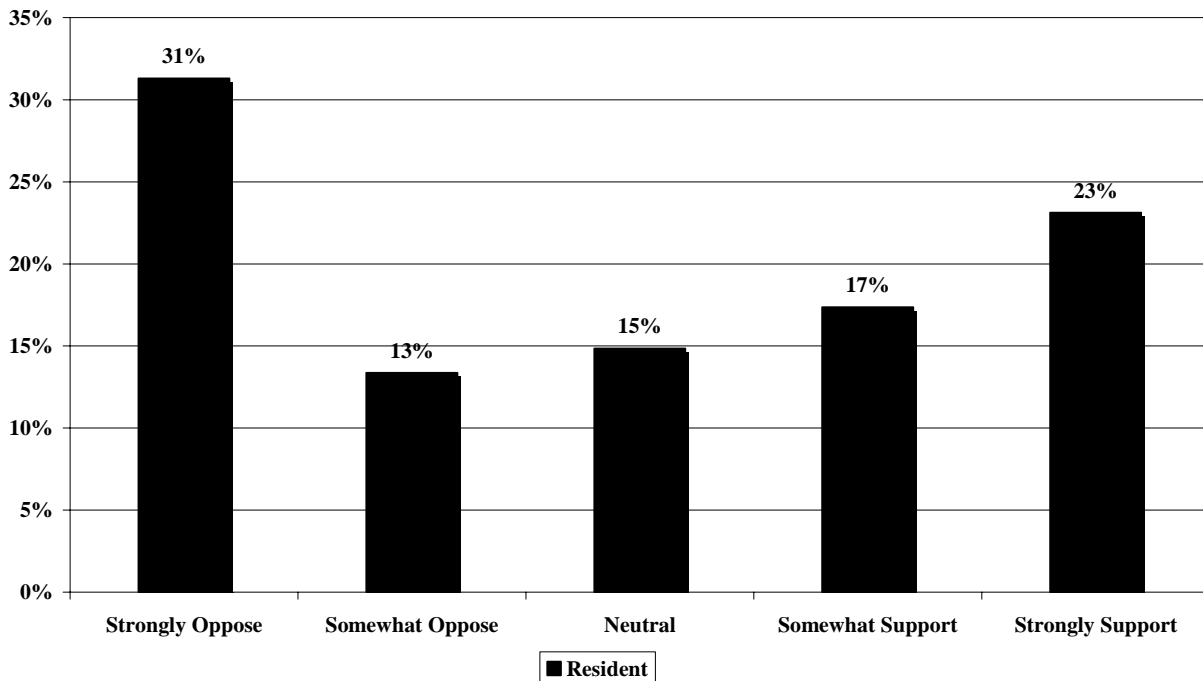


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (43%) are less supportive than those in other areas while those on the Islands (64%) are more supportive than those in other areas.
- Men (65%) are more supportive than women (48%).

**23% strongly support and 17% somewhat support allowing the addition of a national chain pharmacy on Route One.**

**Q7c - National chain pharmacy. (How strongly do you support or oppose each of the following types of businesses for Route One?)**



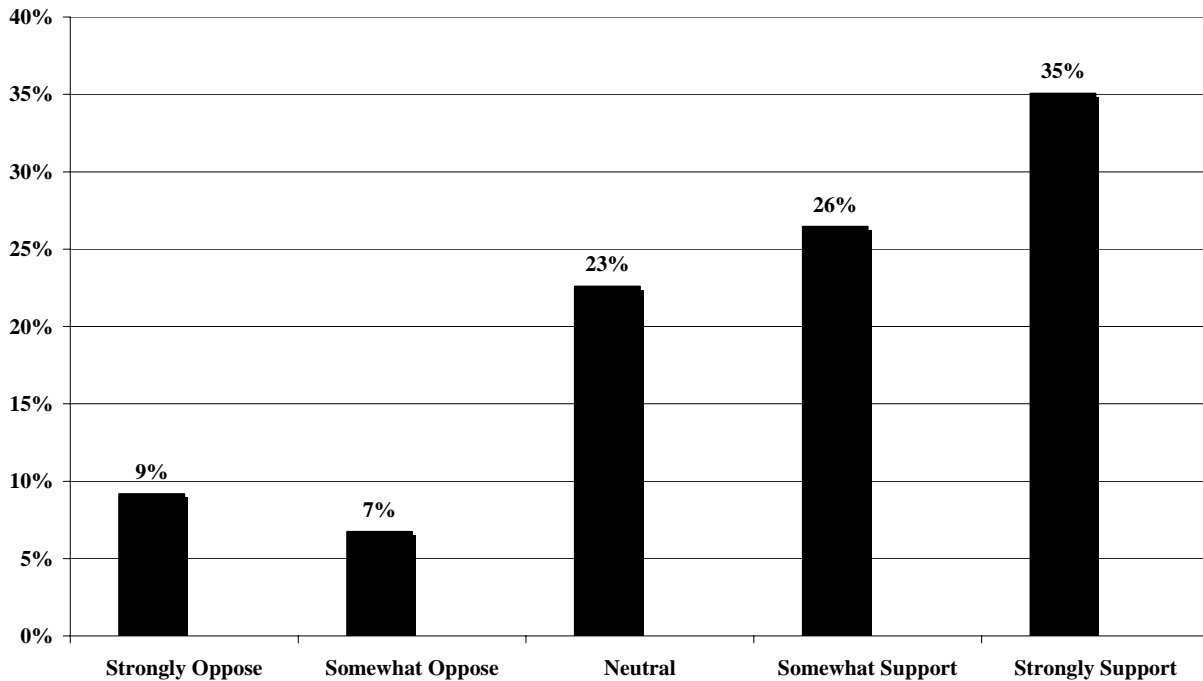
**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (29%) are less supportive than those in other areas while those in the west and north of the Village area (51%) are more supportive than those in other areas.
- Men (50%) are more supportive than women (32%).
- Owners (39%) are less supportive than renters (50%).
- Residents with children (32%) are less supportive than those without children (46%).



**35% strongly support and 26% somewhat support allowing the addition of a small hardware store on Route One.**

**Q7d - A small hardware store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

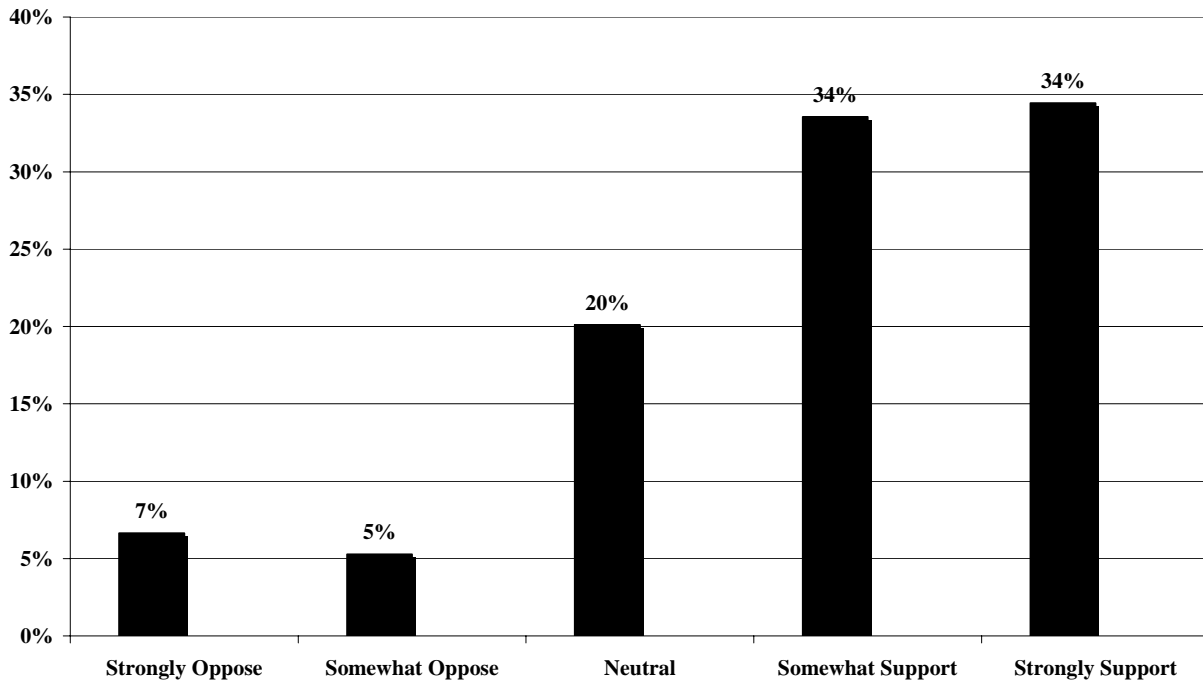


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (49%) are less supportive than those in other areas while those in the west and north of the Village area (70%) are more supportive than those in other areas.
- Men (68%) are more supportive than women (57%).
- Residents age 65 and older (52%) are less supportive than younger residents (range 63% to 67%).

**34% strongly support and 34% somewhat support allowing the addition of a retail store on Route One.**

**Q7e - Retail store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

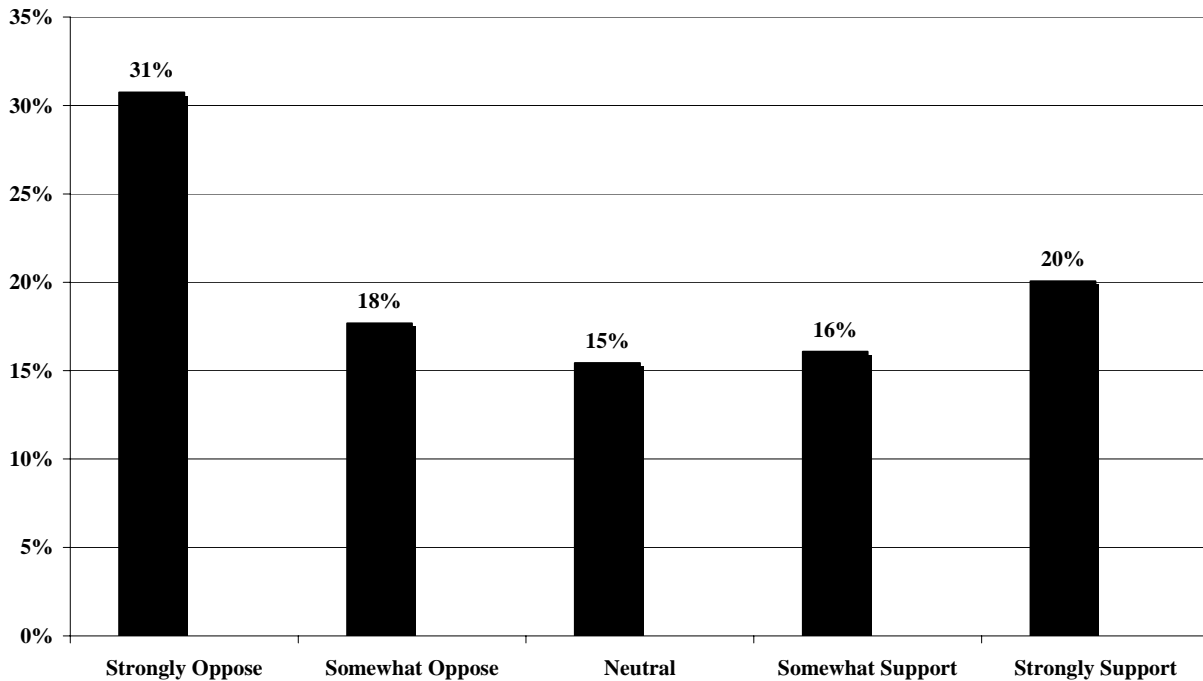


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (59%) are less supportive than those in other areas while those in the Main Street, Village Center area (78%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 73%, 35 to 49 – 72%, 50 to 64 – 69%, 65+ - 57%).
- Owners (66%) are less supportive than renters (79%).

**20% strongly support and 16% somewhat support allowing the addition of a department store on Route One.**

**Q7f - Department store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

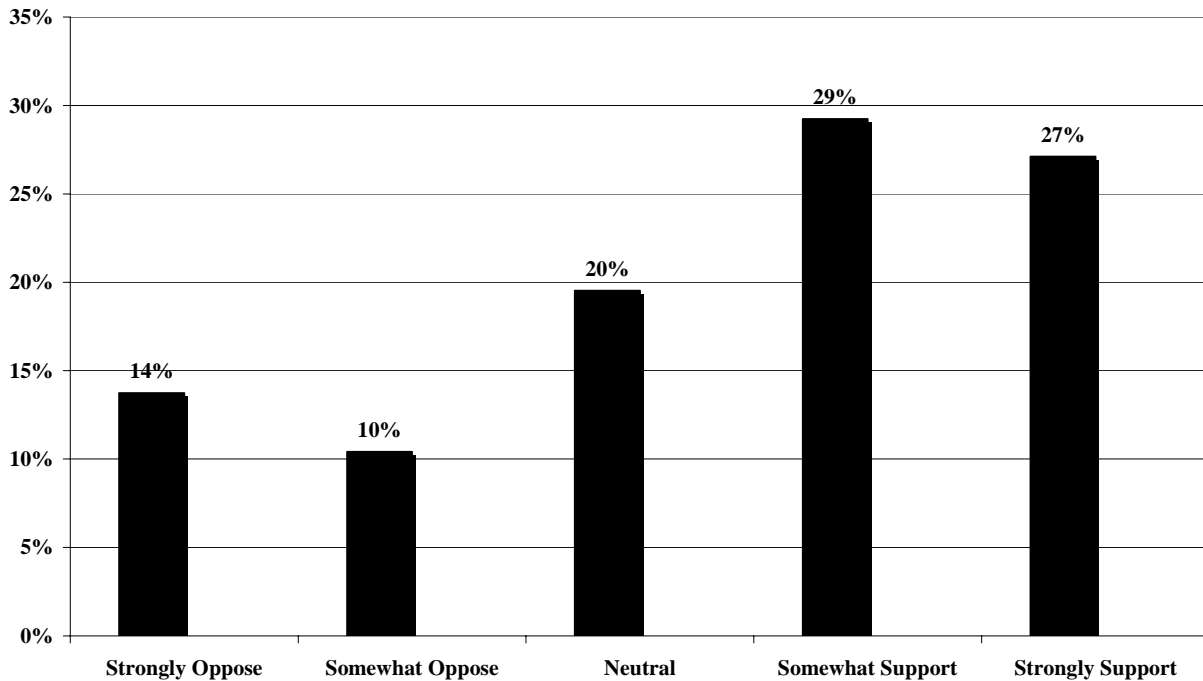


### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (23%) are less supportive than those in other areas while those in the Main Street, Village Center area (45%) are more supportive than those in other areas.
- Men (42%) are more supportive than women (32%).
- Residents age 18 to 34 (51%) are more supportive than older residents (range 32% to 35%).
- Owners (32%) are less supportive than renters (58%).
- Residents with an income of \$50,000 or less (50%) are more supportive than those with higher incomes (range 30% to 38%).
- Residents with children (29%) are less supportive than those without children (41%).
- Residents who have lived in Yarmouth for 2 years or less (46%) are more supportive than those who have lived in Yarmouth longer (range 32% to 35%).

**27% strongly support and 29% somewhat support allowing the addition of a specialty or outlet retail store on Route One.**

**Q7g - Specialty or outlet retail store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

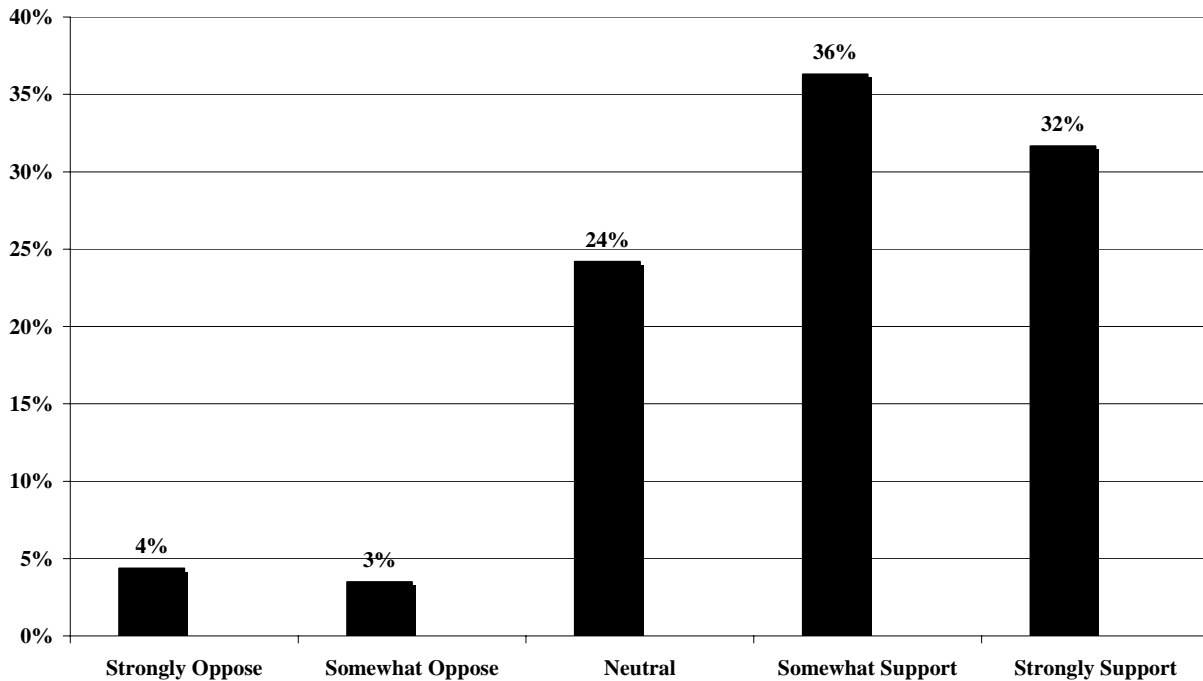


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (45%) are less supportive than those in other areas while those on the Mainland east of I-295 and south of the Royal River area (64%) are more supportive than those in other areas.
- Men (63%) are more supportive than women (52%).
- As age increases support decreases (18 to 34 – 65%, 35 to 49 – 61%, 50 to 64 – 53%, 65+ - 45%).
- Owners (54%) are less supportive than renters (71%).
- Residents who have lived in Yarmouth for 21 years or longer (48%) are less supportive than those who have lived in Yarmouth less time (range 58% to 63%).

**32% strongly support and 36% somewhat support allowing the addition of a personal service business on Route One.**

**Q7h - Personal services such as hair, nails, or massage. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

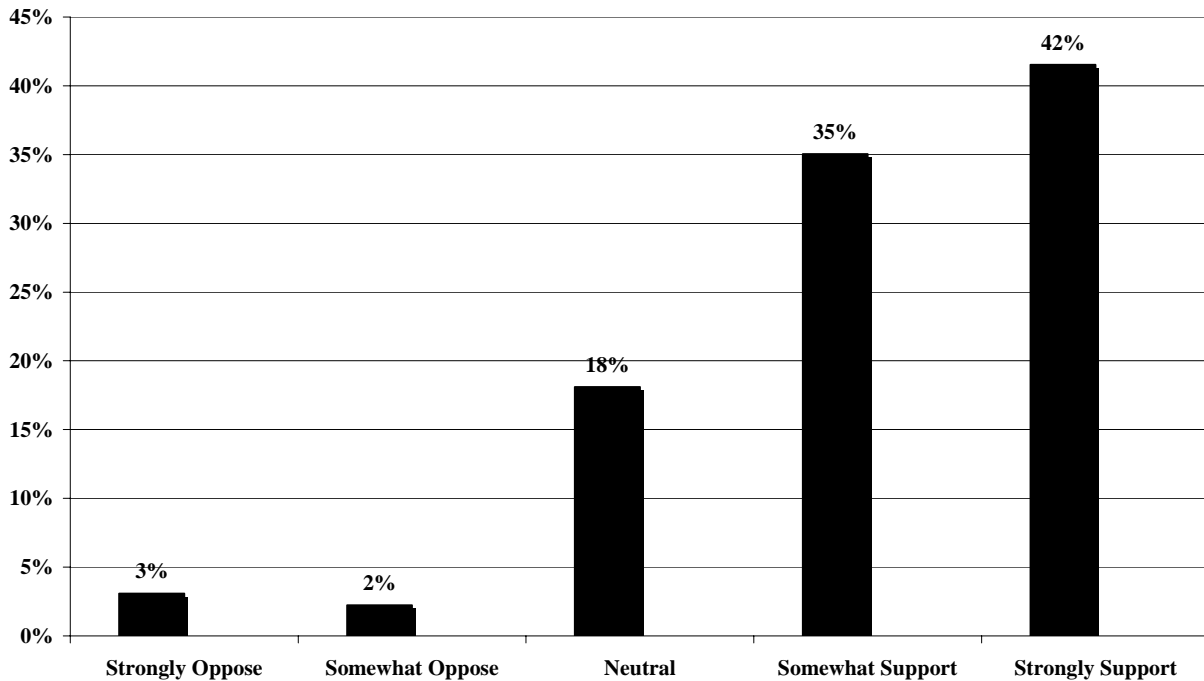


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (58%) are less supportive than those in other areas while those on the Islands (81%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 86%, 35 to 49 – 71%, 50 to 64 – 67%, 65+ - 48%).
- Owners (67%) are less supportive than renters (77%).

**42% strongly support and 35% somewhat support allowing the addition of an office or professional building on Route One.**

**Q7i - Office and professional building. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

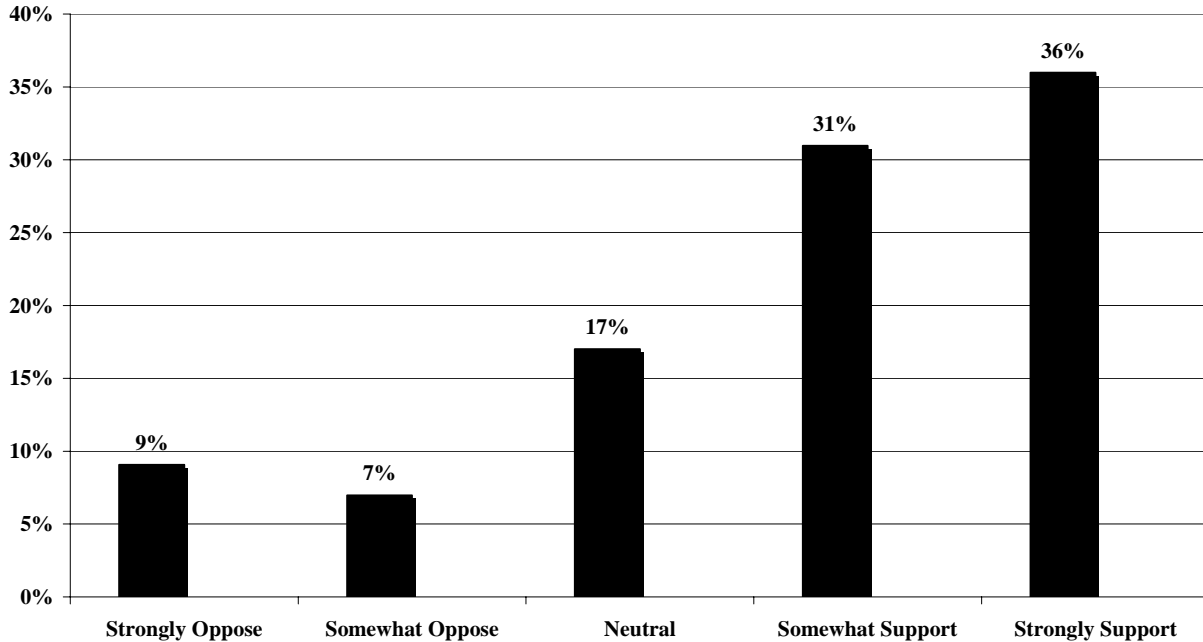


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (65%) are less supportive than those in other areas while those on the Islands (87%) are more supportive than those in other areas.

**36% strongly support and 31% somewhat support allowing the addition of a bed and breakfast or small motel on Route One.**

**Q7j - Bed and breakfasts or small motel - 20 units or less. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

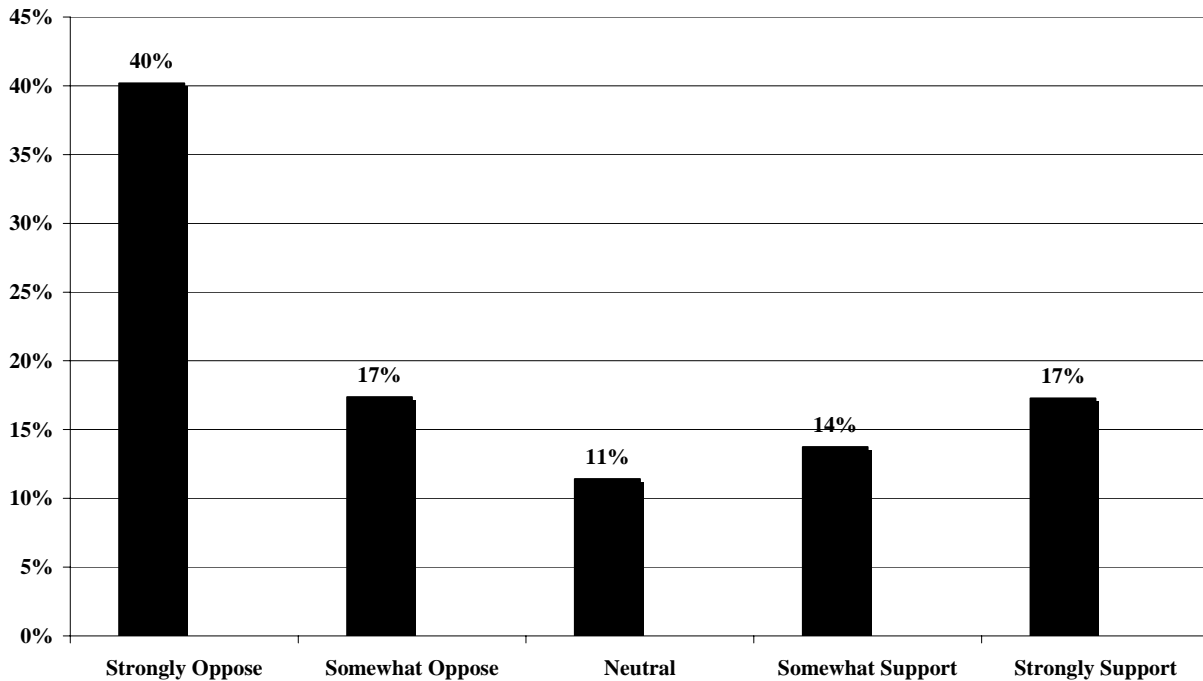


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (55%) are less supportive than those in other areas while those in the west and north of the Village area (77%) and those on the islands (77%) are more supportive than those in other areas.
- Residents age 65 and older (52%) are less supportive than younger residents (range 70% to 72%).
- Owners (65%) are less supportive than renters (76%).

**17% strongly support and 14% somewhat support allowing the addition of a national chain hotel on Route One.**

**Q7k - National chain hotel. (How strongly do you support or oppose each of the following types of businesses for Route One?)**



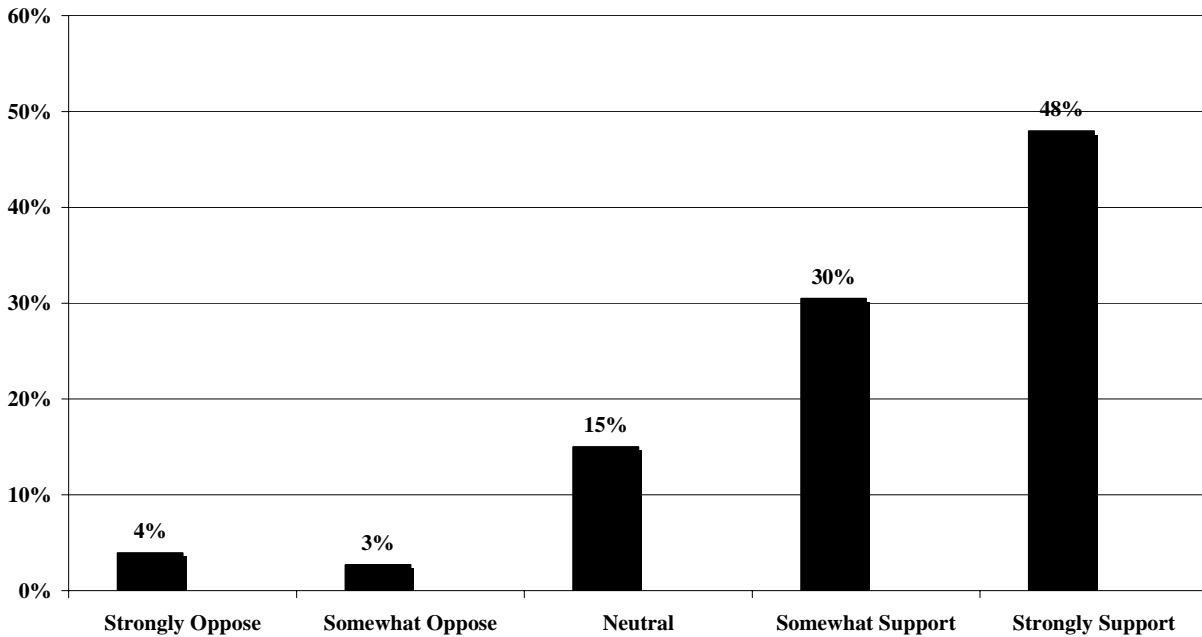
**Demographic Differences:**

- Men (39%) are more supportive than women (25%).
- Residents age 18 to 34 (49%) are more supportive than older residents (range 24% to 30%).
- Owners (29%) are less supportive than renters (42%).



**48% strongly support and 30% somewhat support allowing the addition of a coffee shop on Route One.**

**Q71 - Coffee shop. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

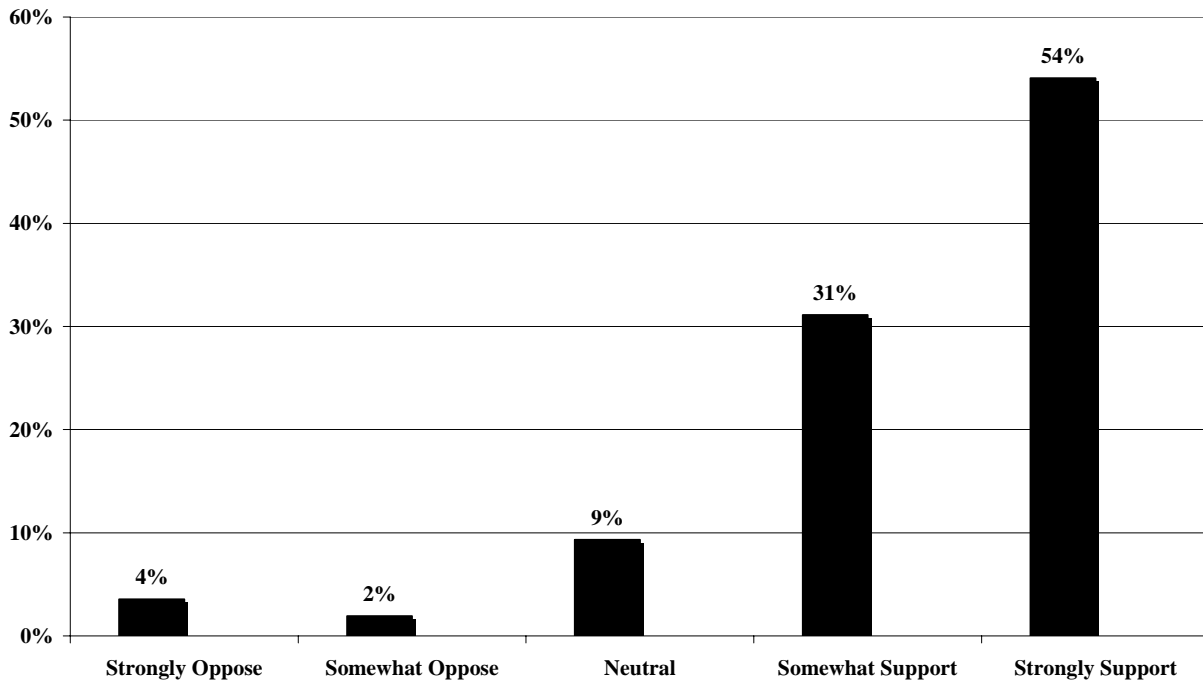


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (74%) are less supportive than those in other areas while those in the west and north of the Village area (86%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 88%, 35 to 49 – 83%, 50 to 64 – 77%, 65+ - 64%).

**54% strongly support and 31% somewhat support allowing the addition of a restaurant on Route One.**

**Q7m - Restaurant. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

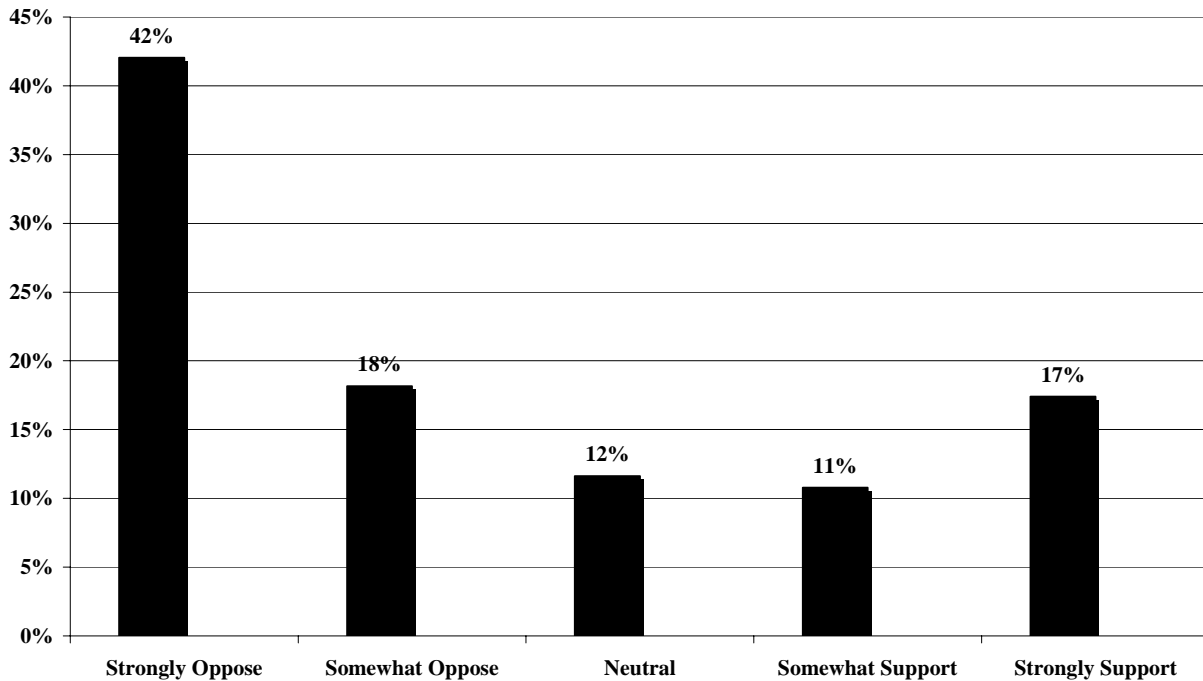


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (81%) are less supportive than those in other areas while those on the Islands (92%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 95%, 35 to 49 – 88%, 50 to 64 – 85%, 65+ - 70%).
- As the number of years a resident has lived in Yarmouth increases support decreases (1 to 2 years – 95%, 3 to 5 years – 87%, 6 to 10 years – 86%, 11 to 20 years – 86%, 21 or more years – 78%).

**17% strongly support and 11% somewhat support allowing the addition of a fast food restaurant on Route One.**

**Q7n - Fast food restaurant. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

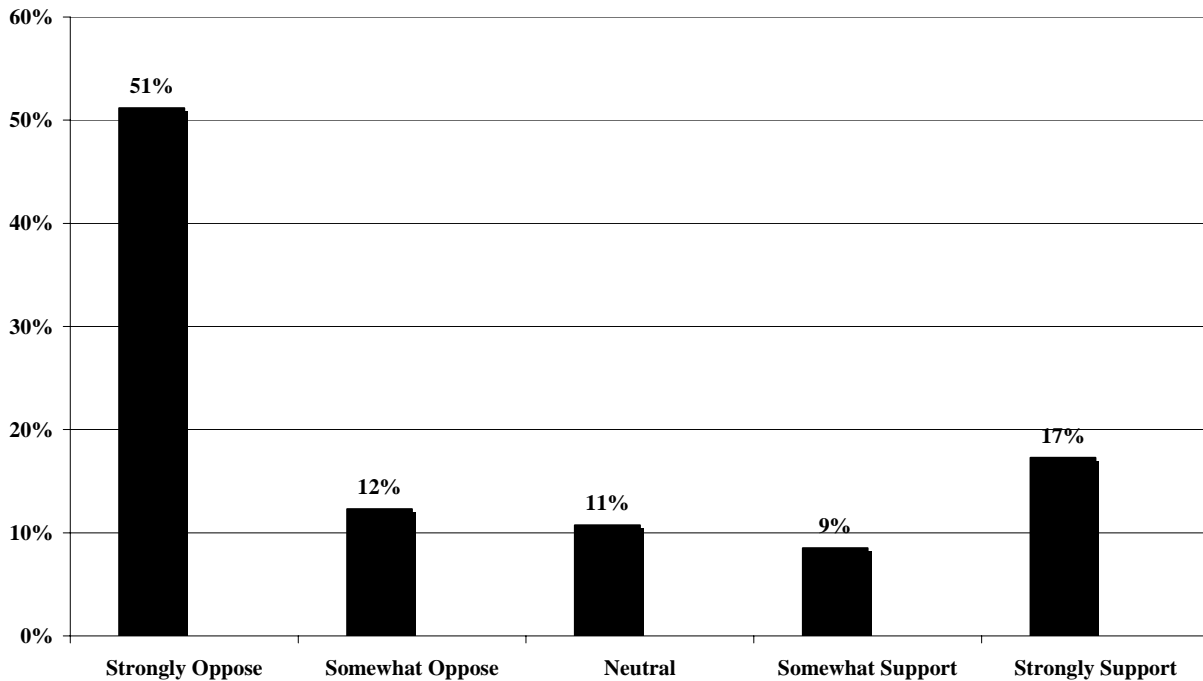


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (16%) are less supportive than those in other areas while those on the Islands (36%) are more supportive than those in other areas.
- Men (36%) are more supportive than women (23%).
- Residents age 18 to 34 (44%) are more supportive than older residents (range 23% to 25%).
- Owners (24%) are less supportive than renters (51%).
- Residents with an income of \$50,000 or less (43%) are more supportive than those with higher incomes (range 20% to 29%).
- Residents with children (22%) are less supportive than those without children (32%).

**17% strongly support and 9% somewhat support allowing the addition of a fast food restaurant with a drive thru on Route One.**

**Q7o - Fast food restaurant with a drive thru. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

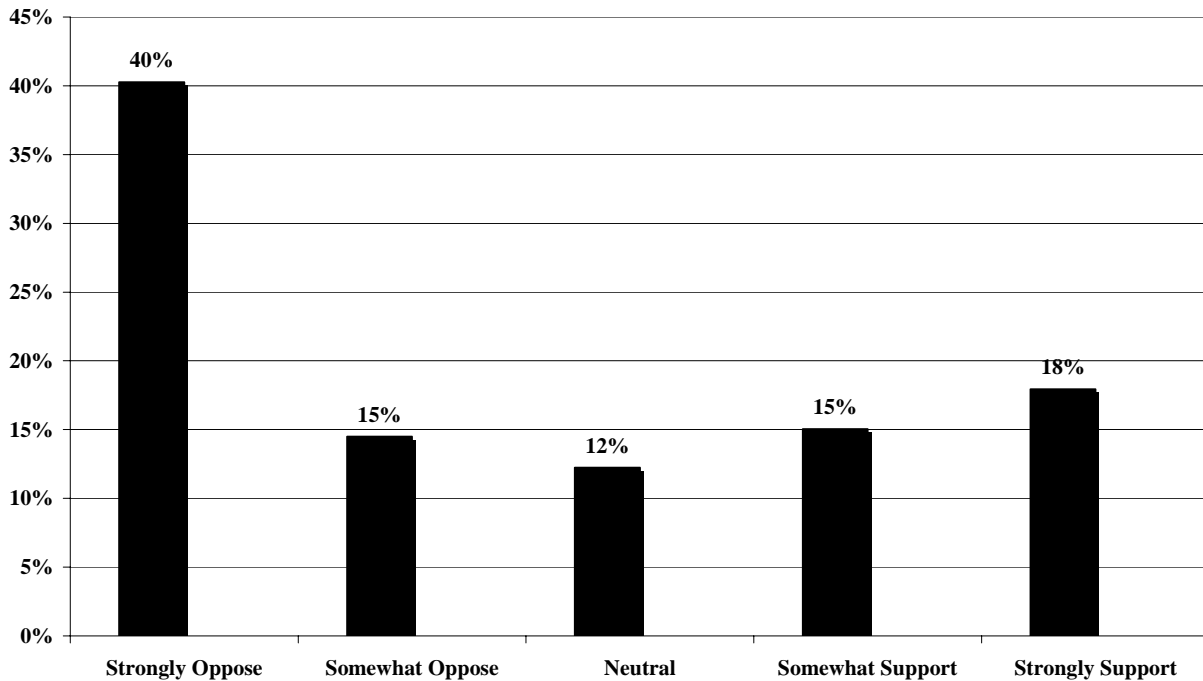


### **Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (12%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (31%) are more supportive than those in other areas.
- Residents age 18 to 34 (43%) are more supportive than older residents (range 19% to 23%).
- Owners (21%) are less supportive than renters (50%).
- Residents with an income of \$50,000 or less (40%) are more supportive than those with higher incomes (range 17% to 27%).
- Residents who have lived in Yarmouth for 2 years or less (42%) are more supportive than those who have lived in Yarmouth longer (range 19% to 25%).

**18% strongly support and 15% somewhat support allowing the addition of a national restaurant chain on Route One.**

**Q7p - National restaurant chain. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

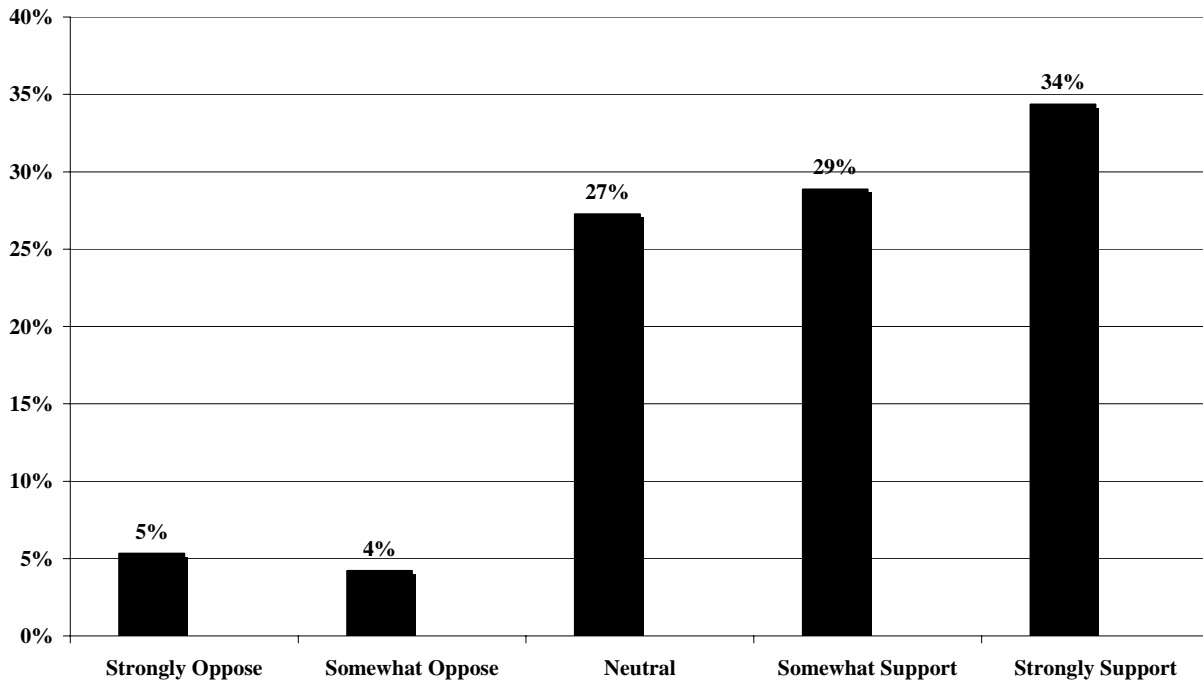


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (26%) are less supportive than those in other areas while those in the west and north of the Village area (40%) are more supportive than those in other areas.
- Men (41%) are more supportive than women (27%).
- Residents age 18 to 34 (55%) are more supportive than older residents (range 26% to 30%).
- Owners (28%) are less supportive than renters (57%).
- Residents with an income of \$50,000 or less (47%) are more supportive than those with higher incomes (range 26% to 36%).
- Residents with children (26%) are less supportive than those without children (37%).

**34% strongly support and 29% somewhat support allowing the addition of a bank or credit union on Route One.**

**Q7q - Bank/credit union. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

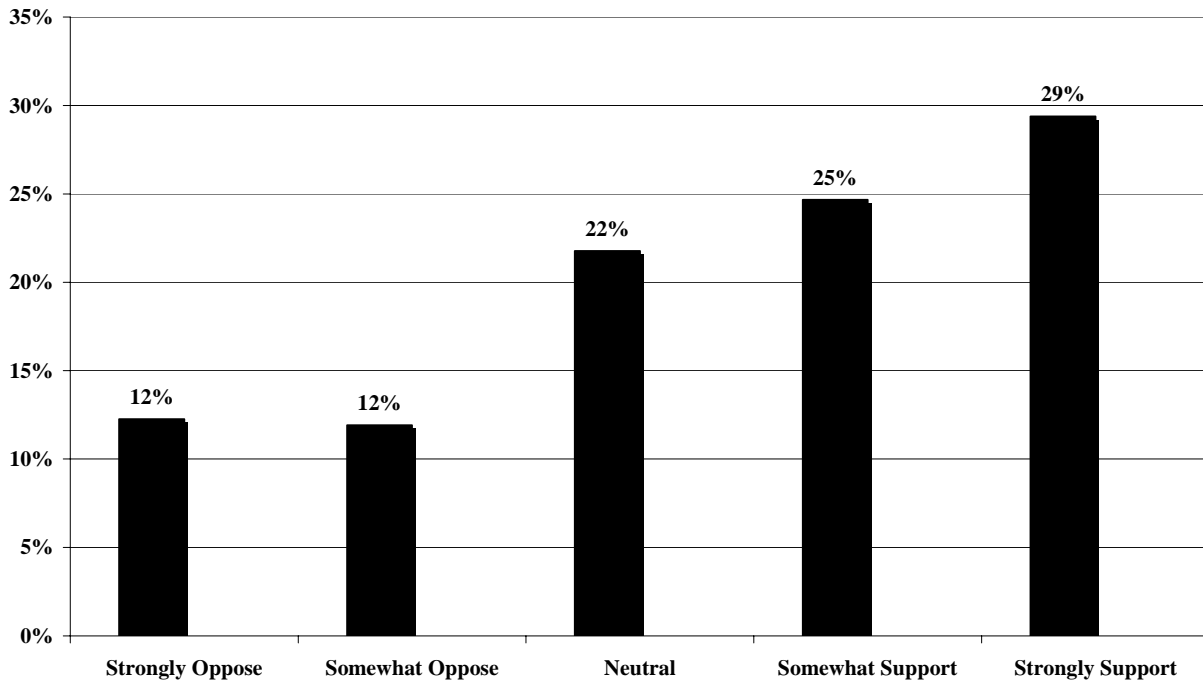


### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (55%) are less supportive than those in other areas while those on the Islands (80%) are more supportive than those in other areas.
- Men (70%) are more supportive than women (59%).
- Residents age 18 to 34 (80%) are more supportive than older residents (range 55% to 63%).
- Owners (60%) are less supportive than renters (79%).
- Residents with children (57%) are less supportive than those without children (67%).

**29% strongly support and 25% somewhat support allowing the addition of a gasoline or convenience store on Route One.**

**Q7r - Gasoline or convenience store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

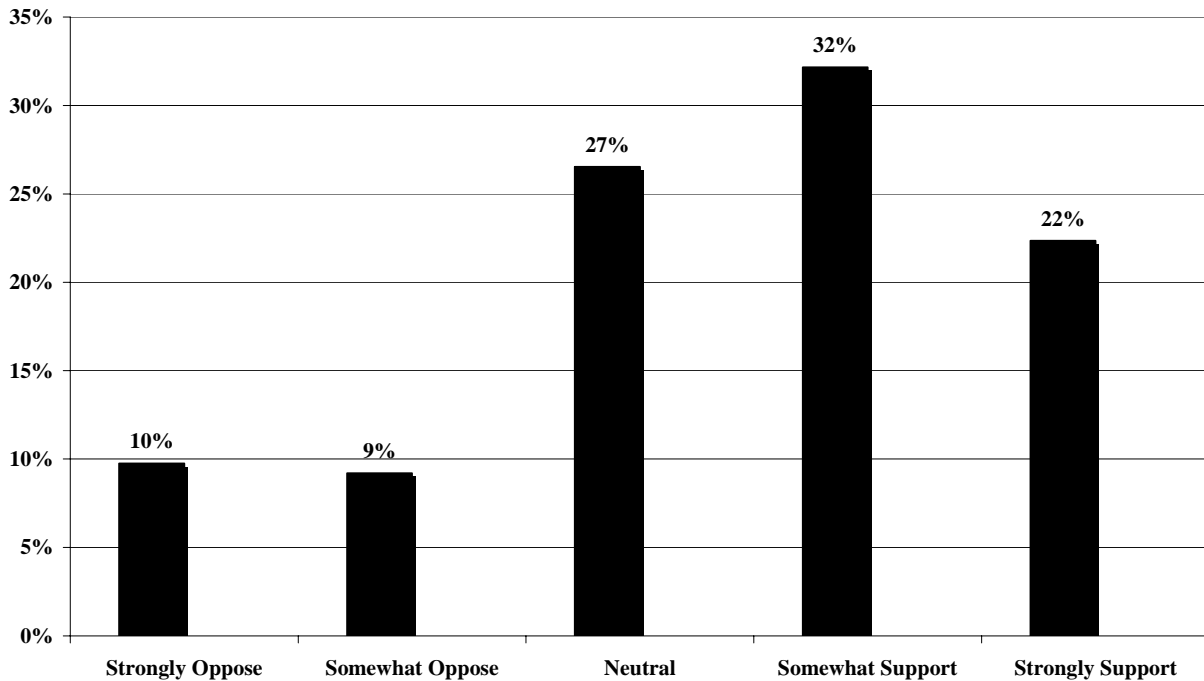


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (45%) are less supportive than those in other areas while those on the Mainland east of I-295 and south of the Royal River area (65%) are more supportive than those in other areas.
- Men (61%) are more supportive than women (49%).
- Residents age 18 to 34 (70%) are more supportive than older residents (range 50% to 51%).
- Owners (51%) are less supportive than renters (72%).

**22% strongly support and 32% somewhat support allowing the addition of a day care center on Route One.**

**Q7s - Day care center. (How strongly do you support or oppose each of the following types of businesses for Route One?)**



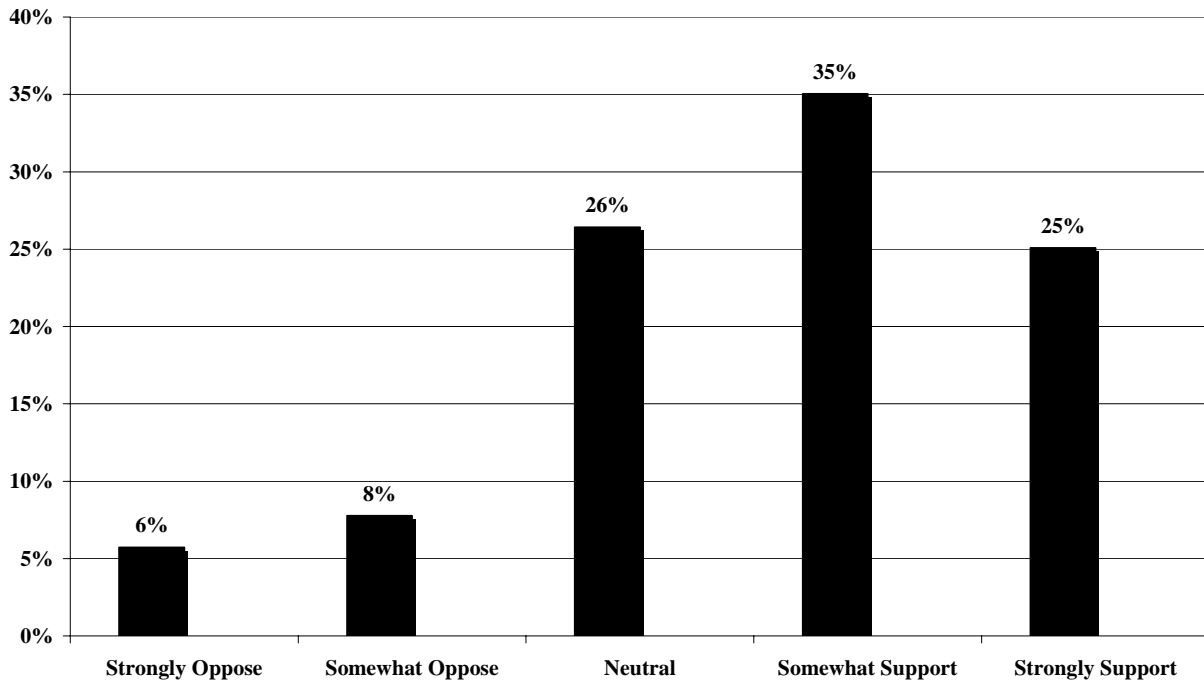
**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (53%) are less supportive than those in other areas while those on the Islands (63%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 63%, 35 to 49 – 55%, 50 to 64 – 57%, 65+ - 43%).



**25% strongly support and 35% somewhat support allowing the addition of a nursing home or assisted living facility on Route One.**

**Q7t - Nursing home/assisted living. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

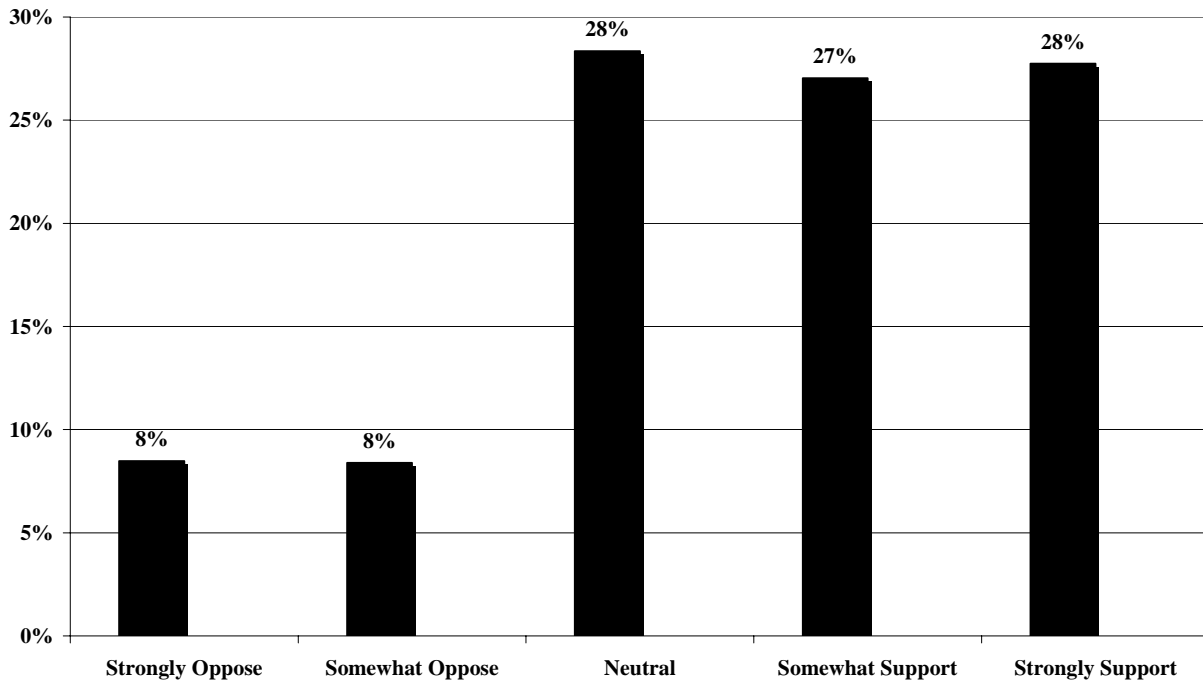


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (54%) are less supportive than those in other areas while those in the West and north of the Village area (69%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 66%, 35 to 49 – 62%, 50 to 64 – 61%, 65+ - 50%).

**28% strongly support and 27% somewhat support allowing the addition of a private school on Route One.**

**Q7u - Private school. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

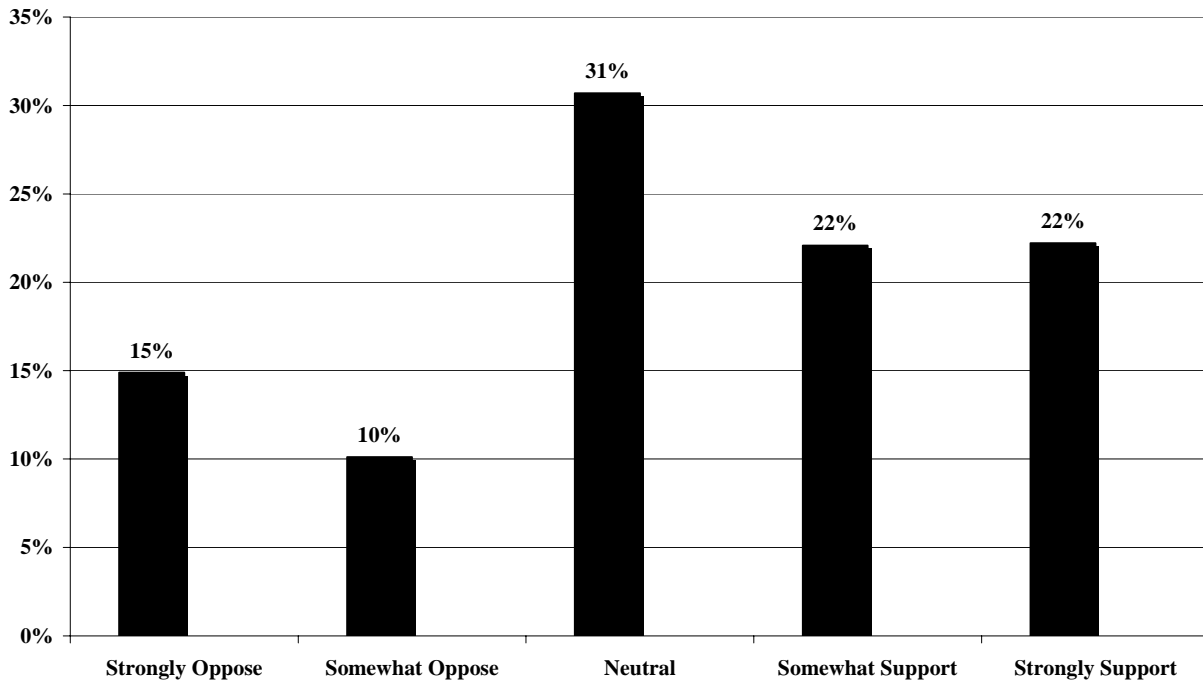


### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (51%) are less supportive than those in other areas while those on the Islands (68%) are more supportive than those in other areas.
- Residents age 65 and older (42%) are less supportive than younger residents (range 54% to 62%).
- Owners (59%) are more supportive than renters (34%).
- As income increases support increases (\$50,000 or less – 40%, \$50,001 to \$75,000 – 49%, \$75,001 to \$100,000 – 55%, \$100,001 to \$125,000 – 61%, \$125,001 or more – 66%).
- Residents with children (63%) are more supportive than those without children (49%).

**22% strongly support and 22% somewhat support allowing the addition of a private club on Route One.**

**Q7v - Private club. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

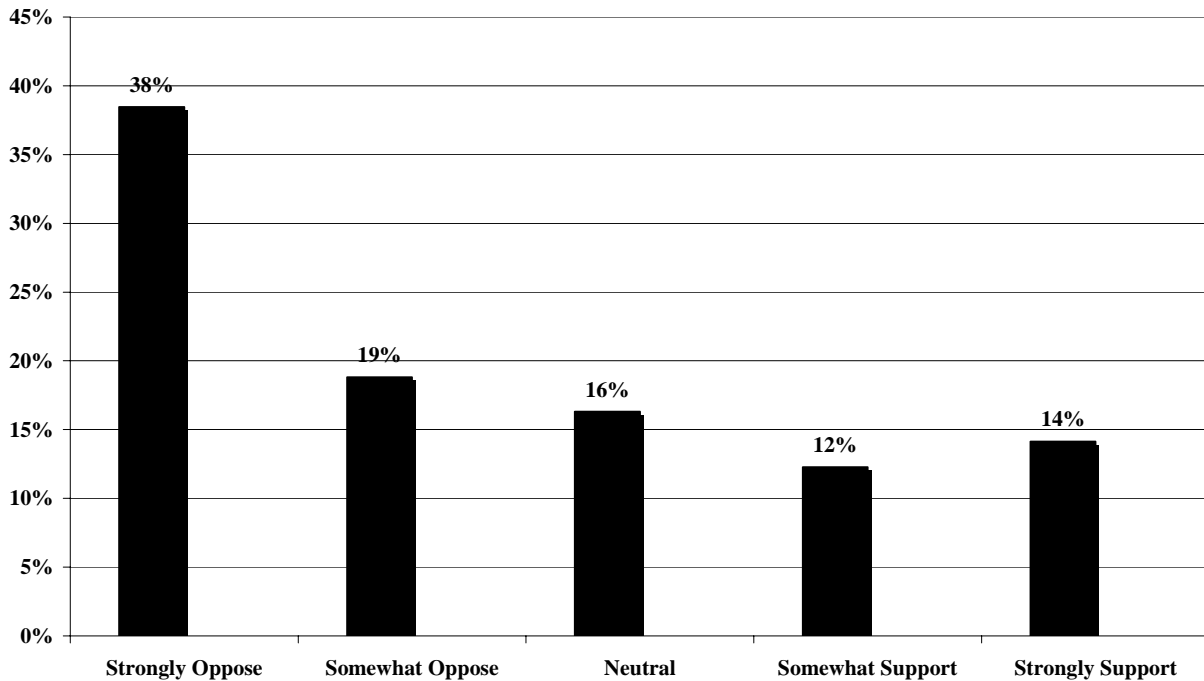


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (36%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River area (56%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 54%, 35 to 49 – 51%, 50 to 64 – 44%, 65+ – 24%).
- Owners (47%) are more supportive than renters (33%).
- As income increases support increases (\$50,000 or less – 29%, \$50,001 to \$75,000 – 39%, \$75,001 to \$100,000 – 47%, \$100,001 to \$125,000 – 55%, \$125,001 or more – 57%).
- Residents with children (53%) are more supportive than those without children (39%).

**14% strongly support and 12% somewhat support allowing the addition of an auto dealership on Route One.**

**Q7w - Auto dealership. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

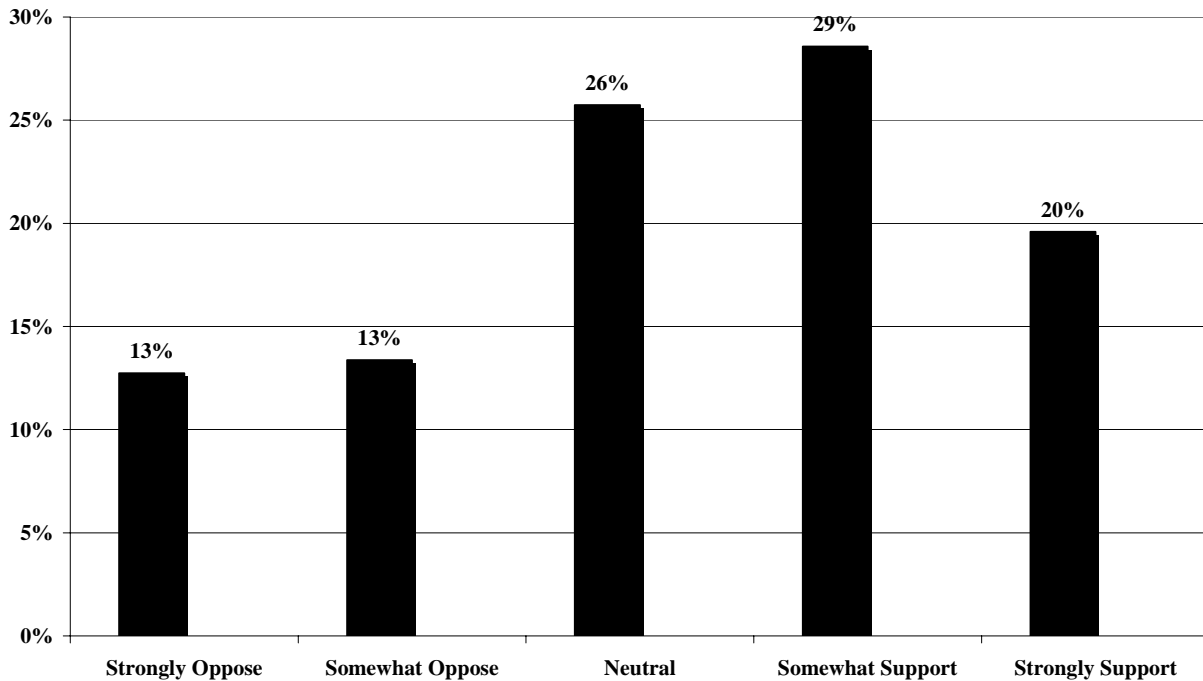


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (17%) are less supportive than those in other areas while those in the west and north of the Village area (38%) are more supportive than those in other areas.
- Men (33%) are more supportive than women (22%).
- Residents with children (20%) are less supportive than those without children (30%).

**20% strongly support and 29% somewhat support allowing the addition of an auto service center on Route One.**

**Q7x - Auto service. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

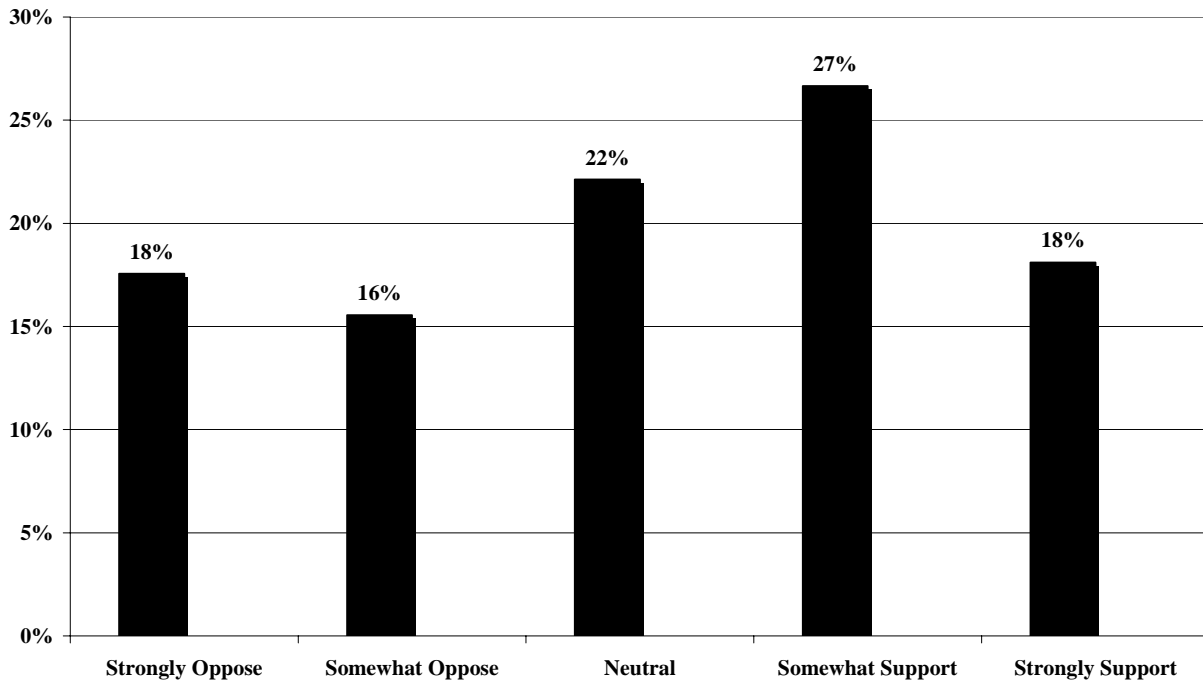


**Demographic Differences:**

- Residents in the west and north of the Village area (37%) are less supportive than those in other areas while those on the Islands (64%) are more supportive than those in other areas.
- Owners (46%) are less supportive than renters (60%).

**18% strongly support and 27% somewhat support allowing the addition of a building supply store on Route One.**

**Q7y - Building supply store. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

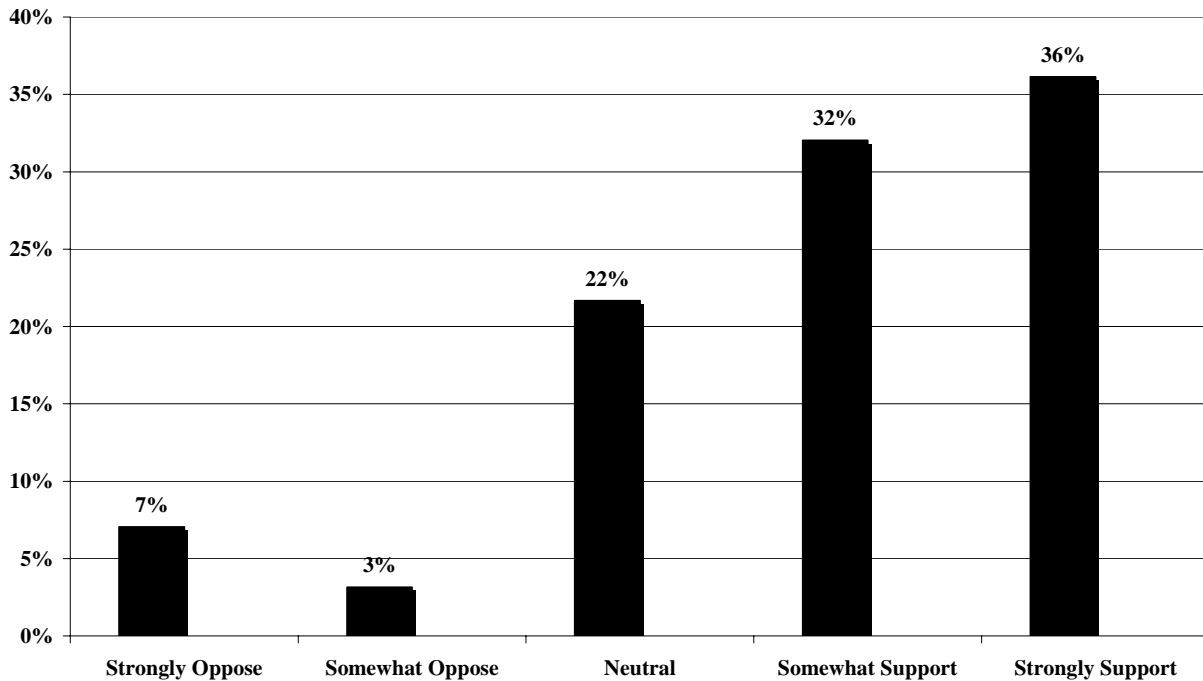


### **Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (32%) are less supportive than those in other areas while those on the Islands (61%) are more supportive than those in other areas.
- Men (55%) are more supportive than women (37%).
- Owners (42%) are less supportive than renters (61%).
- Residents with children (38%) are less supportive than those without children (49%).

**36% strongly support and 32% somewhat support allowing the addition of a research and development facility on Route One.**

**Q7z - Research and development facility. (How strongly do you support or oppose each of the following types of businesses for Route One?)**

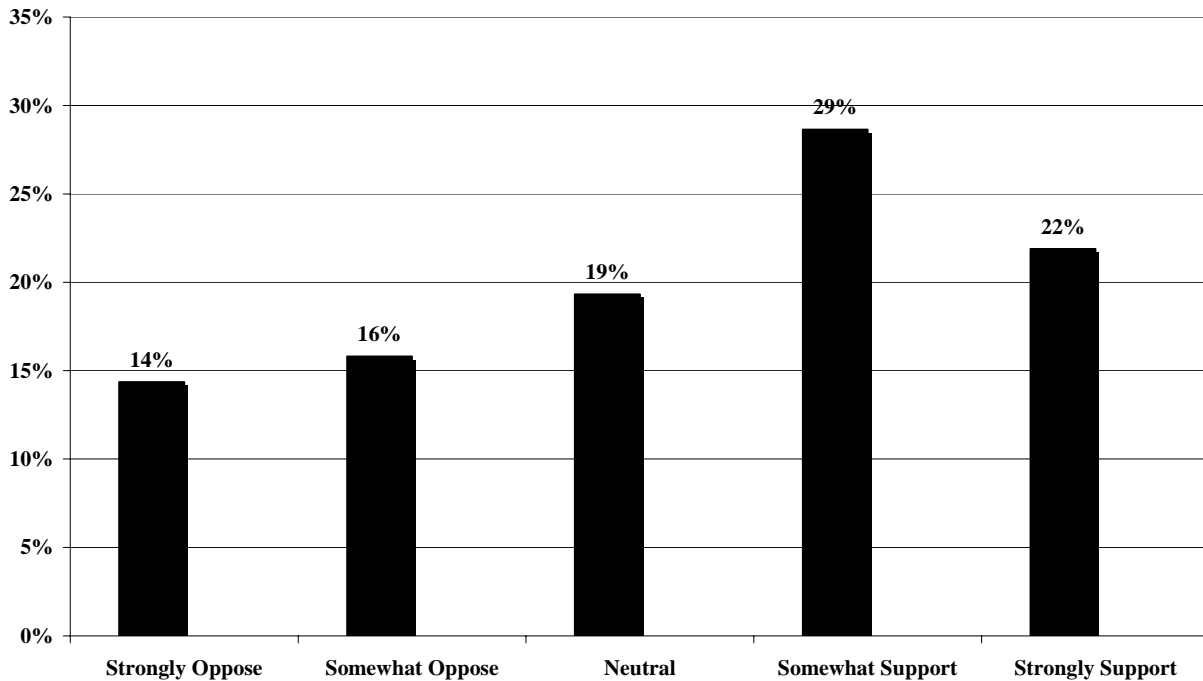


**Demographic Differences:**

- Residents in the west and north of the village area (60%) are less supportive than those in other areas while those on the Islands (81%) are more supportive than those in other areas.
- Men (75%) are more supportive than women (63%).

**22% strongly support and 29% somewhat support allowing the addition of a light manufacturing facility on Route One.**

**Q7zz - Light manufacturing. (How strongly do you support or oppose each of the following types of businesses for Route One?)**



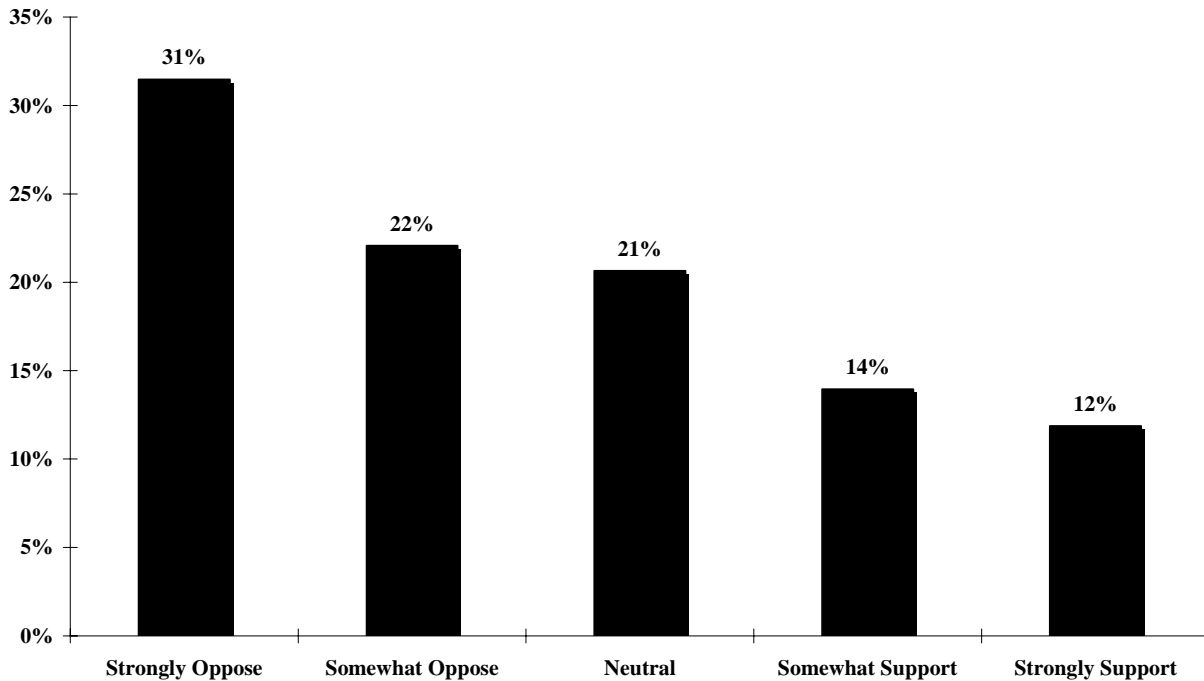
**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (45%) are less supportive than those in other areas while those on the Islands (69%) are more supportive than those in other areas.
- Men (59%) are more supportive than women (43%).
- As age increases support decreases (18 to 34 – 58%, 35 to 49 – 52%, 50 to 64 – 50%, 65+ - 44%).



**12% strongly support and 14% somewhat support allowing the addition of a warehouse on Route One.**

**Q7zzz - Warehouse. (How strongly do you support or oppose each of the following types of businesses for Route One?)**



**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (16%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (32%) are more supportive than those in other areas.
- Men (33%) are more supportive than women (21%).
- Owners (24%) are less supportive than renters (37%).

## Route One Open-Ended Question

This question was asked of all residents who filled out a survey to get a sense of other businesses not mentioned in the previous questions. These top-of-mind write-in responses were then sorted into the categories presented in the table below.

### Besides those listed above, are there any other types of business you would like to see along Route One?

	<b>% of Residents</b>
Small - Mid size businesses/ retail	22%
Business Park-research, light industrial, professional offices	12%
Town has enough/ leave as is/ no more	11%
Bookstore, music/CD/movie store, newsstand, office supply	9%
Entertainment-movie theater, bowling, theme park, casino	8%
Fitness - yoga, gymnastics, martial arts, gym	7%
Café, diner, deli, fine dining, family dining, ethnic food	7%
No Big Box stores, no national chain stores	7%
Farm/ agriculture use/ gardens/ Farmer's Market	6%
Nothing to worsen traffic or ugly - avoid sprawl	5%
Only businesses appropriate to town character	5%
Anything to reduce tax burden on property and homeowners	4%
Bakery, butcher, fishmonger, greengrocer, health/gourmet shop	4%
Tourism/ marine related businesses	3%
Recreation/ senior/ community center	3%
Art studios, galleries, photography, artists co-op	3%
Cultural related - museums, concert hall, theatre	2%
Housing - elderly, low income	2%
Open space	2%
Schools, hospitals, municipal buildings	2%
Something environmentally friendly	2%
Coffee shop, tea room, juice bar, ice cream parlor	2%
Auto related - dealerships, repair, gas, car wash, rentals	1%

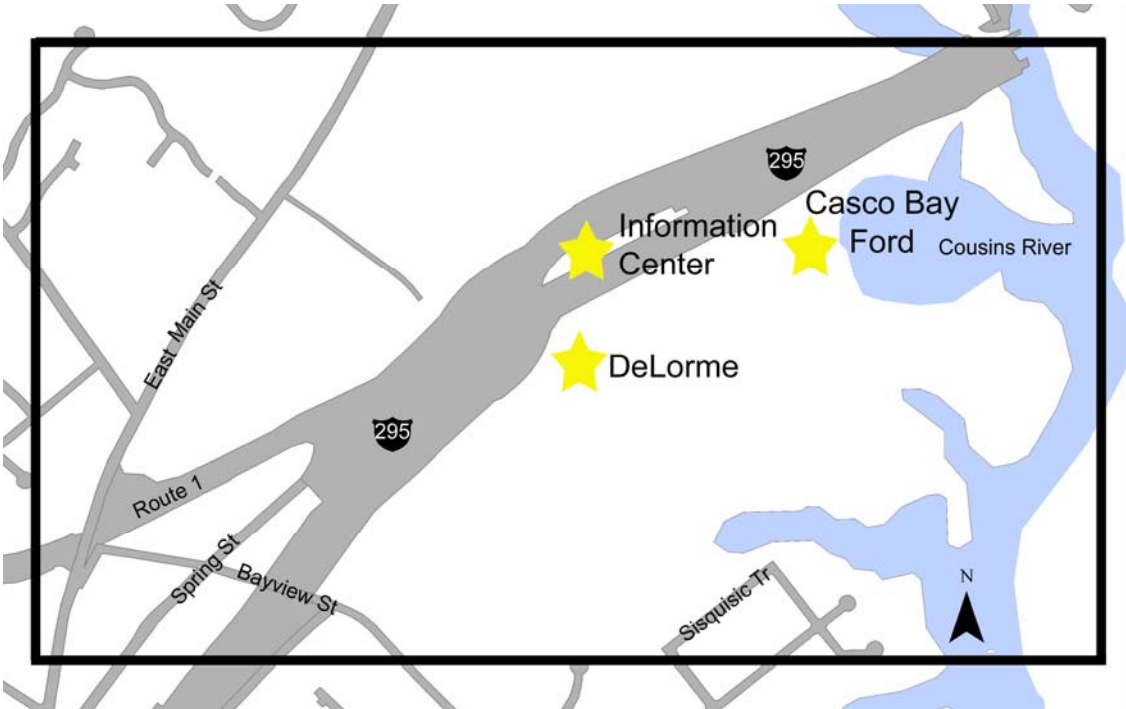
**Besides those listed above, are there any other types of business you would like to see along  
Route One?  
(continued)**

	<b>% of Residents</b>
Industrial park	1%
Large scale retail - Wal-Mart, Home Depot	1%
Recreational outdoor - park/ dog run/ athletic fields	1%
Pets - shops, grooming, boarding, vets	1%
Discount department stores	1%
Golf/ driving range	0%
Hotel/ motels	0%
Other	10%
Unsure	1%

# Route One Between DeLorme and Casco Bay Ford

Respondents were provided the following explanation and map:

Please refer to the map below. The area on the east side of Route One across from the Information Center (DeLorme to Casco Bay Ford) may be developed in the future.



**71% are strongly or somewhat supportive of a business park with office, professional, and research businesses similar to DeLorme.**

**The following are possible development scenarios for the area on Route One across from the Information Center between DeLorme and Casco Bay Ford. For each please indicate how strongly you would support or oppose each development scenario.  
(% strongly or somewhat support)**

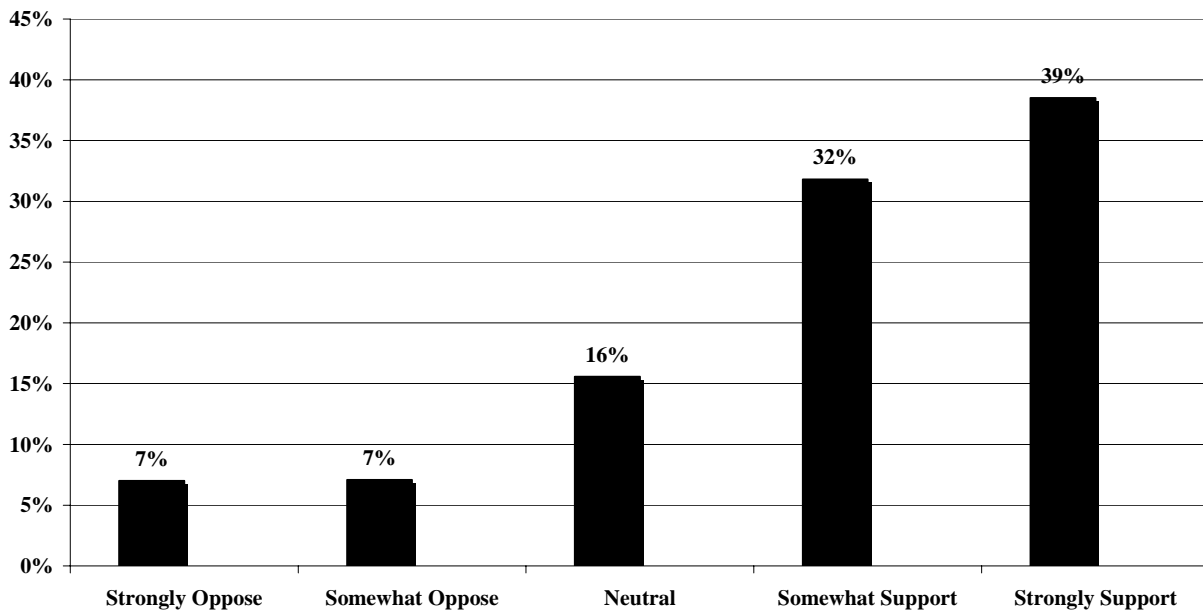
	<b>% of residents</b>
A business park with office, professional, and research businesses similar to DeLorme.	71%
A mixed-use development with a business park along Route One, housing in the middle of the property, and open space with public access along the Cousins River.	64%
A mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street.	56%
Small to medium-size businesses along the road frontage with homes or condominiums located behind the businesses.	49%
A tourism related service area with hotel, restaurants, specialty retail shopping, and other tourism related businesses.	48%
A residential development with condominiums or apartments.	32%
Larger-scale retail uses such as a supermarket, shops, or a department store subject to the 55,000 square foot size limit enacted by the Town.	30%

## Comments:

The greatest support among residents is for a business park with office, professional, and research businesses similar to DeLorme (71%), followed by a mixed-use development with a business park along Route One, housing in the middle of the property, and open space with public access along the Cousins River (64%), and a mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street (56%). Less than half of residents support a small to medium-size businesses along the road frontage with homes or condominiums located behind the businesses (49%), a tourism related service area with hotel, restaurants, specialty retail shopping, and other tourism related businesses (48%), a residential development with condominiums or apartments (32%), and larger-scale retail uses such as a supermarket, shops, or a department store subject to the 55,000 square foot size limit enacted by the Town (30%).

**39% strongly support and 32% somewhat support a business park on Route One between DeLorme and Casco Bay Ford.**

**Q9a - A business park with office, professional, and research businesses similar to DeLorme. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**

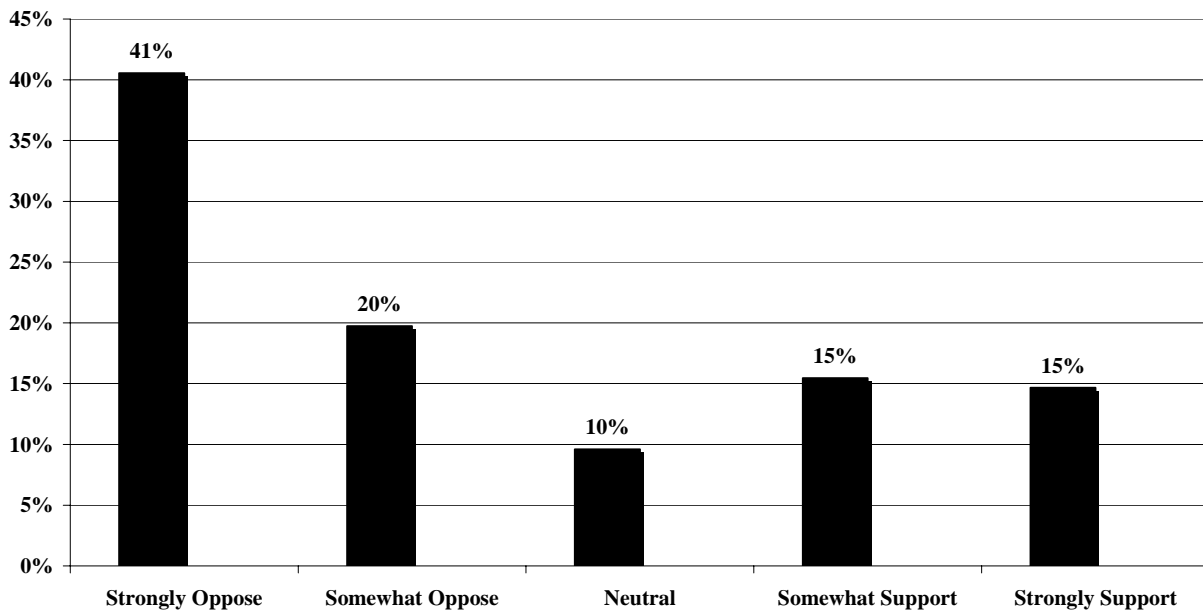


**Demographic Differences:**

- Residents in the Main Street, Village Center area (64%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (77%) and those on the Islands (77%) are more supportive than those in other areas.
- Men (76%) are more supportive than women (65%).
- Residents with an income between \$100,001 and \$125,000 (82%) and those with an income of \$125,001 or more (80%) are more supportive than those with lower incomes (range 60% to 67%).

**15% strongly support and 15% somewhat support larger scale retail uses on Route One between DeLorme and Casco Bay Ford.**

**Q9b - Larger-scale retail uses - supermarket, shops, department store subject to the 55,000 sq. ft. limit. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**



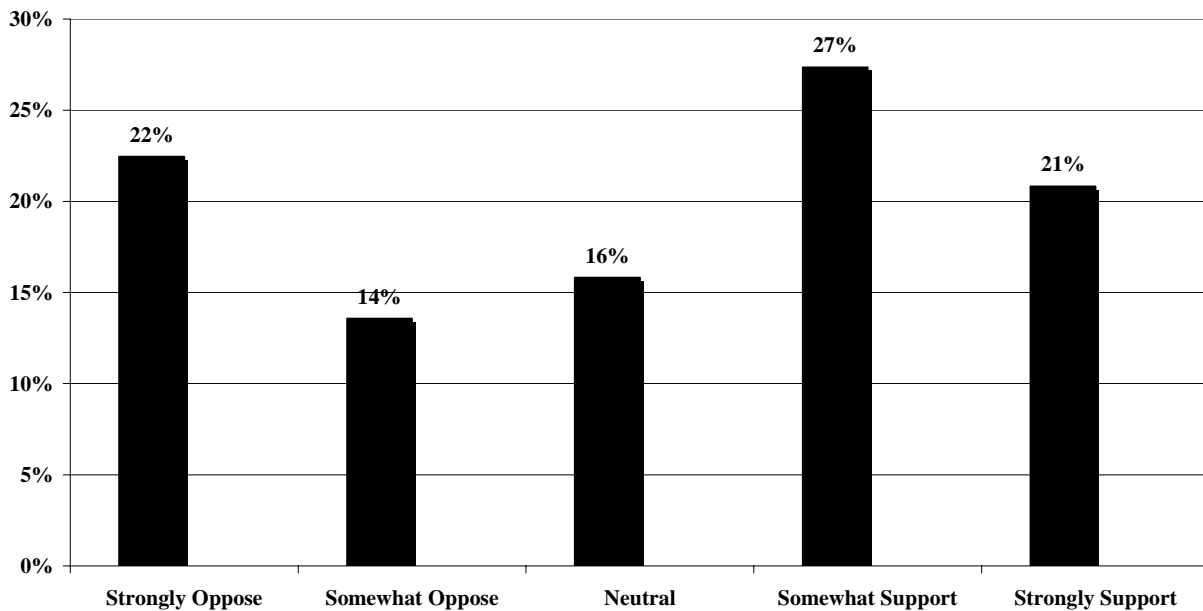
**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River (22%) are less supportive than those in other areas while those in the Main Street, Village Center area (38%) are more supportive than those in other areas.
- Owners (28%) are less supportive than renters (41%).



**21% strongly support and 27% somewhat support a tourism service area on Route One between DeLorme and Casco Bay Ford.**

**Q9c - Tourism service area with hotel, restaurants, specialty retail shopping, other tourism businesses. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**

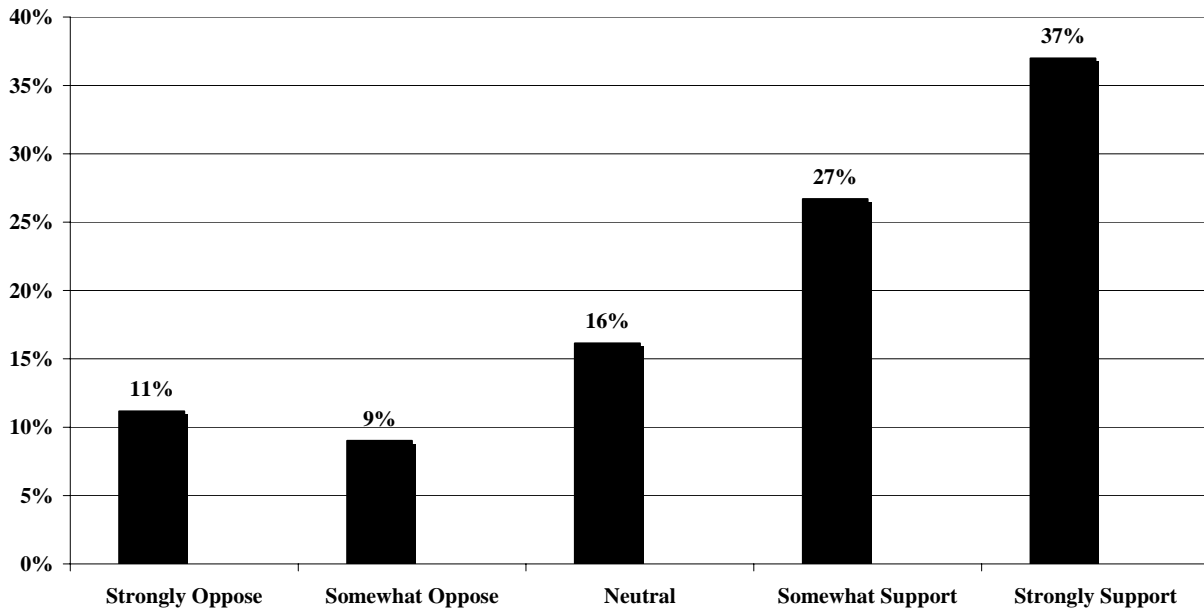


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (42%) are less supportive than those in other areas while those on the Mainland east of I-295 and south of the Royal River area (56%) are more supportive than those in other areas.

**37% strongly support and 27% somewhat support a mixed-use development on Route One between DeLorme and Casco Bay Ford.**

**Q9d - Mixed-use development - business park along Rte 1, housing in the middle, open space along the river. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**

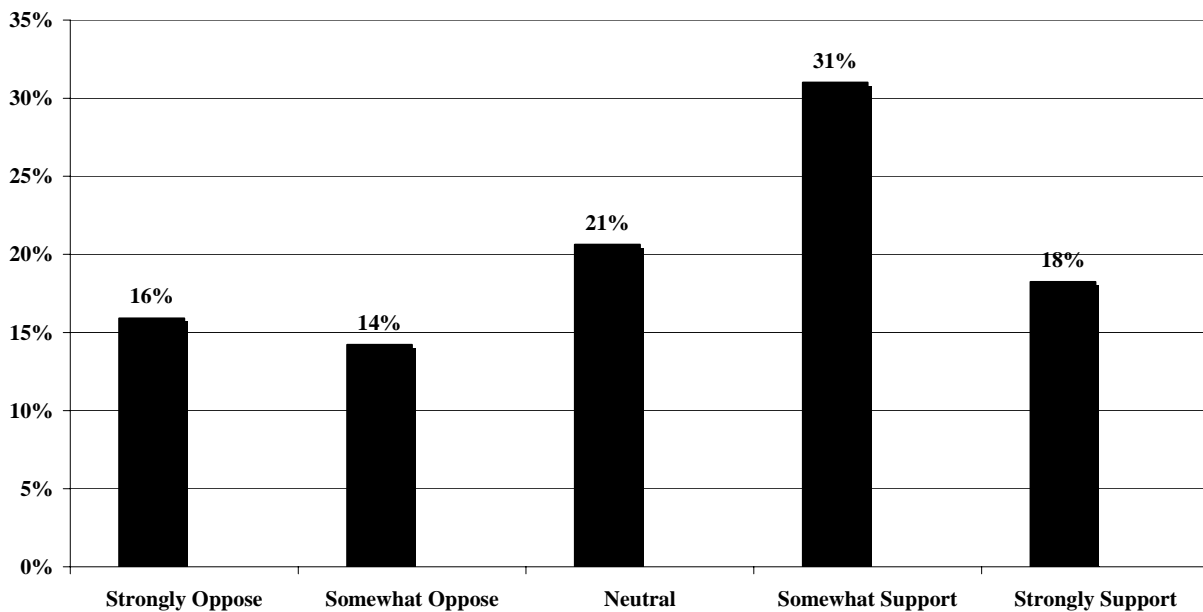


**Demographic Differences:**

- Residents on the Islands (56%) are less supportive than those in other areas while those in the Main Street, Village Center area (75%) are more supportive than those in other areas.
- Residents with children (71%) are more supportive than those without children (59%).

**18% strongly support and 31% somewhat support small to medium size businesses with homes or condos behind the businesses on Route One between DeLorme and Casco Bay Ford.**

**Q9e - Small to medium-size businesses along the road with homes or condos located behind the businesses. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**

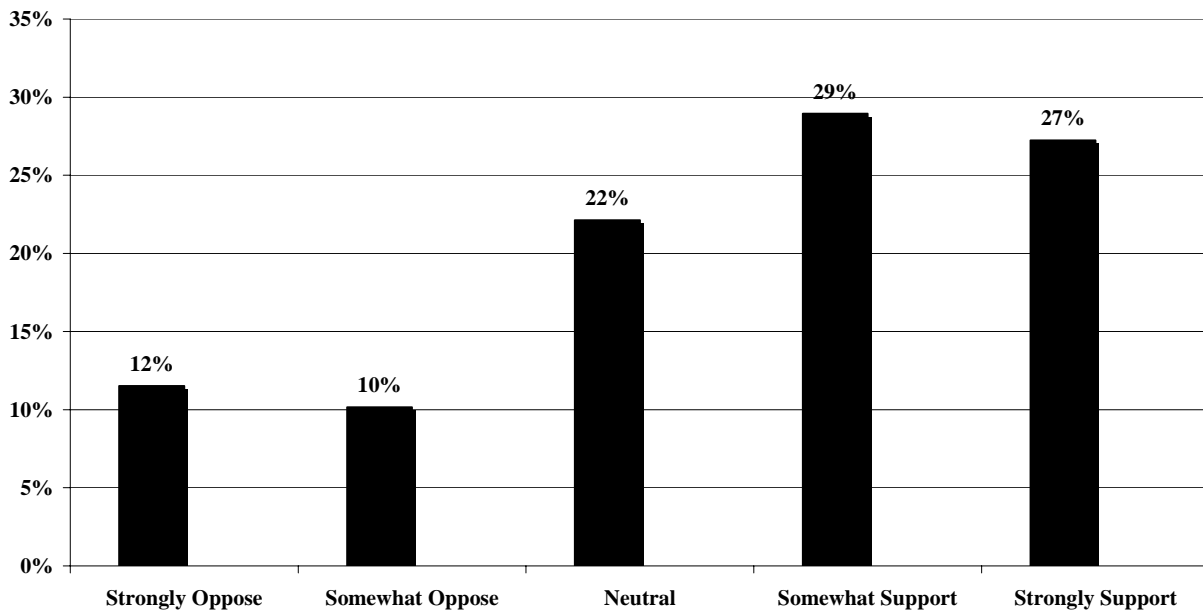


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River area (40%) are less supportive than those in other areas while those on the Islands (60%) are more supportive than those in other areas.
- Owners (52%) are more supportive than renters (37%).

**27% strongly support and 29% somewhat support mixed use village on Route One between DeLorme and Casco Bay Ford.**

**Q9f - Mixed-use village - small retail, office, and services and residential uses similar to village center. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**

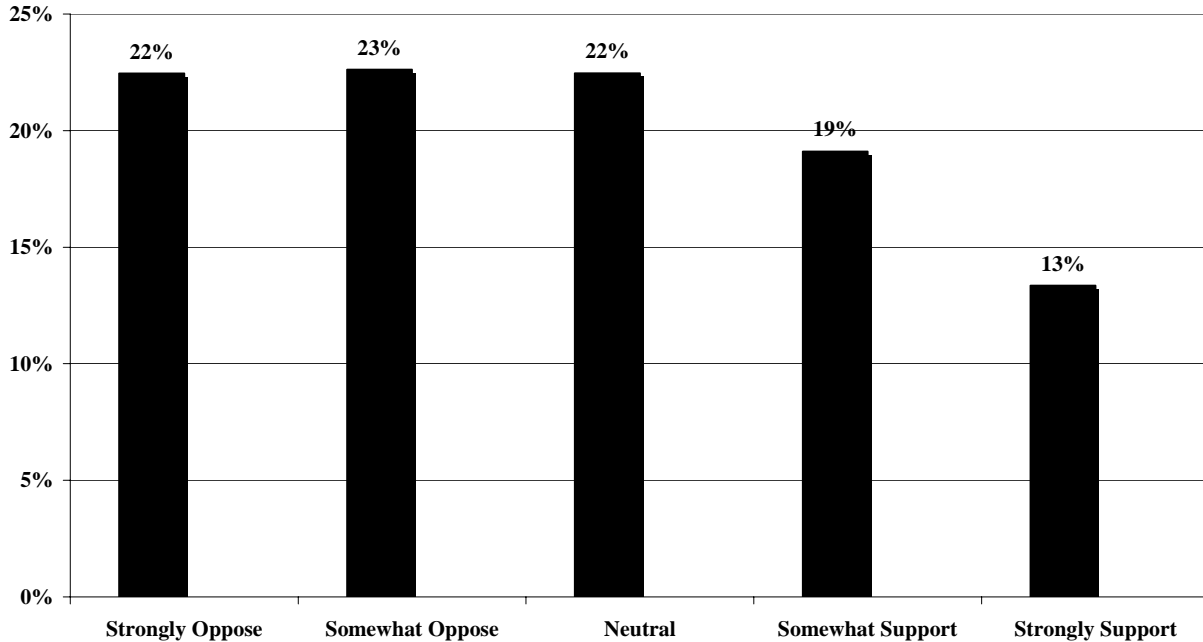


### **Demographic Differences:**

- Residents in the Main Street, Village Center area (51%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (68%) are more supportive than those in other areas.
- Owners (58%) are more supportive than renters (47%).
- As income increases support increases (\$50,000 or less – 48%, \$50,001 to \$75,000 – 51%, \$75,001 to \$100,000 – 54%, \$100,001 to \$125,000 – 63%, \$125,001 or more – 70%).

**13% strongly support and 19% somewhat support a residential development on Route One between DeLorme and Casco Bay Ford.**

**Q9g - A residential development with condominiums or apartments. (How strongly you would support or oppose each development scenario scenarios for the area on Route One between Delorme and Casco Bay Ford?)**



**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (29%) are less supportive than those in other areas while those in the West and north of the Village area (40%) are more supportive than those in other areas.

## Route One between DeLorme and Casco Bay Ford Open-Ended Question

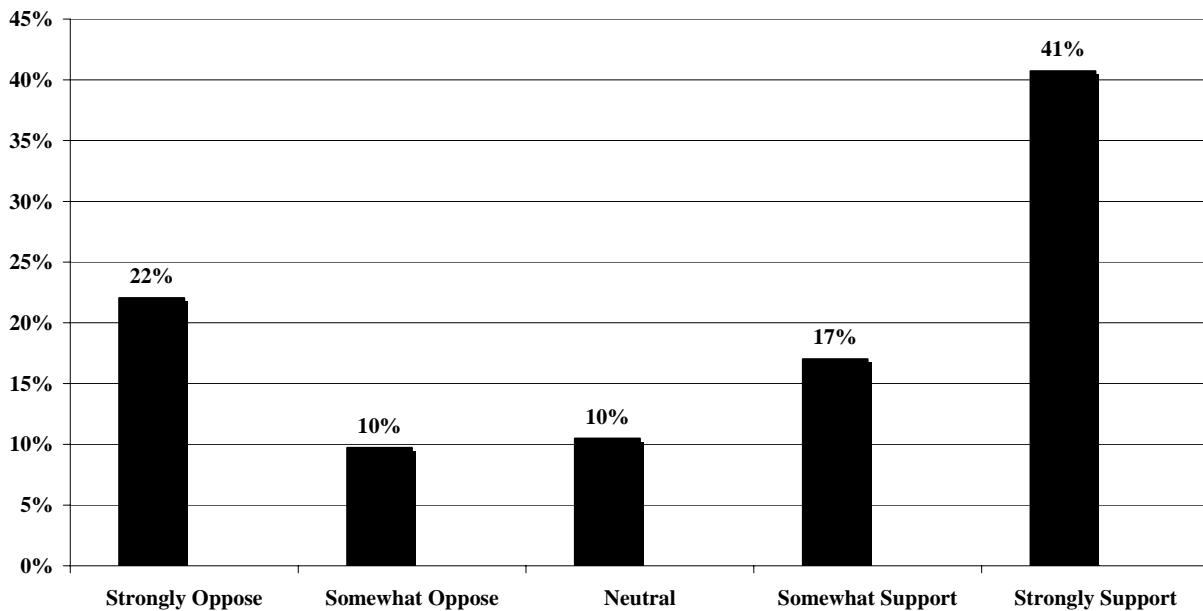
This question was asked of all residents who filled out a survey to get a sense of other businesses not mentioned in the previous questions. These top-of-mind write-in responses were then sorted into the categories presented in the table below.

### Besides those listed above, are there any other types of business you would like to see along Route One between DeLorme and Casco Bay Ford?

	<b>% of residents</b>
Open space/ nothing/ leave it alone	35%
Recreational park/ dog run/ athletic fields	16%
Tourism/ marine related businesses	11%
Small - Mid size businesses/ retail	9%
River access	7%
Business Park - research, light industrial	6%
Housing - elderly, low income	6%
Industrial park	4%
Restaurants	4%
Anything to lessen the tax burden on property and homeowners	3%
Entertainment - movie theater, bowling, carting, theme park	3%
Farm/ agriculture use/ gardens/ Farmer's Market	3%
Nothing to worsen traffic or ugly - avoid sprawl	3%
Recreation/ senior/ community center	3%
Hotel/ motel/ casino	2%
Large scale retail - Wal-Mart, Home Depot	2%
Auto dealerships	1%
Cultural related - museums, concert hall	1%
Golf/ driving range	1%
This is privately owned property	1%
Something environmentally friendly	1%
Fitness Club	0%
Schools, hospitals, municipal buildings	0%
Other	7%

**58% strongly or somewhat support buying the vacant land along Route One between DeLorme and Casco Bay Ford to preserve it as open space.**

**Q11 - If the opportunity arises, how strongly would you support or oppose the Town buying the vacant land along Route One between Delorme and the Casco Bay Ford to preserve it as open space and prevent additional development from occurring there?**



**Demographic Differences:**

- Residents in the west and north of the Village area (44%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River area (75%) are more supportive than those in other areas.
- Women (64%) are more supportive than men (50%).

## Housing and Residential Uses

**Among residents, a majority strongly or somewhat support Town policies that encourage affordable housing for elderly households (74%), affordable housing for young families (70%), and assisted living for senior and handicapped residents (67%).**

**A recurring theme in the discussions about the future of Yarmouth has been a concern about affordable housing and how the diversity of the community can be maintained.**

**How strongly would you support or oppose Town policies that would encourage...  
(% strongly or somewhat support)**

	<b>% of residents</b>
Affordable housing for elderly households?	74%
Affordable housing for young families?	70%
Assisted living for senior and handicapped residents?	67%
Waiving of any Town fees for building affordable housing?	48%
Offering tax relief to elderly residents in need by shifting some of the property tax to other residents?	47%

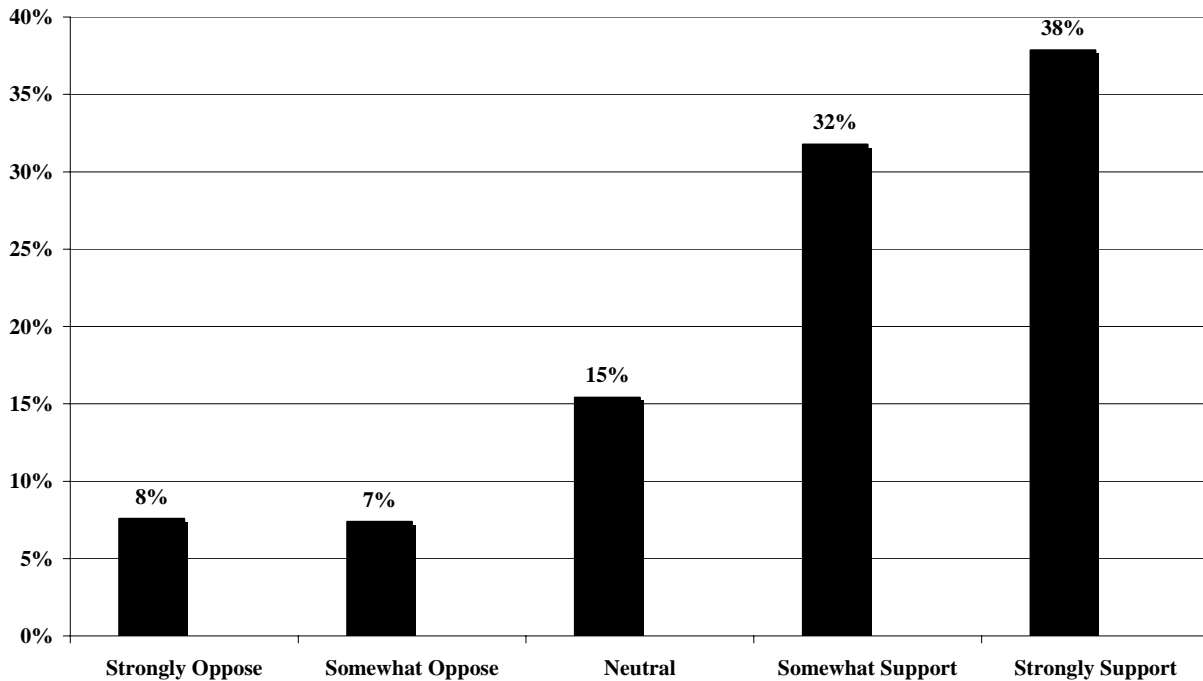
### Comments:

Among residents, a majority strongly or somewhat support Town policies that encourage affordable housing for elderly households (74%), affordable housing for young families (70%), and assisted living for senior and handicapped residents (67%). Less than half support waiving Town fees for building affordable housing (48%) and offering tax relief to elderly residents in need by shifting some of the property tax to other residents (47%).



**38% strongly support and 32% somewhat support Town policies that encourage affordable housing for young families.**

**Q12a - How strongly would you support or oppose Town policies that would encourage: Affordable housing for young families?**

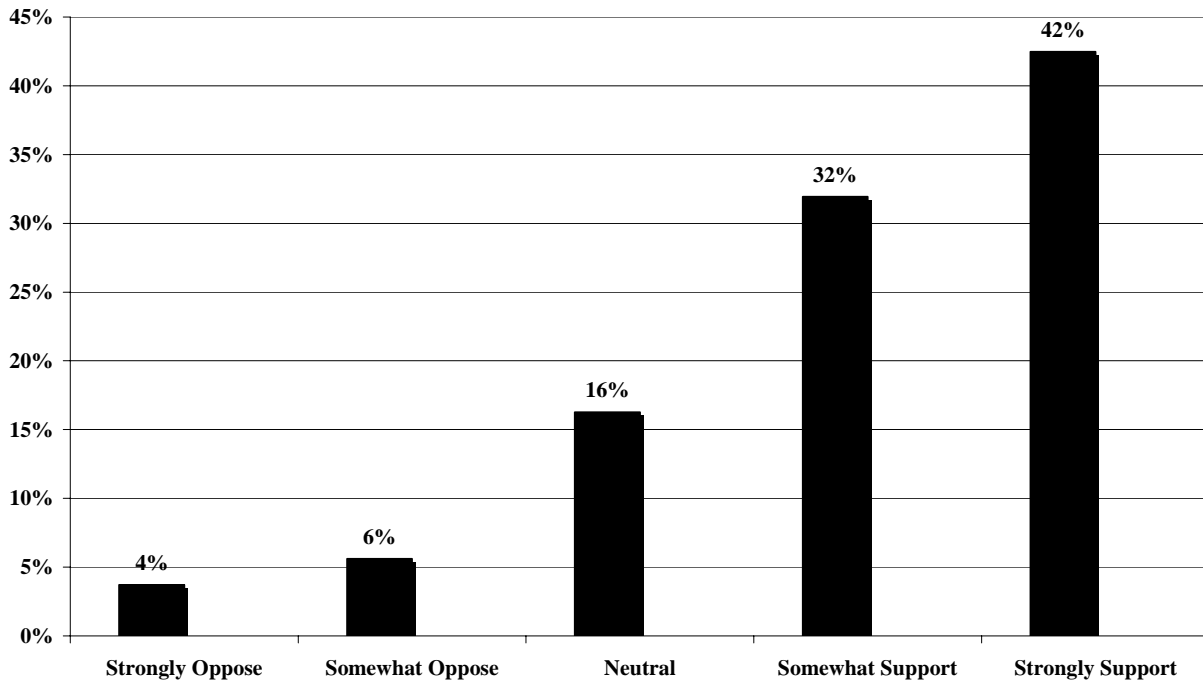


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River area (62%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (81%) are more supportive than those in other areas.
- Owners (68%) are less supportive than renters (78%).
- Residents with an income of \$125,001 or more (59%) are less supportive than those with lower incomes (range 72% to 79%).

**42% strongly support and 32% somewhat support Town policies that encourage affordable housing for elderly households.**

**Q12b - How strongly would you support or oppose Town policies that would encourage: Affordable housing for elderly households?**

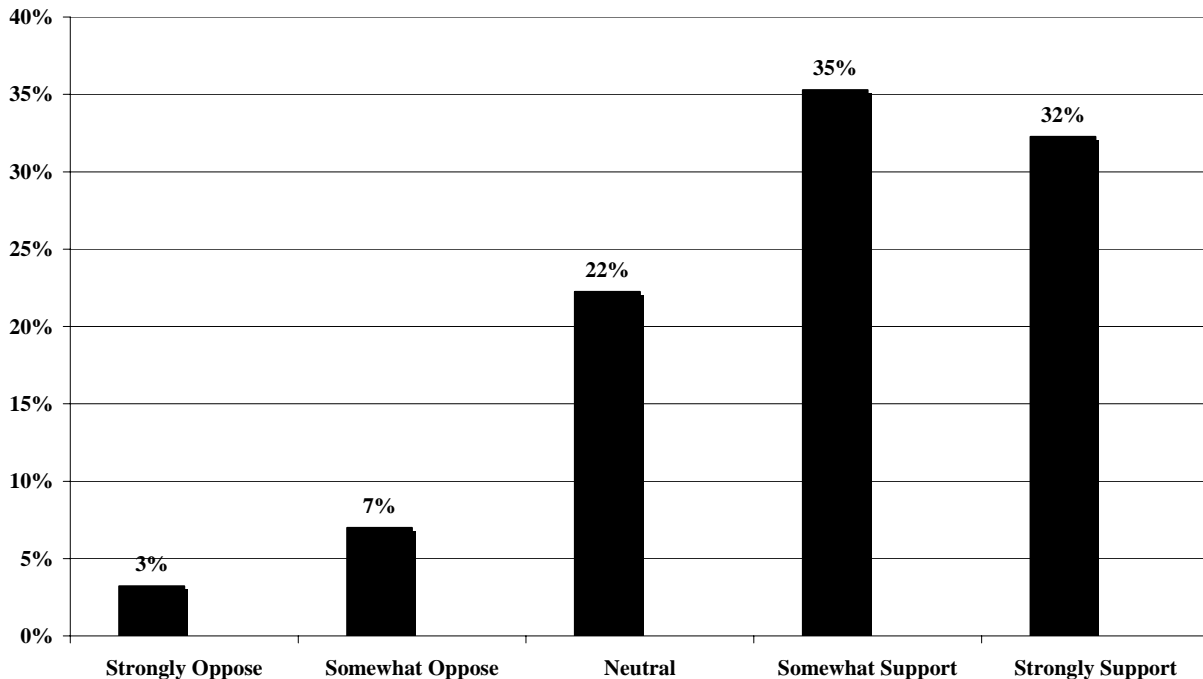


**Demographic Differences:**

- As age increases support increases (18 to 34 – 63%, 35 to 49 – 75%, 50 to 64 – 77%, 65+ - 82%).
- As income increases support decreases (\$50,000 or less – 83%, \$50,001 to \$75,000 – 79%, \$75,001 to \$100,000 – 74%, \$100,001 to \$125,000 – 74%, \$125,001 or more – 61%).

**32% strongly support and 35% somewhat support Town policies that encourage assisted living for senior and handicapped residents.**

**Q12c - How strongly would you support or oppose Town policies that would encourage: Assisted living for senior and handicapped residents?**

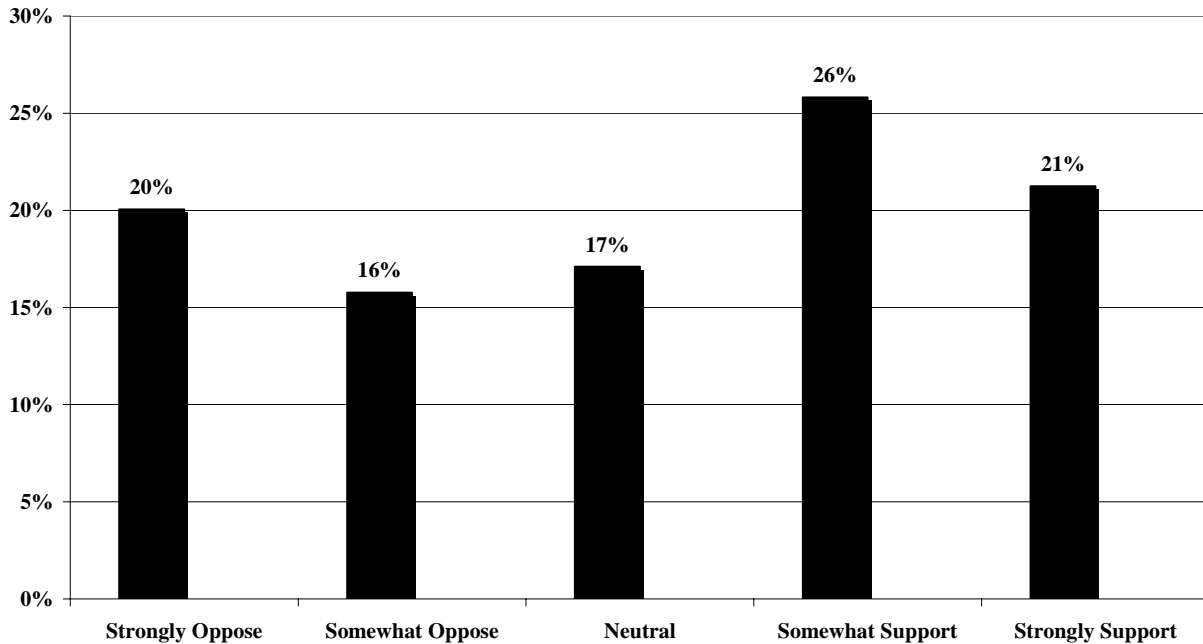


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (59%) are less supportive than those in other areas while those on the Islands (76%) are more supportive than those in other areas.
- As age increases support increases (18 to 34 – 45%, 35 to 49 – 69%, 50 to 64 – 73%, 65+ - 79%).
- Owners (70%) are more supportive than renters (54%).
- As the number of years a resident has lived in Yarmouth increases support increases (1 to 2 years – 48%, 3 to 5 years – 61%, 6 to 10 years – 70%, 11 to 20 years – 70%, 21 or more years – 76%).

**21% strongly support and 26% somewhat support tax relief for elderly residents in need by shifting some of the property tax to other residents.**

**Q12d - How strongly would you support or oppose Town policies that would encourage: Offering tax relief to elderly residents in need by shifting some of the property tax to other residents?**

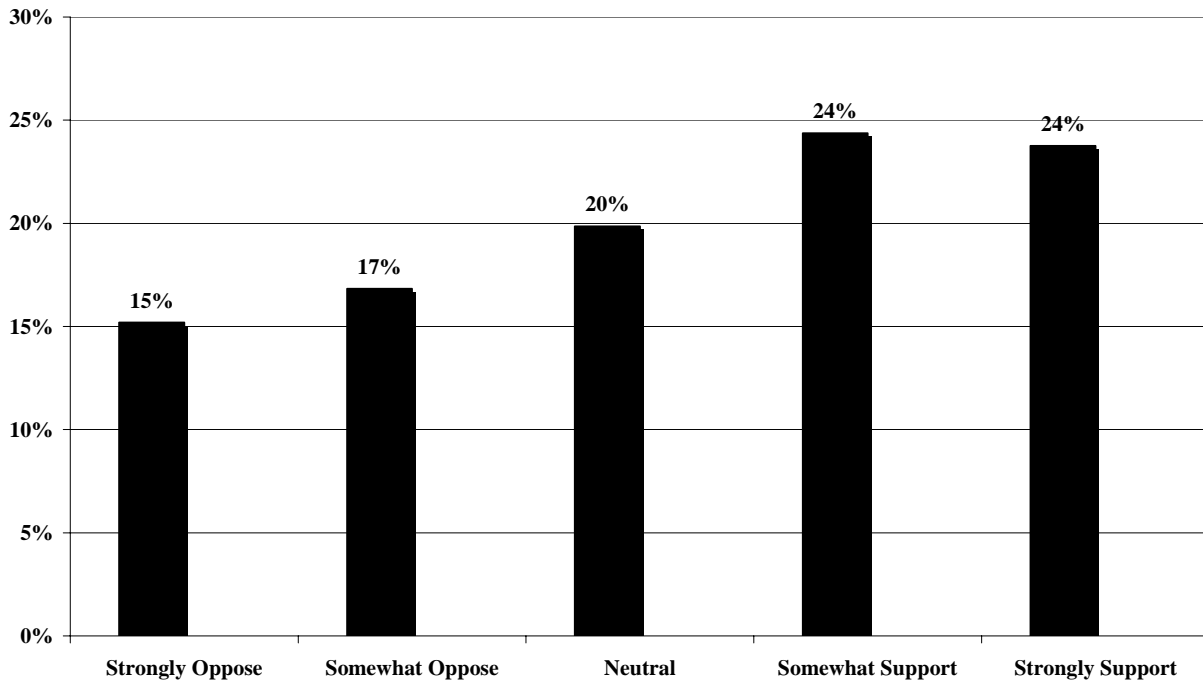


### **Demographic Differences:**

- Residents in the Village residential area north of the Royal River (41%) are less supportive than those in other areas while those in the Main Street, Village Center area (56%) are more supportive than those in other areas.
- As age increases support increases (18 to 34 – 33%, 35 to 49 – 46%, 50 to 64 – 53%, 65+ – 55%).
- Residents with an income of \$50,000 or less (59%) are more supportive than those with higher incomes (range 41% to 47%).

**24% strongly support and 24% somewhat support waiving Town fees for building affordable housing.**

**Q12e - How strongly would you support or oppose Town policies that would encourage: Waiving of any Town fees for building affordable housing?**



**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River area (42%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (56%) are more supportive than those in other areas.
- Owners (45%) are less supportive than renters (67%).
- Residents with an income of \$50,000 or less (66%) are more supportive than those with higher incomes (range 40% to 53%).

**70% strongly or somewhat support working to obtain grants or other funding to underwrite the cost of developing affordable housing as an action the Town could take to support affordable housing.**

**The following are possible actions the Town could take to support affordable housing in Yarmouth. For each, please indicate how strongly you support or oppose each action.  
(% strongly or somewhat support)**

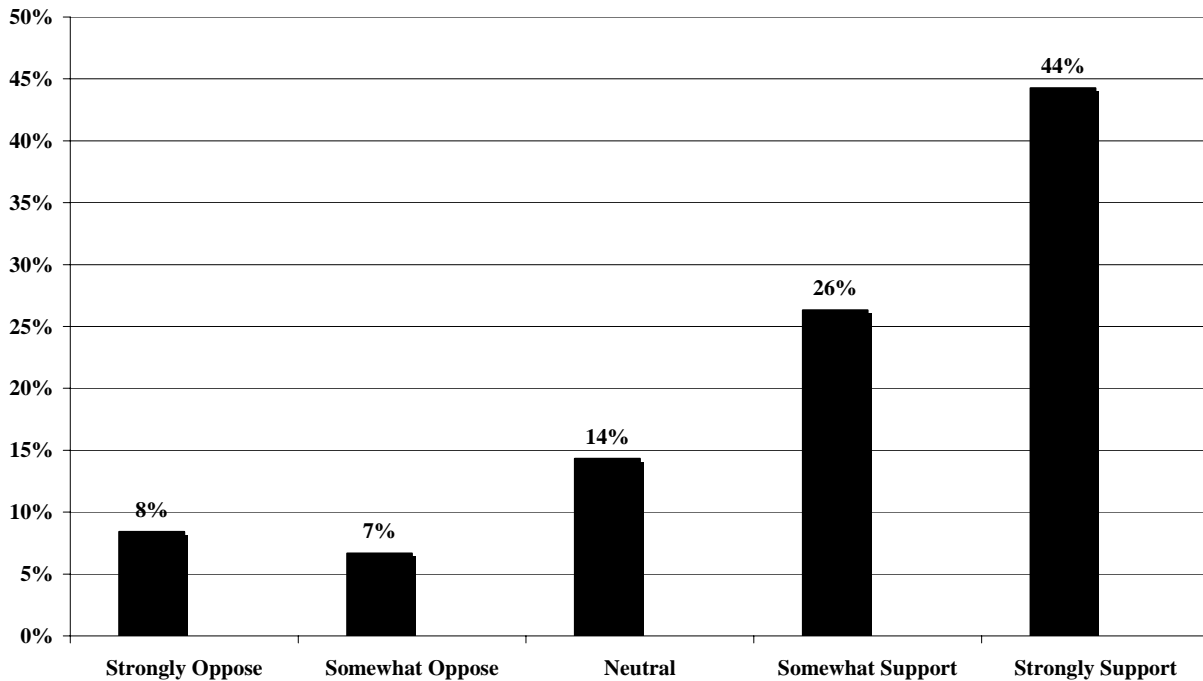
	<b>% of residents</b>
Working to obtain grants or other funding to underwrite the cost of developing affordable housing.	70%
Giving the owners of older homes in the Village area more flexibility to create additional units in their homes as long as the property retains its residential character.	59%
Requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund.	55%
Allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor.	50%
Requiring new subdivisions to include some affordable housing as part of the development.	49%
Allowing non-profit affordable housing developers to build more units than otherwise would be allowed under current zoning as long as all units are built as affordable housing and there are safeguards in place to assure that the units will remain affordable.	47%
Allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning.	40%
Using Town funds from taxes or bonds to develop affordable housing.	28%

## Comments:

The most widely supported action the Town could take to support affordable housing in Yarmouth is to work to obtain grants or other funding to underwrite the cost of developing affordable housing which is strongly or somewhat supported by 70% of residents. Over half of residents also support giving the owners of older homes in the Village area more flexibility to create additional units in their homes as long as the property retains its residential character (59%), requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund (55%), and allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor (50%). Less than half of residents support requiring new subdivisions to include some affordable housing as part of the development (49%), allowing non-profit affordable housing developers to build more units than otherwise would be allowed under current zoning as long as all units are built as affordable housing and there are safeguards in place to assure that the units will remain affordable (47%), allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning (40%), and using Town funds from taxes or bonds to develop affordable housing (28%).

**44% strongly support and 26% somewhat support working to obtain grants or other funding to underwrite the cost of developing affordable housing.**

**Q13a - How strongly do you support or oppose: Working to obtain grants or other funding to underwrite the cost of developing affordable housing.**



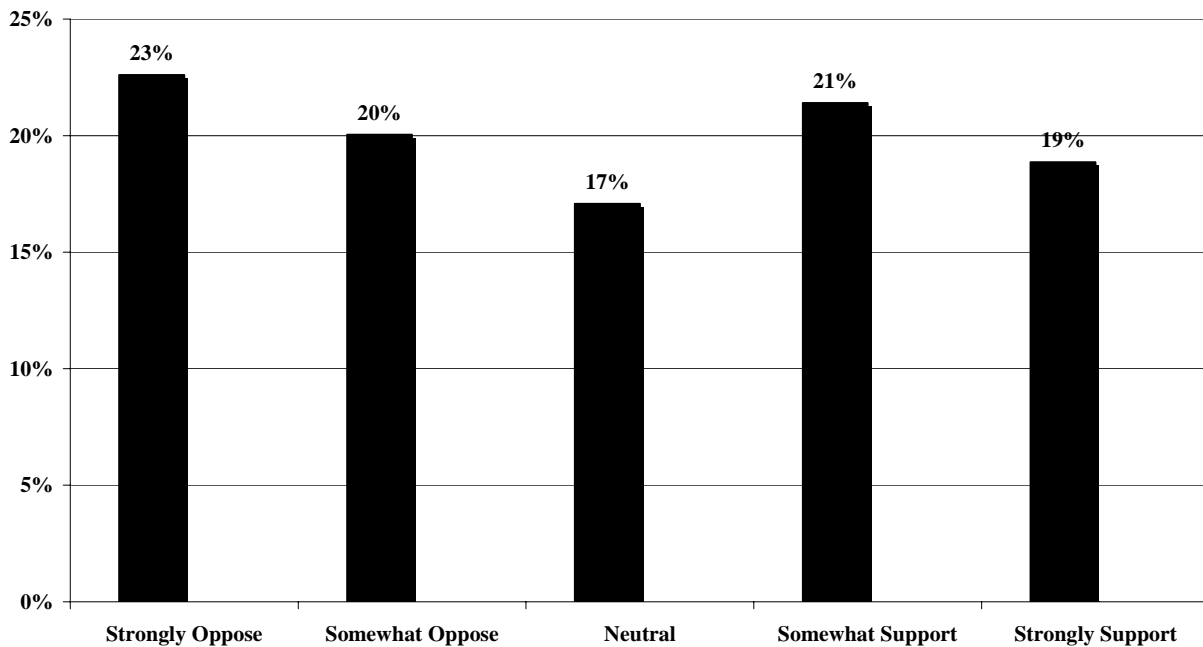
**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (60%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (85%) are more supportive than those in other areas.
- Women (77%) are more supportive than men (64%).
- Residents age 18 to 34 (56%) are more supportive than older residents (range 74% to 75%).



**19% strongly support and 21% somewhat support allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning.**

**Q13b - How strongly do you support or oppose: Allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning.**

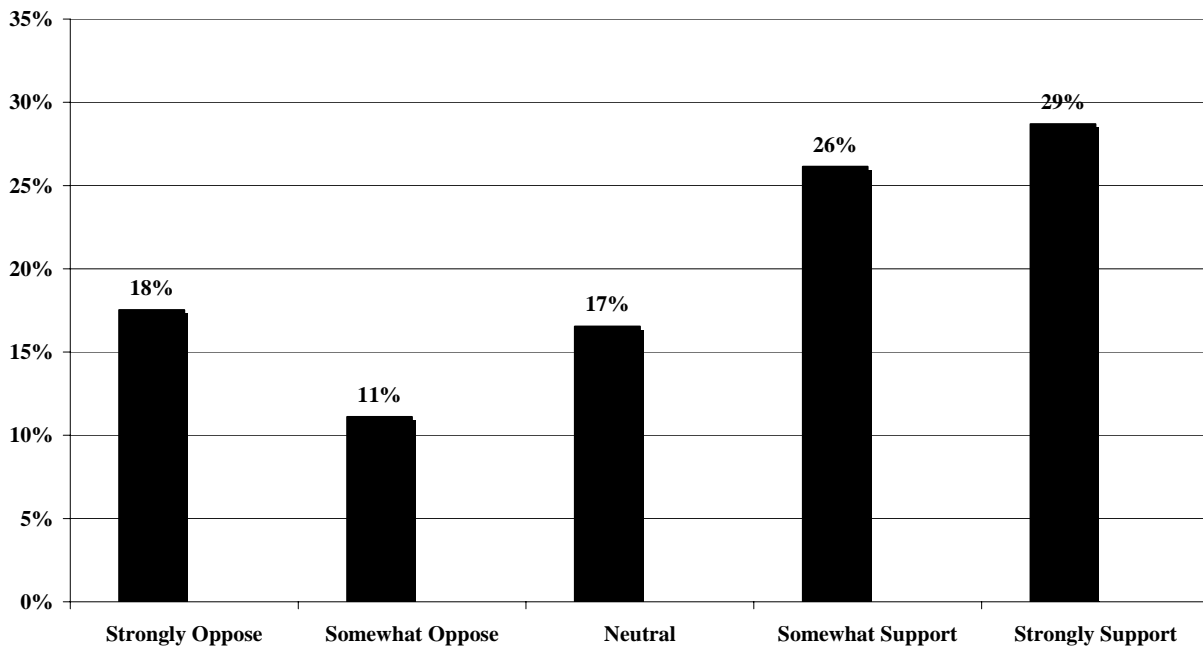


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (27%) are less supportive than those in other areas while those in the west and north of the Village area (56%) are more supportive than those in other areas.

**29% strongly support and 26% somewhat support requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund.**

**Q13c - How strongly do you support or oppose: Requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund.**

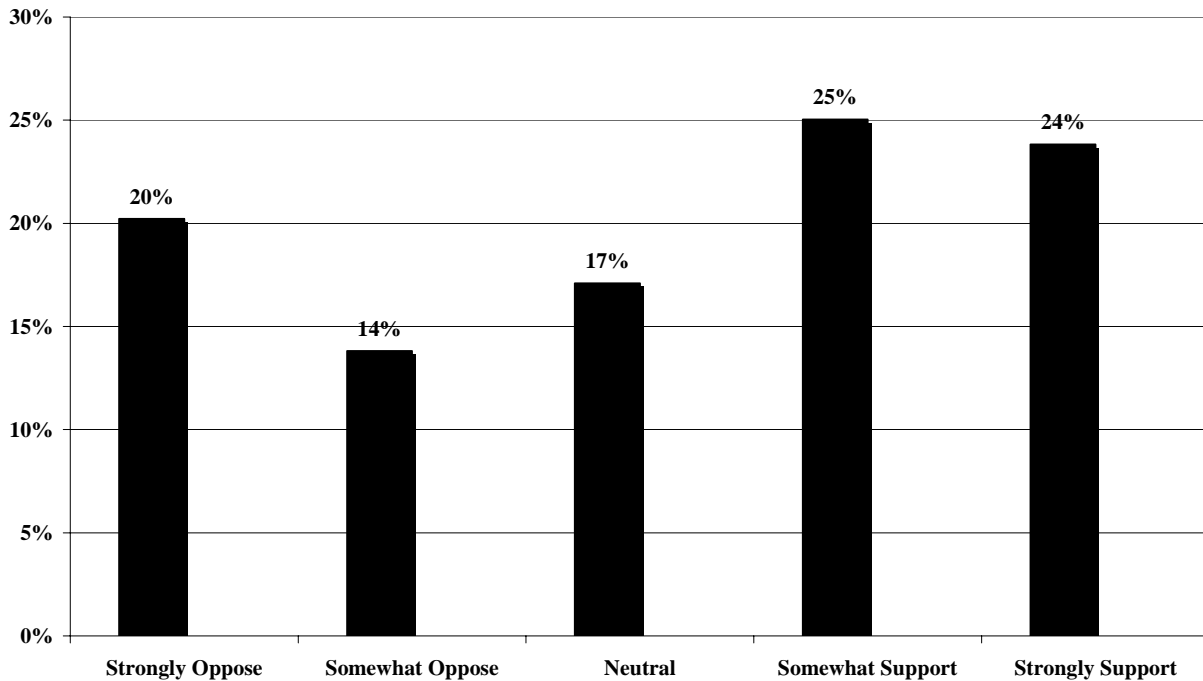


### **Demographic Differences:**

- Residents in the Village residential area north of the Royal River (48%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (65%) are more supportive than those in other areas.
- Women (63%) are more supportive than men (46%).
- Owners (53%) are less supportive than renters (65%).
- As income increases support decreases (\$50,000 or less – 65%, \$50,001 to \$75,000 – 62%, \$75,001 to \$100,000 – 60%, \$100,001 to \$125,000 – 46%, \$125,001 or more – 44%).

**24% strongly support and 25% somewhat support requiring new subdivisions to include some affordable housing as part of the development.**

**Q13d - How strongly do you support or oppose: Requiring new subdivisions to include some affordable housing as part of the development.**

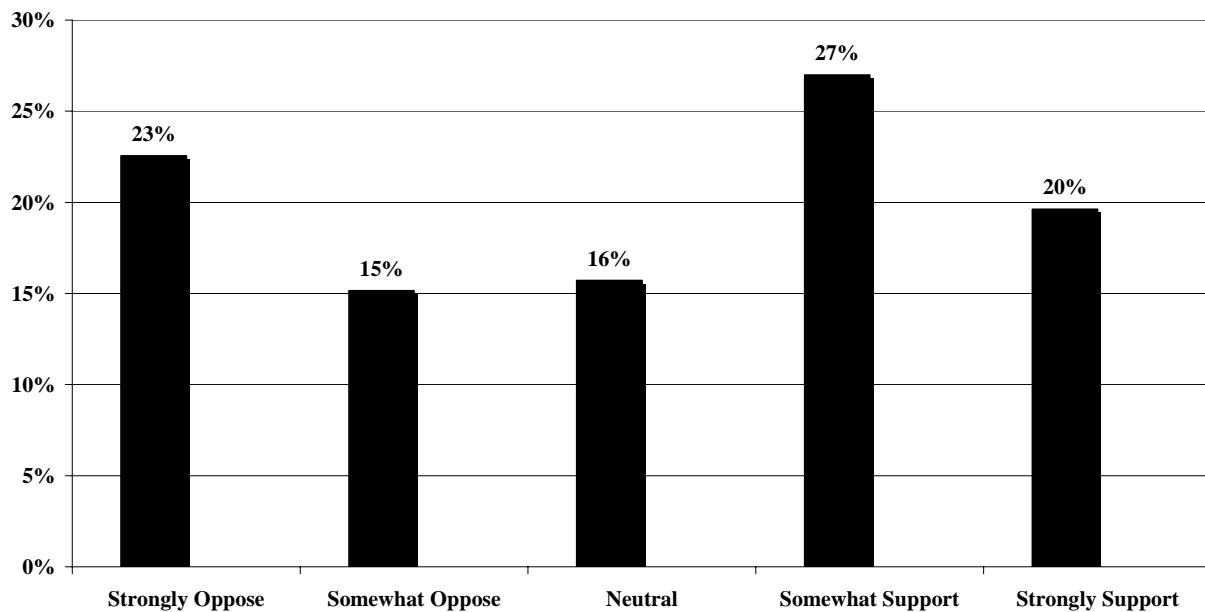


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (41%) are less supportive than those in other areas while those on the Islands (57%) are more supportive than those in other areas.
- Women (57%) are more supportive than men (40%).
- Owners (47%) are less supportive than renters (59%).
- Residents with an income between \$100,001 and \$125,000 (38%) and those with an income of \$125,001 or more (35%) are less supportive than those with lower incomes (range 57% to 61%).

**20% strongly support and 27% somewhat support allowing non-profit affordable housing developers to build more units than allowed under current zoning if units are built as affordable housing.**

**Q13e - How strongly do you support or oppose: Allowing non-profit affordable housing developers to build more units than allowed under current zoning if units are built as affordable housing and there are safeguards to assure it will remain affordable.**

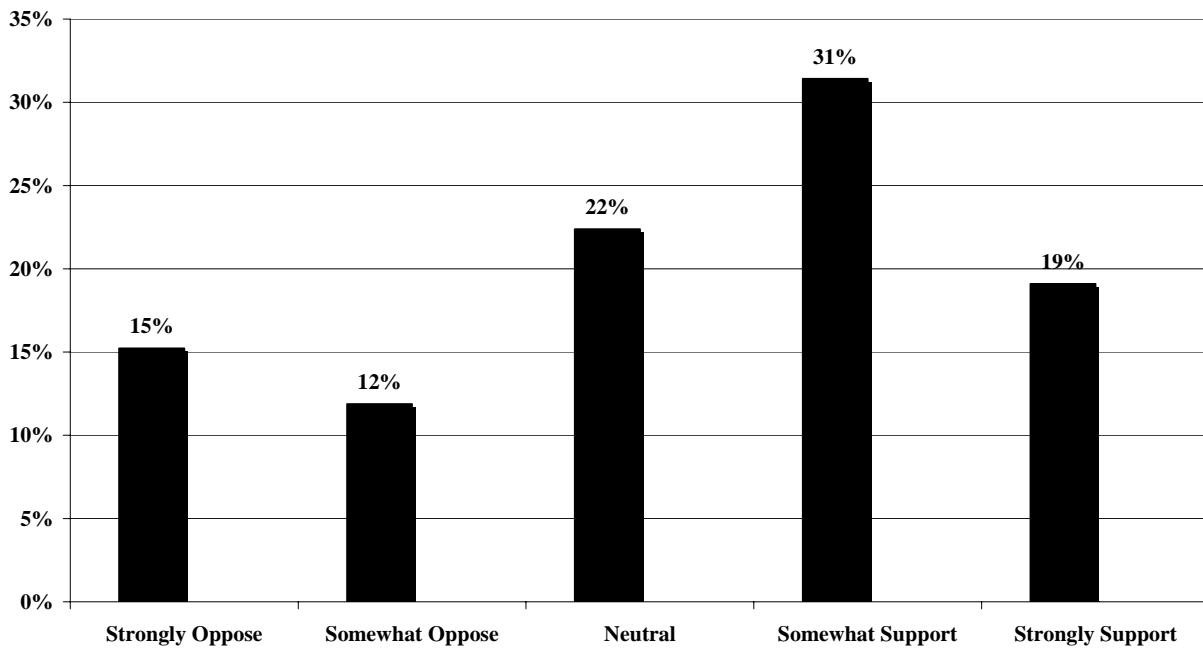


**Demographic Differences:**

- Residents on the Islands (36%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (51%) are more supportive than those in other areas.
- Owners (44%) are less supportive than renters (58%).

**19% strongly support and 31% somewhat support allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor.**

**Q13f - How strongly do you support or oppose: Allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor.**

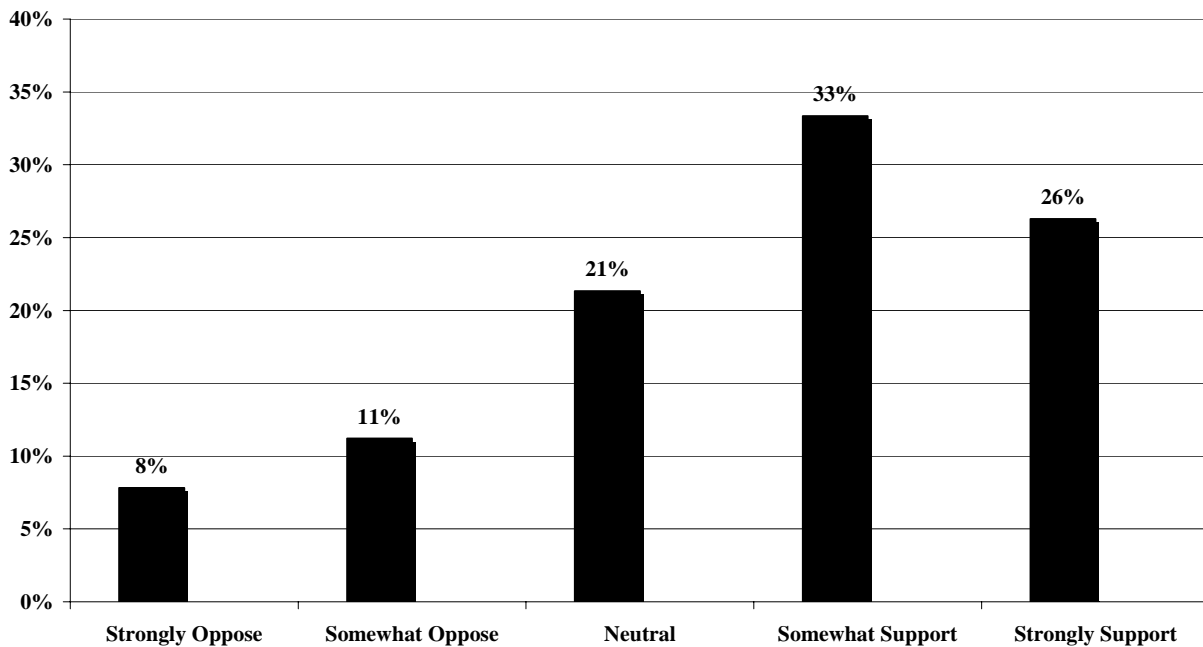


**Demographic Differences:**

- There were no demographic differences on this item.

**26% strongly support and 33% somewhat support giving owners of older homes in the Village area more flexibility to create additional units in their homes as long as the property retains its residential character.**

**Q13g - How strongly do you support or oppose: Giving the owners of older homes in the Village area more flexibility to create additional units in their homes as long as the property retains its residential character.**

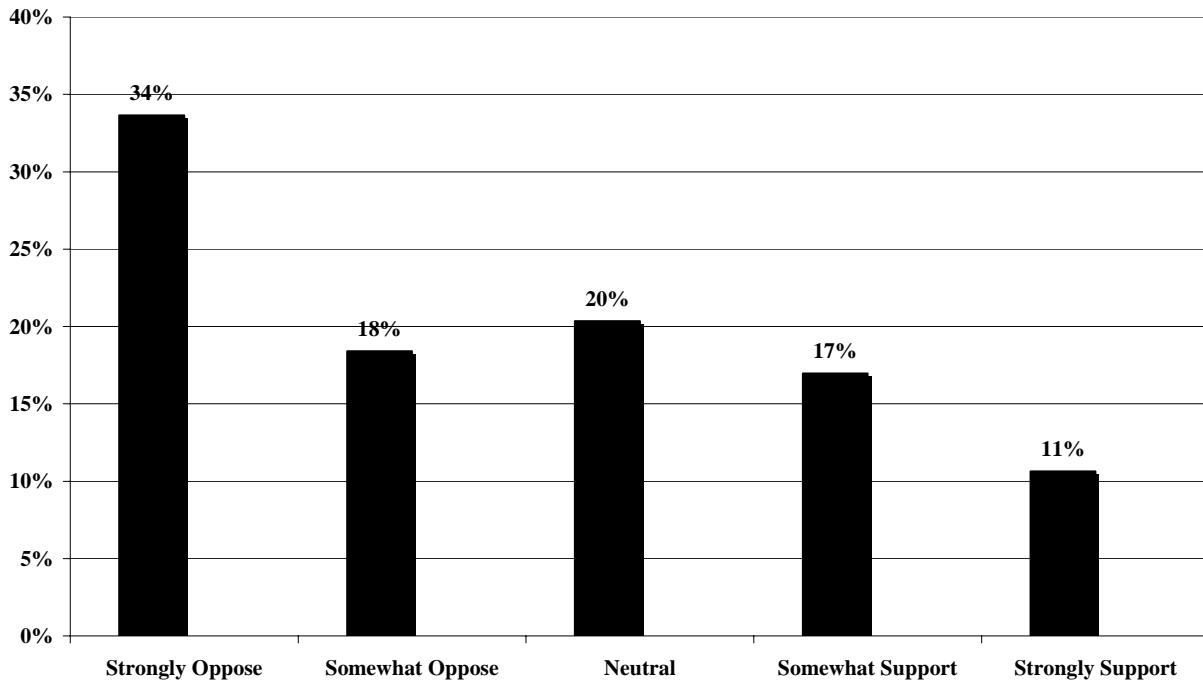


### **Demographic Differences:**

- Residents in the Village residential area north of the Royal River (53%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River area (70%) are more supportive than those in other areas.
- Residents age 18 to 34 (42%) are less supportive than older residents (range 61% to 65%).
- Residents with an income of \$50,000 or less (72%) are more supportive than those with higher incomes (range 52% to 60%).

**11% strongly support and 17% somewhat support using Town funds from taxes or bonds to develop affordable housing.**

**Q13h - How strongly do you support or oppose: Using Town funds from taxes or bonds to develop affordable housing.**



**Demographic Differences:**

- Residents on the Islands (20%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (36%) are more supportive than those in other areas.
- Women (33%) are more supportive than men (21%).
- Owners (23%) are less supportive than renters (49%).
- Residents with an income of \$50,000 or less (44%) are more supportive than those with higher incomes (range 19% to 29%).

**50% strongly or somewhat agree the Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas.**

**A major issue in thinking about the future of Yarmouth is residential development. While much of the Town is “built-out”, there still are possibilities for residential development and redevelopment.**

**The Town’s current zoning requires 1 acre of land per unit in village residential areas. Most of the existing lots are less than an acre. Please indicate how strongly you agree or disagree with the following:  
(% strongly or somewhat agree)**

	<b>% of residents</b>
The Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas.	50%
The Town should reduce the minimum lot size and related development standards in village residential areas even if it could allow some new development in this area.	39%

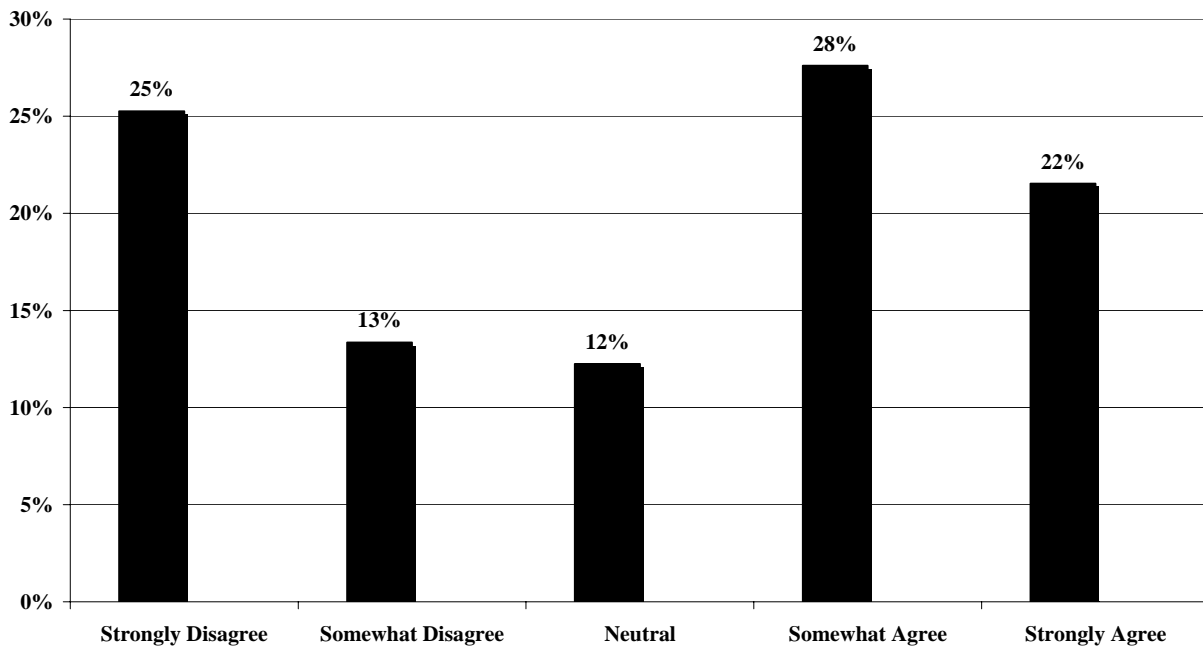
**Comments:**

Among residents, 50% strongly or somewhat agree the Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas while only 39% agree the Town should reduce the minimum lot size and related development standards in village residential areas even if it could allow some new development in this area.



**22% strongly agree and 28% somewhat agree the Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas.**

**Q14a - How strongly do you agree or disagree: The Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas.**

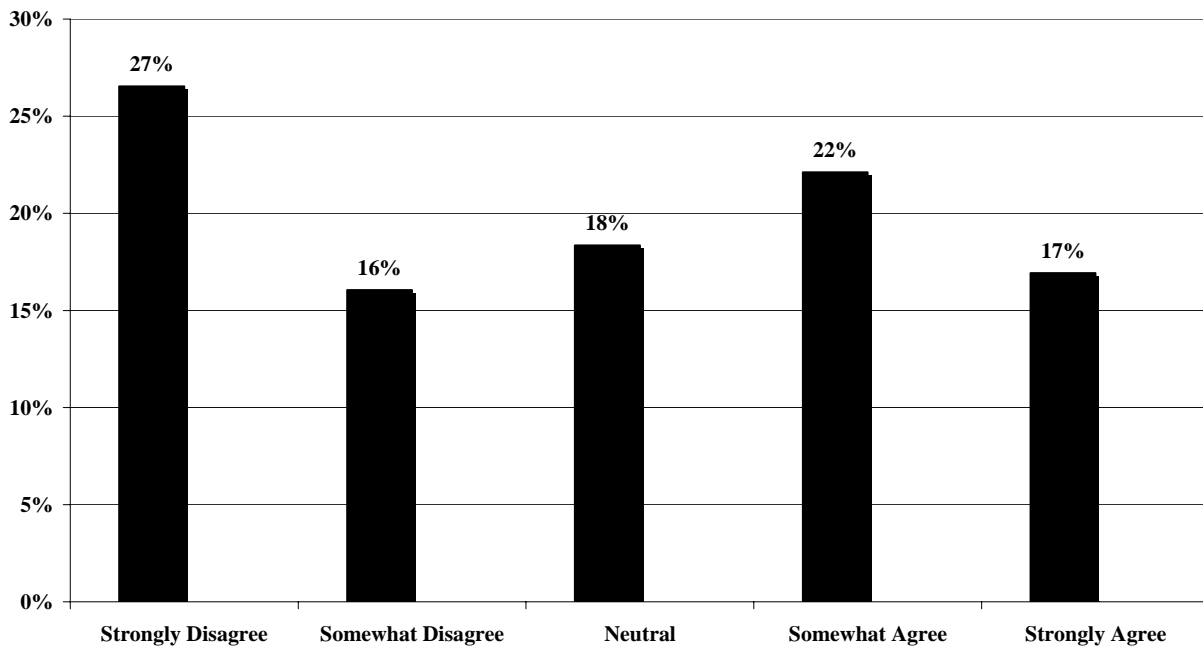


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (44%) are less in agreement than those in other areas while those on the Islands (62%) are more in agreement than those in other areas.
- Men (58%) are more in agreement than women (42%).
- Owners (52%) are more in agreement than renters (37%).

**17% strongly agree and 22% somewhat agree the Town should reduce the minimum lot size and related development standards in village residential areas even if it could allow some new development in this area.**

**Q14b - How strongly do you agree or disagree: The Town should reduce the minimum lot size and related development standards in village residential areas even if it could allow some new development in this area.**



**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (34%) are less in agreement than those in other areas while those on the Islands (48%) are more in agreement than those in other areas.
- Men (48%) are more in agreement than women (31%).

**55% strongly or somewhat agree with requiring all new subdivisions outside of the village residential areas to set aside a portion of the land as open space for the residents of the subdivision.**

**The Town currently allows subdivisions to “cluster” housing units by reducing the size of the individual lots and setting aside open space to compensate for the smaller lots. This is currently a voluntary option. Please indicate how strongly you agree or disagree with the following statements:  
(% strongly or somewhat agree)**

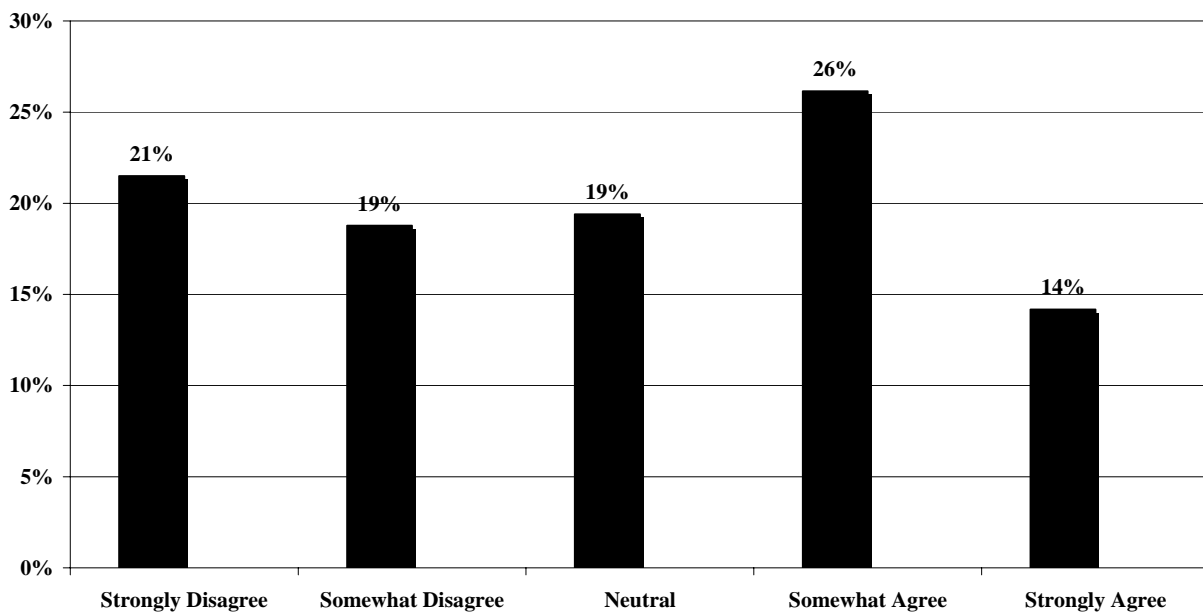
	<b>% of residents</b>
All new subdivisions outside of the village residential areas should be required to set aside a portion of the land as open space for the residents of the subdivision.	55%
Subdivisions that voluntarily create open space that is open to the public should be allowed to build more units than would otherwise be allowed under current zoning.	45%
Subdivisions that voluntarily set aside a significant portion of the property as common open space should be allowed to build more units than would otherwise be allowed under current zoning.	40%

**Comments:**

Only one proposal is supported by a majority of residents. Specifically, among residents, 55% strongly or somewhat agree with requiring all new subdivisions outside of the village residential areas to set aside a portion of the land as open space for the residents of the subdivision. About 2-in-5 agree with allowing subdivisions that voluntarily create open space that is open to the public should be allowed to build more units than would otherwise be allowed under current zoning (45%) and allowing subdivisions that voluntarily set aside a significant portion of the property as common open space to build more units than would otherwise be allowed under current zoning (40%).

**14% strongly agree and 26% somewhat agree with allowing subdivisions that voluntarily set aside a significant portion of the property as common open space to build more units than would otherwise be allowed under current zoning.**

**Q15a - How strongly do you agree or disagree: Subdivisions that voluntarily set aside a significant portion of the property as common open space should be allowed to build more units than would otherwise be allowed under current zoning.**

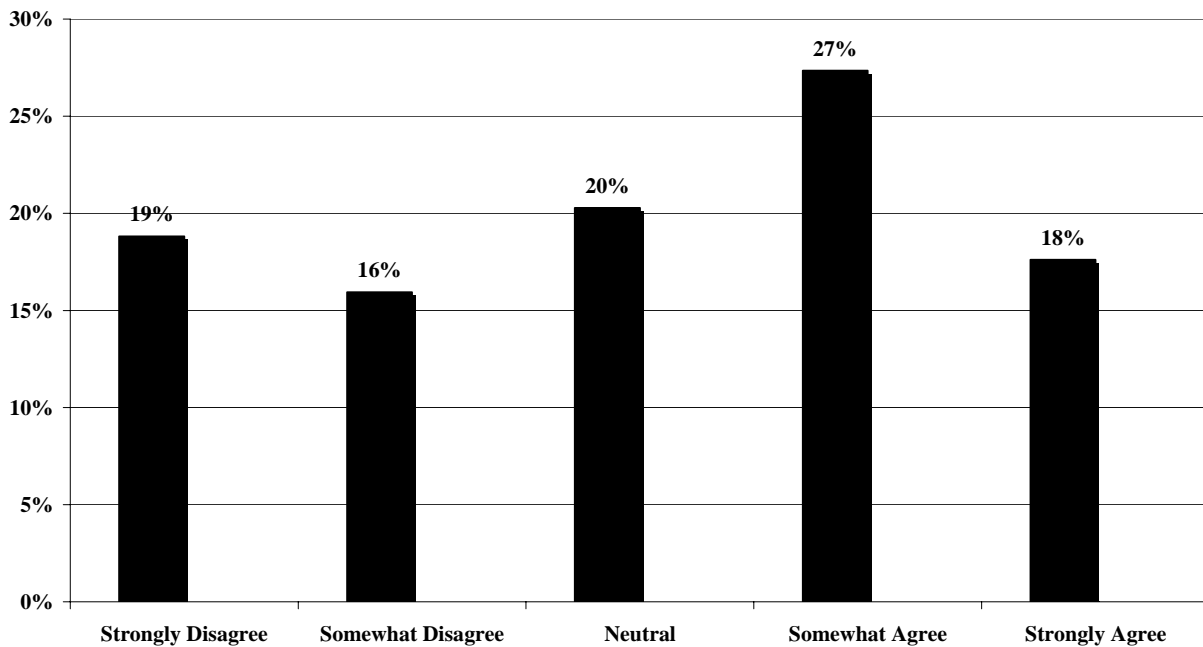


### **Demographic Differences:**

- Residents in the Main Street, Village Center area (30%) are less in agreement than those in other areas, while those in the west and north Village area (56%) are more in agreement than those in other areas.
- Owners (44%) are more in agreement than renters (23%).
- Residents who have lived in Yarmouth for 2 years or less (27%) are less in agreement than those who have lived in Yarmouth longer (range 40% to 51%).

**18% strongly agree and 27% somewhat agree with allowing subdivisions that voluntarily create open space that is open to the public to build more units than would otherwise be allowed under current zoning.**

**Q15b - How strongly do you agree or disagree: Subdivisions that voluntarily create open space that is open to the public should be allowed to build more units than would otherwise be allowed under current zoning.**

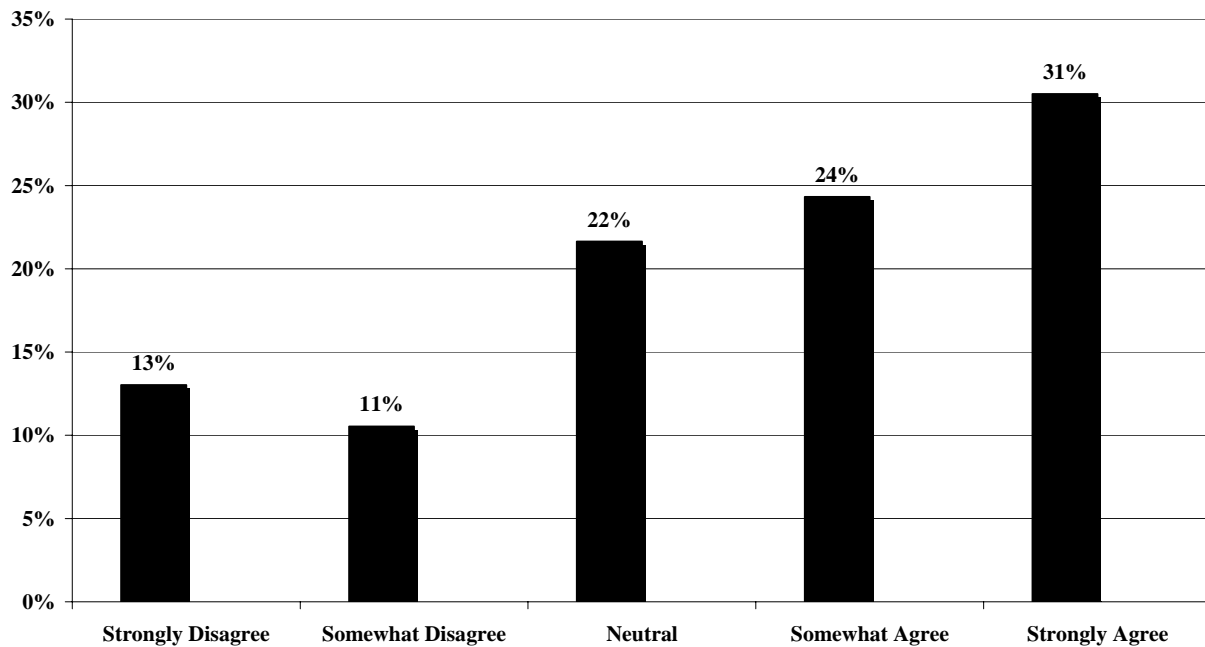


**Demographic Differences:**

- Residents in the Main Street, Village Center area (38%) are less in agreement than those in other areas, while those in the west and north of the Village area (57%) are more in agreement than those in other areas.
- Owners (49%) are more in agreement than renters (27%).

**31% strongly agree and 24% somewhat agree with requiring new subdivisions outside of the village residential areas to set aside a portion of the land as open space for the residents of the subdivision.**

**Q15c - How strongly do you agree or disagree: All new subdivisions outside of the village residential areas should be required to set aside a portion of the land as open space for the residents of the subdivision.**



### **Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (37%) are less in agreement than those in other areas while those on the Islands (73%) are more in agreement than those in other areas.
- Women (59%) are more in agreement than men (49%).
- As age increases agreement increases (18 to 34 – 35%, 35 to 49 – 55%, 50 to 64 – 60%, 65+ - 66%).
- Owners (57%) are more in agreement than renters (46%).

**57% strongly or somewhat support allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water) or allowing smaller lots if a substantial portion of the property will be preserved as open space.**

**The Town’s current zoning for many areas requires 2 or 3 acres of land. In thinking about development in areas that are served by public sewerage and water, how strongly you support or oppose:  
(% strongly or somewhat support)**

	<b>% of residents</b>
Allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water).	57%
Allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water).	57%
Allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water).	56%
Allowing smaller lots in areas served by public sewerage and water.	43%
Allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water).	42%
Allowing smaller lots if the developer pays a fee to be used by the Town to acquire open space (in areas served by public sewerage and water).	40%
Allowing smaller lots if the developer pays fee to be used by the Town to support the development of affordable housing (in areas served by public sewerage and water).	35%

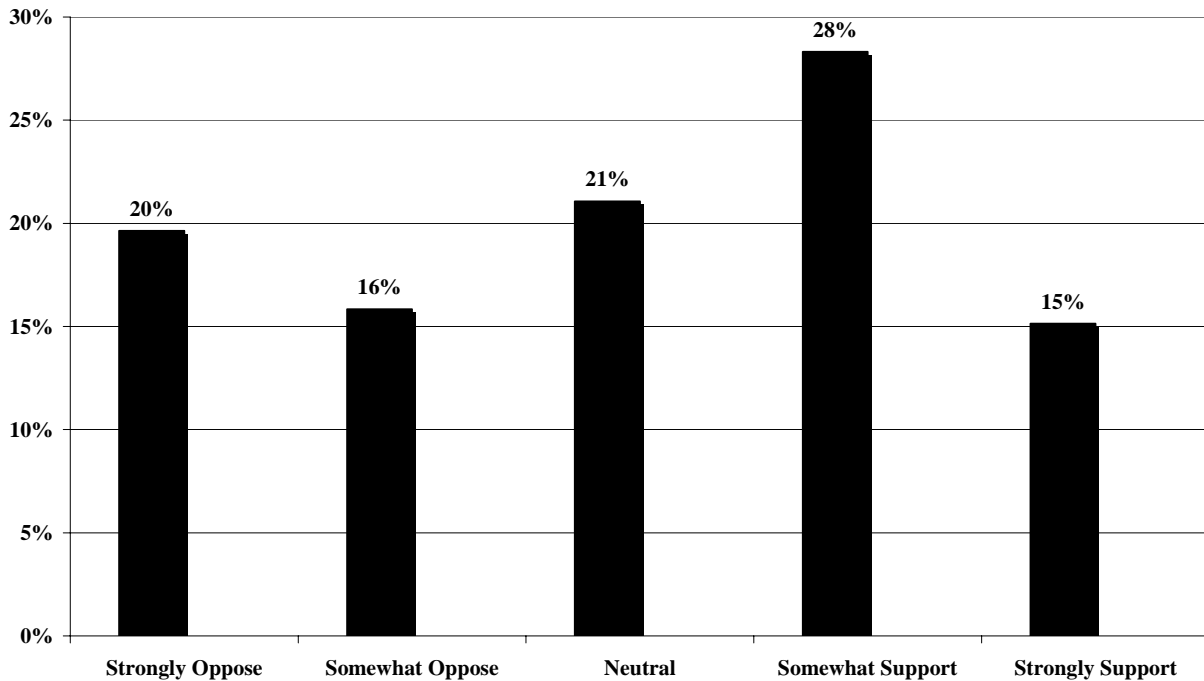
## Comments:

Among residents, 57% strongly or somewhat support allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water). The same percentage (57%) support allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water). A majority of residents also support allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water) (56%). Less than half of residents support allowing smaller lots in areas served by public sewerage and water (43%), allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water) (42%), allowing smaller lots if the developer pays a fee to be used by the Town to acquire open space (in areas served by public sewerage and water) (40%), and allowing smaller lots if the developer pays fee to be used by the Town to support the development of affordable housing (in areas served by public sewerage and water) (35%).



**15% strongly support and 28% somewhat support allowing smaller lots in areas served by public sewerage and water.**

**Q16a - How strongly do you support or oppose: Allowing smaller lots in areas served by public sewerage and water.**

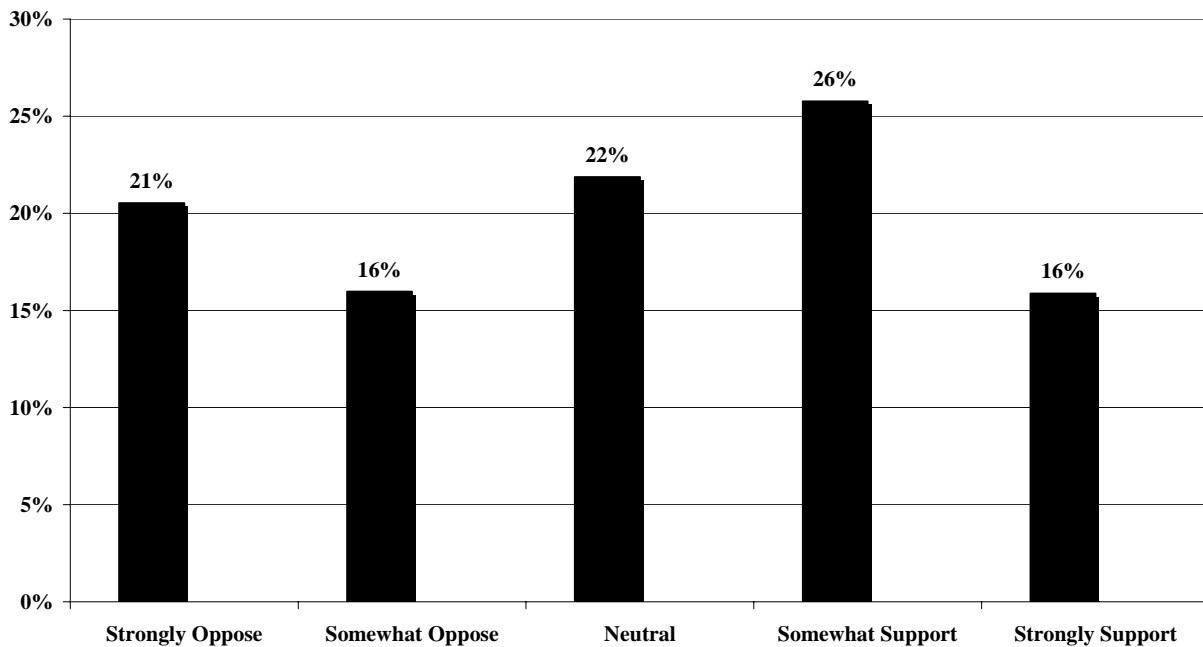


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (35%) are less supportive than those in other areas while those on the Islands (55%) are more supportive than those in other areas.

**16% strongly support and 26% somewhat support allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water).**

**Q16b - How strongly do you support or oppose: Allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water).**

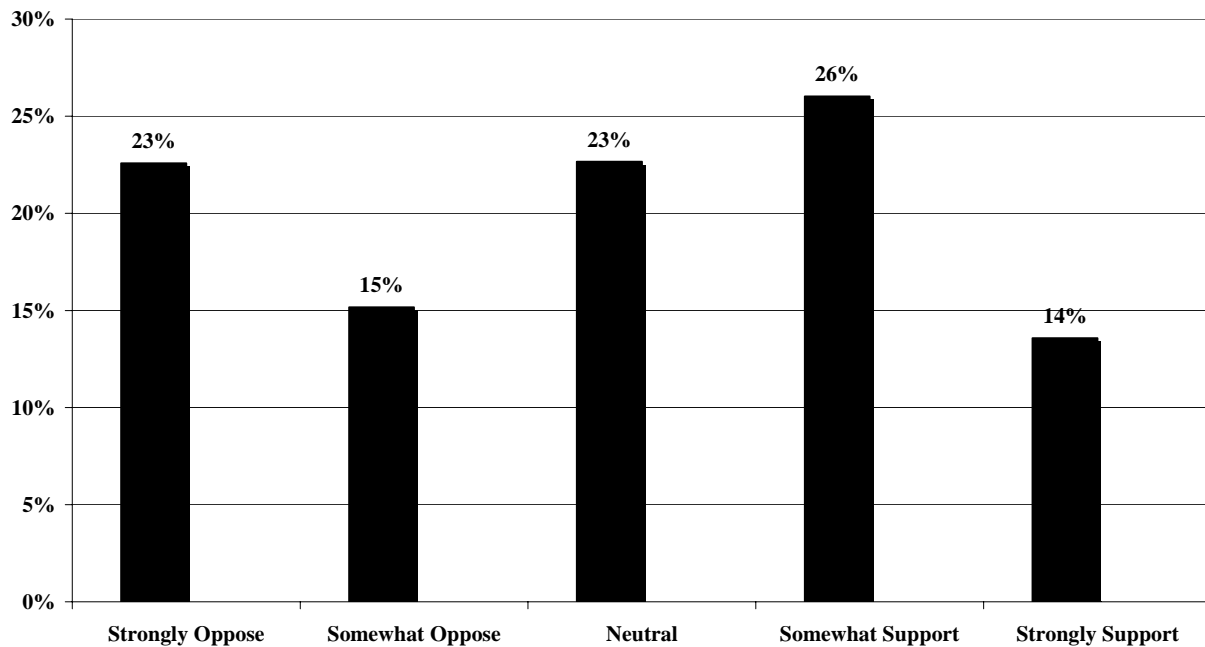


**Demographic Differences:**

- Owners (39%) are less supportive than renters (53%).
- Residents with children (36%) are less supportive than those without children (45%).
- Residents who have lived in Yarmouth for 2 years or less (55%) are more supportive than those who have lived in Yarmouth longer (range 31% to 43%).

**14% strongly support and 26% somewhat support allowing smaller lots if the developer pays a fee to be used by the Town to acquire open space (in areas served by public sewerage and water).**

**Q16c - How strongly do you support or oppose: Allowing smaller lots if the developer pays a fee to be used by the Town to acquire open space (in areas served by public sewerage and water).**

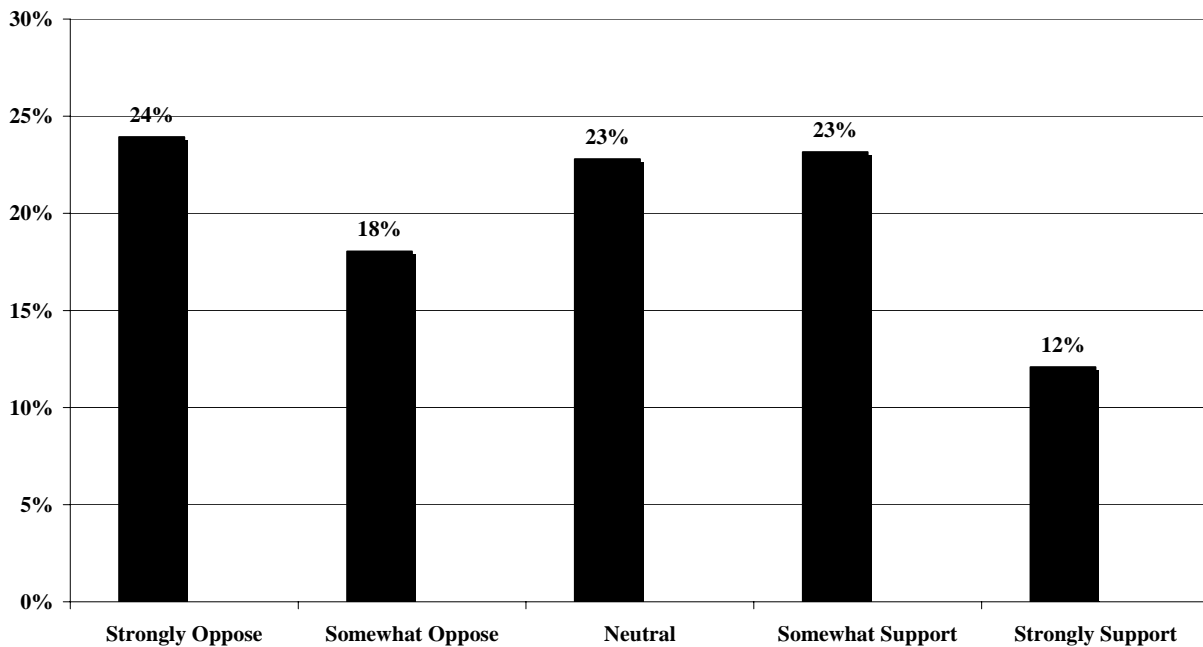


**Demographic Differences:**

- Residents with children (46%) are more supportive than those without children (36%).

**12% strongly support and 23% somewhat support allowing smaller lots if the developer pays a fee to be used by the Town to support the development of affordable housing (in areas served by public sewerage and water).**

**Q16d - How strongly do you support or oppose: Allowing smaller lots if the developer pays fee to be used by the Town to support the development of affordable housing (in areas served by public sewerage and water).**

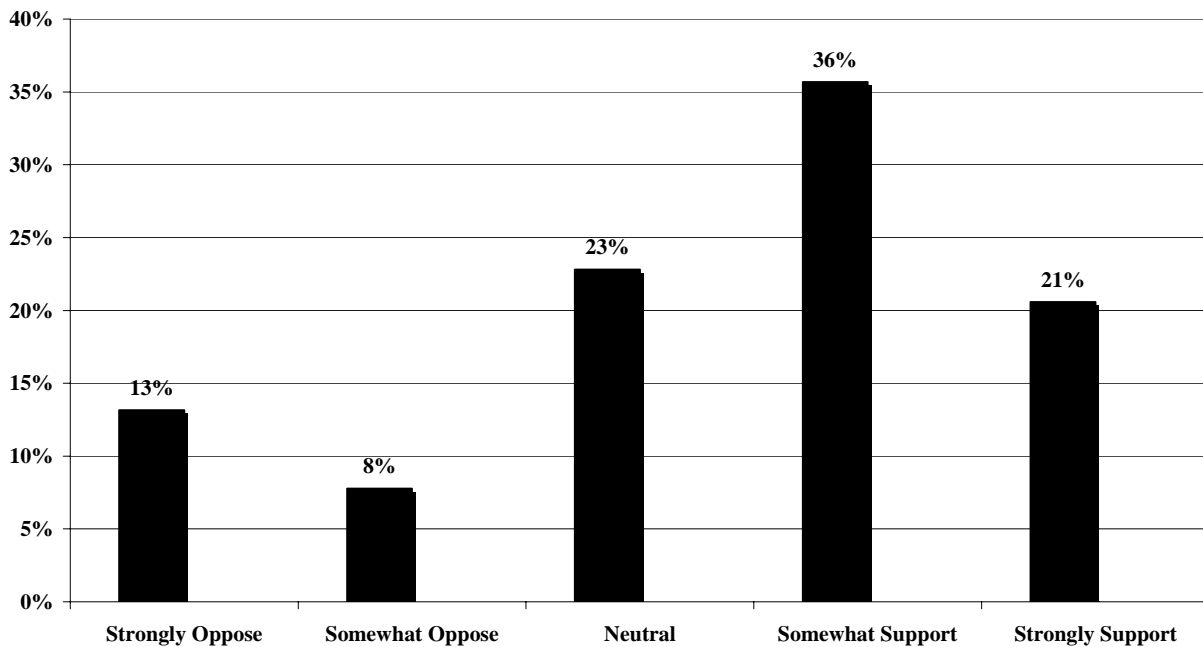


**Demographic Differences:**

- Residents on the Mainland east of I-295 and north of the Royal River area (27%) are less supportive than those in other areas while those in the Main Street, Village Center area (43%) are more supportive than those in other areas.
- Women (41%) are more supportive than men (30%).
- Owners (33%) are less supportive than renters (33%).

**21% strongly support and 36% somewhat support allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water).**

**Q16e - How strongly do you support or oppose: Allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water).**

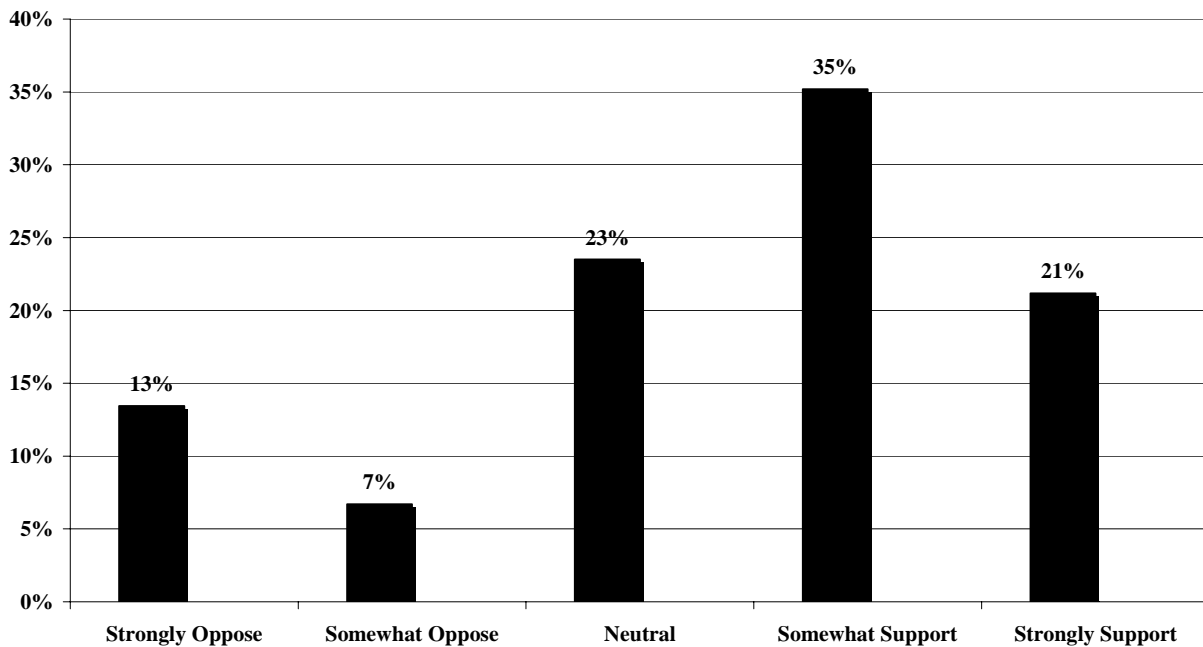


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (49%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River (71%) are more supportive than those in other areas.
- Women (62%) are more supportive than men (50%).
- Residents age 18 to 34 (36%) are less supportive than older residents (range 58% to 65%).

**21% strongly support and 35% somewhat support allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water).**

**Q16f - How strongly do you support or oppose: Allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water).**

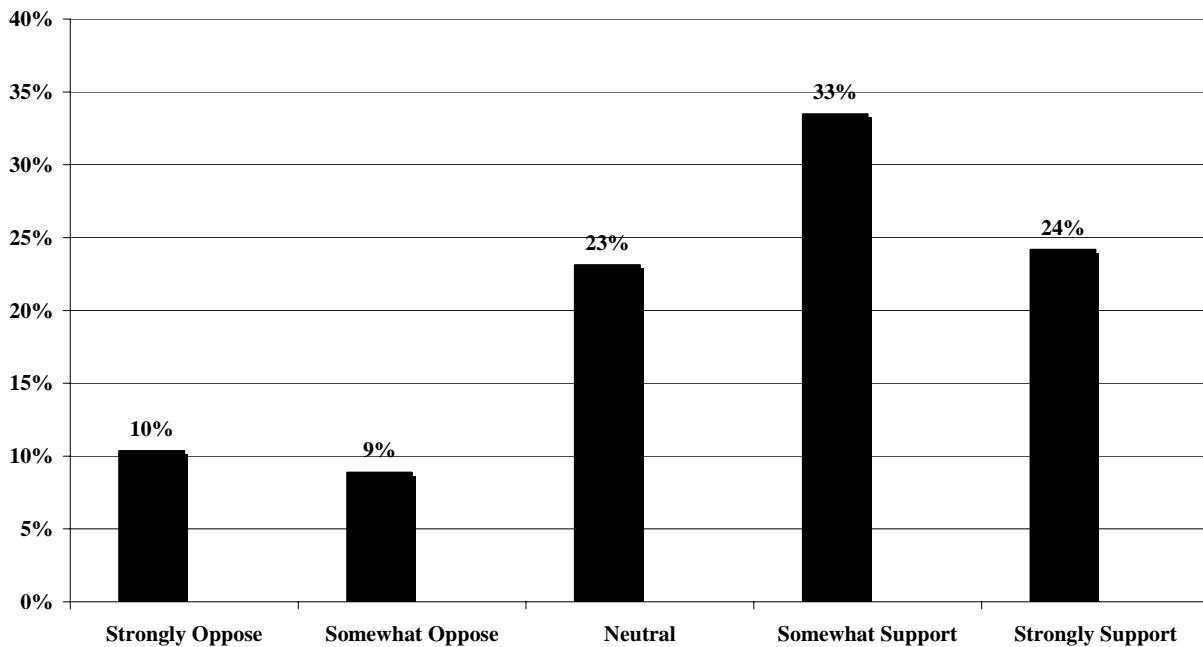


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (50%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River (71%) are more supportive than those in other areas.
- As income increases support increases (\$50,000 or less – 51%, \$50,001 to \$75,000 – 53%, \$75,001 to \$100,000 – 54%, \$100,001 to \$125,000 – 67%, \$125,001 or more – 67%).

**24% strongly support and 33% somewhat support allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water).**

**Q16g - How strongly do you support or oppose: Allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water).**



**Demographic Differences:**

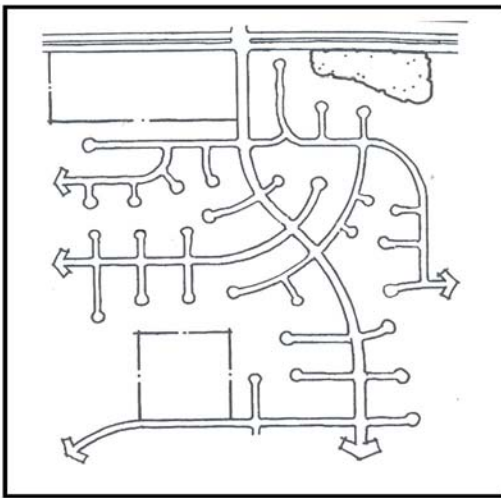
- Residents in the Village residential area south of the Royal River (47%) are less supportive than those in other areas while those in the Main Street, Village Center area (70%) are more supportive than those in other areas.
- Residents age 18 to 34 (46%) are less supportive than older residents (range 58% to 62%).

## Transportation

Respondents were provided the following explanation and graphics:

Growth requires planning for access to neighborhoods and dealing with increased traffic. When a new road is developed as part of a subdivision, there are often questions about whether the new road should be a dead end (cul-de-sac) or whether it should interconnect with adjacent neighborhood streets if possible to create more of a network. The figures below show two strategies for laying out new road systems.

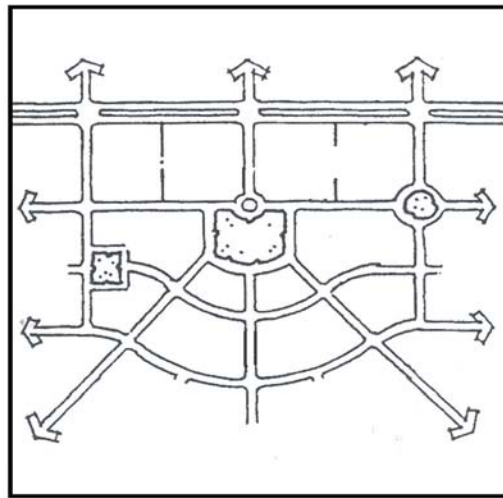
### Cul-de-Sac Development



**(Dead End Roads)**

*Roads planned individually,  
development by development,  
resulting in many streets with only  
one way in or out*

### Interconnected Roads



*Roads planned as a system providing  
access to and from individual locations  
from more than one direction and main  
artery.*



**61% strongly or somewhat support the Town requiring streets in new subdivisions to connect to existing roads where possible.**

**Thinking about these patterns and your own experiences, please indicate how strongly you support or oppose the following ideas?  
(% strongly or somewhat support)**

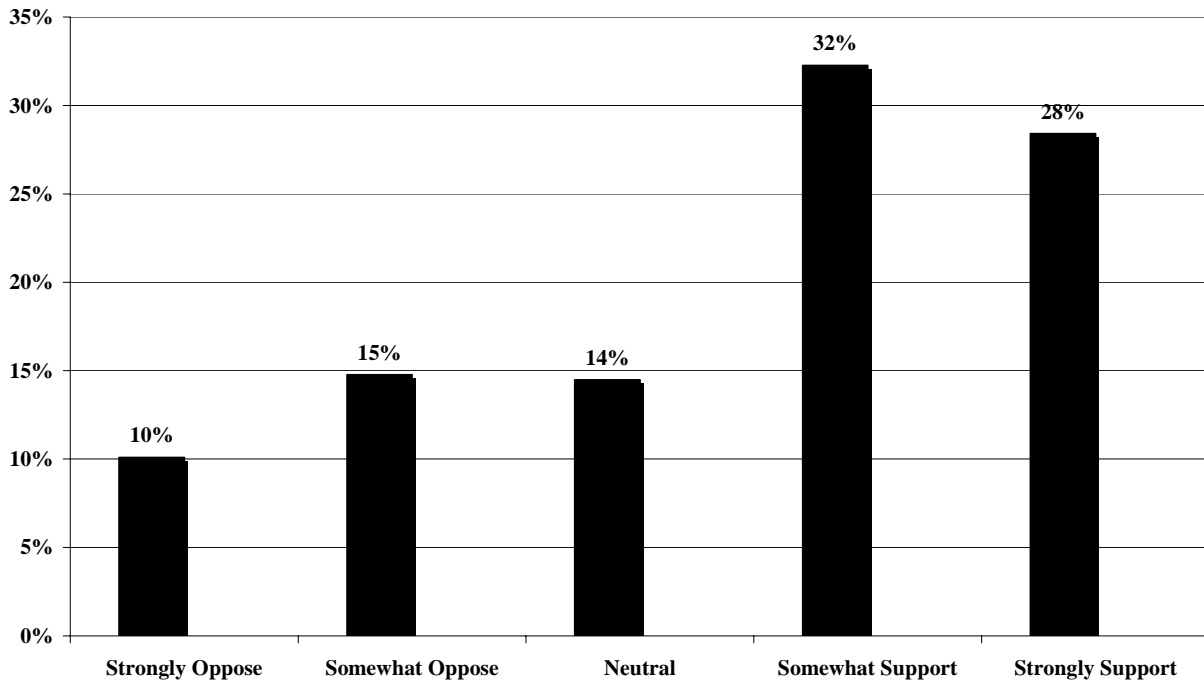
	<b>% of residents</b>
The Town should require streets in new subdivisions to connect to existing roads where possible.	61%
When new streets are designed, cul-de-sacs should be encouraged to limit traffic in residential neighborhoods.	48%
The layout of the streets should be left up to the developer as long as it provides safe access to the subdivision.	27%

**Comments:**

Among residents, 61% strongly or somewhat support the Town requiring streets in new subdivisions to connect to existing roads where possible. Less than half of residents support encouraging cul-de-sacs to limit traffic in residential neighborhoods when new streets are designed (48%) and leaving the layout of streets to the developer as long as it provides safe access to the subdivision (27%). Compared to business respondents, residents were more supportive of encouraging cul-de-sacs to limit traffic in residential neighborhoods when new streets are designed.

**28% strongly support and 32% somewhat support requiring streets in new subdivisions to connect to existing roads where possible.**

**Q17a - How strongly do you support or oppose: The Town should require streets in new subdivisions to connect to existing roads where possible.**

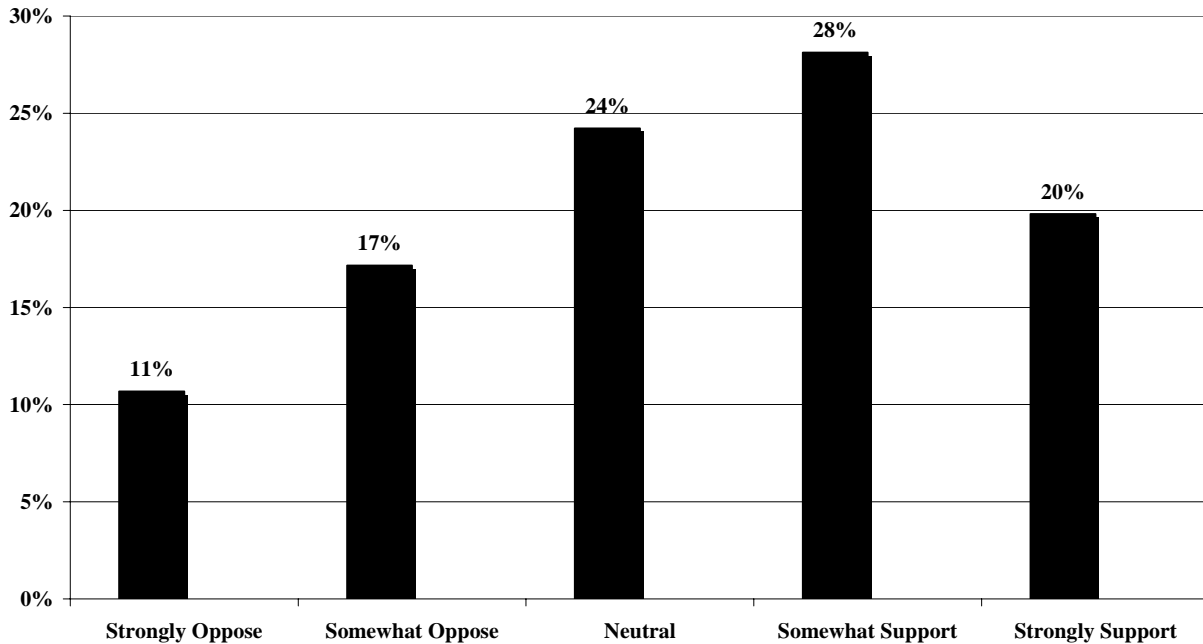


**Demographic Differences:**

- Residents on the Mainland east of I-295 and North of the Royal River (50%) are less supportive than those in other areas while those in the west and north of the Village (72%) are more supportive than those in other areas.
- Residents who have lived in Yarmouth for 2 years or less (48%) are less supportive than those who have lived in Yarmouth longer (range 60% to 66%).

**20% strongly support and 28% somewhat support encouraging cul-de-sacs to limit traffic in residential neighborhoods.**

**Q17b - How strongly do you support or oppose: When new streets are designed, cul-de-sacs should be encouraged to limit traffic in residential neighborhoods.**

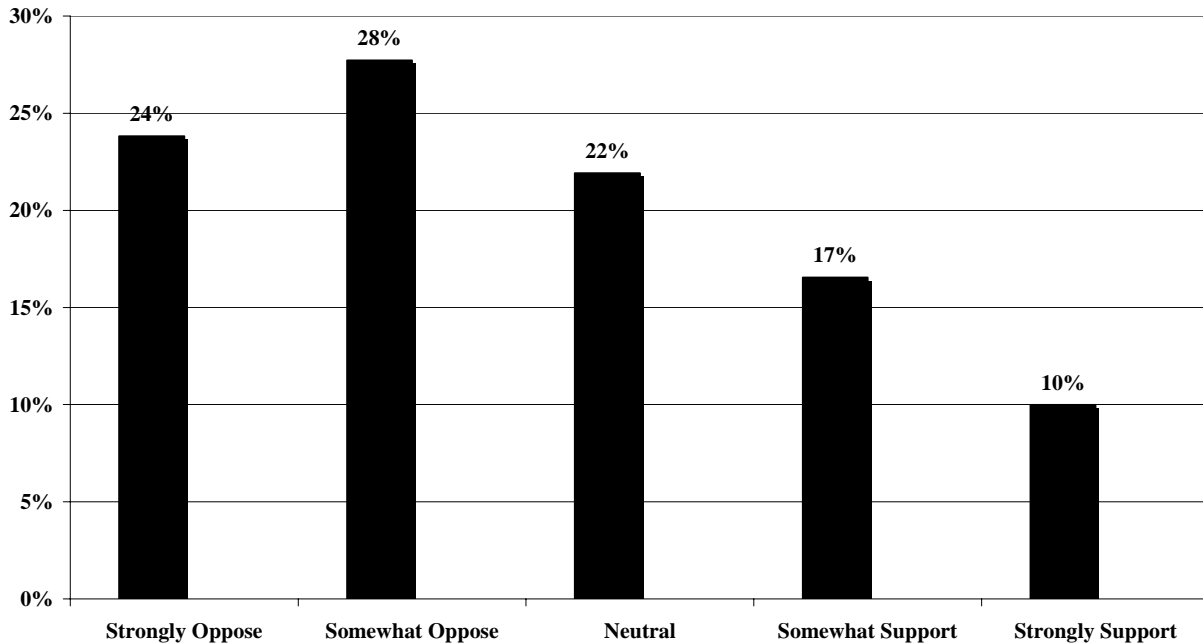


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River (41%) are less supportive than those in other areas while those in the Main Street, Village Center area (53%) and those in the west and north of the Village area (53%) are more supportive than those in other areas.

**10% strongly support and 17% somewhat support leaving the layout of streets to the developer as long as it provides safe access to the subdivision.**

**Q17c - How strongly do you support or oppose: The layout of the streets should be left up to the developer as long as it provides safe access to the subdivision.**



**Demographic Differences:**

- Residents in the west and north of the Village area (15%) are less supportive than those in other areas while those on the Islands (36%) are more supportive than those in other areas.

**82% strongly or somewhat agree the Town should expand the pedestrian and bike pathway system to other areas of town when the path on Route One is completed.**

**There are a number of important transportation issues facing the community. These include improvements on Route One, continuation of the pedestrian path system, the possibility of Amtrak service, and the design of new local streets.**

**For each of the following, please indicate how strongly you agree or disagree:  
(% strongly or somewhat agree)**

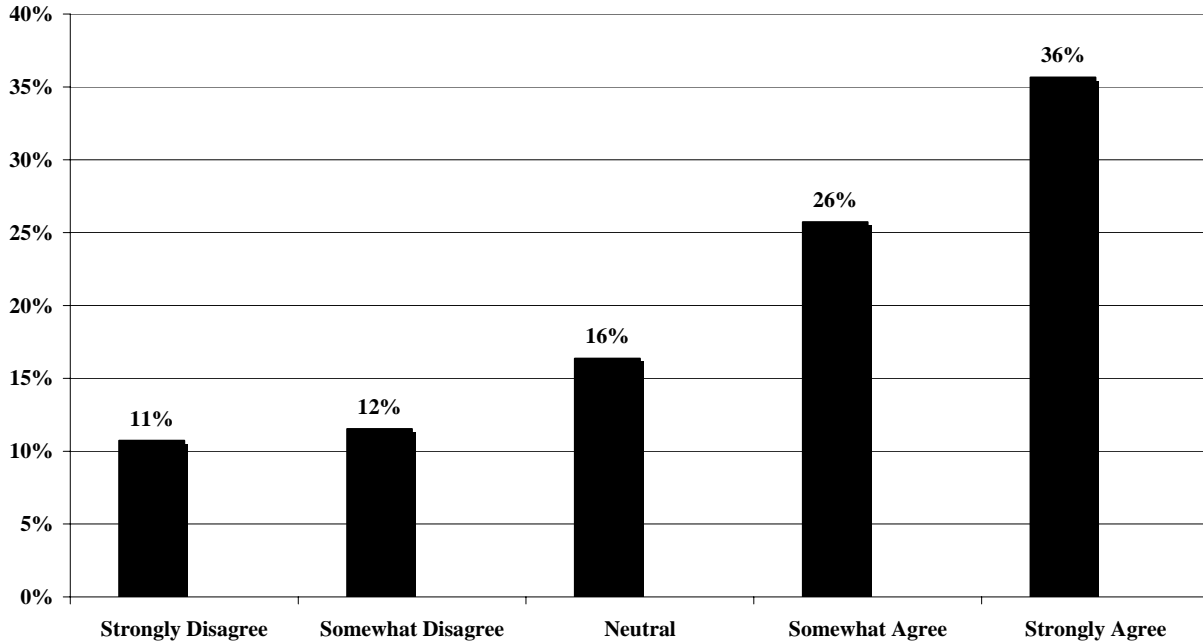
	<b>% of residents</b>
The Town should continue to expand the pedestrian and bike pathway system to other areas of town when the path on Route One (Beth Condon Pathway) is completed.	82%
The Town should require that subdivisions provide pedestrian and bicycle connections between residential neighborhoods.	72%
The Town should require sidewalks in all subdivisions.	70%
If Amtrak service is extended to Brunswick, it is very important that there be a train station in Yarmouth even if there is a station in Freeport.	62%

**Comments:**

A majority of residents were in support of all transportation plans presented to them in the survey. Among residents, 82% strongly or somewhat agree the Town should expand the pedestrian and bike pathway system to other areas of town when the path on Route One is completed. Seventy-two percent of residents agree the Town should require subdivisions provide pedestrian and bicycle connections between residential neighborhoods and 70% agree the Town should require sidewalks in all subdivisions. While still supported by a majority, the smallest percentage agreed that ensuring a train station in Yarmouth if Amtrak service is extended to Brunswick.

**36% strongly agree and 26% somewhat agree with ensuring that there be a train station in Yarmouth if Amtrak service is extended to Brunswick.**

**Q18a - How strongly do you agree or disagree: If Amtrak service is extended to Brunswick, it is very important that there be a train station in Yarmouth even if there is a station in Freeport.**

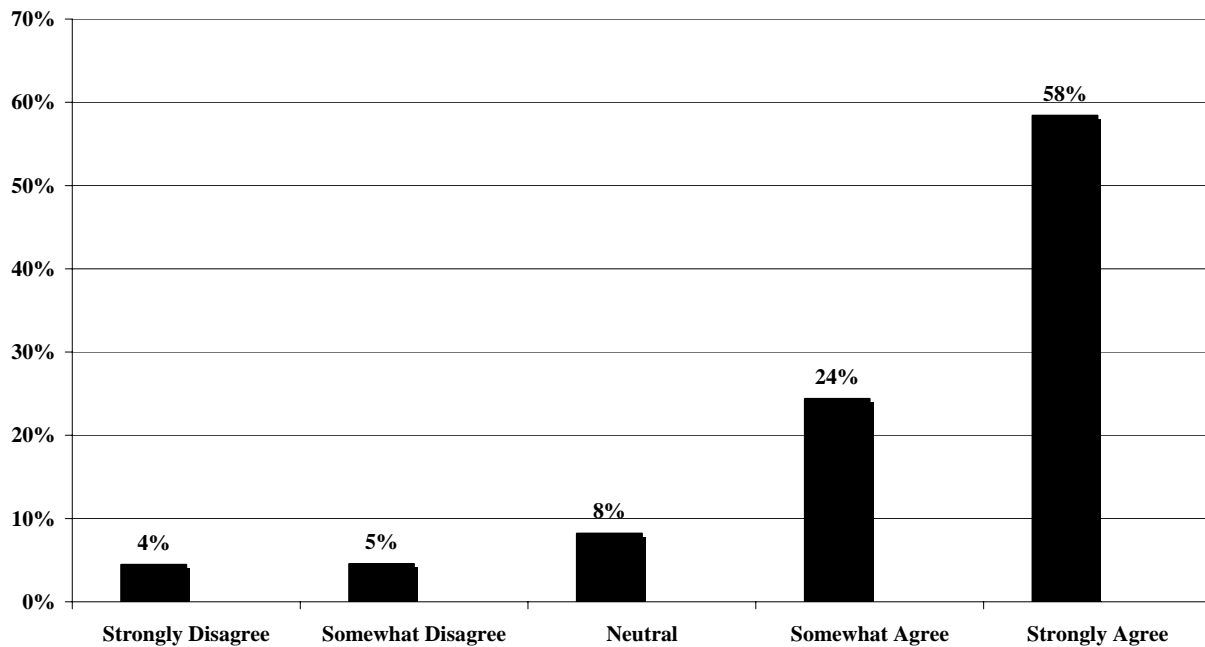


### Demographic Differences:

- Residents in the Village residential area south of the Royal River (50%) are less in agreement than those in other areas while those in the Main Street, Village Center area (71%) are more in agreement than those in other areas.
- Owners (59%) are less in agreement than renters (74%).
- As income increases agreement decreases (\$50,000 or less – 70%, \$50,001 to \$75,000 – 67%, \$75,001 to \$100,000 – 59%, \$100,001 to \$125,000 – 60%, \$125,001 or more – 51%).

**58% strongly agree and 24% somewhat agree the Town should expand the pedestrian and bike pathway system to other areas of town when the path on Route One is completed.**

**Q18b - How strongly do you agree or disagree: The Town should continue to expand the pedestrian and bike pathway system to other areas of town when the path on Route One (Beth Condon Pathway) is completed.**

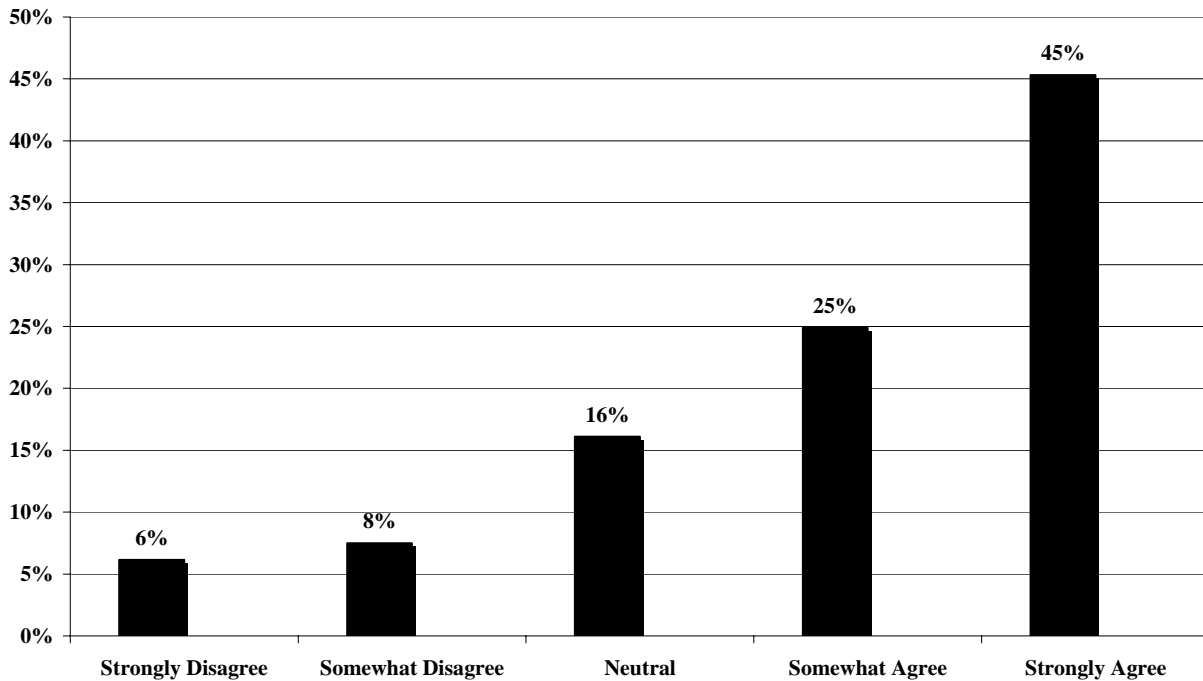


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River (76%) are less in agreement than those in other areas, while those in the Main Street, Village Center area (90%) are more in agreement than those in other areas.
- As age increases agreement decreases (18 to 34 – 93%, 35 to 49 – 88%, 50 to 64 – 81%, 65+ - 66%).
- Residents with children (89%) are more in agreement than those without children (79%).
- As the number of years a resident has lived in Yarmouth increases agreement decreases (1 to 2 years – 92%, 3 to 5 years – 87%, 6 to 10 years – 87%, 11 to 20 years – 85%, 21 or more years – 72%)

**45% strongly agree and 25% somewhat agree with the Town requiring sidewalks in all subdivisions.**

**Q18c - How strongly do you agree or disagree: The Town should require sidewalks in all subdivisions.**



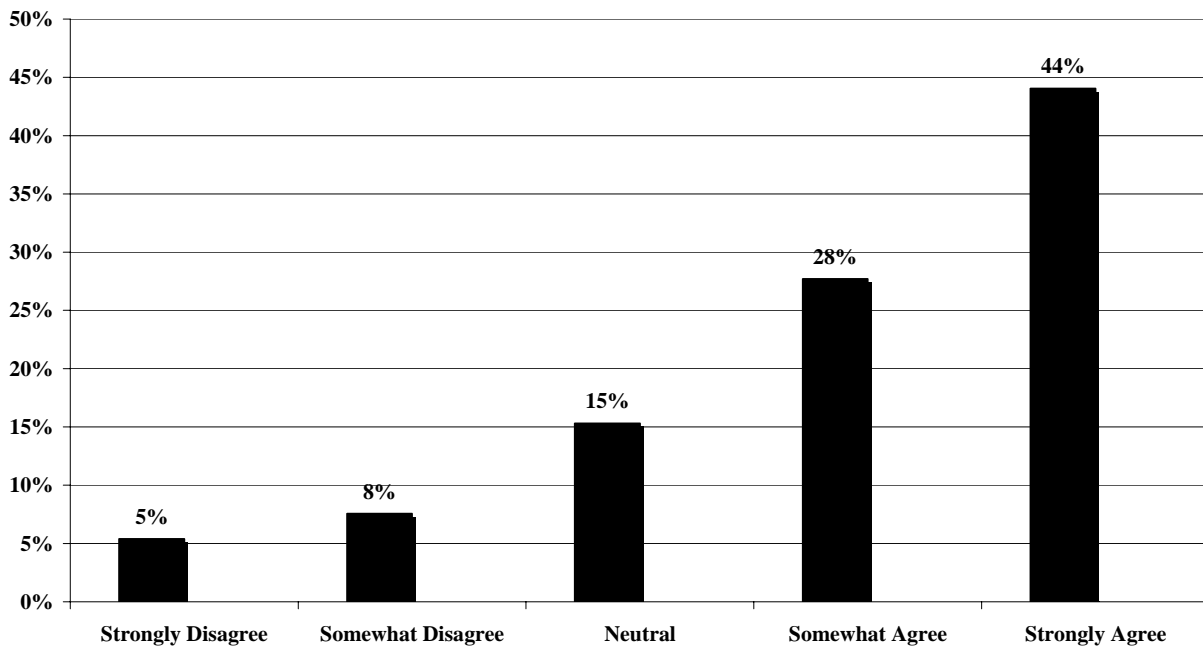
**Demographic Differences:**

- Residents on the Mainland east of I-295 and North of the Royal River area (57%) are less in agreement than those in other areas while those in the Main Street, Village Center area (78%) are more in agreement than those in other areas.



**44% strongly agree and 28% somewhat agree the Town should require subdivisions provide pedestrian and bicycle connections between residential neighborhoods.**

**Q18d - How strongly do you agree or disagree: The Town should require that subdivisions provide pedestrian and bicycle connections between residential neighborhoods.**



**Demographic Differences:**

- Residents in the west and north of the Village area (60%) are less in agreement than those in other areas while those in the Village residential area south of the Royal River (81%) are more in agreement than those in other areas.
- Residents with children (83%) are more in agreement than those without children (65%).

## Open Space

**82% strongly or somewhat support the Town managing and improving the open space and conservation lands that it already has.**

**Preserving open space has been an important goal of the Town.**

**How strongly do you support or oppose ...  
(% strongly or somewhat support)**

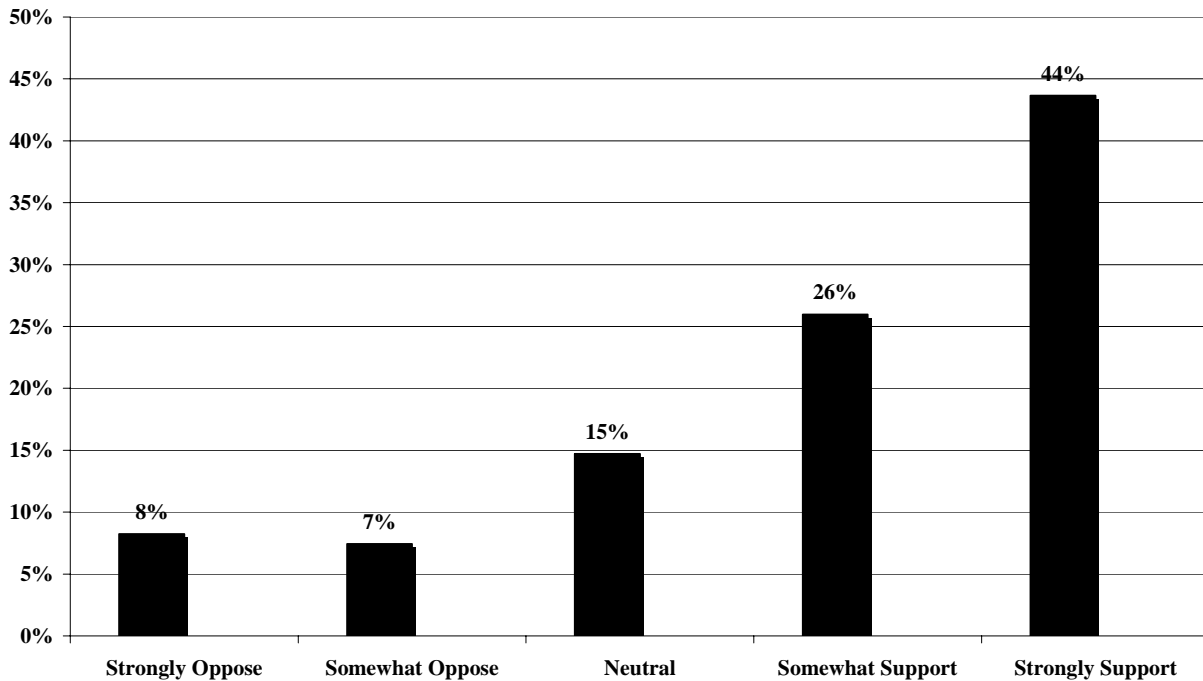
	<b>% of residents</b>
The Town managing and improving the open space and conservation lands that it already has?	82%
The Town requiring developers to preserve some portion of future developments as open space?	74%
The Town acquiring more open space?	70%
The Town acquiring more shorefront access?	70%
The Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space?	59%
The Town acquiring more open space even if the Town must pay for the land?	55%

### Comments:

All open space plans are supported by a majority of residents. Among residents, 82% strongly or somewhat support the Town managing and improving the open space and conservation lands that it already has. Significant majorities also support the Town requiring developers to preserve some portion of future developments as open space. Seventy percent of residents support the Town acquiring more open space and the Town acquiring more shorefront access. Over half also support the Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space (59%) and the Town acquiring more open space even if the Town must pay for the land (55%).

**44% strongly support and 26% somewhat support the Town acquiring more open space.**

**Q19a - How strongly do you support or oppose: The Town acquiring more open space?**

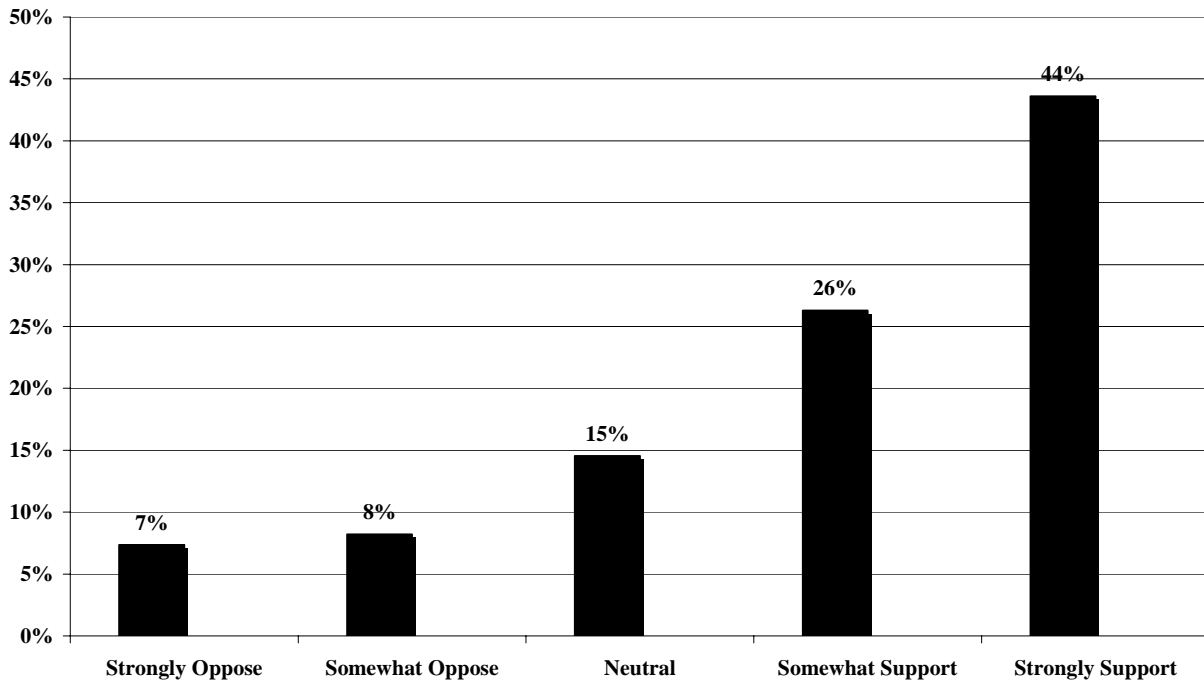


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River area (66%) are less supportive than those in other areas while those in the west and north of the Village area (79%) are more supportive than those in other areas.
- As age increases support decreases (18 to 34 – 76%, 35 to 49 – 73%, 50 to 64 – 68%, 65+ - 58%).
- Residents with an income of \$50,000 or less (57%) are less supportive than those with higher incomes (range 71% to 83%).

**44% strongly support and 26% somewhat support the Town acquiring more shoreline access.**

**Q19b - How strongly do you support or oppose: The Town acquiring more shoreline access?**

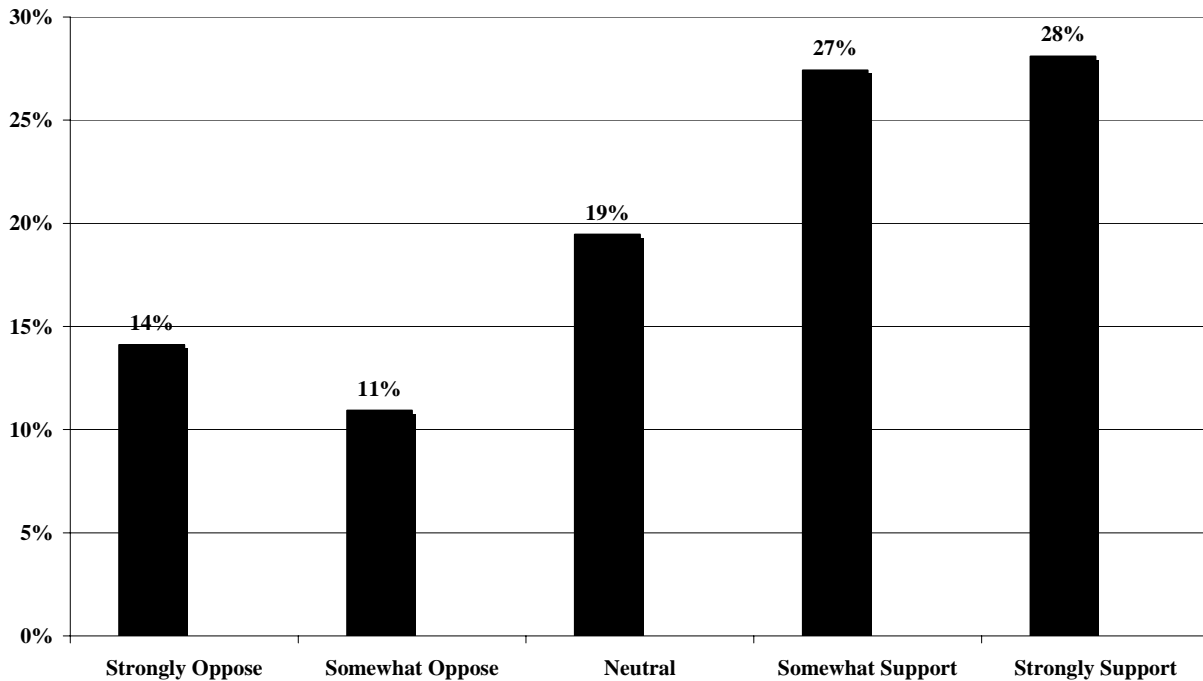


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (67%), those on the Mainland east of I-295 and south of the Royal River (67%), and those on the Islands (67%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River (79%) are more supportive than those in other areas.
- Residents with an income of \$50,000 or less (57%) are less supportive than those with higher incomes (range 72% to 82%).
- Residents with children (76%) are more supportive than those without children (66%).

**28% strongly support and 27% somewhat support the Town acquiring more open space even if the Town must pay for the land.**

**Q19c - How strongly do you support or oppose: The Town acquiring more open space even if the Town must pay for the land?**

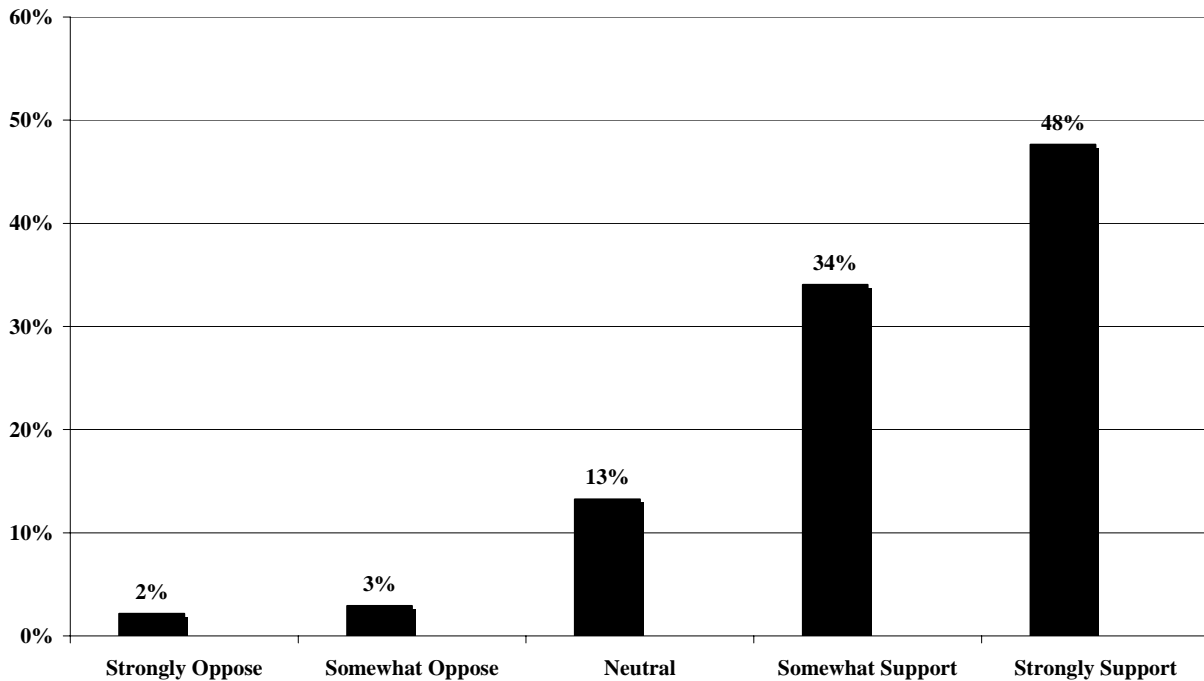


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (49%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River (67%) are more supportive than those in other areas.
- Owners (58%) are more supportive than renters (42%).
- Residents with an income of \$50,000 or less (38%) are less supportive than those with higher incomes (range 57% to 65%).

**48% strongly support and 34% somewhat support the Town managing and improving the open space and conservation lands it already has.**

**Q19d - How strongly do you support or oppose: The Town managing and improving the open space and conservation lands that it already has?**

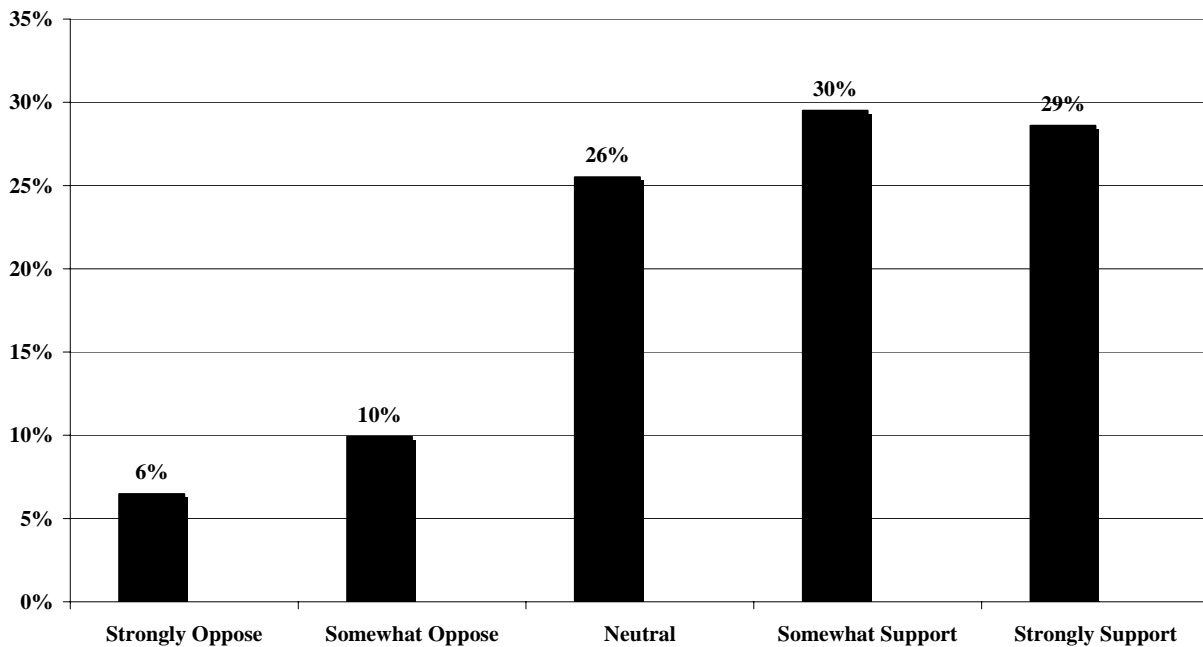


**Demographic Differences:**

- Residents in the Main Street, Village Center area (77%) are less supportive than those in other areas while those on the Mainland east of I-295 and north of the Royal River (90%) are more supportive than those in other areas.

**29% strongly support and 30% somewhat support the Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space.**

**Q19e - How strongly do you support or oppose: The Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space?**

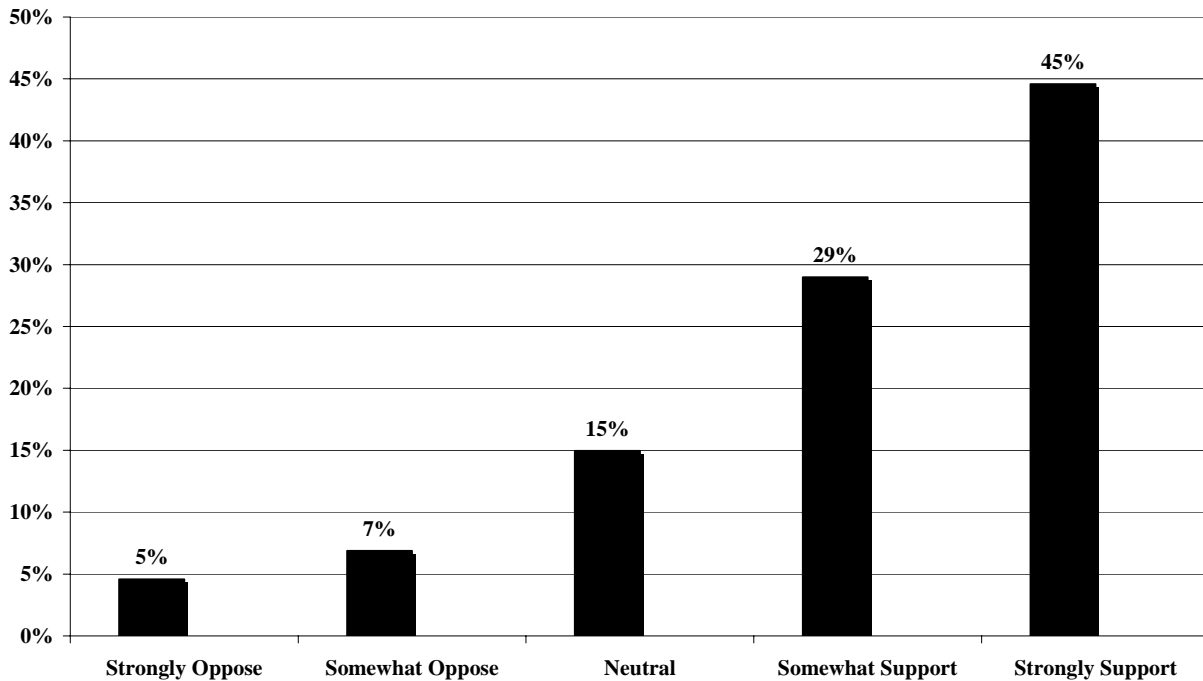


**Demographic Differences:**

- Residents in the west and north of the Village area (51%) are less supportive than those in other areas while those on the Mainland east of I-295 and south of the Royal River (68%) are more supportive than those in other areas.
- Women (62%) are more supportive than men (52%).
- Residents with children (50%) are less supportive than those without children (63%).

**45% strongly support and 29% somewhat support the Town requiring developers to preserve some portion of future developments as open space.**

**Q19f - How strongly do you support or oppose: The Town requiring developers to preserve some portion of future developments as open space?**



**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (67%) are less supportive than those in other areas while those in the Main Street, Village Center area (79%) are more supportive than those in other areas.
- Women (81%) are more supportive than men (65%).
- Owners (76%) are more supportive than renters (64%).



**76% strongly or somewhat support providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village.**

**How strongly would you support or oppose the following activities:  
(% strongly or somewhat support)**

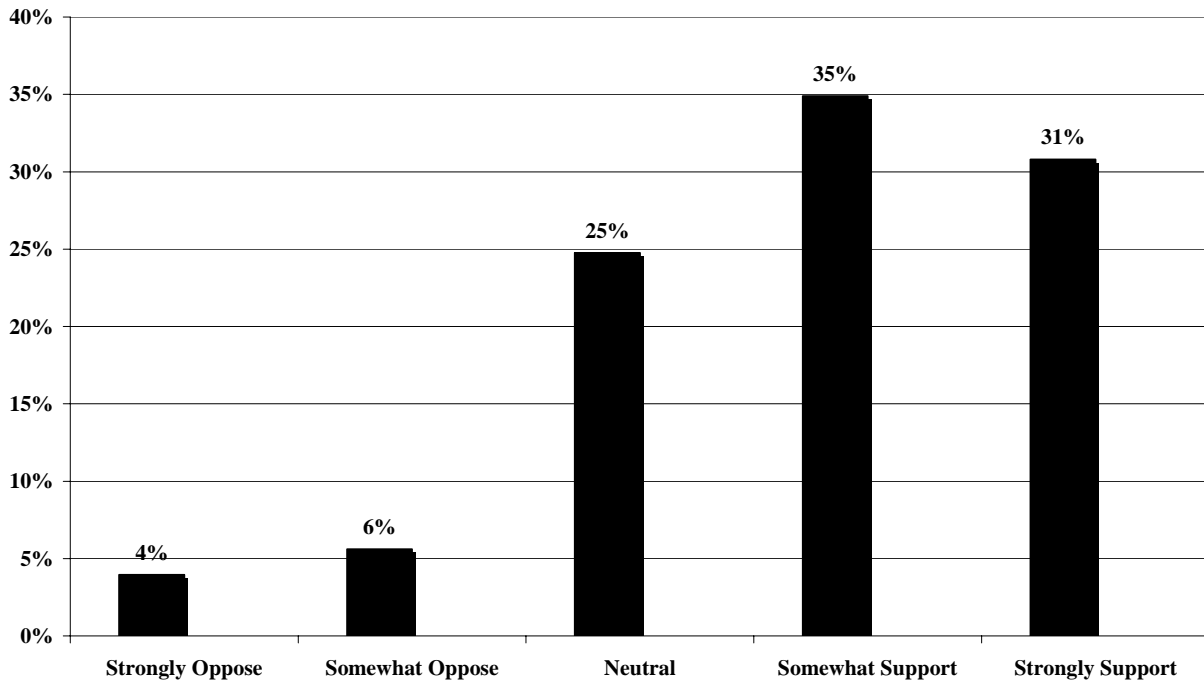
	<b>% of residents</b>
Providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village.	76%
Protecting land along the Royal River North of East Elm Street and providing additional public access in this area.	74%
Improving parking and shorefront access at Town owned mooring sites and beaches	66%

**Comments:**

A majority of residents support all proposals presented in the survey. Specifically, among residents, 76% strongly or somewhat support providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village, 74% support protecting land along the Royal River North of East Elm Street and providing additional public access in this area, and 66% support improving parking and shorefront access at Town owned mooring sites and beaches. Compared to businesses, residents are more supportive of improving shorefront access.

**31% strongly support and 35% somewhat support improving parking and shorefront access at Town owned mooring sites and beaches.**

**Q20a - How strongly do you support or oppose: Improving parking and shorefront access at Town owned mooring sites and beaches**

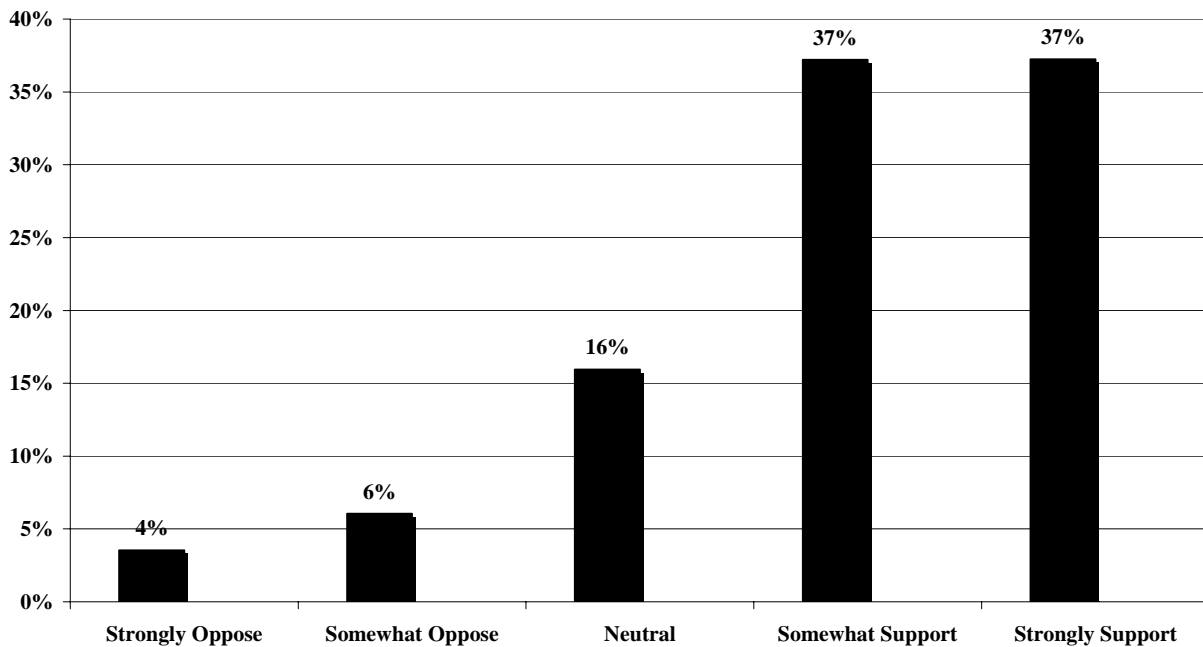


**Demographic Differences:**

- Residents on the Islands (50%) are less supportive than those in other areas while those on the Mainland east of I-295 and south of the Royal River (71%) and those in the Main Street, Village Center area (71%) are more supportive than those in other areas.

**37% strongly support and 37% somewhat support protecting land along the Royal River North of East Elm Street and providing additional public access in this area.**

**Q20b - How strongly do you support or oppose: Protecting land along the Royal River north of East Elm Street and providing additional public access in this area.**

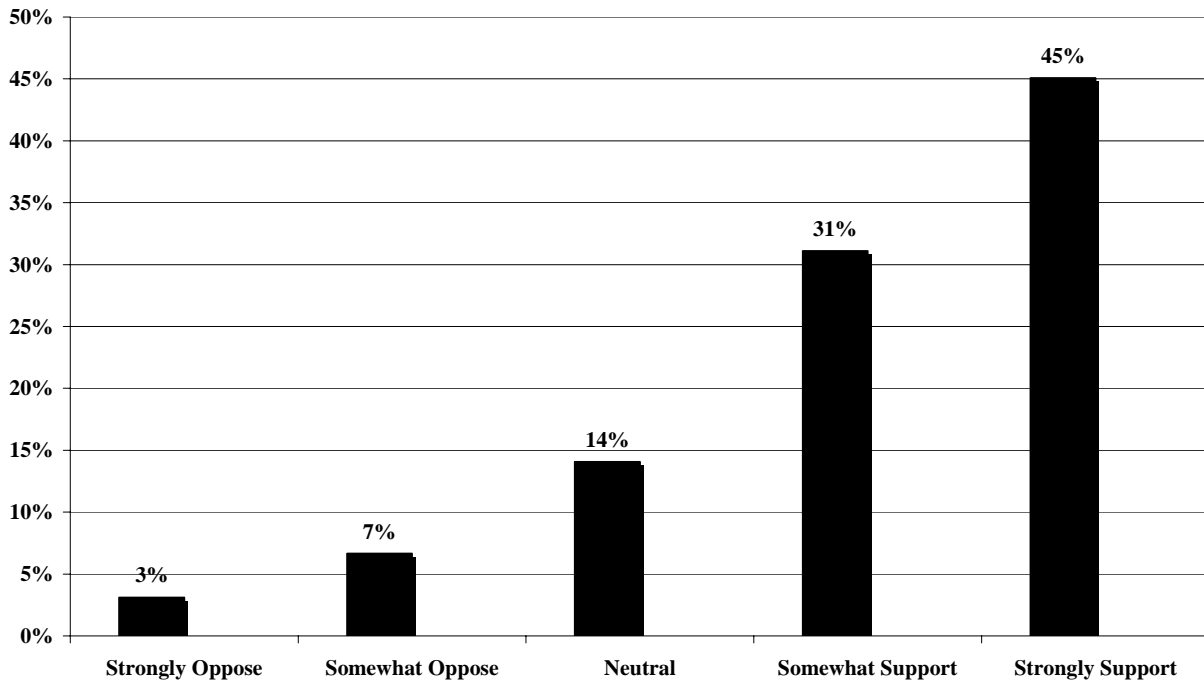


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (64%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (82%) are more supportive than those in other areas.
- Women (81%) are more supportive than men (69%).
- Residents age 65 and older (64%) are less supportive than older residents (range 74% to 79%).

**45% strongly support and 31% somewhat support providing trails, sidewalks, and roadways to connect neighborhoods and open spaces in the Village.**

**Q20c - How strongly do you support or oppose: Providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village.**



**Demographic Differences:**

- Residents on the Islands (68%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (86%) are more supportive than those in other areas.

## Open Space Open-Ended Question

This question was asked of all residents who filled out a survey to get a sense of specific areas they would like to see preserved as open space. These top-of-mind write-in responses were then sorted into the categories presented in the table below.

### Are there any places in town you would like to see preserved as open space?

	<b>% of residents</b>
Anywhere along the Royal River/ Royal River Park	18%
More shorefront/ river/ water access	14%
No, none	13%
Between DeLorme and Casco Bay Ford	10%
Route 1 between Mobil and NYA Ice Arena/ Rand Property	9%
More of Littlejohn or Cousins Islands/ Camp Soci	8%
Any/ as much as possible	6%
Between Hillside St and West Main St/ West Elm St	6%
Rt. 88 from Gilman Rd to Cumberland town line, Princes Point	4%
Take care of and maintain what is already owned	4%
Town has enough/ should not be town's job	4%
N. Road/ East Elm area	4%
Main St/ Village Areas	4%
Field adjacent to Pratt's Brook	3%
Sligo Road	3%
Sanders Property	2%
Madeline Point	2%
Cousins River Estuary	2%
Bayview Rd	2%
Land west of Pleasant and Evergreen Streets	1%
Granite St/ East Main St	1%
Other	11%

## Environment

**73% strongly or somewhat support requiring or encouraging “green” building practices.**

**Would you support or oppose the following environmental polices...  
(% strongly or somewhat support)**

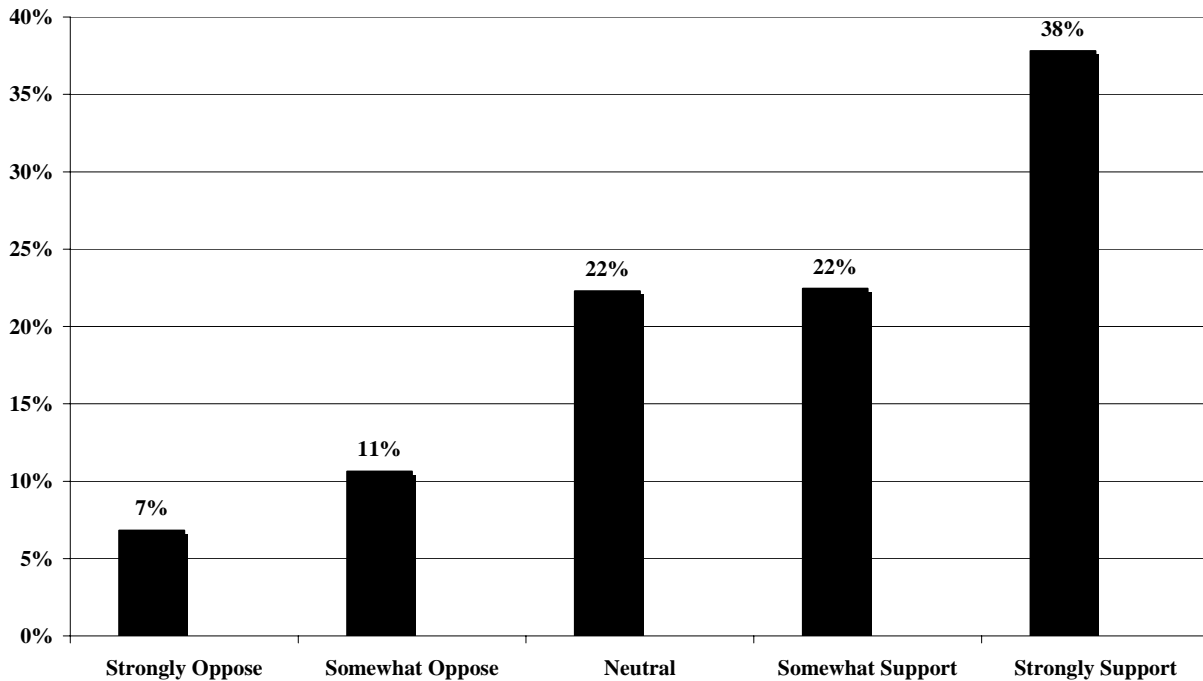
	<b>% of residents</b>
Requiring or encouraging "green" building practices such as attention to energy efficiency, indoor environmental quality, durable materials and minimum impact on natural resources?	73%
Stricter requirements for protecting wildlife habitats?	65%
Stricter requirements for protecting wetland areas?	60%

### Comments:

Among residents, 73% strongly or somewhat support requiring or encouraging “green” building practices, such as attention to energy efficiency, indoor environmental quality, durable materials and minimum impact on natural resources. A majority also support stricter requirements for protecting wildlife habitats (65%) and stricter requirements for protecting wetland areas.

**38% strongly support and 22% somewhat support stricter requirements for protecting wetland areas.**

**Q22a - How strongly do you support or oppose: Stricter requirements for protecting wetland areas?**

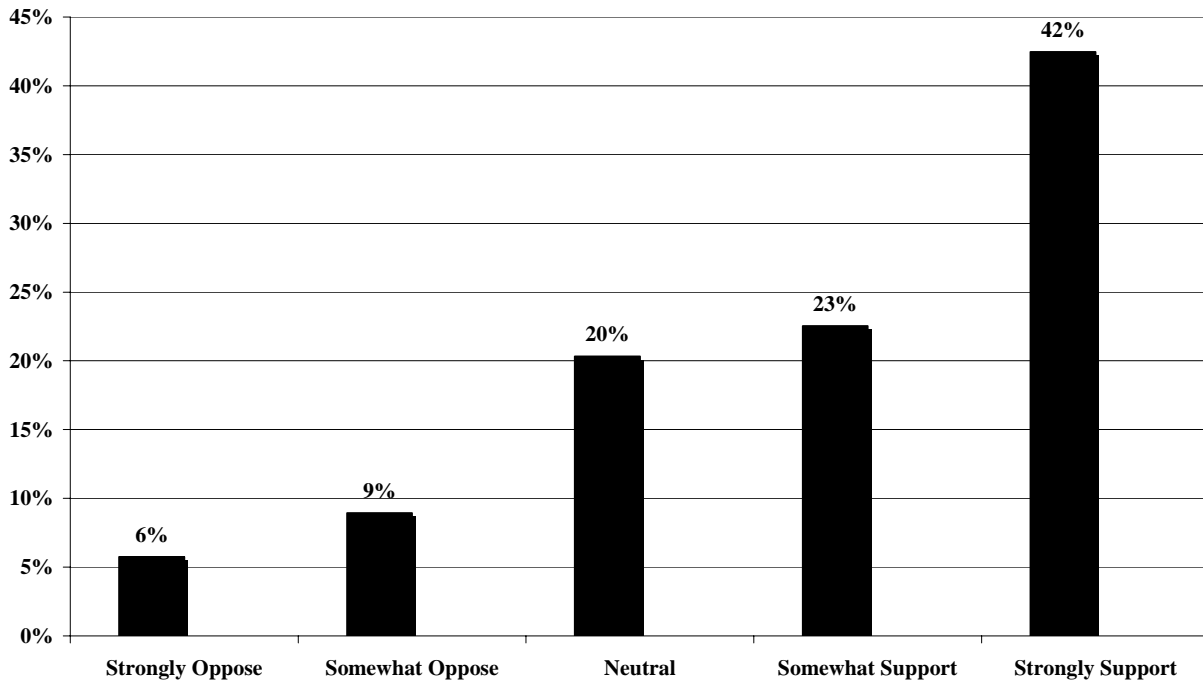


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (50%) are less supportive than those in other areas while those in the Main Street, Village Center area (68%) are more supportive than those in other areas.
- Women (70%) are more supportive than men (49%).

**42% strongly support and 23% somewhat support stricter requirements for protecting wildlife habitats.**

**Q22b - How strongly do you support or oppose: Stricter requirements for protecting wildlife habitats?**



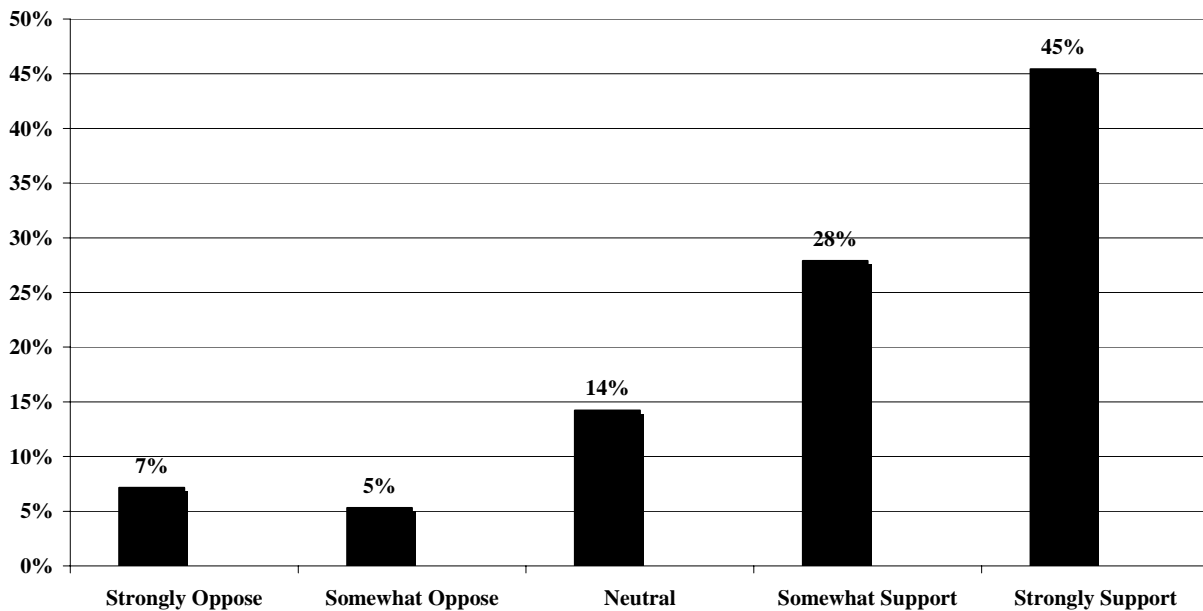
**Demographic Differences:**

- Residents in the Village residential area North of the Royal River (56%) are less supportive than those in other areas while those in the Main Street, Village Center area (71%) and Mainland east of I-295 and south of the Royal River area (71%) are more supportive than those in other areas.
- Women (73%) are more supportive than men (55%).
- Residents age 18 to 34 (52%) are less supportive than older residents (range 66% to 70%).
- Owners (67%) are more supportive than renters (57%).



**45% strongly support and 28% somewhat support requiring or encouraging “green” building practices.**

**Q22c - How strongly do you support or oppose: Requiring or encouraging "green" building practices such as attention to energy efficiency, indoor environmental quality, durable materials and minimum impact on natural resources?**



**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (65%) are less supportive than those in other areas while those in the Village residential area south of the Royal River (82%) are more supportive than those in other areas.
- Women (82%) are more supportive than men (64%).
- As the number of years a resident has lived in Yarmouth increases support decreases (1 to 2 years – 85%, 3 to 5 years – 76%, 6 to 10 years – 75%, 11 to 20 years – 76%, 21 or more years – 66%).

## Consolidation of Services

The question below was asked of all residents who filled out a survey to get a sense of what services they believe would be good candidates for consolidation. These top-of-mind write-in responses were then sorted into the categories presented in the table below.

**Currently, the Town of Yarmouth shares services with the towns of Cumberland, Freeport, and North Yarmouth. Yarmouth shares general assistance, police dispatch, assessing, and code enforcement with one or more of these communities.**

**What other services or facilities do you think are good candidates for consolidation?**

	<b>% of residents</b>
Schools general	20%
Municipal Services/ Public Works general	13%
Public Safety/ Emergency Services general	13%
School Administration/ Superintendent	13%
NONE	12%
Fire Department	10%
Town Municipal Administration/ Manager	9%
Police Department	8%
Road Maintenance/ Snow Removal	7%
Dump/ Transfer Station/ Waste Services	4%
Rubbish Removal	4%
Any/ all reasonable considered	3%
Public Transportation	3%
Parks and Recreation Facilities/ Programs	3%
Recycling Services	3%
Town Purchasing	3%
Library Services	2%
School Busing	2%
Town Vehicle or Bus Maintenance	2%
NOT Schools	2%

Currently, the Town of Yarmouth shares services with the towns of Cumberland, Freeport, and North Yarmouth. Yarmouth shares general assistance, police dispatch, assessing, and code enforcement with one or more of these communities.

What other services or facilities do you think are good candidates for consolidation?  
*(Table continued)*

	<b>% of residents</b>
Dispatch/ 911	1%
Grounds Maintenance	1%
Town/ Municipal Human Resources	1%
Marine Safety/ Harbormaster	1%
Code Enforcement	0%
Information Technologies/ Support Services	0%
Other	3%
Unsure	9%

## Consolidated Services Open-Ended Question

The question below was asked of all residents who filled out a survey to get a sense of their experience with consolidated services. These top-of-mind write-in responses were then sorted into the categories presented in the table below.

**Have you seen any changes for the better or experienced any problems with service as a result of these consolidation efforts?**

	<b>% of residents</b>
No	50%
Services have been satisfactory/ no perceived change	24%
Problem-code enforcement officer over-extended/unavailable	5%
Problem-dispatch/ slower emergency medical services	4%
Yes - have seen services improve	3%
No problems so far	2%
Problem-decreased access to public personnel, services	1%
Would like taxes to decrease due to consolidation efforts	1%
Town saving money	1%
Neutral	1%
Problem - reduced law enforcement efforts	0%
Other	3%
Unsure	6%

**74% strongly or somewhat agree the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery.**

**Please indicate how strongly you agree or disagree with the following statements:  
(% strongly or somewhat agree)**

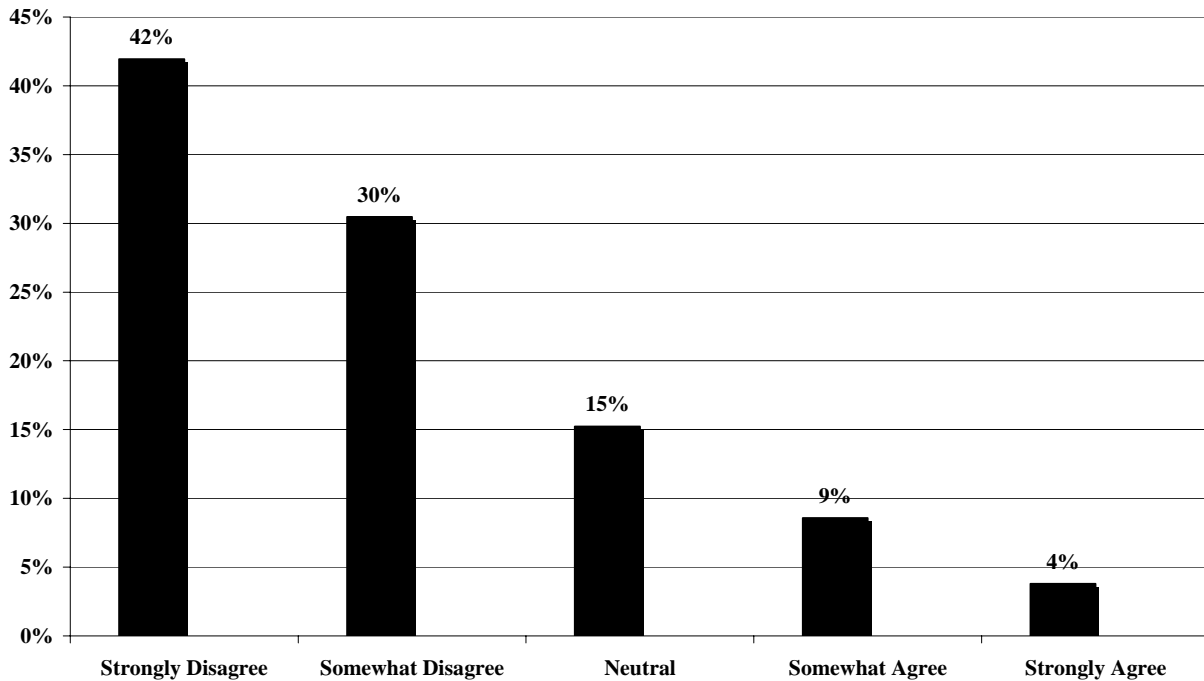
	<b>% of residents</b>
The Town should actively explore all possible approaches for inter-municipal cooperation for service delivery.	74%
The Town should consider regional approaches only if there are significant cost savings for Yarmouth residents.	57%
The Town should explore combining the school department with surrounding towns to create a regional school district.	41%
The Town should explore combining the municipal government with surrounding towns to create a regional local government.	38%
The Town should not consider regional approaches even if it costs more for the Town to do things by itself.	13%

**Comments:**

Among residents, 74% strongly or somewhat agree the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery. A majority of residents also agree the Town should consider regional approaches if there are significant cost savings for Yarmouth residents (57%). Less than half of respondents agree the Town should explore combining the school department with surrounding towns to create a regional school district (41%), the Town should explore combining the municipal government with surrounding towns to create a regional local government (38%), and the Town should not consider regional approaches even if it costs more for the Town to do things by itself (13%).

**4% strongly agree and 9% somewhat agree the Town should not consider regional approaches even if it costs more for the Town to do things by itself.**

**Q25a - How strongly do you agree or disagree: The Town should not consider regional approaches even if it costs more for the Town to do things by itself.**

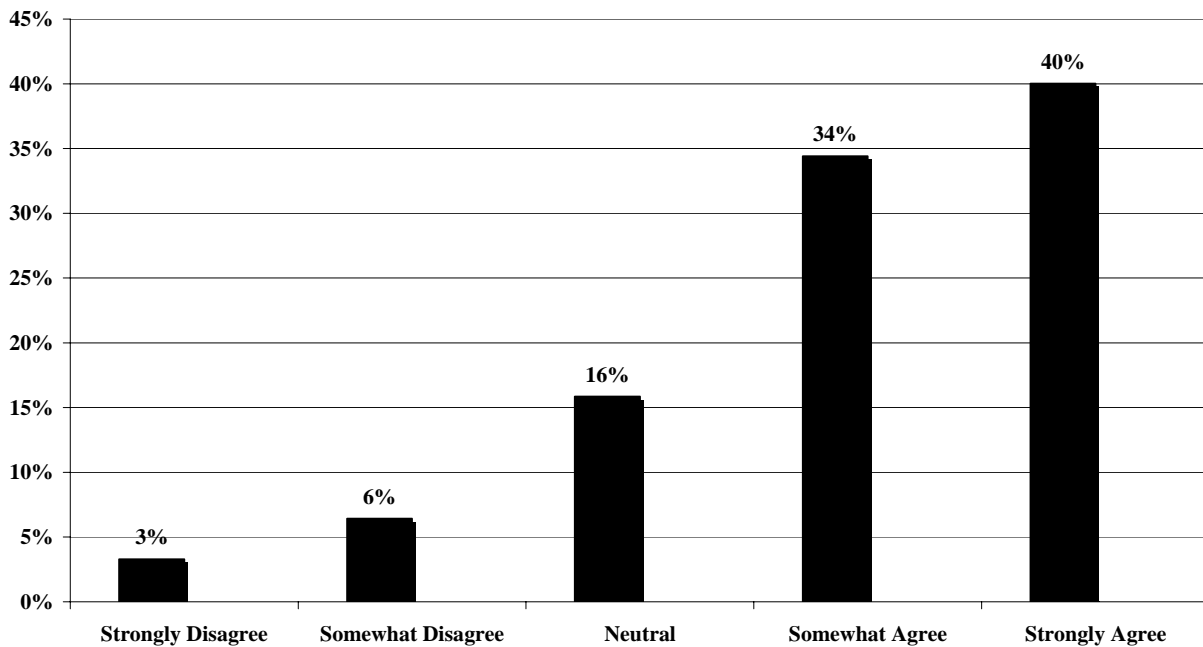


**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (8%) and those in the west and north of the Village area (8%) are less in agreement than those in other areas while those in the Village residential area south of the Royal River (19%) are more in agreement than those in other areas.

**40% strongly agree and 34% somewhat agree the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery.**

**Q25b - How strongly do you agree or disagree: The Town should actively explore all possible approaches for inter-municipal cooperation for service delivery.**

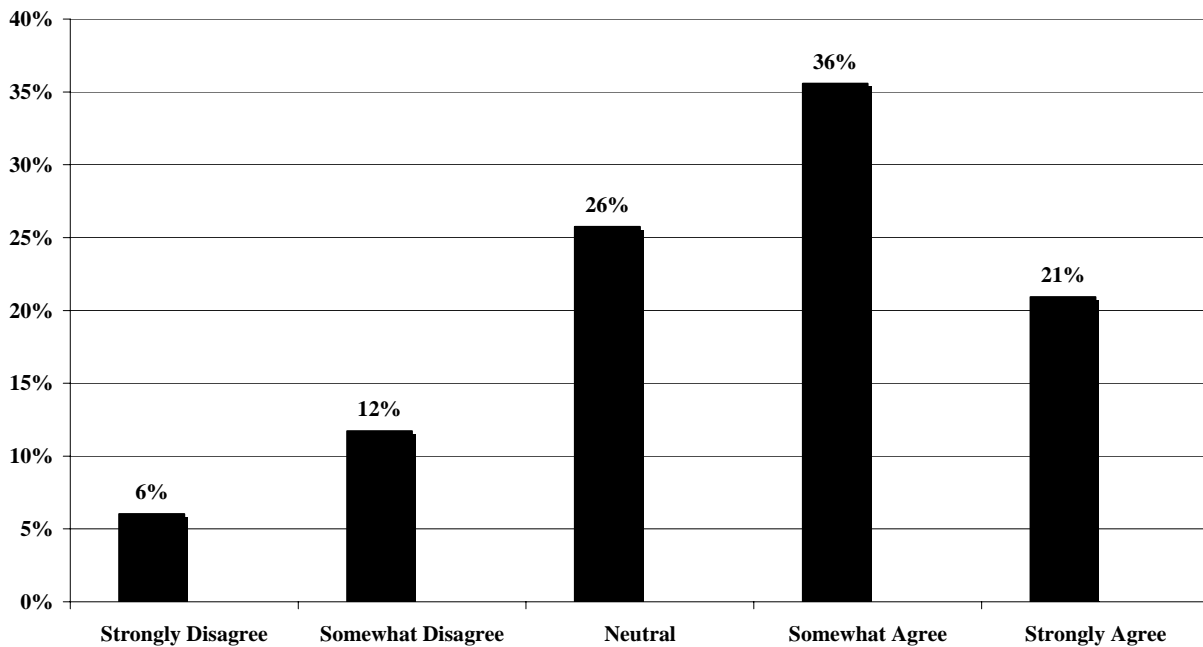


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (67%) are less in agreement than those in other areas while those on the Islands (86%) are more in agreement than those in other areas.
- Residents age 18 to 34 (52%) are less in agreement than older residents (range 78% to 83%).
- Owners (78%) are more in agreement than renters (55%).

**21% strongly agree and 36% somewhat agree the Town should consider regional approaches only if there are significant cost savings for Yarmouth residents.**

**Q25c - How strongly do you agree or disagree: The Town should consider regional approaches only if there are significant cost savings for Yarmouth residents.**



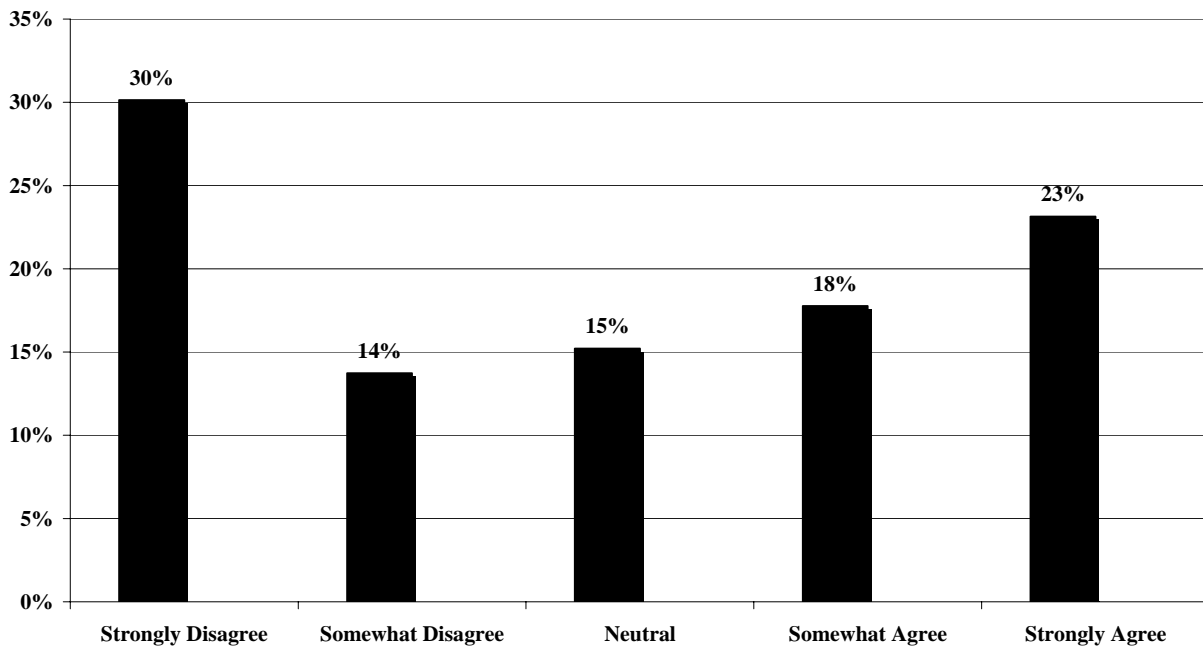
**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (49%) are less in agreement than those in other areas while those on the Mainland east of I-295 and north of the Royal River area (63%) are more in agreement than those in other areas.
- Owners (59%) are more in agreement than renters (40%).
- Residents who have lived in Yarmouth for 21 years or longer (66%) are more in agreement than those who have lived in Yarmouth less time (range 48% to 55%).



**23% strongly agree and 18% somewhat agree the Town should explore combining the school department with surrounding towns to create a regional school district.**

**Q25d - How strongly do you agree or disagree: The Town should explore combining the school department with surrounding towns to create a regional school district.**

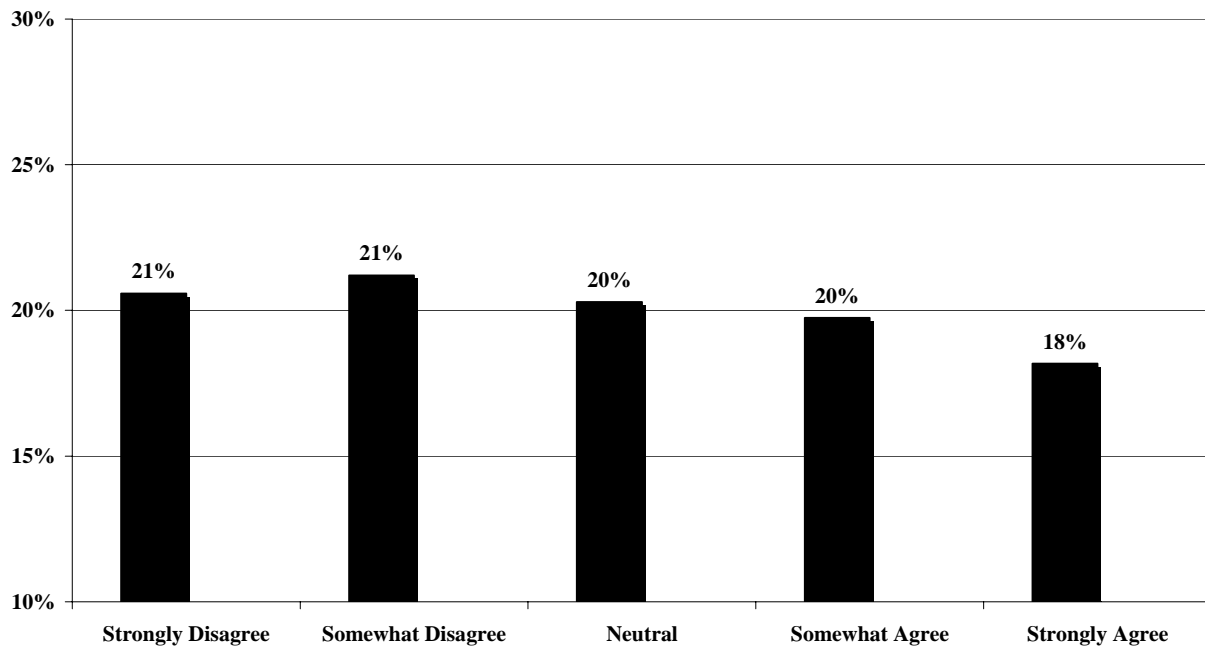


### **Demographic Differences:**

- Residents in the Village residential area south of the Royal River (31%) are less in agreement than those in other areas while those in the Village residential area north of the Royal River (51%) and those on the Islands (51%) are more in agreement than those in other areas.
- Residents age 18 to 34 (22%) and those 35 to 49 (30%) are less in agreement than older residents (range 57% to 58%).
- Residents with children (25%) are less in agreement than those without children (51%).
- Residents who have lived in Yarmouth for 21 years or longer (53%) are more in agreement than those who have lived in Yarmouth less time (range 21% to 42%).

**18% strongly agree and 20% somewhat agree the Town should explore combining the municipal government with surrounding towns to create a regional local government.**

**Q25e - How strongly do you agree or disagree: The Town should explore combining the municipal government with surrounding towns to create a regional local government.**



### **Demographic Differences:**

- Residents in the Main Street, Village Center area (30%) are less in agreement than those in other areas while those in the west and north of the Village area (45%) and Mainland east of I-295 and south of the Royal River area (45%) are more in agreement than those in other areas.
- Men (45%) are more in agreement than women (30%).
- Owners (41%) are more in agreement than renters (23%).
- Residents with children (30%) are less in agreement than those without children (43%).
- Residents who have lived in Yarmouth for 21 years or longer (51%) are more in agreement than those who have lived in Yarmouth less time (range 26% to 36%).

## Historic Properties

**73% strongly or somewhat support the Town regulating the exterior appearance of additions to designated historic properties to assure that they maintain the character of the historic building.**

Over the years there has been a lot of discussion about the protection and preservation of historic properties in Yarmouth. Much of this discussion has focused on maintaining the exterior appearance and character of buildings.

Please indicate how strongly you would support or oppose each of the following polices.  
(% strongly or somewhat support)

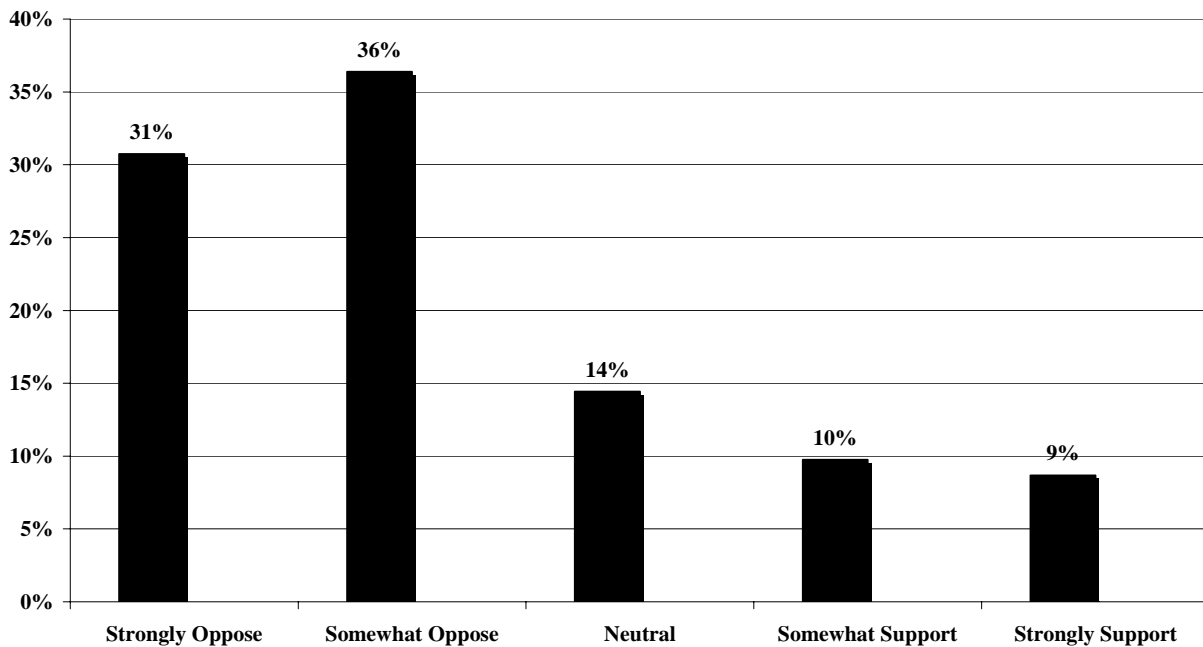
	% of residents
The Town should regulate the exterior appearance of additions to designated historic properties to assure that they maintain the character of the historic building.	73%
The Town should regulate the exterior appearance of renovations to designated historic properties to assure that they maintain the character of the historic building.	68%
The Town should establish guidelines on the design of renovations or additions or other changes to the exterior appearance of historic properties. These would be recommendations for the design but not mandatory.	61%
The Town should establish a historic district with standards for the maintenance, renovation, and enlargement of designated historic buildings that would require a review and approval by the Town of all changes to the exterior appearance of the property before they are made.	56%
The Town should regulate the exterior appearance of all designated historic properties and define what owners can do with that exterior.	51%
The protection of historic properties should be left up to the property owners and the Town should not be involved in regulating what these owners can or cannot do with the exterior appearance of their properties.	17%

## Comments:

Among residents, 73% strongly or somewhat support the Town regulating the exterior appearance of additions to designated historic properties to assure that they maintain the character of the historic building. A majority of residents also support the Town regulating the exterior appearance of renovations to designated historic properties to assure that they maintain the character of the historic building (68%), the Town establishing recommended guidelines on the design of renovations or additions or other changes to the exterior appearance of historic properties (61%), the Town establishing a historic district with standards for the maintenance, renovation, and enlargement of designated historic buildings that would require a review and approval by the Town of all changes to the exterior appearance of the property before they are made (56%), and the Town regulating the exterior appearance of all designated historic properties and define what owners can do with that exterior (51%). Compared to businesses, residents were more supportive of allowing the Town to regulate the appearance of all historic properties defining what owners can do with the exterior. Less than one-in-five residents support the proposal that protection of historic properties should be left up to the property owners and the Town should not be involved in regulating what these owners can or cannot do with the exterior appearance of their properties (17%).

**9% strongly support and 10% somewhat support the protection of historic properties being left to the property owners and the town should not be involved in regulating the exterior appearances of their properties.**

**Q26a - The protection of historic properties should be left up to the property owners and the Town should not be involved in regulating what these owners can or cannot do with the exterior appearance of their properties.**

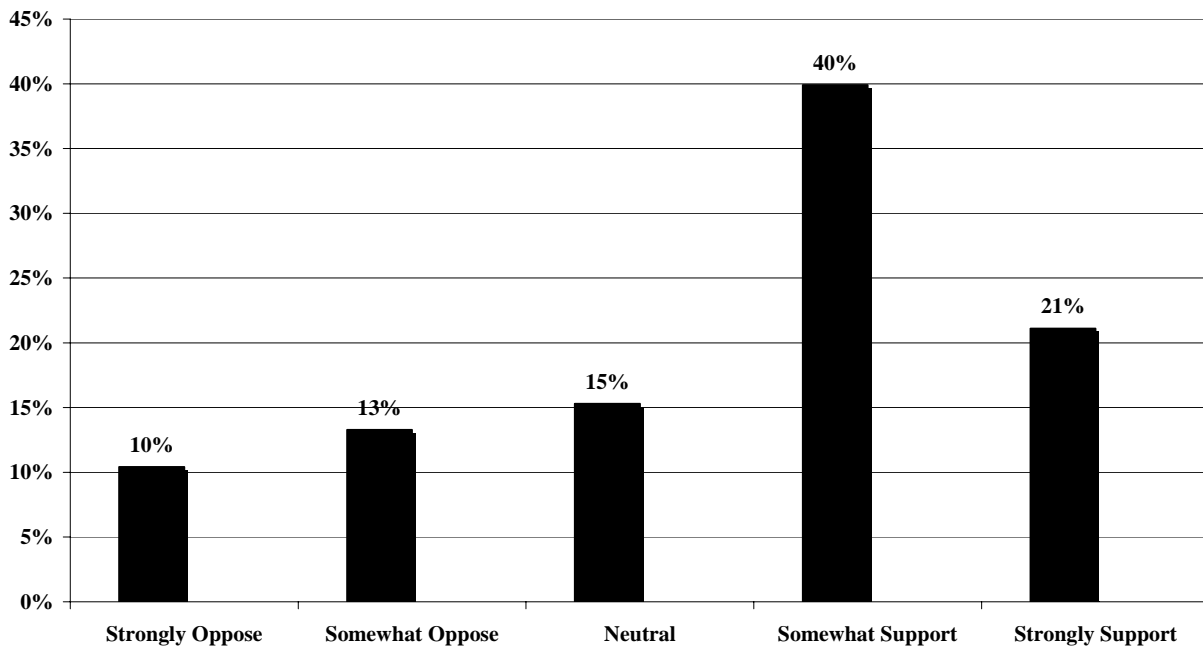


**Demographic Differences:**

- Residents in the Main Street, Village Center area (12%) are less supportive than those in other areas while those in the Village residential area north of the Royal River (25%) are more supportive than those in other areas.
- As age increases support increases (18 to 34 – 10%, 35 to 49 – 17%, 50 to 64 – 20%, 65+ – 28%).

**21% strongly support and 40% somewhat support the Town establishing recommended guidelines on the design of renovations or additions to the exterior appearance of historic properties.**

**Q26b - The Town should establish guidelines on the design of renovations or additions or other changes to the exterior appearance of historic properties.  
These would be recommendations for the design but not mandatory.**

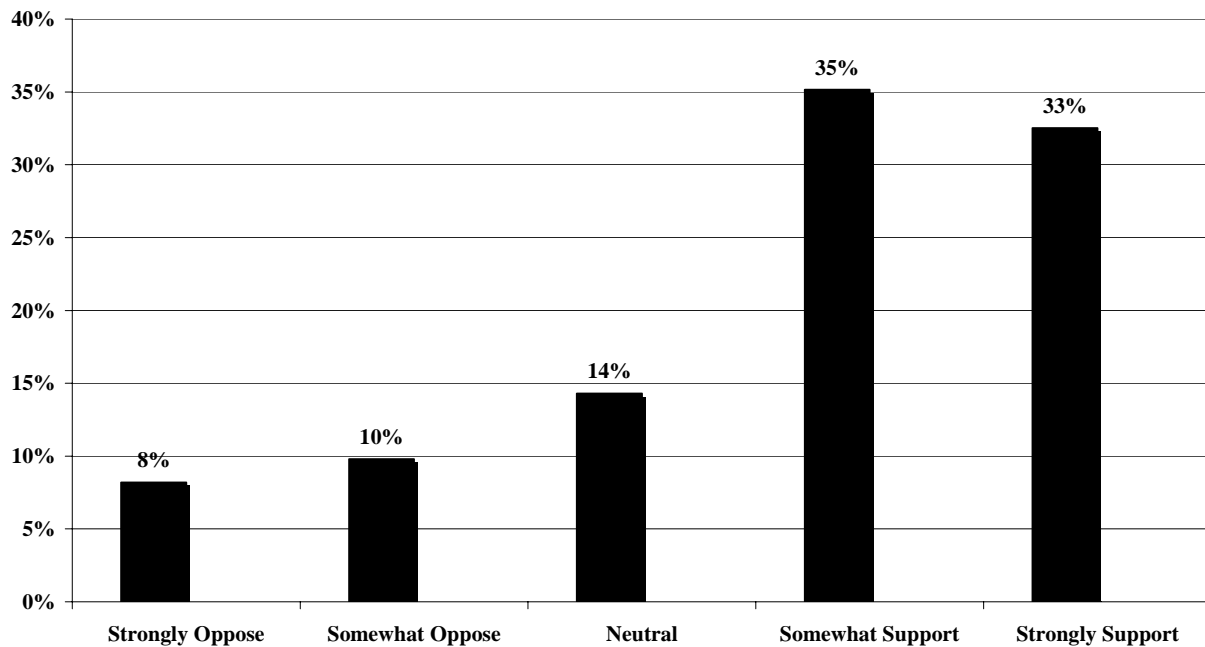


**Demographic Differences:**

- Residents in the west and north of the Village area (56%) are less supportive than those in other areas while those in the Main Street, Village Center area (66%) are more supportive than those in other areas.

**33% strongly support and 35% somewhat support the Town regulating the exterior appearance of renovations to designated historic properties to assure they maintain the character of the building.**

**Q26c - The Town should regulate the exterior appearance of renovations to designated historic properties to assure that they maintain the character of the historic building.**

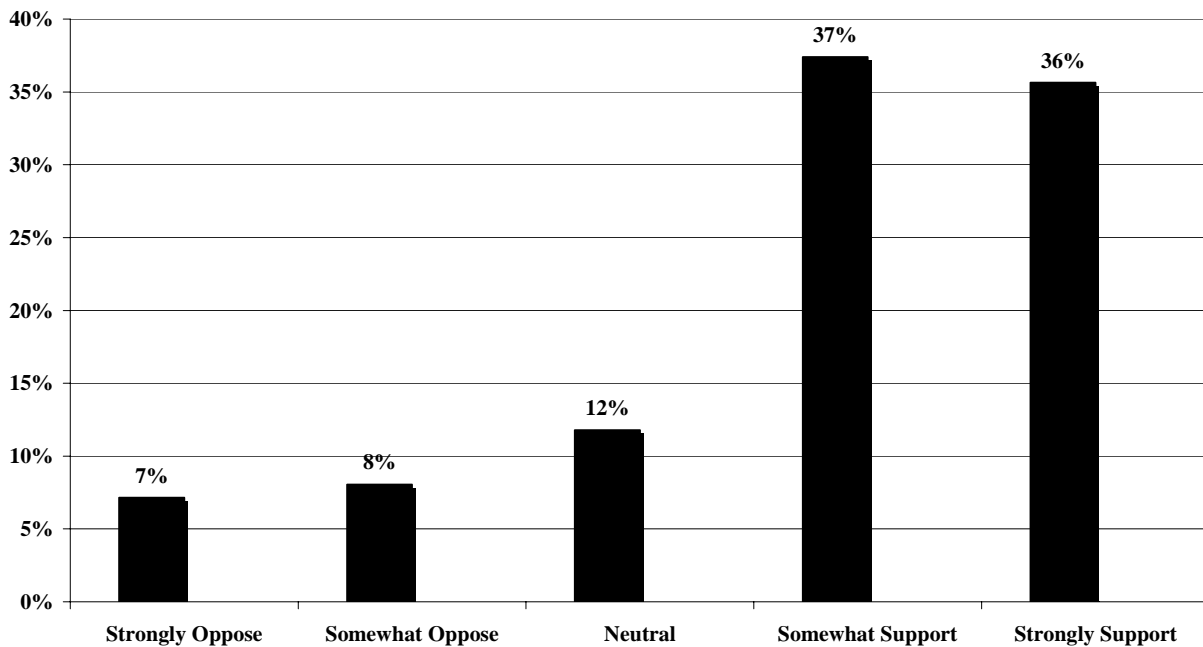


**Demographic Differences:**

- Residents in the Village residential area south of the Royal River (57%) are less supportive than those in other areas while those on the Islands (77%) are more supportive than those in other areas.
- Residents with an income of \$50,000 or less (57%) are less supportive than those with higher incomes (range 66% to 74%).

**36% strongly support and 37% somewhat support the Town regulating the exterior appearance of additions to designated historic properties to assure they maintain the character of the building.**

**Q26d - The Town should regulate the exterior appearance of additions to designated historic properties to assure that they maintain the character of the historic building.**



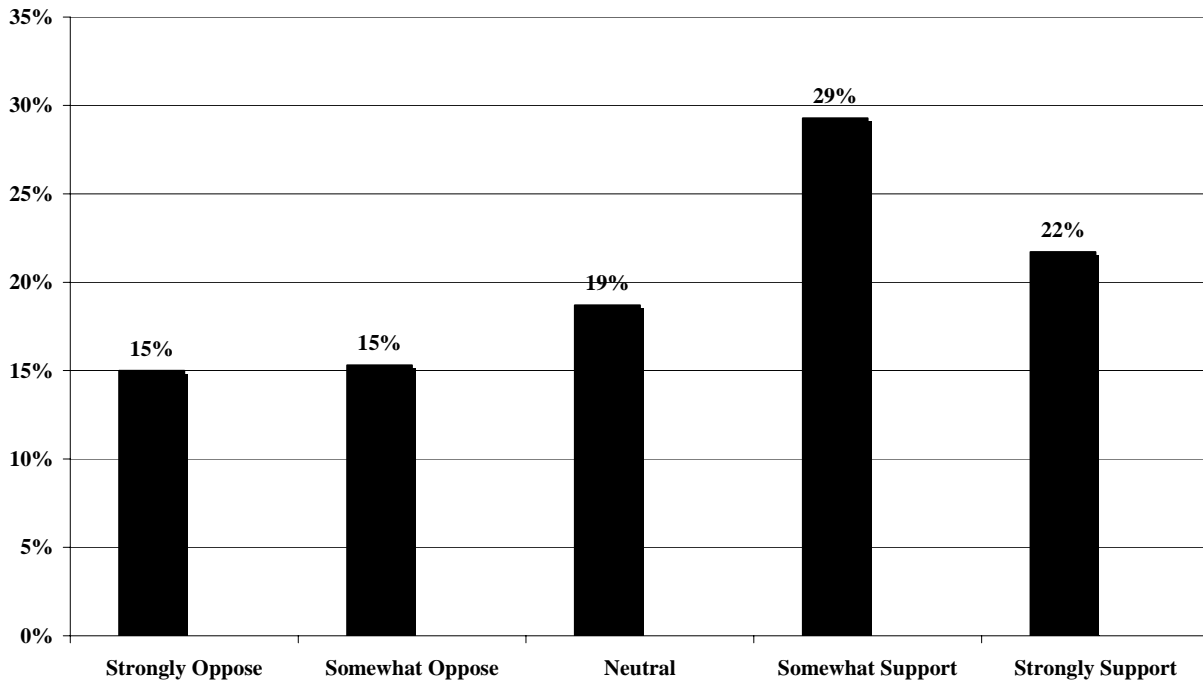
**Demographic Differences:**

- Residents in the Village residential area north of the Royal River (68%) are less supportive than those in other areas while those on the Islands (79%) are more supportive than those in other areas.
- Owners (75%) are more supportive than renters (61%).
- Residents with an income of \$50,000 or less (59%) are less supportive than those with higher incomes (range 71% to 86%).



**22% strongly support and 29% somewhat support the Town regulating the exterior appearance of all designated historic properties and define what owners can do with the exterior.**

**Q26e - The Town should regulate the exterior appearance of all designated historic properties and define what owners can do with that exterior.**

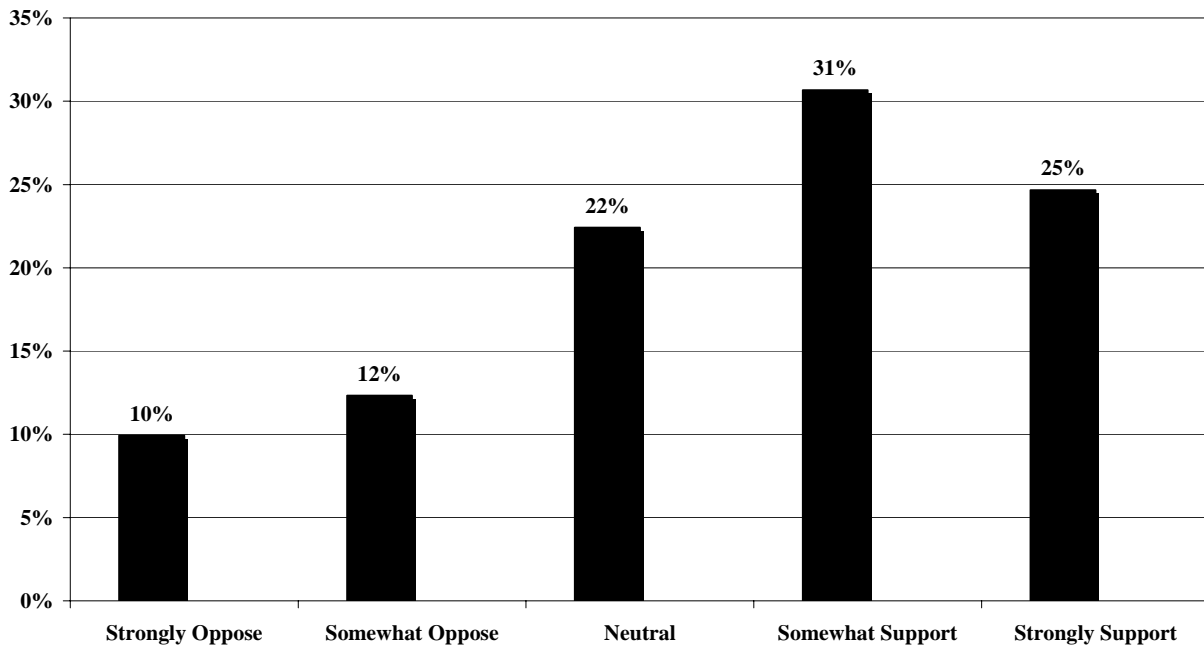


**Demographic Differences:**

- Residents on the Mainland east of I-295 and south of the Royal River (45%) are less supportive than those in other areas while those on the Islands (59%) and those in the Village residential area north of the Royal River (59%) are more supportive than those in other areas.
- Owners (55%) are more supportive than renters (31%).
- Residents with an income of \$50,000 or less (38%) are less supportive than those with higher incomes (range 49% to 58%).
- Residents who have lived in Yarmouth for 2 years or less (40%) are less supportive than those who have lived in Yarmouth longer (range 51% to 61%).

**25% strongly support and 31% somewhat support the Town establishing a historic district with standards for maintenance, renovations, and enlargement of designated historic buildings requiring review and approval by the Town of all changes to the exterior.**

**Q26f - The Town should establish a historic district with standards for maintenance, renovation, and enlargement of designated historic buildings requiring review/approval by the Town of all changes to the exterior.**



**Demographic Differences:**

- Residents in the Main Street, Village Center area (48%) are less supportive than those in other areas while those on the Islands (63%) and those west and north of the Village (63%) are more supportive than those in other areas.
- Owners (58%) are more supportive than renters (43%).
- Residents with an income of \$50,000 or less (46%) are less supportive than those with higher incomes (range 56% to 61%).

## Additional Comments

**Among residents, five percent or more mentioned road maintenance, reducing sprawl, maintaining Village character, open space conservation, and property tax reduction as issues the committee should consider.**

**And finally, is there anything else the Comprehensive Plan Steering Committee should be thinking about as it plans for Yarmouth?**

	<b>% of residents</b>
Traffic concerns/ road maintenance	6%
Controlling residential/commercial growth-reducing sprawl	5%
Maintain Village character	5%
Open space preservation/ environmental conservation	5%
Property tax reduction	5%
Keep & maintain what makes Yarmouth unique	4%
Specific concern/ address to Town Board/ Committee	4%
Budget control – towns, schools	3%
Infrastructure concerns-roads, water, sewer, utility systems	3%
Keeping out “Big Box”/ national chain developments	3%
Improve/ maintain/ build more pedestrian/ bike paths	3%
Commercial/ business development in regards to tax relief	2%
Maintain & protect quality of Yarmouth schools	2%
Population – keeping diverse mix of residents	2%
Landowner rights – loosening some zoning restrictions	2%
Please do what is best for entire town, not only elite few	2%
Zoning concerns – Bridge St., Lot sizes, village density	2%
Affordable housing	1%
Aging population	1%
Consolidation of schools/ town services	1%
Encourage new business	1%

**And finally, is there anything else the Comprehensive Plan Steering Committee should be thinking about as it plans for Yarmouth?**

*(continued)*

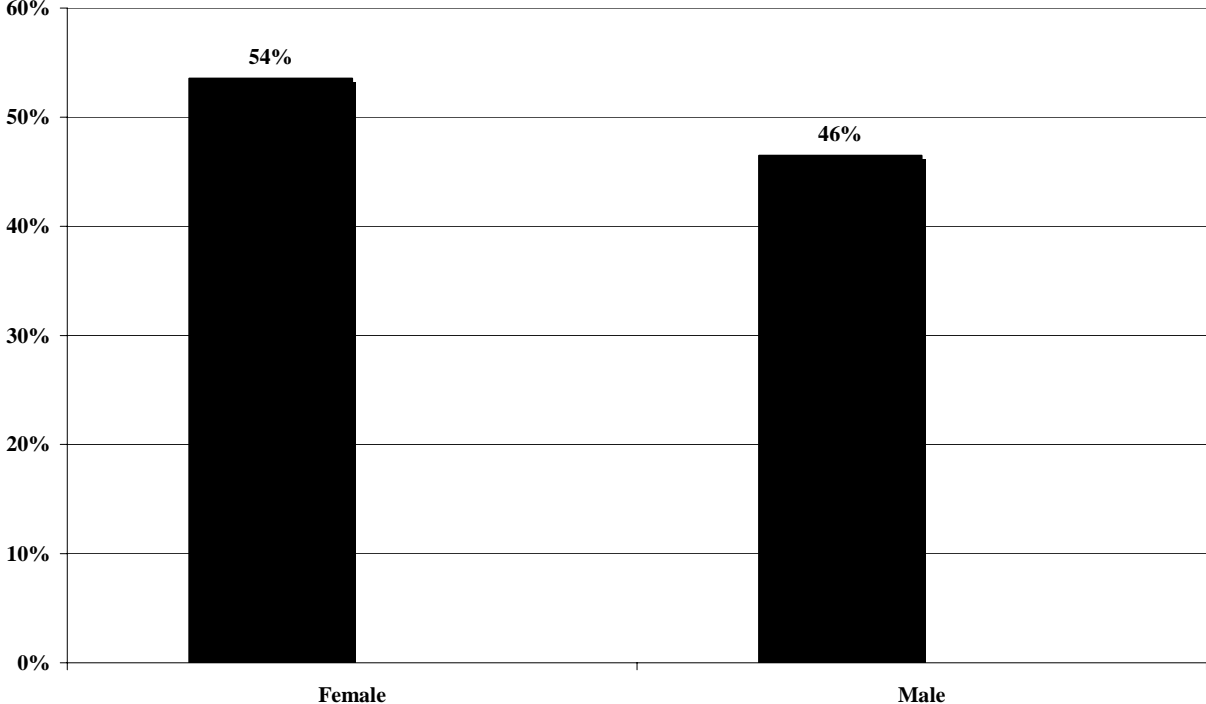
	<b>% of residents</b>
Historic preservation	1%
Public water access - rivers and ocean	1%
Public transportation	1%
Address light and noise pollution	1%
Encourage property owners to meet standards of upkeep	1%
Visual "pollution" - cell towers, excessive signage, neon	1%
Thanks for this survey/ encouraging input	1%
Teen or community center	0%
Ease restrictions keeping small businesses from Village	0%
Other	3%
No additional comments	62%

**Comments:**

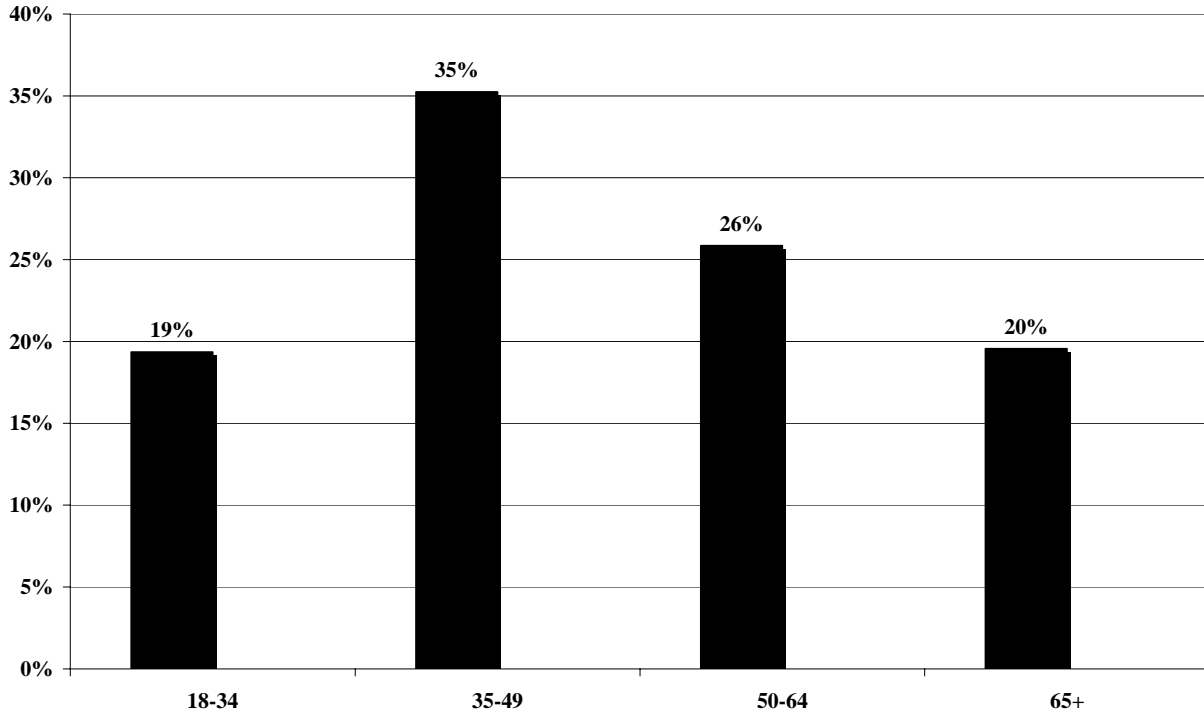
Among residents, 38% provided additional comments that the committee should consider. Five percent or more mentioned road maintenance and traffic concerns, cited by 6% of residents; controlling residential/commercial growth-reducing sprawl, cited by 5%; maintaining Village character, cited by 5%; open space preservation and environmental conservation, cited by 5%; and property tax reduction, also cited by 5% of residents. Less than 5% of residents had other additional comments. The majority of residents (62%) did not have any additional comments.

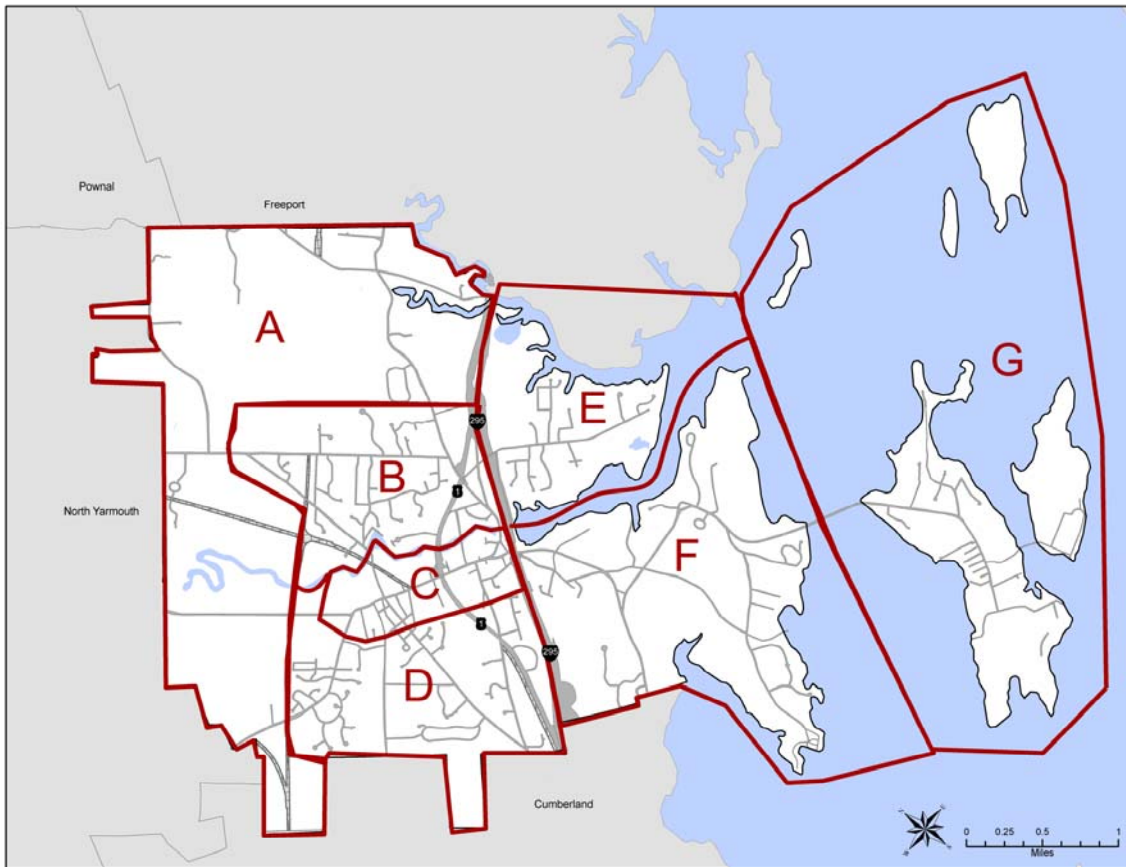
# Resident Demographics

Q27sex - Please indicate your gender



**Q27age - What is your age?**

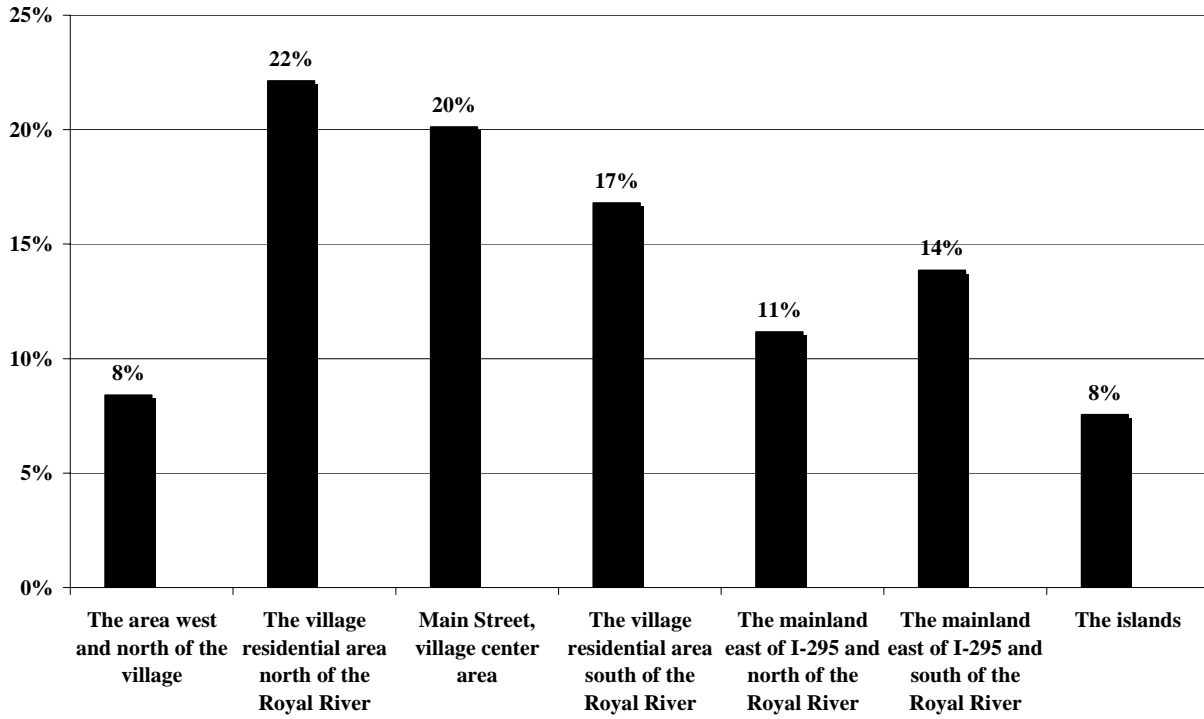




<b>A</b>	The area west and north of the village
<b>B</b>	The village residential area north of the Royal River
<b>C</b>	Main Street, village center area
<b>D</b>	The village residential area south of the Royal River

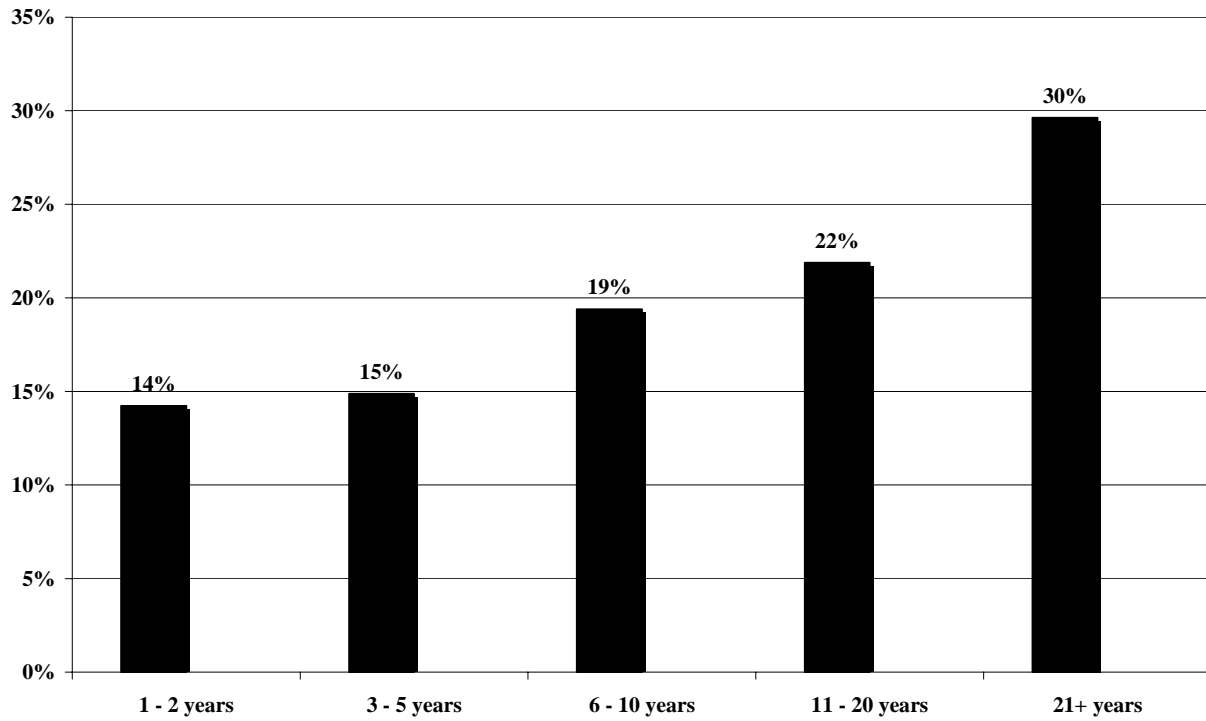
<b>E</b>	The mainland east of I-295 and north of the Royal River
<b>F</b>	The mainland east of I-295 and south of the Royal River
<b>G</b>	The islands

### Q27area - In which part of Yarmouth do you reside?

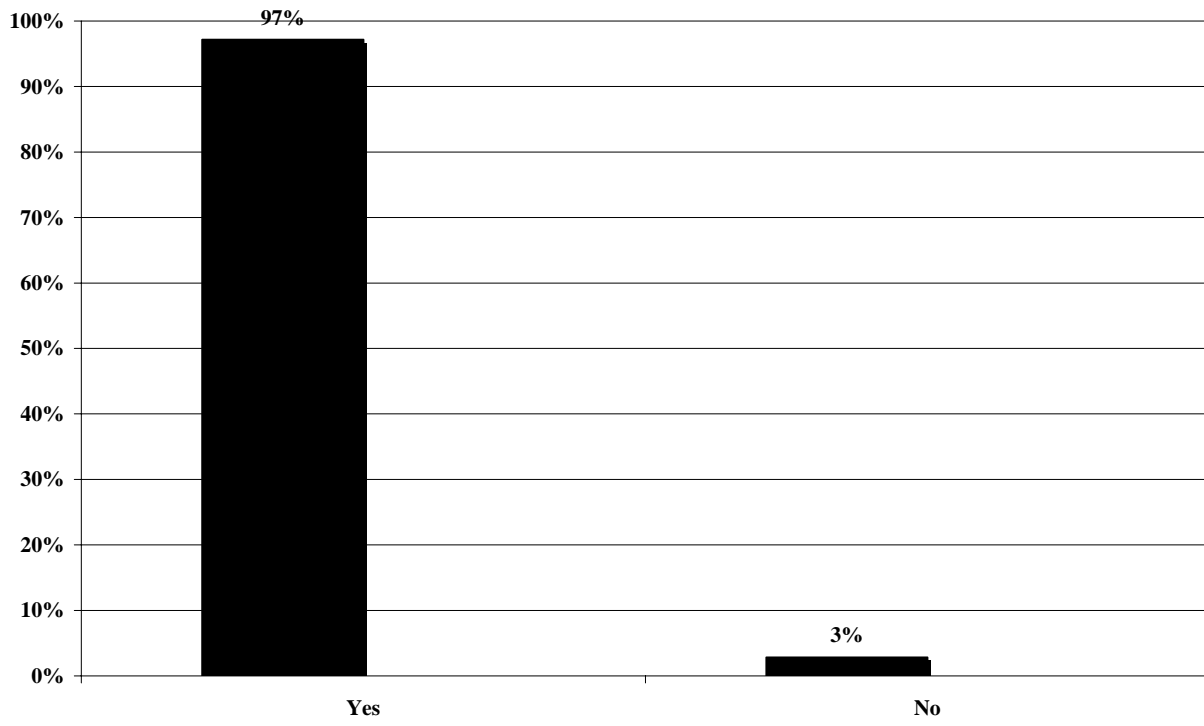




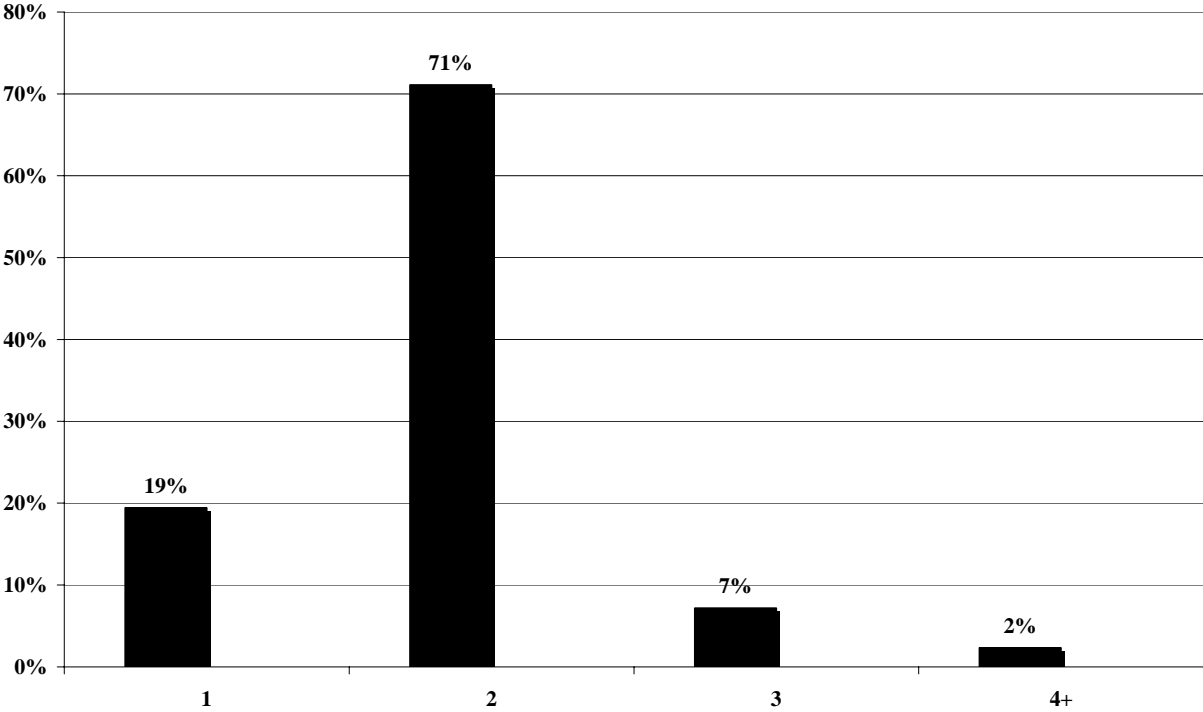
**Q27resc - How many years have you lived in Yarmouth?**



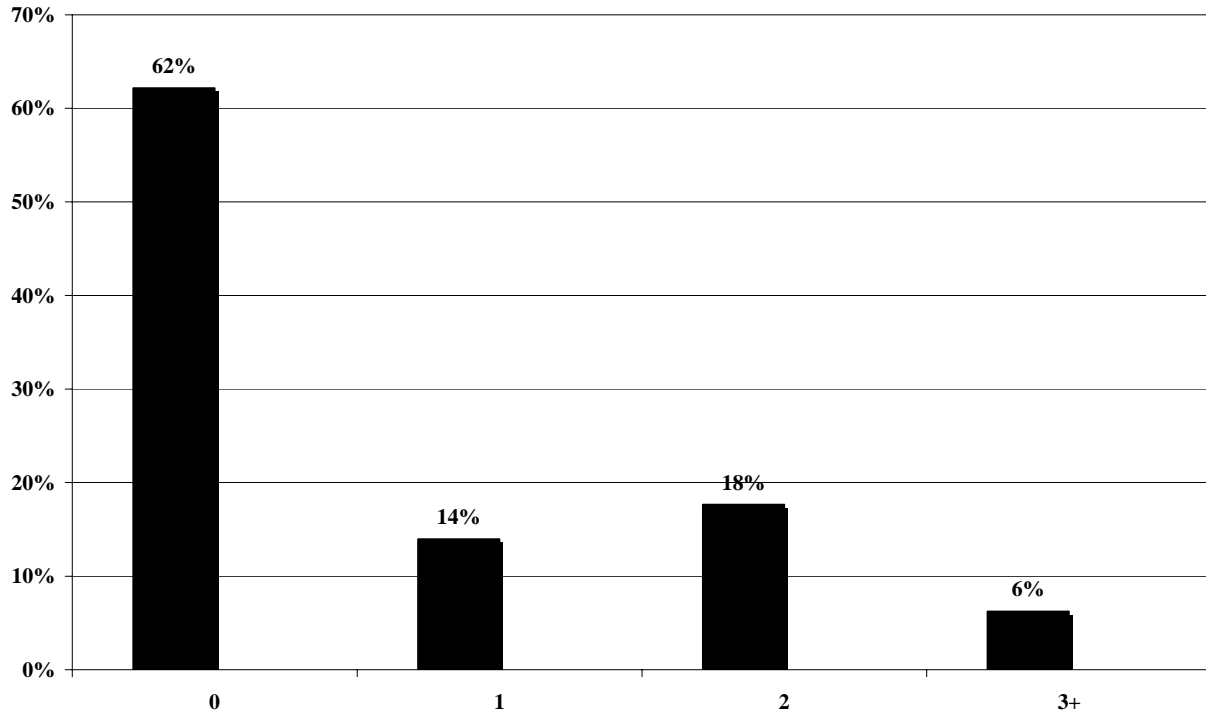
**Q27yr - Are you a year round resident?**



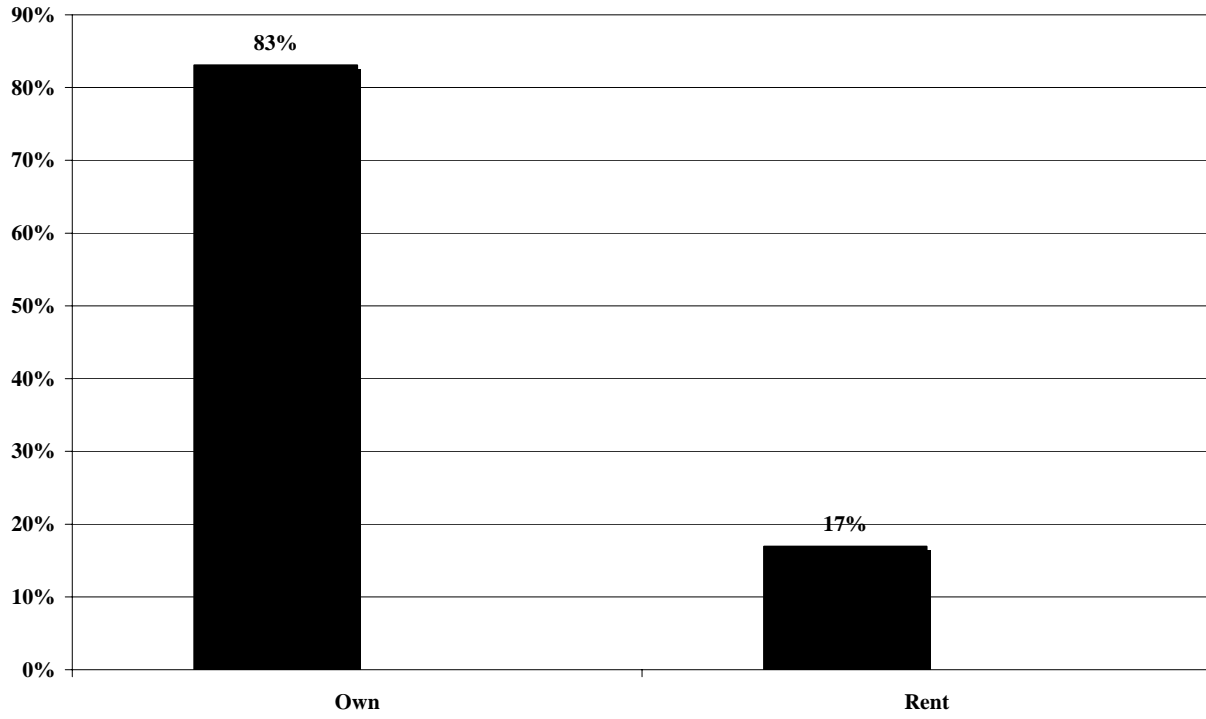
**Q27adultc - How many adults (18 and older) live in the household?**



**Q27kide - How many children (17 and younger) live in the household?**



**Q27rent - Do you currently...**



Q27inc - What is your household's total income?

