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Research Report

Town of Yarmouth

Comprehensive Planning Business 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 businesses. It is divided into four sections:

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

A report on the resident 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 business respondents, the survey response rate was 16%.

Sampling Error

The percentages reported for the Town of Yarmouth Comprehensive Planning Survey for businesses are within plus or minus 13% that would be found if all businesses 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 37% and 63% with a confidence level of 95%.

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 business respondents only.

III. Key Findings

It should be noted that due to the return of so few business surveys (44) the findings below should not be generalized to the entire population of businesses in Yarmouth, but instead should be taken as suggestive of attitudes and opinions held by business owners rather than absolute proportions who support or oppose a given policy.

Main Street and the Village Center

- 87% strongly or somewhat support maintaining a mix of residential uses and businesses on Main Street, 74% support more flexibility for home owners near Main Street to use parts of the house as an office, and 59% support providing more flexibility for home owners near Main Street to make residential changes such as adding an apartment.
- The most supported 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 (84%) 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 (79%), an inn (75%), a small grocery store (69%), a personal service business (63%), a small hardware store (57%), a retail store (56%), a bank/credit union (56%) and an office building (52%) 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 small locally owned retail store (42%), a bakery (33%), and an art gallery or local artist/craftsmen co-op (25%).
- 68% strongly or somewhat support revising the zoning requirements to make it easier for new small-scale commercial uses to locate on Main Street.

Route One as a Whole

- More than two-thirds strongly or somewhat support the addition of an office or professional building (80%), restaurant (79%), a coffee shop (77%), an inn (72%), a retail store (72%), a research facility (71%), a personal service business (70%), a bank/credit union (71%), a small grocery store (68%), and a light manufacturing facility (67%).
- 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 (8%), a book or music store (8%), and a farmer's market (8%).

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 (73%) 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 (63%) or a mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street (63%).
- The most frequently mentioned businesses they would like to see on Route One between DeLorme and Casco Bay Ford are a recreational park (20%) and small/mid-sized business or retail (20%). Twenty percent said that it should be left as open space.
- 56% 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 assisted living for senior and handicapped residents (82%), affordable housing for elderly households (80%), affordable housing for young families (73%), property tax relief for elderly residents (66%), and waiving Town fees for building affordable housing (57%).
- 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 as an action the Town could take to support affordable housing (77%).
- 59% 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.
- 69% 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.

- 74% 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), 65% strongly or 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), 53% strongly or 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) and 51% strongly or somewhat support allowing smaller lots in areas served by public sewerage and water.

Transportation

- 69% strongly or somewhat support the Town requiring streets in new subdivisions to connect to existing roads where possible.
- 77% 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.

Open Space

- 78% strongly or somewhat support the Town managing and improving the open space and conservation lands that it already has.
- 75% strongly or somewhat support providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village.
- 72% 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 property between Mobil and NYA Ice Arena (33%), Royal River Park/anywhere along Royal River (25%), the property between DeLorme and Casco Bay Ford (17%), and Sligo Road (17%).

Environment

- 79% strongly or somewhat support requiring or encouraging “green” building practices.
- 62% strongly or somewhat support stricter requirements for protecting wetland areas.
- 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 (33%), school administration (21%), municipal services/public works (17%), fire department (13%), town administration (13%), and police department (13%).
- Respondents 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.

IV. Summary Report

Lead-in Open-Ended Question

The following question was asked of all businesses that 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.

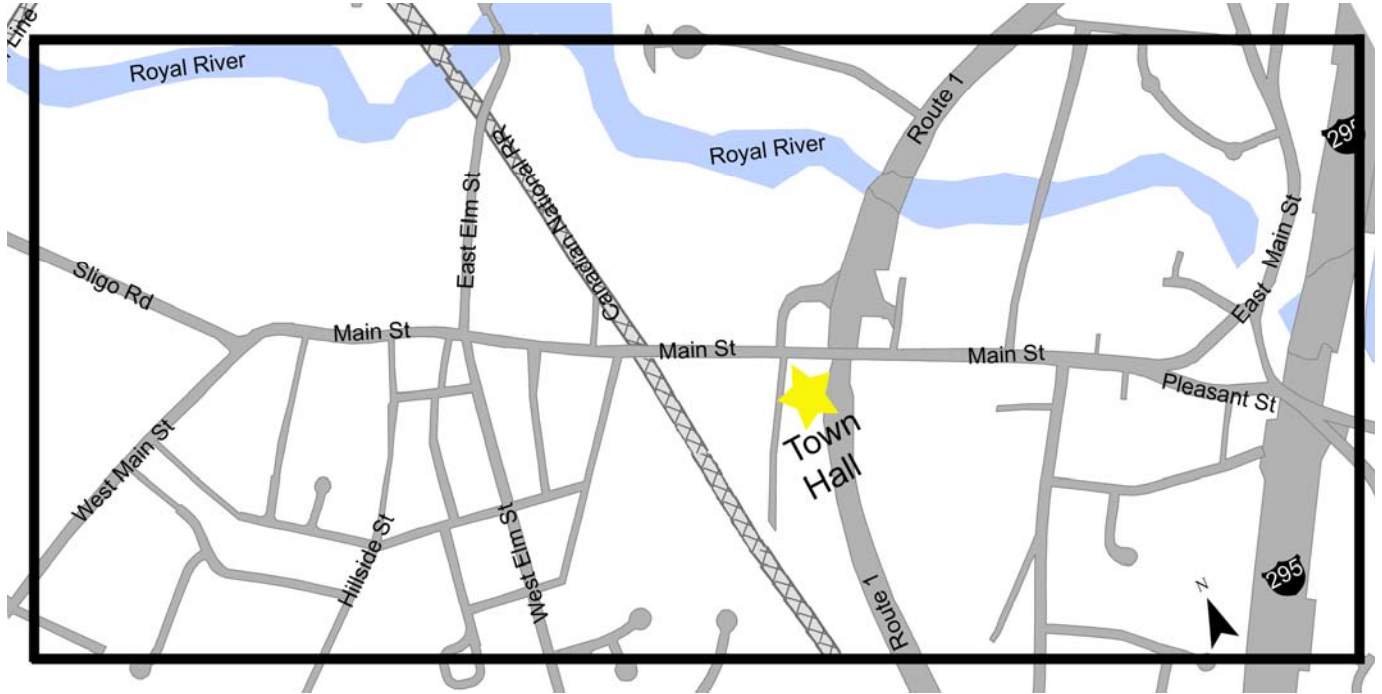
What do you think are the two or three key issues facing Yarmouth over the next ten years that need to be addressed in the update of the Comprehensive Plan?

| | % of Businesses |
|--------------------------------------------------------------|------------------------|
| Controlling residential & commercial growth-reducing sprawl | 45% |
| Maintain Village character | 25% |
| Property tax reduction | 11% |
| Open space preservation/ environmental conservation | 14% |
| Infrastructure concerns-roads, water, sewer, utility systems | 7% |
| Affordable housing | 2% |
| Commercial development along Route One | 16% |
| Encourage new business | 5% |
| Budget control - towns, schools | 9% |
| Traffic concerns | 5% |
| Consolidation of schools/ town services | 7% |
| Keeping out "Big Box"/ national chain developments | 11% |
| Maintain quality of Yarmouth schools | 0% |
| Population - keeping diverse mix of residents | 5% |
| Public water access - rivers and ocean | 0% |
| Improve pedestrian/ bike paths access to Village | 2% |
| Aging population | 2% |
| Historic preservation | 5% |
| Public transportation | 2% |
| Landowner rights - loosening some zoning restrictions | 2% |
| Teen or community center | 0% |
| Other | 0% |
| Unsure | 20% |

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 businesses that 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?

| | % of Businesses |
|----------------------------------------------------------------|------------------------|
| Keep it as it is - quaint, mixed use, attractive | 18% |
| Encourage small business | 20% |
| Maintain village/ historic character | 20% |
| Make as pedestrian/ bicycle friendly as possible | 5% |
| Keep out chain stores | 9% |
| Stricter zoning re: Architecture design and Signage | 9% |
| Invest in aesthetics-landscaping, flags, street light fixtures | 18% |
| Need more parking | 11% |
| Traffic concerns - restricting heavy loads | 5% |
| More organized events to attract visitors-day/evening events | 2% |
| Encourage property owners to meet standards of upkeep | 9% |
| Cease excessive restrictions and zoning | 0% |
| Ease restrictions that keep small businesses from Village | 7% |
| Enhance/ expand Town Center or Village Green | 2% |
| Increase housing density in downtown area to village scale | 7% |
| Limit Business Development Downtown | 0% |
| Preserve Open Spaces | 0% |
| Bury utility lines | 7% |
| Support Route 115 by-pass | 0% |
| Other | 0% |
| Unsure | 27% |

87% strongly or somewhat support maintaining a mix of residential uses and businesses on Main Street while 74% 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)**

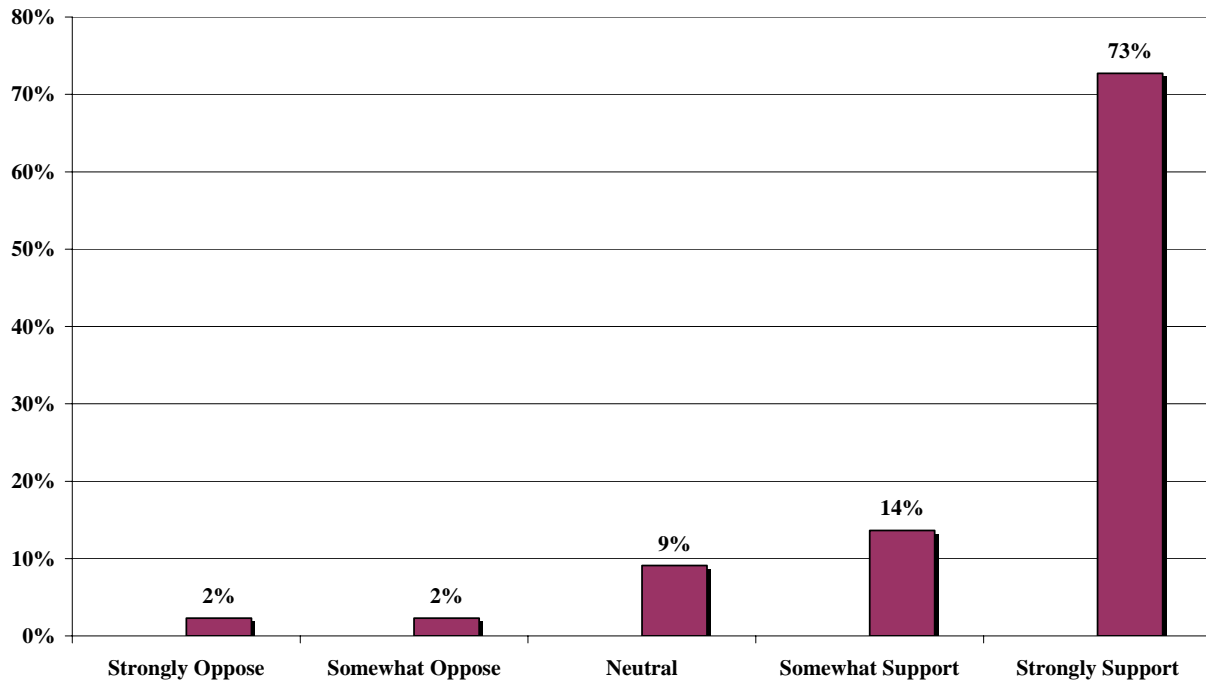
| | % of Businesses |
|------------------------------------------------------------------------------------------------------------------------|------------------------|
| Maintain a mix of residential uses and businesses on Main Street? | 87% |
| Provide more flexibility for the owners of homes near Main Street for using part of the house as an office? | 74% |
| Provide more flexibility for the owners of homes near Main Street for residential changes such as adding an apartment? | 59% |

Comments:

Among businesses, similar to residents, 87% somewhat or strongly support maintaining a mix of residential uses and businesses on Main Street. Slightly more businesses compared to residents were supportive of additional flexibility to use some of their residence near Main Street for business purposes. Specifically, 74% 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.

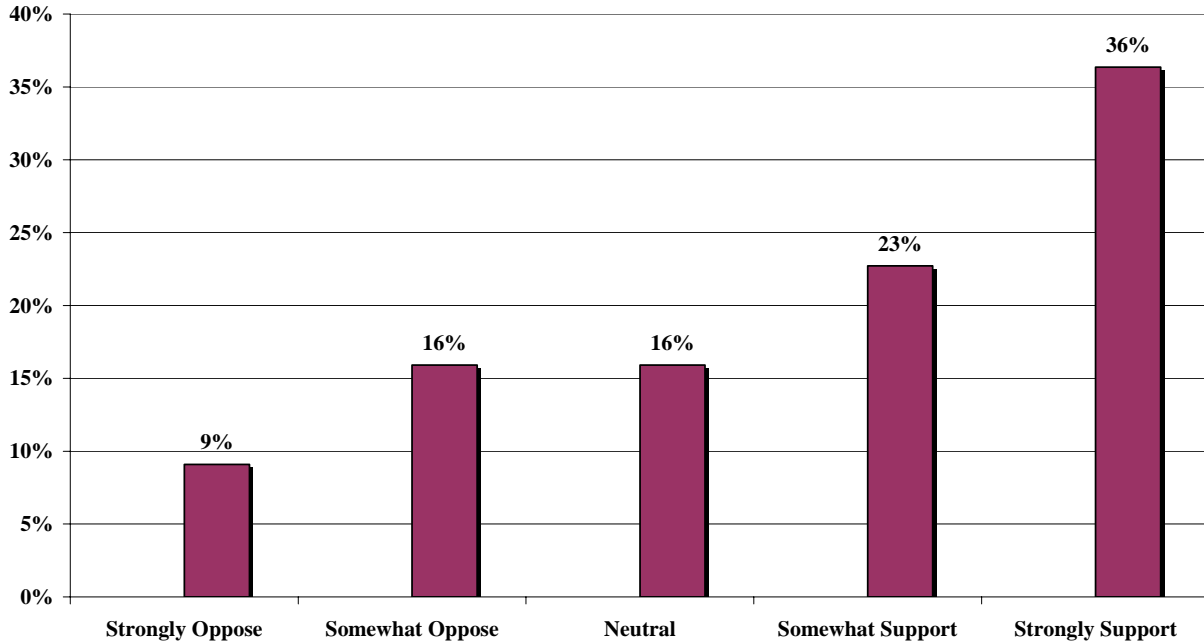
73% strongly support and 14% somewhat support maintaining a mix of residential uses and businesses on Main Street.

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



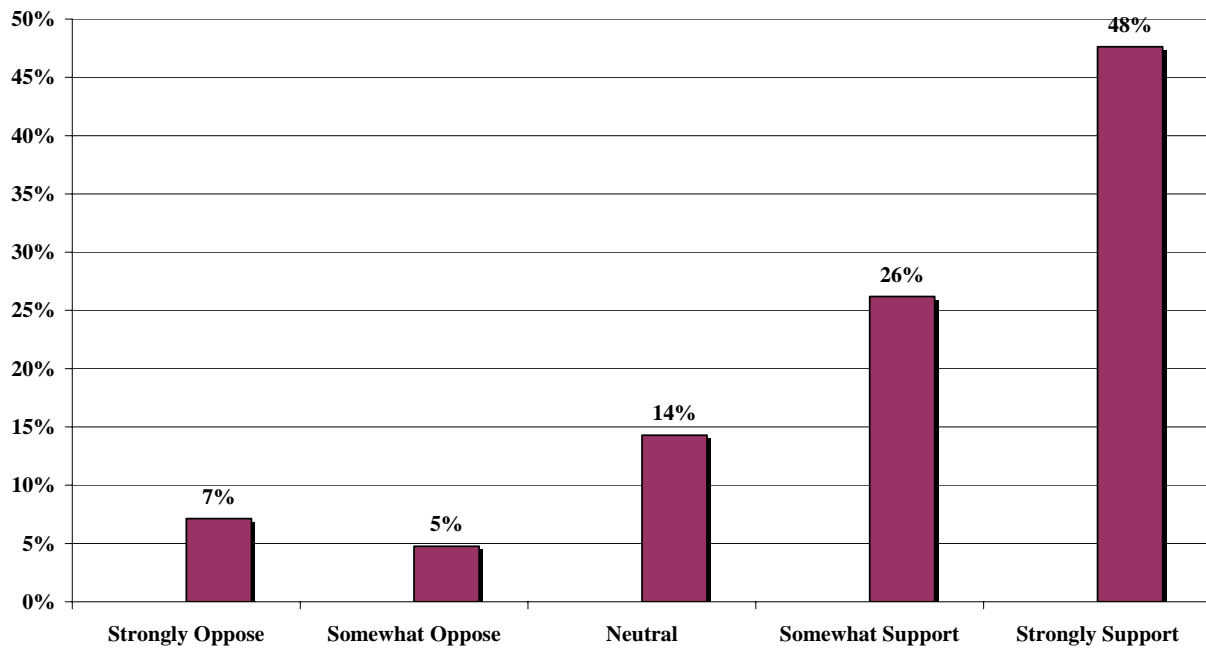
36% strongly support and 23% somewhat support flexibility for home owners near Main Street for residential changes such as adding an apartment.

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?



Among businesses, 48% strongly support and 26% 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?



Among businesses, more than 4-in-5 strongly or somewhat support adopting standards for new buildings (86%) and building renovations (84%) 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)**

| | % of Businesses |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| 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. | 84% |
| 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. | 71% |
| 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. | 68% |
| 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. | 56% |

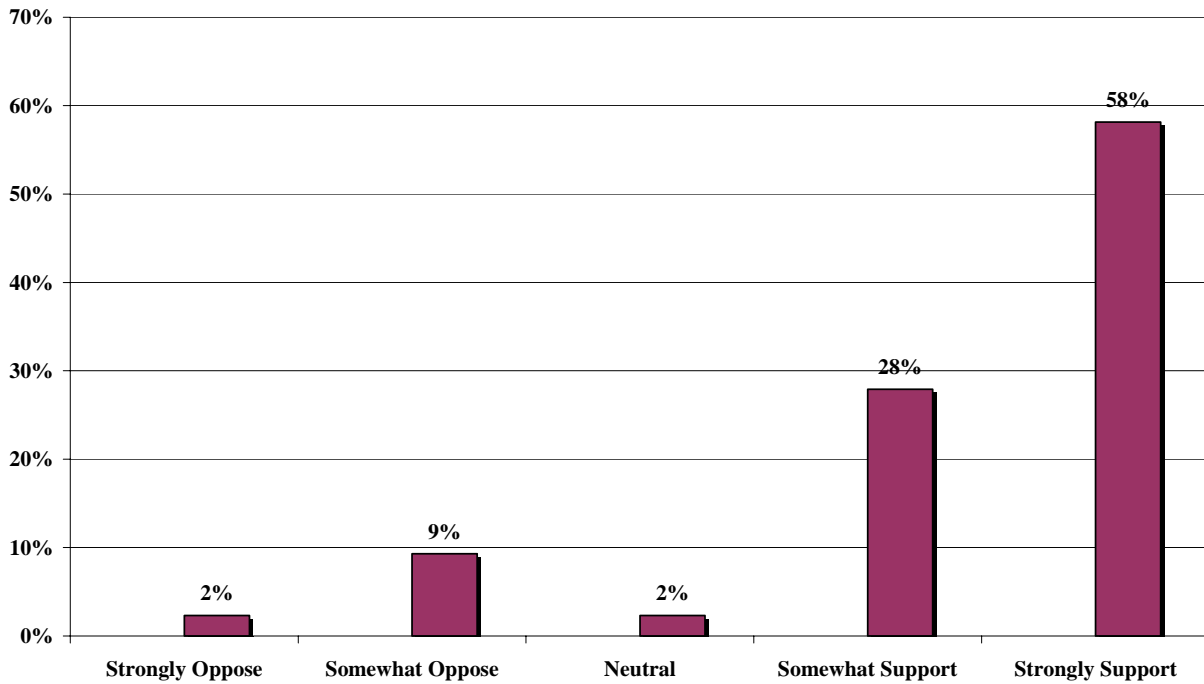
For these questions, building standards intended to maintain "village character" might include pitched roofs and traditional window treatments, locations closer to the street and adjacent buildings, and parking in the rear of the properties.

Comments:

Among businesses 86% strongly or somewhat support adopting standards for new buildings along Main Street that require that the design conform to the village character while 84% 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 (71%) 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. A larger proportion of businesses compared to residents 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. Specifically, 68% of businesses support such a policy. Similarly, there is stronger support among businesses compared to residents for 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 with 56% of businesses supporting such a policy.

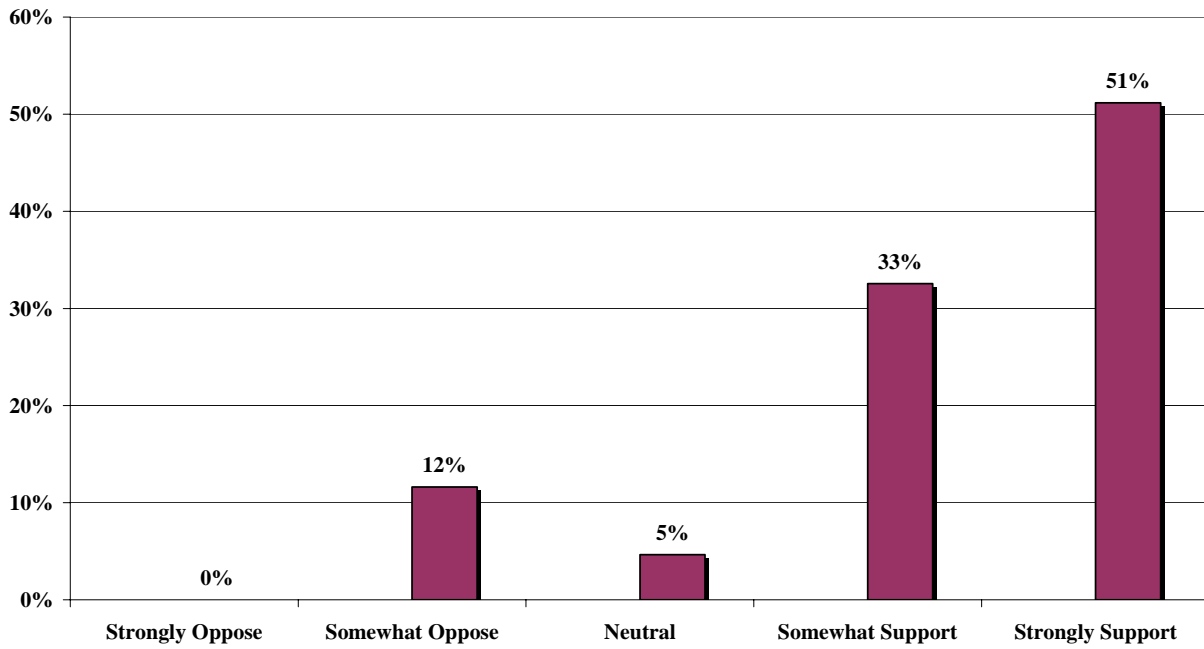
58% strongly support and 28% somewhat support adopting standards for new buildings along Main Street that require the design conform to the village character.

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



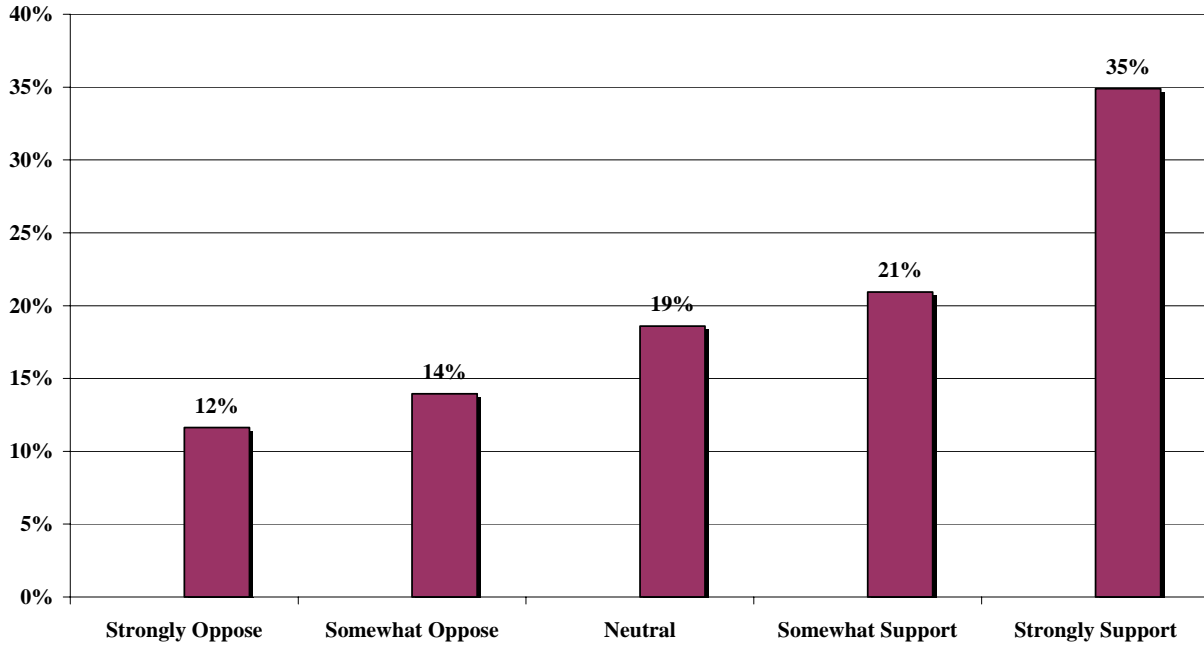
51% strongly support and 33% somewhat support adopting standards for renovations or enlargements of existing buildings along Main Street that require the design conform to the village character.

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.



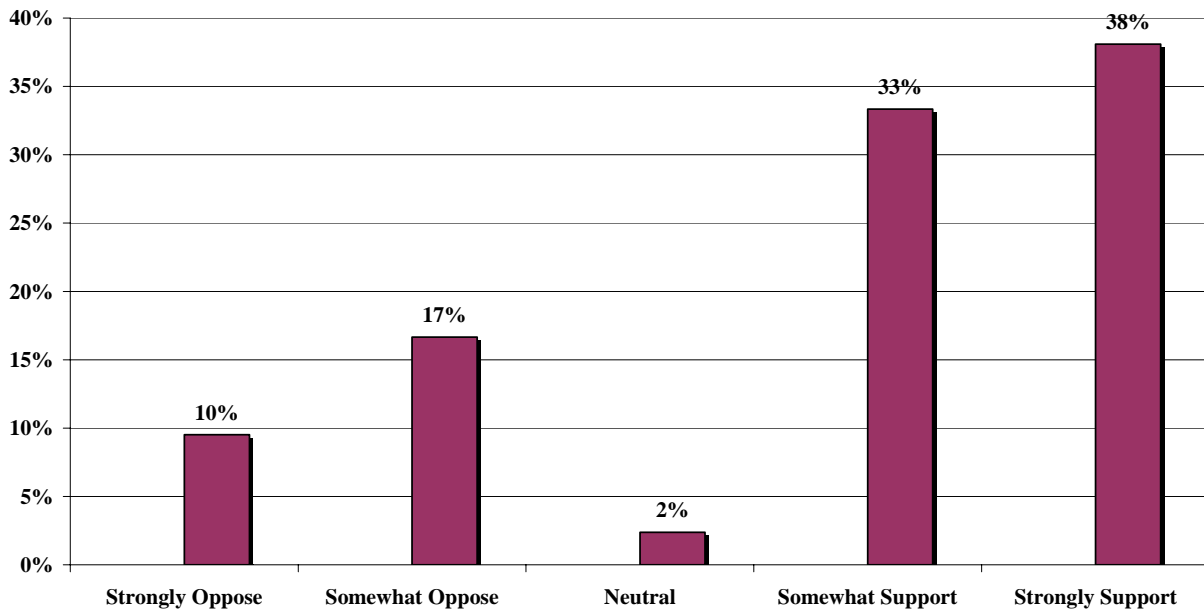
35% strongly support and 21% somewhat support adopting special standards for renovations of existing buildings to meet reduced standards rather than complying with building code for new construction.

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.



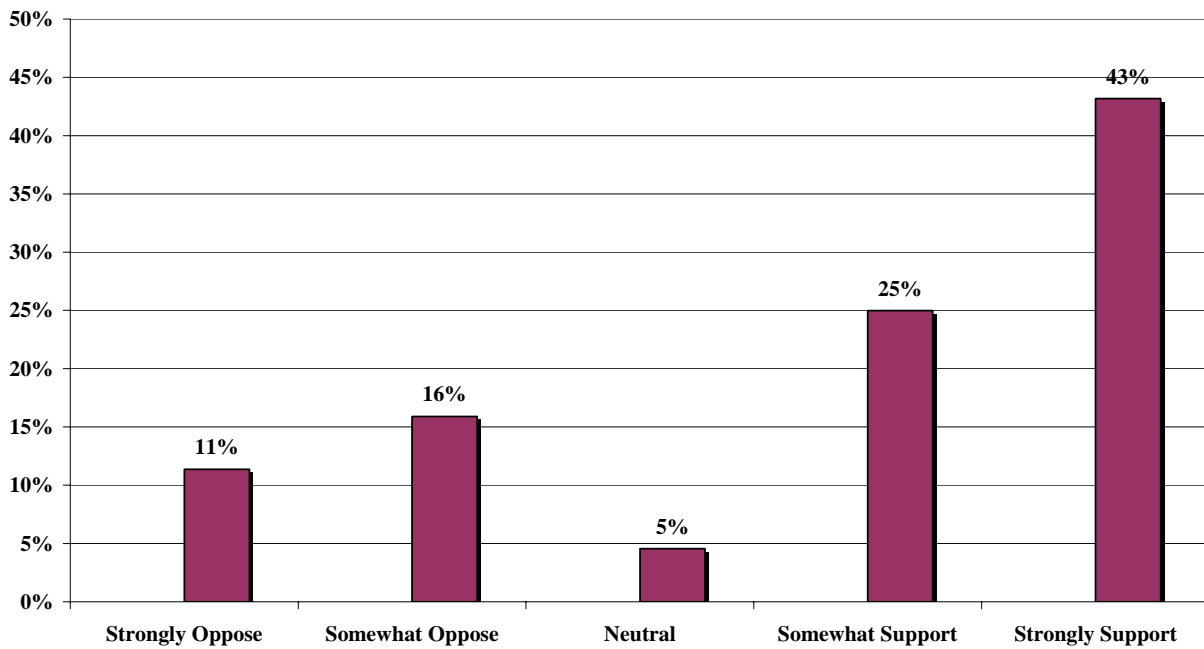
38% strongly support and 33% somewhat support allowing existing buildings not designated historic properties to be replaced by new buildings compatible with village character and including residential use.

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.



43% strongly support and 25% 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.



Among businesses, more than half strongly or somewhat support the addition of a restaurant (82%), a coffee shop (79%), an inn (75%), a small grocery store (69%), a personal service business (63%), a small hardware store (57%), a retail store (56%), a bank/credit union (56%) and an office building (52%) 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)

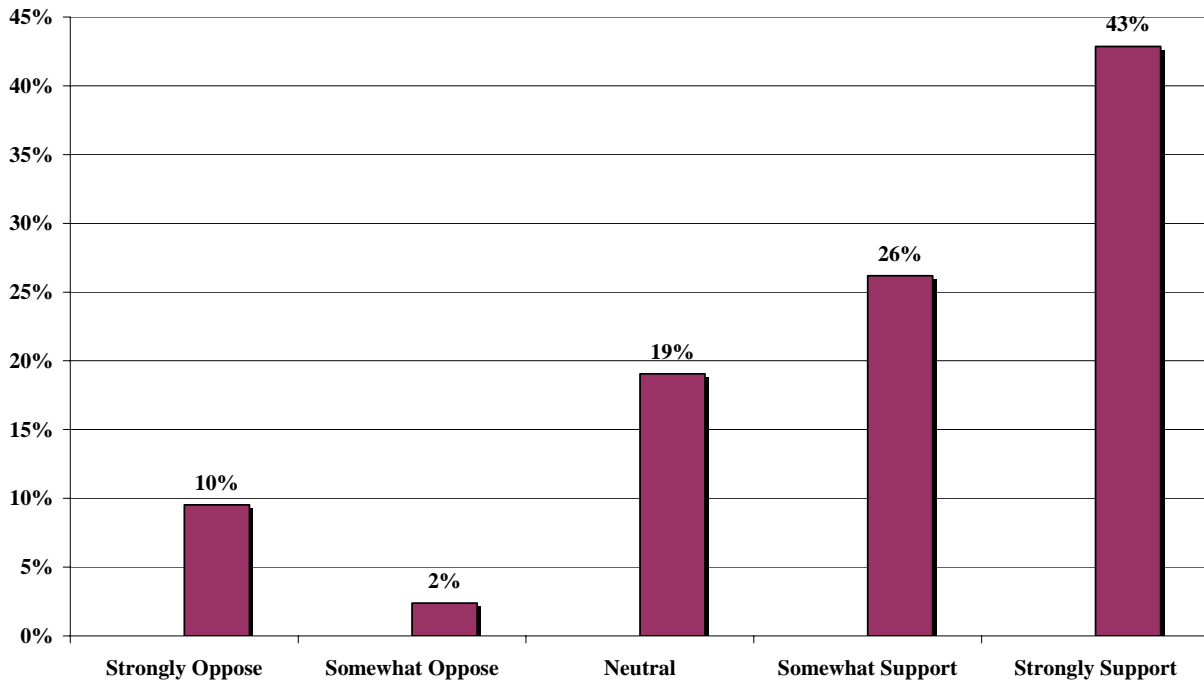
| | % of businesses |
|----------------------------------------------------|------------------------|
| Restaurant. | 82% |
| Coffee shop. | 79% |
| Bed and breakfast inn. | 75% |
| Small grocery store. | 69% |
| Personal services such as hair, nails, or massage. | 63% |
| Office and professional building. | 52% |
| A small hardware store. | 57% |
| Retail store. | 56% |
| Bank/credit union. | 56% |
| Day care center. | 41% |
| Nursing home/assisted living. | 48% |
| Gasoline or convenience store. | 33% |
| Light manufacturing. | 31% |
| National restaurant chain. | 9% |
| Fast food restaurant. | 12% |
| National chain pharmacy. | 14% |

Comments:

Among businesses, more than half strongly or somewhat support the addition of a restaurant (82%), a coffee shop (79%), an inn (75%), a small grocery store (69%), a personal service business (63%), a small hardware store (57%), a retail store (56%), a bank or credit union (56%), and an office building (52%). Large minorities of businesses were also strongly or somewhat in support of the addition of a nursing home or assisted living facility (48%) and day care center (41%), a gasoline or convenience store (33%) and a light manufacturing facility (31%). About 1-in-10 was supportive of a national chain pharmacy (14%), a fast food restaurant (12%), and a national restaurant chain (9%). Business respondents were slightly more likely to strongly or somewhat support a small grocery store, bank or credit union, nursing home or assisted living facility, gas station, and light manufacturer.

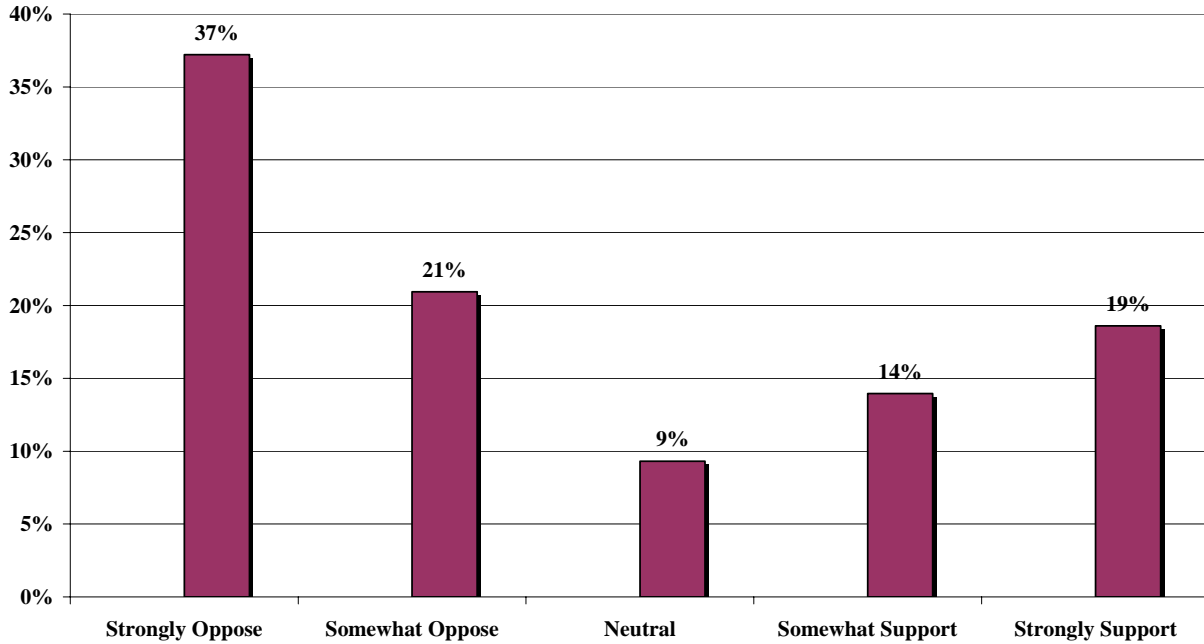
43% strongly support and 26% somewhat support allowing the addition of a small grocery store in the Village Center.

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?)



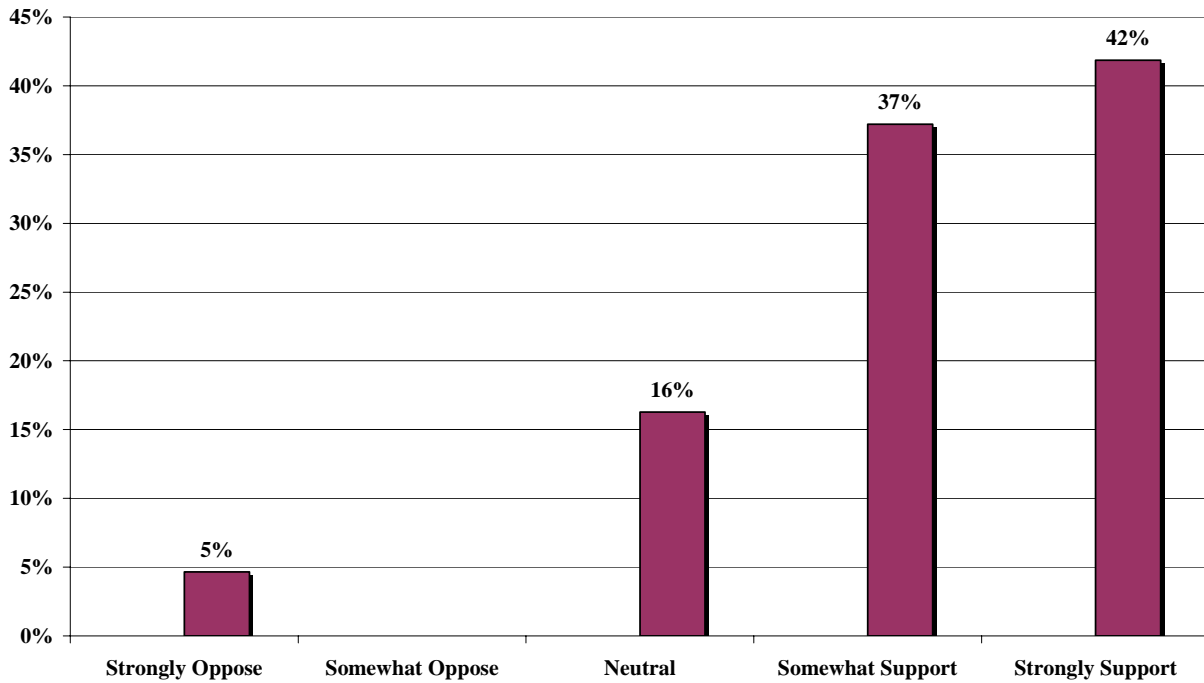
19% strongly support and 14% somewhat support allowing the addition of a gasoline or convenience store in the Village Center.

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?)



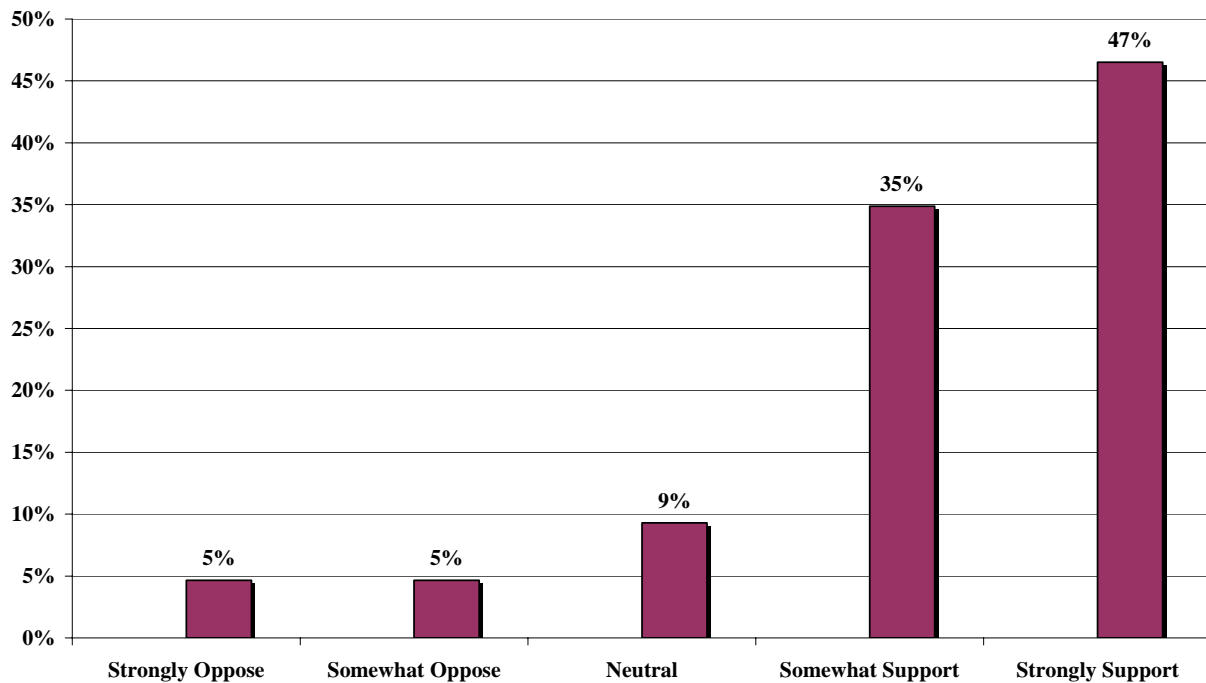
42% strongly support and 37% somewhat support allowing the addition of a coffee shop in the Village Center.

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?)



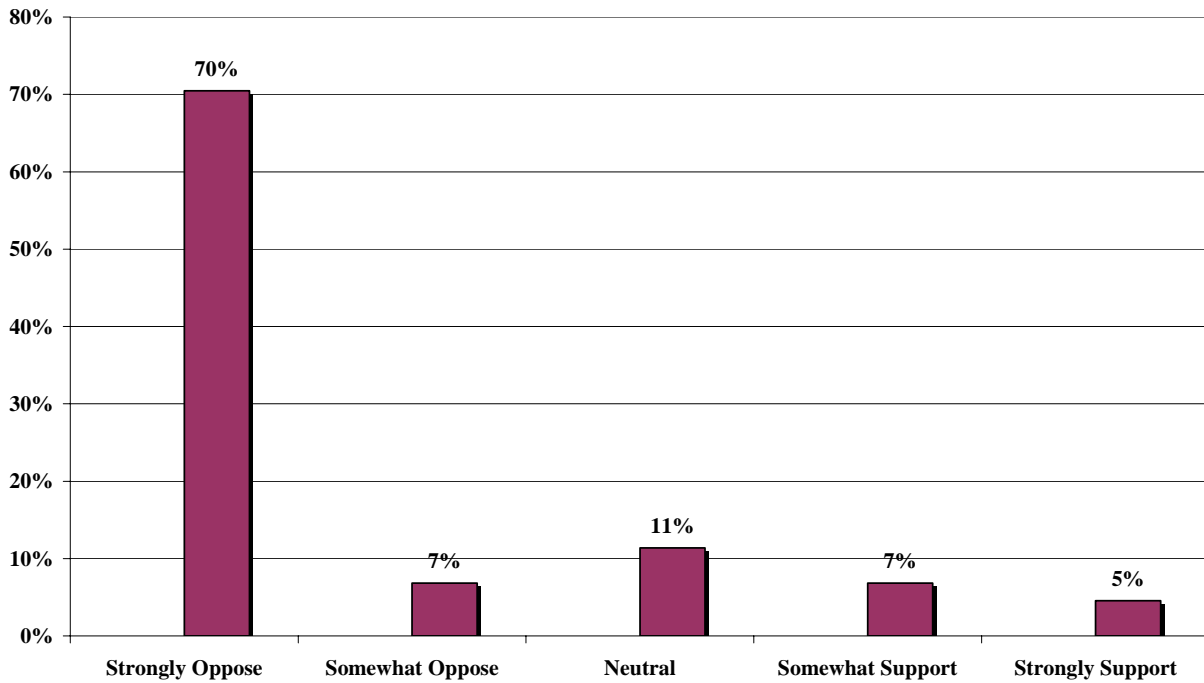
47% strongly support and 35% somewhat support allowing the addition of a restaurant in the Village Center.

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



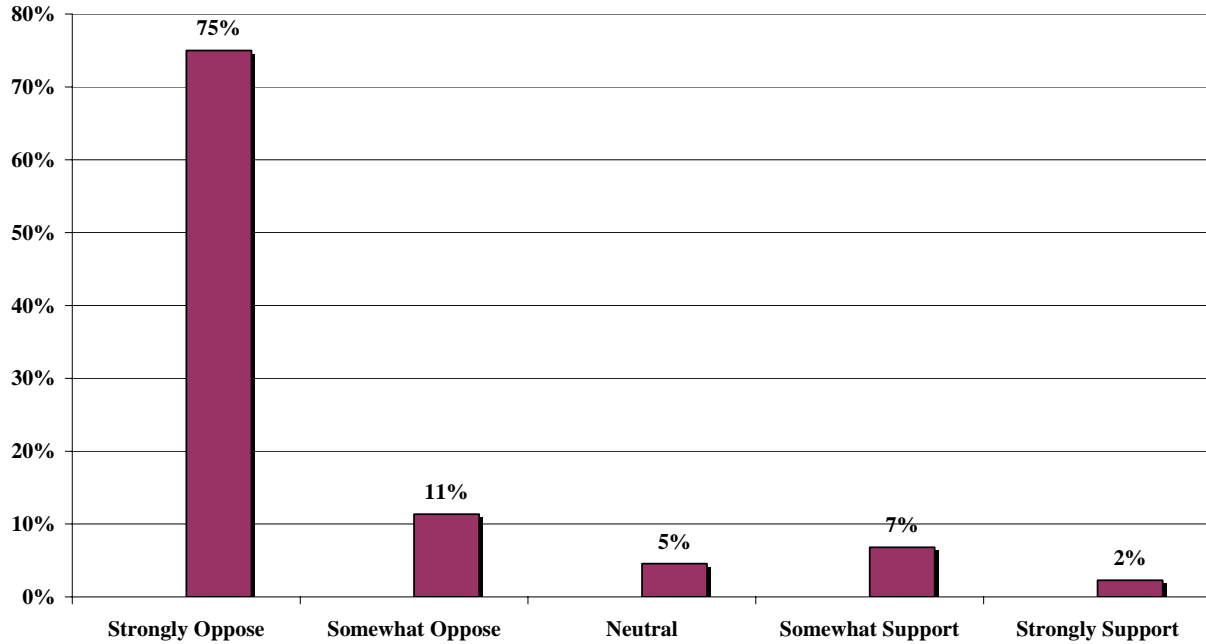
5% strongly support and 7% somewhat support allowing the addition of a fast food restaurant in the Village Center.

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?)



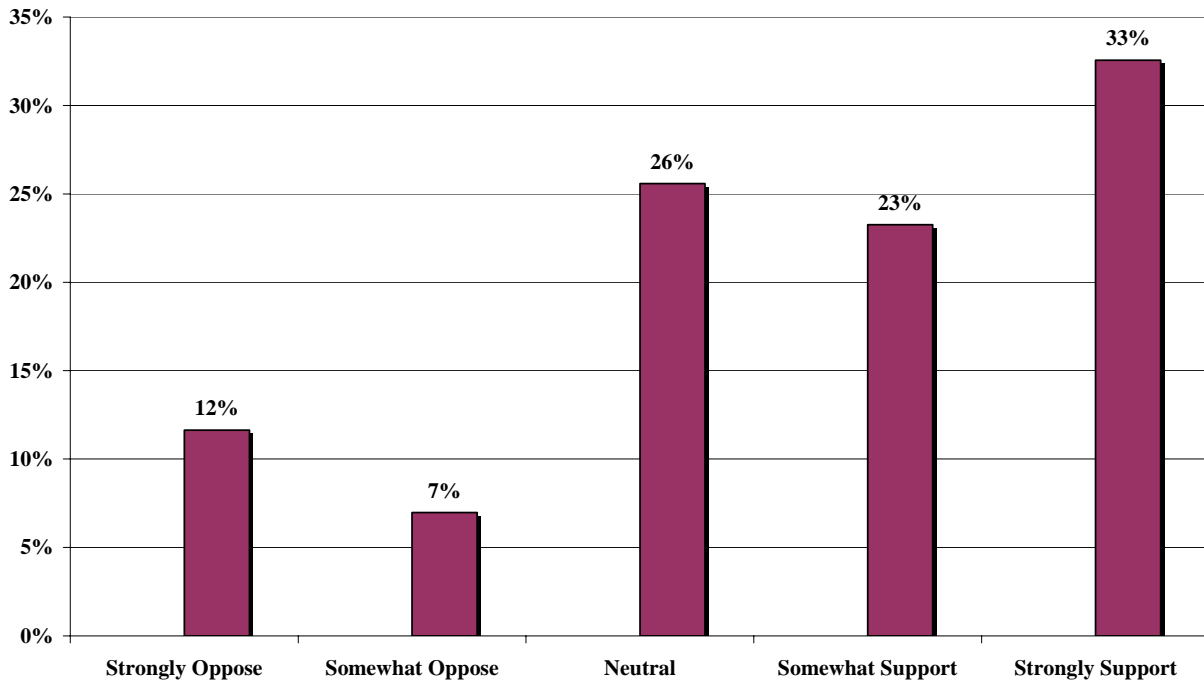
2% strongly support and 7% somewhat support allowing the addition of a national restaurant chain in the Village Center.

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?)



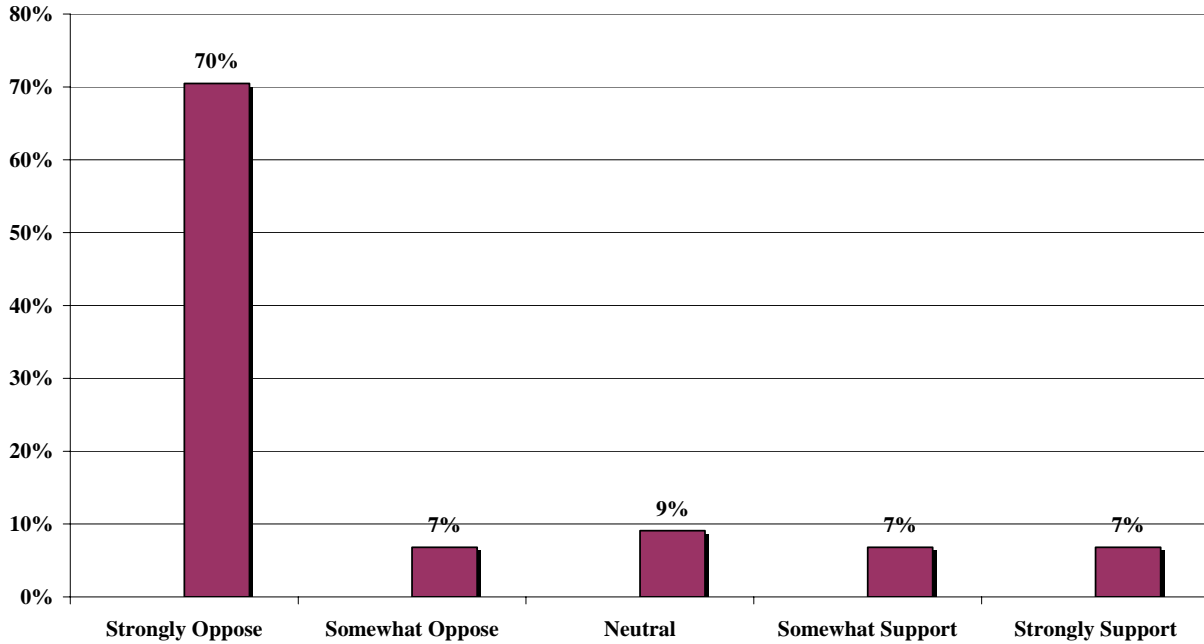
33% strongly support and 23% somewhat support allowing the addition of a retail store in the Village Center..

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?)



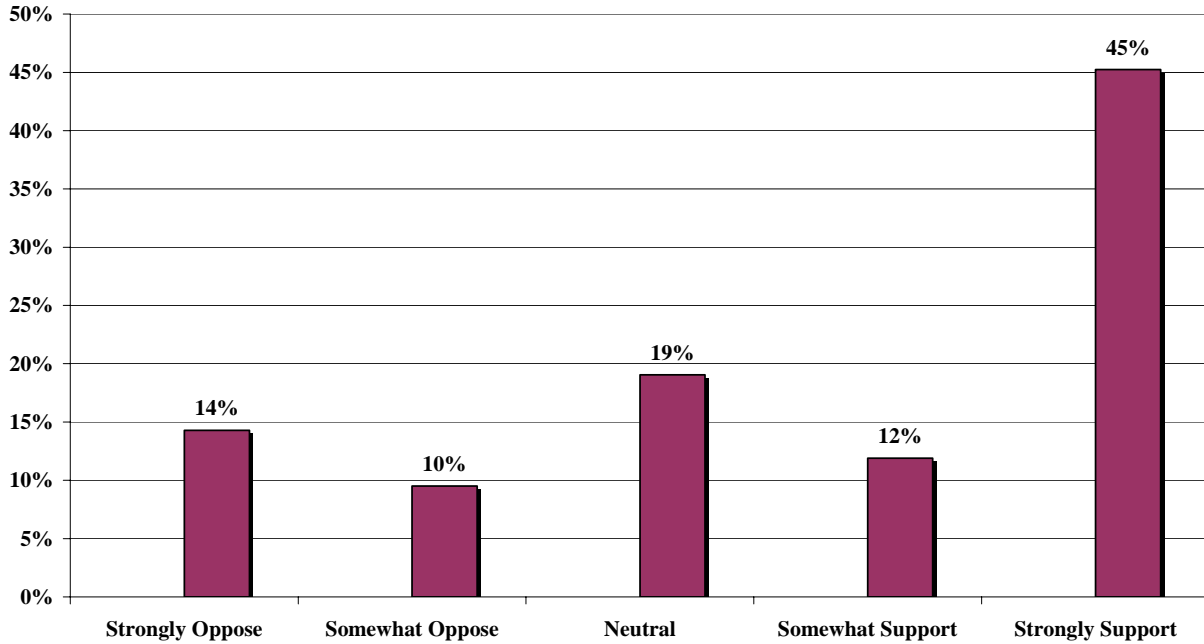
7% strongly support and 7% somewhat support allowing the addition of a national chain pharmacy in the Village Center.

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?)



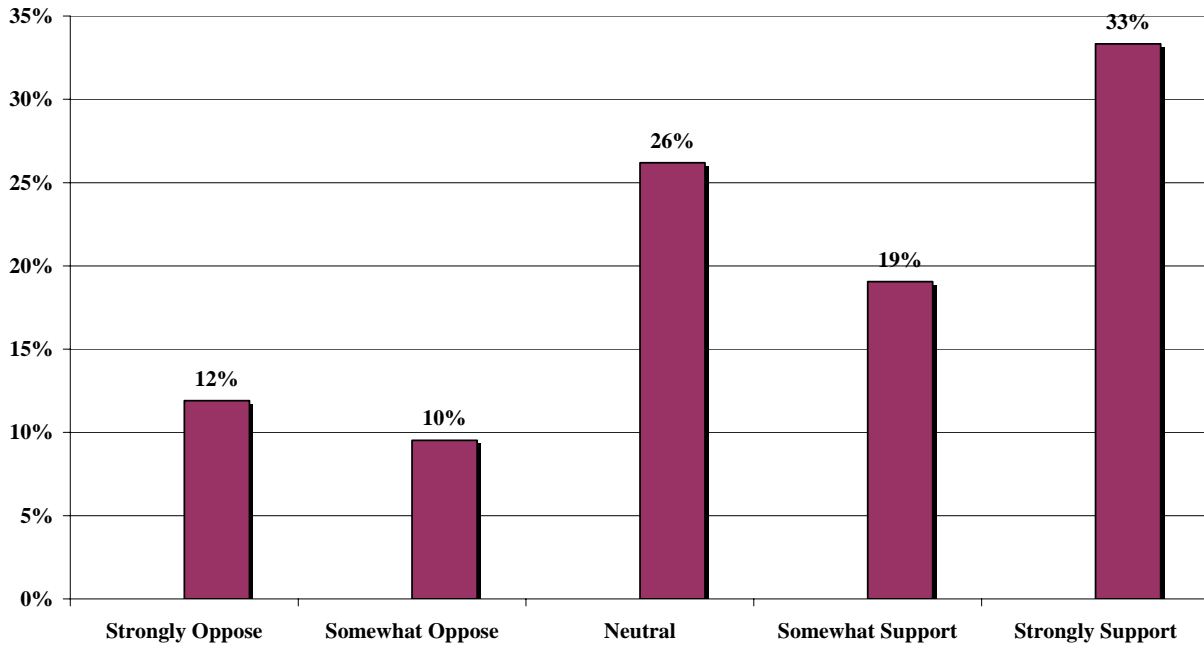
45% strongly support and 12% somewhat support allowing the addition of a small hardware store in the Village Center.

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?)



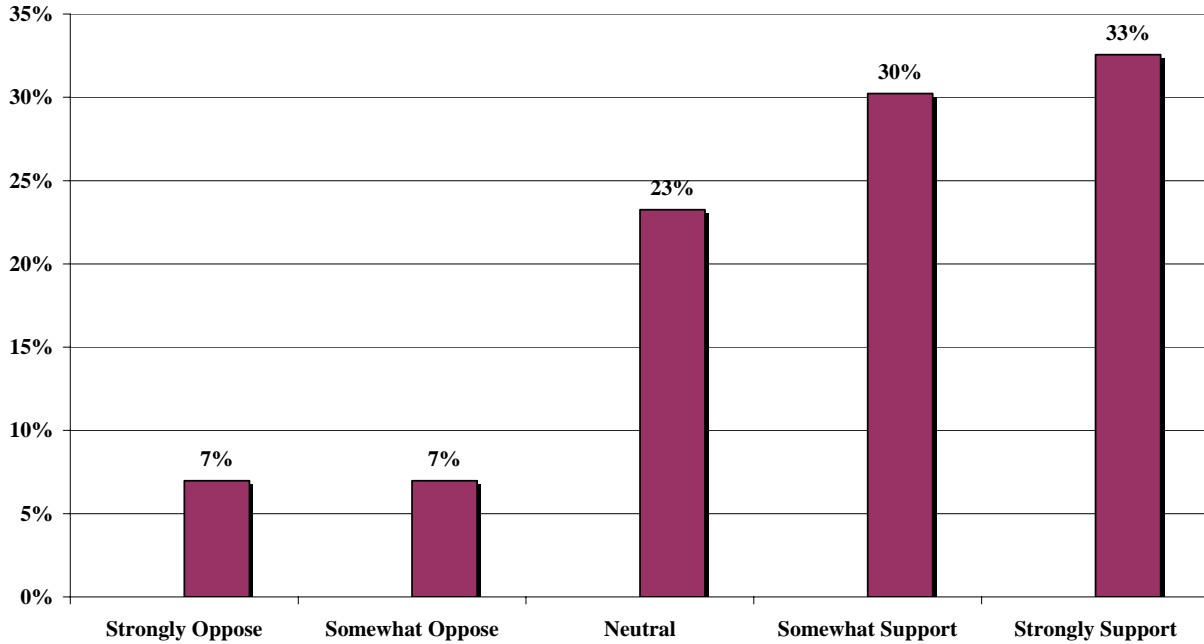
33% strongly support and 19% somewhat support allowing the addition of an office or professional building in the Village Center.

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?)



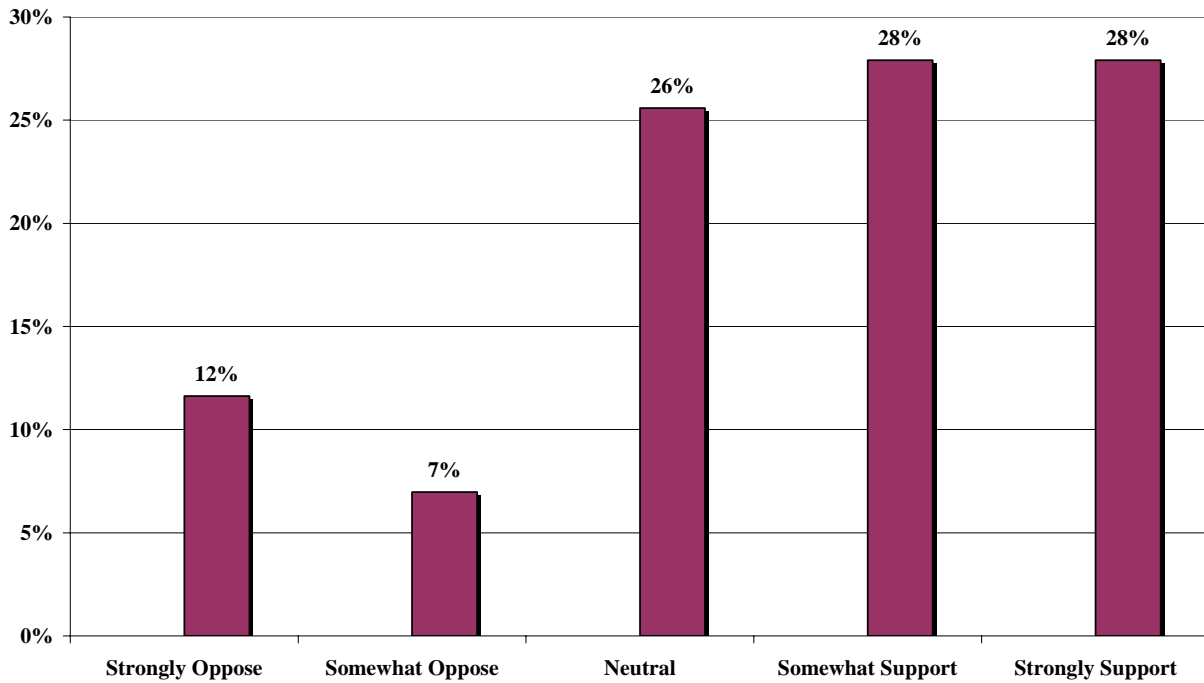
33% strongly support and 30% somewhat support allowing the addition of a personal service business in the Village Center.

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?)



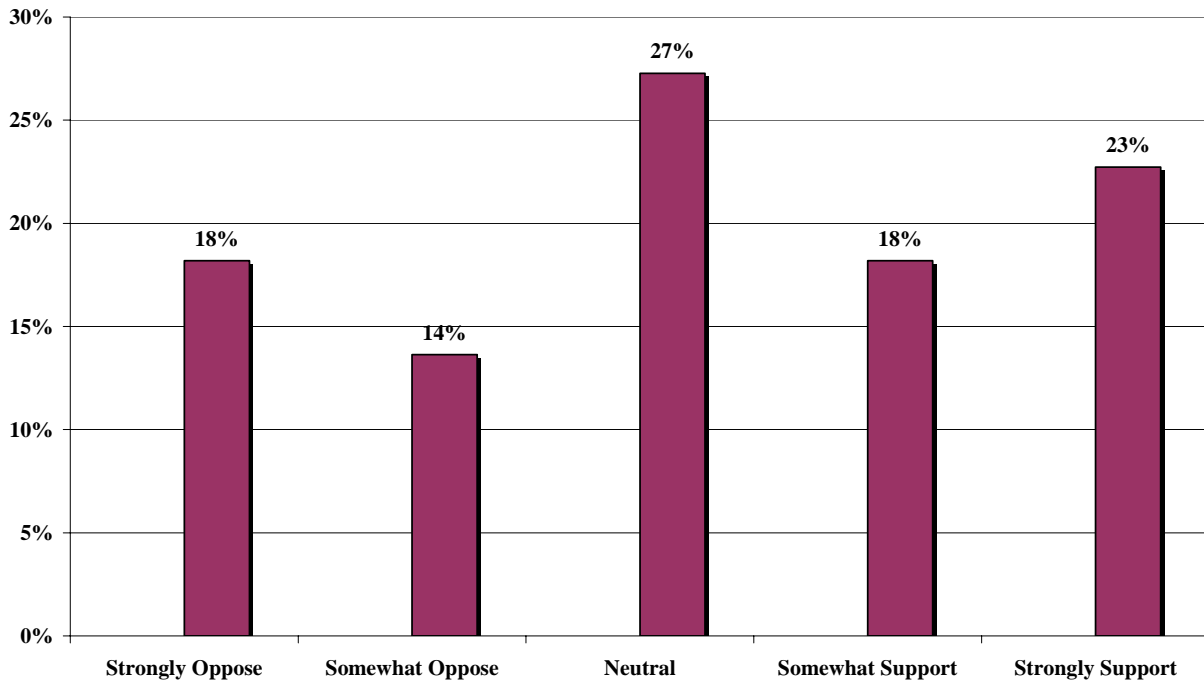
28% strongly support and 28% somewhat support allowing the addition of a bank or credit union in the Village Center.

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?)



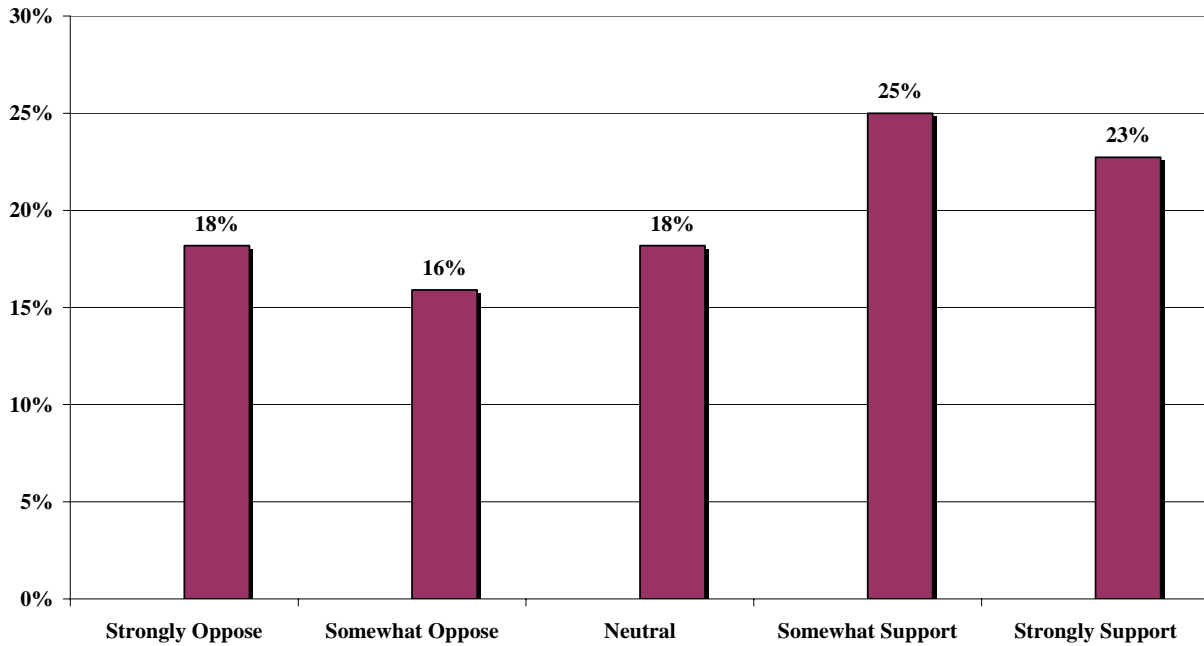
23% strongly support and 18% somewhat support allowing the addition of a day care center in the Village Center.

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?)



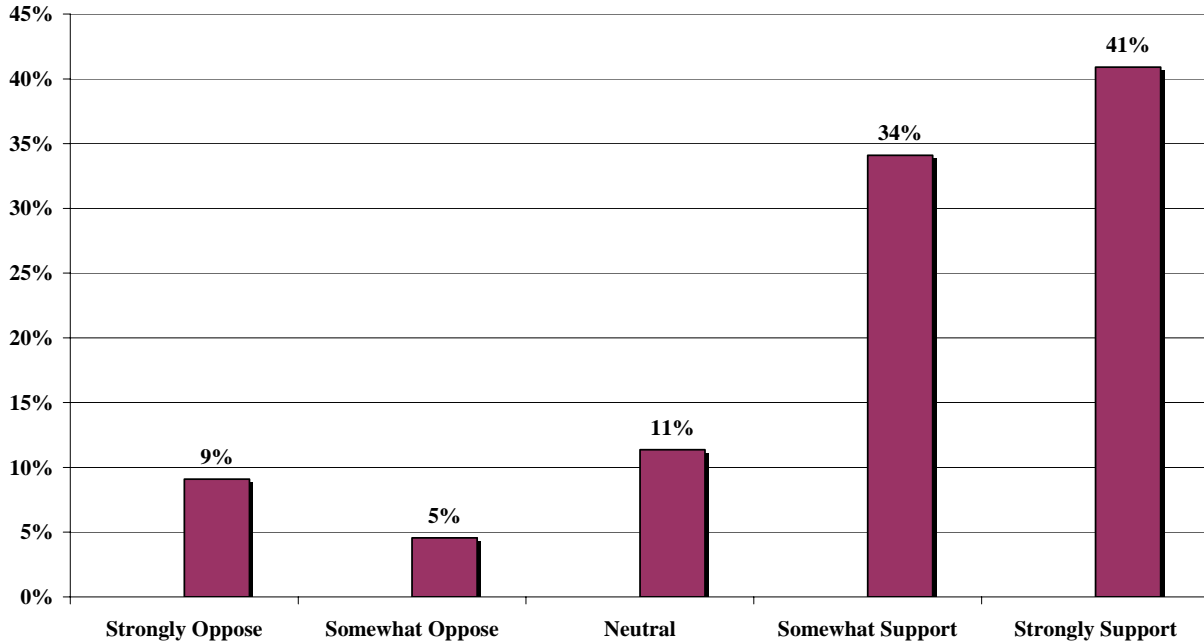
23% strongly support and 25% somewhat support allowing the addition of a nursing home or assisted living facility in the Village Center.

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?)



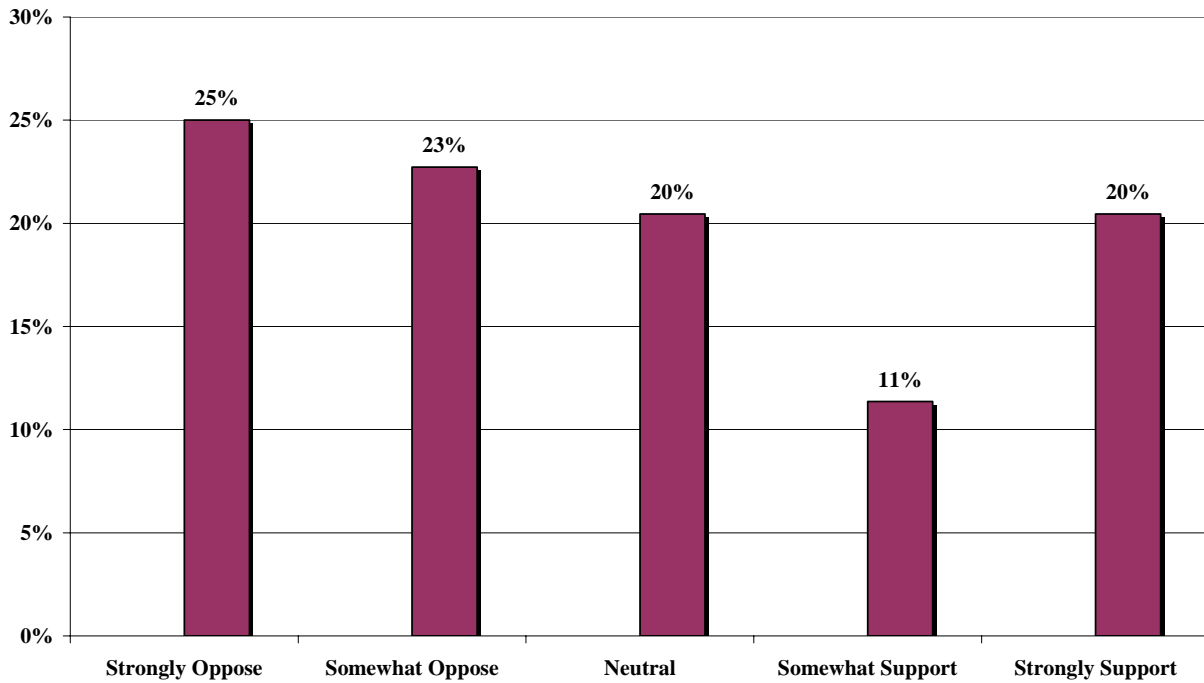
41% strongly support and 34% somewhat support allowing the addition of a bed and breakfast inn in the Village Center.

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?)



20% strongly support and 11% 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?)



Among businesses, the most frequently cited businesses they would like to see on Main Street not addressed in the survey are a small locally owned retail store, a bakery, and an art gallery or local artist/craftsmen co-op.

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

| | % of Businesses |
|-----------------------------------------------------------|------------------------|
| Bookstore | 8% |
| Art Gallery/ local artists and craftsmen co-op | 25% |
| Café/ Diner/ Deli - Breakfast, Lunch | 0% |
| Bakery | 33% |
| Main St has enough/ leave as is/ no more | 8% |
| Small, locally owned retail - general | 42% |
| Coffee or Tea Shop | 0% |
| Medical/ professional offices | 8% |
| Boutiques, Gift Shops | 8% |
| Bicycle Shop/ sporting goods | 0% |
| Community center | 8% |
| Farm stand/ greengrocer/ Farmer's Market | 0% |
| Performing arts facilities - theatre, music, dance school | 0% |
| Pub/ Wine Bar | 0% |
| Restaurant - family dining | 0% |
| Antiques | 0% |
| Restaurant - fine dining | 0% |
| Health/ Gourmet foods | 0% |
| Independent Movie Theater | 0% |
| Music/ CD store | 0% |
| Dress shop/ specialty ladies clothing | 0% |
| Florist/ Greenhouses | 0% |
| Fresh Fish/ Butcher Shop | 0% |
| Jewelry Shop/ Watch Repair | 0% |
| Historical/ cultural/ tourism based businesses, museums | 0% |

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

| | % of Businesses |
|-----------------------------------------------|------------------------|
| Art supplies, yarn, crafts | 8% |
| Any | 0% |
| Bed & Breakfasts/ Inns | 8% |
| Home decorating/ furniture | 0% |
| Stationary shop/ office supplies | 0% |
| Tailor shop/ gentlemen's clothing | 0% |
| Shoe repair | 0% |
| Independent Pharmacy | 0% |
| Fitness - yoga, gymnastics, martial arts, gym | 0% |
| USPS | 0% |
| Pets - shops, grooming, boarding | 0% |
| Barber Shop | 0% |
| Dry cleaners | 0% |
| Other | 8% |
| Unsure | 0% |

Comments:

Among businesses, the most frequently cited businesses they would like to see on Main Street not addressed in the survey are a small locally owned retail store (42%), a bakery (33%), and an art gallery or local artist/craftsmen co-op (25%). Less than 10% mentioned a bookstore, a boutique or gift shop, and medical/professional offices among others.

Route One as a Whole

Among businesses, more than two-thirds strongly or somewhat support the addition of an office or professional building (80%), restaurant (79%), a coffee shop (77%), an inn (72%), a retail store (72%), a research facility (71%), a personal service business (70%), a bank/credit union (71%), a small grocery store (68%), and a light manufacturing facility (67%).

**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)**

| | % of businesses |
|-------------------------------------------------------|------------------------|
| Restaurant. | 79% |
| Coffee shop. | 77% |
| Office and professional building. | 80% |
| Small grocery store. | 68% |
| Retail store. | 73% |
| Personal services such as hair, nails, or massage. | 70% |
| Research and development facility. | 71% |
| Bed and breakfasts or small motel – 20 units or less. | 72% |
| Bank/credit union. | 71% |
| A small hardware store. | 64% |
| Nursing home/assisted living. | 63% |
| Specialty or outlet retail store. | 63% |
| Supermarket. | 65% |
| Private school. | 64% |

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)

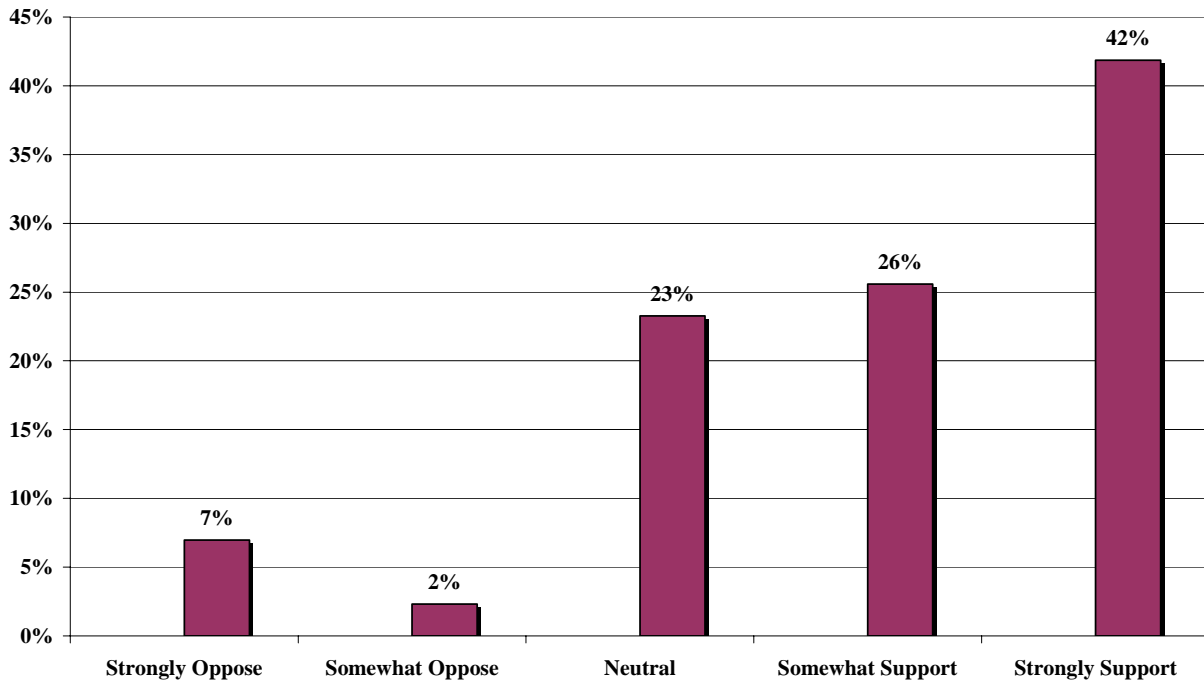
| | % of businesses |
|-----------------------------------------|------------------------|
| Day care center. | 58% |
| Gasoline or convenience store. | 60% |
| Light manufacturing. | 67% |
| Auto service. | 62% |
| Building supply store. | 62% |
| Private club. | 42% |
| National chain pharmacy. | 48% |
| Department store. | 44% |
| National restaurant chain. | 43% |
| National chain hotel. | 28% |
| Fast food restaurant. | 41% |
| Warehouse. | 38% |
| Auto dealership. | 33% |
| Fast food restaurant with a drive thru. | 41% |

Comments:

Among businesses, more than two-thirds strongly or somewhat support the addition of an office or professional building (80%), a restaurant (79%), a coffee shop (77%), an inn (72%), a retail store (73%), a research facility (71%), a personal service business (70%), a bank/credit union (71%), a small grocery store (68%), and a light manufacturing facility (67%). About three-in-five business respondents were strongly or somewhat in support of a supermarket (65%), a private school (64%), a small hardware store (64%), a nursing home or assisted living facility (63%), a specialty or outlet retail store (63%), an auto service (62%), a building supply store (62%), a gasoline or convenience store (60%), and a day care center (58%). Less than half support a national chain pharmacy (48%), a department store (44%), a national chain restaurant (43%), a private club (42%), a fast food restaurant (41%), a fast food restaurant with a drive thru (41%), a warehouse (38%), an auto dealership (33%), and national chain hotel (28%).

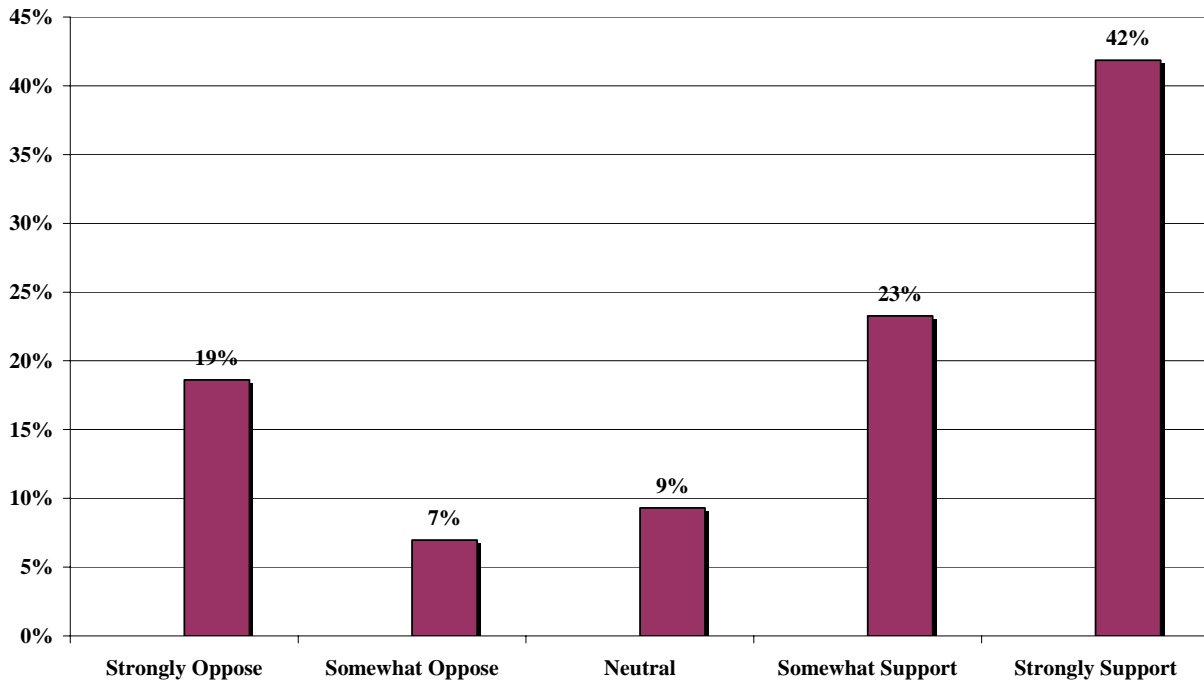
42% strongly support and 26% somewhat support allowing the addition of a small grocery store on Route One.

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



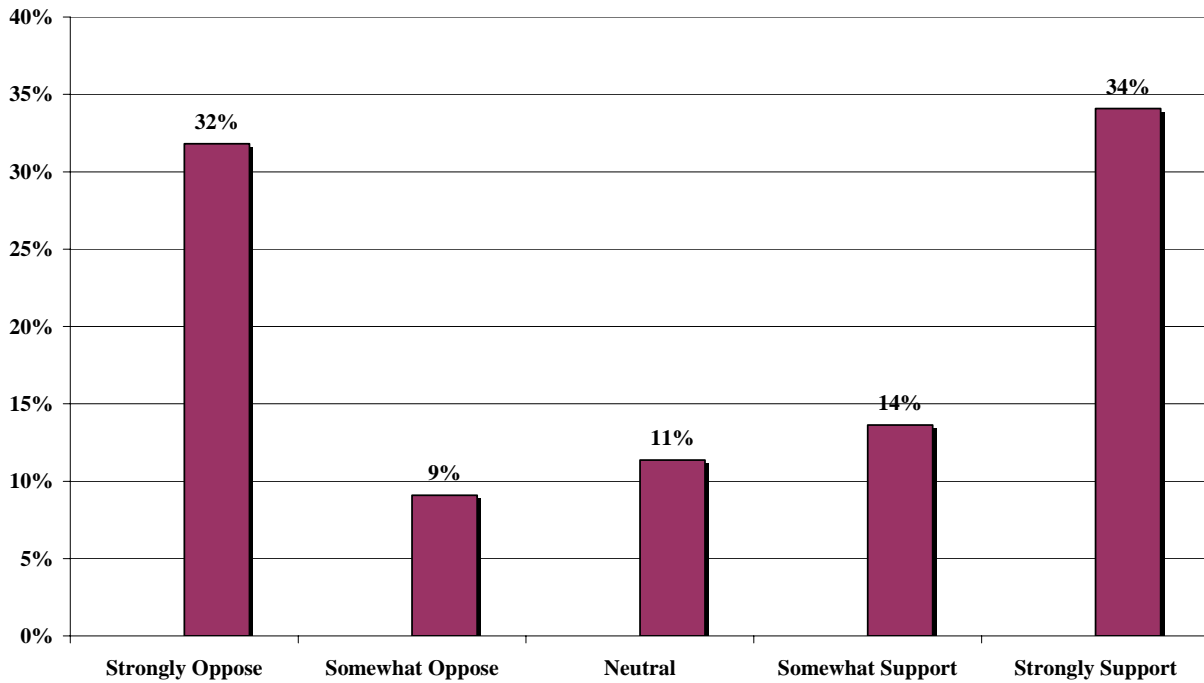
42% strongly support and 23% somewhat support allowing the addition of a supermarket on Route One.

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



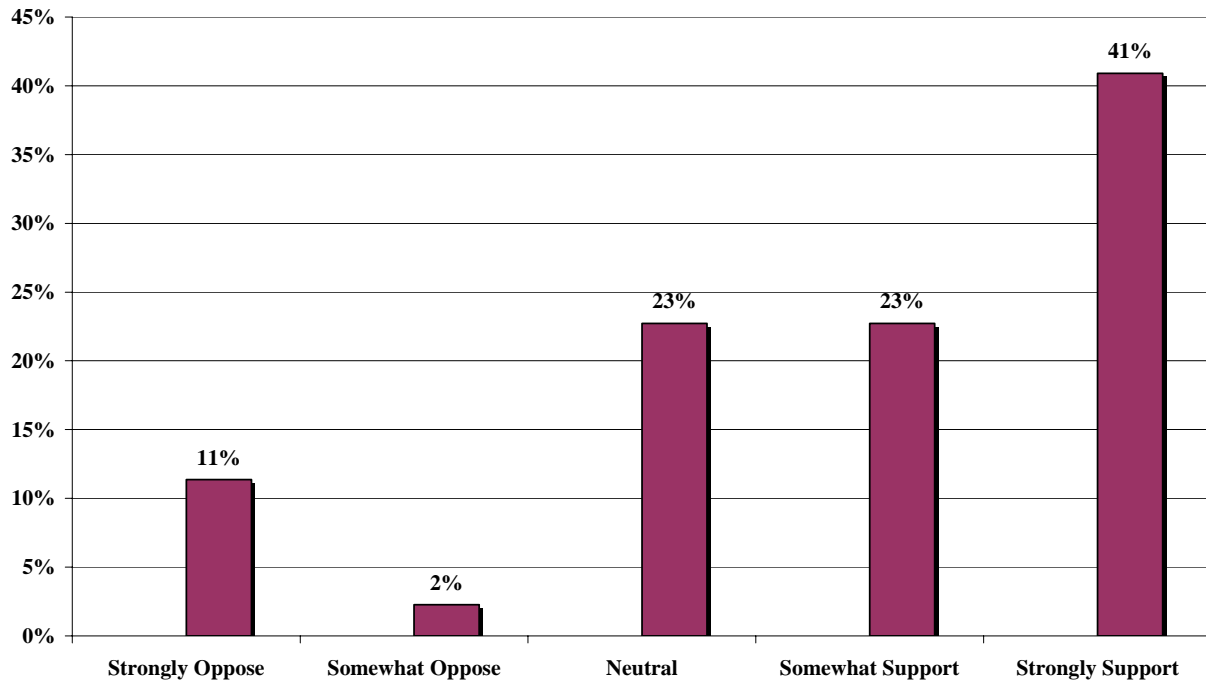
34% strongly support and 14% somewhat support allowing the addition of a national chain pharmacy on Route One.

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



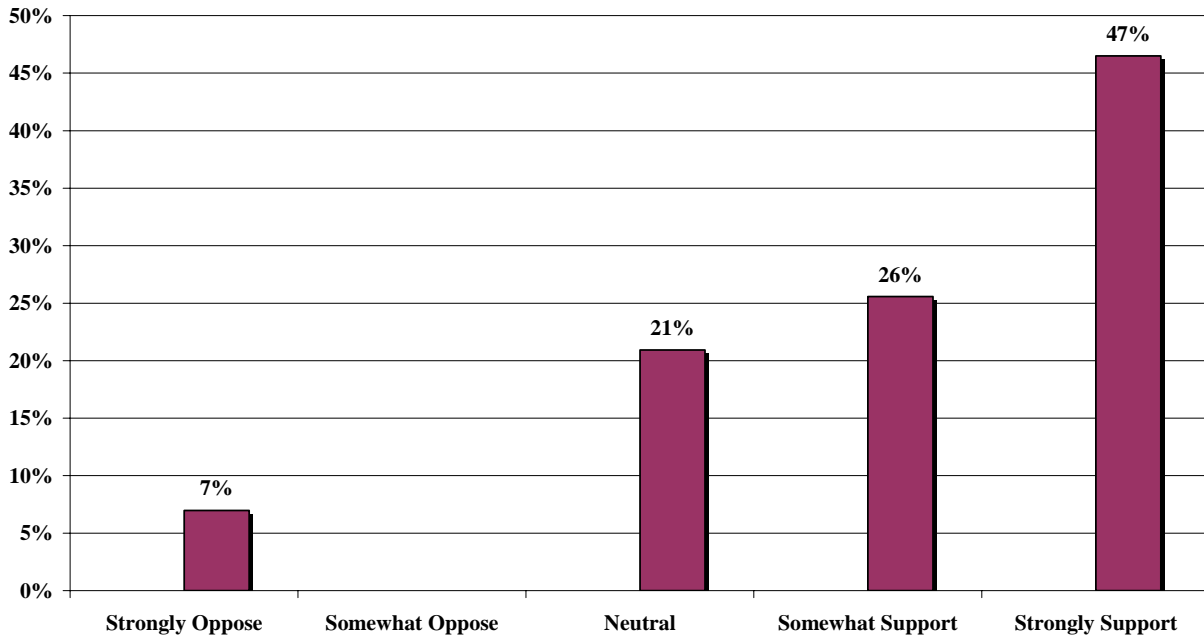
41% strongly support and 23% somewhat support allowing the addition of a small hardware store on Route One.

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



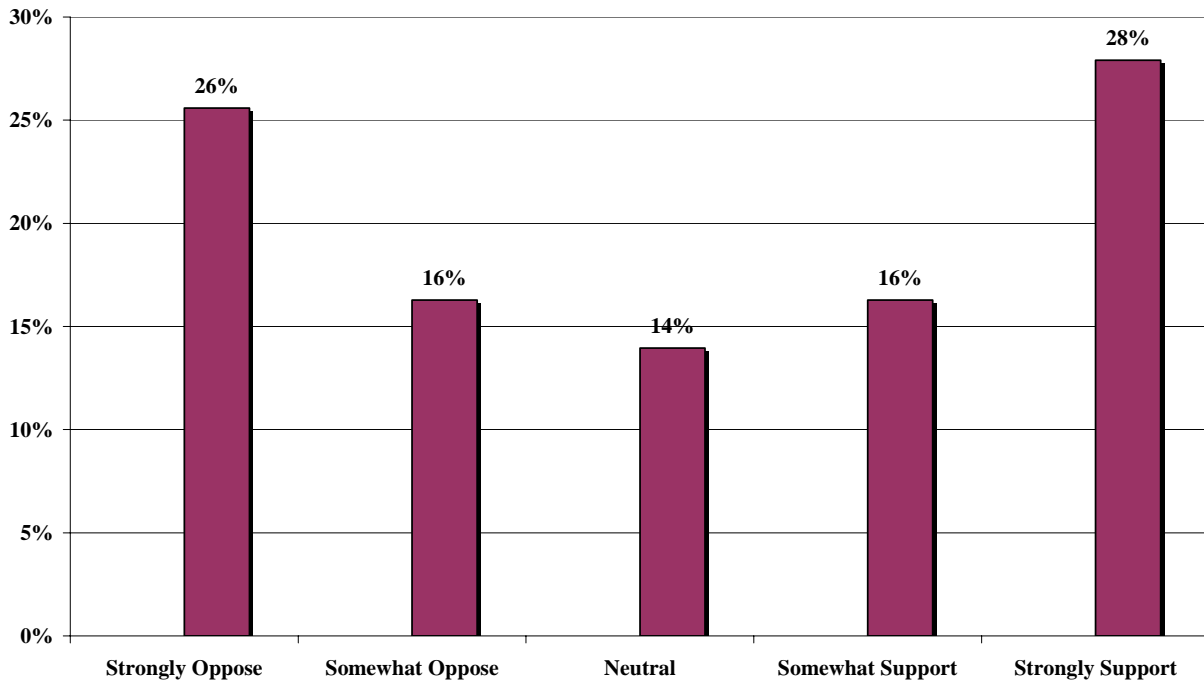
47% strongly support and 26% somewhat support allowing the addition of a retail store on Route One.

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



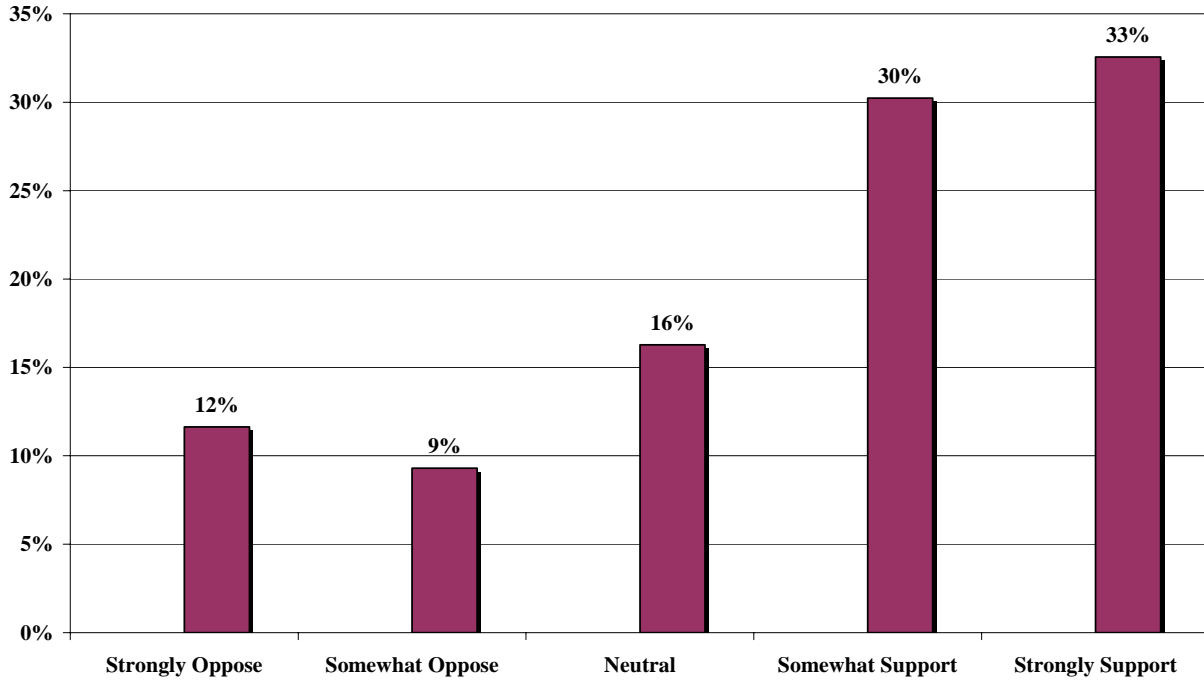
28% strongly support and 16% somewhat support allowing the addition of a department store on Route One.

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



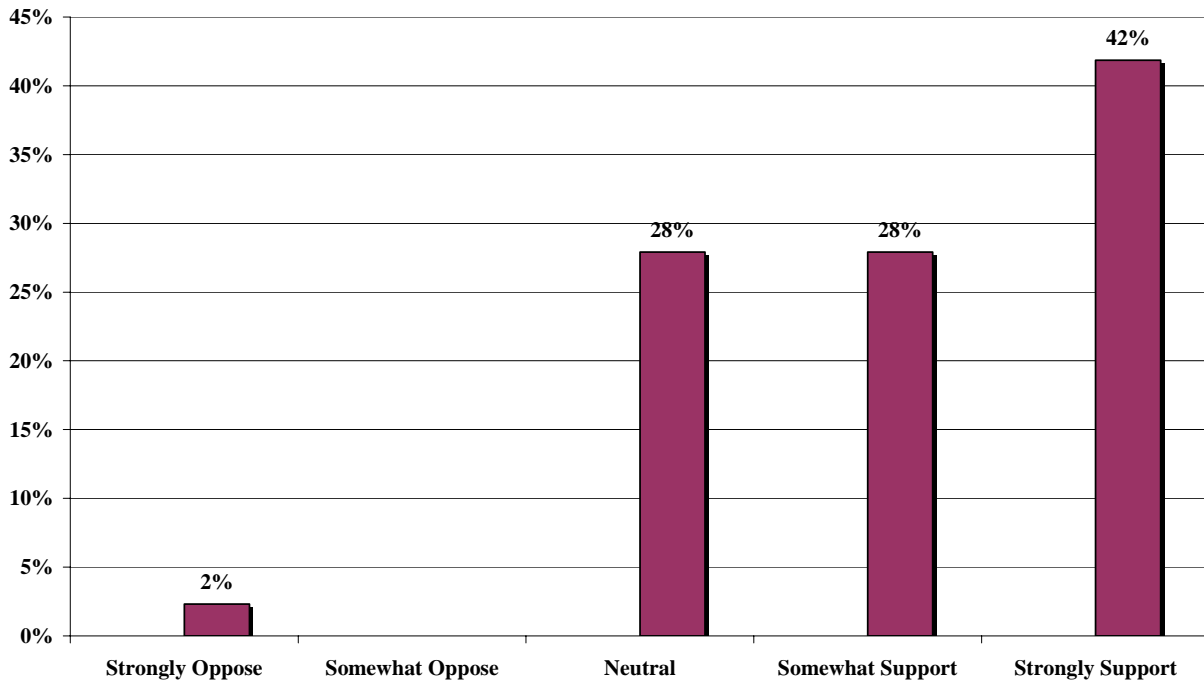
33% strongly support and 30% somewhat support allowing the addition of a specialty or outlet retail store on Route One.

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



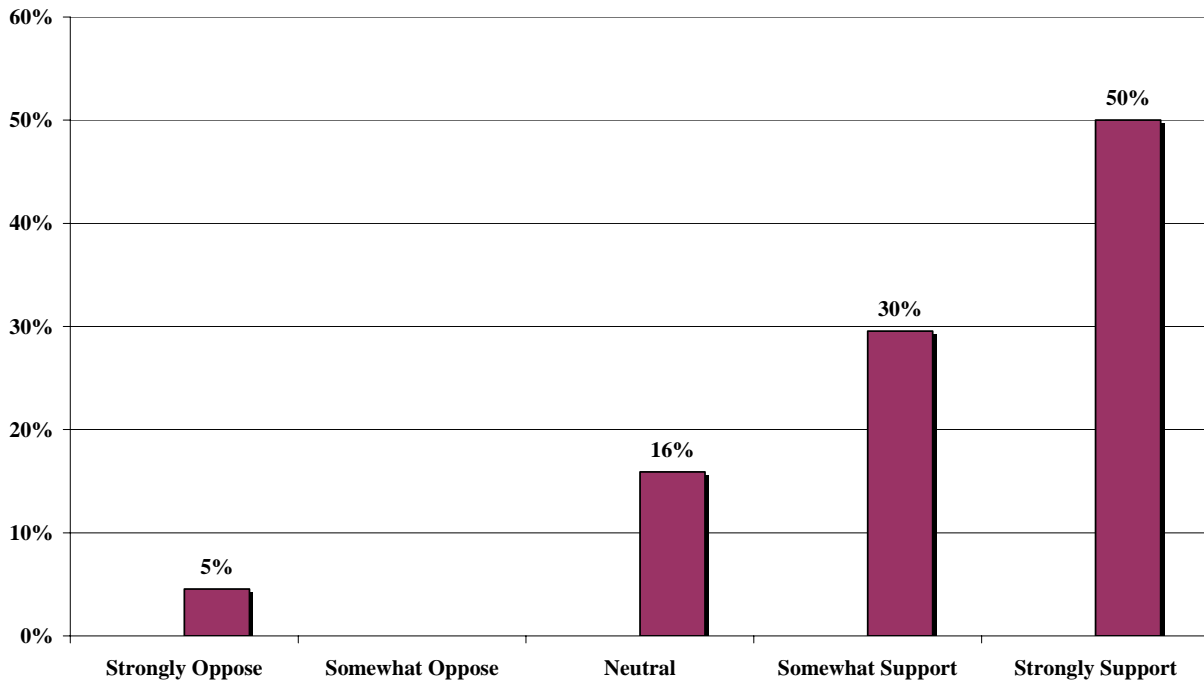
42% strongly support and 28% somewhat support allowing the addition of a personal service business on Route One.

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?)



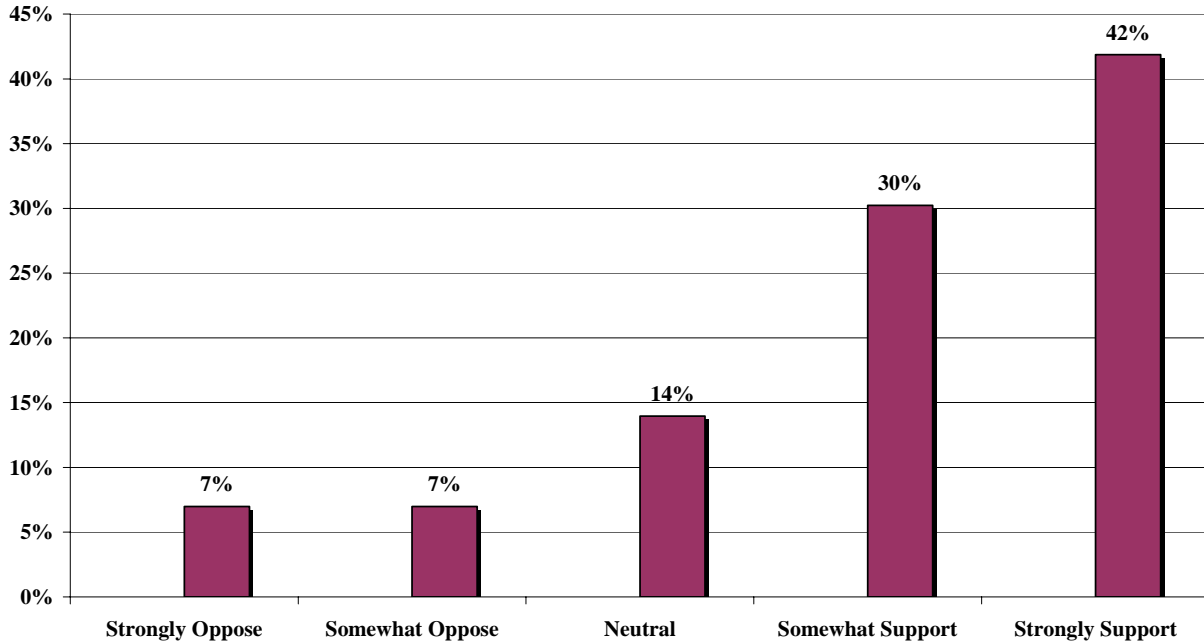
50% strongly support and 30% somewhat support allowing the addition of an office or professional building on Route One.

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



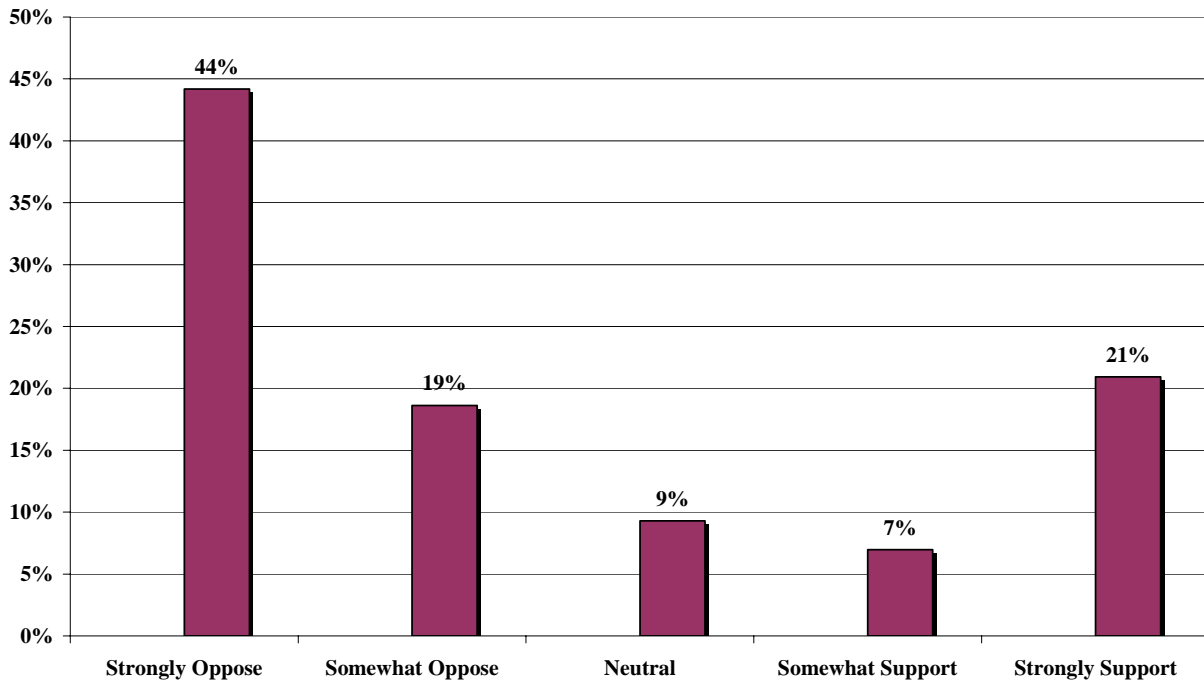
42% strongly support and 30% somewhat support allowing the addition of a bed and breakfast or small motel on Route One.

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?)



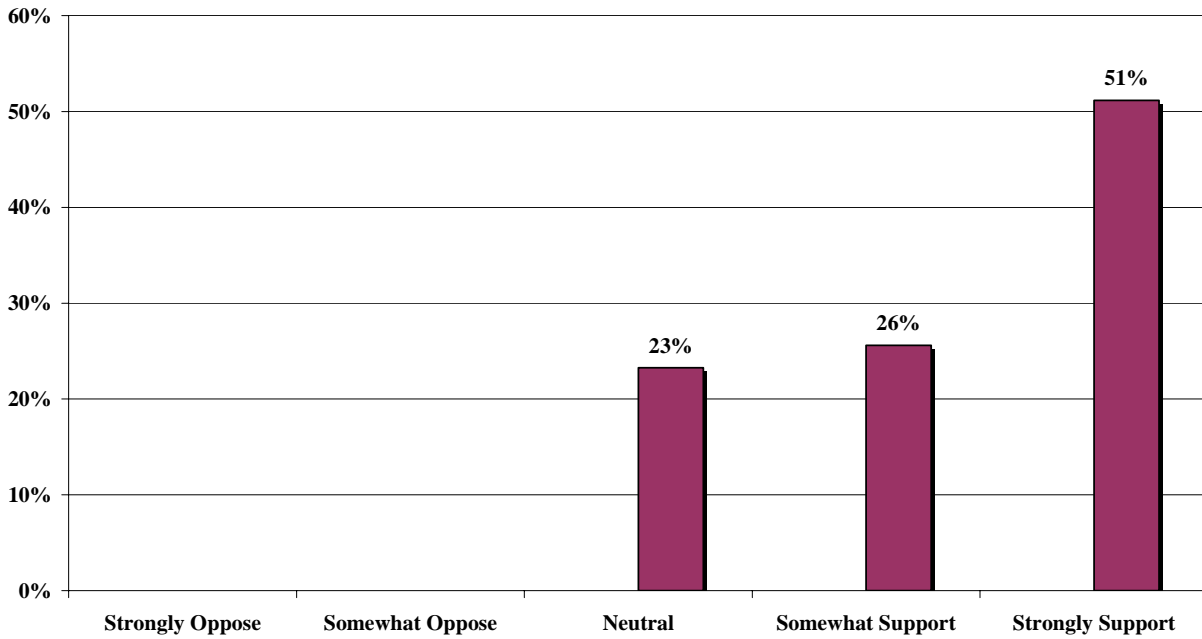
21% strongly support and 7% somewhat support allowing the addition of a national chain hotel on Route One.

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



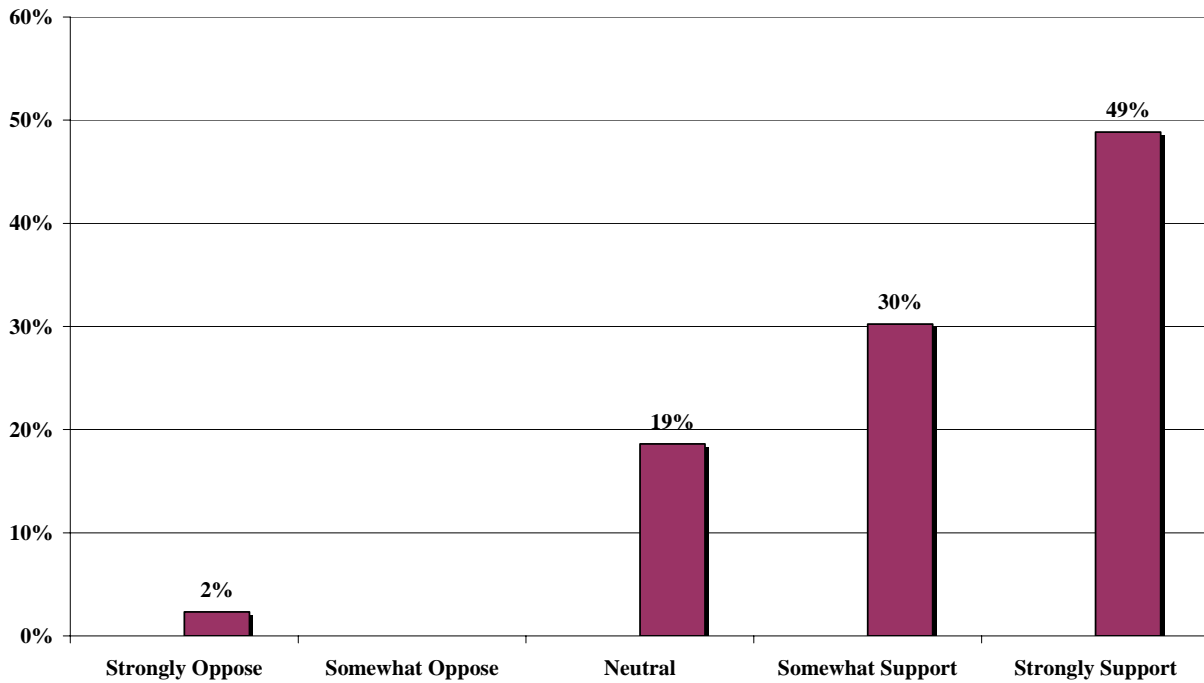
51% strongly support and 26% somewhat support allowing the addition of a coffee shop on Route One.

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



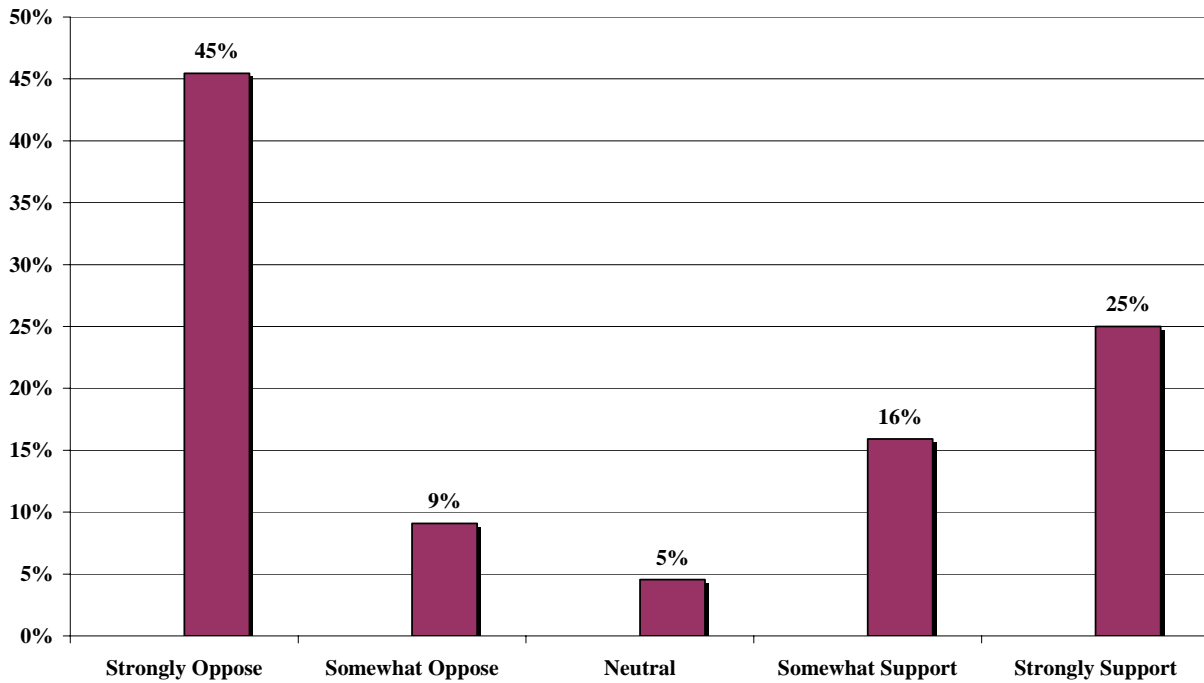
49% strongly support and 30% somewhat support allowing the addition of a restaurant on Route One.

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



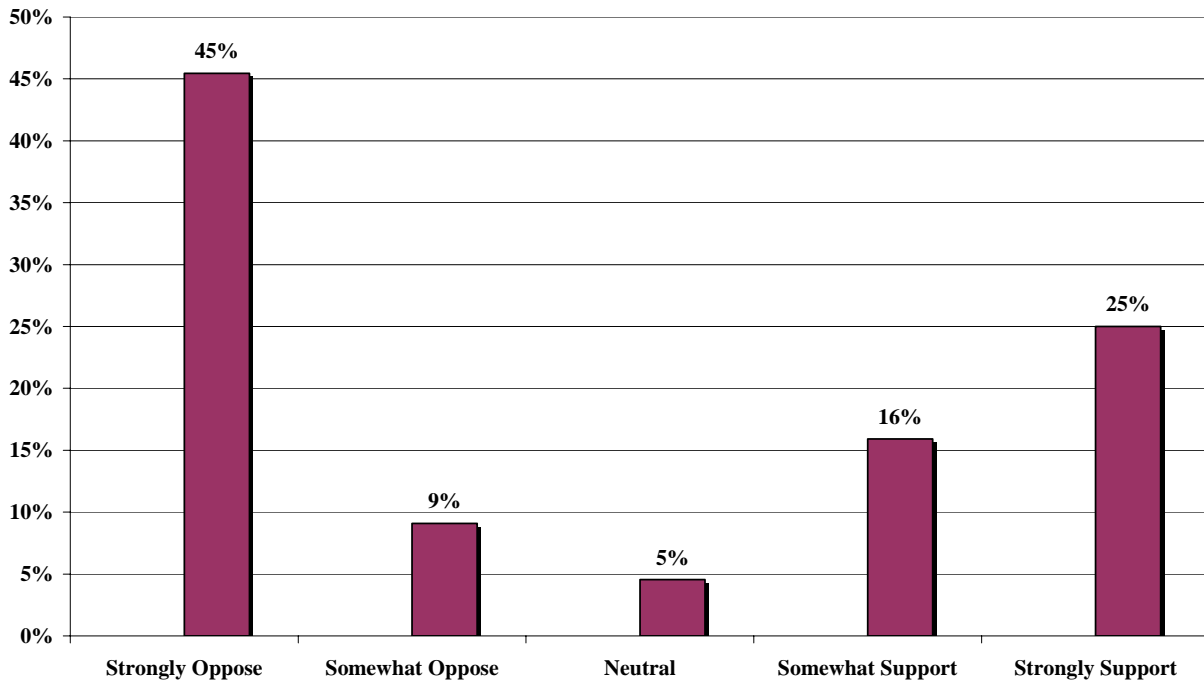
25% strongly support and 16% somewhat support allowing the addition of a fast food restaurant on Route One.

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



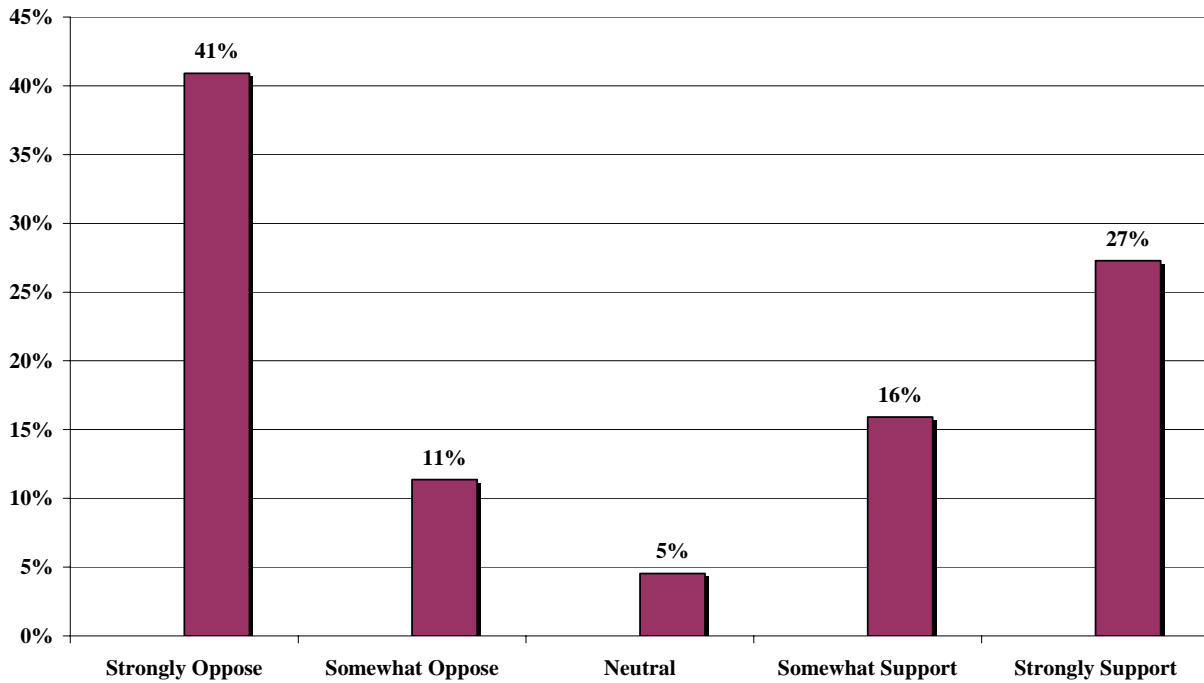
25% strongly support and 16% somewhat support allowing the addition of a fast food restaurant with a drive thru on Route One.

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?)



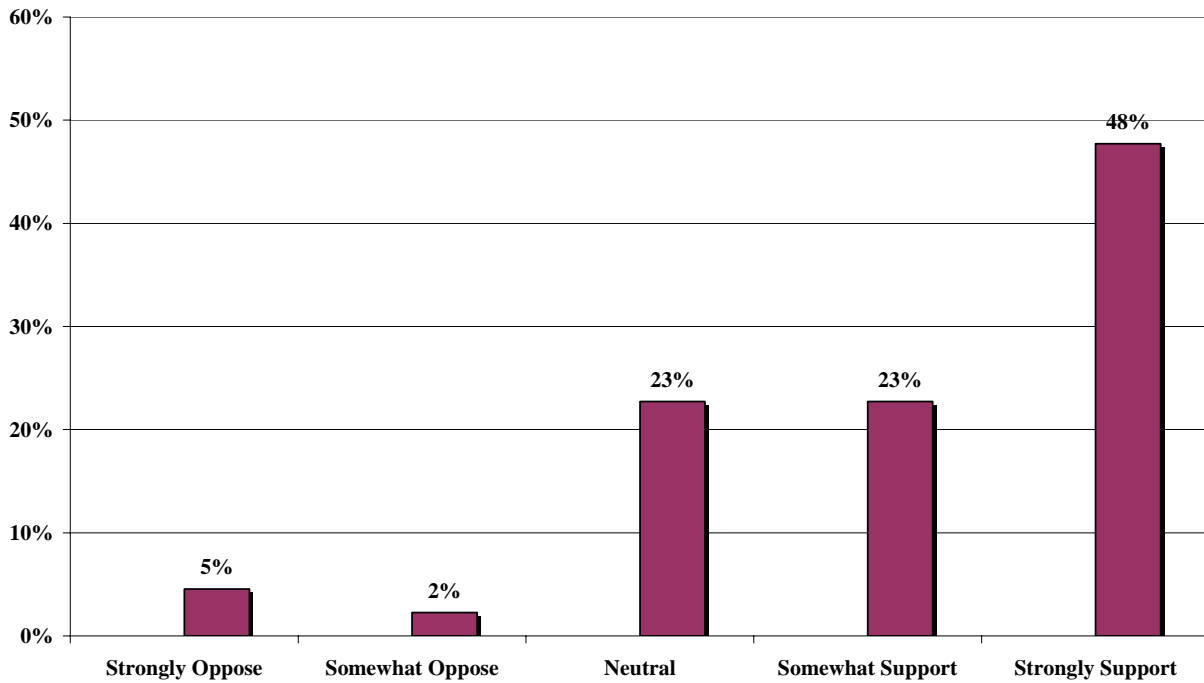
27% strongly support and 16% somewhat support allowing the addition of a national restaurant chain on Route One.

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



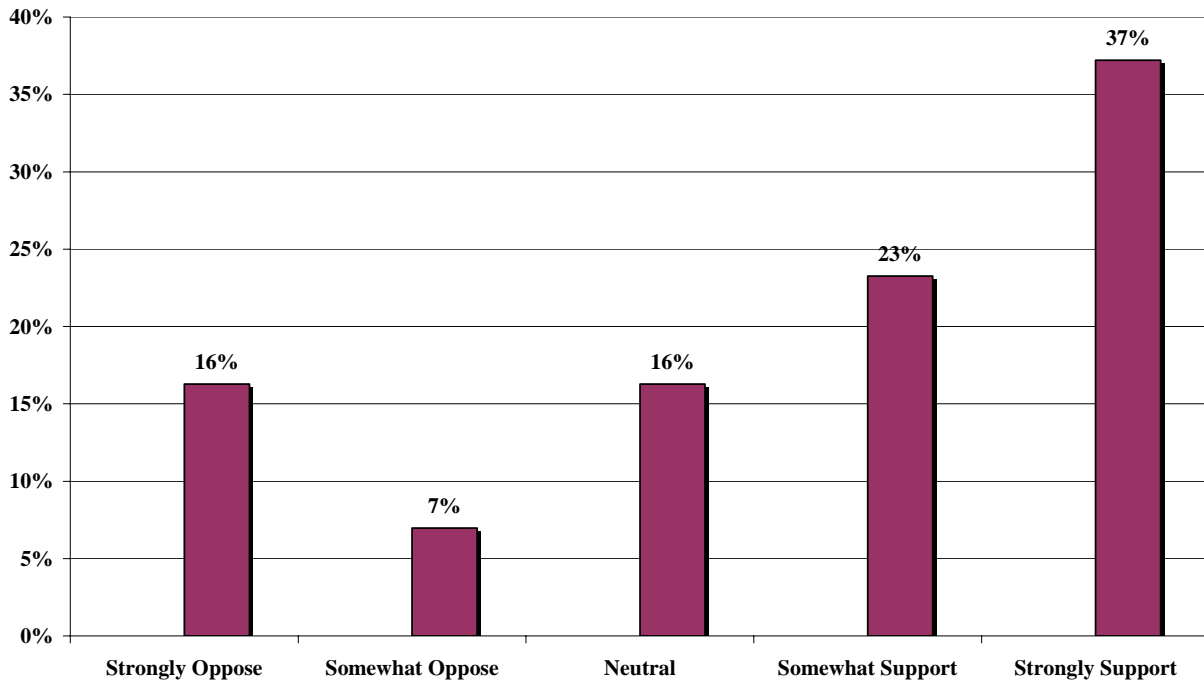
48% strongly support and 23% somewhat support allowing the addition of a bank or credit union on Route One.

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



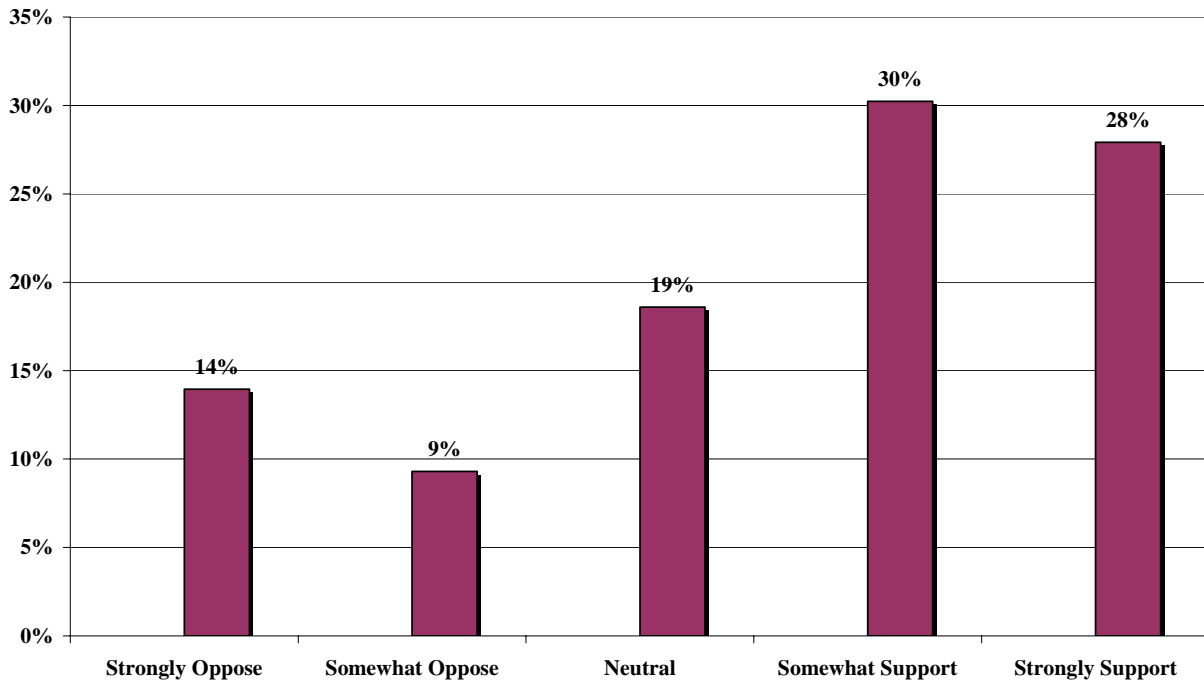
37% strongly support and 23% somewhat support allowing the addition of a gasoline or convenience store on Route One.

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



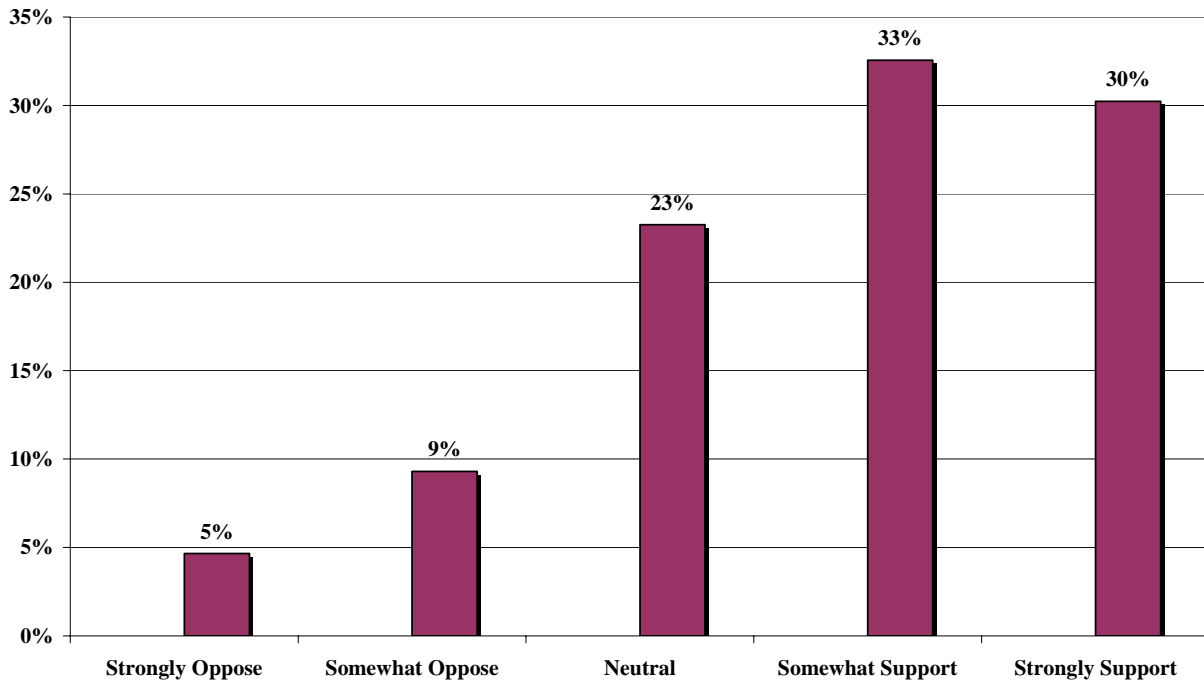
28% strongly support and 30% somewhat support allowing the addition of a day care center on Route One.

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



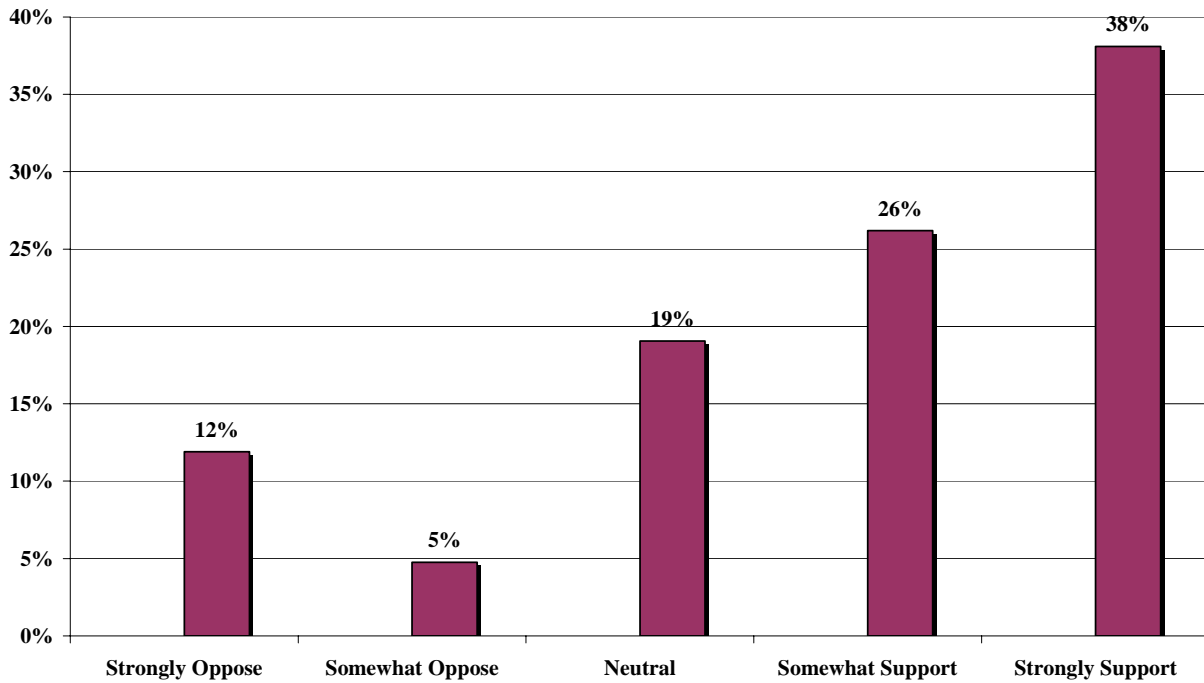
30% strongly support and 33% somewhat support allowing the addition of a nursing home or assisted living facility on Route One.

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



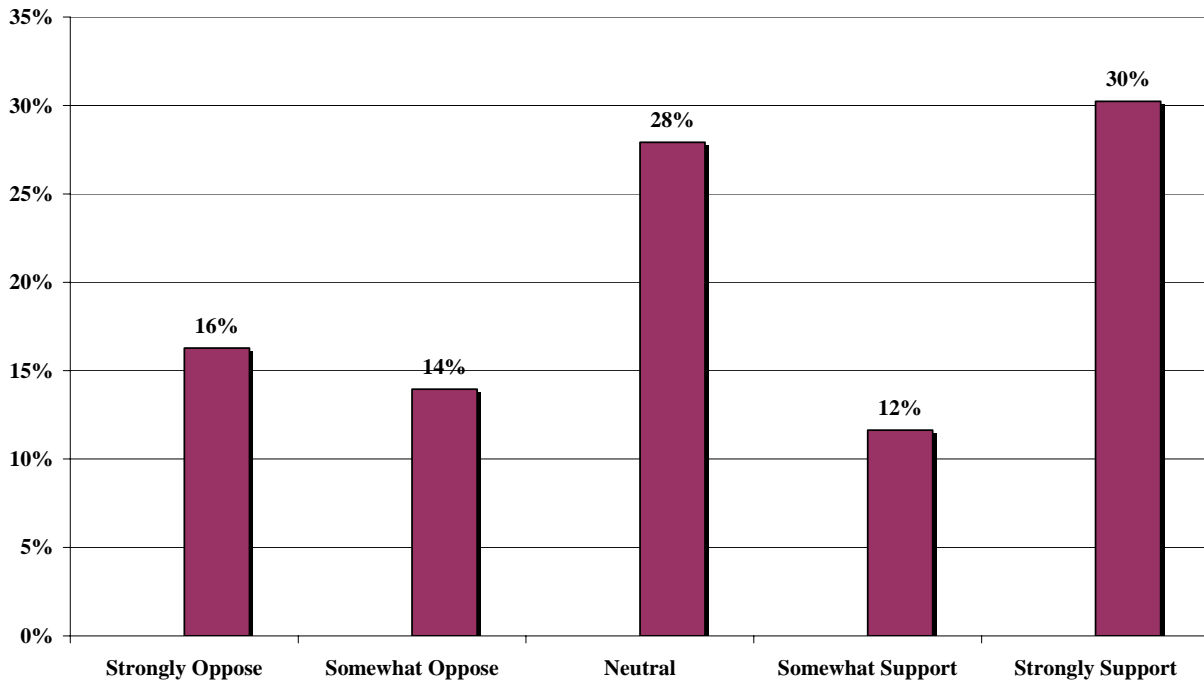
38% strongly support and 26% somewhat support allowing the addition of a private school on Route One.

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



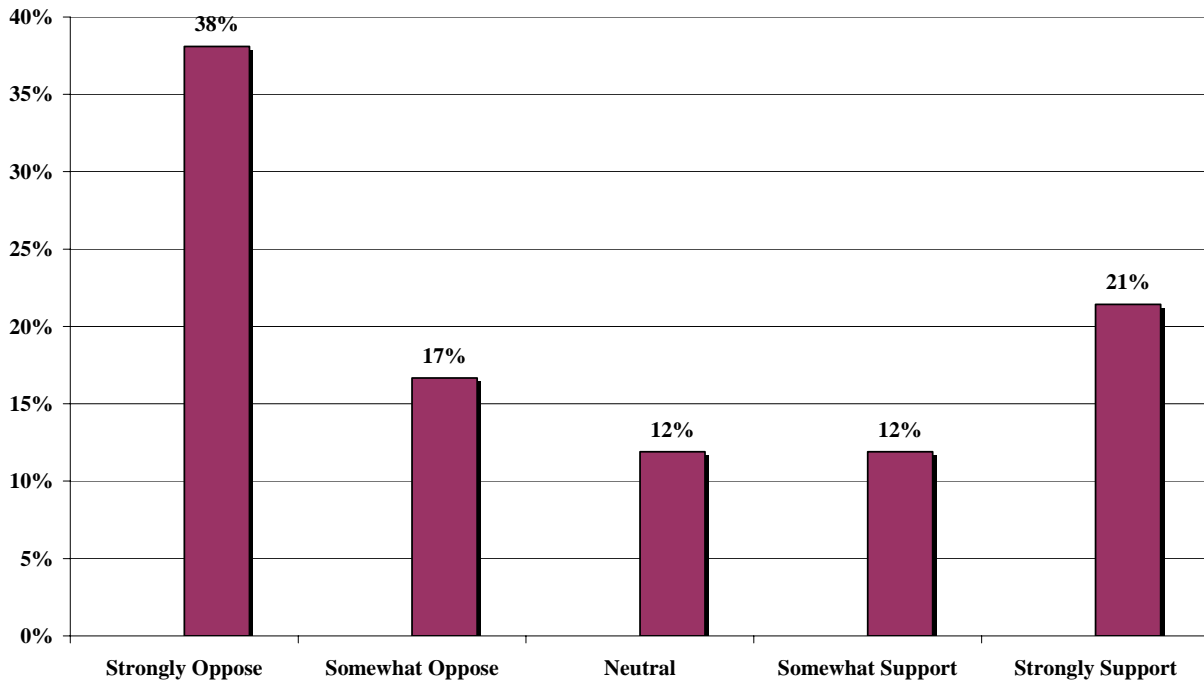
30% strongly support and 12% somewhat support allowing the addition of a private club on Route One.

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



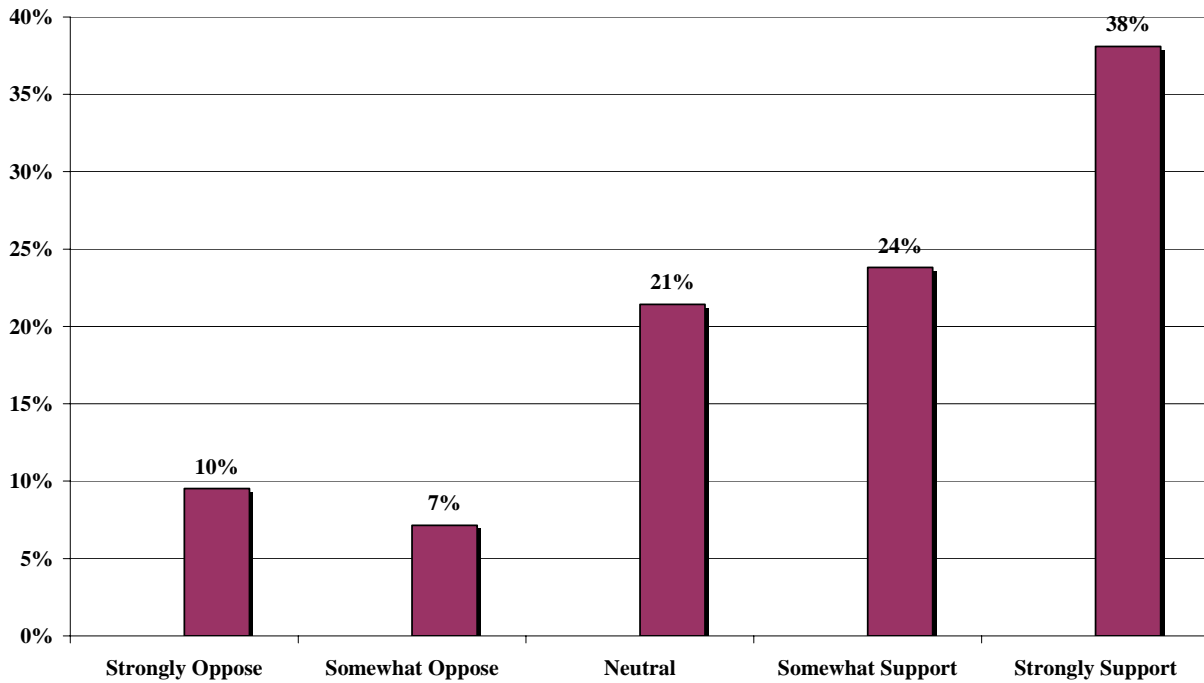
21% strongly support and 12% somewhat support allowing the addition of an auto dealership on Route One.

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



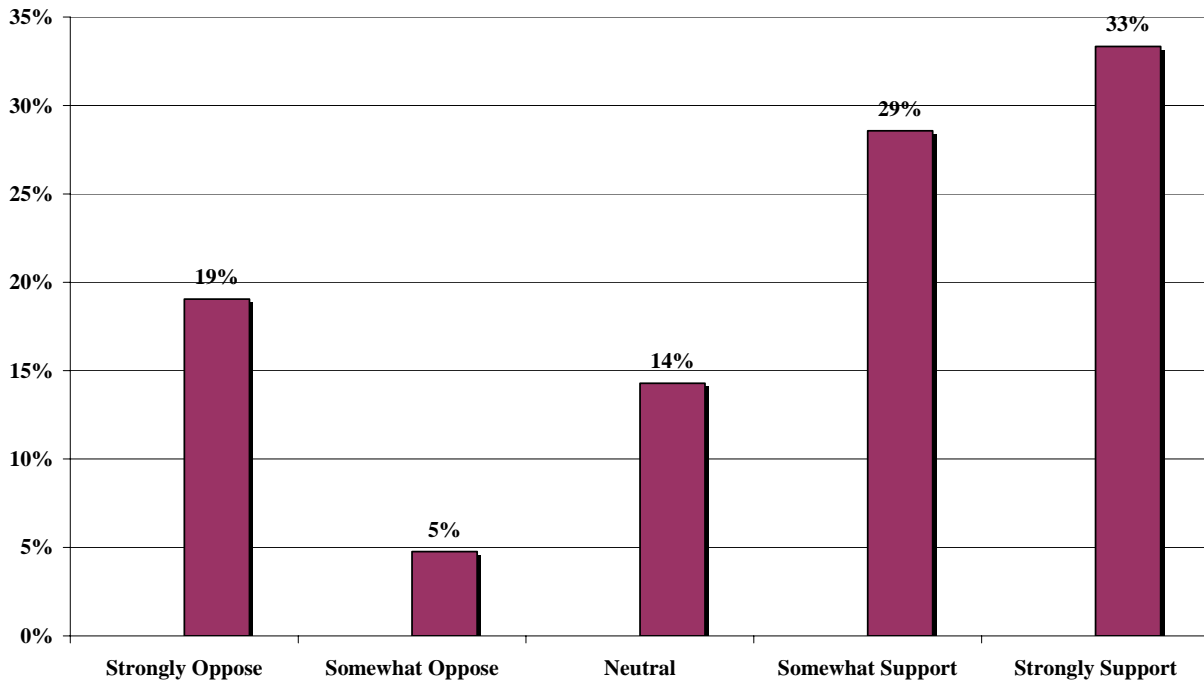
38% strongly support and 24% somewhat support allowing the addition of an auto service center on Route One.

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



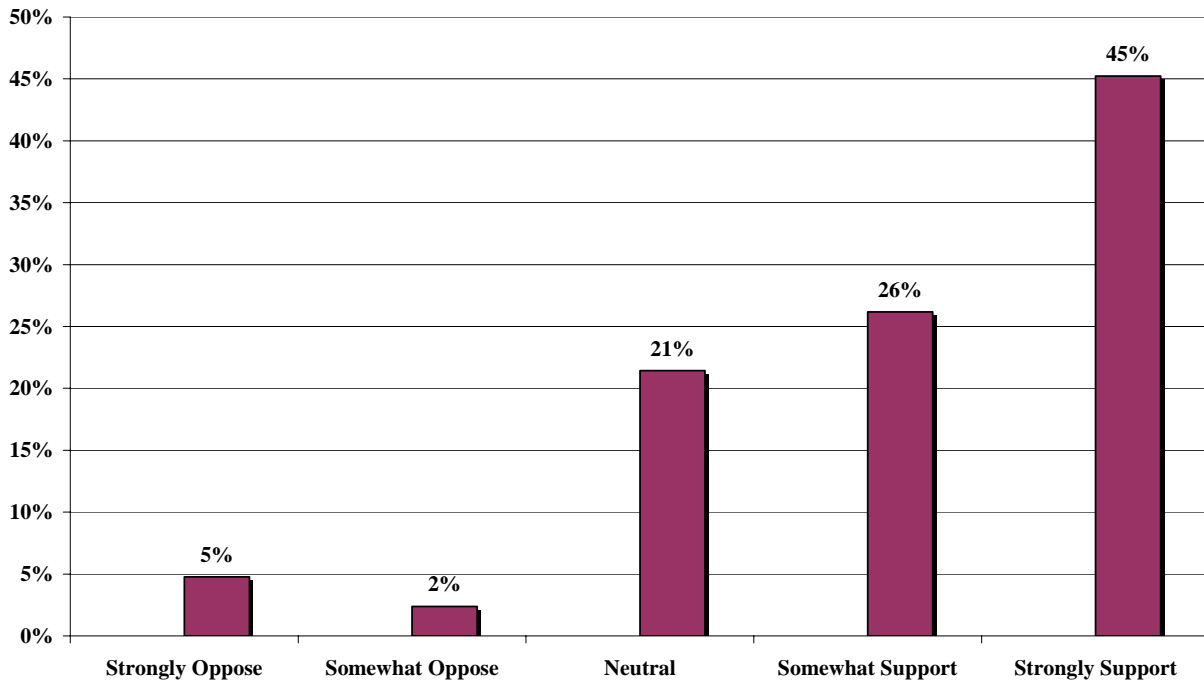
33% strongly support and 29% somewhat support allowing the addition of a building supply store on Route One.

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



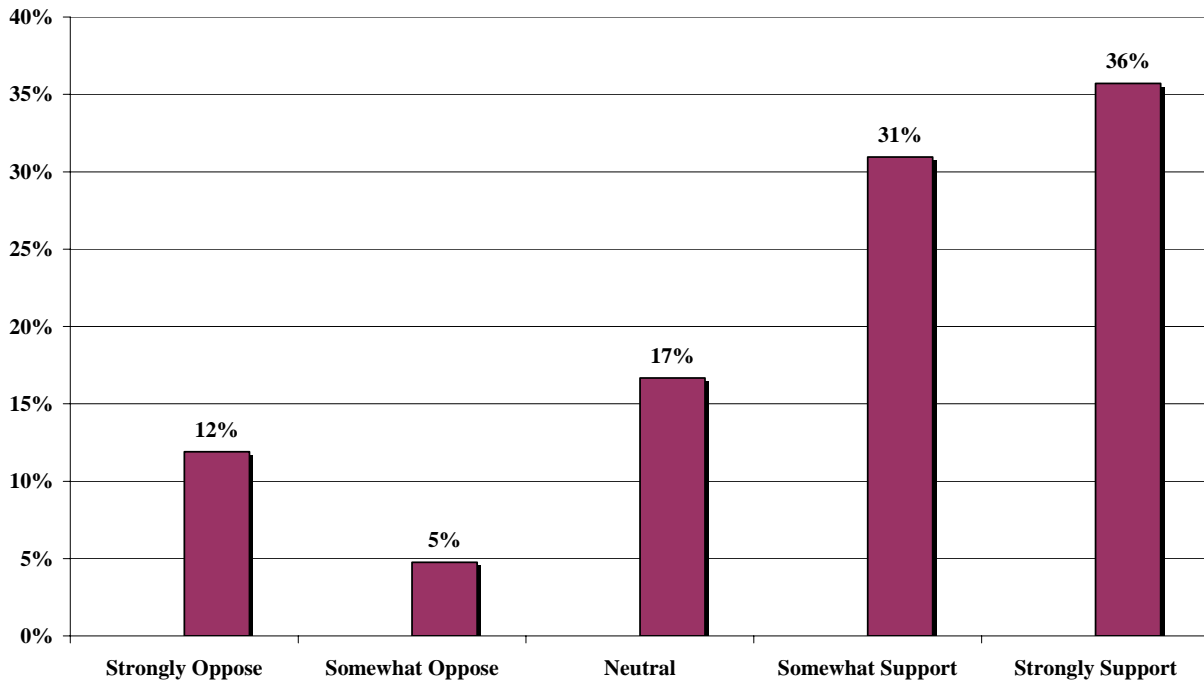
45% strongly support and 26% somewhat support allowing the addition of a research and development facility on Route One.

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



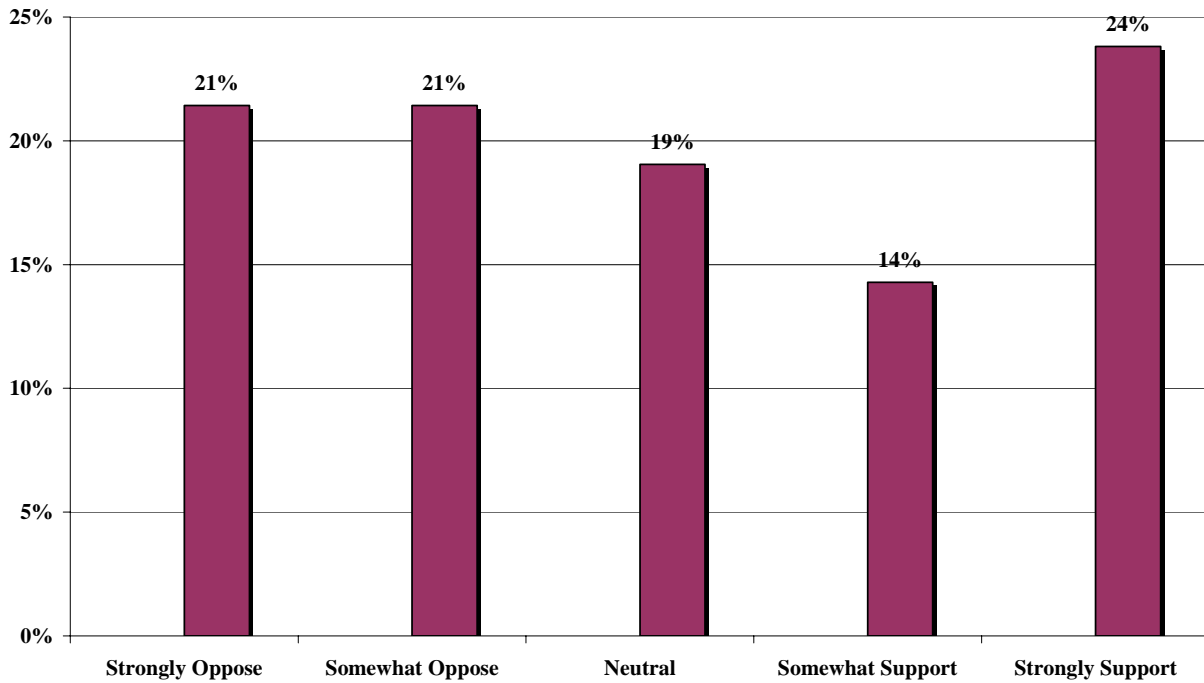
36% strongly support and 31% somewhat support allowing the addition of a light manufacturing facility on Route One.

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



24% 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?)



Route One Open-Ended Question

This question was asked of all businesses that filled out a survey to get a sense of other businesses not mentioned in the previous questions that respondents would like to see along Route 1. 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?

| | % of businesses |
|----------------------------------------------------------------|-----------------|
| Small - Mid size businesses/ retail | 8% |
| Business Park-research, light industrial, professional offices | 0% |
| Town has enough/ leave as is/ no more | 8% |
| Bookstore, music/CD/movie store, newsstand, office supply | 8% |
| Entertainment-movie theater, bowling, theme park, casino | 0% |
| Fitness - yoga, gymnastics, martial arts, gym | 0% |
| Café, diner, deli, fine dining, family dining, ethnic food | 0% |
| No Big Box stores, no national chain stores | 8% |
| Farm/ agriculture use/ gardens/ Farmer's Market | 8% |
| Nothing to worsen traffic or ugly - avoid sprawl | 8% |
| Only businesses appropriate to town character | 8% |
| Anything to reduce tax burden on property and homeowners | 17% |
| Bakery, butcher, fishmonger, greengrocer, health/gourmet shop | 8% |
| Tourism/ marine related businesses | 0% |
| Recreation/ senior/ community center | 0% |
| Art studios, galleries, photography, artists co-op | 0% |
| Cultural related - museums, concert hall, theatre | 8% |
| Housing - elderly, low income | 0% |
| Open space | 0% |
| Schools, hospitals, municipal buildings | 0% |
| Something environmentally friendly | 0% |
| Coffee shop, tea room, juice bar, ice cream parlor | 0% |
| Auto related - dealerships, repair, gas, car wash, rentals | 0% |

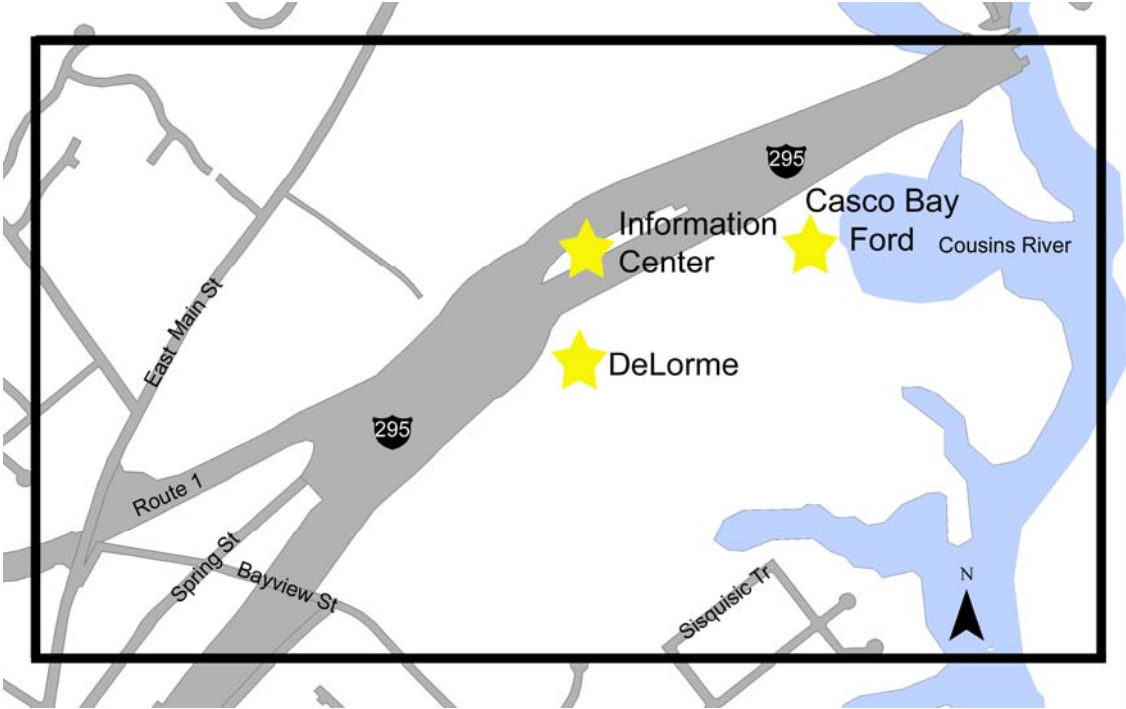
**Besides those listed above, are there any other types of business you would like to see along
Route One?
(continued)**

| | % of businesses |
|-------------------------------------------------------|------------------------|
| Industrial park | 0% |
| Large scale retail - Wal-Mart, Home Depot | 0% |
| Recreational outdoor - park/ dog run/ athletic fields | 0% |
| Pets - shops, grooming, boarding, vets | 0% |
| Discount department stores | 8% |
| Golf/ driving range | 8% |
| Hotel/ motels | 8% |
| Other | 17% |
| Unsure | 0% |

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.



73% 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)**

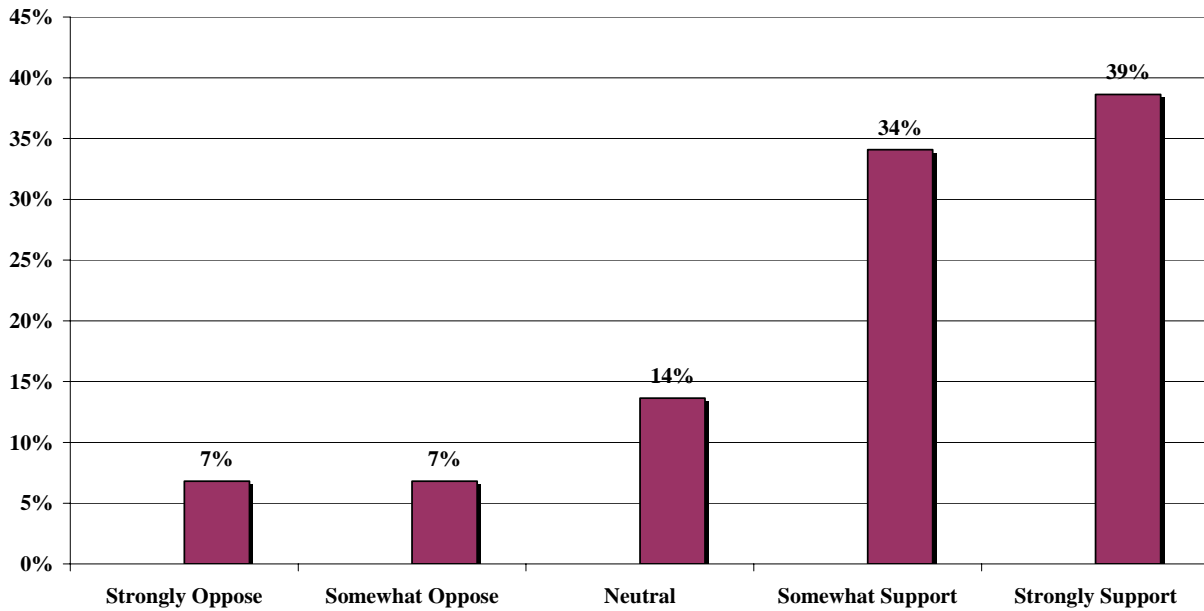
| | % of businesses |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| A business park with office, professional, and research businesses similar to DeLorme. | 73% |
| 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. | 63% |
| A mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street. | 63% |
| Small to medium-size businesses along the road frontage with homes or condominiums located behind the businesses. | 43% |
| A tourism related service area with hotel, restaurants, specialty retail shopping, and other tourism related businesses. | 57% |
| A residential development with condominiums or apartments. | 25% |
| 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. | 32% |

Comments:

The greatest level of support among businesses is for a business park with office, professional, and research businesses similar to DeLorme (73%), 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 (63%), a mixed-use village with small-scale retail, office, and service uses and residential uses similar to the village center along Main Street (63%) and a tourism related service area with hotel, restaurants, specialty retail shopping, and other tourism related businesses (57%). Less than half of business respondents support a small to medium-size businesses along the road frontage with homes or condominiums located behind the businesses (43%), a 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 (32%) and a residential development with condominiums or apartments (25%).

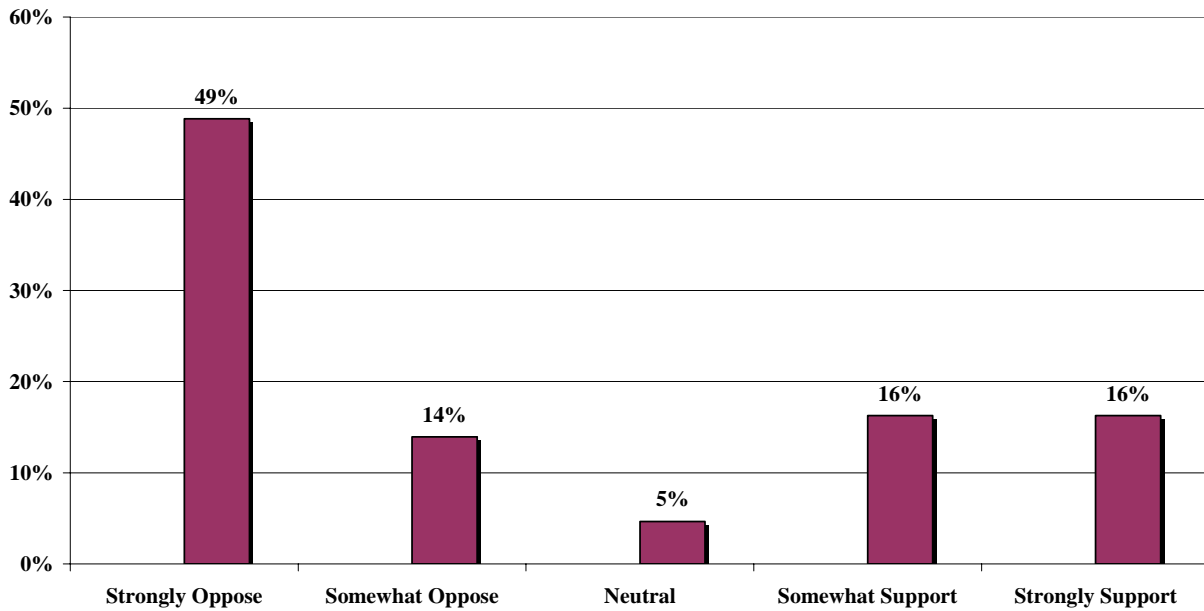
39% strongly support and 34% somewhat support a business park on Route One between DeLorme and Casco Bay Ford.

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?)



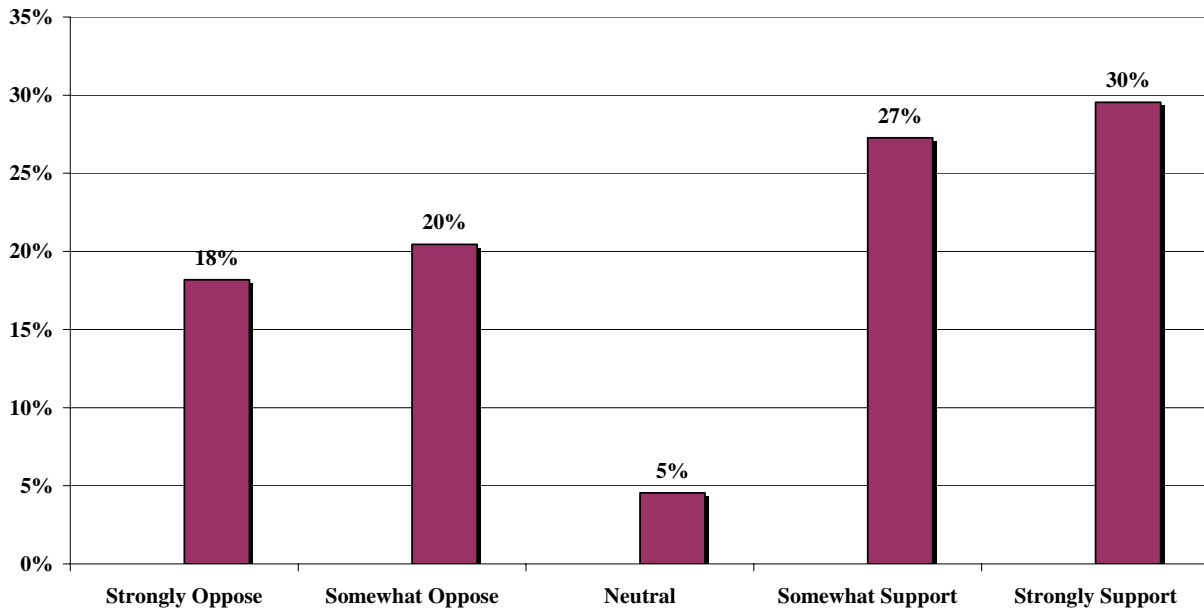
16% strongly support and 16% somewhat support larger scale retail uses on Route One between DeLorme and Casco Bay Ford.

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?)



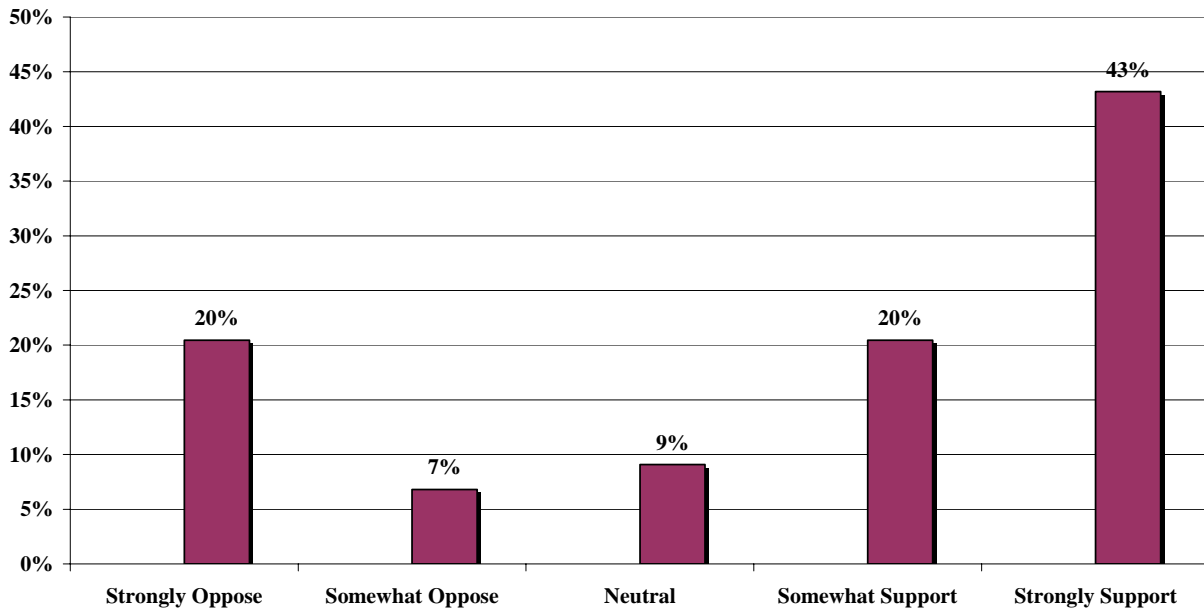
30% strongly support and 27% somewhat support a tourism service area on Route One between DeLorme and Casco Bay Ford.

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?)



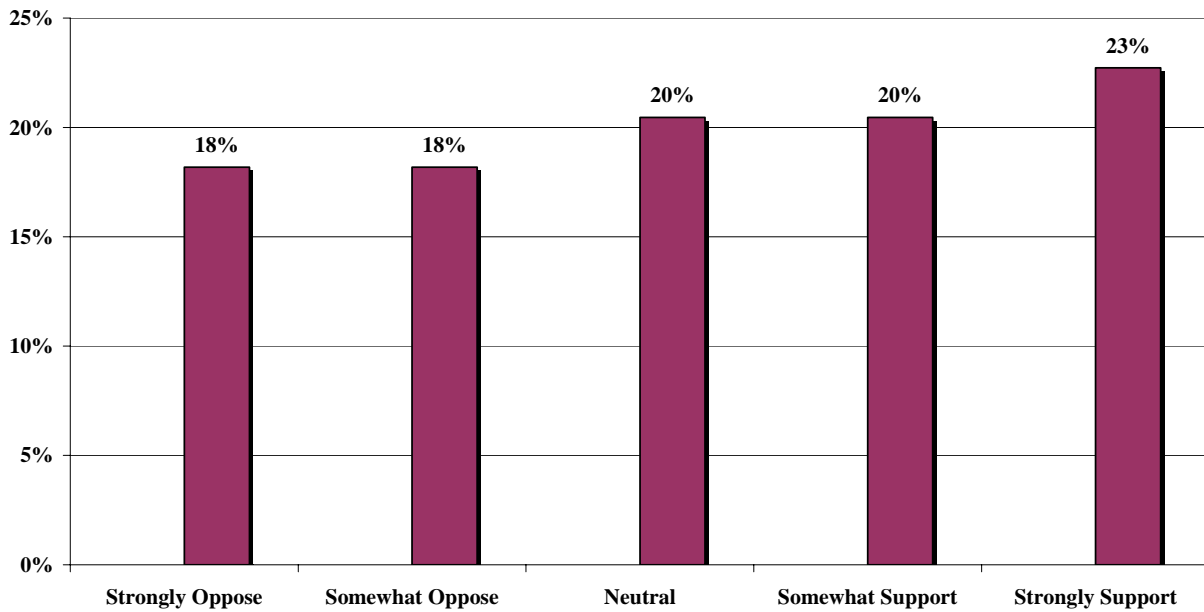
43% strongly support and 20% somewhat support a mixed-use development on Route One between DeLorme and Casco Bay Ford.

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?)



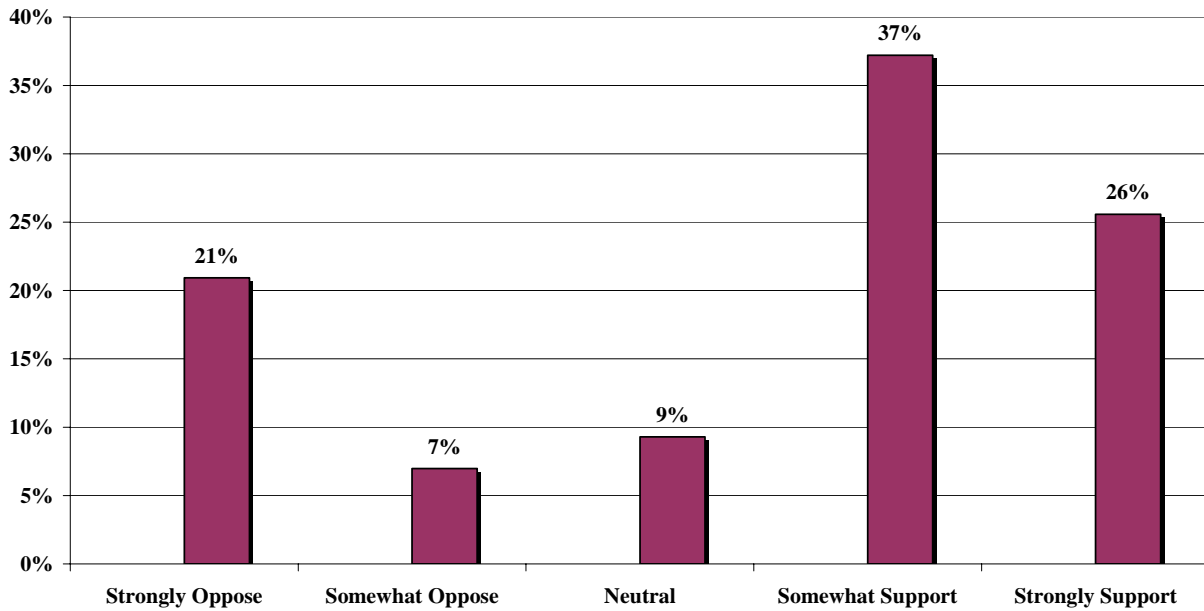
23% strongly support and 20% somewhat support small to medium size businesses with homes or condos behind the businesses on Route One between DeLorme and Casco Bay Ford.

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?)



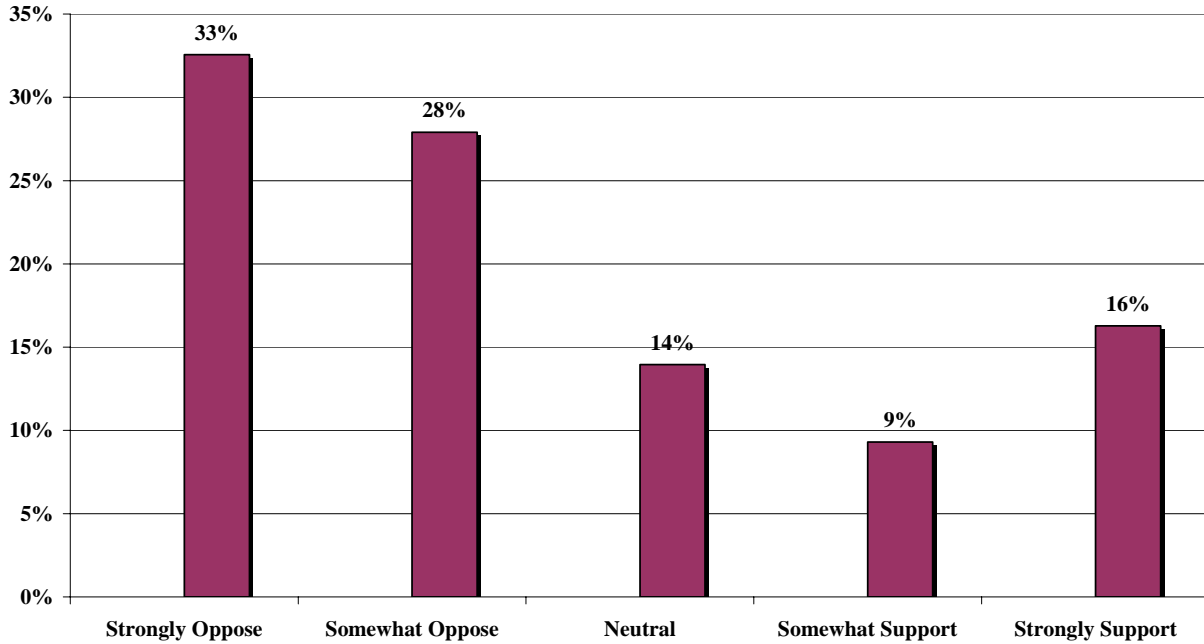
26% strongly support and 37% somewhat support mixed use village on Route One between DeLorme and Casco Bay Ford.

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?)



16% strongly support and 9% 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?)



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

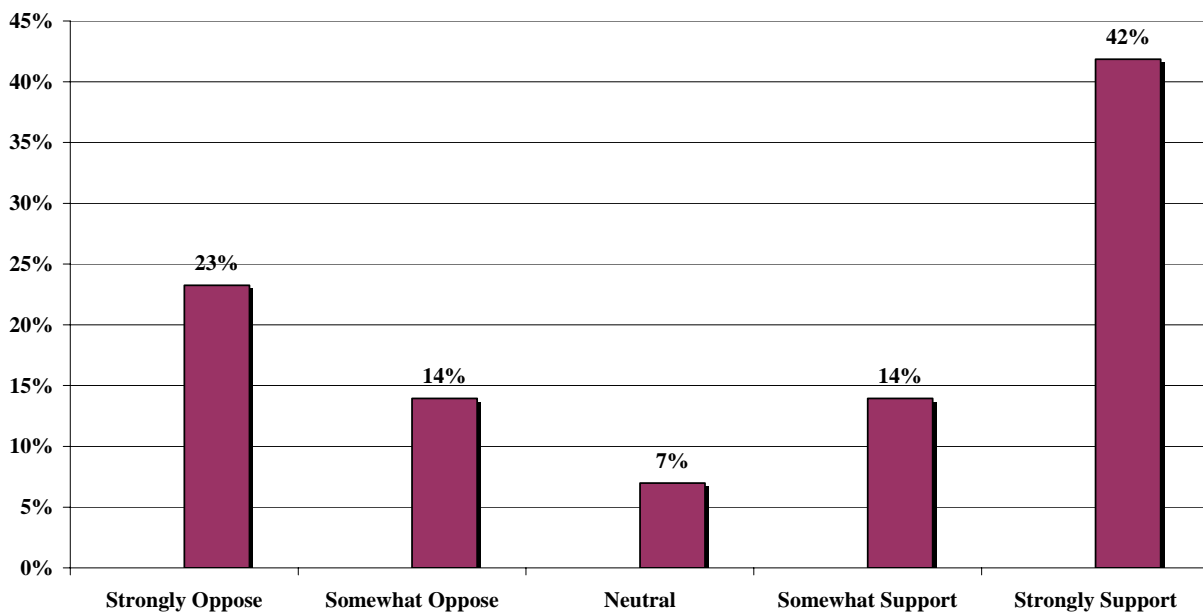
This question was asked of all businesses that filled out a survey to get a sense of other businesses not mentioned in the previous questions that respondents would like to see along Route 1.. These top-of-mind write-in responses were then sorted into the categories presented in the table below.

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?

| | % of businesses |
|--------------------------------------------------------------|-----------------|
| Open space/ nothing/ leave it alone | 20% |
| Recreational park/ dog run/ athletic fields | 20% |
| Tourism/ marine related businesses | 10% |
| Small - Mid size businesses/ retail | 20% |
| River access | 0% |
| Business Park - research, light industrial | 10% |
| Housing - elderly, low income | 0% |
| Industrial park | 0% |
| Restaurants | 0% |
| Anything to lessen the tax burden on property and homeowners | 0% |
| Entertainment - movie theater, bowling, carting, theme park | 0% |
| Farm/ agriculture use/ gardens/ Farmer's Market | 10% |
| Nothing to worsen traffic or ugly - avoid sprawl | 10% |
| Recreation/ senior/ community center | 0% |
| Hotel/ motel/ casino | 0% |
| Large scale retail - Wal-Mart, Home Depot | 10% |
| Auto dealerships | 0% |
| Cultural related - museums, concert hall | 0% |
| Golf/ driving range | 0% |
| This is privately owned property | 10% |
| Something environmentally friendly | 0% |
| Fitness Club | 0% |
| Schools, hospitals, municipal buildings | 0% |
| Other | 0% |

56% of businesses 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?



Among businesses, 56% strongly or somewhat support buying the vacant land along Route One between DeLorme and Casco Bay Ford to preserve it as open space with 42% strongly supporting this option. Thirty-seven percent are opposed to this option with 23% indicating strong opposition.

Housing and Residential Uses

Among businesses, a majority strongly or somewhat support Town policies that encourage assisted living for senior and handicapped residents (82%), affordable housing for elderly households (80%), affordable housing for young families (73%), property tax relief for elderly residents (66%), and waiving Town fees for building affordable housing (57%).

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)**

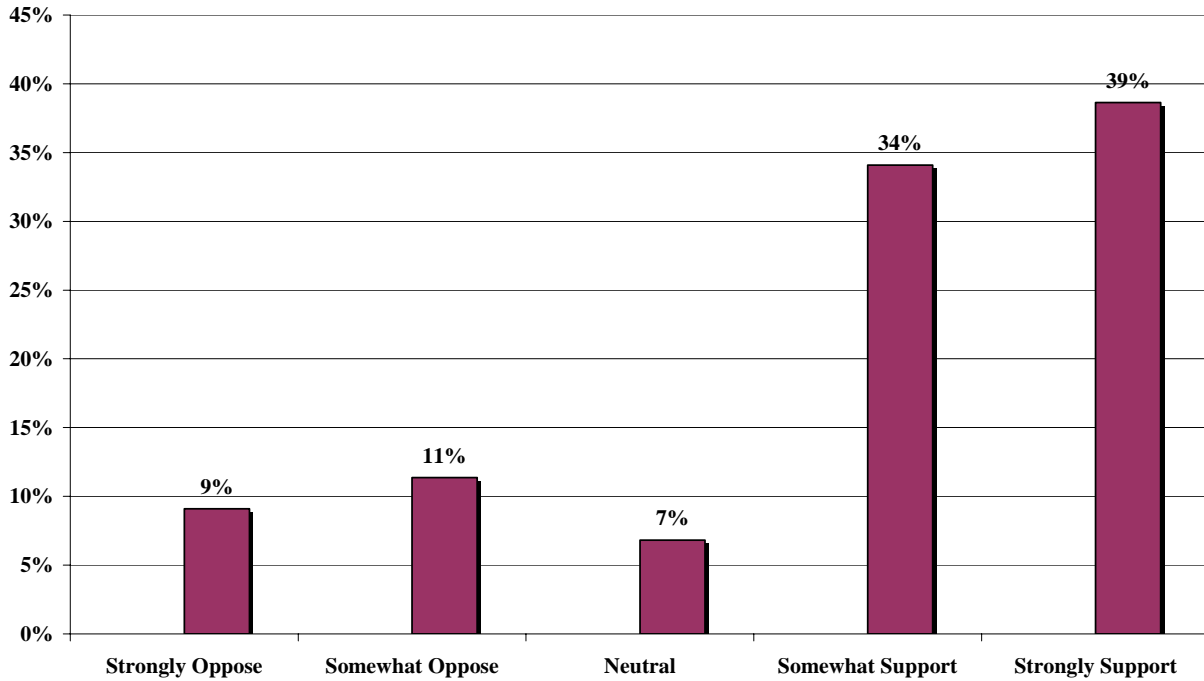
| | % of businesses |
|-----------------------------------------------------------------------------------------------------------|------------------------|
| Affordable housing for elderly households? | 80% |
| Affordable housing for young families? | 73% |
| Assisted living for senior and handicapped residents? | 82% |
| Waiving of any Town fees for building affordable housing? | 57% |
| Offering tax relief to elderly residents in need by shifting some of the property tax to other residents? | 66% |

Comments:

A majority of business respondents support all affordable housing policies presented. Among businesses, a majority strongly or somewhat support Town policies that encourage assisted living for senior and handicapped residents (82%), affordable housing for elderly households (80%), affordable housing for young families (73%), property tax relief for elderly residents (66%), and waiving Town fees for building affordable housing (57%).

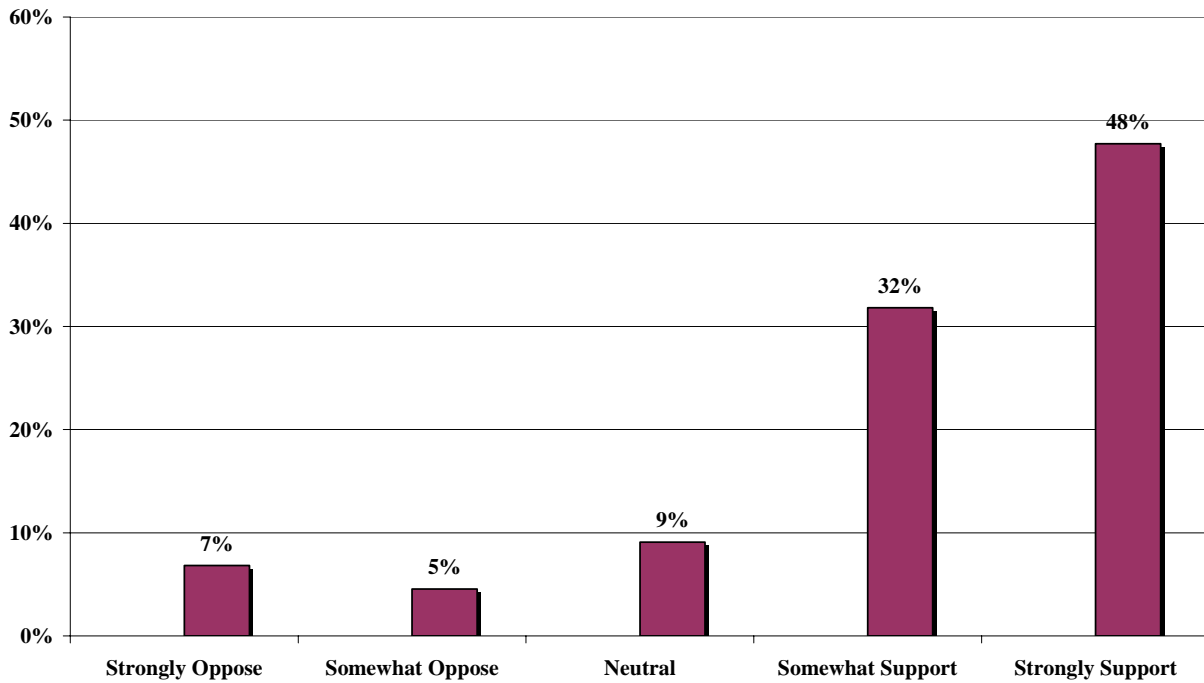
39% strongly support and 34% somewhat support Town policies that encourage affordable housing for young families.

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



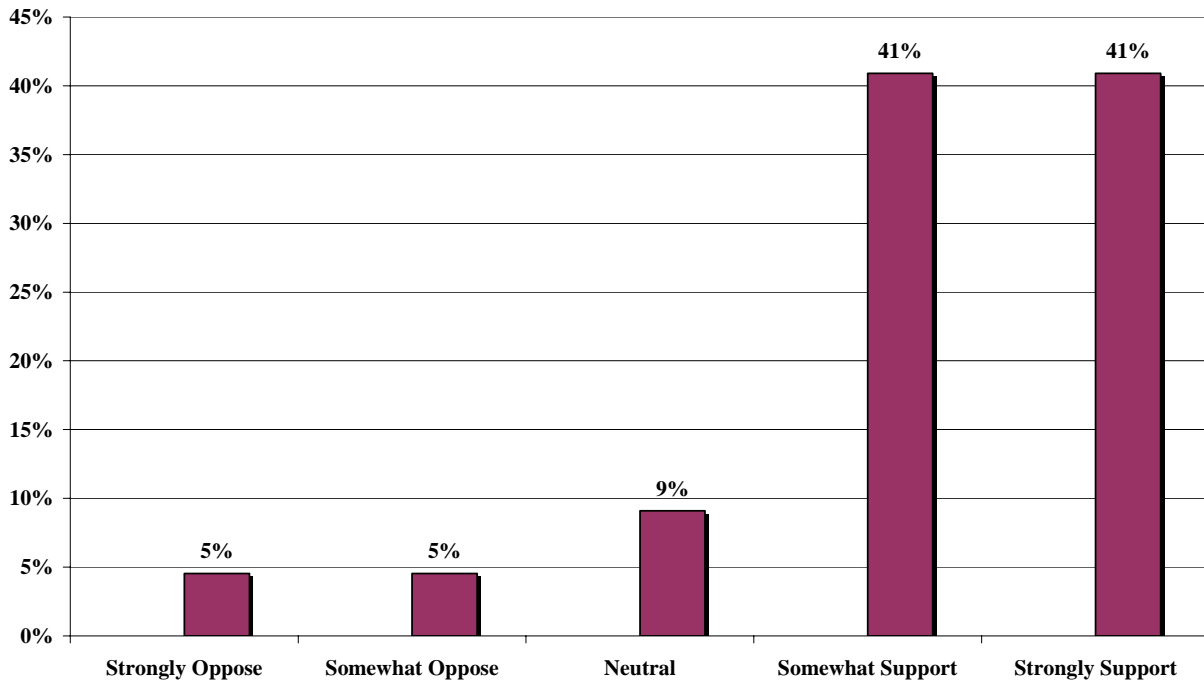
48% strongly support and 32% somewhat support Town policies that encourage affordable housing for elderly households.

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



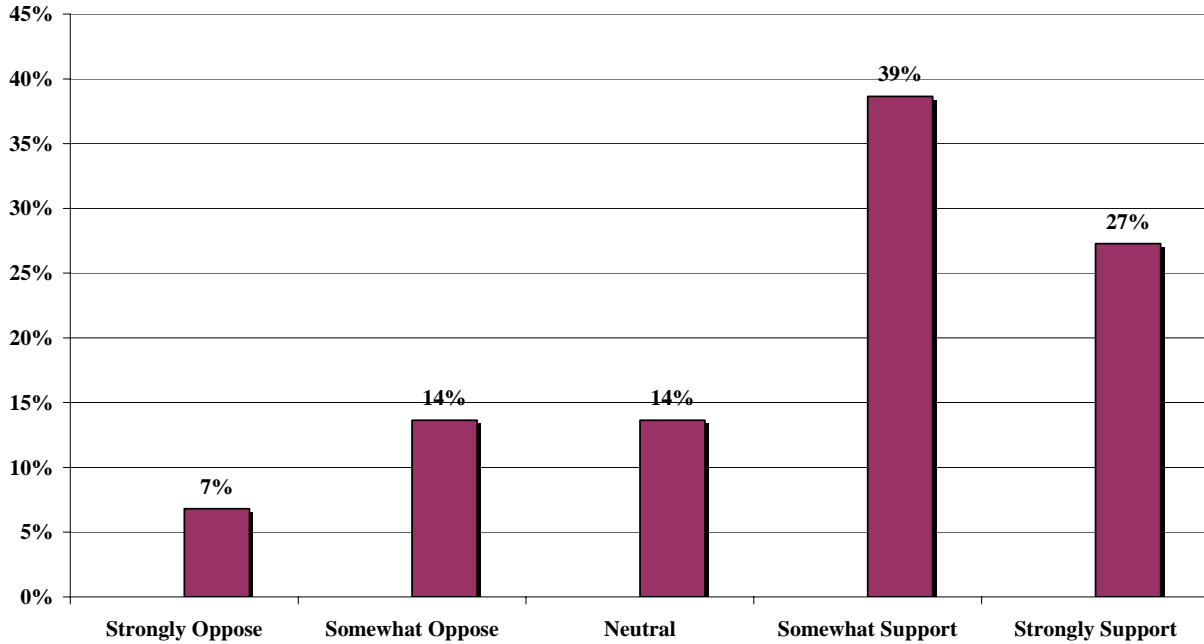
41% strongly support and 41% somewhat support Town policies that encourage assisted living for senior and handicapped residents.

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



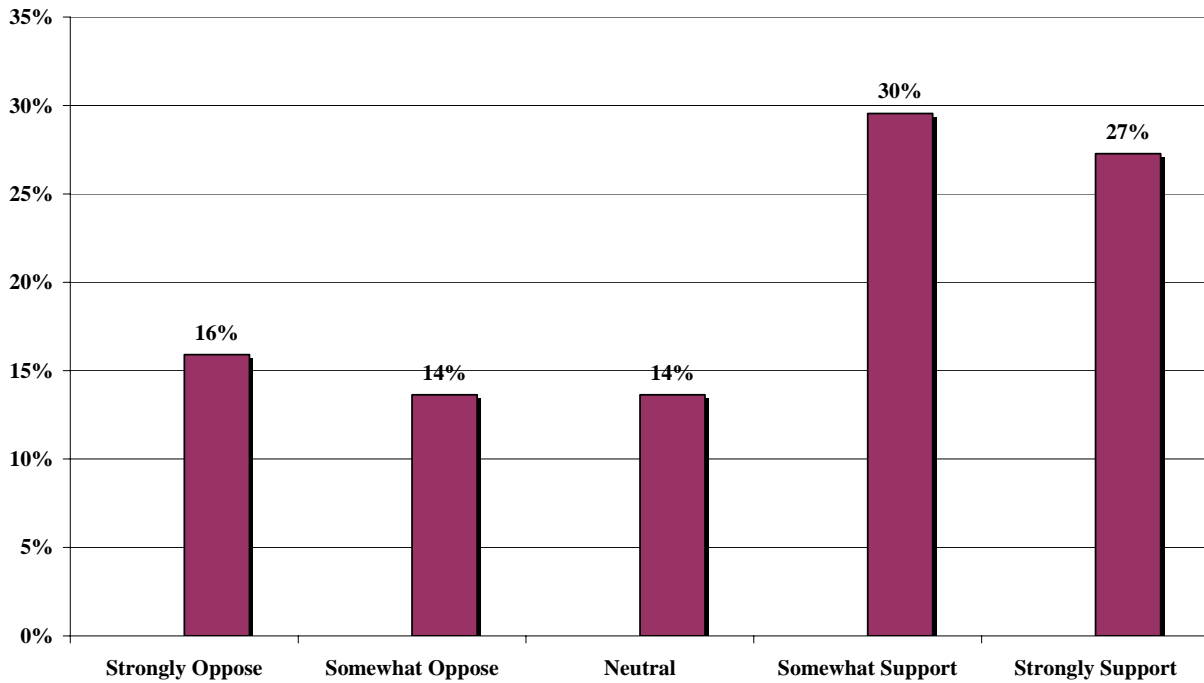
27% strongly support and 39% somewhat support tax relief for elderly residents in need by shifting some of the property tax to other residents.

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?



27% strongly support and 30% 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?



Among businesses, 77% 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)**

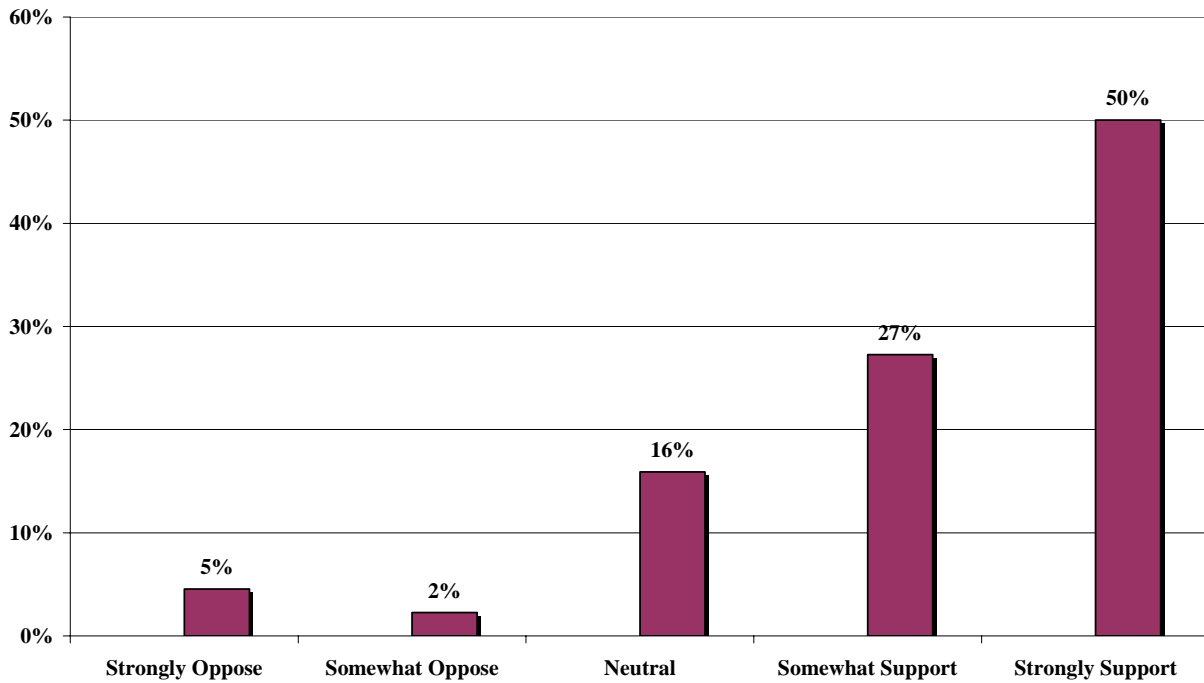
| | % of businesses |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Working to obtain grants or other funding to underwrite the cost of developing affordable housing. | 77% |
| 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. | 71% |
| Requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund. | 69% |
| Allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor. | 48% |
| Requiring new subdivisions to include some affordable housing as part of the development. | 52% |
| 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. | 45% |
| Allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning. | 54% |
| Using Town funds from taxes or bonds to develop affordable housing. | 22% |

Comments:

Among businesses 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 77% of business respondents. Over half of businesses 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 (71%), requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund (69%), allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning (54%), and requiring new subdivisions to include some affordable housing as part of the development (52%). Less than half of businesses support allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor (48%), 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 (45%), and using Town funds from taxes or bonds to develop affordable housing (22%).

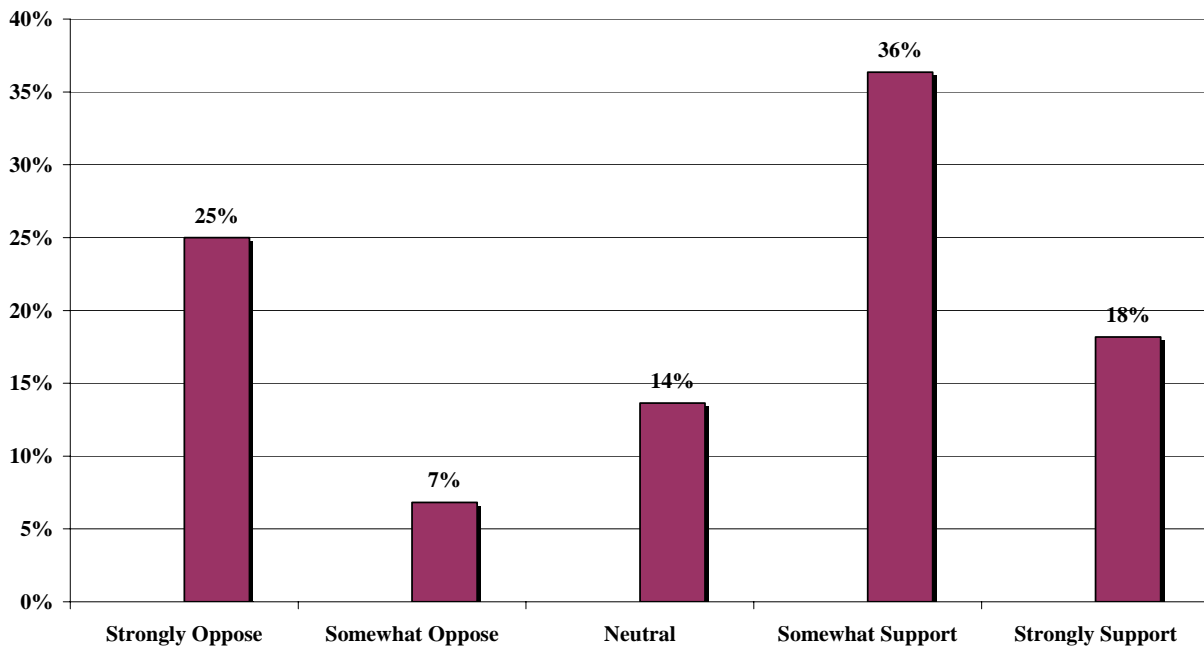
50% strongly support and 27% somewhat support working to obtain grants or other funding to underwrite the cost of developing affordable housing.

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



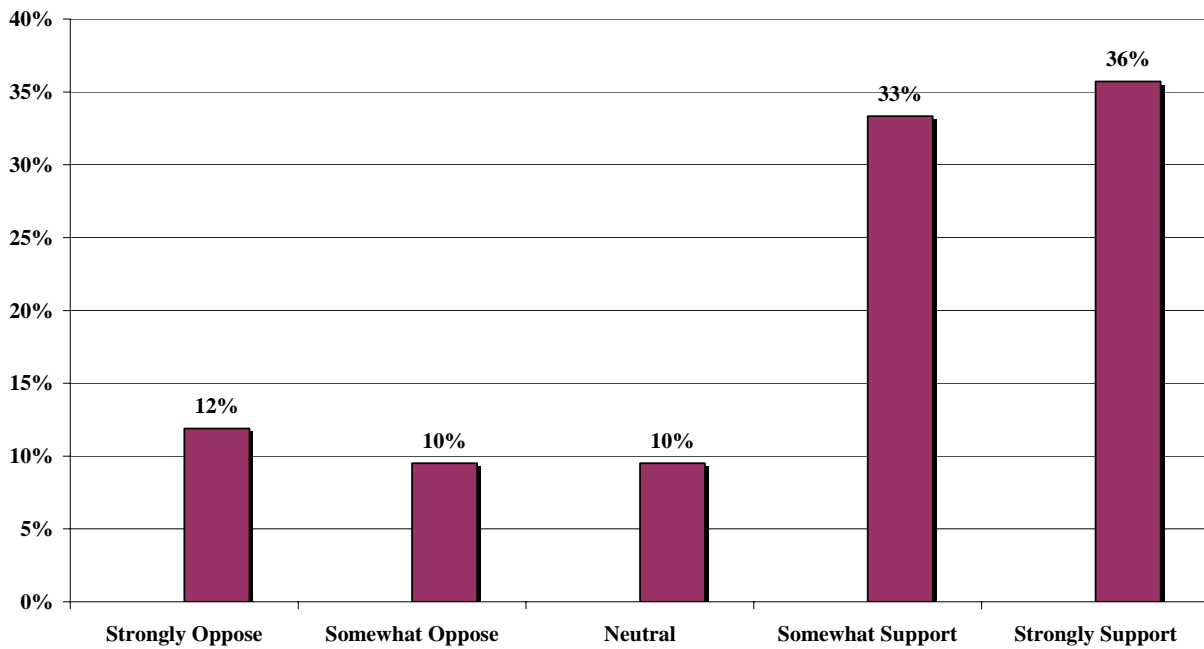
18% strongly support and 36% somewhat support allowing developments that include some affordable housing to build more units than otherwise would be allowed under current zoning.

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.



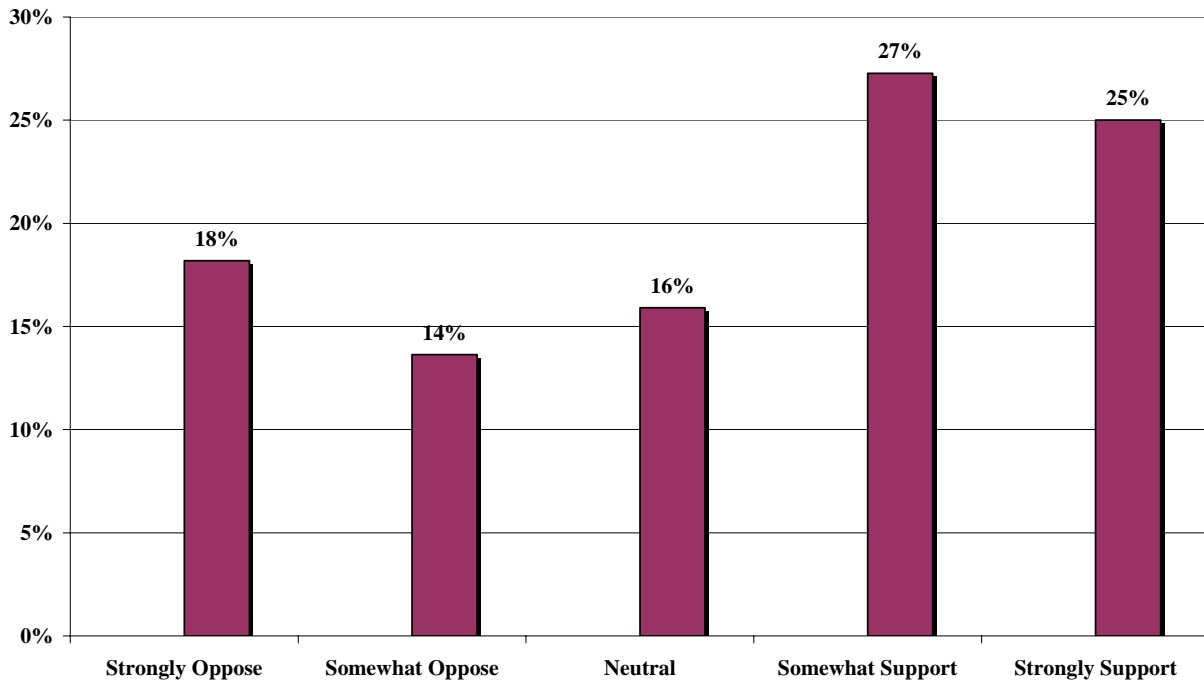
36% strongly support and 33% somewhat support requiring developers to either include affordable housing in any new development or to pay a fee into an affordable housing fund.

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.



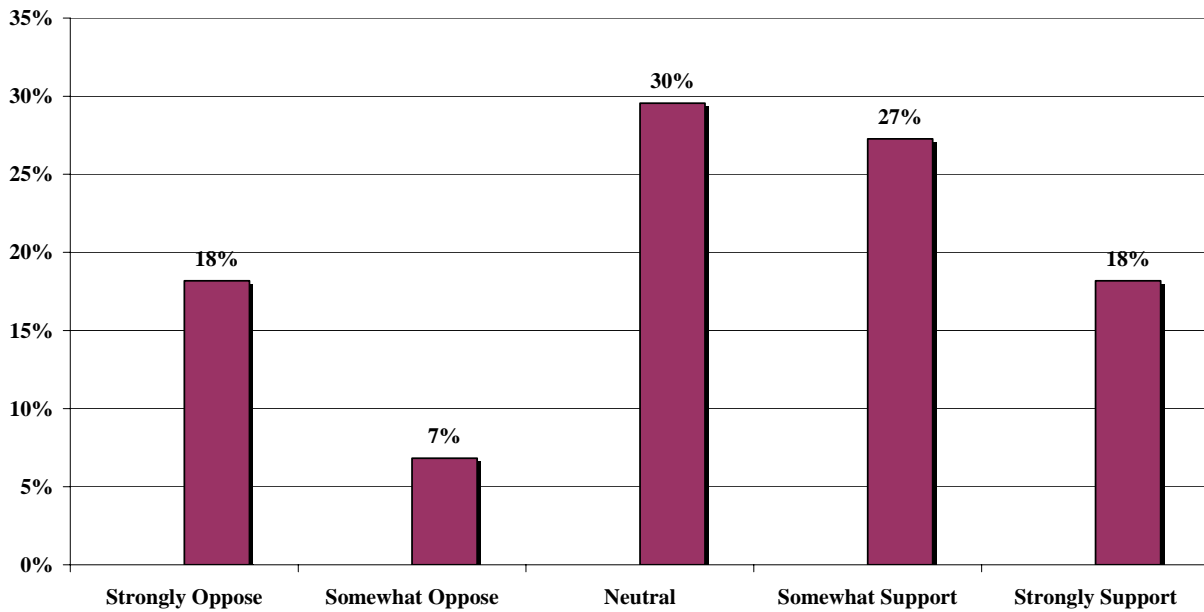
25% strongly support and 27% somewhat support requiring new subdivisions to include some affordable housing as part of the development.

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



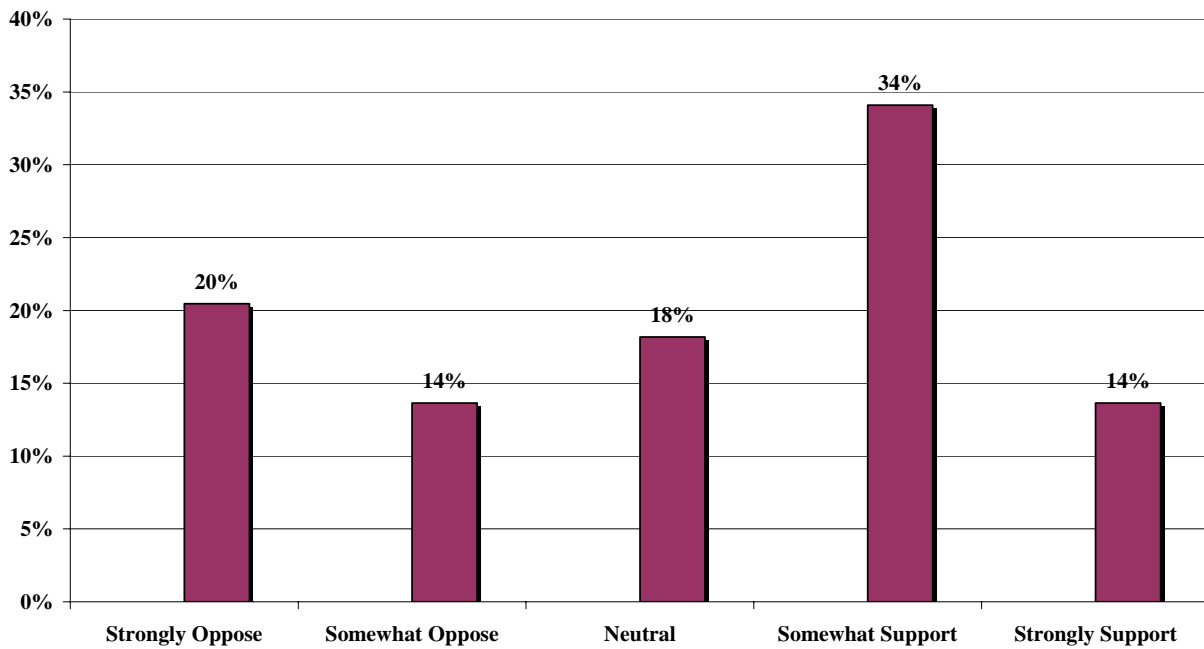
18% strongly support and 27% somewhat support allowing non-profit affordable housing developers to build more units than allowed under current zoning if units are built as affordable housing.

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.



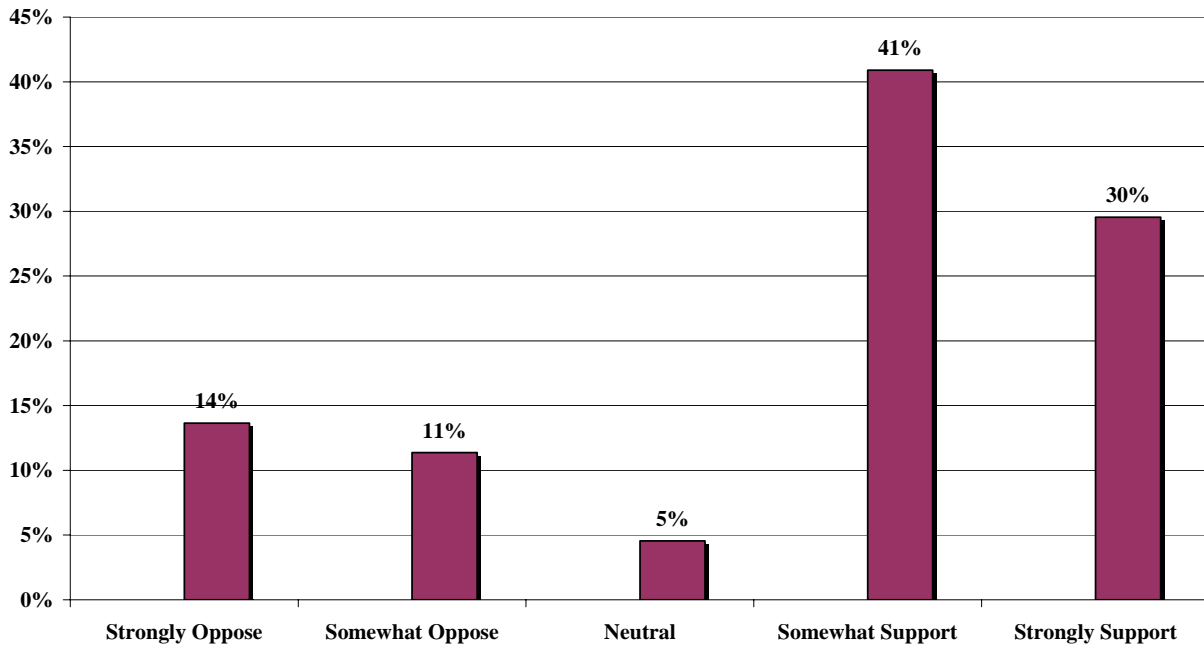
14% strongly support and 34% somewhat support allowing affordable housing units to be built as part of a mixed-use development in the Route One corridor.

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.



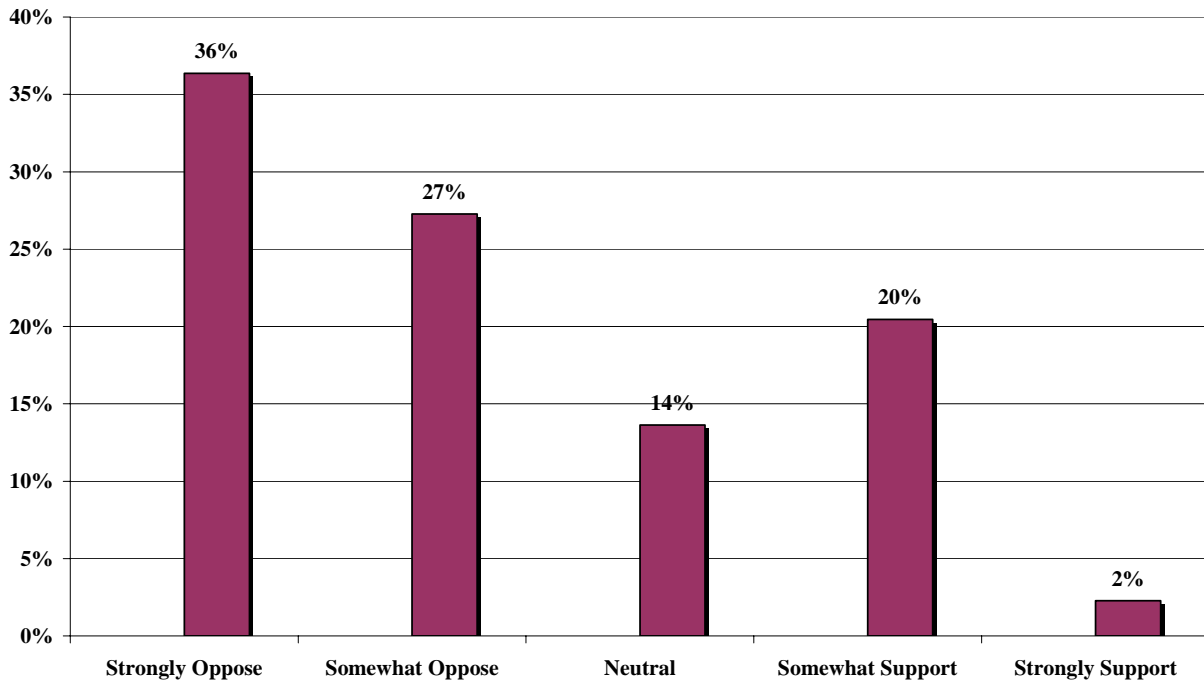
30% strongly support and 41% somewhat support giving owners of older homes in the Village area more flexibility to create additional units in their homes as long as the property retains its residential character.

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.



2% strongly support and 20% 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.



Among businesses, 59% 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)**

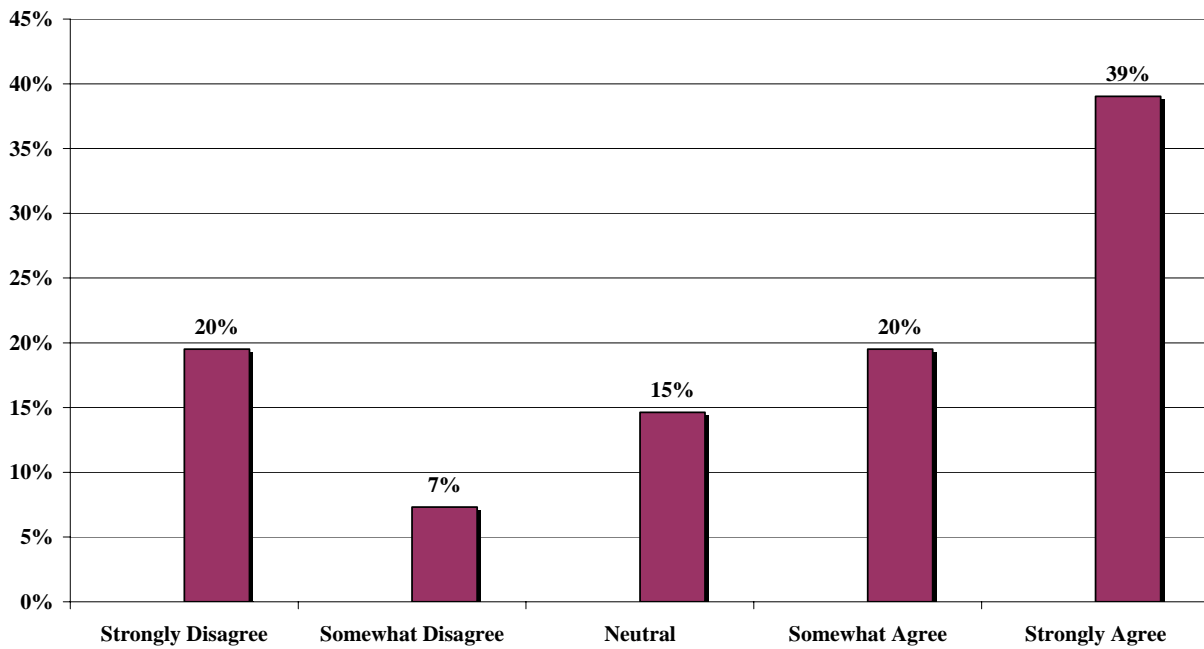
| | % of businesses |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| The Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas. | 59% |
| 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. | 43% |

Comments:

Among businesses, 59% 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. This is greater support than that found among residents. Forty-three percent of businesses 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.

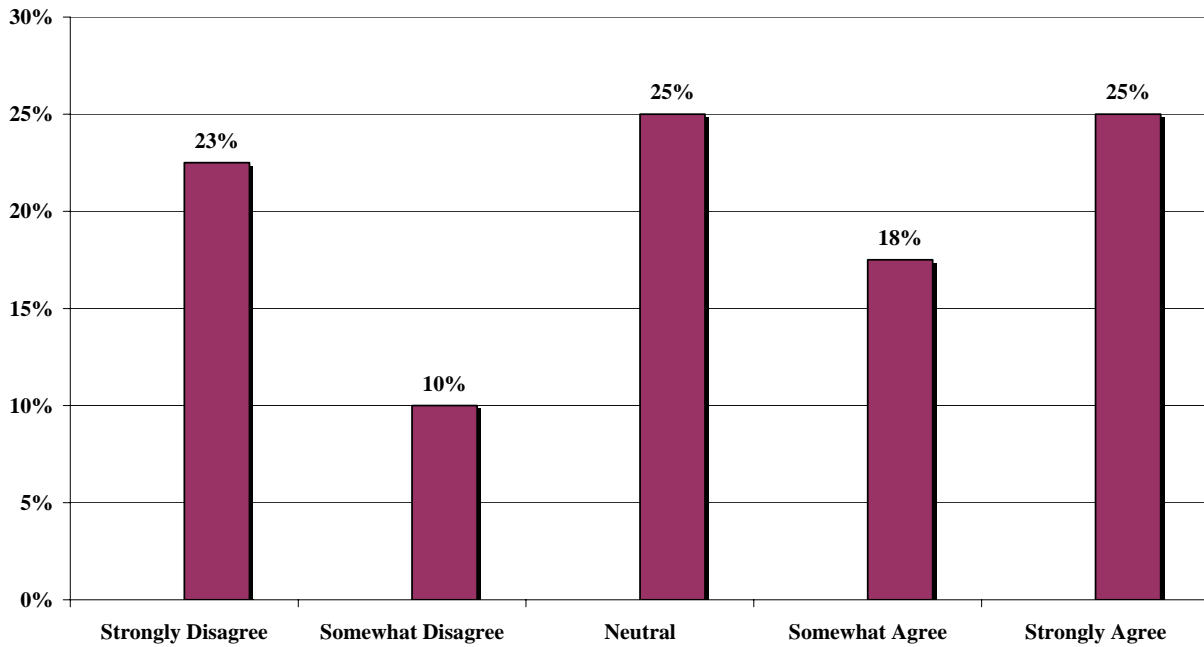
39% strongly agree and 20% somewhat agree the Town should reduce the minimum lot size and related development standards in village residential areas to better reflect the existing development pattern in these areas.

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.



25% strongly agree and 18% 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.



Among businesses, 69% 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)**

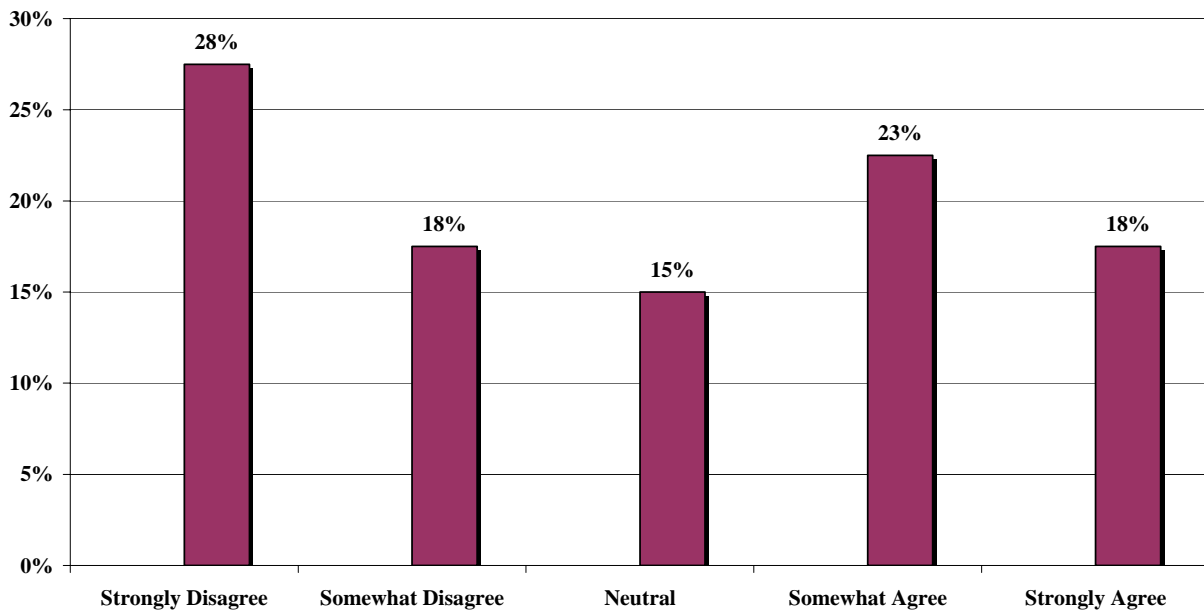
| | % of businesses |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| All new subdivisions outside of the village residential areas should be required to set aside a portion of the land as open space for the residents of the subdivision. | 69% |
| 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. | 51% |
| 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. | 41% |

Comments:

Among businesses, 69% 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. Agreement with this proposal among business respondents was greater than that found among residents. Half of business respondents 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 (51%). Less than half of business respondents 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 (41%).

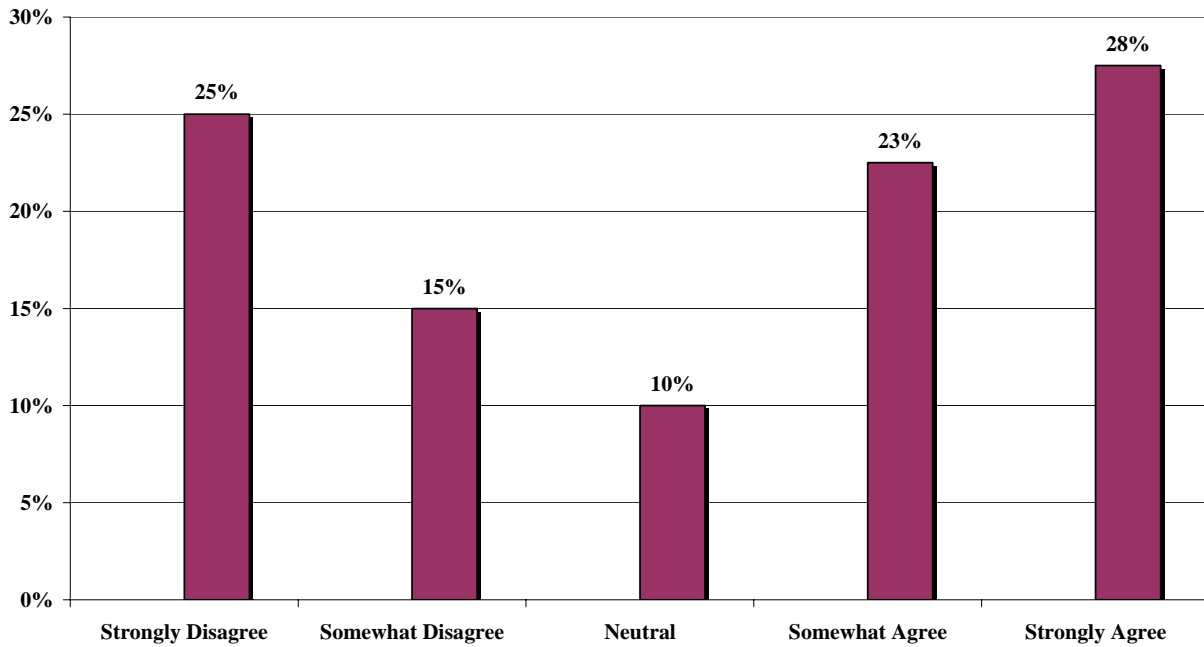
18% strongly agree and 23% somewhat agree with allowing subdivisions that voluntarily set aside a significant portion of the property as common open space to build more units than would otherwise be allowed under current zoning.

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.



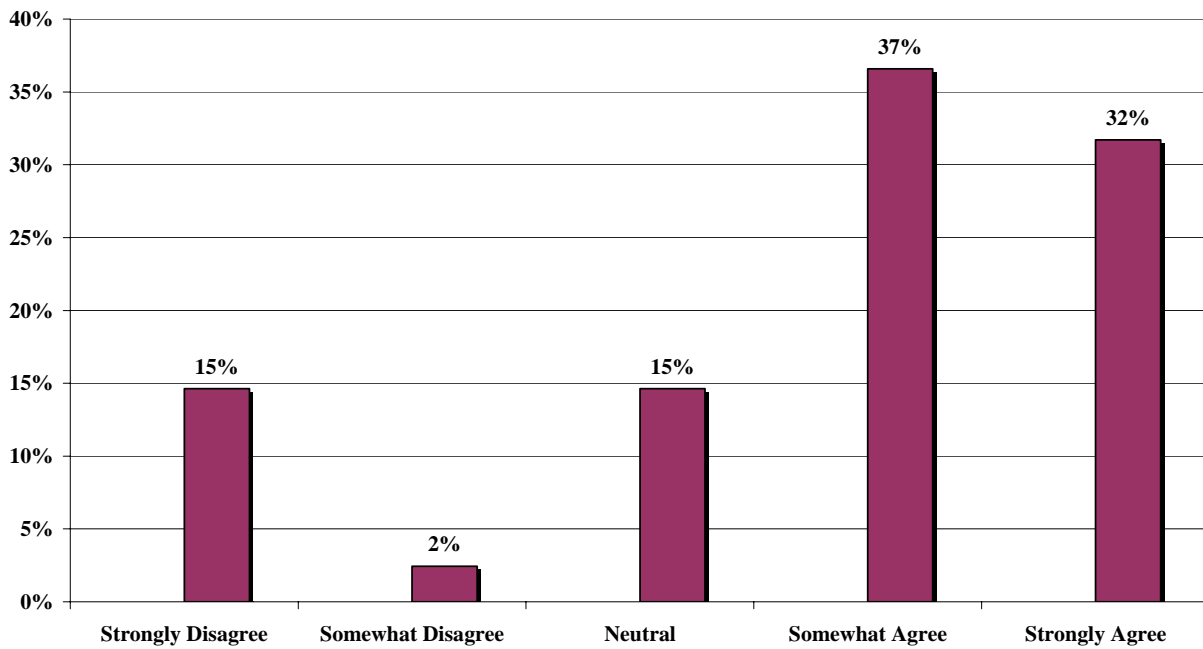
28% strongly agree and 23% somewhat agree with allowing subdivisions that voluntarily create open space that is open to the public to build more units than would otherwise be allowed under current zoning.

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.



32% strongly agree and 37% 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.



Among businesses, 74% 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 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)**

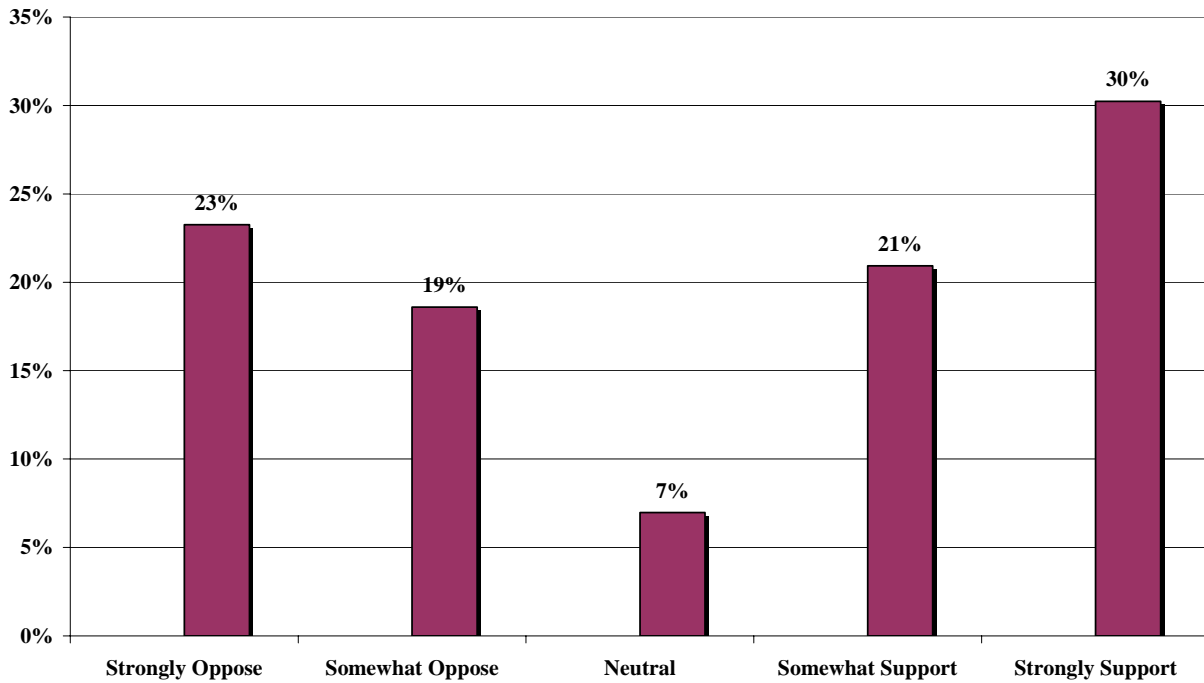
| | % of businesses |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Allowing smaller lots if the subdivision will preserve designated historic buildings or sites (in areas served by public sewerage and water). | 74% |
| Allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water). | 53% |
| Allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water). | 65% |
| Allowing smaller lots in areas served by public sewerage and water. | 51% |
| Allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water). | 44% |
| 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). | 43% |
| 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). | 40% |

Comments:

Among businesses, 74% 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). A majority 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) (65%), allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water) (53%), and allowing smaller lots in areas served by public sewerage and water (51%). Less than half of businesses support allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water) (44%), 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) (43%), 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) (40%).

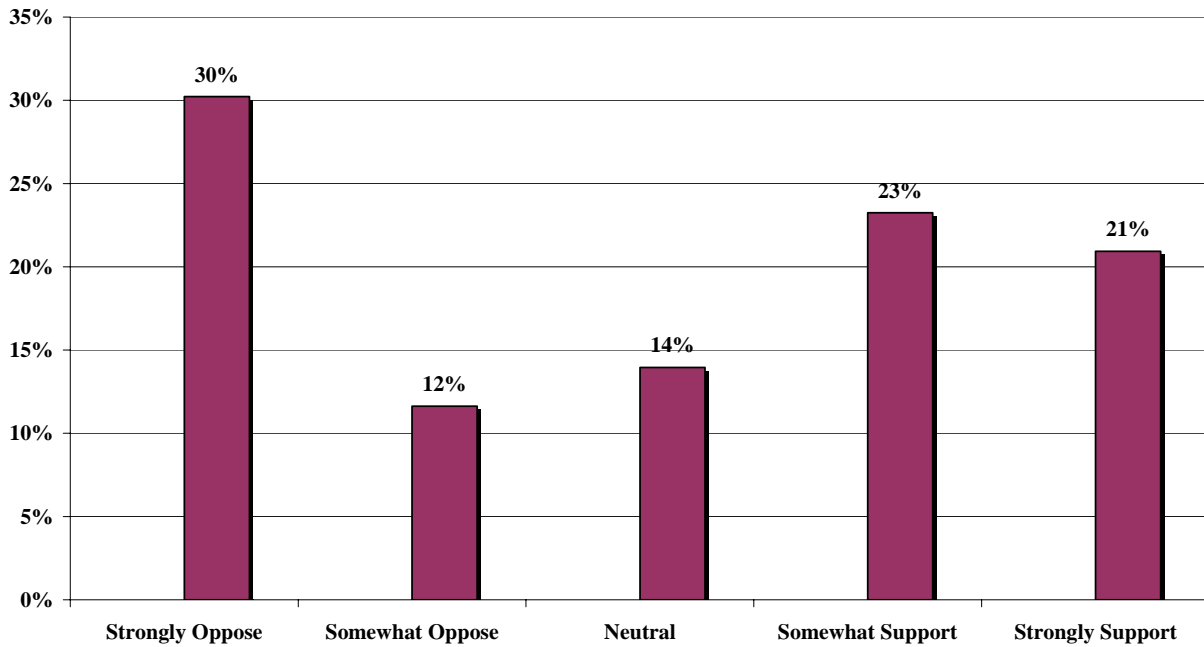
30% strongly support and 21% somewhat support allowing smaller lots in areas served by public sewerage and water.

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



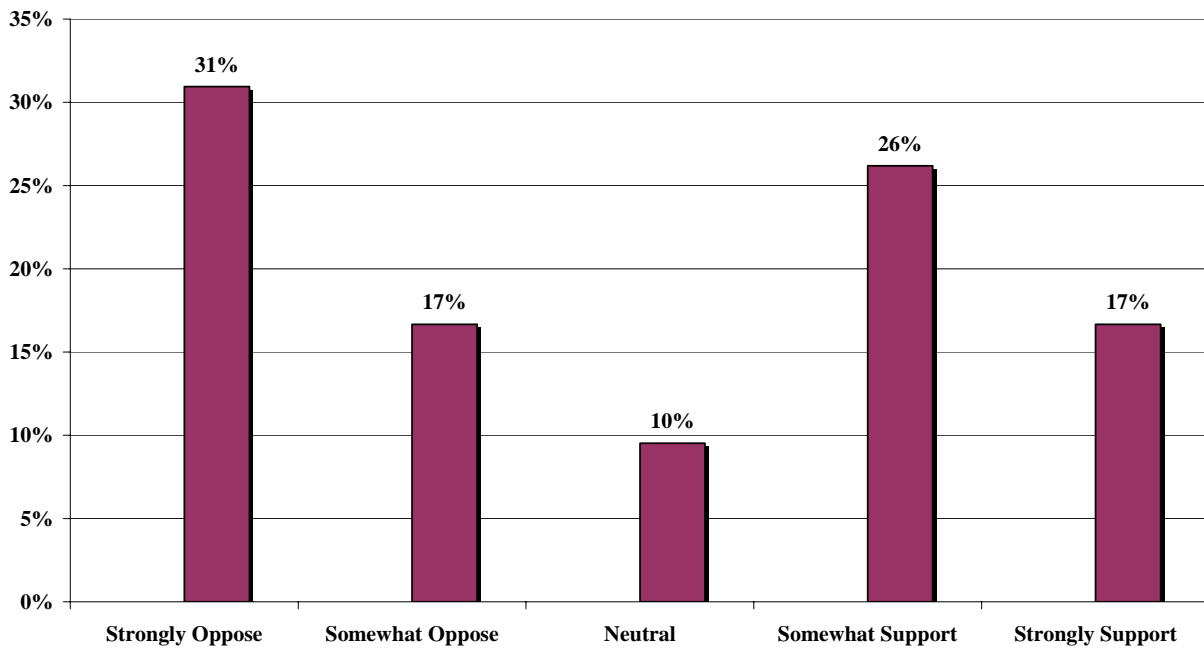
21% strongly support and 23% somewhat support allowing smaller lots if some of the units built in the subdivision are affordable housing (in areas served by public sewerage and water).

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).



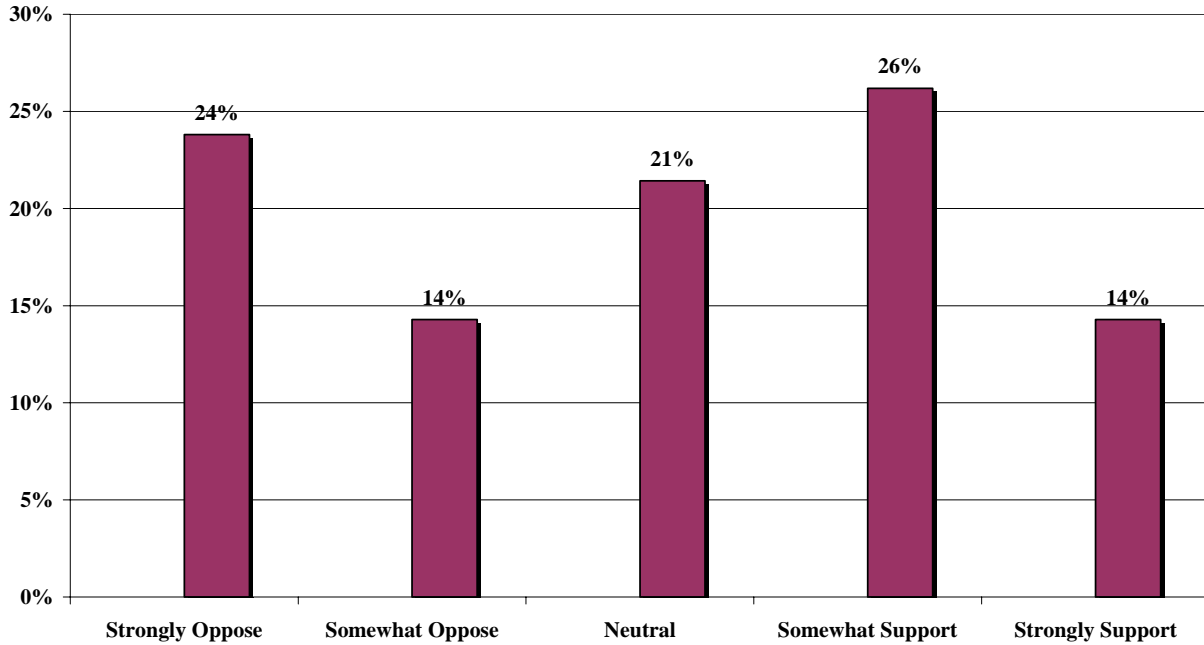
17% strongly support and 26% somewhat support allowing smaller lots if the developer pays a fee to be used by the Town to acquire open space (in areas served by public sewerage and water).

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).



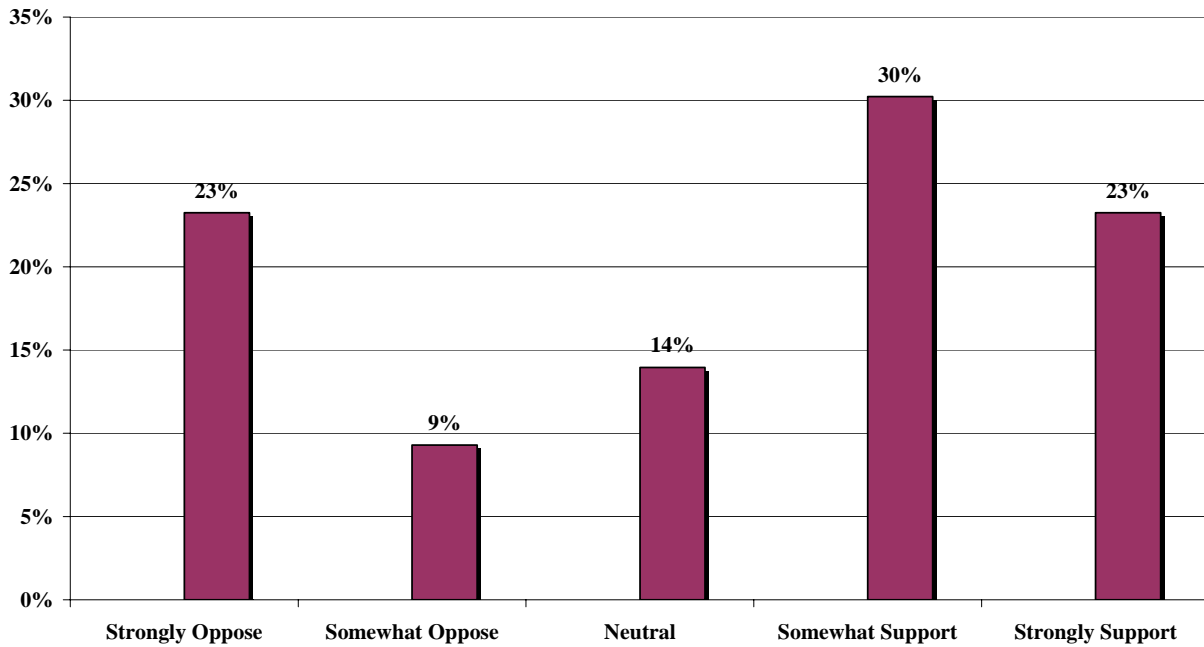
14% strongly support and 26% somewhat support allowing smaller lots if the developer pays a fee to be used by the Town to support the development of affordable housing (in areas served by public sewerage and water).

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).



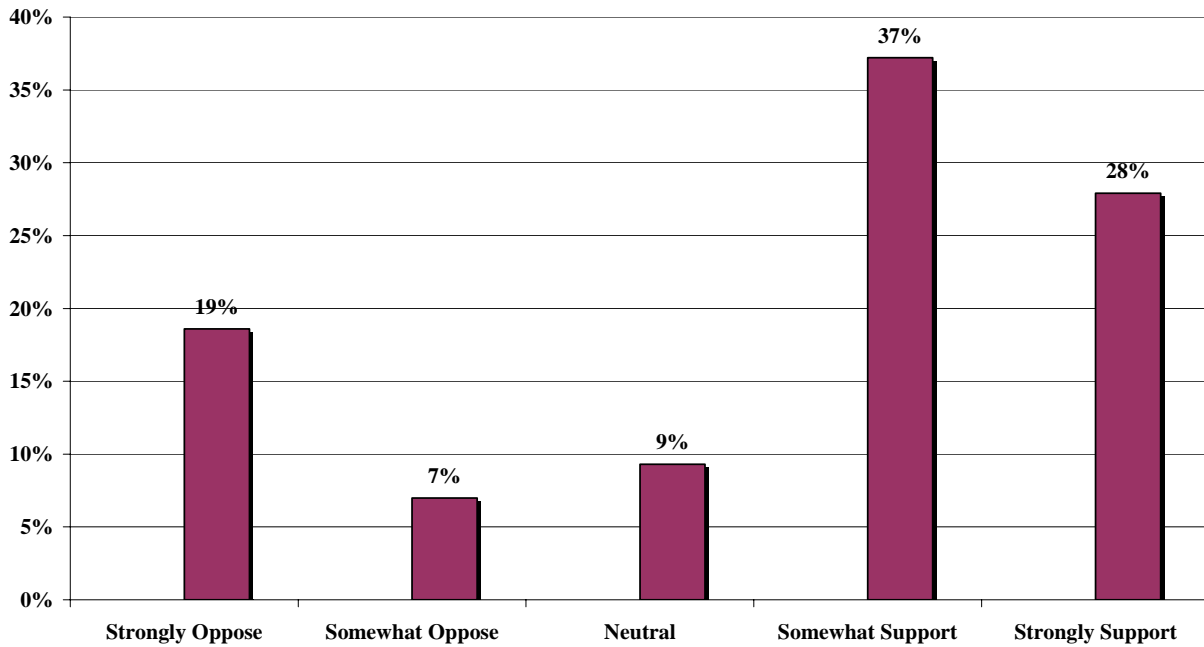
23% strongly support and 30% somewhat support allowing smaller lots if a substantial portion of the property will be preserved as open space (in areas served by public sewerage and water).

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).



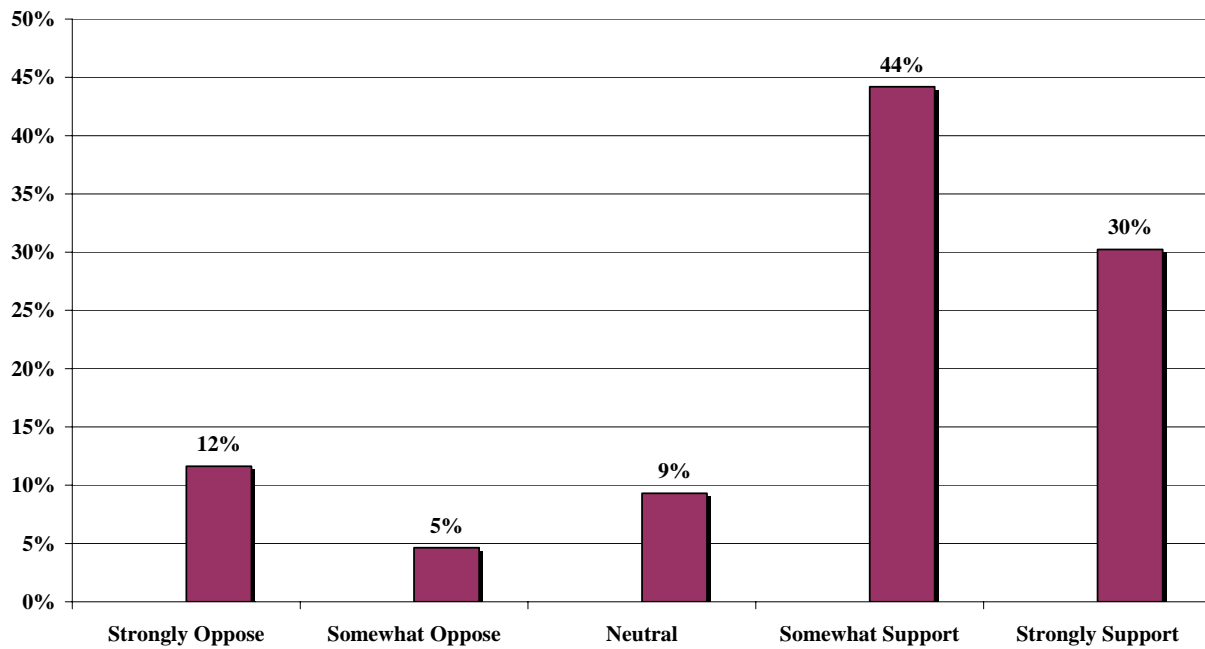
28% strongly support and 37% somewhat support allowing smaller lots if the subdivision will preserve significant scenic views identified by the Town (in areas served by public sewerage and water).

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).



30% strongly support and 44% 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).

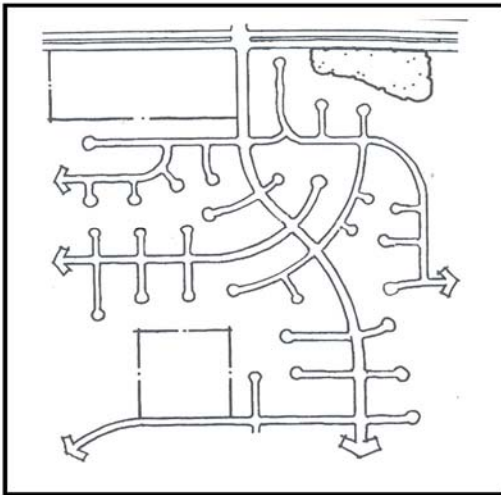


Transportation

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.

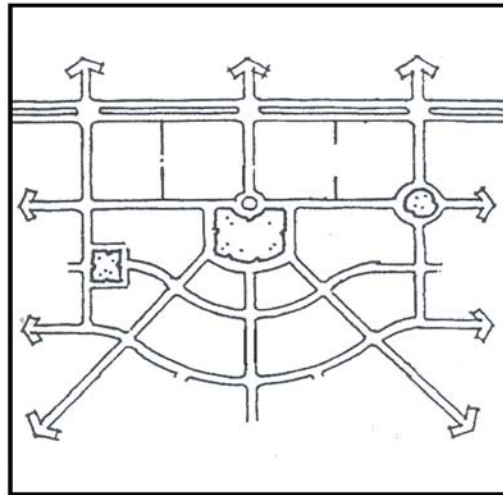
Cul-de-Sac Development



(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.*

Among businesses, 69% 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)**

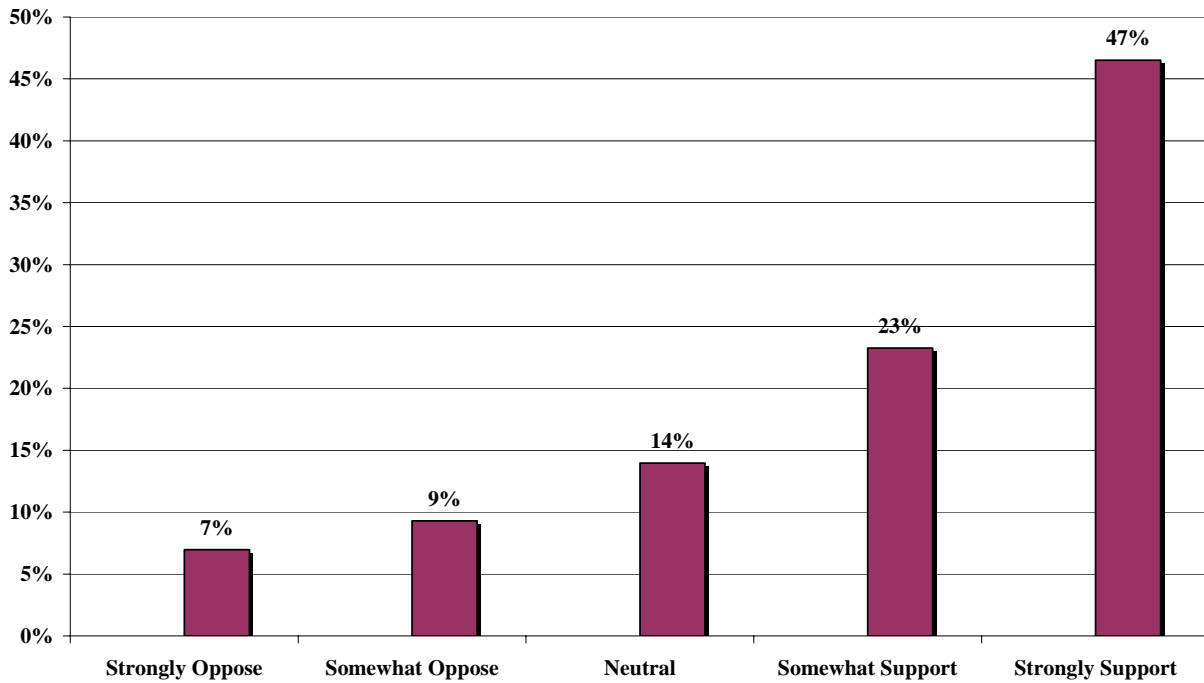
| | % of businesses |
|---------------------------------------------------------------------------------------------------------------------|------------------------|
| The Town should require streets in new subdivisions to connect to existing roads where possible. | 69% |
| When new streets are designed, cul-de-sacs should be encouraged to limit traffic in residential neighborhoods. | 38% |
| The layout of the streets should be left up to the developer as long as it provides safe access to the subdivision. | 28% |

Comments:

Among businesses, 69% strongly or somewhat support the Town requiring streets in new subdivisions to connect to existing roads where possible. A greater proportion of businesses are in favor of this plan compared to residents. Less than half of residents support encouraging cul-de-sacs to limit traffic in residential neighborhoods when new streets are designed (38%) and leaving the layout of streets to the developer as long as it provides safe access to the subdivision (28%).

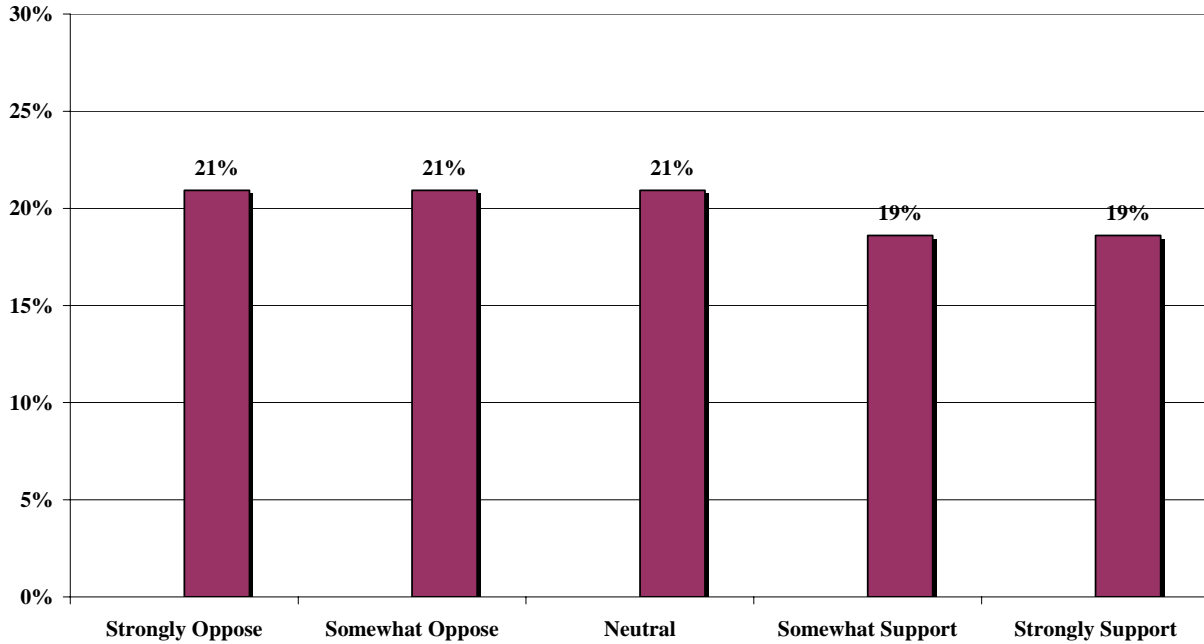
47% strongly support and 23% somewhat support requiring streets in new subdivisions to connect to existing roads where possible.

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



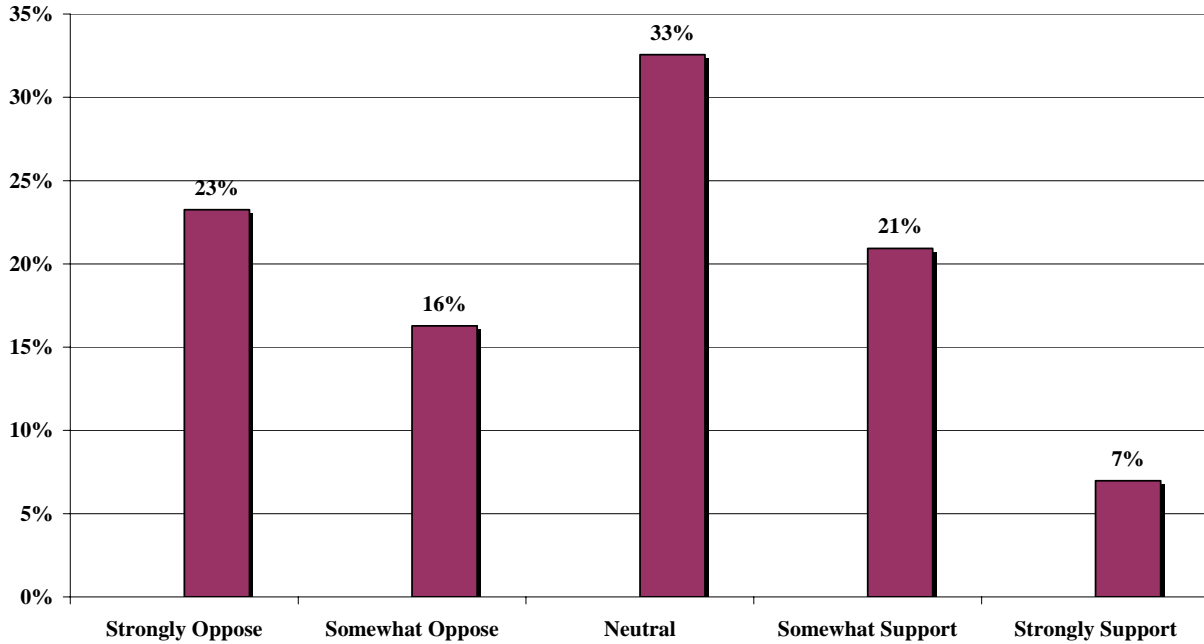
19% strongly support and 19% somewhat support encouraging cul-de-sacs to limit traffic in residential neighborhoods.

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.



7% strongly support and 21% 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.



Among businesses, 77% 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)**

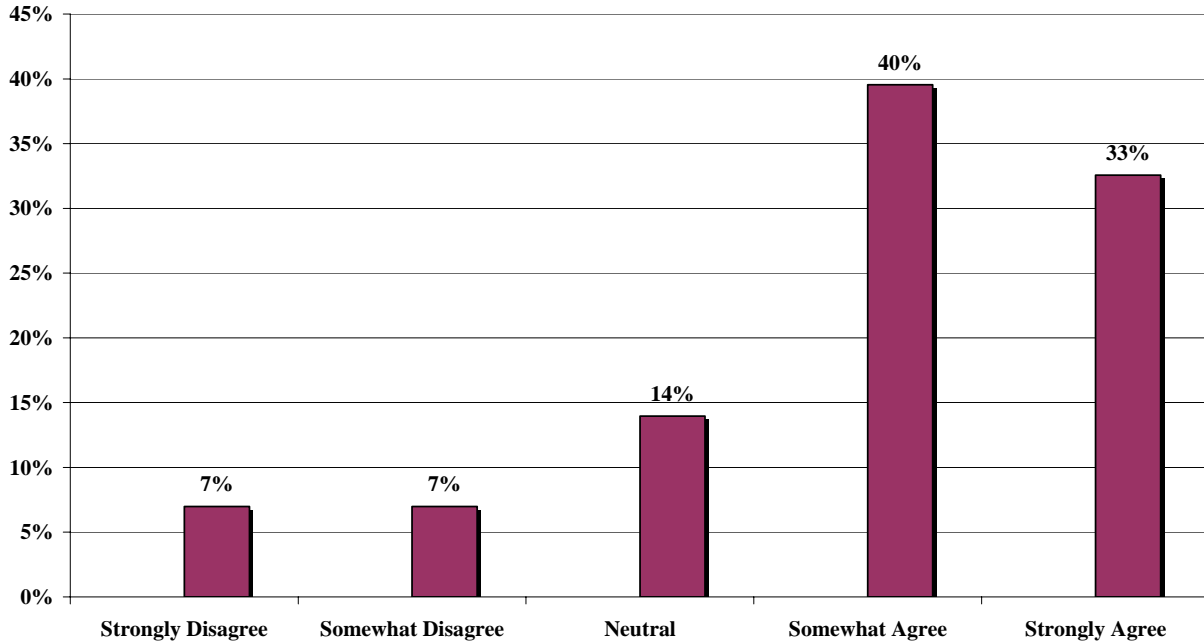
| | % of businesses |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| The Town should continue to expand the pedestrian and bike pathway system to other areas of town when the path on Route One (Beth Condon Pathway) is completed. | 77% |
| The Town should require that subdivisions provide pedestrian and bicycle connections between residential neighborhoods. | 69% |
| The Town should require sidewalks in all subdivisions. | 74% |
| 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. | 73% |

Comments:

Among businesses, 77% 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-four percent of businesses agree the Town should require all subdivisions have sidewalks and 73% agree with ensuring a train station in Yarmouth if Amtrak service is extended to Brunswick. Compared to residents, businesses were more agreed on ensuring that a train station be located in Yarmouth. The smallest percentage agreed with the Town requiring subdivisions provide pedestrian and bicycle connections between residential neighborhoods with 69% strongly or somewhat in agreement with this plan.

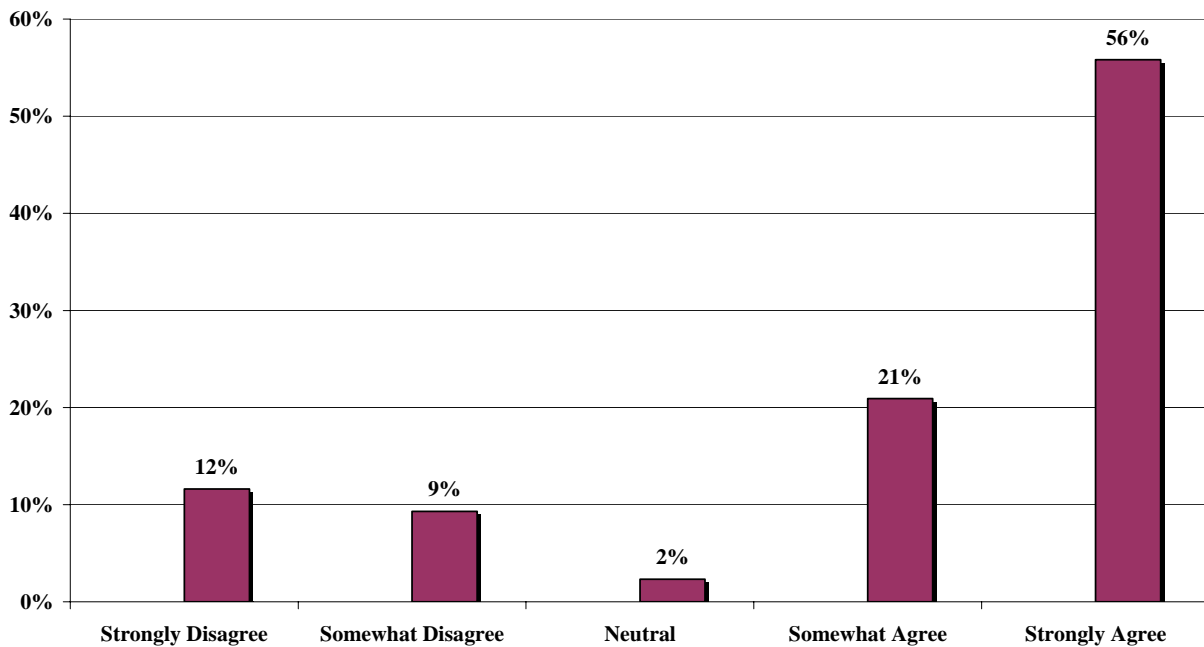
33% strongly agree and 40% somewhat agree with ensuring that there be a train station in Yarmouth if Amtrak service is extended to Brunswick.

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.



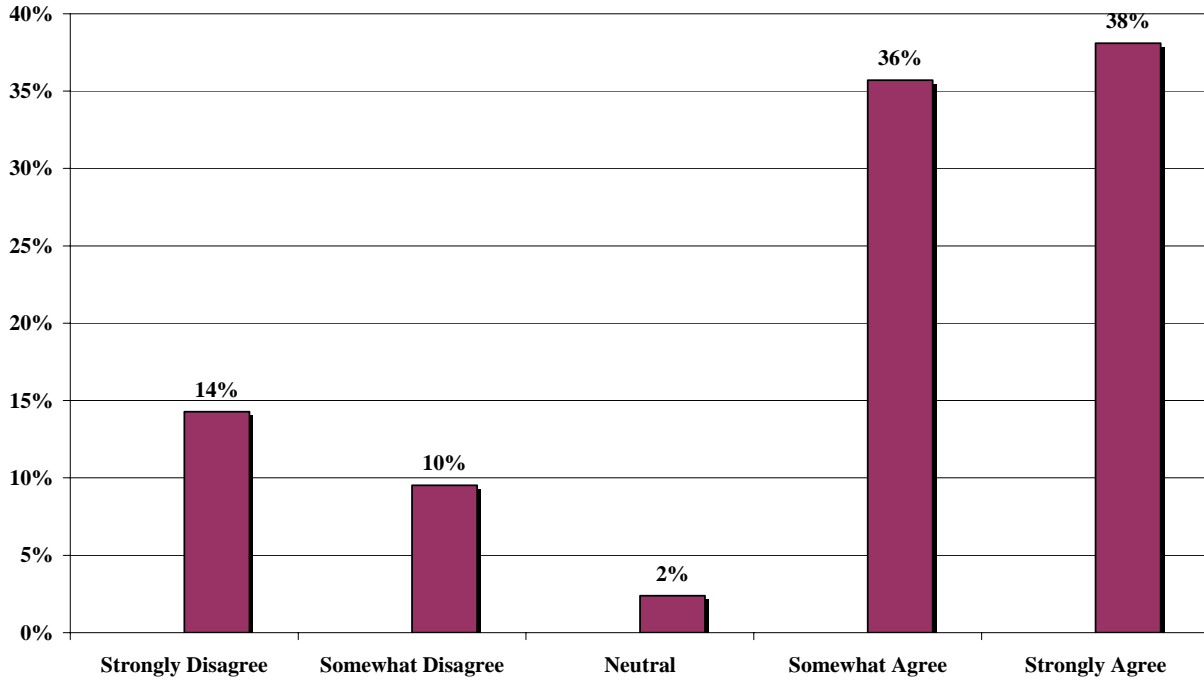
56% strongly agree and 21% somewhat agree the Town should expand the pedestrian and bike pathway system to other areas of town when the path on Route One is completed.

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.



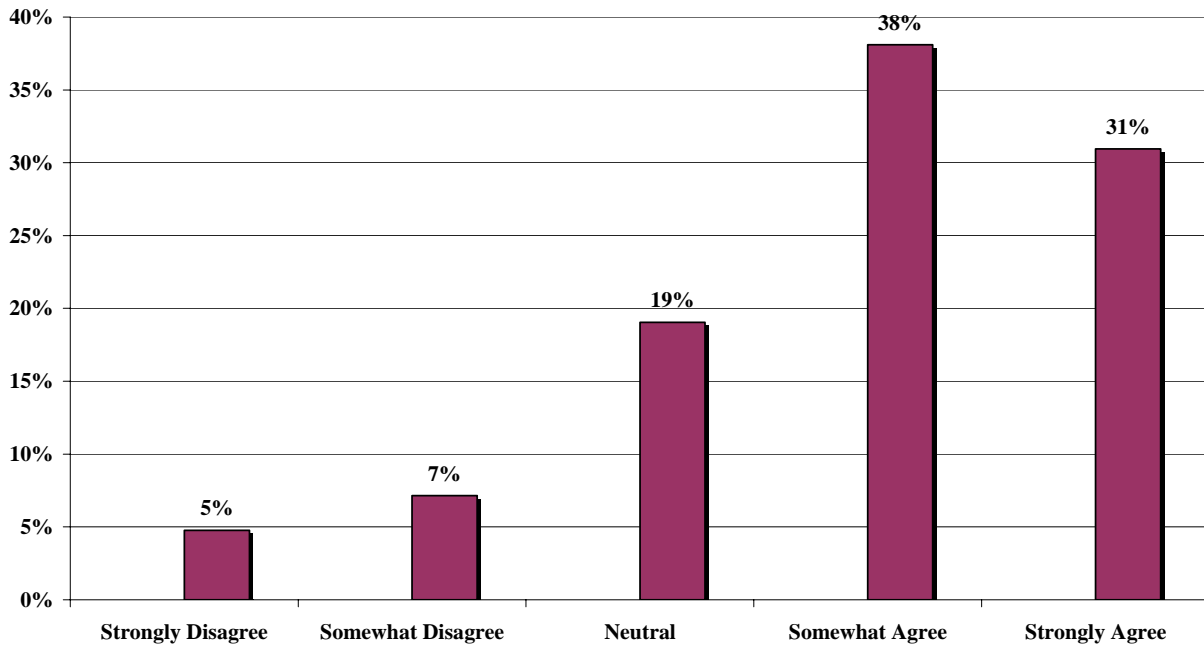
38% strongly agree and 36% somewhat agree with the Town requiring sidewalks in all subdivisions.

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



31% strongly agree and 38% 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.



Open Space

Among businesses, 78% 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)**

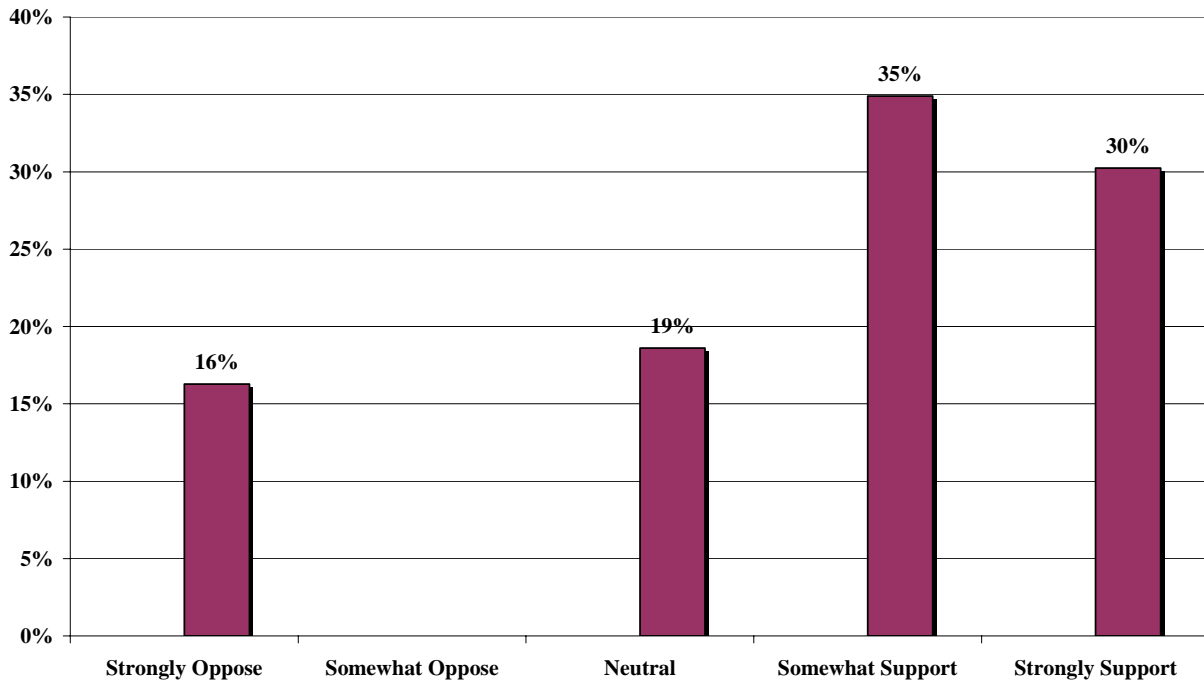
| | % of businesses |
|------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| The Town managing and improving the open space and conservation lands that it already has? | 78% |
| The Town requiring developers to preserve some portion of future developments as open space? | 72% |
| The Town acquiring more open space? | 65% |
| The Town acquiring more shorefront access? | 66% |
| The Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space? | 61% |
| The Town acquiring more open space even if the Town must pay for the land? | 49% |

Comments:

Among businesses, 78% strongly or somewhat support the Town managing and improving the open space and conservation lands that it already has. A majority of businesses also support the Town requiring developers to preserve some portion of future developments as open space (72%), the Town acquiring more open space (65%), the Town acquiring more shorefront access (66%), and the Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space (61%). About half support the Town acquiring more open space even if the Town must pay for the land (49%).

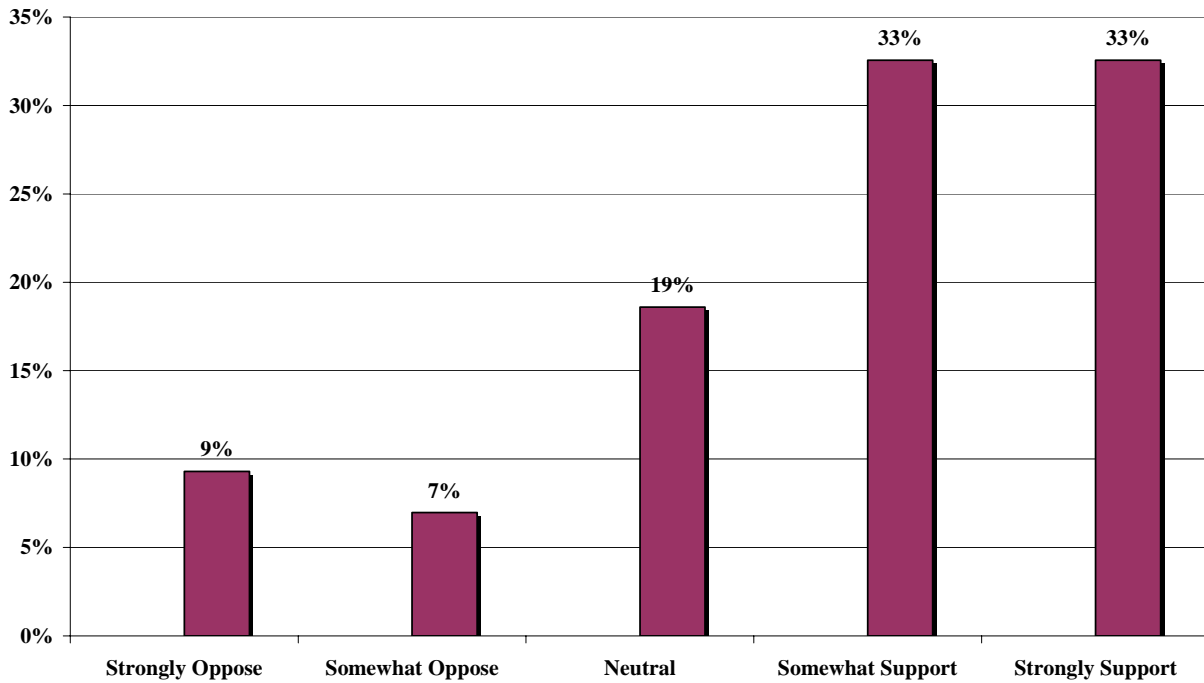
30% strongly support and 35% somewhat support the Town acquiring more open space.

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



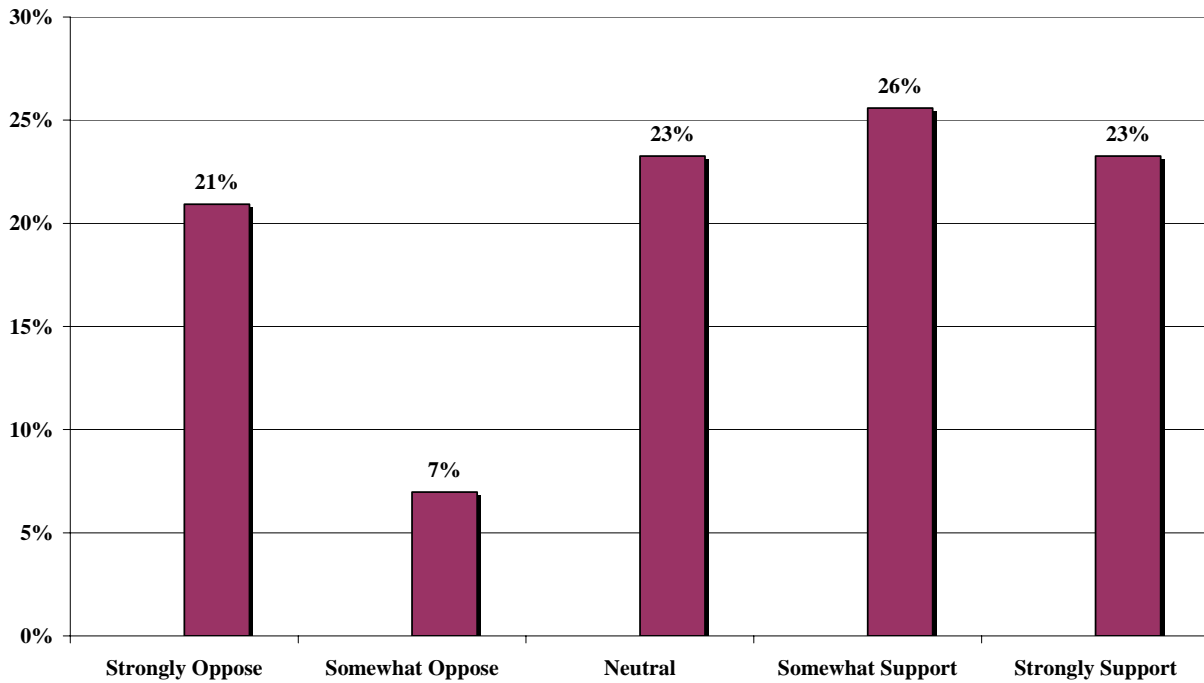
33% strongly support and 33% somewhat support the Town acquiring more shorefront access.

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



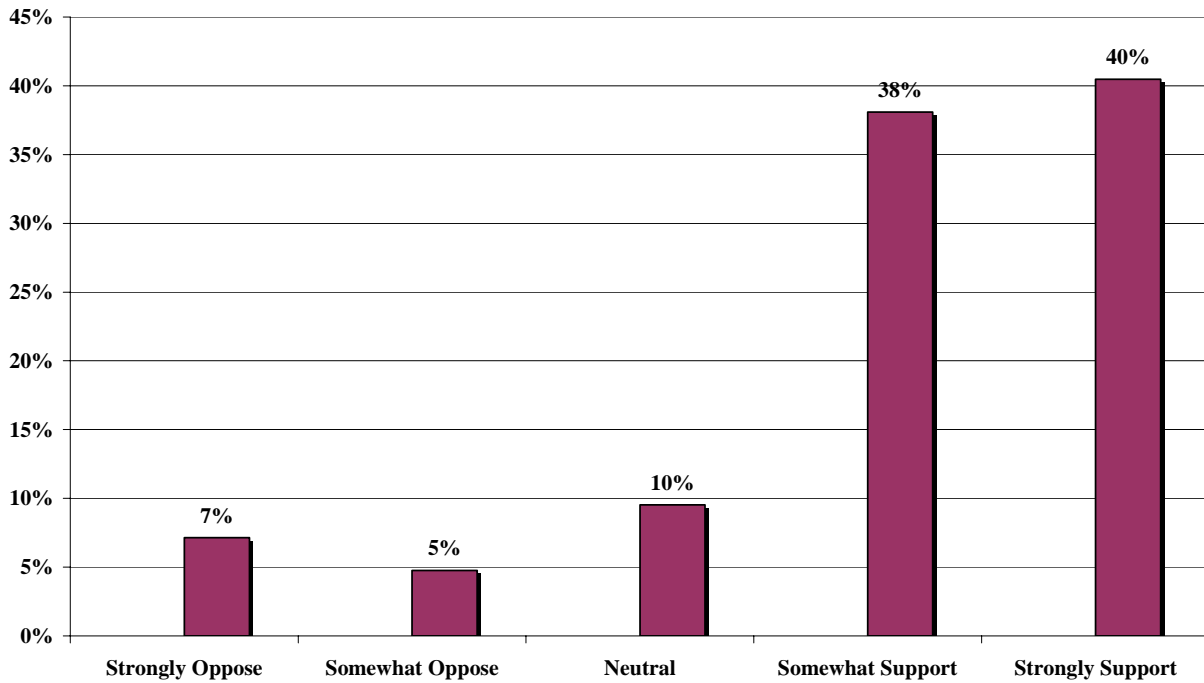
23% strongly support and 26% somewhat support the Town acquiring more open space even if the Town must pay for the land.

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



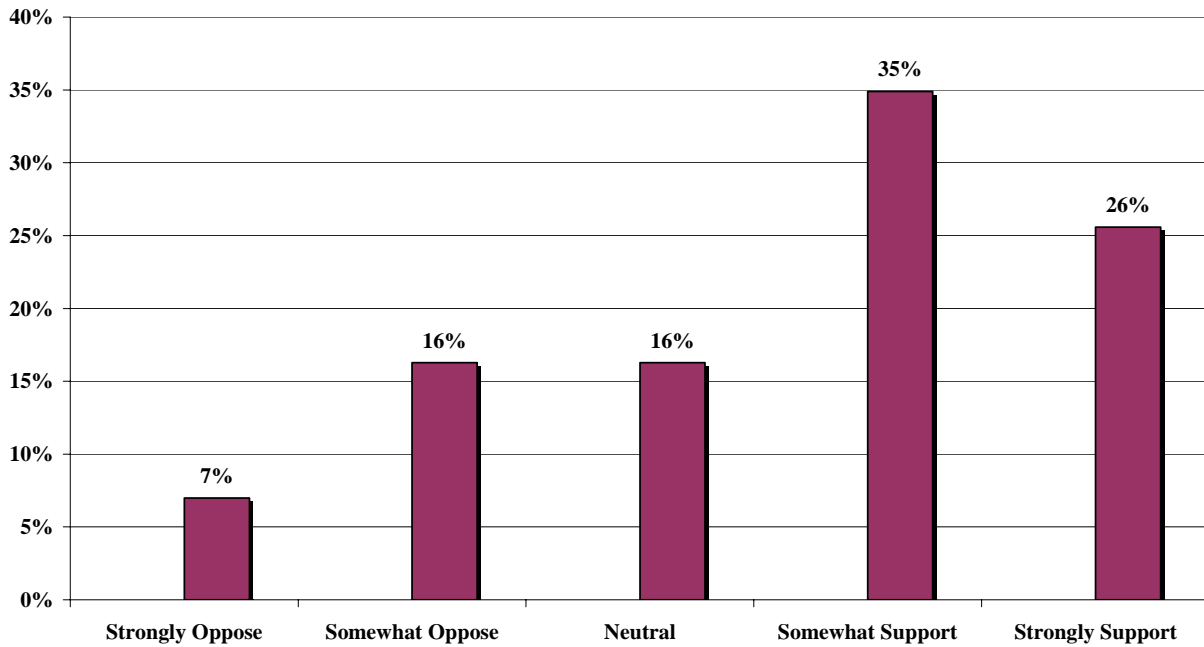
40% strongly support and 38% somewhat support the Town managing and improving the open space and conservation lands it already has.

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



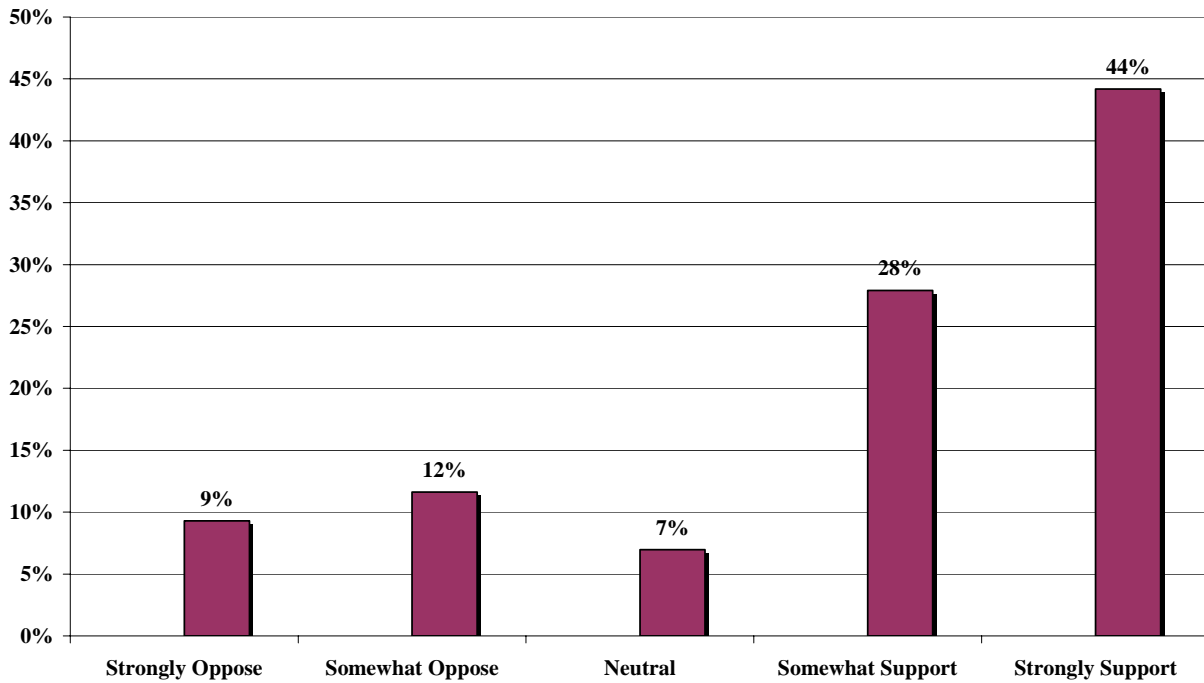
26% strongly support and 35% somewhat support the Town placing a higher priority on managing and improving the open space and conservation lands rather than acquiring new open space.

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?



44% strongly support and 28% 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?



Among businesses, 74% 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)**

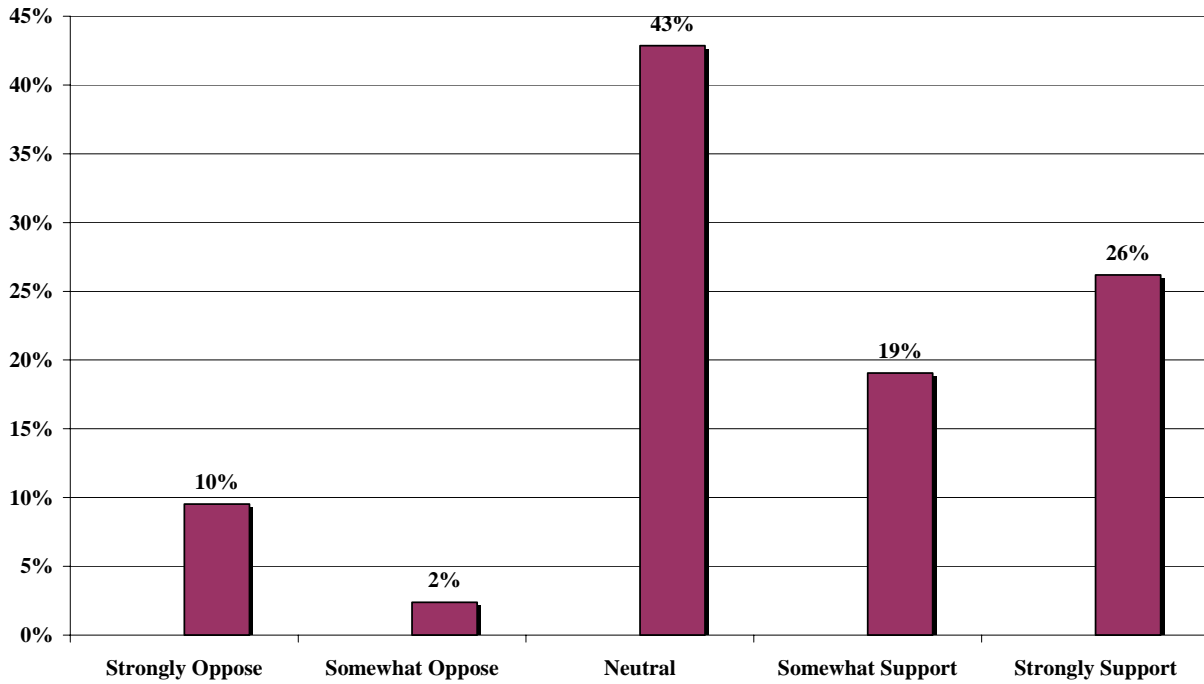
| | % of businesses |
|---------------------------------------------------------------------------------------------------------------------|------------------------|
| Providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village. | 75% |
| Protecting land along the Royal River North of East Elm Street and providing additional public access in this area. | 71% |
| Improving parking and shorefront access at Town owned mooring sites and beaches | 45% |

Comments:

Among businesses, 75% strongly or somewhat support providing trails, sidewalks and roadways to connect neighborhoods and open spaces in the Village and 71% support protecting land along the Royal River North of East Elm Street and providing additional public access in this area. Less than half support improving parking and shorefront access at Town owned mooring sites and beaches.

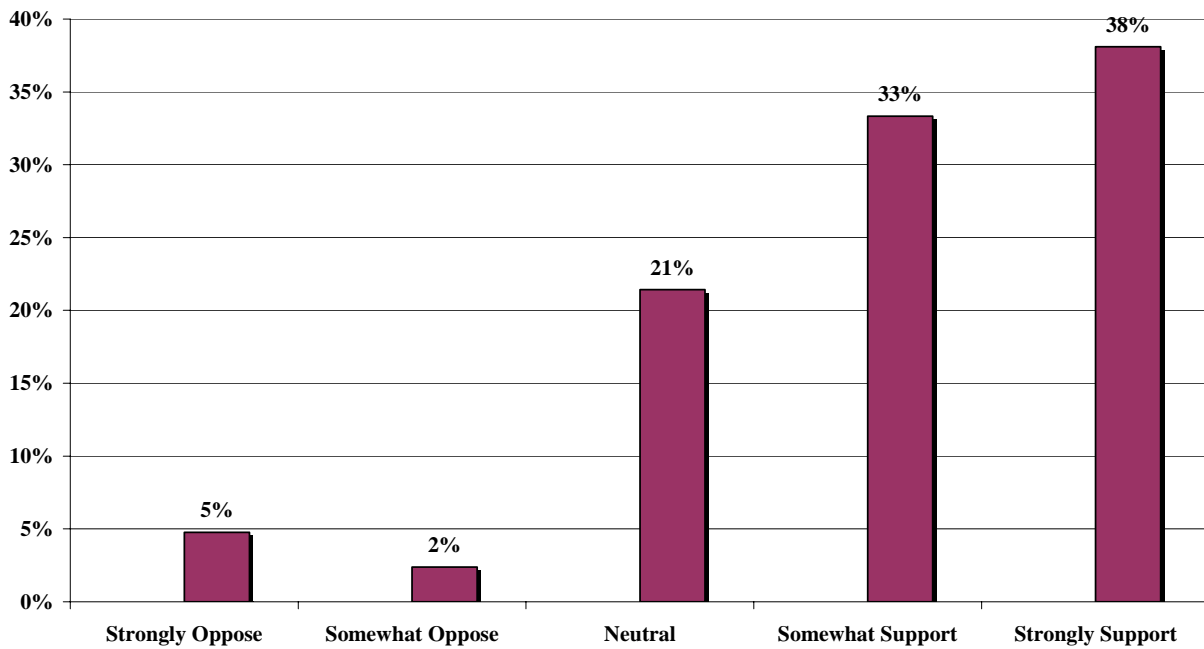
26% strongly support and 19% somewhat support improving parking and shorefront access at Town owned mooring sites and beaches.

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



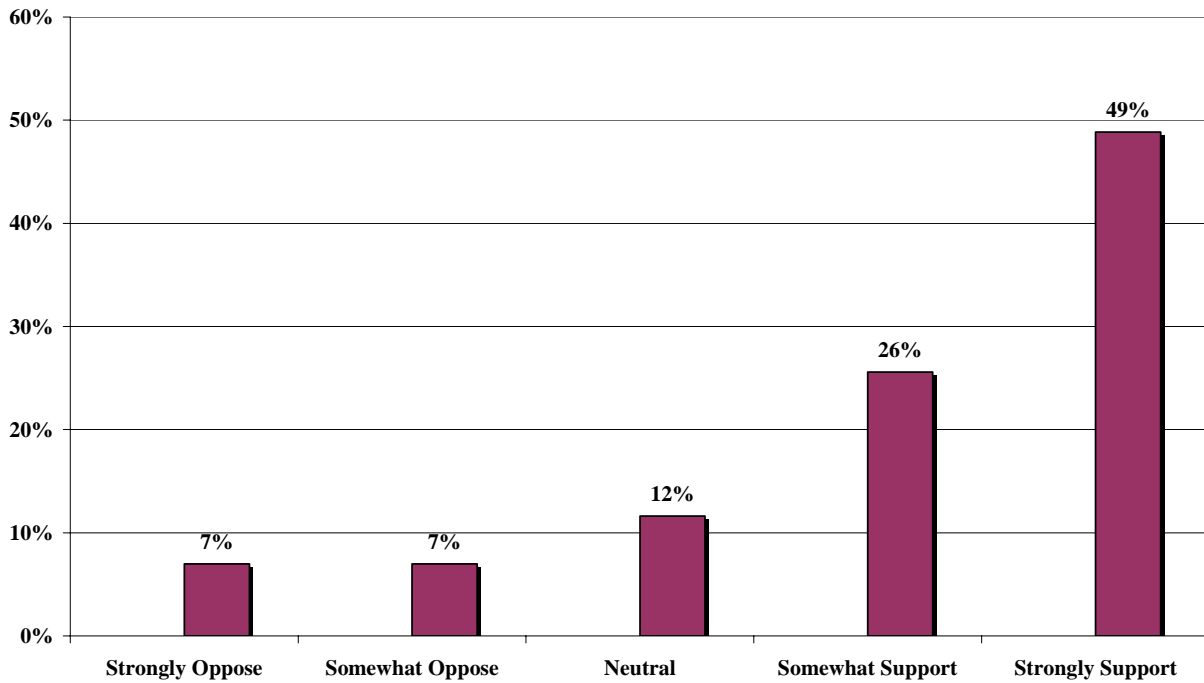
38% strongly support and 33% somewhat support protecting land along the Royal River North of East Elm Street and providing additional public access in this area.

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.



49% strongly support and 26% 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.



Open Space Open-Ended Question

This question was asked of all businesses that 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?

| | % of businesses |
|--------------------------------------------------------------|-----------------|
| Anywhere along the Royal River/ Royal River Park | 25% |
| More shorefront/ river/ water access | 8% |
| No, none | 0% |
| Between DeLorme and Casco Bay Ford | 17% |
| Route 1 between Mobil and NYA Ice Arena/ Rand Property | 33% |
| More of Littlejohn or Cousins Islands/ Camp Soci | 0% |
| Any/ as much as possible | 0% |
| Between Hillside St and West Main St/ West Elm St | 8% |
| Rt. 88 from Gilman Rd to Cumberland town line, Princes Point | 0% |
| Take care of and maintain what is already owned | 8% |
| Town has enough/ should not be town's job | 8% |
| N. Road/ East Elm area | 0% |
| Main St/ Village Areas | 0% |
| Field adjacent to Pratt's Brook | 0% |
| Sligo Road | 17% |
| Sanders Property | 0% |
| Madeline Point | 8% |
| Cousins River Estuary | 0% |
| Bayview Rd | 0% |
| Land west of Pleasant and Evergreen Streets | 0% |
| Granite St/ East Main St | 0% |
| Other | 17% |

Environment

79% strongly or somewhat support requiring or encouraging “green” building practices.

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

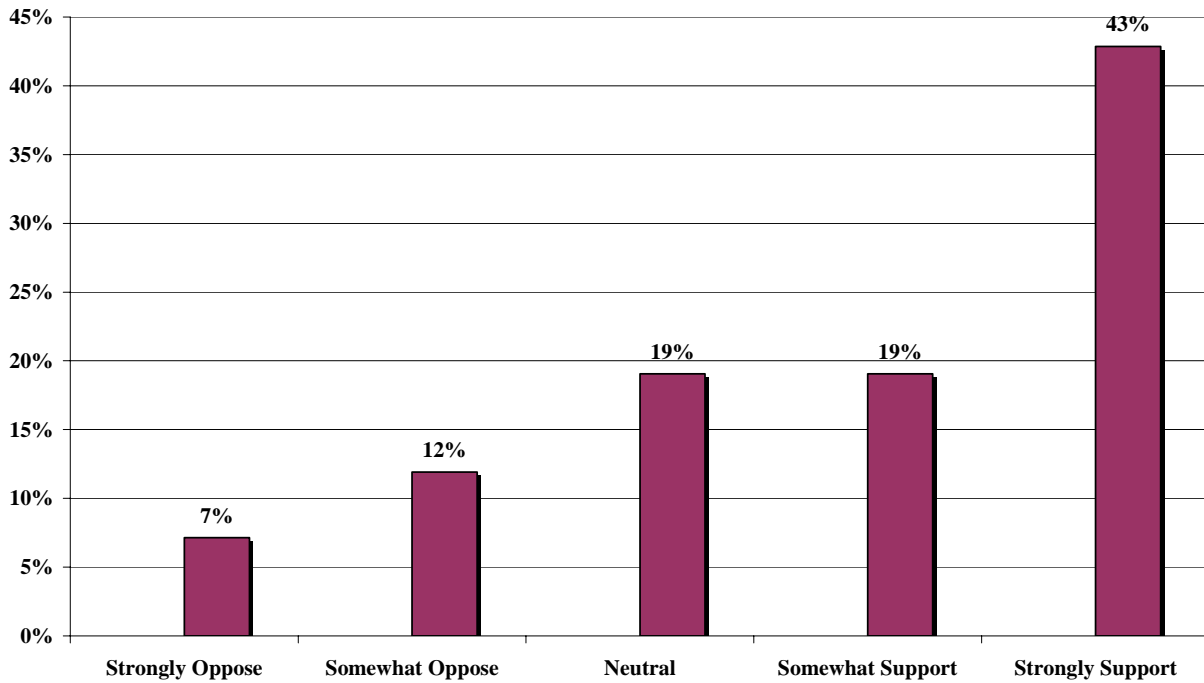
| | % of businesses |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Requiring or encouraging "green" building practices such as attention to energy efficiency, indoor environmental quality, durable materials and minimum impact on natural resources? | 79% |
| Stricter requirements for protecting wildlife habitats? | 65% |
| Stricter requirements for protecting wetland areas? | 62% |

Comments:

Among businesses, 79% strongly or somewhat support requiring or encouraging “green” building practices. A majority also support stricter requirements for protecting wildlife habitats (65%) and stricter requirements for protecting wetland areas.

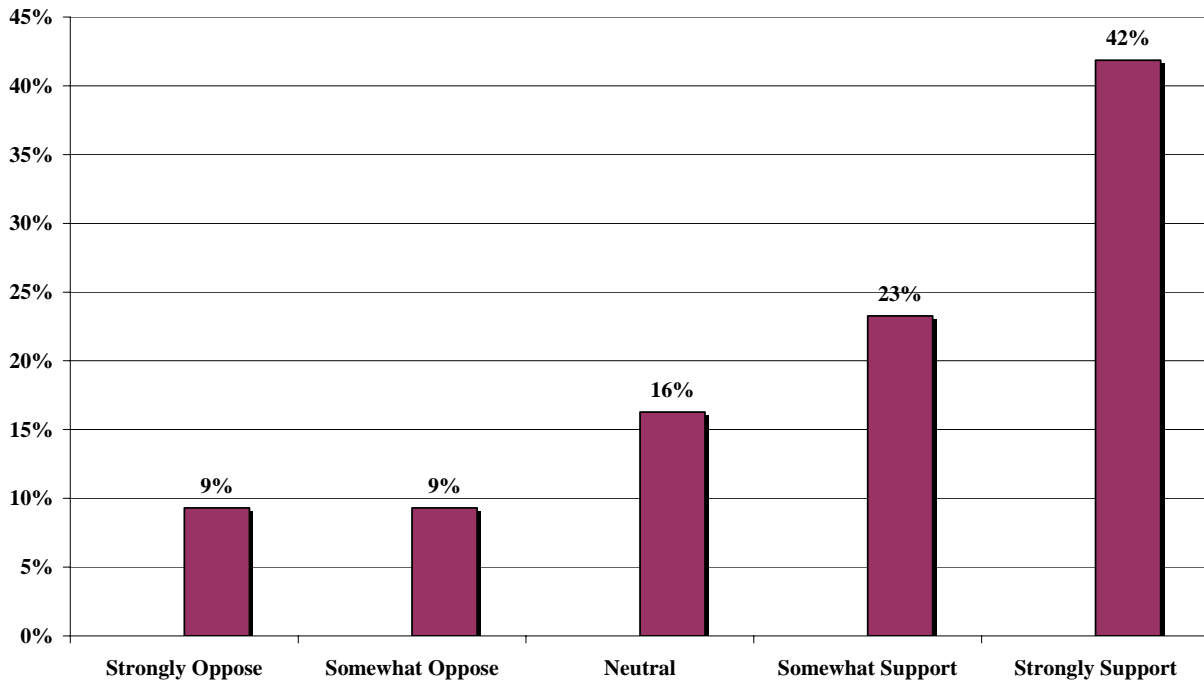
43% strongly support and 19% somewhat support stricter requirements for protecting wetland areas.

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



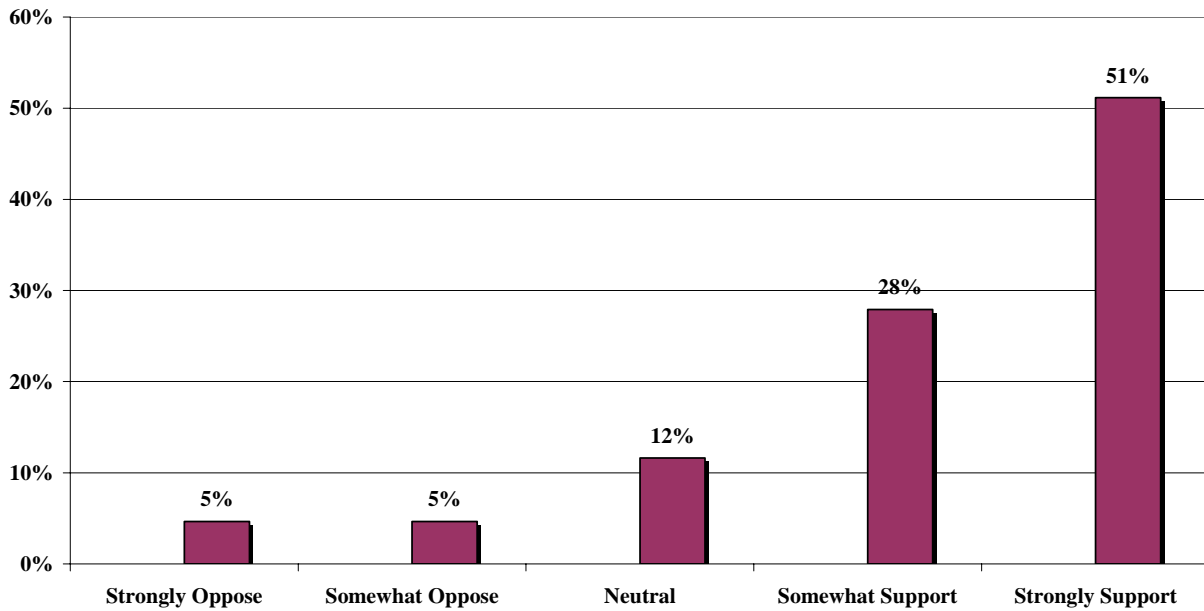
42% strongly support and 23% somewhat support stricter requirements for protecting wildlife habitats.

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



51% 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?



Consolidation of Services

The question below was asked of all businesses that 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?

| | % of businesses |
|-------------------------------------------|------------------------|
| Schools general | 33% |
| Municipal Services/ Public Works general | 17% |
| Public Safety/ Emergency Services general | 0% |
| School Administration/ Superintendent | 21% |
| NONE | 8% |
| Fire Department | 13% |
| Town Municipal Administration/ Manager | 13% |
| Police Department | 13% |
| Road Maintenance/ Snow Removal | 0% |
| Dump/ Transfer Station/ Waste Services | 0% |
| Rubbish Removal | 0% |
| Any/ all reasonable considered | 8% |
| Public Transportation | 0% |
| Parks and Recreation Facilities/ Programs | 0% |
| Recycling Services | 4% |
| Town Purchasing | 0% |
| Library Services | 0% |
| School Busing | 8% |
| Town Vehicle or Bus Maintenance | 8% |
| NOT Schools | 8% |

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)

| | % of businesses |
|--------------------------------------------|------------------------|
| Dispatch/ 911 | 0% |
| Grounds Maintenance | 0% |
| Town/ Municipal Human Resources | 0% |
| Marine Safety/ Harbormaster | 0% |
| Code Enforcement | 0% |
| Information Technologies/ Support Services | 0% |
| Other | 0% |
| Unsure | 4% |

Consolidated Services Open-Ended Question

The question below was asked of all businesses that 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?

| | % of businesses |
|------------------------------------------------------------|------------------------|
| No | 78% |
| Services have been satisfactory/ no perceived change | 17% |
| Problem-code enforcement officer over-extended/unavailable | 0% |
| Problem-dispatch/ slower emergency medical services | 0% |
| Yes - have seen services improve | 0% |
| No problems so far | 0% |
| Problem-decreased access to public personnel, services | 0% |
| Would like taxes to decrease due to consolidation efforts | 0% |
| Town saving money | 0% |
| Neutral | 0% |
| Problem - reduced law enforcement efforts | 0% |
| Other | 0% |
| Unsure | 4% |

Among businesses, 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)**

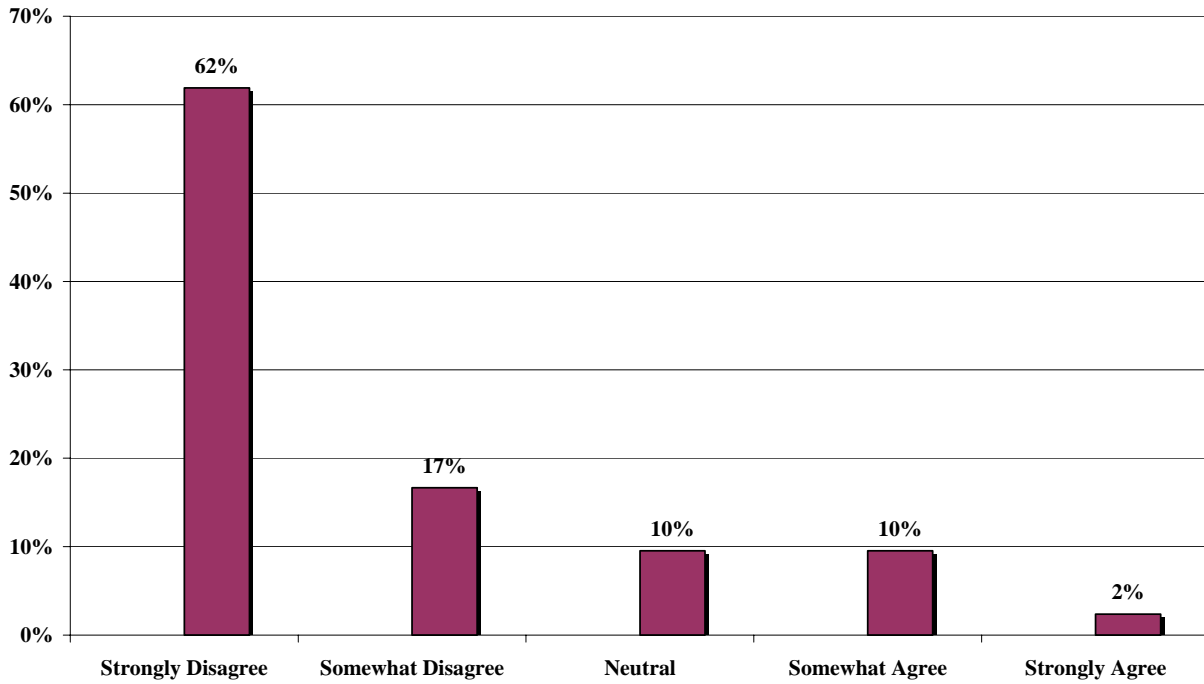
| | % of businesses |
|--------------------------------------------------------------------------------------------------------------------------|------------------------|
| The Town should actively explore all possible approaches for inter-municipal cooperation for service delivery. | 74% |
| The Town should consider regional approaches only if there are significant cost savings for Yarmouth residents. | 63% |
| The Town should explore combining the school department with surrounding towns to create a regional school district. | 56% |
| The Town should explore combining the municipal government with surrounding towns to create a regional local government. | 51% |
| The Town should not consider regional approaches even if it costs more for the Town to do things by itself. | 12% |

Comments:

Among businesses, 74% strongly or somewhat agree the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery. A majority of business respondents also agree the Town should consider regional approaches if there are significant cost savings for Yarmouth residents (63%) and the Town should explore combining the school department with surrounding towns to create a regional school district (56%). Half of business respondents agree the Town should explore combining the municipal government with surrounding towns to create a regional local government (51%). Less than half agree the Town should not consider regional approaches even if it costs more for the Town to do things by itself (12%). Business respondents, compared to residents, were more in favor of combining with other school districts or municipal governments to form regional school districts and local governments.

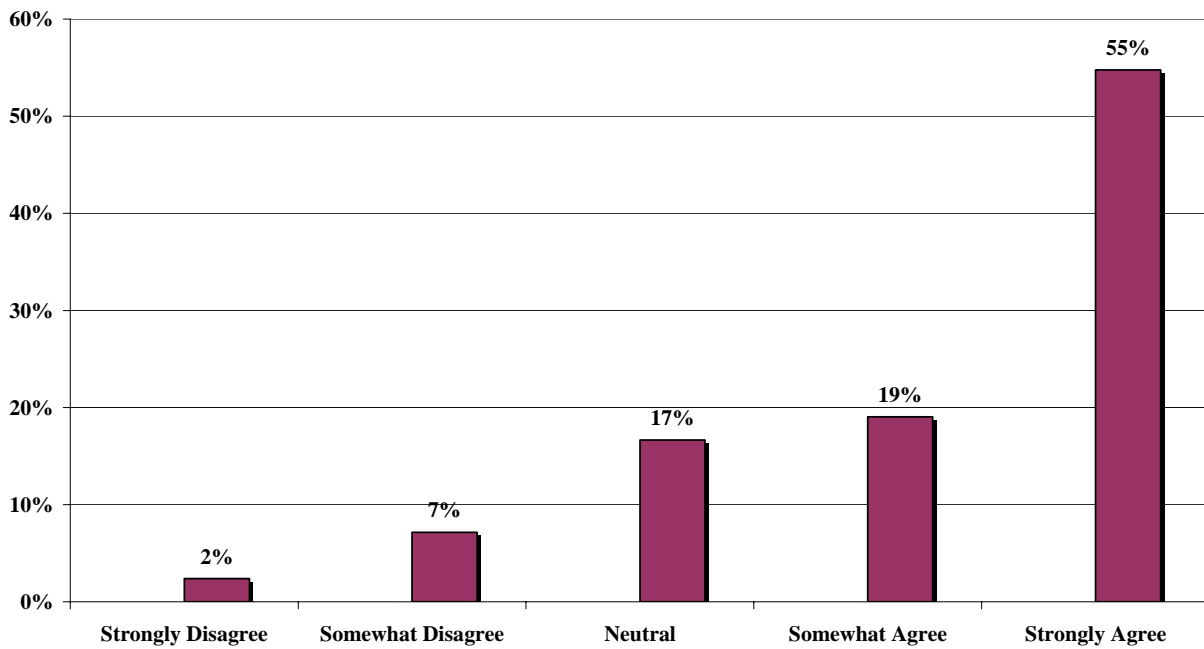
2% strongly agree and 10% somewhat agree the Town should not consider regional approaches even if it costs more for the Town to do things by itself.

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.



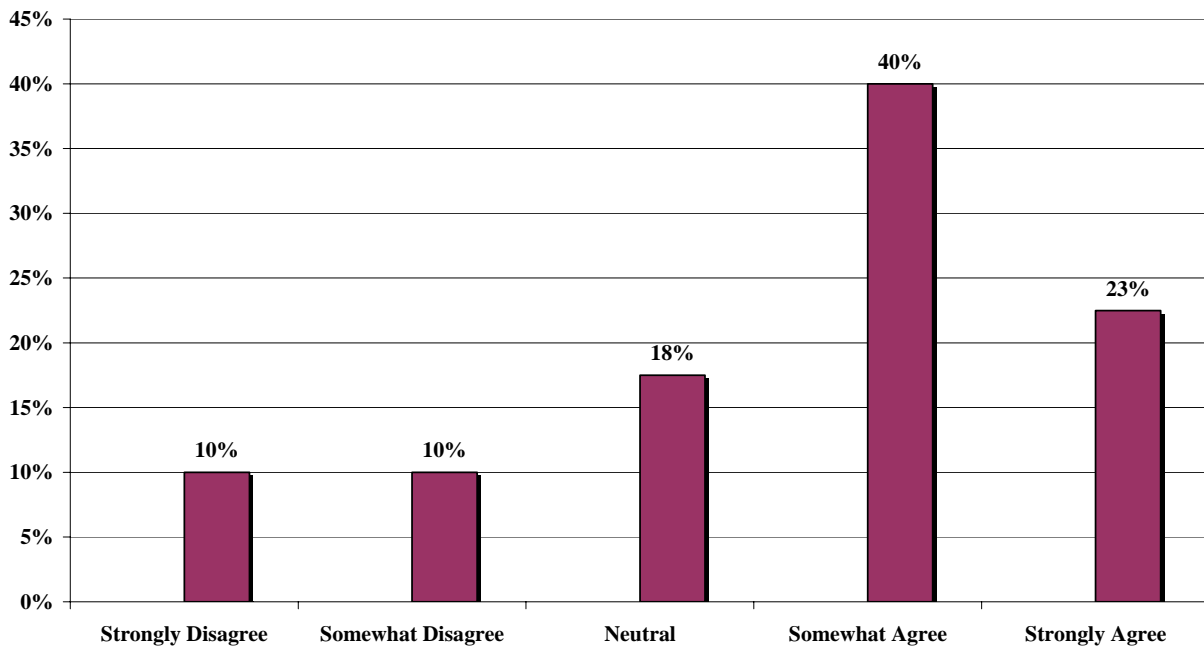
55% strongly agree and 19% somewhat agree the Town should actively explore all possible approaches for inter-municipal cooperation for service delivery.

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



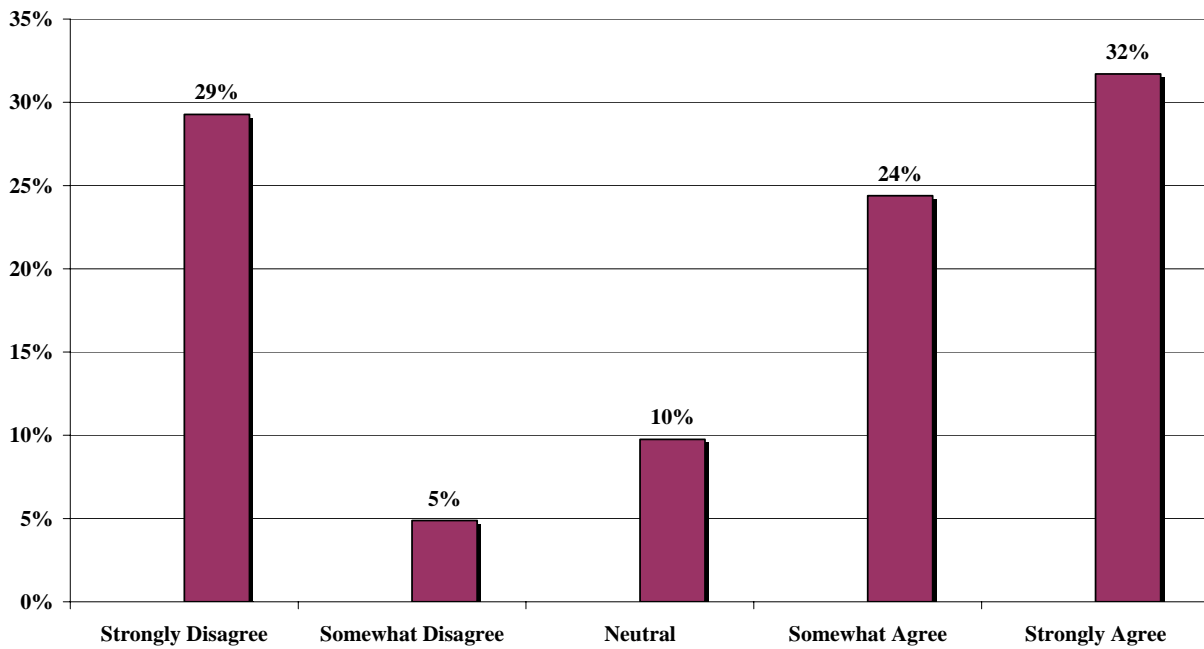
23% strongly agree and 40% somewhat agree the Town should consider regional approaches only if there are significant cost savings for Yarmouth residents.

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



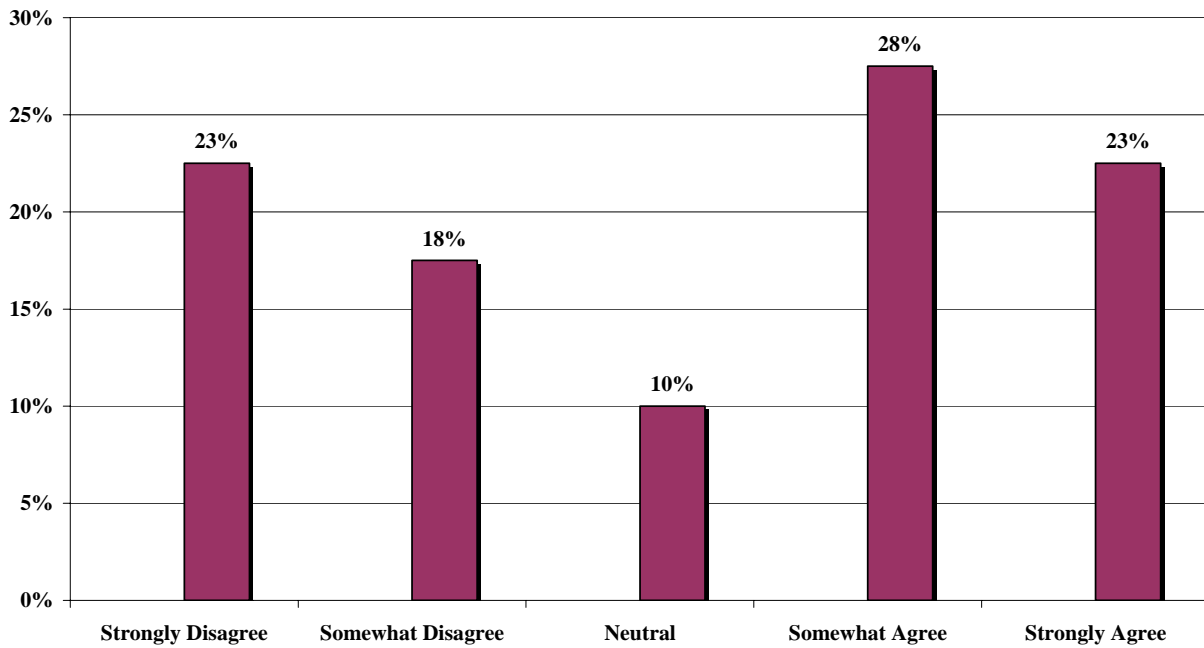
32% strongly agree and 24% somewhat agree the Town should explore combining the school department with surrounding towns to create a regional school district.

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.



23% strongly agree and 28% 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.



Historic Properties

Among businesses, 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)

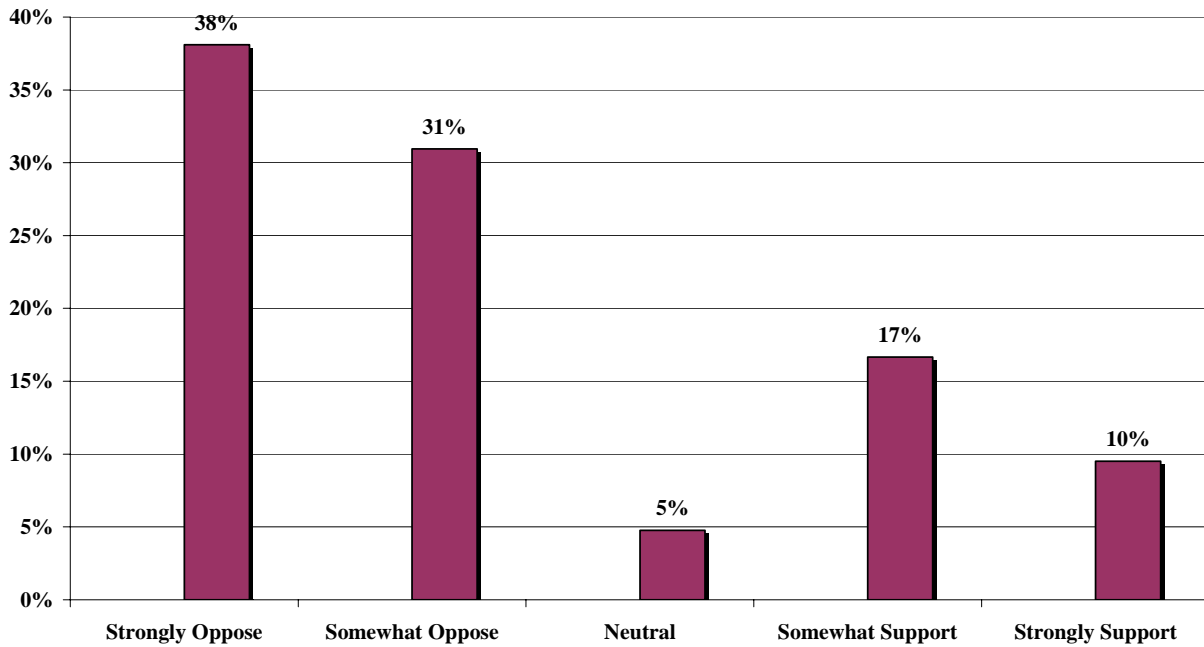
| | % of businesses |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 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. | 66% |
| 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. | 68% |
| 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. | 50% |
| The Town should regulate the exterior appearance of all designated historic properties and define what owners can do with that exterior. | 42% |
| 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. | 26% |

Comments:

Among businesses, 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 business respondents also support the Town establishing recommended guidelines on the design of renovations or additions or other changes to the exterior appearance of historic properties (68%), and the Town regulating the exterior appearance of renovations to designated historic properties to assure that they maintain the character of the historic building (66%). Half of businesses support 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 (50%). Less than half of businesses support the Town regulating the exterior appearance of all designated historic properties and define what owners can do with that exterior (42%) and 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 (26%). Businesses were more supportive, compared to residents, with allowing property owners to determine what they want to do with the exterior of their building.

10% strongly support and 17% 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.

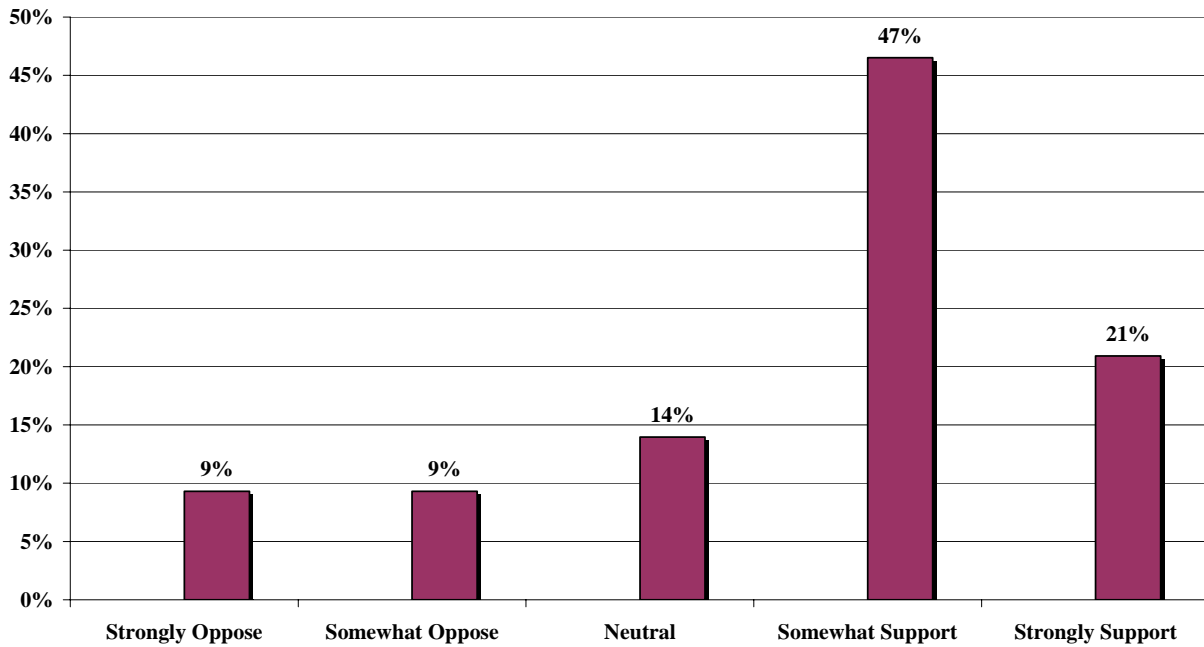
Q26a - The protection of historic properties should be left up to the property owners and the Town should not be involved in regulating what these owners can or cannot do with the exterior appearance of their properties.



21% strongly support and 47% somewhat support the Town establishing recommended guidelines on the design of renovations or additions to the exterior appearance of historic properties.

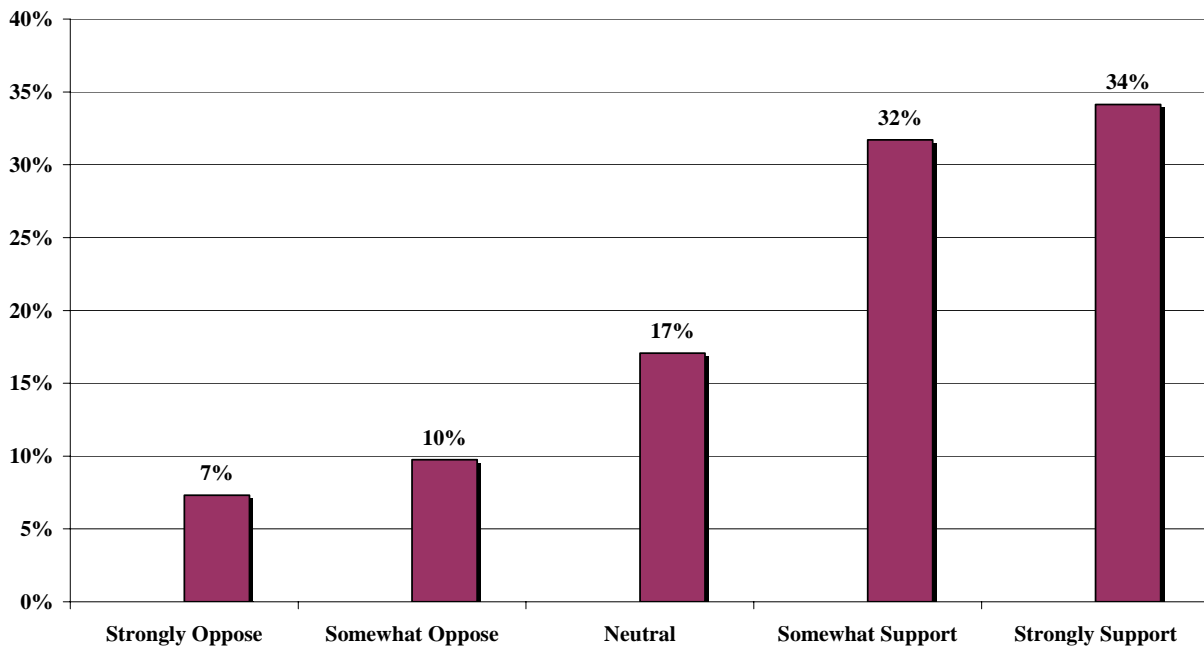
Q26b - The Town should establish guidelines on the design of renovations or additions or other changes to the exterior appearance of historic properties.

These would be recommendations for the design but not mandatory.



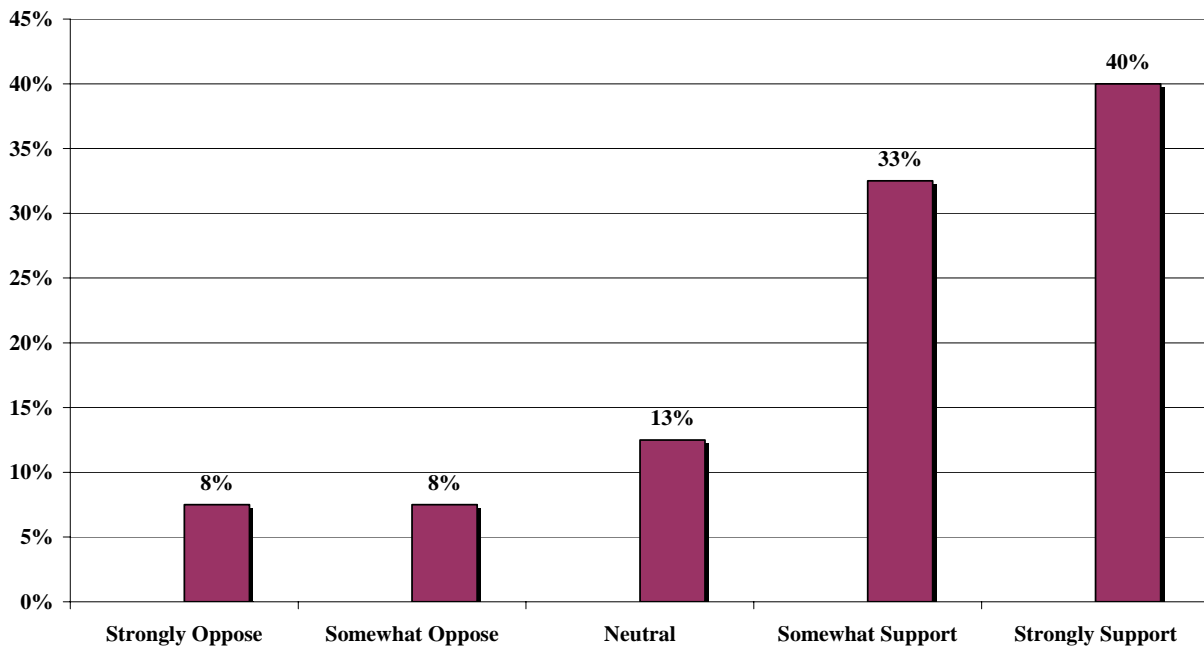
34% strongly support and 32% somewhat support the Town regulating the exterior appearance of renovations to designated historic properties to assure they maintain the character of the building.

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.



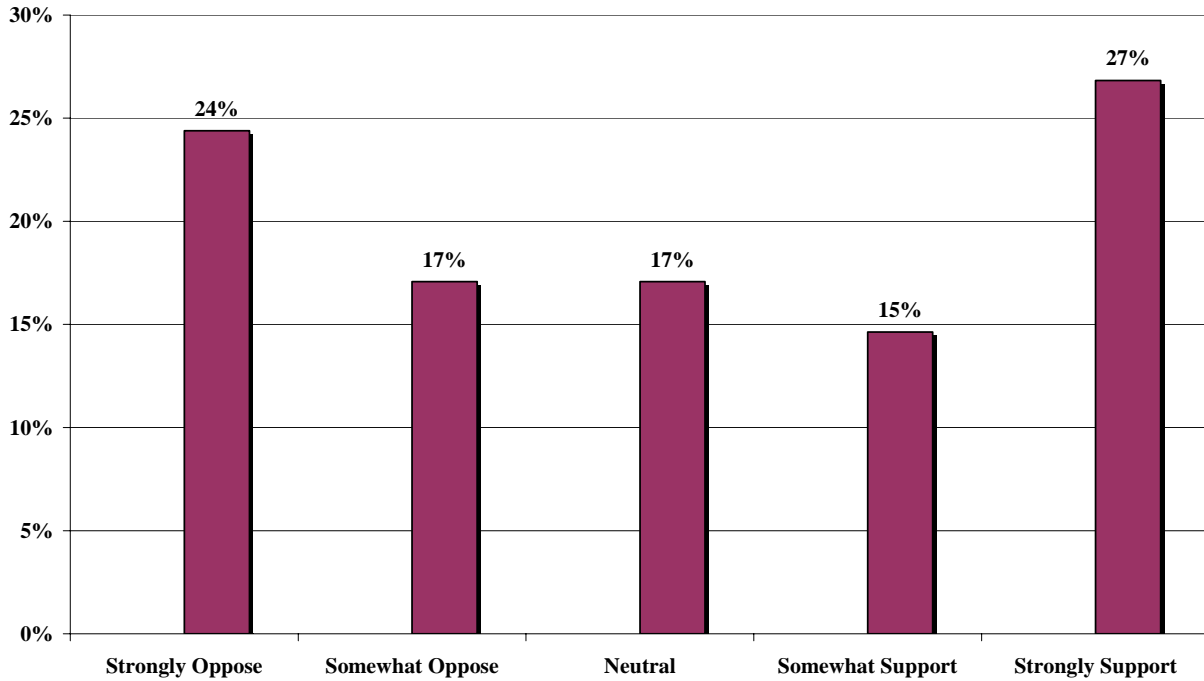
40% strongly support and 33% somewhat support the Town regulating the exterior appearance of additions to designated historic properties to assure they maintain the character of the building.

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.



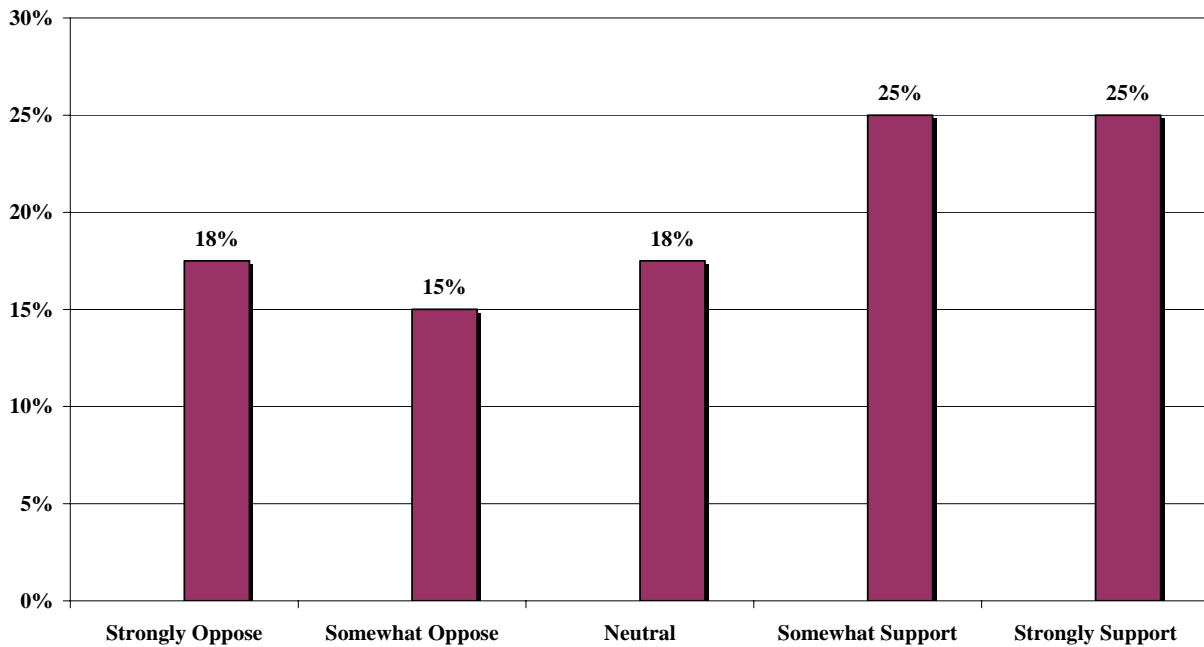
27% strongly support and 15% somewhat support the Town regulating the exterior appearance of all designated historic properties and define what owners can do with the exterior.

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



25% strongly support and 25% 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.



Additional Comments

Among business, five percent or more mentioned reducing sprawl, open space conservation, road maintenance, zoning concerns (Bridge Street, lot sizes, village density), maintaining Yarmouth’s unique character, infrastructure concerns, keeping out “big box” stores, and water access 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?

| | % of businesses |
|--------------------------------------------------------------|------------------------|
| Traffic concerns/ road maintenance | 7% |
| Controlling residential/commercial growth-reducing sprawl | 9% |
| Maintain Village character | 2% |
| Open space preservation/ environmental conservation | 9% |
| Property tax reduction | 2% |
| Keep & maintain what makes Yarmouth unique | 5% |
| Specific concern/ address to Town Board/ Committee | 5% |
| Budget control – towns, schools | 0% |
| Infrastructure concerns-roads, water, sewer, utility systems | 5% |
| Keeping out “Big Box”/ national chain developments | 5% |
| Improve/ maintain/ build more pedestrian/ bike paths | 2% |
| Commercial/ business development in regards to tax relief | 0% |
| Maintain & protect quality of Yarmouth schools | 0% |
| 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 | 0% |
| Zoning concerns – Bridge St., Lot sizes, village density | 7% |
| Affordable housing | 0% |
| Aging population | 2% |
| Consolidation of schools/ town services | 2% |
| Encourage new business | 0% |

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

(continued)

| | % of businesses |
|-----------------------------------------------------------|------------------------|
| Historic preservation | 0% |
| Public water access - rivers and ocean | 5% |
| Public transportation | 0% |
| Address light and noise pollution | 2% |
| Encourage property owners to meet standards of upkeep | 0% |
| Visual "pollution" - cell towers, excessive signage, neon | 0% |
| Thanks for this survey/ encouraging input | 0% |
| Teen or community center | 0% |
| Ease restrictions keeping small businesses from Village | 0% |
| Other | 5% |
| No additional comments | 52% |

Comments:

Among business 48% provided additional comments that the committee should consider. Five percent or more mentioned controlling residential/commercial growth-reducing sprawl cited by 9% of business respondents, open space preservation and environmental conservation cited by 9% of business respondents, road maintenance and traffic concerns cited by 7%, zoning concerns (Bridge Street, lot sizes, village density) cited by 7%, maintaining Yarmouth’s unique character cited by 5%, Infrastructure concerns-roads, water, sewer, utility systems cited by 5%, keeping out “big box” stores cited by 5%, and water access concerns cited by 5% of business respondents.