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YARMOUTH



**Future Land Use Workshop & Survey
Results & Analysis
December 2023**



Overview

On November 13, 2023, North Star Planning, assisted by Yarmouth town staff and the Comprehensive Plan Steering Committee, held a Future Land Use Workshop at Patriot Insurance from 6–8 PM.

48 people attended the event, which began with a 30-minute presentation from North Star Planning. The presentation started with an overview of data analysis and trends from the summer survey and Community Conversations events. Next, the presenters explained the process of future land use planning, including state requirements and Yarmouth's 2010 rural and growth areas, as well as key areas of town that came up often in public participation so far: Main Street and the Village, Route 1, residential neighborhoods, and the rural/coastal/island areas.

Attendees were then prompted to visit stations around the room open-house style, at their own pace. Stations included prompts about each key area of town, as well as a selection of conceptual renderings for people to react to.

An optional 6-question survey provided the opportunity to give more feedback on these issues, as well as to share additional ideas. Following the workshop, the 6-question survey was made available online to allow additional community members to participate. The survey was shared via the Plan Yarmouth email list and through the Town's channels. 72 people responded to the survey in total. Not all respondents answered every question.

Future Land Use Workshop Results

Main Street and the Village

Yarmouth’s Main Street and Village are highly valued parts of town that help create a sense of community and identity. Along Main Street, the Town’s Character Based Development Code works to guide new development in a compatible style with the historic New England village center. Previous public engagement suggested these areas should be preserved, but could also be enhanced.

Attendees were presented with different strategies to make Main Street and the Village more active and vibrant. The most selected strategies were outdoor dining, more small businesses, and public transit. The least selected were closing streets to cars, and sidewalk vending.

What strategies would make Main Street and the Village more active & vibrant?

Outdoor Dining	25
More small businesses	22
Public transit	15
Public art/murals	10
More residential development	9
Food trucks	7
Close streets to cars (temporarily or seasonally)	6
Sidewalk vending	1

These results indicate that people largely enjoy the way Main Street and the Village are now, but are interested in a greater variety of businesses and restaurants, and

more things to do downtown. Preferences correspond with the results from the Community Conversation event on Yarmouth's economy, where people indicated restaurants, recreation, and boutique retailers were the most desired businesses in Yarmouth. Restaurants, cafes, and small businesses were also the most commonly selected types of businesses in the summer survey.

Attendees added their own suggestions to this question on post-it notes. Some attendees expressed their agreement with what was written on the post-it notes with dot stickers. The most popular suggestion was more bike lanes/sidewalks/walking paths: 11 people suggested and agreed with this idea. Other popular suggestions were: move utilities underground (8 people suggested and agreed), and to preserve existing and add more open space in the village (5 people.)

Other comments and suggestions include:

- *"Parking so people can walk to the village"*
- *"Encourage mixed-use development in village - retail on ground floor, residential above, 4 story maximum"*
- *"Night market!"*
- *"Encourage more art/music/special events to attract visitors and hotels"*
- *"You cannot have a vibrant main street without the dense residential surrounding it. One can't survive without the other, both are vibrant."*
- *"Not more residences, but gathering places inside (restaurant) and outside (more parks and spots like sitting under the overpass)"*

Circle the Village

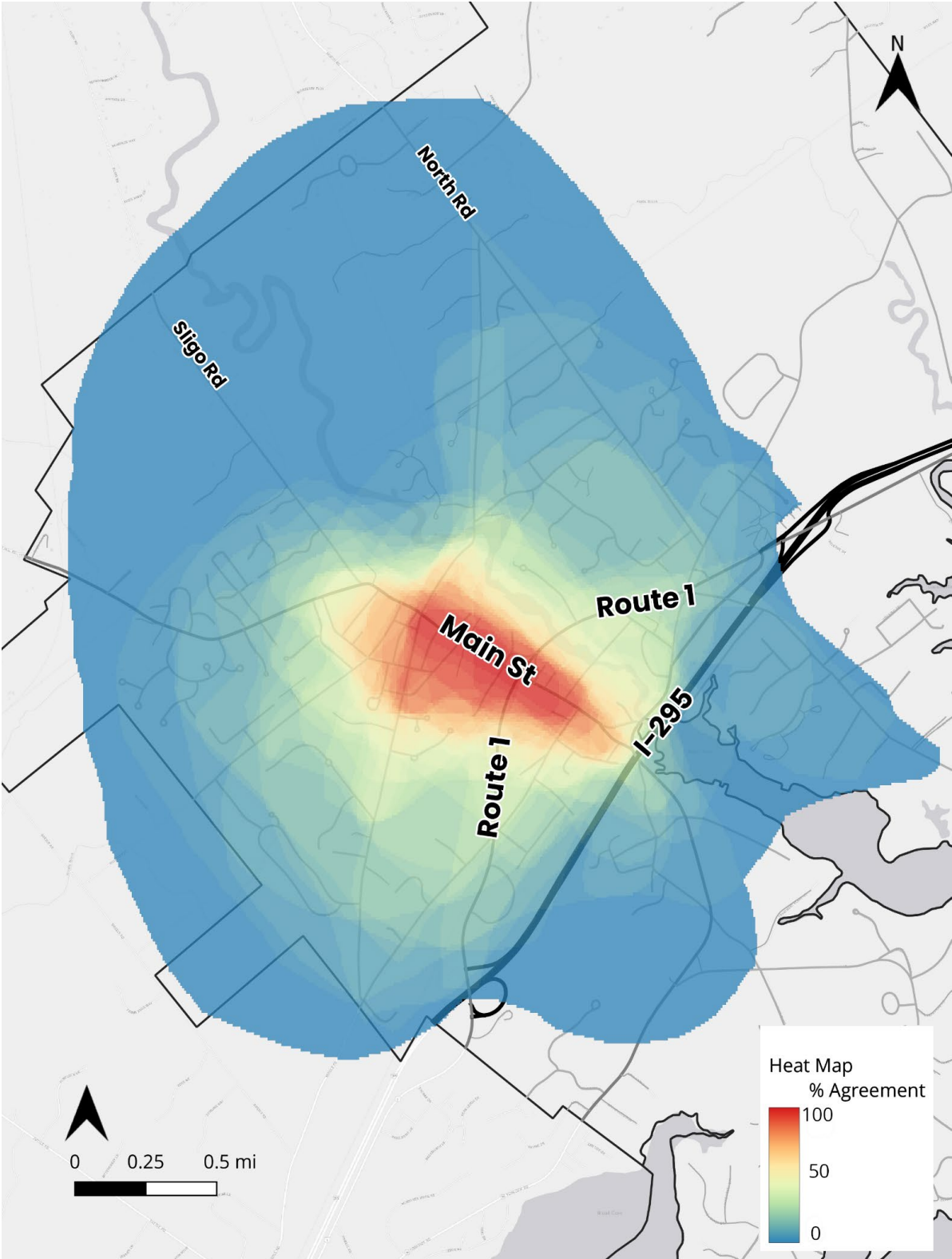
Attendees were provided with a blank map of Yarmouth and asked to circle what part of town they consider to be "The Village." 38 people participated in this exercise. Following the workshop, all maps were scanned and traced as polygons into a GIS layer. The result of all 38 maps as overlapping polygons is shown on the following page.



Circle the Village – 38 responses

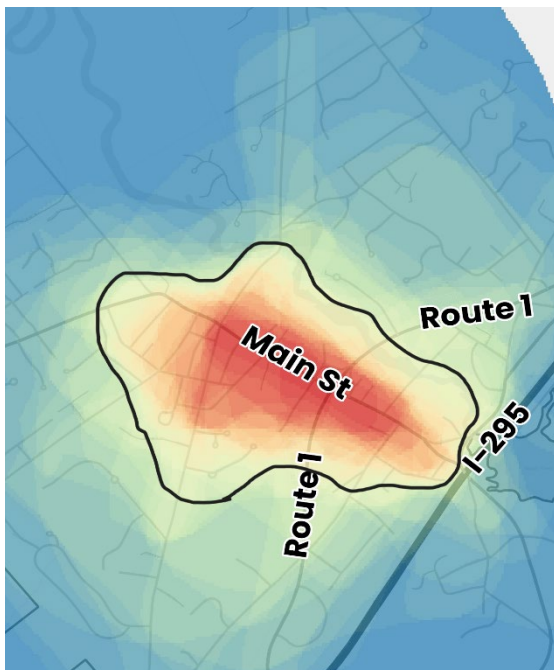
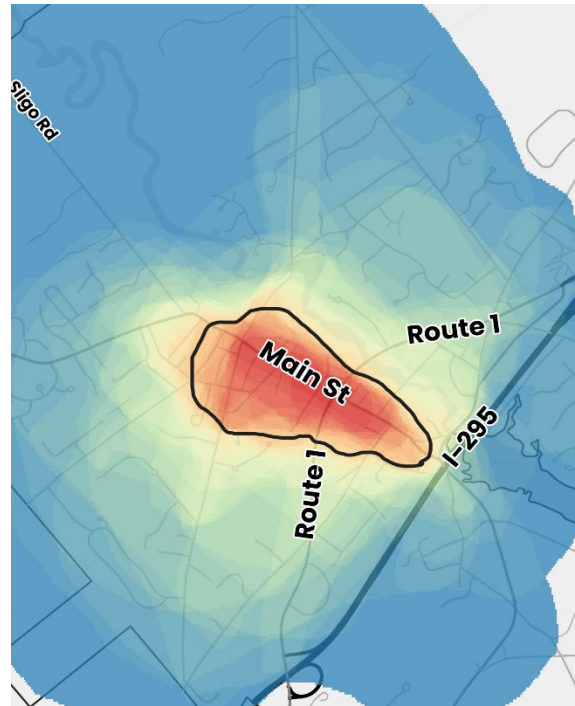
To identify the area of consensus for what people think of as the village, the polygon layer was analyzed using a density heatmap algorithm in QGIS. The resulting diagram is visualized using a spectral gradient to show highest (red) to lowest (blue) polygon density. The area of highest polygon density is where more polygons overlap - i.e., where more of the village “circles” drawn by participants overlap. This is

indicated by the red center of the heat map. As the spectrum moves from red to blue, there is less and less overlap between participants' village circles.



These results help demonstrate what parts of Yarmouth are popularly considered to be in the Village. There is unanimous consensus that Main Street between Elm Street and Portland Street is the Village.

75% of participants agree that the areas in red to orange are part of the Village. This includes the residential neighborhoods south of Main Street stretching from Hillside Street to South Street; Railroad Square; the full length of Cleaves Street; the section of Route 1 including Walgreens, Clayton's, and the North Yarmouth Academy fields; and the residential neighborhood along High Street and Rocky Hill Road. The eastern boundary is the area where Main Street and Marina Road split. North of Main Street, this area of 75% agreement stretches approximately to the area where the Grist Mill Park and Fields and Royal River Park begins.



The areas in orange to yellow are what 50% of participants agree is part of the Village. This expanded area is bounded by the Royal River to the north and I-295 to the east. The Village expands to the west to the intersection of Sligo Road and West Main Street, encompassing the historic Yarmouth One Room Schoolhouse, located next to the West Main Street Schools. To the south, more residential areas are included, down to Bowdoin Street, Tenney Street and Village Brook Road, Route 1 including the Romeo's Pizza strip mall, and residential streets Mayberry Lane and Sandy Brook Lane.

The Village border is just north of the Yarmouth High School and Elementary/Middle School campuses.

Route 1

Route 1 is a major commercial and transportation corridor in Yarmouth that primarily consists of auto-oriented development. The town’s Character Based Development Code works to guide new development in a style compatible with Yarmouth’s traditional New England village. In previous surveys and public engagement, the Route 1 corridor has been identified as a place that can accommodate additional development and infill, as well as an area that needs improvements to make it a better place to work, live, and travel as a pedestrian or cyclist.

Attendees were asked what strategies would make the Route 1 corridor more welcoming and accommodating. The most selected strategies were landscaping and street trees, more bike infrastructure, traffic calming, benches and small public spaces, and increased public transit. Less selected strategies were more residential development and public art and murals. These choices indicate that attendees want to see basic improvements for enjoyment, safety, and open space, but are lukewarm about more development and a complete transformation of the corridor.

What would make the Route 1 corridor more welcoming & accommodating?

Landscaping and Street Trees	19
More bike infrastructure	18
Traffic calming	17
Benches and small public spaces	17
Increased public transit	17
More infill development	13

More residential development	10
Public art and murals	4

Attendees added their own suggestions on post-it notes and noted their agreement with dot stickers. Most of these suggestions connected to the strategies provided, including:

- *“Safe walking, it is currently terrifying”*
- *“Bikes and walking paths”*
- *“Landscape medians rather than green asphalt (like Falmouth)”*
- *“Large enough areas of plantings for the plants to survive”*
- *“Add trees to the center of Route 1”*
- *“Mixed use office-retail plus residential”*
- *“Infill but that looks consistent with existing village”*

Other notes included air quality concerns for residents if housing is built near the highway, and an idea to redevelop the MDOT Exit 15 Park & Ride with affordable housing. These comments are at odds with each other, but represent the range of opinions of the attendees.

Residential Neighborhoods

Yarmouth residents have consistently described the town’s existing residential neighborhoods as fantastic places to live. However, regional housing pressure along with this high quality of life has resulted in increasing demand for homes in Yarmouth, and housing prices that have increased faster than surrounding communities. There is a need to balance existing neighborhood strengths with the need for more housing.

Attendees were presented with an array of housing types and asked which might fit into Yarmouth’s existing residential neighborhoods. Historic homes converted to multifamily, homes on smaller lots, and single-family homes with ADUs were the most selected options. New 8+ unit buildings and connected townhomes were the least selected.

What types of housing would enhance Yarmouth’s residential neighborhoods?

Historic homes converted to multifamily	19
Homes on smaller lots	18
Single-family with ADU	16
Duplexes	11
New 3-7 unit building	9
Traditional single family	7
New 8+ unit building	5
Connected townhomes	4

These choices indicate that attendees recognize the need for more housing options but prefer the existing building types in Yarmouth. They are open to increasing housing options through compatible forms, like historic homes converted to apartments, and traditional homes on smaller lots, adding accessory dwelling units to existing homes. Attendees are less interested in introducing new forms like duplexes, townhomes, and apartment buildings.

Attendees added their own suggestions on post-it notes and noted their agreement with dot stickers. Some popular suggestions included maintaining a mix of open space and preserving existing trees, fields, and habitat in new development (12 suggestions and agreements), concern about AirBnBs (7 against short-term rentals, 1 pro), and a desire for more senior housing (6 suggestions and agreements.)

Other comments included:

- *“Small lots are an infrastructure burden!”*

- *“Need for larger developments with 30+ unit buildings and apartment complexes”*
- *“Limit ADUs in already-dense neighborhoods (e.g. village) and no air bnb-ing”*
- *“Many historic dwellings held multifamily but are now single family, encourage these structures to become multi again”*
- *“You could make large houses into apartments or subsidized condos”*

Rural, Coastal, and Islands

Yarmouth’s rural, coastal, and island areas were identified as places for limited development in the 2010 Comprehensive Plan. Previous public engagement demonstrated that Yarmouth’s natural resources, including open space, forested areas, and waterfront (both river and ocean) are highly valued by town residents.

Attendees were asked to identify what aspects of these areas are most important to preserve or protect, such as scenic views, habitat, access to nature, or historic buildings. Responses were written on post-it notes, and participants could indicate agreement using dot stickers.

Aspects identified for preservation aligned with themes of habitat, waterfront, outdoor space and outdoor recreation, historic New England character, and the rural feel of these areas.

What are the most important things to preserve in Yarmouth’s rural, coastal, and island areas?

Habitat	13
Waterfront	9
Open space/outdoor recreation	9
Historic/New England character	6
Rural feel	6

Individual responses within these themes included:

- *“Historic, classic New England rural charm”*
- *“Habitat and ecological integrity where it exists”*
- *“Open space: farms, fields, watersheds, wildlife (bobcats, deer, ermines, minks, fishers, raptors, coyotes, cool snakes, elvers, migratory birds - all this growth is going to mess it up)”*
- *“Water access (work, recreation)”*
- *“Public access to walking, biking, boating with parking”*

Other individuals talked about preventing overdevelopment, preserving the non-commercial zoning of these areas, and keeping large setbacks and large lots.

Some attendees used the space to suggest goals or improvements for Yarmouth’s rural, coastal, and island areas. The most common suggestions were bicycle and pedestrian safety (5), more open space and trails (6), and climate resilience and carbon storage (3). Other individual suggestions included dog parks, increasing enforcement in these areas, invasive species control, more open space and trail connectivity, and adding density at rural crossroads.

Conceptual Renderings

Attendees were asked to share their reactions with face stickers (happy, sad, and neutral) to a series of conceptual renderings developed by Aceto Landscape Architects. Each rendering depicted a new type of development that doesn’t currently exist in Yarmouth and would not be allowed by current zoning.

Next to each rendering, a map of Yarmouth allowed attendees to place a dot where they think this type of development might belong in town. This task was optional, depending on if attendees thought the pictured development could belong in Yarmouth.

During the workshop, comprehensive plan team members were available to explain that these images were concepts intended as examples or ideas, and not actual

planned development. The team also encouraged people to think broadly about where in town these developments might belong, and not only consider currently available parcels.

Rural Crossroads

Rural Crossroads

This is a conceptual sketch of mixed-use development located at a crossroads in a rural part of town. *This development would not be allowed under current zoning.*



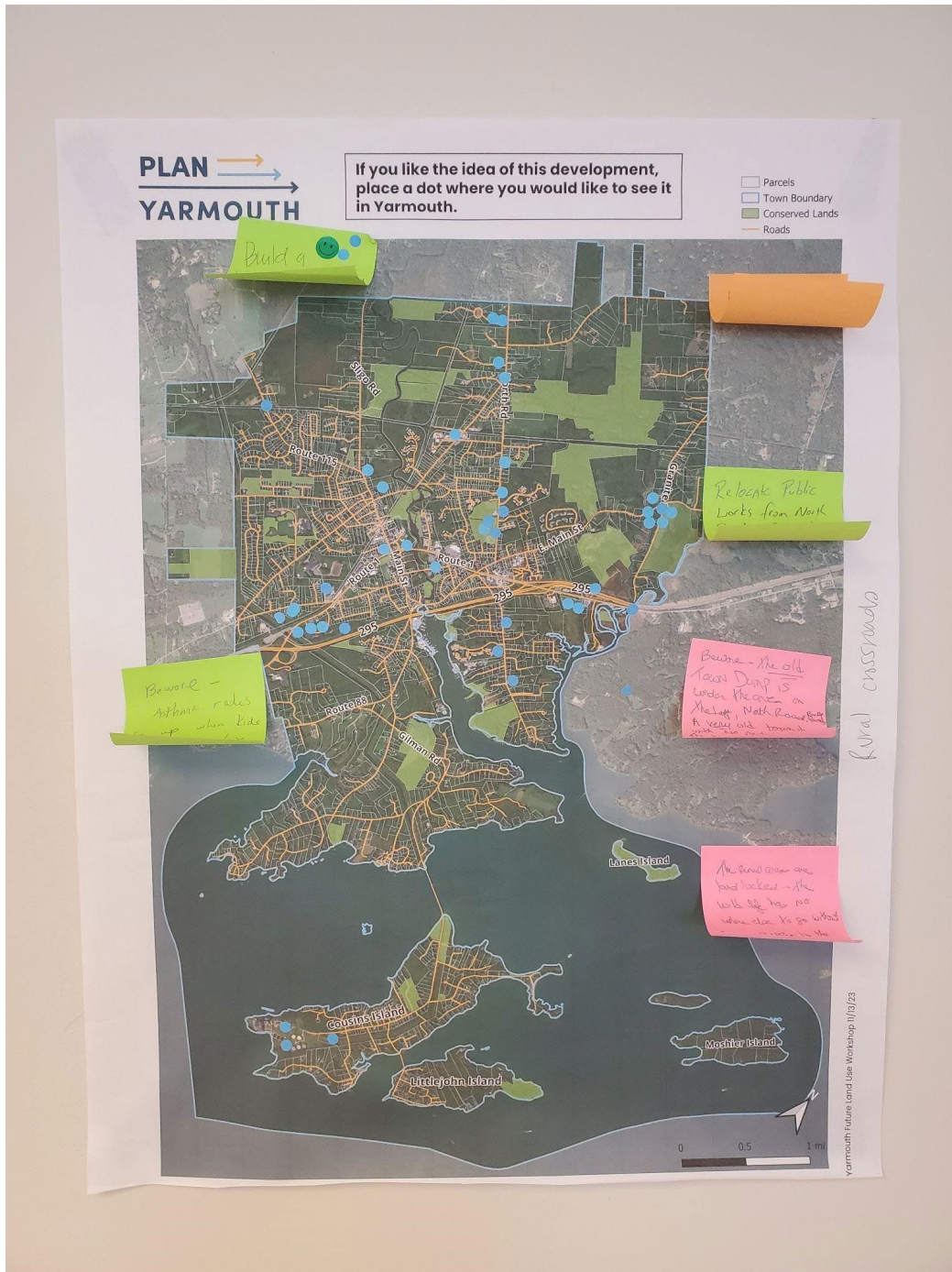
1 Multifamily units in New England farmhouse style

2 First-floor retail providing neighborhood amenities, with housing upstairs

3 Public green space for gathering and events

This conceptual sketch showed a mixed-use development at a rural crossroads. The development includes multifamily units and first-floor retail providing neighborhood amenities in a traditional New England farmhouse style, with public green space for gathering and events.

Overall, 43 happy faces, 4 neutral faces, and 6 sad faces were placed on the image.



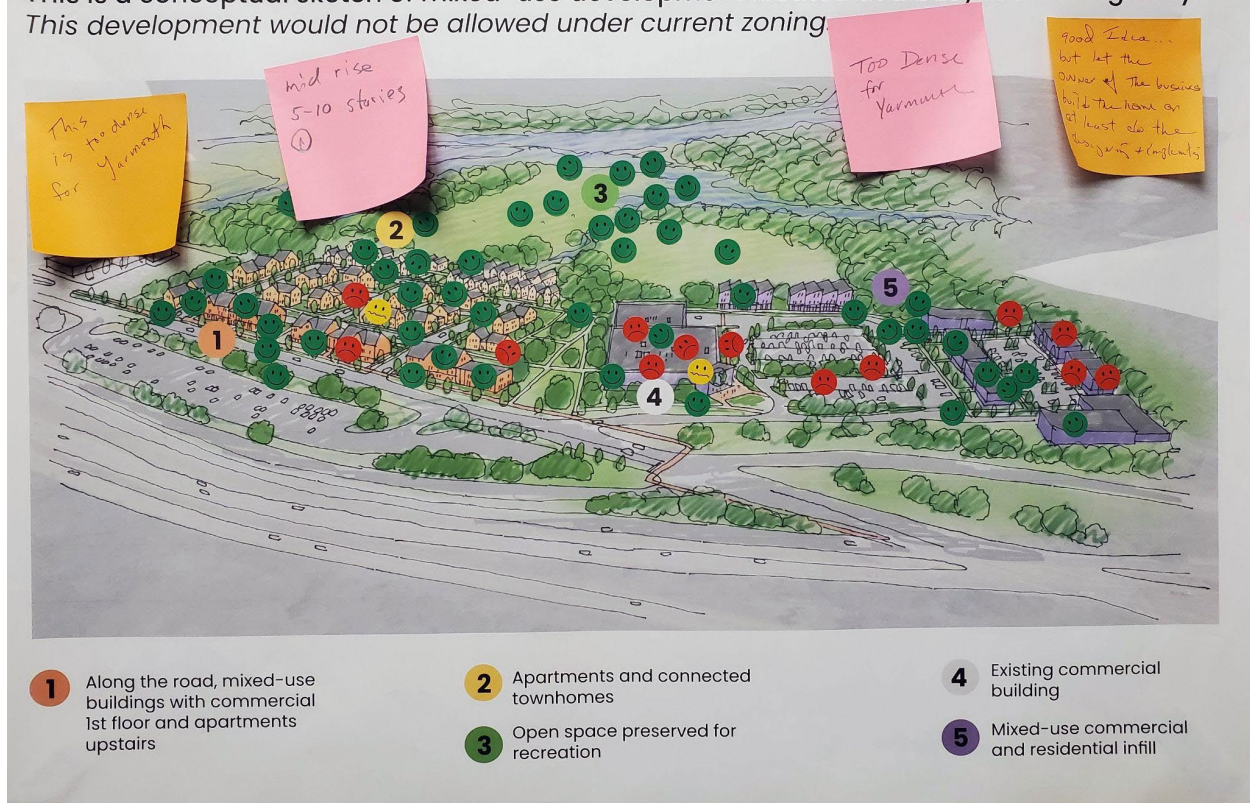
The most commonly selected area for this type of development was locations along Route 1 (11 selections). Other popular locations were along North Road (7), and at the intersection of Granite & East Main streets (6.)

Several individuals added post-it notes with additional comments and suggestions on the map. They included:

- *“Build a big rec facility at Sligo (like Twin Brook w/ an aquatics facility)” - 3 people added dots of agreement*
- *“Beware - asthma rates go up when kids live too close to highways”*
- *“Where can you drive through and see rural in town? Not Sligo. Not North Rd.”*
- *“Relocate Public Works from North Rd and redevelop as mixed-use and/or multifamily”*
- *“Beware - the old town dump is in the area under North Road... the town garage serves the community well here.”*
- *“The rural area is landlocked - the wildlife has nowhere close to go”*

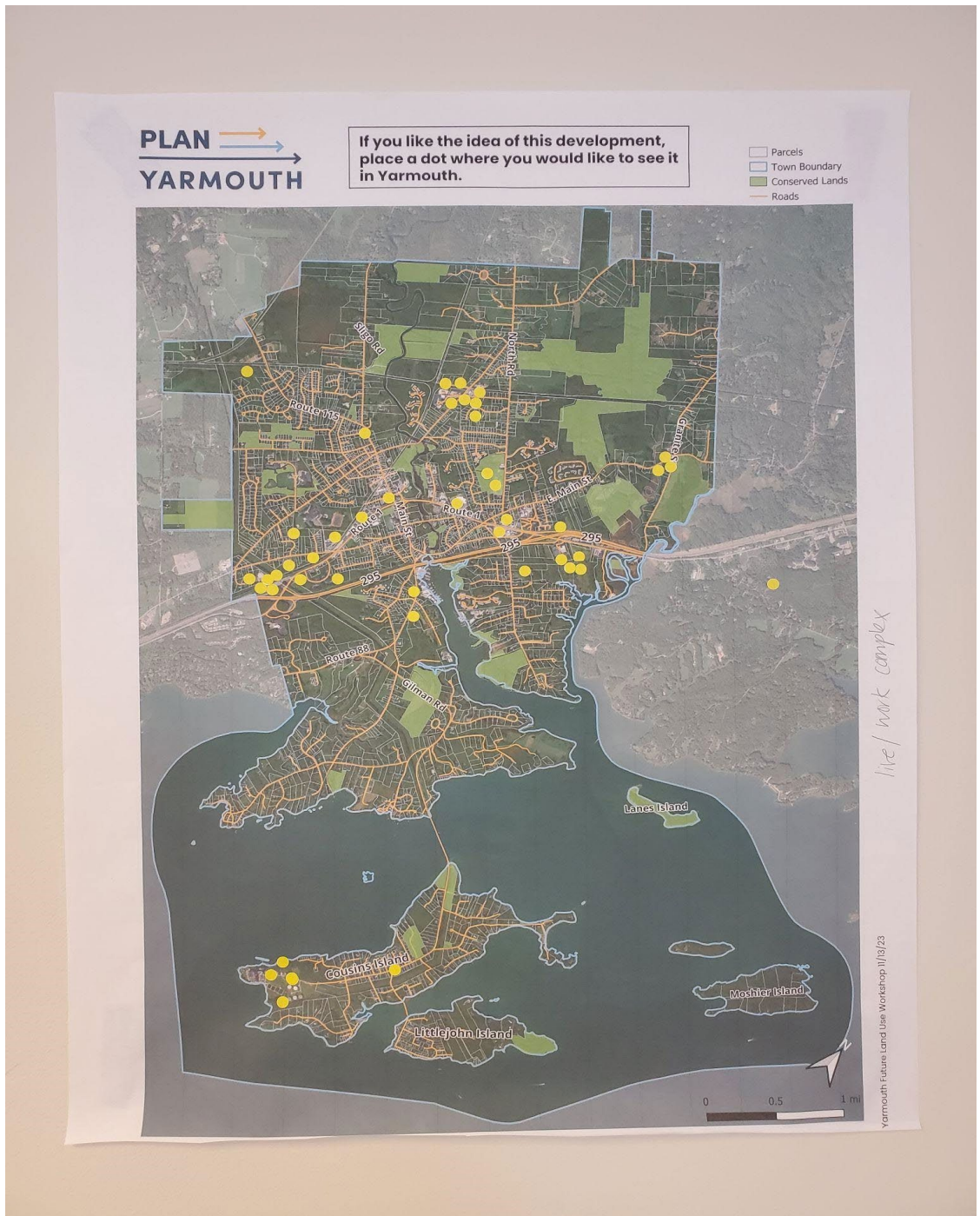
Live/Work Complex

This is a conceptual sketch of mixed-use development located at a busy road or highway. This development would not be allowed under current zoning.



This conceptual sketch showed a mixed-use development located on a busy road or highway. The development includes mixed-use buildings with commercial on the first floor and apartments upstairs along the road, with a dense area of apartments and connected townhomes behind it. Along the river, open space is preserved for recreational access. On the other side of the development, an existing commercial building and parking lot remains, with additional mixed-use commercial and residential infill added.

Overall, 48 happy faces, 2 neutral faces, and 13 sad faces were placed on the image. Happy faces were clustered on the open space and the housing development. Sad faces were clustered on the existing commercial building and parking lot, as well as on the new mixed-use development near the existing commercial.



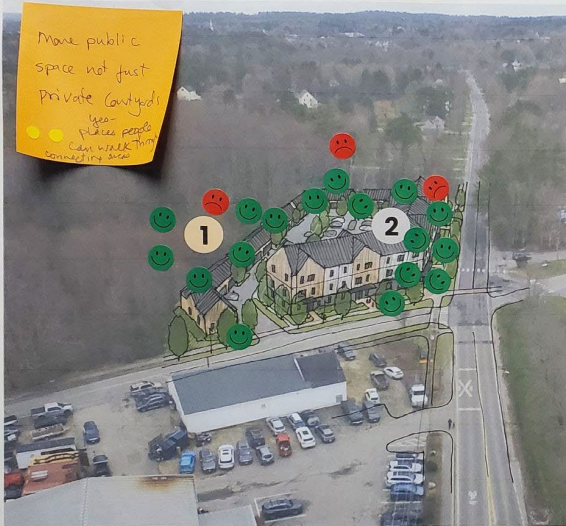
The most commonly selected area for this type of development was locations along Route 1 (20 selections). Other popular locations were at the intersection of Leighton & East Elm streets (7) and Granite & East Main streets (3.)

Several individuals added post-it notes with additional comments and suggestions on the rendering and the map. They included:

- *"Too dense for Yarmouth"* (2 comments)
- *"Mid-rise 5-10 stories"*
- *"Good idea, but let the property owner decide"*

Infill Neighborhood

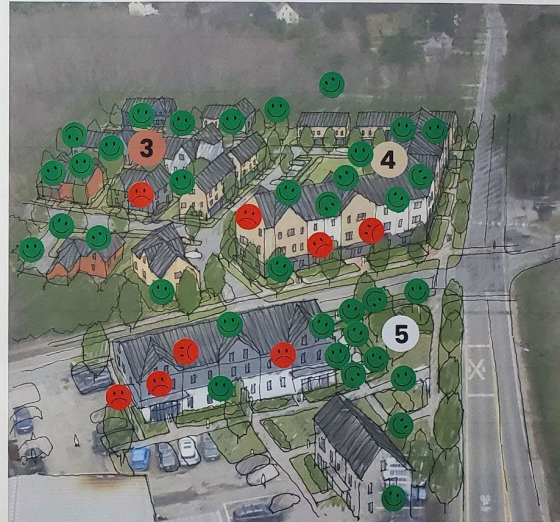
These conceptual sketches show a development of diverse housing types within an existing neighborhood. *This development would not be allowed under current zoning.*



1 Rear court of attached townhomes

2 Ground-floor retail for neighborhood amenities with apartments upstairs

None of the above like the feel of Yamarti now



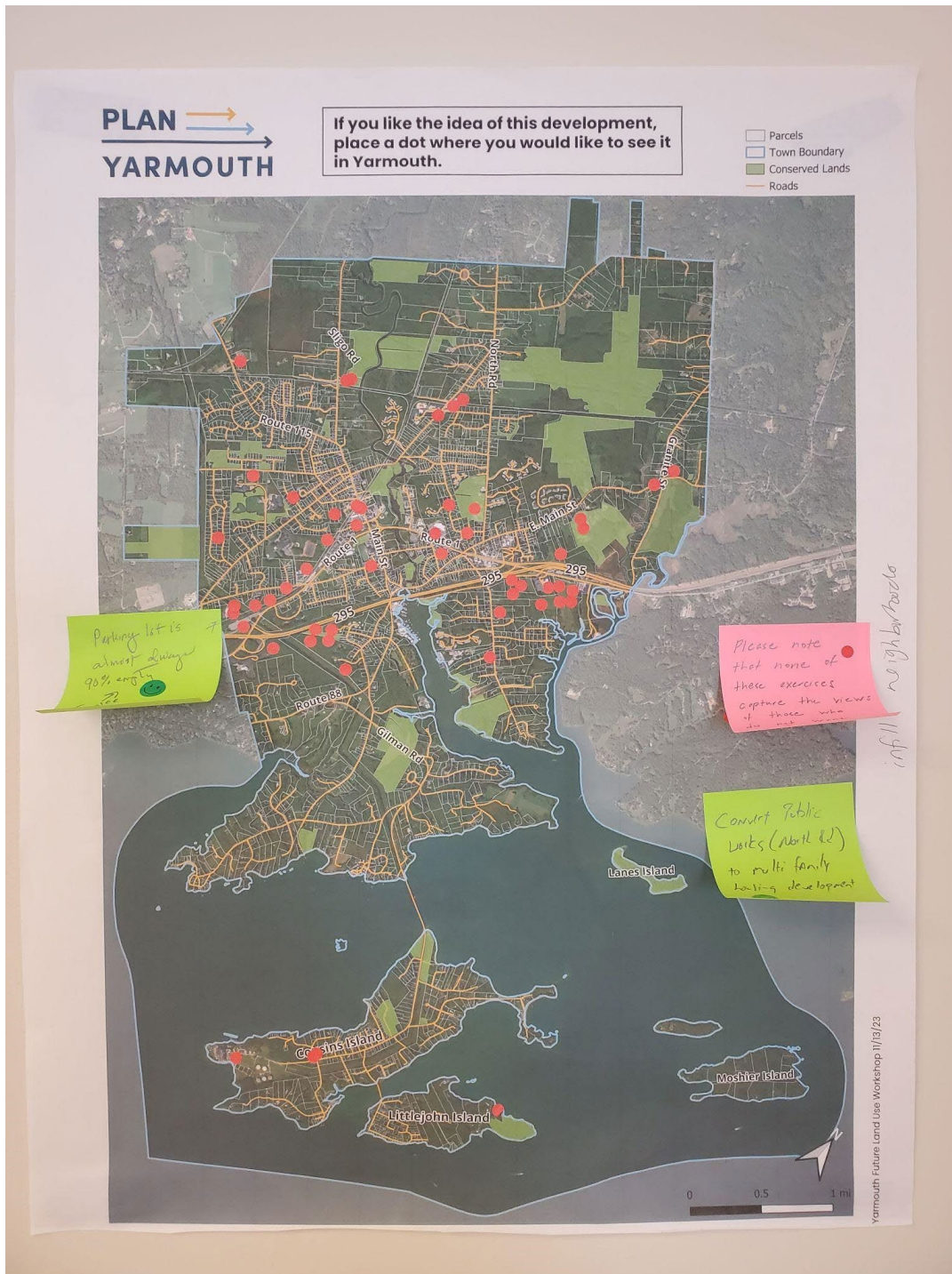
3 Attached townhomes and apartments with shared outdoor space

4 Ground-floor retail with apartments upstairs and shared courtyard

5 Ground-floor retail with public patio, apartments upstairs, and small public park

This conceptual sketch showed two options for diverse housing types within an existing neighborhood. The first option included a mixed-use building along the street with retail for neighborhood amenities on the first floor and apartments upstairs, and a rear court of attached townhomes. The second option included a mixed-use building along the street with retail for neighborhood amenities on the first floor and apartments upstairs, several rear courts of attached townhomes and apartments with shared outdoor space, and an additional mixed-use building across the street.

7 happy faces and 3 sad faces were placed on option 1. 36 happy faces and 8 sad faces were placed on option 2. On option 2, the happy faces were clustered around the rear courts of townhomes and the public open space. The sad faces were clustered on the larger mixed-use buildings.



The most commonly selected area for this type of development was locations along Route 1 (23 selections). Other locations included along East Main Street (4), the streets around West Main/Hillside streets (4) and along East Elm Street (3.)

Several individuals added post-it notes with additional comments and suggestions on the rendering and the map. They included:

- *“More public space and not just private courtyards”* (3 people agreed)
- *“None of the above feel like Yarmouth now”*
- *“Convert Public Works on North Road to multifamily development”*
- *“MDOT Exit 15 Park & Ride is always 90% empty”* (3 people agreed)
- *“Please note that none of these exercises capture the view of those who do not want the development concept pictured”* (1 agreed)

Analysis

Together, these results indicate general support for the new types of development in the renderings. People responded positively to the chosen designs, which were intended to echo traditional New England styles already present in Yarmouth and in the town’s Character Based Development Code.

Responses were overwhelmingly positive to green space/open space/parks in the renderings, echoing other comments at this workshop and in previous public engagement that Yarmouth needs to preserve and increase open space throughout town.

Negative responses were most present on larger-scale development concepts and on commercial development. Some negative responses with reaction stickers and in post-it notes were a reminder that a significant group of attendees are hesitant about more development in Yarmouth and are worried about the impacts to the town’s visual character, infrastructure, and natural environment with continued growth.

The map results indicate that attendees generally want to see development in areas that are already developed. The overwhelming choice for the location of all development concepts was along Route 1, an area that has been indicated from previous public engagement as a place that could be enhanced and improved, and a place that has potential space for new development and/or infill. These results

generally support feedback from previous public engagement events that expressed the desire for increased development in already-developed areas and along major corridors with access to amenities and transportation. The Climate Action Plan also discussed increasing density in these areas to support more sustainable, climate-friendly patterns of growth.

The Rural Crossroads development concept received a number of responses that would place it on streets or intersections in less developed areas of town. Previous public engagement results suggested support for some limited new development in these areas, particularly including neighborhood amenities such as daycare, restaurants/cafes, and recreation.

Locations for the Live/Work concept were largely focused on areas of town with notable open parcels or potential for infill. A balance between development and preserved open space is preferred on these open parcels.

The responses for the Infill Neighborhood included locations throughout Yarmouth's existing medium-density residential neighborhoods. There was a more positive reaction to the larger-scale apartments and townhomes in these renderings than there was in the Residential Neighborhoods question when attendees were asked to select the housing types they prefer. People may have responded more positively because they liked the look of this development more than the example photos in the other activity.

Public engagement has demonstrated an overall desire to increase housing options and allow new development concepts in Yarmouth both on major corridors and in existing neighborhoods, but there is a preference for development that fits in with Yarmouth's existing building types, and some general pushback against larger-scale development.

Future Land Use Survey Results

The Future Land Use Survey consisted of 6 open-ended questions. The survey was available in paper format and online. In total, 72 people responded to the survey. Not all respondents answered every question.

What’s missing from Main Street and the Village?

The top 5 themes in response to this question were: coffee shop/cafe/restaurants; community center/gathering space; more small retail shops; trees/parks/green space; and bicycle and pedestrian infrastructure.

Coffee shop/cafe/restaurant	18
Community center/gathering space	13
Small retail	13
Trees/parks/green space	8
Bike/ped infrastructure	5

These results match up with the most popular strategies for Main Street enhancement selected during the workshop: outdoor dining and more small businesses. Some individual responses in these categories include:

“Great coffee shop (could also be work/meet spot). More diverse restaurants. More housing infill done tastefully.”

“Cute shops or cafes that aren’t super expensive and more green space (like gardens and trees not grass)”

“Bike trails, greenways, and a sidewalk that continues past the apartments on East Main.”

Many respondents also suggested specific amenities and aesthetic improvements, including: attractive planters, nicer trash cans, benches, more attractive street lights, electric vehicle charging stations, water fountains, seasonal decorations, American flags, and educational signage about local history.

Some respondents also noted that they would not change anything about Main Street/the Village.

"I like it the way it is- walkable, bike-able, shade, green space, a nice mix of businesses and services and residential, access to park in a number of locations and parking is not a problem."

"Nothing. We don't want to change the small town feel"

What's missing from Route 1?

The top 5 themes in response to this question were: green space/parks; cafes and restaurants; bicycle and pedestrian infrastructure; traffic calming; and activity spaces or community facilities (such as kid's activities, an aquatics facility, and a community center.)

Green space/park	21
Cafe/restaurant	21
Bike/ped infrastructure	15
Traffic calming	9
Activities/community facilities	9

These results are consistent with those from the workshop, where landscaping/street trees and bicycle infrastructure were both highly-ranked enhancements for Route 1. The desire for more dining options in Yarmouth has been a consistent theme throughout the public engagement process. Some mentions of parks and green space noted the need to preserve trees and open space in this part of town in balance with new development.

"More landscaping, trees, high enough to screen parking, but not signage."

"Green space. I feel like we're trying to put too much into a small area."

"We need more crosswalks and narrower traffic lanes to make it more friendly for pedestrians and bicyclists, and to slow down drivers."

"Green space. Pedestrian comfort and safety. Compare Route 1 Falmouth to Yarmouth – Falmouth has: trees in median, underground utilities, well-planned traffic lights."

"a diner type establishment, offering breakfast and lunch, much like Benny's in Falmouth."

"We really need great international food options. For example: Indian, Thai, Chinese, Mexican etc."

Other suggestions included retail (6 total; answers included small retail, large retail, discount stores, clothing stores, and convenience stores), more mixed-use or residential development and density (6), and design standards or aesthetic improvements (6.)

A few respondents also made suggestions to make it easier to take the bus that stops on Route 1, such as bus shelters, heated shelters, and parking for people who are taking the bus. Additionally, there were several mentions of the need for sound protection from highway noise if more development continues along Route 1.

What would make Yarmouth's rural, coastal, and island areas better?

The most common themes in response to this question were increased bicycle pedestrian infrastructure, more open space, and increased access to the water/public docks. Other common suggestions were to limit new building in this

area (two respondents suggested new construction should be directed to Yarmouth’s medium-density residential zone instead), more trails, and more open space.

Bike/ped infrastructure	17
More open space	16
Water access/public docks	15
No more building/build in MDR instead	11
Trails	11

Some individual responses within these themes:

“Greenways and more bike friendly roads. North road, East Main, and Granite st are all too narrow with small shoulders and no sidewalks to allow bicycles”

“Access to the water with parking and carry-in boat access, longer open-space trails, for coastal areas, invest in waterside walk/bike trail that connects from the village.”

“More water access, more open spaces open to the public”

“Keep open land open and use for recreation. No more building.”

“Continue to protect public access to the coastal and island areas. And for rural, PROTECT IT.”

Additional ideas included a beach for dogs or a dog park (3), dam removal (3), and indoor recreation facilities for youth (3).

During the workshop, attendees noted open space/habitat and water access as the most important things to preserve about these areas. Access to open space and the waterfront, and acquiring more open space, has come up as a theme throughout this public engagement process as well as a top priority in the Climate Action Plan.

How can we increase connectivity between different parts of Yarmouth?

Responses to this question primarily focused on bicycle and pedestrian infrastructure (39 respondents) and trails (22 respondents). Themes included increasing bike lanes and sidewalks, making sure sidewalks are accessible to people with disabilities, complete streets, and more multipurpose trails. 6 respondents suggested developing more signage and/or a map of all town sidewalks, bike lanes, and trails to make them more user-friendly.

Responses included specific locations:

- *Add sidewalks on East Main Street to reach Community Garden and Frank Knight Woods*
- *We should start by removing the gates placed between neighborhoods during recent development. Village Run to Newell Rd, McKearney Village to Applewood for example.*
- *Safe crossing from Princes Point to Pleasant Street*
- *Extended sidewalks (North Rd., East Main St.)*
- *Need a designated bike lane/ walk lane on Princes Point Road.*
- *North and Ledge road lack bike lanes or sidewalks*
- *Have a sidewalk/running & biking trail alongside 88 on the water side of the road, with crosswalk and/or pedestrian bridge that connects from the village to the water*
- *Build a trail from the east end of the Royal River Park (eg Bridge St) down to Grist Mill/Rte 88.*

Other suggestions touched on community connections and local businesses, including: more community events and gatherings, a community center, online groups for the town, high-speed internet, and a “buy local” guide. Three respondents also proposed a local shuttle service within Yarmouth.

Yarmouth has a small commercial working waterfront on the Royal and Cousins Rivers. What role should the working waterfront play in Yarmouth's future?

The most common response to this question was preservation of the existing working waterfront (21 replies) and support for local working waterfront businesses (13).

Suggestions to support the working front included both town assistance, and more dining and retail opportunities in Yarmouth for local fishermen to sell their catch.

"Consult local fishermen and address their needs."

"More dining and fresh seafood markets"

"Is there a place where they sell what they catch in yarmouth? That would be cool"

"Keep it a priority to support it as a WORKING waterfront. The various committees that address water issues have traditionally been heavily weighed in favor of recreational boaters."

7 responses mentioned recreation uses of the waterfront, including recreational boating, kayaking, and public access. 5 responses suggested additional waterfront uses that could support both the working waterfront and public access, such as a marina or waterfront seafood restaurant. The need for balance between recreational and working use of the waterfront also came up as a major theme in the Community Conversation event on Yarmouth's economy.

4 responses suggested more education, both for awareness of the working waterfront for the community at large, and for future generations of waterfront workers.

"Encourage hands-on education in school programming."

"I would love if there was a "working waterfront day" similar to "Maine Maple Sunday" where the sap houses open up and host visitors and show off their trades."

Two responses proposed the town look into boat wrap recycling so working waterfront businesses can expand in a sustainable way.

Tell us your other ideas.

The final survey question offered a space for respondents to share any other ideas they have for Yarmouth, future land use, and the comprehensive plan. Responses to these questions were varied.

The most common theme was community or recreation facilities, with 13 responses. Suggestions included an aquatics facility, a central outdoor recreation area like Twin Brook in Cumberland, a community center, a playground on North Road, a skateboard park, and community events.

"Having a robust community social and recreational center with courts, a weight room, pool (so Yarmouth kids don't have to go to the Freeport Y), event rooms, classrooms, dance studio (ie the Landing Y in Brunswick), etc. would be such a wonderful addition to Yarmouth. I imagine it would serve as a connector for the whole, multi-aged Yarmouth community!"

Ten responses discussed protecting more open space, increasing parks and trees, and preserving existing open space.

"ALL development, no matter where, should include mandated tree planting, LOTS of it, and way more stringent sanctions about tree removal."

“Yarmouth has relatively little open space left – let’s keep it (for clean air, habitats, and recreation) and focus development on where neighborhoods and service centers already exist.”

Ten responses centered on keeping Yarmouth the same as it is today. Responses included preserving town traditions, character, and density, and limiting the amount of future development.

“We do not need to increase residential development without careful consideration of the impacts on infrastructure and our schools.”

“I believe this town is just expanding too much. People grew up in Yarmouth then returned to raise their families here. Families moved to Yarmouth (like mine) because we love the coastal village charm with a great school system. In the last 10 years, the mindset has changed from village preservation to expansion and growth.”

5 responses discussed bicycle and pedestrian safety and traffic calming.

5 responses gave suggestions for more dense development in existing service centers and residential areas of Yarmouth, including mixed-use development on Route 1 and smaller lot sizes in the MDR zone.

Additional suggestions included:

- Implement an architecture and design review board
- Encourage re-use of existing buildings for housing
- Create a mobile home overlay for affordable housing options
- Join a regional school district
- Work regionally on affordable housing initiatives and subsidized senior housing
- Make development easier: relax the Character Based Development Code; get rid of the sprinkler ordinance
- Grow the commercial tax base
- Create a satellite parking lot for Main Street

Conclusions

The results of the Future Land Use Workshop and Survey echoed previous public engagement results regarding participants' values and vision for the future of Yarmouth. Preserving the town's strengths, especially Main Street, the historic village, and existing open space, is critically important, while enhancing existing infrastructure and allowing for more housing, businesses, and activities.

Public input on future land use also included people who want things to stay the same in Yarmouth, and some people who are cautious about new development generally. As heard at the prior Community Conversations, many participants' comments reflect the tension between development and preservation. Even though change is inevitable, change and development must be balanced with the desire for preservation.

In the Future Land Use Workshop and Survey, open space was a theme throughout all the questions. Participants want to see additional open space preserved, both inland and along the river and coast, with public and recreational access to these places. Green space is desired throughout town, including along Route 1 and Main Street. These spaces should not just be grass - gardens, trees, and recreation or gathering spaces should be part of preserving green space throughout town.

Another common theme was the desire for additional community amenities and facilities. There was a popular initiative in summer 2023 to get signatures in support of a Yarmouth town pool, which may have helped increase the number of people thinking about community facilities. In addition to aquatics, many others mentioned a community center, a place for teens to hang out, a skate park, or a senior center. Notably, support for a community center or other facility was not among any pre-selected options in this workshop; all responses on this theme came directly from community members. It is clear there is a widespread desire for more places for public recreation and connection in Yarmouth.