

In many ways the Town's Zoning Ordinance has served it well. As issues have arisen the Town has responded with amendments to address them, such as the enactment of a building cap, the senior housing overlay, and the expansion of the design standards to cover commercial, industrial, multifamily and institutional uses town-wide. The cluster subdivision regulations have been successful in preserving some open space, and for the most part residential uses have been protected from incompatible land uses that could threaten the quality of life or over tax municipal service and facilities.

However, the Zoning Ordinance has not been effective in managing development sprawl. The building cap has successfully slowed development, including the development of large subdivisions, which could easily overtax the town's infrastructure; but most development has occurred outside the Village District, along public roads in more rural areas. Additionally, there is a growing trend towards development of the backlands within the Farm and Forest District, which has consisted primarily of subdivisions off private roads. A continuation of this development scheme will result in the near term build out along public roads, followed by considerable subdivision development of the backlands. Serving this sprawling development pattern will become increasingly expensive, with the potential of increasing the road system by leaps and bounds if private roads are ever converted to public roads. The loss of the community's remaining rural character, open space and areas for wildlife and potential impacts on the land's carrying capacity with respect to water and sewage treatment could be immense. The eventual need for public sewer and water to serve this pattern of development would be very costly.

Administration of Land Use Regulations

The Code Enforcement Office, Building/Plumbing/Codes Inspector, Planning Board and Zoning Board of Appeals share in the administration of the Town's land use regulatory system. All permits must be sought from the Code Enforcement Officer (CEO), who is also responsible for enforcement of the ordinances and regulations. The CEO issues permits for single and two family residences and other permitted uses that do not come under site plan review. The Building/Plumbing/Codes Inspector works under the CEO and is responsible for issuing plumbing permits and permits for on-site septic systems, and for building inspections. The Zoning Board of Appeals is responsible for reviewing special exceptions, administrative appeals on decisions of the CEO or Planning Board and variances for relief from certain provision of the regulations. The Planning Board is responsible for reviewing site plan reviews (commercial, industrial, institutional and multifamily uses), subdivisions and certain shoreland zoning permits as required by law.

Currently, the Administrative Assistant serves as the Code Enforcement Officer, as well as a number of other positions. It has become increasingly apparent that there is a need to increase staffing for administration of the town's land use regulatory system. The Administrative Assistant is currently preparing a budget for the March 2004 town meeting to create a full-time position with the following responsibilities: code enforcement, building inspection and issuance (including electrical and fire codes), plumbing inspection, private road inspection and staffing for the Planning Board and the Zoning Board of Appeals. The establishment of a full-time position will allow the position to become more specialized with increased and more focused training. This should improve permitting efficiency, monitoring and enforcement, and generally improve the administration of land use regulations within the community.

Other administrative needs that have been mentioned include:

- Increased education of town officials, employees and boards on protection and management of natural and cultural resources, code enforcement (licensing)
- Better coordination between boards
- Greater and timelier involvement of the Conservation Commission and others in development reviews
- Improved enforcement

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The proposed full-time position should allow all of these concerns to be addressed.

In addition, the administrative provisions of the Zoning Ordinance should be reviewed to assure that clear procedures are specified to assure adequate, timely coordination between boards and staff in reviewing and permitting developments. For example, the review of special exceptions is somewhat ambiguous. The Zoning Board of Appeals and the Planning Board both have a responsibility in these reviews, and the review procedures need to be clearer. The procedures for joint reviews between municipalities also may need to be more clearly spelled out. The involvement of the Conservation Commission and others in development reviews also needs to be clear in the ordinance. The Town should also consider codification of its ordinance and regulations.

Regional Considerations

Land use and development activity in the region has and will continue to have considerable impact on North Yarmouth. The Town will continue to function as bedroom community to more urban areas, with the greatest pressure coming from the towns to the south. However, the successful development of Pineland in New Gloucester to the north will also have impacts, particularly in the amount of traffic on Routes 231, 9 and 115 through the center of town. Families with children will also continue to be attracted to North Yarmouth because of the reputation of SAD 51 schools.

Regional planning is becoming increasingly important as the population spreads out into more rural areas of the region. Building caps and zoning in neighboring communities can have significant impacts on North Yarmouth. Aligning future zoning districts to be consistent with neighboring communities is important¹. Considering the potential for extension of sewer from either Yarmouth or Cumberland at some point in the future may also be critical to future growth in North Yarmouth and protection of the public water supply.

The Great Portland Council of Governments Central Corridors Committee provides an opportunity for North Yarmouth to work with its neighbors to jointly plan for future growth within the region.

Public Opinion Survey

- Survey respondents indicated strong support for limiting the number of lots in subdivisions in rural areas (80% support) and for limiting new home building permits throughout town (73% support). There was less support for limiting new home building just in rural areas (54%), with 36% of respondents opposed to the approach.
- Slightly over half (57%) of the respondents supported encouraging residential development in the existing village, and about 57% supported encouraging village scale development (1 acre, or less) in designated growth areas.
- A total of 57% of respondents supported requiring cluster development (small house lots, with preservation of open space) in rural areas.
- Just over half the respondents (55% and 51%) indicated a desire to “encourage” single-family homes and affordable elderly housing. Another 36% and 37% of the respondents to these questions indicated these uses should be “permitted”.

¹ See *North Yarmouth and Surrounding Towns: Generalized Zoning Map*, prepared by the Greater Portland Council of Governments

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- Approximately 63% of respondents either want to encourage or permit affordable low/moderate income housing; 75% either want to encourage or permit starter homes for first time home buyers; and 74% either want to encourage or permit duplexes, including “in-law” apartments.
- A significant majority (over 70% or more) of respondents indicated a desire to discourage apartment buildings, mobile home parks and mobile homes on single lots.
- While a majority of the respondents either want to encourage (16%) or permit (37%) condominiums, a significant 41% want to discourage them.
- Without exception, a majority of the respondents (79%+) indicated that all open space uses and natural resources listed were important, including open space/undeveloped areas; farmland/fields and forestland; scenic views; wildlife habitat; ground/surface water resources; public access to open space; Royal River access; Royal River corridor/greenway; and historic and archaeological resources.
- Without exception, a majority of the respondents indicated support for all of the approaches presented for preserving open space and natural resources, including zoning regulations to preserve the most important natural resources, private efforts (e.g., land trusts), greater use of tax relief programs, and zoning regulations to preserve large tracts of open space. There was slightly less support for town purchase through bonds or other local funds, state purchase, and town cost sharing in state purchase as approaches to protection to open space and natural resource.
- With respect to changing the village, respondent support was greatest for the construction of bikeways (71%), more village scale business (73%), construction of sidewalks (61%) and improved aesthetics (landscaping, tress, etc.) (59%).
- A majority of respondents also supported encouraging more village scale housing (54%), providing more public parks/recreation areas (55%) and encouraging expansion of the village area (52%).
- Approximately 48% of respondents supported expansion of public water service; 28% were opposed.
- While 31% of respondents supported expansion of public sewer, 48% were opposed.
- A majority of respondents supported encouraging more village scale business (39% “strongly support” and 34% “somewhat support” the concept)
- A majority of respondents indicated that home occupations (72%), farming/commercial gardening/nurseries (67%), bed and breakfasts (60%), and child care centers (52%) should be allowed to locate anywhere in town.
- A large majority (78%) indicated a desire to discourage fast food drive-ins.
- There also was a desire to discourage or confine to specific areas the following uses: retail sales and services (greater than 5,000 sq. ft. floor area), small shopping centers, campgrounds, and gravel pits.

Conclusions

- ✓ Despite being a high residential growth community, North Yarmouth is still mostly undeveloped forest, fields, wetlands and water bodies (82%). However, at a rate of 35 homes per year under the current building cap, and figuring 2 acres of buildings, parking and lawn per house, this translates into a conversion of 70 acres per year, or 700 acres over the next ten years. Add non-residential uses, and the estimate could reasonably be 800 acres or more converted to developed uses. Concurrent with this projected development will be the loss of open land accessible to the public for a variety of recreational uses.
- ✓ Over the next decade development pressure will increase as a result of a sprawling regional land use pattern with people looking for homes within more rural-suburban areas within commuting distance of urban centers. North Yarmouth will continue to be particularly attractive to families

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because of the reputation of the schools. The successful development of Pineland will also have a significant affect on the town.

- ✓ Commercial and non-residential development will continue as it has in the past under the current zoning regulations with relatively small businesses and offices characteristic of a rural–suburban community.
- ✓ Agricultural and forestry uses, as they exist today, will continue as long as they are economically feasible, given the increasing demand for housing and corresponding increase in property taxes. Support for agricultural and forestry will help to keep land in open space.
- ✓ Over 90% of buildings within the town are located in the Rural or Farm and Forest Zoning Districts, and as opposed to the Village District. The existing zoning and subdivision regulations are allowing this sprawling development pattern. Given the small area zoned as a Village District, it is very likely that current trends will continue with development filling in the areas with frontage along town roads, and subdivisions creating new house lots off private roads within backland areas. The build out scenario for this land use scheme could consist of 1-acre lots in the village area and along public roads (with a few 2 acre lots for subdivisions), and 3-acre lots in the backland areas of the Farm and Forest District, except in areas where developers have chosen to cluster their subdivisions. In reality, actual build out would probably consist of the slightly larger lots (5 acres) that new homebuyers are seeking at this time. Open spaces would consist of undevelopable areas, and/or areas purposely set-aside for open space preservation.
- ✓ Providing public services and facilities for this type of development pattern would be very costly. Given that a considerable number of homes would be located off what are now private roads, there would be mounting pressure on the Town to take over maintenance of these roads at considerable expense. The sheer mileage serving the town’s population would be considerable, greater distance to be covered by school buses, ambulance, fire services and utilities.
- ✓ The Town’s administrative capacity for managing the land use regulation has become strained as a result of population growth. Plans are currently underway to create a full-time position with the following responsibilities: code enforcement, building inspection and issuance (including electrical and fire codes), plumbing inspection, private road inspection and staffing for the Planning Board and the Zoning Board of Appeals. This should improve permitting efficiency, monitoring and enforcement, and generally improve the administration of land use regulations within the community.

CHAPTER 10. TRANSPORTATION

Changing demographics and the suburbanization of the Greater Portland Area has had a significant impact on automobile transportation within the region and within North Yarmouth. Demographic trends, including overall population growth, families with two wage earners, more vehicles per household, and the desire to live in rural areas and commute to urban areas have resulted in more vehicles on the highway network. In addition, traffic is traveling faster than ever. There is concern that rural highways and roads were never designed to handle the anticipated volumes of traffic and the traffic speeds.

Perhaps the most significant change in how the transportation system is managed occurred as a result of the 2000 Census. Population growth in outlying communities over the past decade has resulted in the expansion of the federally mandated Greater Portland Metropolitan Planning Organization (MPO) urbanized area, which is based on population density. The MPO is responsible for insuring that the urbanized area has a continuing, cooperative, and comprehensive transportation planning process that considers all transportation modes and supports metropolitan community development and social goals. The Portland Area Comprehensive Transportation Committee (PACTS) is responsible for the program. PACTS is a regional transportation planning and federal funding organization that oversees transportation studies, identifies needs and set priorities for certain federal transportation funds available to the area. The PACTS Committee is composed of municipal, state and federal officials and representatives of regional planning and transit agencies. The original PACTS communities included Cape Elizabeth, Falmouth, Gorham, Portland, South Portland, and Westbrook. PACTS expanded in 2002 to include Biddeford, Cumberland, Freeport, North Yarmouth, Old Orchard Beach, Saco, Windham and Yarmouth.

As a result of this designation North Yarmouth will need to actively participate in transportation planning within the region (PACTS). Funding for transportation will shift from federally and state designated “rural area” funding sources to “urban area” funding sources.

Road Classification and Maintenance Responsibilities

Roads can be defined according to the functions they are intended to serve. The federal functional classification system includes:

- Arterials - 10,000-30,000 vehicles per day;
- Collectors – 2,000-8,000 vehicles per day; and,
- Local roads – 100-500 vehicles per day.

Another way of classifying roads is to consider the purpose each road serves in the community. Mobility roads are characterized by relatively high overall speeds with minimum interference to through movement. Route 26 and Route 4, which pass through neighboring communities, are mobility corridors. Mobility corridors are intended to allow travelers to get to locations along the corridor in a reasonably short amount of time.

Access roads are characterized by moderate speeds with entrance/egress to adjacent land the most important purpose. Roads in North Yarmouth generally fall into this category, including collector routes and local roads. Collector routes are characterized by a roughly even distribution of their access and mobility functions. These routes gather traffic from lesser facilities and deliver it to the arterial system. Traffic volumes and speeds will typically be lower than those of arterials.

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Local roads are characterized by many points of direct access to adjacent properties and have a relatively minor role in accommodating mobility. Speeds and traffic volumes are usually low. Many of the roads in North Yarmouth are local roads.

Maine's road classification system is based on the principle that roads that serve primarily regional or statewide needs should be the state's responsibility and roads that serve primarily local needs should be a town responsibility.

State Roads - There are 15.7 miles of state roads in North Yarmouth. State highways that are "major rural collectors" within North Yarmouth are Route 9, Route 231 and Route 115. North Road between Route 9 and the Yarmouth town line is a "minor collector". The State controls these roads and is responsible for construction and summer maintenance. North Yarmouth is responsible for all winter maintenance (plowing and sanding). Since North Road is a minor collector, the Town is also responsible for funding a portion of the capital improvements.

Town Roads – There are 27.2 miles of town owned and maintained roads in North Yarmouth. North Yarmouth shares local roads with Gray, Pownal, Cumberland and Yarmouth.

Private Roads - North Yarmouth also has 14.8 miles of private roads. Most of these are driveways or subdivision roads and are maintained by private individuals or road associations. A list of town roads and mileages is provided at the end of this chapter.

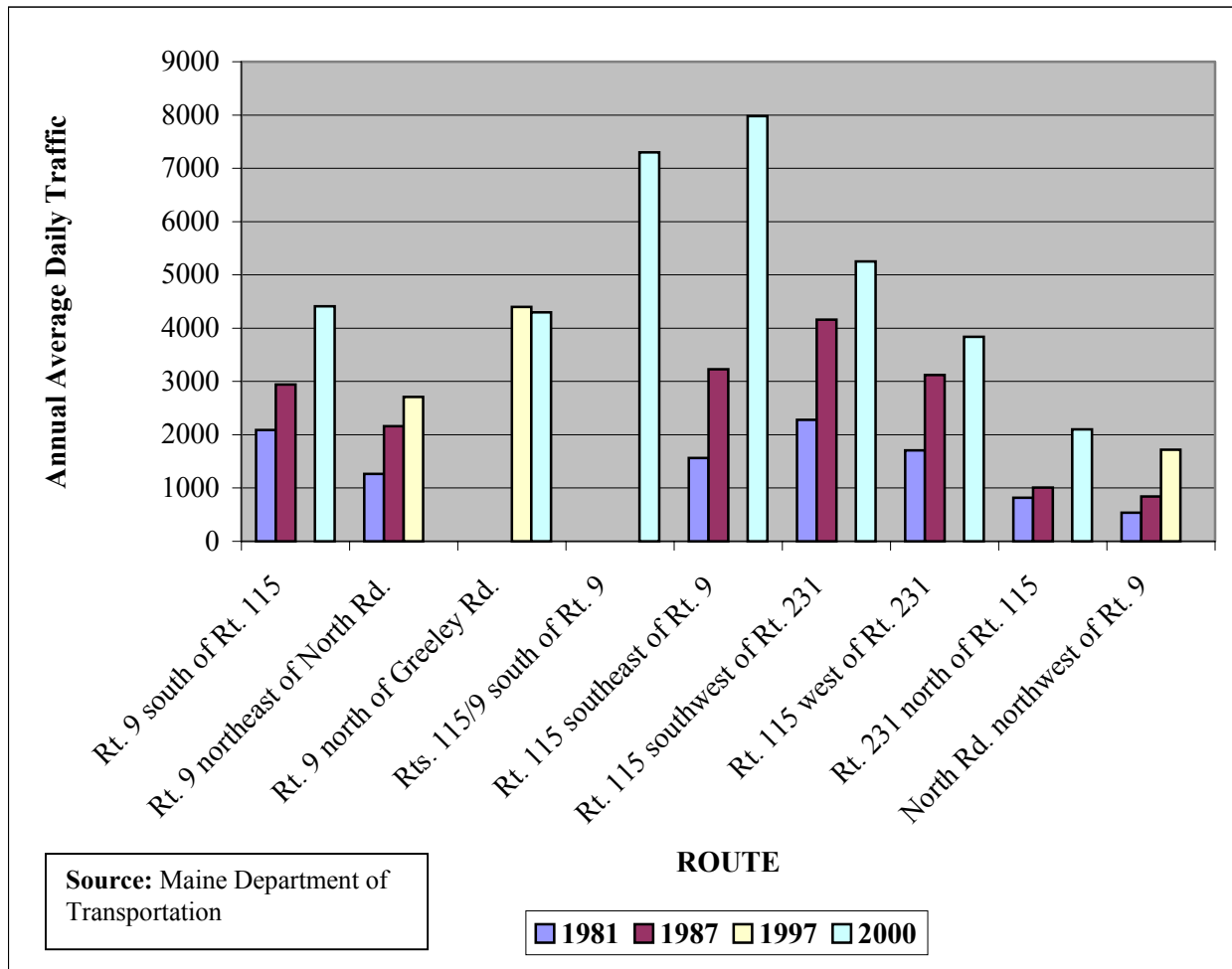
Table 10-1. Road Mileages by Classification	
Type Road	Mileage
State Roads	27.2
Town Roads	15.7
Private Roads	14.8
Total	57.7
Source: Administrative Assistant	

Average Daily Traffic Counts

The MDOT provides Annual Average Daily Traffic (AADT) counts in some North Yarmouth locations. AADT volumes are determined by placing an automatic traffic recorder at a specific location for 24 or 28 hours. The 24-hour totals are adjusted for seasonal variations based on factors that run 365 days a year on similar types of roadways. Figure 10-1 compares MDOT traffic count data for the years 1981, 1987, 1997 and 2000. In nearly all cases traffic volumes have increased significantly.

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Figure 10-1. Traffic Counts on North Yarmouth Highways



High Crash Locations and Safety Issues

High crash locations are defined by MDOT as roads in which 8 or more crashes have occurred within a 3-year period (2000, 2001, 2002). North Yarmouth has one area that MDOT classifies as a high crash location: the intersection of Route 115 and Route 231 is listed as having 8 crashes. According to MDOT records 6 of these were rear end crashes and two were turning movements. Of the eight, five were due to driver inattention, 1 driver failed to yield, 1 driver followed too closely and 1 driver traveled at an unsafe speed. It has been suggested that most of the accidents are due to driver's not coming to a complete stop, and that reconfiguration of the intersection could remedy the problem.

The Town is also very concerned about the intersection of North Road and Route 231, particularly given the increasing amount of traffic associated with Pineland. The configuration and visibility at the intersection, along with traffic volumes and speeds makes this a very dangerous situation. Additionally, because traffic volumes on North Road are expected to increase even more dramatically as Pineland is developed, the Town would like to have the MDOT take over ownership of the entire road between this intersection and the Yarmouth town line. Currently, the State owns the portion south of Memorial Highway and the towns owns the portion north of Memorial Highway.

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The intersection of Routes 9 and 115 in the village is also of concern. The acute angle of the intersection along with the high volume of traffic on both roads makes this a significant safety concern.

Another chronic safety concern is speed control, particularly on the main highways. The reliance on state and county law enforcement limits the amount of speed regulation that occurs in town. The Town has provided office space for the County Sheriff's Department at the Town Fire Station hoping that this will increase police presence in the community. There has also been some preliminary research into petitioning the MDOT to lower speed limits, but it appears that this could be an involved and, possibly expensive undertaking. The Selectmen are continuing to investigate options for addressing traffic speeds.

Highway Projects

Several state highways in North Yarmouth are included on MDOT's list of highway backlog, which refers to those roads that need reconstruction or other capital improvements to bring them up to modern safety standards and adequate structural capacity. The entire length of Route 231 and all of Route 9 are included on this list. State law enacted in May 2000 requires that these roads must be addressed within 10 years.

The following is a listing of MDOT projects currently included in MDOT Plans:

- **MDOT's Biennial Transportation Plan** (2002 and 2003) listed the following improvements:
 - Route 9 (Major Collector) – Beginning at Route 115 and extending easterly 8.53 miles to the Brown Road (Pownal) – Maintenance paving (hot mulch) – state funded (\$138,735)
 - Route 231 (Major Collector) – Beginning at Route 115 and extending northerly 11.46 miles to Route 4 (Gray/New Gloucester) - Maintenance paving (hot mulch) – state funded (\$177,273)
 - Bridge Road Railroad Crossing – located 1 mile east of Route 115 – Local and Railroad funded (\$75,000)
 - Route 9 – Reconstruction from Cumberland town line to Memorial School – 1.9 miles of improvement project with sidewalk – funded for construction in 2004.
- **MDOT's Six-Year Transportation Plan** (2002-2007) includes:
 - Route 115 (Major Collector) between Route 4 and Route 88 (Gray to Yarmouth) is scheduled for approximately 11.25 miles of highway reconstruction

Central Corridor Coalition - In addition, the Greater Portland Council of Governments is currently conducting a corridor study of Routes 100, 26 and 115, including the towns of Windham, Raymond, Gray, New Gloucester, Pownal and North Yarmouth.

North Road Improvement Project - Another project consist of improvements to North Road, which is an extension of work done in Yarmouth. This project is estimated to cost \$500,000 with a contribution of \$140,000 from the Town of North Yarmouth.

Local roads vary in condition (See Table 10-3). Sections that have been paved or reconstructed recently are in good shape. The Public Works Department utilizes a Road Survey and Management System to inventory, evaluate and plan for future road resurfacing and other improvements. The Department would like to enhance this system to include an accounting and geographic information-mapping tool (GISD). The Road Survey and Management System allows the town to schedule road improvements for the upcoming 5-6 years, with costs spread out over that time period.

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Bridges

Bridges on Routes 9, 231, and West Pownal Road, Milliken Road and Sligo Road have been upgraded and replaced. North Yarmouth maintains three of these bridges: Haskell Bridge located on the West Pownal Road, the Milliken Bridge over Chandler's Stream on the Milliken Road, and the Sligo Road Bridge. Other bridges in town are maintained by the MDOT, and/or the railroad. Bridges are in good condition.

Access Management

Access Management is the planned location and design of driveways and entrances to public roads. The unregulated addition of driveways and access points on a highway can greatly reduce traffic speeds, traffic safety and roadway efficiency.

In 2000, the legislature enacted An Act to Ensure Cost Effective and Safe Highways in which it directed the MDOT to draft rules and regulations for the design of driveways and entrances on state and state aid highways. The rules set standards (sight lines, vertical alignment, driveway width, etc.) for the construction of the driveway entrances within MDOT's right-of-way, and require permits for new driveways and entrances on state roads, as well as permits for changes in existing driveways and entrances, including changes of use. These rules are applicable to Routes 9, 115 and 231 and the North Road. The Town is required by MDOT to inform landowners and potential buyers in these areas of this permit requirement.

Access management standards are best implemented locally once the following three items have been determined:

- Land Use - where development should be encouraged and where it should be limited is extremely important since land development patterns can have the most impact on traffic conditions;
- Traffic Flow - the extent to which traffic on the arterials and major collectors in the community has increased in recent years and is likely to increase in the future; and
- The Plan's Relationship to Access Management - how the community's transportation and land use policies can be enhanced by sensible access management standards.

Sections of Routes 9, 115 and 231 and the North Road have been identified as suitable growth areas in North Yarmouth. These areas have also experienced the greatest increase in traffic and are subject to MDOT access management rules requiring MDOT permits for new entrances. Any new local access management standards should focus on these areas.

The Zoning Ordinance addresses access management to some extent. The Ordinance's regulations governing subdivisions, mobile home parks and site plan review projects (e.g., multifamily, commercial and industrial uses) require consideration of impacts to adjacent highways, and include some requirements for site distances and intersection designs. There are no access standards for land uses unless they are associated with subdivisions, mobile home parks or developments requiring site plan review.

Local Road Regulations and Standards

There are several sections of the Zoning Ordinance that specify construction standards for new roads. The General Standards of Performance specify parking requirements for dwellings, churches, retail establishments and several other office, retail and industrial uses; require that off-street loading and

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unloading be accomplished outside the public street; and describe the conditions that must be met for the construction of a public easement or private way.

The Site Plan Review standards include procedures for impact analysis and mitigation on the environment and public facilities and services. These provisions allow the Planning Board to require improvements as a condition of approval, if necessary. The Site Plan Review Standards also address vehicular access and parking and circulation.

As required by State Statute, the Subdivisions Standards must assure that a project will not cause unreasonable highway or public road congestion or unsafe conditions. The regulations include very limited design and construction standards for subdivision roads. Recent amendments have included a limitation on the length of dead end roads to 1,500 feet and a requirement that roads be designed to facilitate future connections as development takes place. The Town has a policy not to accept private roads including subdivision roads.

The Public Works Director is currently working on road construction standards and requirements for driveway permits that include minimum site distance, culverts, construction materials, storm drains, etc. There has been some discussion about the large number of private roads serving developments within the town, and the possibility that there will be a demand to have the Town take over maintenance and/or ownership of these roads. The Town has begun exploring various options, such as a town easement for snow plowing purposes, as opposed to the town taking over complete ownership of the road. Other options will also be explored to minimize fiscal impacts, if and when the town is asked to take over certain private roads.

Public Parking

Town-owned public parking is located at the Town Office, the Fire Station and at Wescustogo Hall, all located within the village. Parking is also associated with Memorial School. Parking is generally adequate, except when there are special activities at the school. The Town plans to widen Parsonage Road to provide additional parking within proximity to the school. Additional parking associated with the ball field at the Town Office grounds, will also be accessible for school activities.

Table 10-2. Public Parking in North Yarmouth	
Location	Approximate Number of Spaces
Town Office	40
Wescustogo Hall	35
Fire Station	20
Total	95
Source: Administrative Assistant	

Alternative Transportation

The Regional Transportation Program (RTP) provides bus and van services to North Yarmouth one day per week. This service receives considerable Medicaid funding and primarily provides transportation for elderly or disabled residents for shopping and errands. There is no long-distance scheduled bus service with stops in North Yarmouth. There is also no rideshare parking available in North Yarmouth, although there is a lot at the Freeport/Yarmouth exit off the Interstate. Additionally, commuters that work in the Greater Portland Area might be able to utilize the regional rideshare program. The Town may want to

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advocate for the establishment of a park and ride lot within town to address traffic during commuter hours.

Bicycling has become increasingly popular in recent years. The MDOT published the Maine Bike Map in 2000, but no bike routes were designated within North Yarmouth. Heavy traffic, no shoulders and narrow roads are major impediments to safe bicycle travel in the region. The increasing automobile traffic on the town's roads creates use conflicts and increases the likelihood of accidents occurring. The proposed sidewalk/paved shoulders along Route 9 from Cumberland to the Memorial School is to provide a safe location for bicycle and pedestrian traffic.

Other than the proposed sidewalk along Route 9, there are no sidewalks in North Yarmouth. Pedestrian traffic is greatest in the village along the existing roads. There are also a number of trails that have been developed within the Town Forest, at Skyline Farm and a trail between the Town Office and Wescustogo Hall and the Town Green has been proposed (*See Chapter 8, Open Space and Recreation*). Enhancement and expansion of the trail system and sidewalks within the village area would greatly improve the pedestrian and bicycle network within the community.

Air and Rail Transportation

There are no public air facilities located within North Yarmouth. The Portland International Airport that provides commercial passenger and cargo service is located about 15 to 20 miles from North Yarmouth.

While there are no rail stations located within the town, there are two very significant rail lines that transverse the town. One of these lines is owned and operated by Guildford Transportation and St. Lawrence and Atlantic owns and operates the other. They are currently used to transport freight, only.

The St. Lawrence and Atlantic (easterly line) has just been designated as a "high speed rail corridor" (between Portland and Auburn) making it eligible for certain federal funds. High-speed rail designation is a precursor to passenger service. Pineland has also expressed an interest in commuter rail service on this line. Funding is a major issue, because passenger rail has traditionally required subsidization. Pineland might be willing to participate in this to make it more viable. MDOT is currently looking at expanding Amtrak passenger service between Portland and Brunswick; this traffic would go through Yarmouth, not North Yarmouth. This service is anticipated by the year 2007. No timeframe has been attached to the Portland to Auburn corridor for passenger service.

The Guilford line is a major freight corridor that would connect the intermodal (truck/rail/port) facility in Portland to a proposed intermodal facility in Auburn near the airport.

Perhaps the biggest issue for North Yarmouth is how these rail lines affect future land use in the community, particularly where access to land is restricted by the location of the railroad.

There also is an abandoned rail line, which was sold to abutting landowners. There is interest in gaining trail access to the bed to be part of an interconnected trails system.

Public Opinion

The **Public Opinion Survey** included several questions pertaining to transportation issues.

With respect to the village area:

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- Construct sidewalks – 33% strongly supported; another 28% somewhat support constructing sidewalks in the village
- Construct bikeways – 44% strongly supported; another 27% somewhat support
- Widen roads – 23% strongly support; another 20% somewhat support; 23% somewhat oppose; 25% strongly oppose

In general:

- Better enforcement of traffic speeds – 31% yes, but with little increase in taxes; 19% yes, regardless of increase in taxes; 35% not needed
- Town acceptance/maintenance of privately built roads – 53% not needed; 27% yes, with little increase in taxes; 7% yes, regardless of taxes
- Improved public transportation (bus) – 60% not needed; 23% yes, but with little increase in taxes
- Improved public transportation (train) – 57% not needed; 26% yes, but with little increase in taxes

The **Visioning Sessions** – Increased traffic was identified as the third most pressing issue after population growth and loss of open space and rural character. Transportation issues identified include concerns about increasing traffic, and the speed and noise level of many of the vehicles that travel through the town, particularly the speed of traffic through the village. Many respondents expressed a desire to see sidewalks constructed in the village. Other pressing issues included impacts, such as traffic, from Pineland, and increased cost to taxpayers for town services, and increased [potential] cost to taxpayers related to town acceptance of some responsibility for private roads.

Conclusions

- ✓ Population growth and the suburbanization of the region have had an immense impact on the transportation system. Traffic volumes and speeds on North Yarmouth's roads have increased significantly over the past decade. There is concern that the town's roads were never designed to handle this level of use.
- ✓ Traffic speeds, particularly in village areas, need to be reduced. Increased enforcement, lower speed limits and traffic calming measures should be investigated.
- ✓ North Yarmouth is now a member of the Portland Area Committee Transportation System (PACTS), and should actively participate to take advantage of urban area funding and planning.
- ✓ The MDOT should upgrade Routes 231 and 9, currently included on the state backlog list. These upgrades should include addressing the following intersections:
 - The high crash location at the intersection of Routes 115 and 231
 - The intersection of Route 231 and North Road
 - The southernmost intersection of Routes 9 and 115 in the village
- ✓ MDOT and town highway construction projects should include consideration for pedestrians and bicycles, such as those that are planned for Route 9 between Cumberland and the village, and extending on to the Memorial School. Pedestrian and bicycle facilities should be high priorities in Village and Residential Districts.
- ✓ The development of Pineland will increase traffic on North Yarmouth highways. MDOT should own and maintain the entire length of North Road, and the road should be brought up to standards. Consideration should also be given to alternative modes of transportation and other mechanisms to reduce the number of vehicles.
- ✓ The Town uses the Roads Survey and Management System to prioritize and fund transportation improvements, which allows costs to be spread out over time. Consideration for sidewalk and bicycle facilities could be added to this system.
- ✓ The Town needs update construction and design standards for roads.

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- ✓ Access management provisions should be included in the Zoning Ordinance, Subdivision Regulations and/or Road Standards Ordinance, with different standards for growth areas and rural areas.
- ✓ Education on sharing roads with bicycles and pedestrians is needed.

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Table 10-3. Town Roads: Road Survey and Management System -2003

Road Name	Length	Width	Condition	Last Paved	Projection*	Drainage	Wetlands	Square Yd.	Tonnage	Estimated Cost	Job Scope
Baston Rd.	3772	21	Good	1986	2006	Ok	No	8801	854	\$33,000.00	1.75" Overlay
Bayberry Dr.	2150	22	Good	2000	2015	Ok	No	5255	450	\$189,000.00	1.5" Overlay
Cluff Rd.	1100	16	Poor	Gravel	Unknown	Fair	No	1955	220	\$9,250.00	2' Binder All
Deer Run Rd.	3750	21	Good	2000	2013	Poor	Yes	8750	730	\$30,600.00	1.5' Overlay
Delwin Dr.	1775	22	Good	2000	2010	V Good	No	4338	375	\$15,750.00	1.5" Overlay
Doughty Rd.	3790	22	Good	1991	2005	Good	No	8338	1400	\$68,200.00	Grind 3' All
Edna Ln.	992	22	Good	2000	2010	V. Good	No	2424	210	\$8,820.00	1.5" Overlay
Fayview Ln.	1350	22	Good	2000	2010	Good	No	3300	360	\$15,120.00	1.5" Overlay
Greely Rd.				Maintained By Cumberland							
Haskell Rd.	4795	22	Fair	1995	2005	Fair	No	11722	1627	\$68,375.00	2.5" Shim/Overlay
Henry Rd.	1345	21	Good	2000	2010	Good	No	3138	348	\$14,645.00	1.5" Overlay
Lawrence Rd.	1100	21	Good	2001	2011	Good	No	2566	215	\$9,050.00	1.5" Overlay
Ledge Rd.				Maintained By Yarmouth							
Long Hill Rd.	2066	21	Fair	1997	2008	Poor	No	4820	535	\$22,500.00	2" All
Lu Fkin Rd.	2990	21	Fair	1993	2005	Fair	No	6976	677	\$28,448.00	1.75" All
Lufkin (Gravel)	1750	21	Fair	Gravel	2015	Fair	No	4083	453	\$19,554.00	2" Binder
Meadow Creek	660	22	Good	1999	2012	Good	No	1613	135	\$5,670.00	1.5 Overlay
Mill Rd.	11050	21	Good	1999	2013	Good	Yes	25783	2150	\$90,300.00	1.5" Overlay
Milliken Rd.	7000	21	Good	2002	2015	Good	Yes	16350	1360	\$57,225.00	1.5" Overlay
Mountfort Rd.	11000	22	Good	1999	2015	Good	Yes	26888	2240	\$100,833.00	1.5" Overlay
North Rd.	9900	22	V. Poor	3200' /2003	2004/05	V. Poor	No	24200	4033	\$275,000.00	Grind 3" All
Parsonage Rd.	1600	22	Fair	1989	2004	Poor	No	3911	220/330	\$32,900.00	1' Shim 1.5' Overlay
Pea Ln.	860	21	Excellent	2001	2014	Good	No	1806	160	\$7,000.00	1.5" Overlay
Princewell Rd.	1880	21	Excellent	2001	2015	Good	No	4386	370	\$15,540.00	1.5" Overlay
Princewell -Pvt.	950	21	Good			Good	Yes	2216	190	\$7,980.00	1.5" Overlay
Royal Rd.	8000	21	Good	1997	2009	Fair	Yes	18666	1555	\$65,350.00	1.5" Overlay
Sligo Rd.	10500	22	V. Good	2002	2012	V. Good	Yes	25666	2138	\$96,250.00	1.5" Overlay
Sligo Rd. (Gravel)	3290	21	Good	2003	2016	Good	Yes	7676	852	\$31,550.00	2' Binder All
Smithwood Dr.	800	21	Excellent	2001	2014	Good	No	1866	160	\$7,000.00	1.5" Overlay
Steeplechase	2000	22	Good	1989	2009	Good	No	5000	420	\$18,900.00	1.5" Overlay
Sweetser Rd.	2410	21	Good	2000	2013	Good	Yes	5623	470	\$19,750.00	1.5" Overlay
Sweetser Rd.	2570	21	Fair	Gravel	Unk.	Fair	Yes	6416	1070	\$51,360.00	3" All
The Lane	2700	21	Poor	Gravel	Unk.	Fair	Yes	6300	1050	\$47,250.00	2"Binder/1.5"Surface
Thunder Rd.	1500	21	Good	Gravel	2006	Good	Yes	3500	400	\$16,000.00	2"Binder/1.5"Surface
Town Farm Rd	3700	21	V. Poor	1993	2004	V. Poor	No	8650	1922	\$86,490.00	Grind 3" All
Wescustago Ln.	2700	14	Fair	1999	2015	Fair	Yes	4200	350	\$15,575.00	1.5" Overlay
West Pownal Rd.	9949	21	Fair	2003	2015	Good	Yes	23214	1935	\$72,650.00	Shim @1.5 All
Dpw Garage					2005					\$18,000.00	Binder 2"
Source: Public Words Director * Projected Dates Subject To Change						Total Cost Projection Over Next 13 Years				\$1,670,885.00	Based On 2002 Pavement Cost

CHAPTER 11. PUBLIC FACILITIES AND SERVICES

Town Government

North Yarmouth has a Selectmen-Town Meeting form of government. The Town Charter establishes the date of the Annual Town Meeting in March; the various town offices, boards, and committees and how they will be appointed or elected; it establishes the position of Administrative Assistant and specified his/her duties; and provides guidance on how certain fees should be handled.

The Administrative Assistant is the chief administrator, who works under the direction of a five member Board of Selectmen. Selectmen also serve as Overseers of the Poor. Other elected offices Include:

- Cemetery Commission (5 members)
- Yarmouth Water District (1 representative)
- Directors of School Administrative District 51 (3 representative)
- Budget Committee (9 members)

Appointed positions include:

- Assessor (Certified Maine Assessor)
- Board of Assessment Review (3 positions)
- Recreation Commission (5 members, 2 alternates)
- Planning Board (5 members, 2 alternates)
- Zoning Board of Appeals (5 members, 2 alternates)
- Conservation Commission (7 members, 2 alternates)
- Shellfish Conservation Commission (3 members, 2 alternates)

The Selectmen also appoint the office of Town Clerk*, Town Treasurer*, Tax Collector*, Registrar of Voters, Code Enforcement Officer*, General Assistance Administrator*, Road Commissioner, Civil Defense Director, Dog Warden, Health Officer, Electrical Inspector, Building Inspector and Fire Chief. (**Positions currently held by the Administrative Assistant*)

Day-to-day town services are provided at the Town Office by a staff consisting of the Administrative Assistant, an office manager, a counter clerk, a part-time clerk, codes inspector, public works director, and part-time assessor. The Town Office is open all day Monday through Thursday, Friday mornings and Monday until 6 pm.

The Administrative Assistant is currently preparing a budget item for the March 2004 Town Meeting to create a full-time position with the following responsibilities: code enforcement, building inspection and issuance (including electrical and fire codes), plumbing inspection, private road inspection and staffing for the Planning Board and the Zoning Board of Appeals. Staffing levels should be adequate, with this addition.

The Town maintains a WEB page that provides considerable additional information about town government, services and facilities (www.northyarmouth.org).

Town Office Building

The Town Office Building, located at 10 Village Square Road in North Yarmouth was purchased in 2001. The original structure was built in 1994, and then renovated into a town office in 2001. The Town Office

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is located on approximately 15 acres, and includes a new Village Green and ball field. The two-story building with a basement, houses offices on the first and second floors and a meeting room downstairs for up to 50 people (*Town meetings and other larger gatherings are held at Wescustogo Hall*). The Town would like to install central air conditioning and an elevator to provide handicapped access to the third floor offices. The Town plans to apply for a Community Development Block Grant to fund the elevator, estimated to cost approximately \$120,000. With this improvement the facility should be adequate for the next ten years.

Public Works

The Public Works Department is responsible for maintenance and capital improvements associated with the Town's roads and storm drainage systems, parks, cemeteries and public buildings. The Department is staffed with a full-time Public Works Director and two full-time employees. Staffing has been changed recently due to increased demand for snowplowing and sanding in the winter. Full time employee levels are now based on winter needs. The Department operates on an annual operating budget of approximately \$440,000.

The Public Works Garage is located off Parsonage Road in the Village. It was constructed in 1988 and is in good condition. The facility includes the sand and salt storage building, and a cold storage building constructed in 1994/5. The Town anticipates needing additional cold storage sometime within the next 5 years. The public works facility is located on 30 acres of land with an additional 30 acres to be added within the very near future. The additional 30 acres consists of a sand and gravel pit that should serve most of the Town's needs well into the future. The sand and gravel operation includes screening equipment, which will need to be replaced within 4-5 years, the cost of which has been figured into the purchase of the land.

The Department provides for most of the Town's road construction and maintenance needs. In the summer an excavator is leased. A list of the Department's major equipment is included in the Capital Equipment Replacement and Facilities Plan (*See Table 11-6*).

Future growth within the community could have a significant impact on the staffing, equipment needs and garage space of the Public Works Department. Increased traffic resulting in greater wear and tear on the roads, the transfer of maintenance and/or ownership of private roads to the Town, and accept new subdivision roads in growth areas, as this plan proposes, could all increase the demands on the department. The Town's current policy is not to accept new roads, and that a town meeting vote is required for any acceptance.

Solid Waste Disposal and Recycling

North Yarmouth is a member of Regional Waste Systems, Inc. (RWS), which operates a waste to energy facility and recycling facility in Portland. Solid waste is picked up curbside weekly on Tuesdays or Thursdays. The current contractor for curbside collection is Waste Management of Maine. There is an annual large item drop off at the Public Works garage, and an annual hazardous waste drop off held jointly with a neighboring community. Demolition debris is disposed of by Riverside Recycling Center in Portland. The Town budgets approximately \$130,000 for solid waste disposal and contracts \$60,000 for curbside collection.

Recycling is provided via the "Silver Bullet" container at the rear of the Walnut Hill Fire Station at the intersection of Walnut Hill Road and Cumberland Road. Newspaper, magazines, office paper, mail, paperboard, milk jugs, tin cans and glass are recycled. Currently the recycling rate is 12-13%, 15-18%

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including bulky waste. The Town will face increasing waste disposal costs with population growth, particularly if recycling is not increased. Other towns, such as Portland have increased their recycling rates substantially, which has lessened their proportion of the waste stream. RWS conducts a 5-year rolling average assessment on each town to calculate costs based on the volumes.

Since the debt on the Town's share for RWS will not mature until 2018, it is unlikely that there will be any change in overall solid waste disposal and recycling within the next decade. However, increasing population growth will increase the volume of waste, and disposal costs. Increased recycling rates, particularly with good markets for recyclables can offset the increasing costs. Additionally, cost incentives to encourage individuals to reduce the volume of waste materials through purchasing decisions and recycling will help. The following suggestions have been made: recycle cardboard and investigate pay-per-bag trash pick-up and curbside pick up of recyclables to increase recycling rates.

Fire and Rescue

The North Yarmouth Fire and Rescue Department is a volunteer department that provides 24-hour on-call service from the Walnut Hill Fire Station located in the Village. With the exception of the Fire Chief, who receives \$1,500 per year, volunteers are not paid. The Town provides a training and operating budget (approximately \$95,000 annually), as well as replacement schedule for fire/rescue vehicles in the Capital Equipment Replacement and Facilities Plan (*See Table 11-6*). Volunteers raise another \$10,000.

The Walnut Hill Fire Station, built in 1970, and expanded in 1990, should be adequate for the foreseeable future. Its central location makes it possible for fire service to reach any part of North Yarmouth in less than ten minutes, with even faster response times achievable in areas away from the town center through mutual aid agreements from adjoining towns. The Town has mutual aid agreements with Cumberland, Gray, New Gloucester, Freeport and Pownal.

The Rescue Service operates emergency ambulance service out of the Walnut Hill station, as well, and has a similar response times. The Rescue Service is licensed at the Basic Level and permitted to the Paramedic Level of care. This means that there is an automatic assurance of basic Emergency Medical Technician (EMT) service with two North Yarmouth paramedics available when needed. As additional backup, the Town has an agreement, and pays for an on-call paramedic service through Cumberland and Yarmouth. As of August 1, 2003, North Yarmouth began billing users of the North Yarmouth Rescue for the costs associated with the service.

According to town officials the number of calls for fire and rescue services have increased over the past decade. They also note there has been a decrease in the number of fire calls (most of which are now for auto accidents), and an increase in rescue calls, probably due to changing demographics with more and more older people living in the town. This trend is expected to continue, and would increase dramatically with the addition of elderly housing or an assisted living facility.

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Table 11-1. Fire and Rescue Department Service Levels			
Year	Fire	Rescue	Total Calls
1998	124	174	298*
1999	88	184	272
2000	76	160	236
2001	172	167	339
2002	134	176	310
*Note: Some Calls Related To Major Ice Storm			
Source: Town Reports			

The biggest issues for the Fire and Rescue Department are getting adequate numbers of volunteers and the need to pay volunteers while on-call. Many firefighters and rescue personnel work at other jobs within and away from North Yarmouth during the week, sometimes making it difficult to provide on-call 24-hour service. While mutual aid agreements have helped fill in the gaps, the town's growing and aging population may require more services than the current system can accommodate.

Other issues are increasing federal and state mandates for more rigorous equipment and training, some of which is the result of emerging health issues (e.g., hazardous waste, blood-borne pathogens, etc.).

Population growth and the changing demographics will result in increased demand on fire and rescue services. It is anticipated that the Town will need to address the need for increased level of services, such as paid on-call fire and rescue personnel within the next ten years.

Police Protection

The Maine State Police and the Cumberland County Sheriff's Department provide police services to North Yarmouth. North Yarmouth does not have its own police department. In an effort to increase police presence, the Town began providing office space at the Fire Station for the Cumberland County Sheriff's Department (substation) in 2002. Traffic speeding is perhaps the most significant concern.

The Town is also currently involved in a regional study with Gray and New Gloucester to look at 7-day-per-week, 24-hour police coverage. The estimated cost of this service would be \$80,000 to \$100,000 per year. The Town is also investigating other options such as contracting for coverage through Cumberland or Yarmouth's police departments. The Town hopes to address its police protection needs for the future through one of these alternatives.

Enhanced 911 Services

Enhanced 911 services are in place in North Yarmouth. Dispatching is handled through the Cumberland County Sheriff's Department with calls going through the Yarmouth Fire and Rescue.

Public Water

Most residents of North Yarmouth rely on ground water for their water supply. There are approximately 1,250 housing units in North Yarmouth, with about 977 households with private water supplies and 273 households with hook-ups to Yarmouth Water District (YWD) service.

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The YWD provides public water to about 3,300 households in Yarmouth and 273 households (approximately 680 people) in North Yarmouth. Public water service is provided to areas of the village, and along the southern portions of Sligo Road and North Road. YWD serves the Memorial School and the municipal buildings.

YWD obtains all of its water from 3 wells located in North Yarmouth. Back-up emergency supplies are available from the Portland, Freeport and Cumberland public water systems. In order to increase its capacity, the YWD is also considering expanding its capacity through the development of an additional ground water supply at an aquifer located in the northeastern portion of North Yarmouth within the next ten years. The District anticipates that this expansion would provide an adequate supply for many years. The YWD wells are high yield wells with excellent water quality that does not require treatment, which means that water rates are some of the lowest in the state. (*See Chapter 4. Water Resources*)

Public Sewerage

There is no public sewerage system within the town. All sewage service for residential and commercial properties is private, and is provided through privately constructed and maintained septic systems.

Public sewers are available in adjacent areas of Cumberland and Yarmouth, but do not offer any immediate or near-term opportunities for North Yarmouth. In 2001, the MSAD #51 began looking for a site for a new middle school. One of the issues of a North Yarmouth site was lack of public sewer. Informal talks with Yarmouth and Portland Water District provided an initial idea of the feasibility and cost of having public sewer for the site, which was to be located adjacent to the village. A Yarmouth line would involve an extension from the Yarmouth town line, down Route 115 to the site. Unfortunately Yarmouth has not yet optimized this system in Yarmouth and does not have enough units, or any obligation, to allocate them to North Yarmouth. Another issue is the high cost of running the line under two sets of railroad tracks. A Portland Water District sewer line would extend from the Cumberland town line down Route 9, and would result in a much larger undertaking. For the present, North Yarmouth faces a very high cost for getting sewer.

Septage disposal from private septic systems is done through a contract with the Portland Water District (PWD) for a sum of about \$15,000 per year. Individuals are also charged a dumping fee by the PWD through the contractor that pumps their tank.

Cemeteries

North Yarmouth owns and maintains 3 public cemeteries. The largest, Walnut Hill Cemetery is located on Walnut Hill Road just north of the Walnut Hill Fire Station. Pine Grove Cemetery is located in a tall grove of pines on Hallowell Road (Rt. 9) near the Pownal town line. Cluff Cemetery is a small cemetery, located on Cluff Road (off Milliken). Lots are no longer sold in Cluff Cemetery. The North Yarmouth Cemetery Commission is responsible for overseeing management of these cemeteries. There are no known private cemeteries. North Yarmouth has adequate cemetery space for the foreseeable future.

Town Parks and Recreation Halls

Town-owned Wescustogo Hall located in the village along Route 9 is used extensively for town and community functions. Built in 1946, this former Grange Hall can seat as many as 150 people, and has full kitchen facilities. More than thirty different groups use the hall on a monthly basis, including non-profit and youth oriented groups and the Cumberland Recreation and Adult Education Program. The Hall is also

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available for rentals. While maintenance of the building is paid for through the income from rentals, the Town budgets \$5,000 per year for improvements.

North Yarmouth currently owns and maintains four parks:

- **The Village Green** is located on approximately 2 acres between the Fire Station and Wescustogo Hall, and spans the area from Walnut Hill Road to Memorial Highway. A walkway will eventually connect the Walnut Hill Commons area with the Municipal Building and the Memorial School.
- **Veteran's Memorial Park** is located at the corner of Parsonage Road and Memorial Highway (Rt. 9) adjacent to the North Yarmouth Memorial School. Plaques honor the veterans of all wars, and those who died in World War II.
- **Meeting House Park**, located on Memorial Highway comprises 62 acres of open space in the geographical center of the town. Work continues on perimeter walking trails, along with parking areas and interpretive signage. Much of the floodplain and freshwater wetland area is protected by a Federal easement to the Rachel Carson National Wildlife Refuge. Further development of this Park will provide passive and active family recreational area for years to come.
- **Wescustogo Park**, a gift from Robert and Elizabeth Nanovic, comprises 10 acres of open fields with access to the Royal River. A hand-carry canoe launch provides access to the Royal River. Wescustogo Park is located on New Gloucester Road (Rt. 231) at the Royal River.

(Also, see Chapter 8. Open Space and Recreation)

Cumberland Community Education and Recreation Program

The majority of recreational programs provided to North Yarmouth citizens are through an arrangement with the Town of Cumberland and SAD 51. North Yarmouth has a representative on the Cumberland Community Education and Recreation Program Board of Directors. In addition to tax support of SAD 51, North Yarmouth pays a stipend to Cumberland (approximately \$60,000 in 2003). This entitles North Yarmouth families with full access to the Cumberland Community Education and Recreation Program. This is a four-season program that includes a full time recreation director. The program makes use of SAD 51 facilities in both towns including swimming pool, gym, tennis courts, baseball field, soccer fields and track. Classrooms are also used for a variety of adult education programs. Other facilities in Cumberland which are included in those program are: tennis courts, an outdoor skating rink as well as the West Cumberland Hall, a community hall with approximately 175 person capacity. Cumberland owns Val Halla golf course and although it is not a formal part of the Cumberland/North Yarmouth recreation program, it is open to the public.

Library

Library services are contracted with the Town of Cumberland and the Prince Memorial Library located on Main Street in Cumberland. North Yarmouth pays Cumberland \$85,000 annually for these services. The Memorial Elementary School (MSAD #51) also has a library for its students.

Hospitals and Clinics

There are no hospitals or clinics, physicians or dentists within North Yarmouth. Residents generally use the full range of medical services provided by medical facilities located in neighboring towns and hospitals in Portland and Lewiston.

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Churches

There are four churches within North Yarmouth: the Latter Day Saints Church, the Congregational Church, the Jehovah's Witness Church and the Baptist Church.

Electrical Service/Central Maine Power

Central Maine Power Company (CMP) transmits electricity to North Yarmouth residences and businesses. CMP provides transmission lines, metering, wires, and poles. Under electric power deregulation, electricity is generated from a variety of sources.

Communications

Communications are largely through the Portland newspapers, the Weekly Shopping Notes and the Falmouth Forecaster. Telephone service is provided by a number of carriers. North Yarmouth does not have its own phone exchange, and service is through Yarmouth, Cumberland and Gray exchanges. Public Cable provides cable T.V. services throughout the town. Cellular telephone communication is available from a variety of companies.

The Needs Assessment conducted in preparation for this Plan identified a lack of community cohesiveness and concern over communication within the town. One effort to address these issues has included the establishment of a Town WEB page that provides up-to-date information on town affairs, facilities and services. Community organizations, such as the Historical Society and the Recreation Committee also work to involve residents in community activities.

Public Education

The Maine School Administrative District #51 (MSAD #51) serves the communities of North Yarmouth and Cumberland with educational facilities in both towns. MSAD #51 is fully accredited by the New England Association of Schools and Colleges and has been designated a National School of Excellence by the U. S. Department of Education. The District has an eight member Board of Directors; of which three are representatives from North Yarmouth.

School enrollment increased by 50% between 1990 and 2003 (*Table 11-2*).

Table 11-2. MSAD #51 Enrollment History			
School Year	Enrollment	School Year	Enrollment
1990-1991	1,584	1997-1998	2,053
1991-1992	1,603	1998-1999	2,166
1992-1993	1,636	1999-2000	2,240
1993-1994	1,657	2000-2001	2,344
1994-1995	1,719	2001-2002	2,366
1995-1996	1,850	2002-2003	2,342
1996-1997	1,932		
Source: MSAD #51			

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According to school enrollment projections, overall enrollments in MSAD #51 are projected to increase from 2,369 (2003/04) to 2,420 by the school year 2012/13², a modest 2%. Enrollments for the various levels will fluctuate with the highest enrollments as follows: primary 784 (2006/07), elementary 419 (2010/11), 630 (2003/04) and high school 768 (2006/07). It is important to note that these projections are based on the assumption that the towns' building caps will remain in place, thereby limiting in-migration of families with children or of childbearing age. MSAD #51 has an excellent reputation for academic excellence making Cumberland and North Yarmouth attractive places for families with children (*Table 11-3*). The results of Maine Education Assessment Tests (MEAs) indicated that the District was within the top ten highest ranked in the state in all categories and grades for 2001-2002.

Table 11-3. Academic Indicators - MSAD #51 2001–2002 MEA Results			
4th Grade MEA:	District Average	State Average	Statewide Rank
Reading	543	538	4 th
Writing	532	529	6 th
Math	535	530	6 th
8th Grade MEA:	District Average	State Average	Statewide Rank
Reading	543	537	5 th
Writing	543	536	4 th
Math	534	527	8 th
11th Grade MEA:	District Average	State Average	Statewide Rank
Reading	546	540	4 th
Writing	547	536	3 rd
Math	537	534	4 th
Source: Maine Department of Education			

MSAD # 51 has a number of school expansions and renovation projects underway or planned to increase capacity. MSAD #51 schools are listed in Table 11-2. North Yarmouth students attend Mabel I. Wilson Elementary for grades K-3; North Yarmouth Memorial School for grades 4 and 5; Drowne Road School for multi-age 5th/6th or 6th grade; Greeley Junior High for grades 7 and 8; and Greeley High School for grades 9 through 12. All of these schools with the exception of the North Yarmouth Memorial School are located in Cumberland.

MSAD#51 plans to construct a new Middle School and to renovate the Greeley Junior High. The new Middle School, which will cost \$18 million (\$2 million in local funding and \$16 million in State funding) will house the 6th, 7th and 8th grades and will be located on the Greeley Campus. This school will have a capacity for 750 students. The 1950s portion of the Greeley Junior High will be renovated for additional high school space at an estimated cost of \$5 million in local funding. This is an interim measure, until the District can construct a 42,000 square foot addition to the High School, which is anticipated within the next 3 to 5 years. The District anticipates that the High School expansion will cost around \$12 million, and will be applying to the state for funding in the near future.

No other new schools or major school expansions are anticipated within the next decade.

² *School Enrollment Projections for SAD #51*, Planning Decisions, December 2002

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Table 11-4. MSAD #51 Schools			
School	Grades	Enrollment	Comments
Mabel I. Wilson Elementary	K-3	683	Built in 1967; renovated in 1995. School is at capacity, need to address the need for more space.
Drowne Road School	5 th – 6 th & Multi-age	218	Task force looking at future use of this school, after 6 th grade is moved to the new middle school*. Could provide additional elementary school space.
Chebeague Island	K-6	26	Adequate for the foreseeable future.
Greeley Junior High/Greely Institute and Gyger Gym	7-8	407	Built in 1860. 1950s portion of school to be renovated to provide addition high school classroom space until the High School can be expanded
Greeley High	9-12	665	School is beyond capacity. Expansion planned with 3 to 5 years.
North Yarmouth Memorial	4-5	320	Has been renovated a number of times, and is in good condition
Note: *Contingent on passage of Nov. 2003 referendum for funding.			
Source: SAD #51 Office			

According to the MSAD #51 Finance Director, school debt is currently at a level where state funding can be used for school construction, such as for construction of the Middle School. He also noted that the District's current debt load is low, and well below the amount permitted by state law.

The increasing cost of education is a big issue within North Yarmouth, as well as in most other areas of the state. However, according to the Maine Department of Education MSAD #51's per pupil operating costs for 2001-2002 were \$6,035 as compared to the state average per pupil operating cost of \$6,233. MSAD #51 ranks 142 in the state out of 261 school districts.

Per pupil expenditures for MSAD #51 are relatively low as compared to other area school districts (*Table 11-5*). Only the New Gloucester/Gray district has a lower per pupil operating cost. Educational attainment and household incomes are also lower in the New Gloucester/Gray district.

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Table 11-5. Comparisons with Neighboring Communities					
Town	Educational Attainment*	Median Household Income	2001-2002 Per Pupil Expenditures	% Difference in Per Pupil Expenditures Compared to MSAD #51	2001-2002 Per Pupil Expenditures State Rank**
Cumberland	50.3%	\$67,556	\$6,035	0%	142
North Yarmouth	45%	\$60,850	\$6,035	0%	142
Yarmouth	57.2%	\$58,030	\$7,679	+27%	29
Freeport	38.3%	\$52,023	\$7,001	+16%	47
Cape Elizabeth	58.7%	\$72,359	\$6,876	+14%	64
Falmouth	53.2%	\$66,855	\$6,911	+14.5%	62
Gray/New Gloucester (SAD 15)	28%/22%	\$50,107/ \$49,599	\$5,874	-2.6%	159
*Percentage of Residents over the age of 25 with 4-year degrees or higher based on 2000 US Census					
** Data from Maine State Department of Education. Total of 261 school units reporting.					
Source: Maine Department of Education					

Regional Coordination

North Yarmouth participates in a number of regionally coordinated efforts with adjoining and nearby towns to provide public facilities and services. These include:

- Solid waste disposal and recycling through RWS
- Hazardous waste disposal coordinated with neighboring towns
- Water Supply for the Yarmouth Water District; Yarmouth
- Mutual aid agreements for fire protection and rescue services with surrounding towns
- Maine State Police and Cumberland County Sheriff's Department for police services, and possible future sharing of a police officer, or contracting for coverage through an adjacent community
- Participation in the Cumberland Community Education and Recreation Program
- Contracting for library services through Cumberland's Prince Memorial Library
- Maine School Administrative District 51 and the Town of Cumberland

The Town is also participating on the Central Coalition, coordinated through the Greater Portland Council of Governments. The purpose of this of this effort is to seek ways that the corridor municipalities can better coordinate the provision of services and facilities, including roads.

Public Opinion

Public Opinion Survey:

Regarding improvements to the Village:

- 53% indicated support for village center enhancements
- 48% of respondents supported expansion of public water service, 28% were opposed
- 31% of respondents supported expansion of public sewer, 48% were opposed
- There was no consensus on widening main roads and encouraging the construction of shared private septic systems.

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Regarding improvements, expansions or changes to public services and facilities over the next ten years:

- 76% of respondents indicated support for regionalization of services (towns in the region combining services and facilities, such as emergency services, solid waste disposal, etc.)
- A majority of respondents (50% to 60%) indicated the following were not needed: town police force, town acceptance of privately built roads or public bus or train transportation
- 40% of respondents indicated support for a paid fire department; 42% indicated this was not needed
- 71% of respondents indicated support for a strong town recycling program
- 50% of respondents indicated support for better enforcement of traffic speeds
- 62% indicated support for expanded elderly services
- 58% indicated support for expanded youth programs

Regarding community involvement, respondents indicated that:

- Community newsletters sent through the mail are the best means of communication between the town and townspeople (62% response)
- E-mail notices, and notices in the Falmouth Forecaster and Shopping Notes are other means of communication (30% -34% response)

Visioning Sessions - Most pressing issues included:

- Increased cost to taxpayers for town services
- New school
- Increased cost to taxpayers for town acceptance of private roads

Conclusions

The following public facilities and services issues and needs have been identified.

- ✓ The Town Office facility is adequate to meet the future needs of the community. However, the town would like to install central air conditioning and an elevator at the town offices to provide handicapped access to additional office space on the third floor. A Community Development Block Grant will be sought to fund this project that is estimated to cost approximately \$120,000.
- ✓ Public Works capital needs are included in the Capital Equipment Replacement and Facilities Plan (*See Table 11-6*). In addition, another cold storage building will be needed sometime within the next 5 years. Future growth within the community could have a significant impact on the staffing, equipment needs and garage space of the Public Works Department. Increased traffic resulting in greater wear and tear on the roads, the transfer of maintenance and/or ownership of private roads to the town, and accept new subdivision roads in growth areas, as this plan proposes, could all increase the demands on the department. The Town's current policy is not to accept new roads, and that a Town Meeting vote is required for any acceptance.
- ✓ The Town will face increasing waste disposal costs with population growth, particularly if recycling is not increased. Increased recycling rates, particularly with good markets for recyclables can offset the increasing costs. Additionally, cost incentives to encourage individuals to reduce the volume of waste materials through purchasing decisions and recycling will help, as well. The following suggestions have been made: recycle cardboard, increase recycling rates, and investigate pay-per-bag trash pick-up and curbside pick up of recyclables.
- ✓ According to town officials the number of calls for fire and rescue services have increased over the past decade. The most notable change in calls has been the decrease in fire calls (most of which are for auto accidents), and the increase in rescue calls, probably due to changing demographics with an increased proportion of older people living in the town. This trend is

PUBLIC FACILITIES AND SERVICES

expected to continue, and could increase dramatically with the addition of elderly housing or an assisted living facility.

- ✓ The biggest issue for the Fire and Rescue Department is having adequate numbers of volunteers to respond to calls 24 hours per day. Many firefighters and rescue personnel work at other jobs within and away from town during the week, making it difficult to provide on-call 24-hour service. While mutual aid agreements have helped fill in the gaps, the town's growing and aging population may require more services than the current system can accommodate. It is anticipated that the town will need to address the need for increased level of services, such as paid on-call fire and rescue personnel within the next ten years. Fire and Rescue Department capital needs are included in the Capital Equipment Replacement and Facilities Plan (*See Table 11-6*).
- ✓ The Town is currently involved in a regional study with Gray and New Gloucester to look at 7-day-per-week, 24-hour police coverage. The estimated cost of this service would be \$80,000 to \$100,000 per year. The Town is also investigating other options such as contracting for coverage through Cumberland or Yarmouth's police departments.
- ✓ The Needs Assessment conducted in preparation for this Plan identified a lack of community cohesiveness and concern over communication within the town. One effort to address these issues has included the establishment of a Town WEB page that provides up-to-date information on town affairs, facilities and services.
- ✓ MSAD #51 has a reputation for academic excellence, making Cumberland and North Yarmouth attractive locations for families with children. However, enrollment projections suggest only modest increases based on demographic trends and the existing building caps in both communities.
- ✓ The cost of education is a major issue, however compared to other area communities per pupil operating costs are lower. In addition, MSAD #51's per pupil operating cost of \$6,035 is below the state average per pupil operating cost of \$6,233.
- ✓ MSAD #51 plans to construct a new Middle School and renovate the Greely Junior High. Phase two of the High School expansion, construction of a 42,000 square foot addition, will be sought within the next 3 to 5 years. This project is estimated to cost about \$12 million, and the District will be applying for state funding in the near future.

Table 11-6. Capital Equipment Replacement and Facilities Plan - 2004

Item	Est. Cost	Budget	Accrued	2003	Accrued	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015`	Accrued
		<u>2002</u>	<u>12/31/02</u>	<u>Approp.</u>	<u>to date</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Appro</u> <u>p.</u>	<u>Next</u> <u>purchase</u>
Mower/Tractor (JD 4300)	20000	1538	4810	1576	6386	2600	2675	2760	2850	2930	1820	1861	1895	1935	1975	2020	2065	20201
Backhoe (2003)	100000*		39404	37880		9500	9785	10070	10400	10700	11015	11350	11700	12030	12395	10000	10000	108945
Front-end Loader (1994)	90000	11531	49421	**	49421	7250	7470	7700	7950	8175	8450	8675	8900					105091
Plow Truck (2001 Mack)	110000	6675	6810	6842	13652	7013	7188	7360	7533	7706	7879	8052	8300	8550	8810	9100	9373	110518
Plow Truck (1994 Ford L8000)	110000	8328	53015	8536	35927	12345	12345	12345	12720	13100	13490	9166	9166	9166	9166	9166	9166	112272
Plow Truck (1998 Intl)(trade)	110000	6765	28993	6934	61551	7100	9200	9200	9200	9475	9775	10050	10355	10675	11000	11330	11700	68651
Utility Vehicle (2002 F550)	40000	17940	-		0	8000	10000	10000	12000	10000	12000	14000	16000					40000
Utility Vehicle (1/2 ton-used)	8000	0	-	2500	2500	2500	2500	3000	3000	3000	3000	3000	3000					7500
JD 318 Cemetery Mower *	7500				0	5000	1000	1250	1500	2000	2500							13250
Rawson Screen Plant (leased)	85000						10000	10000	10500	11000	12000	13000	13500					80000
Computer System - Upgrades		5125	5228	5253	10481	5384	5519	5651	5784	5917	6050	6183						****
Ambulance	200000	18750	13856	16000	29856	16800	17600	18400	19200	20000	20800	21600	22250	22900				239262
Fire Truck (1977 Pierce) ***	279000	33333	51385	33333	84718	40000	40000	40000	40000	40000								284718
Engine 2 Fire Truck (2016)	335000				0	25750	25750	25750	25750	25750	25750	25750	25750	25750	25750	25750	25750	309000
Tank 3	210000				0	35000	35000	35000	36100	37200	38250							216550
Engine Four										25000	25000	25000	25000	25000	25000	25000	25000	
Ongoing Facility Maintenance Fund		8610	31000	8825	15825	9046	9267	9488	9709	9930	10151	10372	10593	10814	11035	11256	11477****	
Land Purchase Reserve Fund		25000	55389	25000	30389	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	25000	330389
		143595	339311	152679		218288	230299	232975	239197	266884	232931	193060	191409	151820	130131	128622	129531	
Debt Service							-40000	-40000	-40000	-40000								-160000
Screening Plant							-10000	-10000	-10500	-11000	-12000	-13000	-13500					-80000
Totals				152679		218288	180299	182975	188697	215884	220931	180060	177909					
Computer system - no plans to replace entire system - upgrades paid through supply account - could cap at \$20,000																		
Plow Truck 1994 Ford L8000 - taken out of rotation - Keep until 2009 - Swap Accrued Funding																		
Plow Truck 1998 International - Taken out of rotation - Replace in 2004 - swap accrued funding and utilize trade value of \$35-40K																		
1977 Fire Truck - use accrued funds, and 2004 appropriation - borrow remainder - leave in CIP to show expense for now - transfer to debt service in 2005																		
Facility Maintenance fund - 2004 expenditure of \$7200 - Municipal Building Central Air																		
JD 318 Mower - Replacement cost of \$7500 - \$2500 from Cemetery General Fund																		
Screening Plant - presently lease/purchase - paid off 2005 - 2005 and out years could be funded via a charge back from PWD accounts																		
Sidewalk Plow or Blower - May need by winter of 2004...possibly not until 2005...will look at equipment share or lease purchase and add into operations.																		
Source: Administrative Assistant																		

CHAPTER 12. FISCAL CAPACITY

This section presents an overview of the Town's financial situation in an effort to assess its fiscal capacity to meet future needs of the community. A detailed financial analysis is beyond the scope of this Plan, however a general assessment can provide some insight into fiscal capacity. Financial information, including property valuations, tax rates, property tax burdens, revenues and expenditures and long-term debt are examined.

Funding Government

The primary source of funding for municipal services and facilities is the property tax, which covers land and buildings, and personal property taxes. North Yarmouth's total property valuation has increased 26%, from \$158 million to \$199 million between 1998 and 2003. During the same time period property taxes increased by 71%, and the mil rate (tax rate) increased from 16.26 mils to 22.10 mils (*See Table 12-1*). The Town's last town-wide revaluation was performed in 1998. The Town's valuation in 2003 was \$199 million, which is 81% of the state full value valuation for the Town of \$247 million. This suggests that the Town's valuations are falling behind actual market trends, and that the Town should be considering a re-valuation within the near future. Using the state valuation of \$247 million the increase in valuation would be 57% between 1998 and 2003.

Table 12-1. Property Valuation and Taxation					
Year	Local Valuation (\$000)	% Chg	Property Taxes (\$000)	% Chg	Tax Rate (Mils)*
1998	\$157,591	1.7	\$2,561	12.6	16.25
1999	\$163,798	3.9	\$2,817	10.0	17.20
2000	\$176,366	7.7	\$3,174	12.7	18.00
2001	\$183,136	3.8	\$3,480	9.6	19.00
2002	\$189,629	3.5	\$3,982	14.4	21.00
2003	\$198,549	4.7	\$4,389	10.2	22.10
Change 1998 to 2003	\$40,958	26.0	\$1,828	71.4	5.85
* Mil rate is the amount of tax per \$1000 in property valuation.					
Source: Administrative Assistant, Town Office					

North Yarmouth's full value tax rate as calculated by the State is 14.58 per \$1,000 in property value, which is below the state average of 15.93. As displayed in the following table, this tax rate is the lowest amongst communities within the immediate area of North Yarmouth.

FISCAL CAPACITY

Table 12-2. Comparison of Full Value Tax Rates* for Area Communities		
Town	Commitment, including Reimbursement for the Homestead Exemption	Equalized Tax Rate per \$1,000 in Property Value
North Yarmouth	\$3,589,478	14.58
Pownal	\$1,683,478	14.92
New Gloucester	\$3,920,789	16.08
Gray	\$7,219,703	15.35
Cumberland	\$12,795,889	16.74
Yarmouth	\$19,383,532	18.58
State Average		15.93
* Note: Full value tax rates are based on the state calculation a towns' valuation for the year 2001.		
Source: Maine Municipal Association, Maine Bureau of Taxation, 8/27/03		

Expenditures

Municipal expenses have increased 25% from about \$4 million to \$5 million over the past five years. The major expense category is education, which was 50% of total expenses in 1998 and increased to 64% of total expenses in 2002 (See Figure 12-2). The cost of education rose from about \$2 million to over \$3 million between 1998 and 2000. Other categories showing significant increases were Public Works and Sanitation, which increased by \$210,153 between 1998 and 2002, largely due to public works personnel expansion (payroll) and escalating solid waste costs. Fixed expenses and operations, which include insurance (both health and liability), municipal building expenses such as utilities, streetlights, etc., and payroll expenses such as FICA and Medicare, increased \$131,787 during this time period. The General Government and Public Safety and Services categories showed decreases in expenditures. The significant increase in debt service is a result of the retirement of debt service from old town hall and landfill closure.

Given anticipated population growth expenses will continue to grow as they have during the past decade. However, significant increases in expenses can be anticipated when certain thresholds are met, such as the need for additional police protection, paid on-call fire and rescue services and town acceptance of responsibility for existing private roads or new roads.

Table 12-3. Municipal Expenses							
Category	1998	1999	2000	2001	2002	1998-2002	
						\$ Change	%Change
General Government	\$153,794	\$119,829	\$125,771	\$130,061	\$137,863	-\$15,931	-10
Public Safety & Services	261,862	101,715	81,460	114,855	109,693	-152,169	-58
Public Works & Sanitation	468,676	495,961	571,456	639,262	678,829	210,153	45
Fixed Expense & Operations	329,016	359,980	364,598	405,708	460,803	131,787	40
Town Organizations & Committees	101,293	124,014	138,500	144,902	159,141	57,848	57
Education	2,030,185	2,277,627	2,550,598	2,847,462	3,236,306	1,206,121	59
Debt Service	20,679	96,869	90,484	83,566	150,070	129,391	626
Capital Outlay	591,319	157,186	169,520	624,157	0	-	-
Capital Investments	72,800	112,250	126,565	127,240	156,095	83,295	114
Total	\$4,029,624	\$3,845,431	\$4,218,952	\$5,117,213	\$5,088,800	\$1,059,176	26%
Source: Town Reports, Auditor's Reports							

FISCAL CAPACITY

Figure 12-1. Municipal Expenses, 1998 through 2002

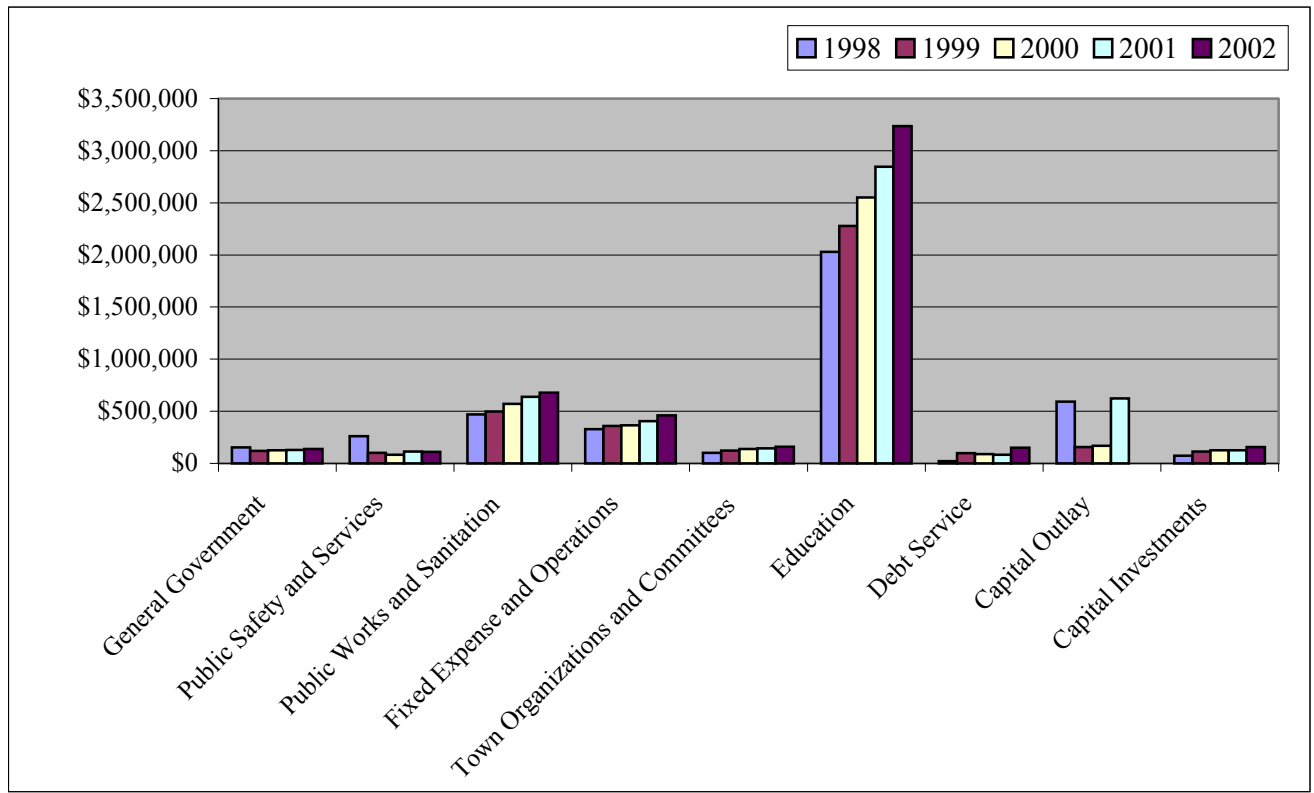
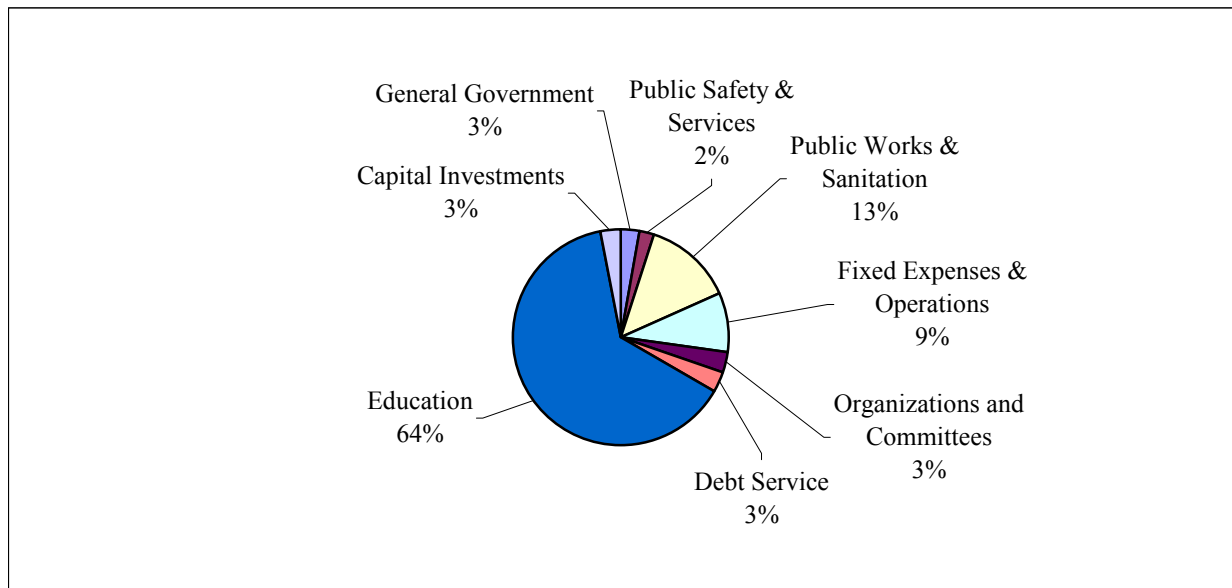


Figure 12-2. Municipal Expenses, 2002



Source: Town Reports, Auditor's Report

FISCAL CAPACITY

Revenues

Municipal revenues increased from \$4 million to \$5 million between 1998 and 2002 (*See Table 12-4*). In 2002, property taxes accounted for 79% of municipal revenues. In 1999, property taxes were 75% of total revenues. State highway funds have remained the same for over a decade, but have actually decreased when inflation is taken into consideration. State revenue sharing increased from \$135,000 to \$200,000.

Given current state budgetary shortfalls it is unlikely there will be significant increases in highway funding or revenue sharing in the near future. State education subsidies to the MSAD #51, can also offset education expenses, but it is difficult to ascertain what impact they will have, particularly given the continuing increase in educational expenses.

Table 12-4 Municipal Revenues							
Category	1998	1999	2000	2001	2002	1998-2002	
						\$ Change	%Change
Property Taxes	\$2,560,886	\$2,817,322	\$3,174,285	\$3,479,593	\$3,982,216	\$1,421,330	56%
Excise Taxes	265,000	300,000	400,000	400,000	400,000	135,000	51
Highway Funds	38,000	38,000	38,000	38,000	38,000	0	0
Revenue Sharing	135,000	135,000	190,000	200,000	200,000	65,000	48
Permit & Clerk Fees, Misc.	49,870	50,850	41,000	42,500	73,940	24,070	48
Interest	30,000	30,000	30,000	15,000	15,000	-15,000	-50
Capitol Funds	100,000	93,500	0	0	50,000	-50,000	-50
Bonding	585,000	0	0	0	0	-	-
Fund Balance	310,000	300,000	350,000	265,000	265,000	-45,000	-15
Total	\$4,073,756	\$3,764,672	\$4,223,285	\$4,440,093	\$5,024,156	\$950,400	23%
Source: Administrative Assistant's Records							

The fund balance is undesignated money, or surplus remaining at the end of each year. As a general practice the Town has applied this surplus towards appropriations for the upcoming year. The rule of thumb is that 2/12 to 3/12 of the annual municipal budget (\$833,000 to \$1,250,000, in this case) enough to cover 2 to 3 months of operating expenses should be set-aside as surplus. This practice can eliminate the need to borrow money to cover operating expenses until anticipated revenues are received. Over the past several years the Town has taken out tax anticipation loans of approximately \$1.65 million, with interest rates of +/-2% to cover operating expenses.

FISCAL CAPACITY

Figure 12-3. Municipal Revenues, 1998 through 2002

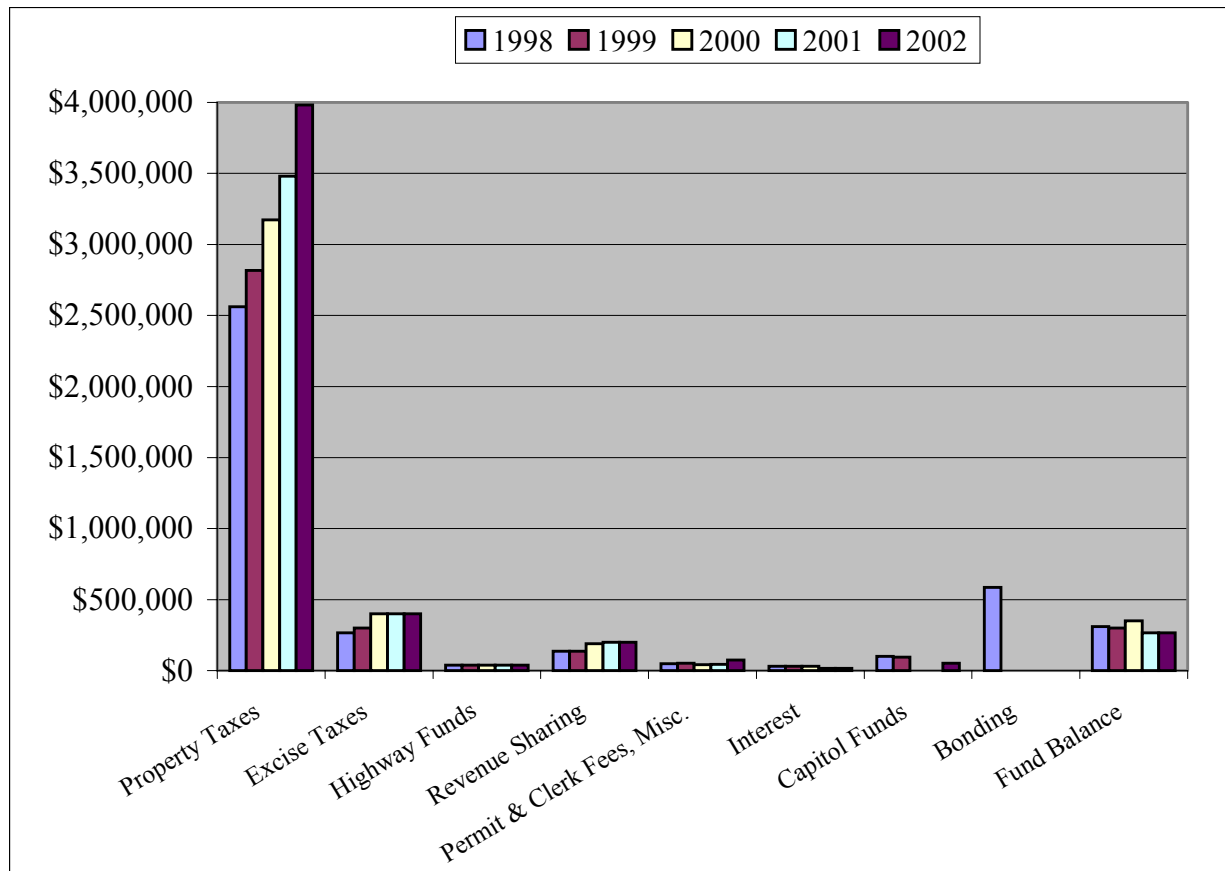
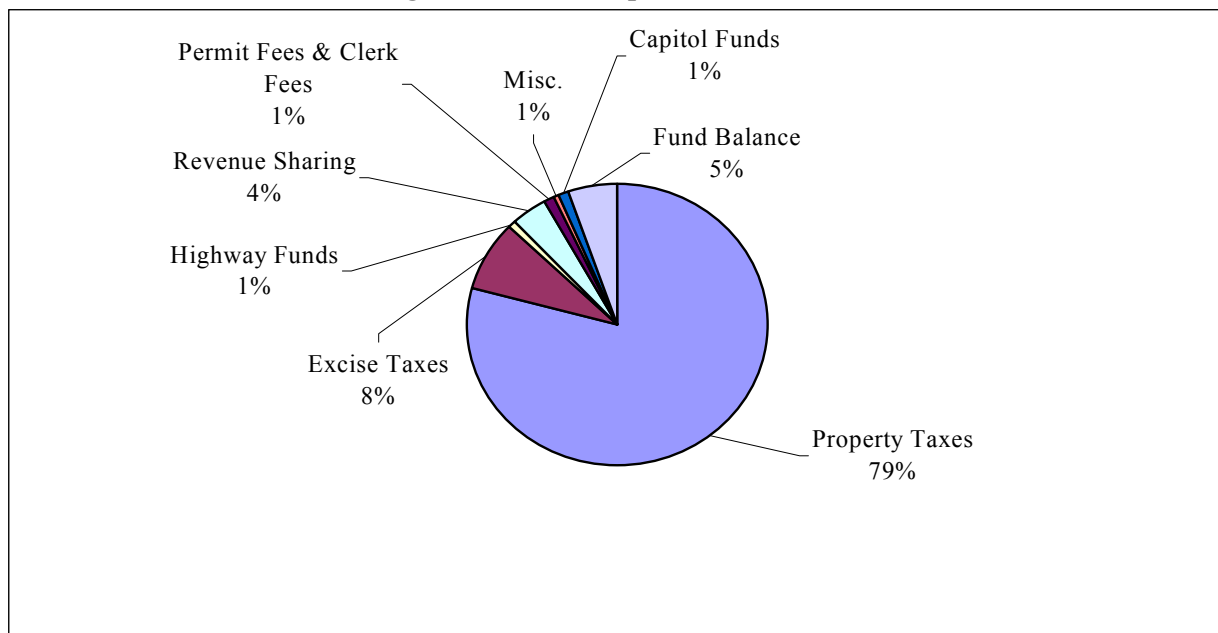


Figure 12-3. Municipal Revenues, 2002



Source: Administrative Assistant's Records

FISCAL CAPACITY

Long Term Debt

The Town's long-term debt as of December 31, 2002, was \$721,400 (principal and interest), and consists of the loans listed in the following table. The Town's long-term debt is well below the statutory debt limit of \$32,797,500.

Table 12-5. Long Term Debt					
Loan Holder (Type Loan)	Interest Rate	Amount Issued	Final Maturity Date	Annual Payment	Total Balance
Key Bank					
1998 Capital Improvement Bond	5.10%	\$335,000	8/2008	\$33,500	\$201,000
1998 Capital Improvement Bond	4.60%	\$100,000	8/2003	\$20,000	\$20,000
2001 General Obligation Bond	5.30%	\$556,000	1/2011	\$55,600	\$500,400
					\$721,400
Source: Town of North Yarmouth Financial Report, December 21, 2002, Berry, Fowler and Co. (Town Audit)					

Capital Budgeting

North Yarmouth utilizes a Capital Equipment and Facilities Planning system for long-range programming and financing of major capital improvements to meet existing and future needs. The goal is to anticipate major capital outlays, and to prioritize and schedule funding for projects in a fiscally sound manner that minimizes drastic changes in tax levels. The Town also utilizes a similar approach, the Road Survey and Management System, to plan and budget for road improvements; however, these expenditures are treated as annual operating expenses.

An estimate of capital outlay needs from 2003 to 2010, prepared in 2003 by the Administrative Assistant predicts a capital purchase total of \$750,000 for the seven-year period. That total can be converted into a 2003-dollar equivalent of approximately \$925,000, assuming an inflation factor of 3% over the next ten years.

Prevailing financial management theory suggests that municipalities find an appropriate balance between current revenues and short-term (current year) outlays on the one hand, and long-term borrowing for long-term or capital (multi-year) outlays on the other hand. User fees, impact fees and grants are other potential sources of income.

North Yarmouth adopted an impact fee ordinance in March 2000 with the stated purpose of maintaining fiscal capacity while providing adequate public services (i.e., public safety and recreational open space) for present and future residents. The impact fee is imposed when a building permit is sought for new residential or commercial construction. Approximately \$65,000 was collected in impact fees in 2002. These funds are used for capital expenses related to fire and rescue, and recreational land and facilities.

FISCAL CAPACITY

Conclusions - Fiscal Capacity Analysis

- ✓ North Yarmouth appears to be fiscally sound at this time. Evidence of fiscal strength can be found in:
 - The relatively small amount of long-term debt (\$721,400 as of December 31, 2002)
 - Increasing levels of property valuation
 - Property tax collection rates of approximately 94% to 95%
 - Direct control of roads and bridges, fire and rescue services
 - An ability to generate revenues from permit fees, impact fees and other sources other than the property tax and the State
 - Effective use of a capital budgeting process.
- ✓ The Town needs to consider doing a revaluation in the near future. The state certified ratio is about 80%, which means the town property valuation is 80% of the state calculated full valuation based on market analysis
- ✓ The Town should consider maintaining a surplus, or fund balance to cover operating expenses for 2 to 3 months, thereby eliminating the need to borrow money in anticipation of property tax revenues. Changing the fiscal year, and billing for property taxes twice a year could also improve the town's cash flows.
- ✓ Given rapid residential growth rates since 1990, increasing school district assessments and increasing county assessments, it is appropriate to predict that increased demands for services and facilities will continue. Potential fiscal capacity issues include:
 - The likelihood of increased demand for public services and facilities due to rapid growth. General pressure on the municipal budget caused by services required or desired by a population that increased by 28% between 1990 and 2000, and is projected to increase by 25% by the year 2015
 - Municipal expenses have increased from about \$4 million to \$5 million over the past five years. The major expense category is education, which was 50% of total expenses in 1998 and increased to 64% of total expenses in 2002. The cost of education rose from about \$2 million to over \$3 million between 1998 and 2000. The Town has limited control over the education budget, and the state school subsidy.
 - Property taxes are supporting nearly 80% of municipal expenditures, including education
 - The potential need for more police protection
 - The future need for paid on-call fire and rescue services
 - The future need for centralized sewer
 - The potential need to take on maintenance responsibility, and perhaps ownership of a number of miles of private roads.

APPENDIX A. POTENTIAL SOURCES OF GROUND WATER CONTAMINATION

Maine Public Drinking Water Source Water Assessment Program, January 2000

HERBICIDE/PESTICIDE USE

1. _____ Agricultural chemical spreading or spraying
2. _____ Agricultural chemical storage
3. _____ Bulk grain storage
4. _____ Chemically fertilized agricultural field
5. _____ Golf course
6. _____ Herbicide sales or applicator
7. _____ Nursery or garden shop
8. _____ Pesticide sales or applicator
9. _____ High voltage transmission lines

PETROLEUM/HYDROCARBON USE (VOCS OR SEMI-VOCS)

10. _____ Aboveground oil storage tank (including home heating oil tanks)
11. _____ Underground oil storage tank
12. _____ Airport fueling area
13. _____ Airport maintenance
14. _____ Auto chemical supply wholesaler
15. _____ Auto repair
16. _____ Body shop
17. _____ Concrete, asphalt, tar, coal company
18. _____ Dry cleaner
19. _____ Furniture stripper
20. _____ Gas station, service station
21. _____ Junk or salvage yard
22. _____ Machine shop
23. _____ Oil pipeline
24. _____ Painters, finisher
25. _____ Parking lot
26. _____ Photo processor
27. _____ Printer
28. _____ Sand and gravel mining, other mining
29. _____ Small engine repair shop
30. _____ Snow dump (large commercial or municipal)
31. _____ Stormwater impoundments or run-off area
32. _____ Truck terminal

BACTERIA AND INORGANICS SUCH AS NITRATES/NITRITES

40. _____ Animal burial (large scale site)

41. _____ Animal grazing
42. _____ Barnyard
43. _____ Manure pile
44. _____ Manure spreading
45. _____ Meat packer, slaughter house
46. _____ Municipal wastewater treatment plant

OTHER

50. _____ Abandoned well
51. _____ Boat builder, refinisher, maintenance
52. _____ Chemical reclamation
53. _____ Food processor
54. _____ Graveyard and cemetery
55. _____ Heat treater, smelter, annealer, descaler
56. _____ Incinerator
57. _____ Industrial discharge
58. _____ Industrial manufacturer
59. _____ Industrial waste disposal
60. _____ Landfill, dump, transfer station
61. _____ Metal plating
62. _____ Military facility
63. _____ Monitoring well
64. _____ Railroad yard or line
65. _____ Recycling or processing center (*other than beverages*)
66. _____ Research laboratory
67. _____ Residential home
68. _____ Rust proofer
69. _____ Salt pile or sand and salt pile
70. _____ Septic system, septic waste disposal
 - a. _____ Beauty parlor
 - b. _____ Car wash
 - c. _____ Laundromat
 - d. _____ Medical, dental, veterinarian office
 - e. _____ Mortuary/funeral parlor
 - f. _____ Multi-unit housing
 - g. _____ Single-family housing
 - h. _____ Other _____
71. _____ Sewer line
72. _____ Sludge disposal or spreading
73. _____ Wastewater impoundment area
74. _____ Wastewater treatment plants, discharge
75. _____ Wood preserver

APPENDIX B

Public Opinion Survey Results

The **North Yarmouth Comprehensive Plan Committee** conducted a mail-out opinion survey during December 2002 as a part of updating the Comprehensive Plan. The purpose of the survey was to determine what the citizens of the town want their community to look like in ten to twenty years. A total of 1,200 surveys were distributed, and 467 completed surveys were returned, for a return rate of 39%. The following tables display the survey results, with the number of responses and percentage of the total number of responses, indicated for each question response option. ***Note on Interpretation:*** *Caution should be used in interpreting the results of this survey. Strong responses are generally the most reliable.*

I. Population Growth

- The strongest support was shown for limiting the number of lots in subdivisions in rural areas (80% support) and limiting new home building permits throughout town (73% support).
- There was less support for limiting new home building permits just in rural areas (54%), with 36% of respondents opposed to the approach.
- Slightly over half of the respondents supported encouraging residential development in the existing Village Center (57%) and encouraging village scale development (1 acre, or less) in designated growth areas (57%). In both cases, slightly over 30% of respondents indicated they oppose these approaches.
- A total of 57% of respondents supported requiring cluster development (small house lots, with preservation of open space) in rural areas. However, 35% of respondents opposed this approach.

The population of North Yarmouth is projected to increase by 660 people by the year 2015. This translates into the addition of over 200 households during this time period. Indicate your level of support or opposition for each of the following approaches to accommodating this growth.					
	Strongly Support	Somewhat Support	Neutral/No Opinion	Somewhat Oppose	Strongly Oppose
A. Encourage residential development in the existing Village Center	111/24%	132/29%	66/15%	81/18%	62/14%
B. Encourage village scale development (1 acre, or less) in designated growth areas	105/23%	152/34%	35/8%	68/15%	88/20%
C. Encourage residential development throughout rural areas	42/9%	74/16%	40/9%	122/27%	175/39%
D. Require cluster development in rural areas- small house lots, with preservation of common open space	129/29%	122/28%	37/8%	73/16%	82/19%
E. Limit # lots in subdivisions in rural areas	251/56%	108/24%	36/8%	28/6%	25/6%
F. Limit new home building permits throughout town	223/49%	110/24%	46/10%	42/9%	33/7%
G. Limit new home building permits just in rural areas	137/31%	100/23%	46/10%	83/19%	76/17%

II. Housing

- Over half of the respondents (55% and 51%) indicated a desire to “encourage” single-family homes and affordable elderly housing. Another 36%-37% indicated these uses should be “permitted”.
- Approximately 63% of respondents either want to encourage or permit affordable low/moderate income housing; 75% either want to encourage or permit starter homes for first time home buyers; and 74% either want to encourage or permit duplexes, including “in-law” apartments.
- A significant majority (over 70% or more) of respondents indicated a desire to discourage apartment buildings, mobile home parks and mobile homes on single lots.
- While a majority of the respondents either want to encourage (16%) or permit (37%) condominiums, a significant 41% want to discourage them.

What should the Town’s policy be toward the following types of housing? Consider the need for affordable housing, where monthly costs (mortgage, taxes, insurance, etc.) do not exceed 28% of monthly income, and the needs of an overall older population.				
	Encourage	Permit	Discourage	Neutral/No Opinion
A. Single Family Homes	248/55%	174/38%	23/5%	8/2%
B. Duplexes, incl. “In-Law” Apts.	111/24%	234/51%	83/18%	29/6%
C. Apartment Buildings	29/6%	82/18%	317/70%	27/6%
D. Condominiums	73/16%	169/37%	186/41%	28/6%
E. Affordable Elderly Housing	233/51%	169/37%	34/7%	19/4%
F. Affordable Low/Moderate Income	112/25%	171/38%	125/28%	43/10%
G. Mobile Home Parks	9/2%	17/4%	405/90%	20/4%
H. Mobile Homes on Single Lots	12/3%	84/19%	327/72%	29/6%
I. Starter Homes for 1st Time Buyers	128/29%	206/46%	67/15%	46/10%

III. Open Space Uses And Natural Resources

- Without exception, a solid majority of the respondents (79%+) indicated that all open space uses and natural resources listed were either “very important” or “somewhat important”.
- Those resources deemed by a majority of respondents as “very important” included: open space/undeveloped areas; farmland and forestland; scenic views; wildlife habitat; ground/surface water resources; public access to open space; Royal River access; Royal River corridor/greenway; and historic and archaeological resources.
- Outdoor recreation areas and trail networks were deemed “very important” by 49% and 47% of respondents, and “somewhat important” by another 34% and 33% of respondents.

How important do you think it is for the Town to preserve or protect the following?	Very Important	Somewhat Important	Not Important	Neutral/No Opinion
A. Open Space/Undeveloped Areas	309/69%	99/22%	30/7%	8/2%
B. Farmland/Fields and Forestland	334/74%	83/19%	24/5%	5/1%
C. Scenic Views	286/64%	94/21%	47/11%	19/4%
D. Wildlife Habitat	339/76%	72/16%	26/6%	9/2%
E. Ground/Surface Water Resources	395/89%	39/9%	8/2%	3/1%
F. Outdoor Recreation Areas	218/49%	152/34%	52/12%	20/5%
G. Public Access to Open Space	264/59%	126/28%	35/8%	19/4%
H. Royal River Access	266/60%	120/27%	31/7%	27/6%
I. Royal River Corridor/Greenway	239/54%	118/27%	41/9%	44/10%
J. Trail Networks	210/47%	142/32%	61/14%	30/7%
K. Historic & Archaeological Resources	231/53%	147/33%	27/6%	34/8%

IV. Open Space and Natural Resources: Options for Protection

- Without exception, a majority of the respondents indicated support for all of the approaches presented for preserving open space and natural resources.
- There was strong support for zoning regulations to preserve the most important natural resources, private efforts (North Yarmouth Land Trust), greater use of tax relief programs and zoning regulations to preserve large tracts of open space.
- There was slightly less support for town purchase through bonds or other local funds, state purchase and town cost sharing in state purchase as approaches to protection to open space and natural resource.

Indicate your level of support or opposition for each of the following approaches to open space and natural resource protection.					
	Strongly Support	Somewhat Support	Neutral/No Opinion	Somewhat Oppose	Strongly Oppose
A. Town Purchases through Bonds or other Local Funds	147/33%	147/33%	45/10%	44/10%	57/13%
B. Private Efforts, such as through the North Yarmouth Land Trust	279/63%	97/22%	42/9%	11/2%	14/3%
C. Greater Use of Local Tax Relief Programs, such as the Farm and Open Space and Tree Growth Tax Relief Programs	245/56%	117/27%	50/11%	14/3%	15/3%
D. Zoning to Preserve Large Tracts of Open Space	232/52%	108/24%	33/7%	35/8%	35/8%
E. Zoning Regulations to Preserve the Most Important Natural Resources	280/63%	87/20%	32/7%	18/4%	24/5%
F. State Purchase, through Land for Maine's Future Program or other State Program	189/42%	113/26%	64/15%	34/8%	40/9%
G. Town Cost Sharing in State Purchase	123/28%	135/31%	71/16%	50/11%	60/14%

V. Village Center

- Respondent support was greatest for construction of bikeways (71%), more village scale business (73%), construction of sidewalks (61%), and improved aesthetics (landscaping, trees, etc.) (59%).
- A majority of respondents supported encouraging more village scale housing (54%), providing more public parks/recreation areas (55%) and encouraging expansion of the Village area (52%). It should be noted that 30% of respondents opposed encouraging expansion of the Village area.
- While 48% of respondents supported expansion of public water service, 28% were opposed.
- While 31% of respondents supported expansion of public sewer, 48% were opposed.
- There was even less consensus on widening main roads and encouraging the construction of shared private septic systems.

Indicate your level of support or opposition for each of the following approaches to changing the Village Center.					
	Strongly Support	Somewhat Support	Neutral/No Opinion	Somewhat Oppose	Strongly Oppose
A. Construct Sidewalks	146/33%	124/28%	46/10%	60/14%	66/15%
B. Construct Bikeways	195/44%	121/27%	40/9%	37/8%	49/11%
C. Widen Main Roads	101/23%	90/20%	66/15%	93/21%	92/21%
D. Construct Public Sewer	60/14%	77/17%	96/22%	100/23%	109/25%
E. Encourage Construction of Private Shared Septic Systems	47/11%	123/28%	149/34%	53/12%	66/15%
F. Expand Public Water Service	106/24%	108/24%	103/23%	64/14%	62/14%

G. Encourage more Village Scale Business	169/39%	148/34%	50/11%	38/9%	31/7%
H. Encourage more Village Scale Housing	98/23%	134/31%	87/20%	63/15%	51/12%
I. Improve Aesthetics: Landscaping, Trees, Signage & Lighting	130/30%	126/29%	82/19%	54/12%	48/11%
J. Provide more Public Parks/Recreation Areas	103/23%	140/32%	75/17%	69/16%	55/12%
K. Encourage Expansion of the Village Area	87/20%	140/32%	80/18%	76/17%	57/13%
L. Discourage further Development in the Village	51/12%	54/13%	102/24%	110/26%	114/26%

VI. Commercial Development

- A majority of respondents indicated that home occupations (72%), farming/commercial gardening/nurseries (67%), bed and breakfasts (60%), and child care centers (52%) should be allowed to locate anywhere in town.
- A large majority (78%) indicated a desire to discourage fast food drive-ins.
- There was a desire to discourage or confine to specific areas the following uses: retail sales and services (greater than 5,000 sq. ft. in size), small shopping centers, campgrounds and gravel pits.
- A majority of the responses for the other uses listed suggested that these uses should be confined to specific areas of the community (i.e., retail sales and services under 5,000 sq.ft. in size, convenience stores, business parks, recreation/health centers, whole sales businesses, light manufacturing, and cottage industry).

What should the Town's policy be toward the following types of commercial development?	Allow Anywhere	Confine to Specific Areas	Discourage	Neutral/No Opinion
A. Retail Sales & Services (5,000 sq. ft. or more)	22/5%	196/44%	214/48%	17/4%
B. Retail Sales & Services (5,000 sq. ft. or less)	60/13%	309/69%	65/14%	15/3%
C. Convenience Stores	62/14%	274/60%	103/23%	15/3%
D. Fast Food Drive Ins	16/4%	76/17%	354/78%	10/2%
E. Sit Down Restaurants	93/20%	286/63%	53/12%	22/5%
F. Small Shopping Center	28/6%	231/50%	188/41%	9/2%
G. Business Park	35/8%	264/58%	141/31%	15/3%
H. Bed and Breakfast	275/60%	121/26%	31/7%	30/7%
I. Campgrounds	87/19%	210/46%	131/29%	27/6%
J. Recreation/Health Center	90/20%	263/59%	54/12%	38/9%
K. Gravel Pits	19/4%	191/42%	213/47%	34/7%
L. Child Care Centers	234/52%	152/34%	21/5%	46/1%
M. Farming/Commercial Gardening/Nurseries	310/67%	117/25%	6/1%	29/6%
N. Wholesale Businesses	45/10%	288/63%	97/21%	27/6%
O. Light Manufacturing	39/8%	282/61%	116/25%	23/5%
P. Home Occupations	331/72%	67/15%	21/5%	39/9%
Q. Cottage Industry (small)	218/48%	151/33%	33/7%	51/11%

VII. Town Services and Facilities

- None of the service or facility options mentioned received majority support as a priority, regardless of taxes.
- A solid majority of respondents (76%) indicated support for regionalization.
- A solid majority (71%) indicated support for town purchase of important open spaces, with 28% of those responses indicating that this was a priority regardless of taxes.
- A majority of respondents (50% to 60%) indicated the following were not needed: town police force, town acceptance of privately built roads, or public bus or train transportation.

What services or facilities would you like to see improved, expanded or developed over the next ten years?	Yes, but with Little Increase in Taxes	Yes, Priority Regardless of Taxes	Not Needed	Neutral/No Opinion
A. Paid Town Fire Department	137/31%	42/9%	188/42%	76/17%
B. Strong Town Recycling Program	241/53%	80/18%	83/18%	51/11%
C. Town Police Force	103/23%	49/11%	248/55%	49/11%
D. Better Enforcement of Traffic Speeds	140/31%	89/19%	158/35%	70/15%
E. Regionalization of Services (towns in the region combining services and facilities, such as emergency services, solid waste disposal, etc.)	279/61%	68/15%	57/13%	51/11%
F. Town Acceptance/Maintenance of Privately Built Roads	122/27%	33/7%	245/53%	59/13%
G. Public Transportation (Bus)	105/23%	17/4%	274/60%	61/13%
H. Public Transportation (Train)	116/26%	18/4%	261/57%	59/13%
I. Expanded Elderly Services	223/49%	58/13%	75/17%	98/22%
J. Expanded Youth Programs	204/45%	60/13%	119/26%	70/15%
K. More Recreational Opportunities	170/38%	34/8%	177/39%	72/16%
L. Village Center Enhancements	196/43%	46/10%	143/31%	70/15%
M. Town Purchase of Important Open Space Areas	195/43%	126/28%	94/21%	42/9%

VIII. Community Involvement

- Community newsletters sent through the mail are the best means of communication between the town and townspeople., according to the survey results.
- E-mail notices, and notices in the Falmouth Forecaster and Shopping Notes are other usually less expensive, but less effective means of communication.

What are the <u>two</u> best ways to reach you about town meetings and other community affairs and issues? (Check no more than two)	
A. Newspaper (Portland)	76/16%
B. Notice in <i>Shopping Notes</i>	140/30%
C. Notice in <i>Falmouth Forecaster</i>	157/34%
D. Posters in Local Businesses/Public Places	29/6%
E. Community Newsletters sent through the Mail	290/62%
F. Community Newsletters sent via Internet (E-mail)	141/30%
G. Town WEB page	35/7%
H. Bulletin Board at Town Office	10/2%
I. Other (please specify)	4/1%

Results of the Visioning Process

Introduction

The following are the results of a series of Visioning Sessions held by the Comprehensive Plan Update Committee. A Community Leaders Visioning Session was held on January 15th in the evening, where five groups worked through a series of visioning exercises. Four additional visioning sessions were held to encourage additional public participation – January 22nd, 23rd, and 25th (two on the 23rd). These four additional sessions resulted in seven small groups working through the same series of visioning exercises as was completed at the Community Leaders Visioning Session. The information obtained through the visioning process was used to develop a *Vision for North Yarmouth to the Year 2020*.

Key Characteristics of the Community Vision for the Year 2020

These characteristics or themes were expressed in conversations throughout the visioning sessions. They are those things that most people seem to treasure and hope for in the future of the town.

- Strong sense of community, community spirit
 - Small community, people involved in town affairs and familiar with each other, friendly
 - Safe place
 - Rural character, open space, rivers and streams, scenic areas
 - Access to outdoor recreational opportunities
 - Great schools
 - Sense of history, desire to preserve some of the past
-

Identification of Special Natural Places - Visioning Session participants were asked to identify on a map of the town the most memorable natural and scenic features. The special places identified by each group are listed below.

Royal River and shoreline/corridor (mentioned 10+ times)
Royal River/North Road
Royal River/North Road/south of Dunn's Corner
Royal River around Chandler Brook Junction
Royal River between Toddy Brook & North Rds
Royal River near Yarmouth town line (mentioned at least twice)
Grover/Thornhurst fields (mentioned 10+ times)
Skyline Farm and The Lane area, including trails (mentioned at least 8 times)
Baston/Sweetser Road (for walking)
Corner of The Lane and Route 115
The Lane/Sweetser Road including vista of Bradbury Mountain, historic farms
Lower Lane Road area
Baston Road, woods and fields at end of road
Wooded area east of the Village
Town Forest area, including Toddy Brook (mentioned at least 6 times)
Toddy Brook

Undisturbed Area Across from Town Forest (mentioned at least twice)
Railroad corridor near Town Forest (mentioned at least twice)
Town Meeting House Park, including Gillespie Farm, trails (mentioned at least 5 times)
Wescustogo Park area (mentioned 4+ times)
Route 231 views, around Wescustogo Park (mentioned at least 4 times)
Verrill's Farm/Route 231 (mentioned 2+ times)
Wescustogo Hill, including the wall (mentioned 4+ times)
Chandler Brook and shoreline, including the wetland area (mentioned 4+ times)
Chandler Brook waterfalls – north from Milliken Road
Knight's Pond
Blueberry Hill (mentioned at least twice)
Range Road – Walnut Hill/Bruce Hill (mentioned at least twice)
Blueberry fields west of Walnut Hill, power lines/access via Henry Road/Delmar Drive

Granite Quarry at Royal and Ledge Roads
(mentioned at least twice)
Jewett's Pond/Route 231 (ice skating)
(mentioned at least twice)
Yarmouth Water Supply (mentioned 2+ times)
Power lines and old Railroad bed - trails
Between North Road and northern most railroad
Pratts Brook River Corridor

Milleken Road (for walking)
Paul Lowe's field
North Rd - Maple Trees Rte 9 toward Yarmouth
Wetlands off Route 115 near Haskell Road
Route 231 Vista South of the Royal River
Skillin's area/Route 115
Pete Turmelle Pond

Identification of Special Man Made Places - Visioning Session participants were asked to identify the most memorable man made features. The special places identified by each group are listed below.

Congregational Church (mentioned 8+ times)
Congregational Church – historic district
Grover/Thornhurst Farm
Skyline Farm (mentioned 4+ times)
Historic Homes and farm at corner Baston
Road/Sweetser Road (mentioned 2+ times)
Sweetser Road – dirt road, old houses, near
Skyline
The Lane
Old Town House and Park (mentioned 6+ times)
Wescustogo Grange Hall (mentioned 4+ times)
Village Center (mentioned at least five times)
Town Center – old houses and taverns
(mentioned 5+ times)
Gazebo on Village Green
Village historic buildings (mentioned 2+ times)
Municipal/fire station
Town Offices
NY Memorial School (mentioned at least twice)
Toddy Brook Golf Course (mentioned 3+ times)
Dunn's Corner – historic area/houses, including
the Dunn House (mentioned 3+ times)
Railroads
Old railroad bed, including Old Station House
Road & north) – hiking (mentioned 2+ times)
Historic House at North Road/Route 231

Red House, other houses/old stones at Rtes
115/9
Monument at Routes 9/115
Granite Markers that mark NY Memorial HWY
Milliken Road
Verrill's Farm House
Old Hayes Farm
Toddy Brook Farm
Leighton's barn cellar
Historic houses/area at Crockett's Corner (Route
9/Mountford Road/West Pownal Road)
Jensen House
Nellie Leighton House
Ames Farm Store
Ambrose House (mentioned twice)
NY Memorial Park
Cluff Road Cemetery, Oak Grove Cemetery,
Pine Grove Cemetery, Walnut Hill Cemetery,
Village Cemetery, & Cemetery at Crockett's
Corner area
Woodworth Farm
North Road – old Railroad Bridge
Colonial Drive/Hemlock Ridge residential
neighborhood
Ansel Lane area
Marston House off Lawrence Road

Best Residential Streets or Areas - Visioning participants were asked to identify the best residential street(s); those streets/areas that represented what they wanted future residential development to look like.

Center Village Area (Village)
Walnut Hill Road (end of lane/historic houses)
(Village Center)
Walnut Hill Heights- Delwin Drive/Henry Road
(Neighborhood Subdivision)
Ansel Lane area (Rural Clustered Subdivision)

Birchwood Terrace (Rural Subdivision)
Christopher Road (Rural Subdivision)
Sligo Road (Rural Residential)
Milliken Road (Rural Residential)
Old Town Farm Road (canopy of tress) (Rural
Residential)

Sweetser Road (Rural Residential)
Mountford Road (Rural Residential)
Haskell Road (Rural Residential)

Mill Road (Rural Residential)
Baston Road (Rural Residential)
North Road (Rural Residential)

Best Commercial Streets or Areas - Visioning participants were asked to identify the best commercial streets or areas in town; those streets or areas that represented what they wanted future commercial development to look like.

Ames Food Store (Village)
Chicken Barns on Re 115 with new businesses
(Village)
Stone's Restaurant (Village)
Village (Route 231 area) (Village)
Ronny's Autobody (Village)
Snidley's area (Village)

Winter People (Suburban)
Toddy Brook Golf Course (Rural)
Plainview Nursery (Rural)
People, Places and Plants (Rural)
Christmas Tree Farm (Rural)
Route 115 near Yarmouth town line (Rural)
Woodworking at Crockett's Corner (Rural)

Future Forces and Pressing Issues - In this exercise participants were asked to rank a list of Pressing Issues identified by the Comprehensive Plan Committee. The following table displays the ranking of the top five pressing issues as identified by majority of the groups, and the other issues discussed.

1. Population Growth
 2. Loss of Open Space & Community Character
 3. Increased Traffic
 4. State Mandated Designated Growth Areas
 5. Affordable/ Elderly Housing
- Increased Cost to Taxpayers for Town Services
Impacts from Pineland
New School
Increased Cost to Tax Payers (Private Roads)
-

Future Forces and Pressing Issues: Positive Outcomes Discussion - Visioning participants then discussed their group's top ranked pressing issues with the goal of identifying positive outcomes. They were directed to be "visionary".

Population Growth Comments

All other issues feed off this one
Change will happen like it or not
Limit building permits (mentioned 3+ times)
Impact fees (mentioned twice)
Focus on limiting to manage growth
Need to manage growth effectively
Creative growth control guidelines – zoning,
elderly housing (mentioned at least twice)
Control growth by directing it to a certain area
Create denser areas – need for sewers to enable
more dense development

Create a dense zone in the center of town
Encourage small lots in current busy areas –
Routes 231/115; Cumberland to Center
Create neighborhoods where people can walk
but retain open space
Small lots for growth areas/larger lots for
restricted growth
Decrease lot sizes in a project and leave more
open space around it
Cluster housing, what's happening, how's it
work

Encourage cluster housing (mentioned 3+ times)
 Encourage smaller homes
 Types of housing (cluster neighborhoods)
 Open land preservation, including tax incentives,
 etc. (mentioned at least twice)
 Fewer curb cuts preserve character of roads
 Rural character is open space between houses
 Demand for business services
 No home size requirement
 High quality housing standards - codes
 Encourage senior housing
 Restricting availability of rental units

More permanent housing, avoid transient
 population
 Demand for town services/increased cost
 (mentioned at least twice)
 Services impact scary
 Taxes increase average \$300
 Schools, not municipal needs cause tax increases
 Worries about re-valuation– who requires it?
 Have own schools
 Master road plans done in Boston area
 Private versus public roads – planning,
 responsibility, costs
 Long-term residency

Loss of Open Space and Community Character Comments

Still have a lot left
 Concern about controlling population growth
 and loss of open space
 Larger lots/less development near Pownal line,
 Gray line, Yarmouth line, River Corridor
 Cluster housing, multi-unit (mentioned twice)
 Reality is a house every 200 feet will change
 Town is suburb to Portland and Lewiston
 Keep an eye on Pineland
 We must be mindful of the issue of tax control
 State budget affects us - real numbers flexible,
 can't count on Augusta
 New fields and resources needed
 Land use control guidance
 Zoning
 Enforcement of existing ordinances
 Larger minimum lots
 Loss of large tracts of land to housing
 Potable water and areas with poor quality water
 Running out of water/water issues will drive
 development
 Town purchases of land (mentioned 2+ times)
 Tax breaks for large tracts/creative tax solutions
 Maintain historic sense in village center
 Cluster commercial development in village
 Preserve river corridor
 Develop downtown shops and small businesses
 Maintain identified areas as open space – town
 purchase or land trusts
 Preserve open space – tax breaks – incentives to
 keep raw land
 Help residents hold on to land
 “How to” purchase of property/deeded property

Preserve vistas and large tracts of undeveloped
 land – bike snowmobile and horseback
 Make Pineland pay for part of it (land
 preservation)
 Talk aggressively with Pineland and surrounding
 towns
 Dollars for road building and maintenance
 Increase number of sidewalks and bikeways
 Address traffic flow and volumes
 Parking behind buildings
 Public transportation – Shuttle Bus
 Conservation easements
 Review lot size in cluster development
 Higher percentage of open space
 Require cluster development in rural areas
 Wetlands and wildlife protection
 Water quality town purchase more land
 Public education – encourage awareness of open
 space recreational areas
 Reduce size of required lots (cluster?)
 Public access areas need to be publicized
 Public space not used much
 In the future do we want to pay \$1-\$2 million
 for Grover's fields? Grover land is
 distinguishing point of NY. Plan ahead, don't
 take for granted. Identify special places so that
 when it some up for sale at least you're though
 about it.
 “Woods corridor” – Route 231 is important to
 maintain and preserve
 Actively engage landowners in discussion –
 “NY wants to be considered on your land.”

Increased Traffic Comments

Need shoulders/walkways/bikes (mentioned at least twice)
Sidewalks needed
Commuter lane? Bike lane?
More enforcement/police control (mentioned at least twice)
Speed limits and enforcement
Main roads for travel
Reduce speed limits on small roads
Spike mats/cones
Carpooling
Public transportation
Creating cluster developments near town lines
Pineland development – can't do much about it

Possibility of railroad spur from Durham
Changes happen fast – need to be prepared
Chances great now of increased traffic, especially up Routes 9/115; funnel traffic over main roads
Dirt roads liked by homeowners
By-passes discussed – can't be done now...too many problems
Need to widen some roads
North Road growth – impacts us from Yarmouth, a lot
Tie some roads together: Prince Well Road and Sweetser Road and Sligo Road

State Mandated Designated Growth Areas Comments

Public water/sewer extended
Utilities in certain areas of town
Task group to review ordinances
Develop plan to go through the process
Comprehensive Plan first, the get into development of plan
NY, big issue is what will residential subdivision development look like?
Commercial (small) is probable, larger commercial corridor is in place in Falmouth
Promote dense zoning in historic areas
Promote different levels of density
Leave more open space
Open space required with development
Need designated "no growth areas"

Less impact on town services
Zoning
Decreasing lot sizes
Should be on main roads
Talk of connecting some private roads
Don't want plans challenged by the state
Public sewers are an issue
Over Yarmouth bridges – come into NY, need to preserve open space
Will comprehensive plan hurt the future use of my land?
Don't infringe on individual property rights
Need to give property owners incentives to keep land undeveloped

Affordable/ Elderly Housing Comments

On town water
Near center
Small lots in town center more affordable
Town subsidy to encourage elderly & affordable
Small condos for elderly
More diversity in community

Less environmental impact
Special cluster housing for the elderly
Many kids in affordable housing causes school costs to increase

Increased Cost to Taxpayers for Town Services Comments

Regionalization
Consolidation of services done by population so far – advantageous in terms of cost shares
Consolidation of services – loss of identity?

Strengthen volunteer recruitment
Change of needs, lack of volunteer help
County government more in Country (USA)
Paid police department? If we need it

Increased taxes

Increased Cost to Taxpayers for Private Roads Comments

Clear standards for roads needed
Individual street residents petition town
Modest break in taxes for private roads
From this point on, all new roads meet town standards and become town roads
Impact fees (with building permit)
New School

If population dictates
No school needed
Encourage private schools
Town landmark/town pride
Facilities used by all residents
Learning center for the community

Future Growth

In this exercise, participants tackled the most difficult task of the sessions, which was to identify where future residential, commercial, and recreational and school development should occur by the year 2020. Participants were asked to assume that by the year 2020 another 600 homes would be built in town. How would 600 homes (single family, apartments and condominiums) be built in this community in a way that maintains the values identified in prior exercises? Where should a new school be located? What about recreation facilities? Where should businesses locate?

General Development –

Maintain open spaces – hiking and biking
Sense of small community

Residential Development –

Expanded village area for new houses (mentioned at least 3 times)
Expanded village area for both residential and commercial
A general theme: cluster lots of stuff in existing town center
Pea Lane Triangle – condos, small lots
Southeast area – most populated area
Condo/elderly housing near town
More houses on Lufkin Road and Route 115, north of Walnut Hill, in area already settled
Extend current development
Expanded village area for housing and commercial uses (mentioned at least twice)
Senior housing and cluster condos on west side of Route 115, back from Village center
Elderly affordable condos between Lane & Route 9
Elderly housing east of town office
Elderly housing will bring in \$\$\$. Put assisted living units in central part of town. Can't picture a 3 story building in field. Should be 1 floor. "Cottage" assisted living/elderly housing.

Site elderly housing just north of Smith property (East side of Route 9, north of town center).
Close to services, accessible by walking
Behind west side of Rte 115 in the village center
Cluster housing between Lane & Route 9
More homes between Sweetser Rd and Rte 9
Near Congregational Church
On Cumberland end of Route 9
Route 9 near Smithwood Drive
High density housing in area around new Mormon Church (between Baston Road, Blueberry Road, and Route 115)
Cluster some housing off Rte 115, just beyond Delwin Drive
Neighborhoods (denser areas) – side streets and connector roads (mentioned at least twice)
Neighborhood development off main corridor
Promote cluster/condo housing; create neighborhoods by connecting roads instead of dead end roads
Connect existing roads – Pine Ridge Road & Hawthorne Road; Conifer Lane & Prince Well Road; Sligo Road Extension and Route 231
Residential areas should be near main roads, and clustered. Minimize curb cuts
Connecting roads doesn't work because land does not perk - Prince Well Road, for example

Helps to promote growth in certain areas – consolidates services and keeps other land open

Near LDS church

Consider putting some units near town water, e.g., off North Road, where water comes in from Yarmouth. Line could be extended.

New residential along North Road near Yarmouth town line, back from road, both sides

Do the neighborhood thing on Sligo Road. The closer we get to Yarmouth the better.

Keep traffic out of NY. Concern for how people get from here to there and how roads will become choked. Put housing close to Yarmouth

New housing at Yarmouth town line – North Road, Mountain Road and Sligo Road

Across from Whitney Farms Rd on North Road

100 housing units on east side of Sligo Road

50 houses - corner of North & Deer Run Rds

Residential areas – Sligo Rd, North Rd, Mountford Rd, Christopher Rd, Lufkin Rd

Where Sligo Rd and Rte 231 will be connected

Between where Pine Ridge Rd and Hawthorn will be connected

More residences at Christopher Road area

Cumberland side of Dougherty Road

Area between Millekin Road and North Road

More residences at Haskell Road area

New housing at Crockett's Corner

More residences at Sligo Road area

Mountford Rd areas – now rural – leave it or not
Route 231 just south of Pineland property should be developed as housing area

Area where new development going on Rte 231 is a good area for housing. Pay attention to main roads and put houses there, group houses.

Bring housing back off main connector roads so roads don't have their speed limits reduced

Cul-de-sac concept is what we want to see happen; limit curb cuts

Water issue very big – can't build where it isn't.

Build up, out or whatever

Clustered in certain areas

Cluster housing with parks

All housing has recreation attached to it

Recreation areas placed first before housing so that open areas would be preserved

Tried to leave some areas alone

Pineland is buying everything in sight

Cluster housing

Legally protect open space by tying it to cluster development

Commercial/Industrial –

Expanded village area for housing and commercial uses

Expand retail at triangle Routes 115/9

Center – light commercial

Coffee house, bakery, deli near town center

Existing town center should be primary business district: Pea Lane to south, Cassidy Pit to the north, Routes 9 and 115

Current business center: bordered by Colonial Drive to the south, new Town Office and Sharp's Field to the north

Cassidy's pit/town center

Sand pits – light commercial/low impact

Routes 115 Pit – industrial

Around the 2 pits – cluster business there – light industrial

Cassidy Pit already zoned as commercial area. Can be further developed.

More development of business in and around Cassidy Pit. It is already a scar on the land. Locate low-density business there.

Fat Andy's – expand for services or light manufacturing

Commercial development at corner of Rts 231/115

Green business at corner of Sligo Rd and Rte 9

Small business park between Skyline & village

Small business park at Crockett's Corner

Crockett's Corner – a store

Small businesses at Crockett's Corner and along Route 231 near New Gloucester town line

Commercial growth areas west of Village

Gas station on upper Route 231 because of Pineland traffic

Pineland a possible secondary business district

Junction Route 231 and North Road - store/shop

Offices off Route 9 - new elderly housing

Current plans for zone for small business parks are designated

Should be zones for small business parks (not necessarily in town center) - Rte 115, west side, just beyond Haskell Road, on the way to Gray; & property just south of Pineland on east side of Rte 231 zoned for mixed

business/retail/ restaurant. Place business to take advantage of Pineland
 Sligo Rd. has lot of potential
 Limit access to busy roads
 Business needs to “fit in” with its surrounding area and with the (character of the) town.
 High tech - non-industrial
 Encourage home industry more – car repair, cottage industry, counseling, etc.
 Professional (medical/lawyer)
 If there is more than one density area for business, traffic issues may result.

School –

Locate between NYMS and Town Garage
 Locate in gravel pit behind town garage
 Suggest Robinson’s Pit area
 Locate school where town garage is now. Town owns 16 acres. Put garage/salt shed in Cassidy pit
 Locate near town center
 Locate near Memorial School
 Near main roads
 Near open space
 Do we really need a new school? Muskie Institute, Charlie Colgan has figures showing school population leveling off in this area
 Crazy for kids to go for only 2 years to a school then change again
 What about K-5 “neighborhood school” for NY kids on Smith property? Part of regionalized K-5 schools feeding into Cumberland upper school.
 Would be great for kids to be able to walk to school - connected sidewalks
 Site school on property not chosen by SAD 51 for new Middle School (Smith property).
 Siting a school requires consideration of proximity to necessary services.
 Need to “bankroll” the land because in 2-3 years it won’t be available
 Dual access to roads, maybe, locate where water already is, Should have elderly housing near school.

Recreation –

Establish recreation areas first, and then designate housing. Recreation area/open lands along with housing in the following locations:
 -West side of Sligo Road near Yarmouth town line, along with housing.

-Along Pratt’s Brook, east side of North Road along with clustered high-density housing
 -Between Dunn’s and Crockett’s Corners, on east side of Route 9 along with housing.
 -Christopher Road (add to current).
 -Walnut Hill north of current Delwin Drive & Henry Road developments (add to current)
 Between Royal River, Route 9 and North Road
 Along Royal River between Route 231 and Route 9 north of old railroad bed
 Royal River Corridor/Gillespie Farm
 North of Royal River at Gray town line
 Enhance existing trails and Royal River access
 Trails in Town Forest
 Trails on power lines near Knight’s Pond, link to trails around Pond and up Blueberry Hill
 Town forest – both sides of Route 9
 Trails at power line/ pipeline
 Trails need to be marked and protected
 Trails – abandoned railroad tracks
 Old railroad line between Sligo Rd and Rte 9
 Tie parks to trails.
 Use bike paths to connect major areas
 Connect Wescustogo Park and Meeting House Park/tie parks to trails
 Trails between Routes 231 and 9
 Pratt’s Brook- Yarmouth TL near North Rd
 Knight’s Pond and north end
 Wetlands between Haskell Road and Route 115
 Wescustogo Hill
 Marston Hill
 West of Milliken Road, east of power lines
 Cassidy Pit
 Terrace off Cassidy Pit- use part for recreation
 Sand pits – biking/skate boarding
 Ball field/swimming pool east of town
 Ball fields behind Memorial School
 Meeting House Park ball field
 Grange Hall social activities (Fun Day)
 More sidewalks, need more bike paths
 Further develop “triangle” of Routes 9/115 and Parsonage Road as recreational space (build on what is already there)
 Further develop Skyline Farm as recreational space (build on what is already there)
 Community Center for seniors
 Need for play areas for younger children, close to schools? Swing sets, etc.
 Chandler’s Brook, access by Milliken Road, should be preserved area

Establish playing fields at Old Town House
Park; set back from the road and has parking
Re-vitalize playing field near Memorial School
Outdoor ice rink
Grover's Fields should be under conservation
easement/should be a preserve

Open Space Workshops - Summary

Two workshops were held: Wednesday Evening, June 18th and Saturday Morning, June 21st. A total of 40+ people participated. The first session of the workshops were designed to educate participants on open space planning. The second session was designed to determine how the participants would rank various characteristics or types of open space. The third session was a brainstorming session designed to have participants work on focus areas by identifying the important characteristics of each and then identifying those areas that are most important and making suggestions for protection. This later session involved working on overlays and maps.

What types of areas are most worthy of open space preservation? (41 Responses)

Participants were asked to individually complete the following table by indicating the importance of each type/characteristic of open space – “very important”, “somewhat important” or “less important”. They were then asked to rank them in order in order of importance from 1 to 9.

Type or Characteristics of Open Space	Lower score means high priority		Comments
Landscape characteristics that contribute to the “feel” of a rural community			Same as scenic views/corridors, is critical; not sure that N.Y. zoning does the trick; it is a blue print for developing the landscape that is decidedly un-rural; all of these are important, very hard to rank them
Outdoor recreational areas – Parks	223	6	Already have fields, trails would serve this function; rural inconspicuous ski/running trails over big play grounds or anything; prefer undeveloped parks except for walking trails, not to be hijacked by school use; have good park space, so less of a priority; have 2 parcels which have not been developed; already own several – Wescustogo & Old Town Hall with water access; outdoor rec. & trails best combination of preservation & use; a high priority, but we’ve already done well in this area; have a good start in this area & plans in progress for continued improvement, that’s the only reason I ranked these at the end
Interconnected Trails Systems	197	5	Unconnected trails have less value; distinguish between ATV & snowmobile use versus running/ski trails; interconnect neighborhoods & parks as well as to town; builds community; where these follow roads/highways, safe & adequate for other than autos; have good start in this area, trail systems are underway in surrounding towns; with landowner permission, not necessarily publicly owned; have a good start in this area & plans in progress for continued improvement, that’s the only reason I ranked these at the end

Access to water bodies	225	7	If possible w/o stripping owner rights; should have Mill Rd. access to Royal; have good Royal R. access, although need more access on the upper/northern end (Mill Rd.); important, but have 2 access points to Royal; important but already owned; Royal R. is major recreational/natural resource; a high priority, but we've already done well in this area; access (limited) that is respectful to wildlife habitat; love the access to Royal at Gillespie's
Important wildlife habitat, including travel corridors, wetlands, large blocks of unfragmented habitat	127	2	Wildlife & ground water both #1, for lessened stress/cost burden on town resources (school budget/trash collection); all of these should be #1; keep Royal R. & tributaries wild looking; critical, not to be forgotten; there is 1 large tract in large undeveloped area which is one of the largest in southern ME; good they are being identified, should be joint with other towns; by preserving wildlife habitat, we keep animals out of developed areas (somewhat) for animal safety and ours; water & wildlife/natural habitat is the base on which to build; achieving this may allow many other goals to be achieved as well; very important in my mind
Existing and future ground water supplies	122	1	May eventually have sewer, but still important; Import. To habitat & human interaction/consumption; critical; a must; critical to protect water sources & make sure development in surrounding areas does not jeopardize; water, once lost can't be regained, we have few opportunities to ensure future supplies; water is so import. To all existence; are these beyond the control of this plan? and w/in the domain of the DEP & EPA, unfounded mandates?; clean water couldn't be more import. For our health
Clean surface waters	134	3	Important to habitat & human interaction/consumption; monitor golf course runoff; statutory; water, once lost can't be regained, we have few opportunities to ensure future supplies
Scenic views/scenic highway corridors	232	8	Contribute to feel of rural town; dirt & gravel roads; hide subdivisions better; where do the landowners' rights to use/sell land fit in?; by preserving these areas we help preserve what rural character is left; encourage private enterprise to accomplish this, ex. Toddy Brook & Equine Center; hope the gateway at Thornhurst can be preserved
Historic and archaeological areas	223	6	Cultural importance; depends on level of significance at town, state & national level; these can't be regained if lost; character of the town itself
Farm and forest land	173	4	Separate farm from forest; contribute to feel of rural town; is this different from scenic?; for lessened stress/cost burden on town resources (school budget/trash collection) & income/"light industry" renewable resource growth; no more golf courses; farmland is import., forest land less import.; meaning productive or potentially productive, working land; maintains the rural character look; protecting prime farm soils will be key for our future; forest & wildlife habitat go hand-in-hand, farms contribute to rural feel

Other Comments

Are you trying to govern someone else's land for the good of the town? I don't think you should have the right- but you can show owners the town is interested in purchasing whatever the "concerned townsfolk" who don't own enough land want, for the true value; integrate with safe, affordable housing; ranking on all items reflects personal opinion of what landowner could use this land for, all land use should reflect the owner's opinion first, owners should be contacted before any decisions are presented to town, landowners of these "open spaces" need to be heard – good point from Knight's Pond group – owners of large parcels are not well represented or well heard when these issues are studied; town should take steps to ensure landowners are complying with EPA regs. (Along Royal R., for example)

Mapping and Brainstorming Open Space Preservation Values, Priorities and Options

Royal River Corridor Greenway, Chandler Brook List open space values and considerations and make suggestions

Multiple values – undeveloped area, aquifer/surface waters, wildlife habitat, recreation, scenic, trails, multiple town value as connector

Boundaries –

- Toddy Brook ext. (wetland value)
- Back Walnut Hill wildlife habitat
- Mill Rd. area
- Millekin Rd. Stream

Parts most valued – size/ corridor

Wescustogo Park should be permanently preserved. Multiple values- scenic views, water access, possible trailheads to connect to Meeting House Park

Mill Rd. – we'd like public access here. Acquire the peninsula on North Side of road.

Rt. 9 – Baston's Island

Milliken Rd. – protect the view on Chandler's Brook

Underpass – under railroad would be good trail link

Snowmobile bridge over river would be good trail link

Stone fords to cross Chandler Brook

Preserve views from the river surface whether from canoe or while ice-skating.

Keep domestic animals – horses, cows back from river edge to prevent manure runoff and prevent livestock from eroding riverbanks.

Prevent fences from running all the way to the river's edge to allow deer, etc. to move along the river.

Encourage development between old Anderson's farm and Canadian Noll. Tracks on Rt. 9 to take advantage of transportation possibilities...encourage it at Dunn's corner.

Don't totally avoid development on aquifer.

High priority should be to connect Meeting House Park and Wescustogo Park by a trail.

Town preservation through acquisition/easements, incentive to development away from area, and town land bond program

Scenic Gateway along Route 115, including Thornhurst Fields

There were no groups at either session for this focus area. Only comment was: Why just the southern gateway? What about Rte 115 from Gray (historic homes) and Rte 231 from New Gloucester?

Village Area, including Town Forest, Skyline Farm, The Lane, Water Supply Areas List open space values and considerations and make suggestions

Many multiple values -

Characteristics that contribute to "rural feel - Skyline Farm/Sweetser Road

Outdoor recreation and parks – Skyline Farm/Town Forest

Interconnected trails - Skyline Farm/water district area

Water access - No access to Toddy Brook and wetlands

Wildlife corridor throughout Village area

Water supply -2 major aquifers in this area

Surface waters - 2 small areas – 1 in water district, other behind town garage

Scenic views and corridors not applicable
Historic resource - Man-made granite quarry
Priorities –

- Medium to High Priority – Deer Habitat – town forest should be under conservation easement
- High Priority – Water District High value - Preserving groundwater and surface waters – 2 components – recharge area; 200-day travel time zones highest, then larger aquifer area
- Billings property – acquire in future because contiguous with other parcels
- Keep village areas as undeveloped as possible
- Skyline Farm
- Town forest or Sweetser Rd./Rt. 9 (pursue protection here?)

How to balance concentration of growth in center with rural feel/area includes protected space plus growth potential

In the Village center maintain and protect the open space that exists

Ensure safe water – highest priority, need to continue protection – no active actions needed

Trials and open space and historic value = Skyline Farm

Open space and forestland = Town forest

Idea of land trade emerged: town forest on Memorial school side could be developed for elderly housing and town could acquire open space parcel elsewhere in exchange (central location for safety access to water)

Large undeveloped Area, including Knight's Pond and Turmelle's Pond List open space values and considerations and make suggestions

Rural “feel” - largest undeveloped area in town, includes an undeveloped area of Cumberland

Outdoor recreational opportunity – undeveloped recreational experience for hiking and wildlife observation if allowed by private landowners

Existing trails (private-?) Identify on map overlay.

Landowner – forced limits of sale/subdivision

Private land owners (large parcel) be contacted for owner vision of their land (the vote of a few landowners will be out voted by the mass)

Land restrictions – family inheritance vs. retirement income.

Town assist landowner in maintaining “town vision” and “landowner vision.”

Landowner wants say in future of their land after sale or retirement.

Zoning not effective – 4 acre lots.

Need tools – marketable land – maintain less development, buy easement/acquire land “pool”

Haskell Rd – power line trail to Knight's Pond. Police – control damage

Building cap – limits valuation.

More houses does not become cost benefit, i.e., more homes makes more burden on town resources (waste/schools/fire/police, etc.) Tax benefits may not work. Landowner wants no or limited restrictions on their land.

Consider neighboring town's plans for contiguous areas (open)

Water protection – future/surface

Forest/clear filed area – habitat

Need to address archaeological to include cultural/historical

Interconnected trails – power lines, snowmobile, trails along Walnut hill/ Blueberry Hill Ridge

Access to water bodies – Knight's, Turmelle Pond, Deer Brook

Important wildlife habitat – cottontail deer wintering area, wading bird and waterfowl

Clean surface waters – wetlands, lakes

Highway view from Rte 115, views from Walnut Hill, views of ponds

Historical – old foundations?

Between Rt. 115 and Turmelle's Pond – all farmed

Lots of ponds (?)

No parks or aquifers, or is PWD in there?

High priorities – deer brook, contiguous to town land, deer, rabbit and bird habitat

Knight's pond – water and habitat values

Other priorities -Turmelle's Pond (birds) and trails

It is our priority to protect the entire piece because it has multiple values, and is so large, regional with Cumberland, close to built up areas.

Didn't discuss shrinking the boundaries of the areas, or ways to manage the area.

Town wide Interconnected Trail Systems

List open space values and considerations and make suggestions

Interconnected trails through open space areas can provide public access to some of the most rural "feeling" areas.

Trails connect existing outdoor recreation areas

Old railroad bed from Cumberland up through Gray needs to be protected. Goes through several landowners.

Excellent if old railroad bed and snowmobile trails merge and can be used

Red line marks the idea for potential loop- visions. Some owners have agreed to use already.

Trails under power lines not good walking in summer.

Priority - old Wescustogo Hotel

Expand sidewalks

North Loop - only 3 landowners involved.

If want to connect to Pineland, need to connect with New Gloucester and with Gray.

High Priority - central loop including old railroad trail

Next Priority - railroad corridor trail

Another priority - connect to Pinelands

Power line and water line easements should be noted on this map and noted as straight, cleared "lines" and potential trail ways.

Wheelers are an issue on trails, as compared to the "damage" done by contractors/developers establishing foundations; the damage done by wheelers is greater

Notes from the Large Landowner (50+ acres) Meeting

Summary - 14 landowners attended, 10 of who had not participated so far. Gwen presented some background information, including material we discussed on growth and rural areas at our last meeting. By 7:35, we were open to the floor.

1. A landowner expressed concerns about what zoning will do to property taxes and land values
2. Response - it is too complex and variable to say exactly what might occur. Land valuations are based on the “desirability” of the property in the market (sales of similar properties). People move to NY for the open space/rural character and are willing to pay for land in an area that will remain open because of zoning or permanent protection.
3. Linc (Future Land Committee) - any zoning would have little impact on the value of land one way, or the other.
4. Dave (Selectman) - Preserving the character of NY is a win-win situation because land will become more valuable.
5. Pat (Comp Plan Committee Chair) – it is our civic responsibility to address growth
6. Landowner – sounds like we’re trying to stop growth, he likes new neighbors.
7. Response – not trying to stop growth, trying to control where and how it takes place.
8. Landowner – what about housing affordability, where will our young people find homes?
9. Response – we have looked at affordable housing, cluster with smaller lots is more affordable, less cost to developer for roads. (Accessory apartments are another option, but we didn’t discuss that)
10. Landowner – large landowners are few in numbers so they don’t have much of a voice in town (mentioned several times)
11. Linc – best way to preserve land is to purchase it, not a fan of zoning. He provided a history of Future Land Committee activities. Currently they are looking for purchases the town would support.
12. Landowner – former member of Conservation Commission and Comp Plan Committee, stated existing comp plan and ordinance are a good foundation for this effort. Asked what has worked?
13. Kathryn (Planning Board), cluster zoning, shortened the allowed length of dead end roads to 1200 feet in subdivisions, and requirements that roads in must be designed to interconnect as development proceeds, design standards in the village and now town-wide for commercial uses. Planning Board wants to address the Rural (strip) Zone but decided to let the Comp Plan Committee address this. Stated that realtors have been inventorying land for lots with adequate frontage (100’) and then targeting them for sales.
14. Landowner – doesn’t like 3-ac. minimum lot size in Farm and Forest District, what if wants to give lot to kids, or sell a more affordable lot?
15. Linc – advocates very small lots in growth areas and mandatory cluster in rural areas. Concerned about management of open space set-asides. Should specify in the permit how the land is to be managed.
16. Landowner – problem with being told what to do with land.
17. Landowner – just wants to sell several lots, sell/deed land to children
18. Dave – Dunn’s Corner a Growth area?
19. Landowner response – while a hamlet, it is some distance from water and potential sewer.
20. Landowner – road frontage requirement too large (200’), wants to make two lots with road frontage.
21. Pat’s response – this is to reduce curb cuts for highway safety, could allow shared driveways.
22. Landowner – concerned about traffic & traffic speeds from Pineland, traffic on Rte 231 in the morning going southeast. There was unanimous concern about traffic!
23. Landowner – sewer from Cumberland for school – they would only run a line to serve school, no homes. Sewer would be very expensive. Little land in growth area for development. Grover’s fields

are wet and will not perk. Prince Well to Sligo Rd connection not good, land in the area does not perk.

24. Pat – very big step to get sewer
25. Clark (selectman) – Cumberland doesn't have much extra sewer capacity. Very expensive, we have many other high budget items. Doesn't see sewer in the near future.
26. Landowner – praised the Committee's efforts to address these tough issues
27. Landowner –
 - a. Large landowners small group, but pay lot in taxes.
 - b. Like the Rte 155 scenic gateway? If so, town should purchase, not regulate
 - c. New subdivisions – new people are assets to the community, but new residents on small lot want to control land owned by large landowners
 - d. Large landowners should be given more credit for knowing what's best for their land
 - e. For landowners living off the land, the land is their life's assets, unlike an employee who gets retirements and benefits, someone with stocks, etc.
 - f. We already have a lot of town boards, committees, officials and employees, do we really need more?
 - g. Doesn't see that we have any problems...if it ain't broke, don't fix it!
 - h. Landowner is affected financially by land use regulation, doesn't affect people on small lots
 - i. Tree Growth Tax Law not worth it to large landowners
 - j. Notify landowner of your ideas about the use of their land before going public
 - k. Private business should look out for private business
 - l. Showed Mountford Road painting and how the buildings are still there.said cluster wouldn't fit in
 - m. Large landowners, people making a living off the land have a hard time as it is (bad weather, real estate taxes, etc). Why do we need to make it worse through more regulations?
 - n. Don't forget we have a "Right to Farm Act" that protections farmers from complaints from neighbors about farm activities (manure spreading)
28. Kathryn – abutters have an opportunity to comment on subdivisions, and usually do. Board has to abide by the regulations.
29. Landowner (owns Royal River property) – wants to be about to sell a few house lots, don't keep him from doing that.

State Planning Office Workshop Notes

1. Water Protection and Yarmouth - We're bending over backwards to steer development away from critical recharge areas. We get zero from Yarmouth Water District customers in return. Maybe they should bear some of the costs that we're incurring. These aren't necessarily monetary costs but we're working very hard to keep their water pure and it clearly benefits us as well.... something to consider.
2. Land Owner Outreach - Beth Della Valle (SPO) mentioned that some towns have a Future Land Liaison team that meets with major landowners on an individual basis to discuss their estate planning goals in relation to the town's goals in relation to land use and zoning...is this something that the Future Land Committee should focus on?
3. Transfer of Development Rights, purchase of development rights, land banking - state is going to study the development of an approach appropriate for Maine. Very simply, TDR involves allowing higher density development in growth areas in exchange for purchase of development rights in rural areas. TDR has had mild success in Mass. and other areas of the country; requires the right market conditions (hot market), and areas that can support high densities. Brunswick and Cape Elizabeth have TDR on the books, but hasn't been used. TDR requires considerable record keeping- long term tracking system. New Gloucester is proposing a TDR program. Purchase of development rights (land banking) has more promise for Maine communities. Developer would pay into open space

preservation fund for the opportunity to develop at a higher density in the growth area, would be one example of how it might work. Or perhaps a landowner in the rural area might pay into the fund for the opportunity to sell off a 1-acre lot rather than a 3 acres lot as required in the Farm and Forest District, or maybe the landowner could agree to put high value land on his property into a conservation easement.

4. Building Caps - differential building cap is where there is a higher cap on building in the rural areas and either a lower cap or no cap in the growth areas. Casco has proposed this system with no cap in the growth area. Could also have a different cap for building in critical rural areas (high value open space/natural resources- Royal River Corridor). Building cap can also be used as an incentive for desired development, such as affordable housing; they have never heard it used for preservation of additional open space.
5. Growth areas should be designed to support 2 to 3 times the number of housing units projected to be built within the growth area over the next ten years. SPO would like to see 70% of new homes located within the growth area. Recommended establishing a tracking system, and a periodic review to assess whether the system is meeting established thresholds for meeting the goal.
6. Recommended having flexibility in growth area to allow higher densities that utilize new technologies in septic treatment. Could require septic system inspections in areas in/near groundwater recharge areas. SPO is having Stone Environmental (consultant) research current state-of-the-art septic system technologies. We could require a high level of review (require hydrogeologic studies) for higher density development, and perhaps require system maintenance and monitoring on a periodic basis.
7. SPO research suggests that 38% of households would choose to live in a great American neighborhood (i.e., there is a market for small lots in villages)
8. Towns can encourage development in growth areas through a number of approaches and incentives, including zoning, capital improvement and maintenance policies, such as accepting roads only in growth areas, providing a higher level of service in growth areas, etc.
9. Municipal Investment Trust Fund - Town could apply for State funds to assist in growth area infrastructure projects.
10. Interconnected Roads - Discussed interconnected road systems in growth areas. Planning Board currently requires consideration for interconnected roads. Beth (SPO) suggested the concept of a town master plan for the growth area that determines the best location for future roads. Master plans were used decades ago, but not much if at all today. Master planning requires a partnership between the developer community and the town. We could require that subdividers investigate adjacent properties to determine the best location of future interconnections for roads.
11. Town could require hook up to the Water District system.
12. Regional growth management approach might be good way to address growth issues between Yarmouth and North Yarmouth, including leapfrog growth and the need for sewer in North Yarmouth. Towns and YWD could apply for a Regional Challenge Grant (max \$15,000, with 100% match) to develop an Intermunicipal District agreement/comp plan). Current funds available until Dec. 2004. There are also grants for multi-town comp plans that each town adopts. Another mechanism for multi-town coordination is the Coastal Corridor Coalition currently underway, staffed through the Greater Portland Council of Governments.
13. Dispersed growth areas – Beth suggested having dispersed growth area in attractive locations within the town. Approach plan by looking for areas with suitable soils, views, etc. Suggested we revise proposed Rural Residential to be more clustered and less of a strip zone.
14. Traffic speeds through the Village - higher densities will actually reduce traffic speeds in the future, when the Village reaches a certain density, the MDOT will reduce the speed limits.

Notes from Public Forum
November 12, 2003 (Over 50 in attendance)

1. Question: We don't have enough water in our area. If you make it a growth area will there be enough water? *Yes, the Water District will be running lines in the growth area.*
2. Comment: Water District charges a lot for hook-ups. Town should look into this.
3. Question: What % of the town is used for agriculture? What have we proposed to support sustainable agriculture? *We identified the characteristics and extent of agriculture and found small operations and part-time operations – X-mas tree farms, landscaping businesses and people that kept a few livestock or cut hay. Also, looked at timber harvesting. The Future Land Use Plan does not restrict agriculture, but allows it to occur everywhere and allows commercial uses associated with agriculture as well, farm stands, etc. Committee added strategies to Economic Development Plan.*
4. Question: What is the purpose of the Royal River corridor? *Preserve important open space and provide area for passive recreation. Wildlife habitat.*
5. Question: What about the trail system proposed for along the river? *Interconnecting trails are desirable, and would not negatively impact wildlife habitat if done correctly.*
6. Question: How would the development of interconnected trails occur? *The Plan proposes using the snowmobile trail system model where trail's club member request permission from landowners to construct, maintain and police trails.*
7. Question: What is the vision for Route 9? *Road is to be widened to include a shoulder for bicycles and sidewalks from the Cumberland town line to the Memorial School.*
8. Comment: More traffic on roads. *Will increase. State needs to upgrade roads and we need to manage access.*
9. Question: What do we know about Pineland? *Will probably have a big impact. Not sure exactly what is planned although it is only permitted for office type uses. Impacts will include more traffic, particularly on North Road and new housing.*
10. Question: What is the Plan's vision for the expanded Village Residential District? *Primarily residential uses with a minimum lot size of 1 acre. When and if, sewer becomes available smaller lot sizes would be allowed. (See question*
11. Question: Can the soils in this area handle 1-acre lots? *In some areas yes, others maybe not. We have looked at soils and talked to our experts. The plumbing code will dictate larger lot sizes, if needed.*
12. Comment: Lot size should be based on soils, allow smaller lots, if soils permit. Use net residential acreage calculation where you take un-developable soils (wetlands, steep slopes, etc) out of the calculation of minimum lot size.
13. Comment: There is a lot of clay in this area (Village Residential), especially toward Gillespie's. Doesn't think there is much land suitable for development in this area.
13. Question: What about property values in the Farm and Forest District where the minimum lot size is to be 3 acres? *Difficult question to answer and we can't guarantee anything. We believe that property values will stay the same or increase. People will pay a lot for larger lots zoned to protect open space in the area. Committee decided to research a better response.*
14. Question: Do we envision Sligo Road extending through to Route 231? *Town does not plan to build the road at this point. However, as land is developed it is likely that this connection will be made. Interconnected streets and roads in developments are recommended. (Planning Board currently considers this in subdivisions)*
15. Question: What are the typical conditions for restricting the size and type of commercial uses allowed?
We are not proposing much change here. Limited commercial and light industrial are envisioned with limits on size, must be village scale, compatible with village uses. Village Center District has been expanded to accommodate for restrictions in groundwater overlay. There are also design standards.
16. Question: *Why aren't 3-acre minimum lot size restrictions appropriate for the growth area? Why do*

we want to encourage growth? We should have something like Pownal. Growth management act requires we designate growth and rural areas. Sprawl will be very costly to the town in the future.

17. Question: What recommendations have we made for road frontages? We didn't get specific, except that we want to limit curb cuts for safety reasons and would like screening to preserve rural character.

18. Question: Any consideration for a historic district? We don't have an area of concentrated historic buildings suitable for a historic district. However, we have proposed developing design standards for the village center to preserve the character of the village.

19. Question: How do we propose permanently preserving land? We have suggested criteria and identified high value areas. Land Stewardship Committee (Future Land Committee, Friends of the Royal River, etc.) will work with landowners. Subdivisions in rural areas must preserve 50-60% of land in open space.

20. Question: How will land preservation be funded? Grants through Land for Maine's Future program and others- joint effort with Friends of RR and Cumberland promising approach. Impact fees have been mentioned, but we have not provided much guidance.

21. Question: What about all the open space associated with the CMP line? Not high value, herbicides and trimming not good for wildlife habitat. Recreational use?

22. Question: What about affordable housing? We are supporting the existing senior housing overlay. Accessory apartments should replace in-law apartments, and be allowed town-wide. Housing on 1-acre lots is allowed in the growth areas, and in cluster subdivisions in rural areas. If and when sewer becomes available ½ acre minimum lot size may apply.

**Gwen's comment-* Cluster subdivisions in the Village Residential District (not in groundwater overlay) with lot sizes less than 1 acre might be allowed with well designed combined engineered systems. Would need hydrogeologic studies to show no negative impacts, and would want to require the best technology.

23. Question: Elderly housing, where? Must be on public water, same provisions as currently used. Hopefully, will become more cost-effective in the future. Sewer would help by allowing higher densities. Town may need to be more proactive.

24. Question: Can the Water District restrict what takes place on private land in the recharge area? No. However, the zoning requires that they be consulted for subdivisions and other developments. We are recommending greater review capacity for the District.

25. Question: What is proposed for the building cap? Should be based on something like this- 50 units per year, 60-70% targeted for growth area, and 30-40% allowed in rural area.

27. Question: Is the growth area large enough? Yes, we've looked at soils and vacant land. If in 5 years you discover it isn't, you make it bigger.

26. Comment: Allow shared driveways, and reduce the minimum lot size to 2 acres in the Farm and Forest district

27: Comment: The development of roads and water lines will make the land more expensive in the growth area. Town may need to provide infrastructure.

38. Question: Other than the building cap and zoning requirements, what other incentives are there to develop in the growth area? Town will provide a high level of service and facilities. Town will accept privately built roads, if desired. High priority for snow plowing and road maintenance. Sidewalks, bikeways, open space, shade trees, parks, etc.

APPENDIX C. MAPS

Land Cover

Areas with Potential Archaeological Significance

Surface Water Resources

Sub-surface Water Resources

Wildlife Habitat

Trails, Conservation and Public Lands, and Scenic Views

Current Land Use