

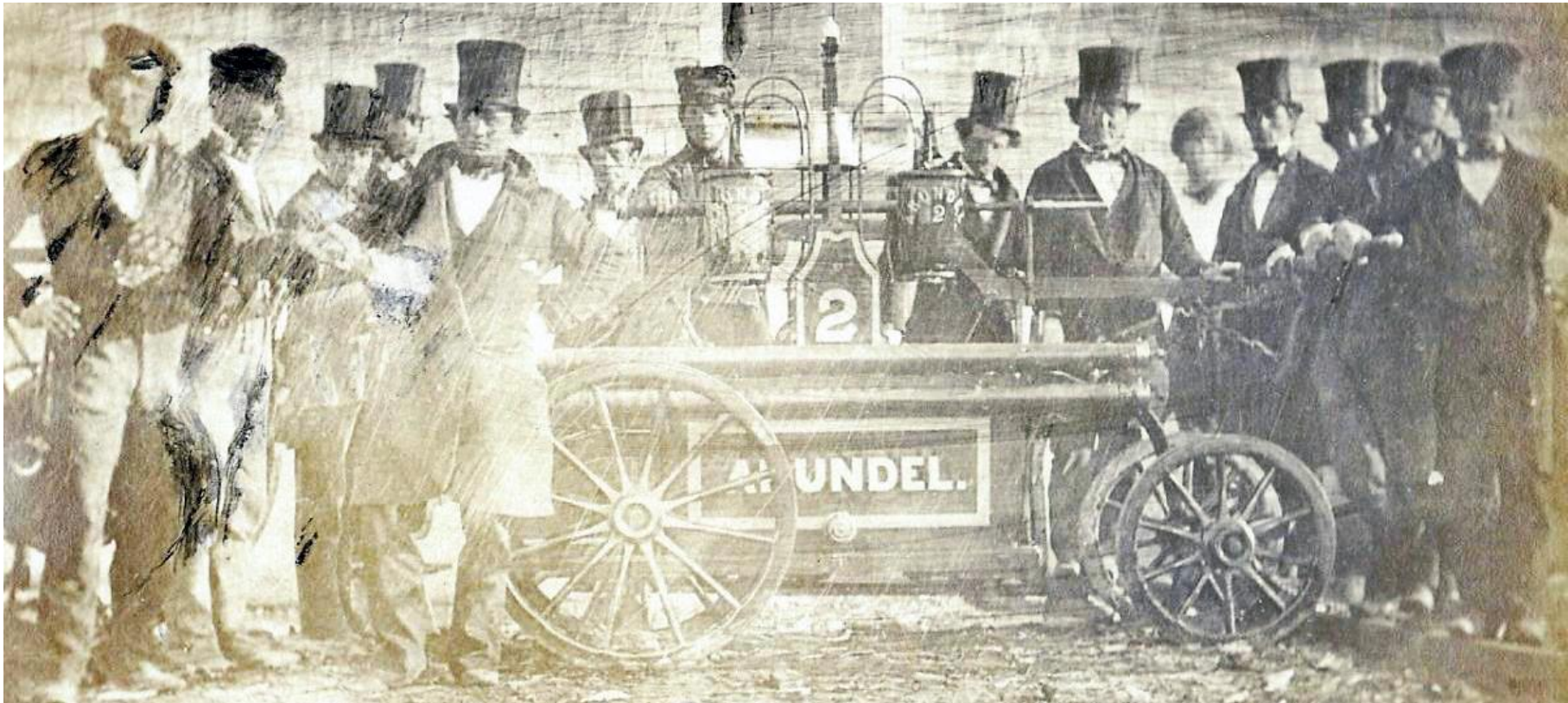


**Chapter 13**

# Public Facilities & Services

**KENNEBUNKPORT COMPREHENSIVE PLAN 2030**  
**Volume 2**

**May 2022**



In this 1850 daguerreotype, Kennebunkport's leading citizens celebrate the acquisition of Arundel 2, a hand-operated tub and hose apparatus. A daguerreotype is an image created by an early photographic process employing an iodine-sensitized silvered plate and mercury vapor. It was invented in Paris (France) in 1839. The daguerreotype above is an early example of the use of this revolutionary new imaging technology in the United States. The gentlemen pictured above include Palmer Jefferds, Capt. Thomas Nowell, William Meedy, Capt. Stone, Horace Davis, Samuel Pope, Simon Goodwin, and Charles Miller. Arundel 2 saw service throughout the remainder of the 19<sup>th</sup> century. The apparatus has been well preserved by Kennebunkport's Fire Department and may be viewed at the Village Fire Station. The name of the photographer is unknown. This remarkable daguerreotype is preserved at the Library of Congress.

## Introduction

This chapter inventories and examines public facilities and services. These include:

- Fire Protection
- Police
- Emergency Management
- Emergency Medical Services
- Public Works
- Wastewater
- Solid Waste
- Public Health
- Public Education
- Administrative Services
- Libraries
- Electricity Distribution
- Shade Trees
- Streetlights
- Cemeteries
- Regional Cooperation

Please note that some public facility and service topics are addressed elsewhere in this plan:

- School population in Chapter 5 Demographics
- Potable water is in Chapter 8 Water Resources
- Energy is addressed in Chapter 10 Energy
- Roads & parking in chapter 11 Transportation
- Broadband internet in chapter 12 Economy
- Parks & recreation are in Chapter 15 Recreation

Arundel 2 made another appearance in this c.1896 photograph of

## Fire Protection

The Sanborn Map Company provides us with a snapshot of Kennebunkport's fire protection capabilities in the late 19<sup>th</sup> & early 20<sup>th</sup> centuries. The company produced very detailed maps to help fire insurance companies assess risk to determine appropriate insurance premiums. Seen below is an 1885 Sanborn assessment of fire apparatus, available water, and prevailing winds.



Figure 13-1 Excerpt from Sanborn's 1885 insurance map.

a training exercise off Ocean Avenue. Note the evolving attire of



Kennebunkport's fire-fighters. By the 1890's, derby hats predominated.



Photo was taken c.1896. Evidently, considerable manpower was required to operate Arundel 2. The photographer is unknown.

independent fire companies: the Atlantic Engine Company, the Village Fire Company, the Wildwood Fire Company, and the Goose Rocks Beach Fire Company.



Ladder 1 above is housed at the Village Fire Station. This truck was built by Detroit's Graham Brothers in 1923. The vehicle's excellent condition is a credit to the department. Photo: Tom Morgan.

### KENNEBUNKPORT THE FOREST FIRES OF 1947



In 1947, the State of Maine suffered its largest forest fire disaster in modern history. The state experienced over 90 consecutive days of record breaking high temperatures and drought. By mid-October, many small wildfires started and spread out of control. Statewide, these fires burned over 220,000 acres, burned 1000 homes, left 2500 people homeless and 16 people dead. The damages totaled over 11 million dollars at the time. This map indicates the major fires of October 1947 and an enlarged view of the major fires in this part of the state.

An interpretive sign affixed to the Village Fire Station tells the story of the devastating wildfires of 1947. Goose Rocks Beach was hit particularly hard. This traumatic event prompted the townspeople to modernize the community's firefighting capabilities.

During the 20<sup>th</sup> century, Kennebunkport was served by four

In 2005, the Town combined the four companies into one department headed by a Fire Chief and a Fire Protection Administrator. The consolidated fire department includes three administrative districts:

- The Village Fire Company covers District 1.
- The Wildwood Fire Company (Wildes District) and the Atlantic Engine Company (Cape Porpoise) cover District 2.
- The Goose Rocks Beach Fire Company covers District 3.

### Calls for Assistance

The chart to the right depicts the types of calls for assistance the department responded to from 2015 through 2019. The fire category includes structural fires, chimney fires, brush fires, and vehicle fires. Rescues include assistance to KEMS, boat calls, missing person reports, and motor vehicle crashes. The hazardous condition incidents include storm related responses, wires down, release of flammable materials, and HAZMAT incidents. A great many calls were in response to the activation of fire and carbon monoxide alarms. Other service calls involve water issues, odor investigations, smoke investigations, assistance to the police, and miscellaneous assistance to the public. Mutual aid calls were requested by Arundel, Biddeford, Kennebunk, Ogunquit, and Wells.

During the period 2015-2019, the total number of calls ranged from 192 to 210 annually, with the exception of 2018 when 241 calls were received.<sup>1</sup>

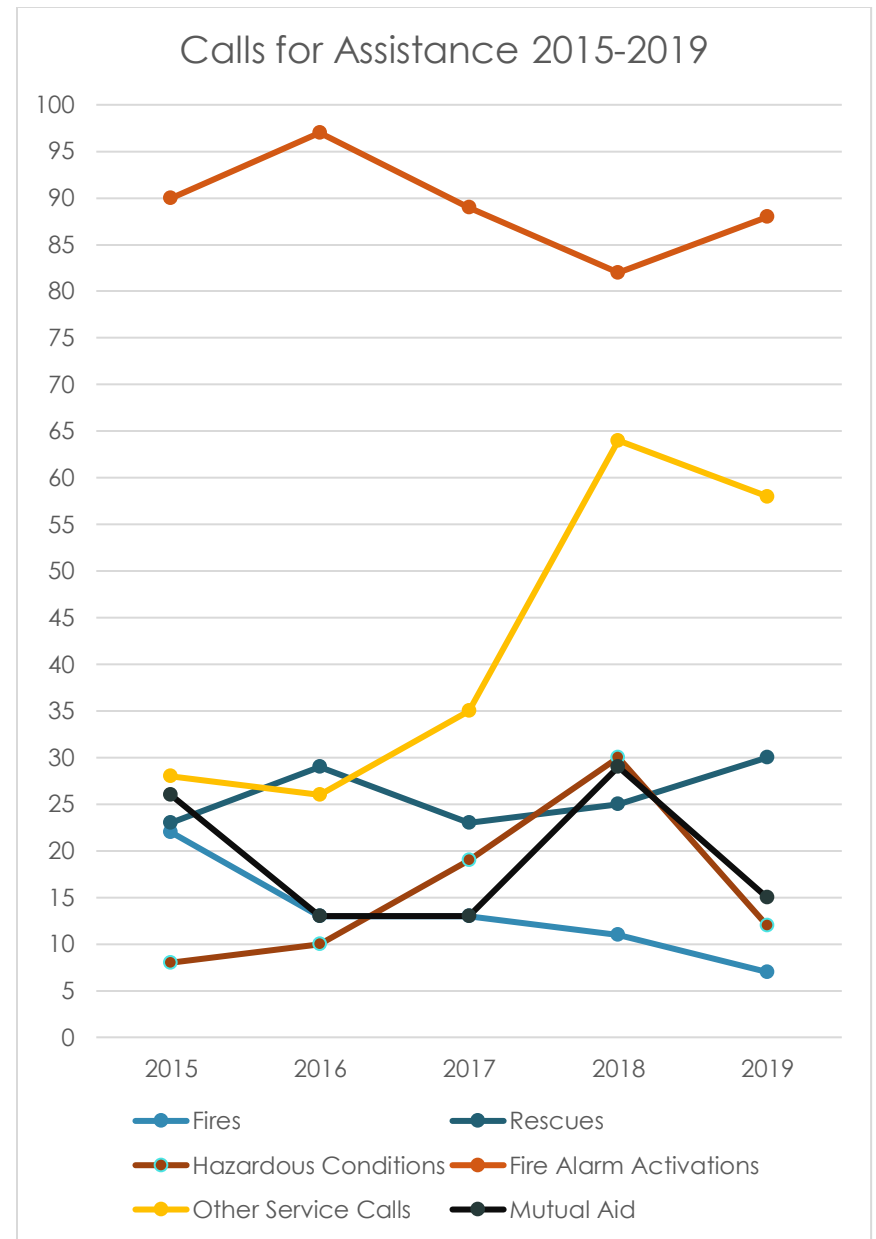


Figure 13-2 Calls for Assistance. Source: Town Reports.

## Personnel

In 2020, the department's roster included the fire chief, the administrator, and 77 volunteer firefighters.

Many of the volunteers are employed out of town, and for that reason are oftentimes unable to respond on weekdays during daytime hours. The median age continues to rise, consistent with that of the community. As of 2020, the median age of volunteer fire fighters was 55. Many active members are over 60. In light of these trends, the department anticipates eventually moving to a hybrid system that would rely on paid firefighters during weekday daytime hours.<sup>2</sup>

## Facilities

The Town owns the Village and Wildes District firehouses. The Cape Porpoise and Goose Rocks companies own their own buildings and lease them to the Town.



In 1989, the Wildes District Fire Company added two bays to the station. Two years later, the Goose Rocks Beach Fire Company built a new fire station on Route 9 at the intersection of Winter Harbor Road.

In 2002, the Cape Porpoise Fire Company expanded its facilities on the second floor, and the Town erected the Village Fire Station at 32 North Street. The Kennebunkport Village Fire Company sold their historic station on Ocean Avenue and donated

substantial funds to the Town to help finance the current Village Fire Station.

The department utilized GIS analytical tools to examine response times and concluded that if the Wildes District and Cape Porpoise stations were deactivated, overall response time would not be significantly diminished. In order to enhance efficiency and achieve cost savings, the department proposes a reduction in the number of fire stations from four to two.<sup>3</sup>



**Alarm bell atop the Wildes District Firehouse. Photo: Tom Morgan**

The facility reduction would require an expansion at the Village Fire Station to accommodate vehicles and equipment from District 2. An expansion at the Village Fire Station would also entail the conversion of the meeting room into offices for the department and for the Emergency Medical Services, and bunks for paid staff. The meeting room conversion would have to occur after the Town secures another facility for public meetings, such as the one that would be included in a new Town Office (see below).<sup>4</sup> The renovation and expansion of the fire station is proposed for 2025 at an estimated cost of \$840,000.



## Equipment

The fire companies raise funds privately to augment operating expenses.

Since the 1980's, many of the fire trucks have been purchased by the individual fire companies, utilizing funds provided by the Kittredge Family Fire Equipment Fund and the Clifford Seavey Fund. The Kittredge Fund is a trust left to the Kennebunkport fire companies for the purpose of buying fire trucks and associated equipment. The trust's earned income is divided between the four companies in accordance with the provisions of the trust. Trust income accumulates until it is needed for a new truck. As of June 2021, the Kittredge account's balance was \$1,048,311.<sup>5</sup>



The "Hose Monster" carries 3,350' of hose. Photo: Tom Morgan.

Tables 13-1, 13-2 and 13-3 list the major equipment housed in the Town's four stations. It should be noted that most engines carry at least 750 gallons of water and a 1,250 GPM pump. This water storage and pumping capacity is essential to provide protection to buildings situated far from hydrants.

A number of dry hydrants have been installed at remote areas of town. A dry hydrant carries no water under pressure, but is connected by permanent piping to a well, a pond or to salt water. In an emergency, a fire truck connects a suction hose to the hydrant and then uses its own pump to force water to the fire scene. This infrastructure has enabled better insurance ratings for many properties.

The replacement dates and estimated costs that follow are derived from the Town's Capital Improvement Program and from a long-range equipment replacement plan prepared by the department.

**Table 13-1 District 1 Equipment - Village Fire Company**

Vehicle	Built	Specifications	Condition	Replace
Squad 11	2006	Jaws of Life Rescue Equipment	Good	2031 \$400,000
Engine 12	1997	Pump: 1,500 gpm Tank: 1,000 gallons Hose: 2,000' of 4"	Fair	2024 \$635,000
Brush 15	1984	Tank: 250 gallons Winch Floating pump	Fair	2023



**Marine 2** Photo courtesy of the Kennebunkport Fire Department

**Table 13-2 District 2 Equipment - Wildwood Fire Company and Atlantic Engine Company**

Vehicle	Built	Specifications	Condition	Replace
Marine 2	2008	14' Zodiac MK II GR inflatable rescue boat	Good	2028 \$18,000
Engine 13	1989	Pump: 1,500 gpm Tank: 500 gallons Hose: 3,350' of 4"	Fair	No plan to replace near term
Brush 5	2019	Tank: 150 gallons Pump: Portable Ford F350 All-Wheel	Excellent	2055
Unit 22	1980	Pump: 250 gpm Tank: 250 gallons Hose: 1,000'	Fair	No plan to replace near term
Engine 23	2014	Pump: 1,250 gpm Tank: 1,000 gallons Hose: 2,000' of 4"	Excellent	2039 \$900,000

**Table 13-3 District 3 Equipment - Goose Rocks Beach Fire Company**

Vehicle	Built	Specifications	Condition	Replace
Tank 1	2008	Pump: 500 gpm Tank: 3,500 gallons Hose: 2,000' of 3"	Excellent	2038 \$500,000
Marine 1	2003	14' Zodiac MKII GR Inflatable Rescue Boat	Good	2022 \$18,000
Engine 33	1991	Pump: 1,250 gpm Tank: 750 gallons Hose: 2,000' of 4" Jaws of Life	Excellent	2042 \$900,000
Ladder 34	1999	Pump: 1,500 gpm Tank: 300 gallons Hose: 1,400' of 4" Ladder: 75'	Good	2024 \$1,000,000
Brush 35	1980	Tank: 175 gallons Floating pump	Fair	2023 \$70,000



**Ladder 34** Photo courtesy of the Kennebunkport Fire Department



# Police

Town Meeting in 1898 adopted an article in support of establishing a “suitable police force” along with a facility to detain subjects who had been arrested.

The early 20<sup>th</sup> century witnessed an increasing number of tourists arriving via private motor vehicles. The increasing frequency of motor vehicle collisions prompted the Town to initiate a police response. In 1931, the Town hired its first police chief.

The appointment of Nicholas Iniss as chief in 1957 marked another milestone in the department’s history, as the townspeople, for the first time, voted to acquire a motor vehicle for the police force.



**Nicholas Innis (above) served as chief from 1957 to 1971. Photo courtesy of the Kennebunkport Police Department.**

## Calls for Service 2014-2018

Calls for service are summarized for a recent 5-year period below.

**Table 13-4 Calls for Service (Source: Kennebunkport PD)**

Call Action	2014	2015	2016	2017	2018
All Other	11	12	9	8	8
Arrest(s) Made	44	40	39	26	38
Building Checked/Secured	4,431	3,387	3,546	3,085	2,697
Citation/Warning/Defect	1,708	1,800	1,615	1,010	1,257
Could Not Locate	235	173	190	181	181
Extinguished	2	3	2	1	4
False Alarm, Bill	136	165	111	113	92
Field Interrogation	1	1	1	2	1
False Alarm, Other	17	19	29	83	64
Follow Up Invest	9	7	6	2	
False Alarm, No Bill	43	77	55	42	57
Investigated	37	5	5		
No Action Required	387	319	226	2	220
Non-Payment		49	16	198	9
Protective Custody				12	1
Permit Issued	669	813	648	679	845
Parking Ticket	1,285	1,295	1,118	1,322	1,593
Removed Hazard	30	31	27	23	32
Taken/Referred to Other Agency	113	142	175	244	229
Report Taken	373	447	442	442	410
Peace Restored	21	15	20	24	13
Services Rendered	6,421	6,444	6,849	7,447	5,916
Taken to Family/Guardian/Other	2	2	5	7	6
Transported to Hospital	253	275	215	260	249
Unfounded	36	58	43	37	50
Vehicle Towed	6		2		
<b>TOTAL</b>	<b>16,270</b>	<b>15,580</b>	<b>15,394</b>	<b>15,251</b>	<b>13,972</b>

## Facilities

The police station at 101 Main Street was constructed in 1997. Subsequently, the building was expanded and modified several times to meet the needs of a growing department and the demands of policing in the 21<sup>st</sup> century. These improvements include upgrades to security and locker rooms, and structural modifications to meet the requirements of the Americans with Disabilities Act. Renovations in 2016 included the addition of a spacious multifunction room.<sup>6</sup>



**Kennebunkport Police Station. Photo courtesy of the Police Department.**

The evidence storage space in the basement is inadequate due to the absence of climate controls. The building's mechanical systems and computer technology are dated, and due for an upgrade.<sup>7</sup>

The police department shares this building with the Town's public health department. Both departments view the building's floor area to be adequate for the foreseeable future.



**The old Lock-Up has been out of service for quite some time. Photo: Tom Morgan.**

## Personnel

As of 2021, the department employed a police chief, a deputy chief, two sergeants, a detective, and eight other full-time officers, two of whom serve as School Resource Officers at the Consolidated School and at the Mildred Day School.

During the summer months, the department employs ten to twenty part-time public safety officers to help operate the parking lots at Dock Square and Cape Porpoise pier. They also patrol Goose Rocks Beach and have been called on frequently to mediate disputes over the use of the beach.<sup>8</sup>

The department anticipates the need for additional administrative and technology staff assistance in response to an increasing workload.

## Vehicles

The department operates eight police cruisers. The life cycle for these vehicles is generally 3 to 4 years. The department anticipates replacing cruisers in accordance with the schedule in Table 13-5 below.

**Table 13-5 Police Cruiser Replacement Schedule**

Fiscal Year	Number of Cruisers to be Replaced	Cost
2022	1	\$37,000
2023	2	\$72,000
2024	1	\$37,000
2025	1	\$37,000
2026	2	\$72,000
2027	1	\$37,000
2028	2	\$72,000

The department has indicated a willingness to transition to hybrid or electric police cruisers. Such vehicles are currently more expensive to acquire than conventional gasoline powered cruisers.

Should the Town decide to transition to electric vehicles (EV), the department is prepared to seek grant funds for the installation of an EV fast charger on the premises.<sup>9</sup>

## Communications

Emergency calls are routed to the Town of York’s dispatch center where they are screened and forwarded to Kennebunkport Dispatch in the police station. The Town employs four full-time and one part-time dispatcher.

In recent years, the reliability of the department’s radio communications has deteriorated due to the widespread proliferation of Wi-Fi and other ubiquitous wireless technologies that interfere with police department communications.

Communication dead spots have also been a problem due to topography. For example, the department has had difficulty establishing contact between the police station and officers in the vicinity of Dock Square.

The department hired 2-Way Communications to assess the extent of the problem and to provide recommendations. The company recommended converting to a digital system, and erecting towers at the wastewater plant and the Goose Rocks Fire Station.

The cost of the new towers and a transition to digital communications was estimated to be \$1.8 million. In June 2021, Town Meeting appropriated the necessary funds to implement this proposal.



## Emergency Management

Kennebunkport's emergency management team is headed by a Director, assisted by a Deputy Director. Operations are headquartered in the Police Department building at 101 Main Streets so as to be in close proximity to the Town's communications system.

Building renovations in 2016 included the establishment of a large multiuse room that serves as an emergency operations center, when necessary.

Operations are guided by a local Comprehensive Emergency Plan and supplemented by a hazard mitigation plan for York County that is updated periodically by the Southern Maine Planning and Development Commission.



**Severe flooding on Langsford Road during the Blizzard of 1978. Photo source: 2015 Town Report**

Kennebunkport's emergency management staff work closely with their counterparts in other York County communities, and with Maine's Emergency Management Agency. Assuming that the communications equipment cite above is upgraded, the local emergency team will be well prepared to meet all manner of challenges during the planning period.

## Emergency Medical Services

Ambulance services are provided by Kennebunkport Emergency Medical Services (KEMS), a private entity. The service was established in 1979. As of December 2020, KEMS 16 active Paramedics on the payroll on a per-diem basis who supply the town with 24/7 365 coverage at the Advanced Life Support level, and 37 active Emergency Medical Technicians (Basic, Intermediate, and Advanced).<sup>10</sup> KEMS is governed by a 9-member Board of Directors.<sup>11</sup>

KEMS purchased a new ambulance in 2020 and anticipates replacing the vehicles every ten years. The ambulance is housed in leased space at the Cape Porpoise Fire Company's station at 172 Main Street.

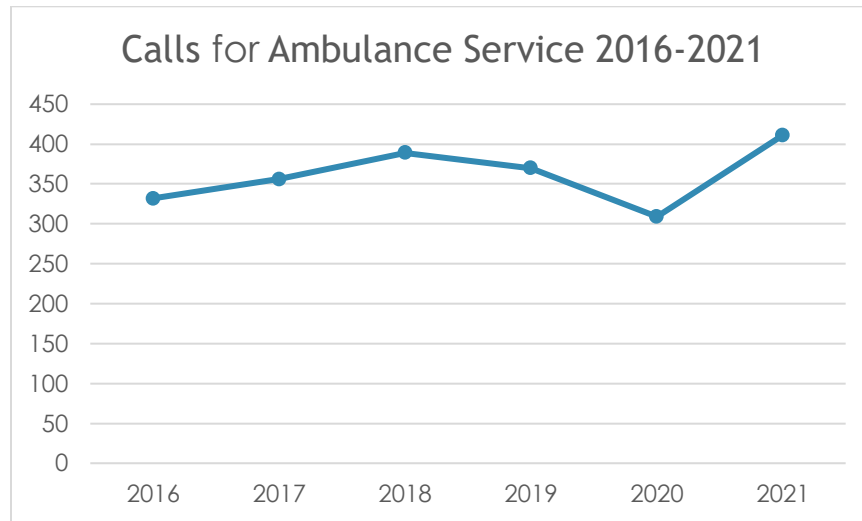
KEMS is funded through its annual membership drive, fees for service, private donations and an annual appropriation by the Town of Kennebunkport. In 2021, the Town's contribution was \$165,000.

KEMS participates in a mutual aid agreement with the communities of Arundel, Biddeford, Kennebunk, and Wells.

At present, challenges faced by KEMS include:

- Responding in a timely manner to the ever-changing advisories for dealing with COVID-19.
- Growing the endowment so as to avoid having to draw from it in response to revenue shortfalls.<sup>12</sup>

The chart below displays calls for service from 2016 through 2021.



**Figure 13-3 Calls for Ambulance Service (Source: KEMS).**

As for future challenges, KEMS cites the following:

- 1) KEMS is a payroll driven organization, with over 70% of the yearly budget going towards payroll. KEMS will continually monitor the pool of Paramedics and EMT's available in York County to make sure they retain and attract the caliber of provider with wages that are competitive.
- 2) KEMS strives grow its endowment so as to remain a non-profit organization that reduces its reliance on Town subsidies.
- 3) KEMS' non-profit business model and the goal of breaking even each year from income from services rendered will not be achieved due to the potential of runs per year. KEMS' income is regulated by state and federal policies and the Insurance companies.<sup>13</sup>

## Public Works

The Public Works Department maintains Town-owned roads, as well as related structures, drainage systems and sidewalks. Responsibilities include mowing, road repair, road shoulder maintenance, painting of crosswalks, culvert maintenance and replacements, tree maintenance, winter maintenance, sidewalk repair and installation, and curb repair and installation.<sup>14</sup>



**Culvert replacement on Turbats Creek Road. Photo courtesy of the Public Works Department.**

In 2018 & 2019, the department completed a joint effort with Maine DOT to reconstruct Mills Road. The project included new bike lanes and culvert & catch basin replacements. The reader is referred to Chapter 11 Transportation for more detail on the Town's roadways.

In 2020, extensive work was done on Wildes District Road, however plans for routine top coating were deferred due to uncertainty over the financial impact of the pandemic. Work on Wildes District Road will continue through FY2025.



Stormwater drainage and sidewalk construction on North Street. Photo courtesy of the Public Works Department.

The department has compiled a detailed schedule for roadway improvement projects through the end the decade. Projects that are budgeted for costs in excess of \$100,000 include a stretch of Ocean Avenue in 2022, Old Cape Road in 2023, Beachwood Avenue and the Kings Highway in 2024, Arundel Road in 2025, Whitten Hill Road in 2026, School Street in 2027, and Pier Road in the vicinity of the causeway in 2029.

## Repair of Roadways & Sidewalks

The cost of the department’s anticipated roadway and sidewalk repair and reconstruction projects through 2031 are reflected in Figure 13-4 below.



**Figure 13-4 Roadway/Sidewalk Repair & Reconstruction Plan**  
Source: Capital Improvements Program.



## Department Facilities

The department’s headquarters are situated at 105 Beachwood Avenue. Buildings at this site include a salt and sand shed, and a highway garage. In the near term, the department does not anticipate the need to expand or replace these structures.

## Staff

The department employs a director, a deputy director, a foreman, four fulltime equipment operators, a mechanic, and an administrative assistant.



**Goose Rocks Beach. Photo courtesy of the Public Works Dept.**

## Vehicles & Equipment

The age of the department’s vehicles and equipment are reflected in the table below, as are the anticipated replacement date and cost.

**Table 13-6 Vehicle/Equipment Replacement Schedule (Source: Public Works Department)**

Model Year	Vehicle/Equipment	Replace	Cost
2005	John Deere F687 Z Trac	2020	\$12,000
2004	International 7400 TA	2021	\$255,000
2009	Ford F-350 2x2 Dual Rear	2022	\$42,500
2011	International Workstar SA	2023	\$165,000
2012	International Workstar SA	2024	\$165,000
2013	John Deere 544K Loader	2026	\$135,000
2015	International Workstar SA	2027	\$175,000
2018	Trackless MT7 (sidewalks)	2028	\$180,000
2016	Tymco 435 (street sweeper)	2028	\$160,000
2017	Graco Line Striper	2029	\$12,000
2016	International Workstar SA	2029	\$155,000
2016	Ford F-350 2x2 Dual Rear	2030	\$47,500
2018	Case 580 t4f backhoe loader	2031	\$130,000
2020	Ford F-350 4x4	2032	\$43,000
2018	Wayne Reliance Fuel Pumps	2033	\$15,000
2020	Fuelmaster Fuel Controller	2035	\$15,000
2021	Titan 5000 PLR line striper		
2003	GMC Sierra 1500		
2003	International 4300 SA		
2006	Ford F-350 4x4		
2007	Trackless MT5T (sidewalks)		

## Seawalls

In 1990, several sections of the Ocean Avenue seawall were reconstructed. Twenty years later, it was evident that other sections of the wall were in poor condition. The Department of Public Works is instrumental in lining up grants, designers, and building contractors.

A 2009 analysis flagged three sections of seawall for reconstruction: Ocean Avenue seawall, referred to as the Village Wall, Wall A, and Wall B.<sup>15</sup> The former extends 670 feet from the Nonantum to Chick's Creek. Construction commenced in 2019 and was completed in 2020 at a cost of \$1 million.<sup>16</sup>



**Village Seawall. Photo by Tom Morgan.**

The new seawall was assembled with a precast concrete segmental block system.<sup>17</sup> The Village Seawall reconstruction project also included the replacement of culverts and the sewer line, along with a new sidewalk and guard rail.

Wall A is situated near the intersection of Warwick Avenue. The section in need of replacement is 80 feet in length. The height ranges from 5 to 10 feet.

Wall B is situated west of Spouting Rock Avenue. The section in need of replacement is 163 feet in length and ranges in height from 7 to 15 feet.

Walls A & B are not scheduled for reconstruction prior to 2026. The total cost is estimated to be \$2 million.

## Cape Porpoise Pier

Plans are in the works for the reconstruction of the Cape Porpoise Pier and bait shed.



**The Cape Porpoise Pier. Photo by Tom Morgan.**

The project will be undertaken in three phases over a three-year period (2022 - 2024) at an estimated cost of \$2.5 million. The design will anticipate a rising sea level.<sup>18</sup>

## Pier Road

The design for the reconstruction of the low-lying Pier Road will also take a rising sea into account. The road's elevation is approximately 7 feet above mean sea level. The reconstruction will raise the elevation to 11 feet and will widen the road from 25 feet to 30 feet in order to create a paved shoulder for use by pedestrians and bicyclists.<sup>19</sup>



**Highway crews remove debris from Pier Road in the aftermath of the Blizzard of 1978. Photo courtesy of the Town of Kennebunkport.**

The length of reconstructed roadway will be 450 feet, and largely involves the section of roadway that runs along the causeway. The project is scheduled to commence sometime after 2025, at an estimated cost of \$1 million.<sup>20</sup>

## Stormwater

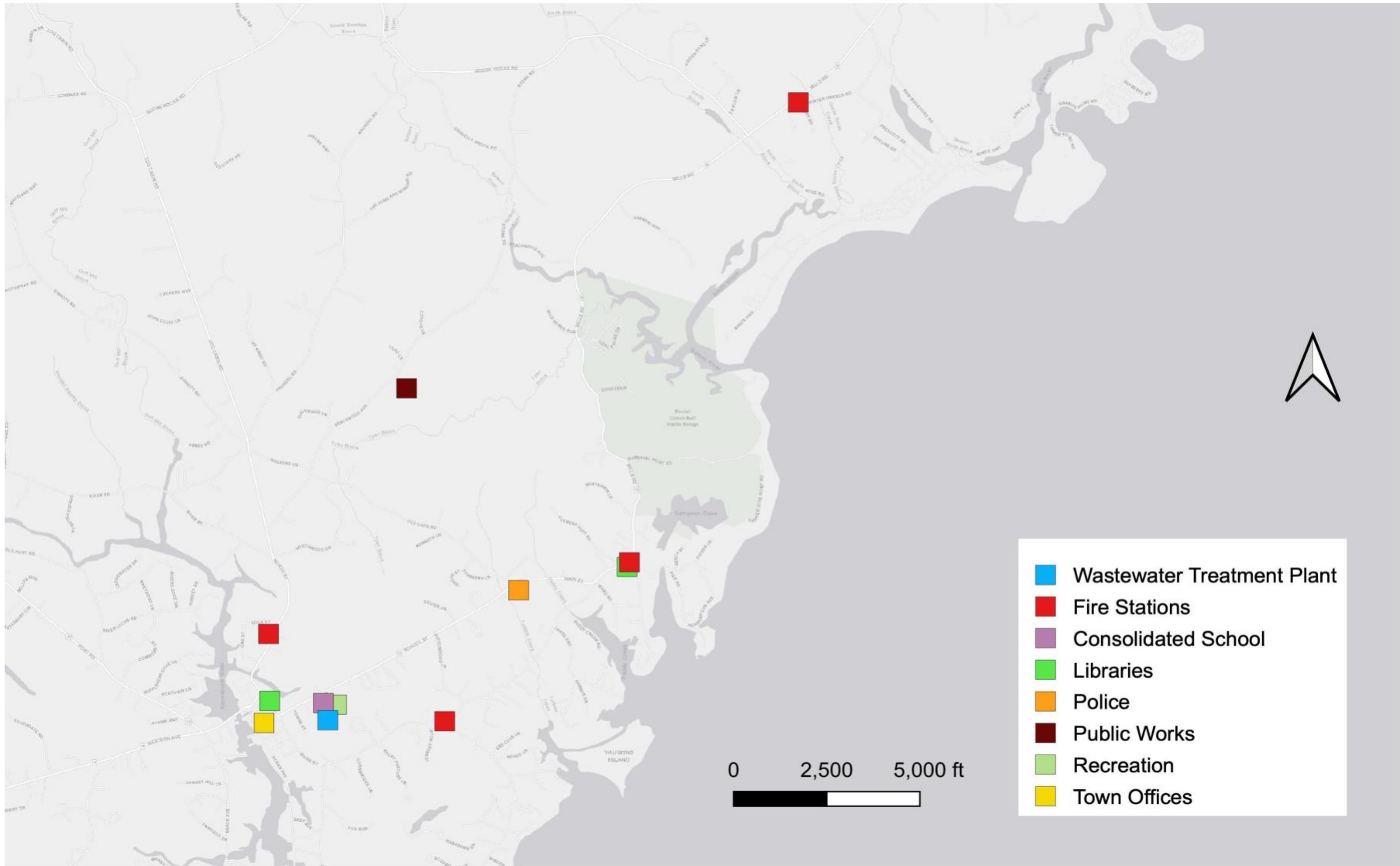
Storm water is collected via numerous small systems, located primarily in densely developed areas such as Dock Square, along Ocean Avenue, Cape Porpoise Square, and areas along Goose Rocks Beach. Run-off is collected and discharged directly into the Kennebunk River, tidal marshes, and the Atlantic Ocean.

Kennebunkport is not among the thirty Maine municipalities that have been designated by the US EPA as an MS<sub>4</sub> community. Such a designation would require extensive documentation and mitigation efforts in order to prevent pollutants carried by stormwater from entering the waters of the United States.

Nevertheless, the department is well aware of stormwater issues in the community as evidenced by its documentation of roadway culverts and an ongoing program to upgrade those that are substandard.<sup>21</sup> The impact of future development on the stormwater system is routinely examined by the Planning Board during review of applications for land development.



# Public Facilities



# Wastewater

The wastewater treatment facility (WWTF) is situated at 25 Recreation Way, behind the Consolidated School. Construction of the facility was completed in 1974. Major upgrades were undertaken in 1979, 1997, 2005, and 2010. An aerial view is seen below, looking southwest from the facility's entrance.



Photo courtesy of the Town of Kennebunkport.

The plant provides secondary treatment and nutrient removal. The treatment complex includes a building that houses plant operations and administration, two grit screens, three aeration basins, two chlorine contact chambers, two sludge filter presses, a sludge dewatering building, two biosolids composting structures, and an electrical generator.

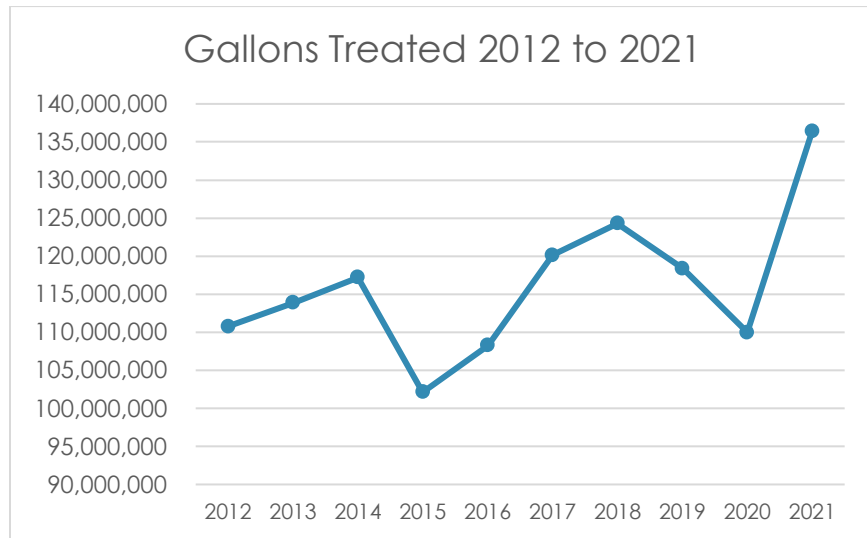
A bird's eye view of the treatment plant is shown below.



The plant's outfall is situated along the Kennebunk River, 2,000 feet west of the plant, at Wharf Lane.

## Flow

Figure 13-5 below depicts the volume of wastewater processed by the plant, on an annual basis, since 2012.



**Figure 13-5 Gallons Treated on an Annual Basis. Source: Public Works Department**

During the ten-year period depicted in Figure 13-4, the plant averaged 116,134,456 gallons of wastewater per year, or 318,177 gallons per day.

The system receives a higher volume of wastewater flow in the summer when tourists and summer residents are in town, typically in the range of 450,000 to 470,000 gallons per day.<sup>22</sup> This figure is higher than the 438,000 gallons cited in the 2012 Comprehensive Plan.

Heavy rainfall events oftentimes cause a spike in the flow as numerous parts of the system are vulnerable to infiltration.<sup>23</sup>

## Plant Capacity

The treatment plant is licensed to treat and discharge up to 700,000 gallons per day, with up to 50 mg/L of total suspended solids (TSS) and biochemical oxygen demand (BOD). The 5-year federal permit that allows discharge into the waters of the United States was renewed in March 2020. The permit does not limit the discharge of nitrogen.

For planning purposes, the department estimates that each sewer unit<sup>24</sup> (e.g., a single-family home, 2 hotel rooms, 10 restaurant sets, etc.) discharges approximately 175 gallons of sewerage into the system on a daily basis.<sup>25</sup> Thus, it would take 1,314 dwelling units, or some combination of a lesser number of dwellings and commercial facilities to reach the plant's capacity of 700,000 gallons per day.

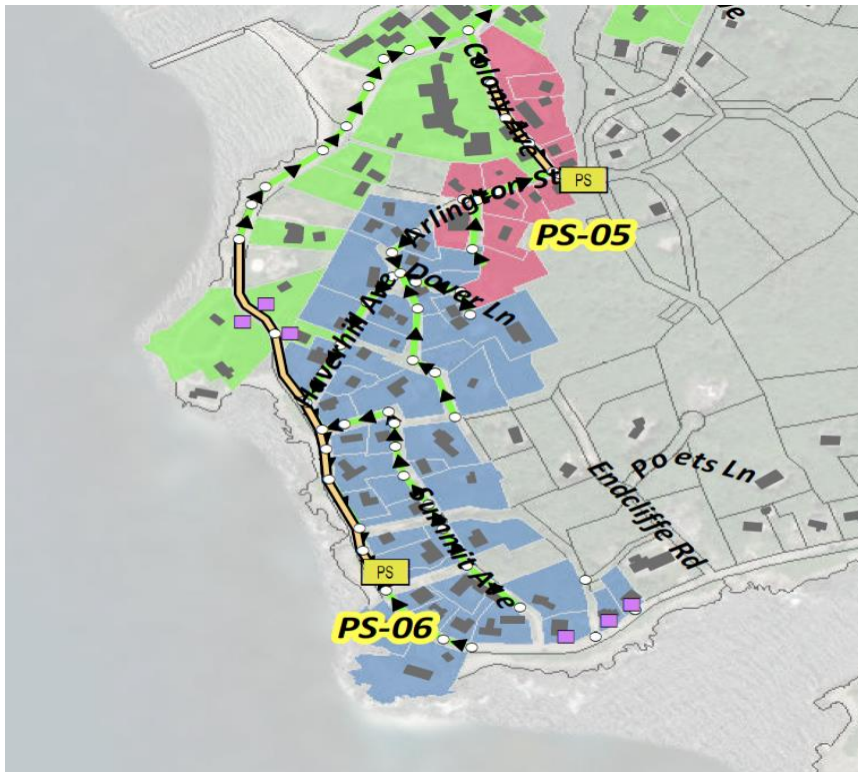
A significant constraint on increased flow is the high cost of expanding the wastewater collection system beyond its current geographical range. Not least among the factors that render an expansion expensive are extensive ledge formations and the need for additional pumping stations. Thus, the only scenario in which the plant's 700,000-gallon capacity would be reached would be one in which adjustments to the zoning ordinance allowed a very substantial increase in density.

The plant accepts waste from Kennebunkport septic tanks and holding tanks. Plant operators indicate no issues or concerns in this regard. Some contractors haul locally generated septic waste out of town.



## Sewer Collection System

The wastewater collection system is comprised of 25 miles of gravity sewer mains and low-pressure force mains, 16 major pump stations, and 100+ low pressure grinder pumps that serve individual residences. The mains are fabricated of vitrified clay, asbestos-cement, and PVC. The pipes' diameter ranges from 6" to 18".<sup>26</sup>



The map above depicts the extent of the service areas of various pump stations at Cape Arundel. The map was prepared by the

engineering firm of Wright-Pierce.

The collection system serves approximately 3,500 customers in the most densely populated areas of the town, i.e., Dock Square, Cape Arundel, Cape Porpoise, and Goose Rocks Beach. The service area includes slightly over half of the inhabited buildings in the town. The map on the previous page depicts the location of the 16 pump stations, the collection system's service area, and the Growth Area designated by the Town's 2012 comprehensive plan.

The most recent expansions of the collection system were relatively minor in scale, these being subdivisions at Beryls Way off of Mills Road, and Binnacle Hill. Kennebunkport's sewer district extension policies are consistent with 38 MRSA 1163. The town's sewer and stormwater systems are separate entities

## Age

Some sewer mains along Ocean Avenue date to 1971. The last major expansion was at Goose Rocks Beach in 1991. Sewer mains of this age (30 to 50 years) are brittle enough so as to be increasingly vulnerable to failure. In a similar vein, the pump stations, most of which are 30 to 50 years of age, require periodic rehabilitation or replacement at costs ranging from \$300,000 to \$800,000, as do high priced components at the wastewater plant such as filter presses (\$600,000 each) and circular clarifiers (\$500,000 each).<sup>27</sup>

Due to the age of the wastewater system's components, the department's priority is to dedicate available resources toward the maintenance of existing infrastructure. An expansion of the system is viewed to be of secondary importance

## Climate Adaptation

In 2016, the Town retained the services of the civil engineering firm Wright-Pierce to prepare a climate adaptation plan for the municipality’s sewer system. The undertaking was funded in part by the State of Maine. The plan was completed in July 2019.<sup>28</sup>

The plan assessed the potential impact and consequences of several hazardous conditions that scientists predict will grow more severe due to climate change, namely riverine flooding, flash flooding, coastal flooding (exacerbated by a rising sea), excessive precipitation, excessive wind speeds, and increases in storm intensity, duration, and frequency.

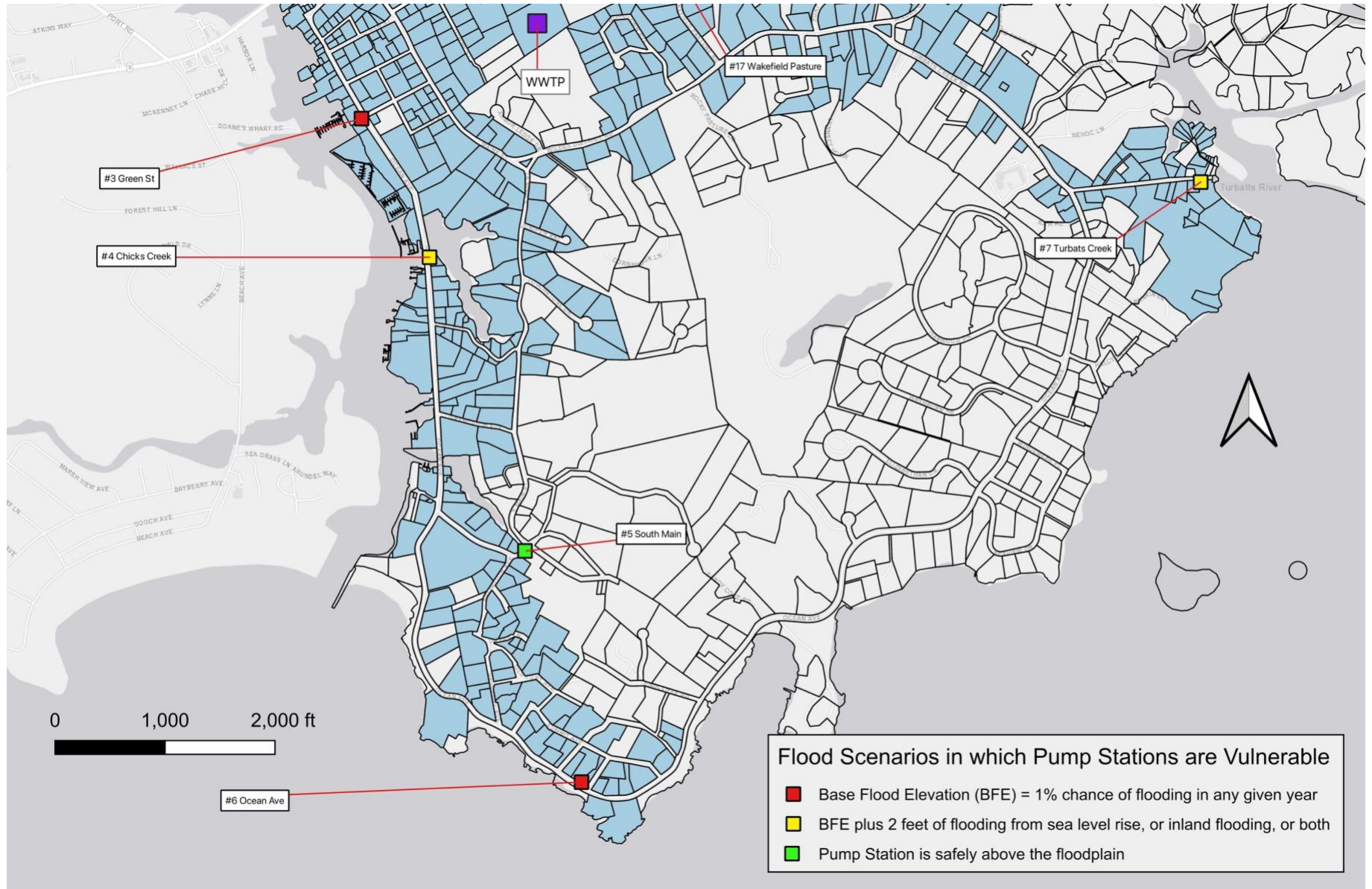
Wright-Pierce relied on NOAA sea level rise (SLR) projections that predict SLR in 2100 to range from 0.66 feet to 6.6 feet. The firm assumes a 1 to 4-foot range to be most likely. The consultants then compared the elevations of Kennebunkport’s 16 pump stations and their various components with three flooding scenarios: 1) FEMA’s preliminary 2018 Base Flood Elevation (BFE), i.e., the flood that has a 1% chance of occurring in any given year; 2) BFE + 2 feet; and 3) BFE + 3 feet.

The ten Kennebunkport pump stations that would be inundated during one or more of these three scenarios are shown in Table 13-7 below.

Pump Station	Date Built	Motor Size (Horse Power)	Grade Elevation	Drywall Entrance Elevation	Electrical Panel Elevation	Generator Elevation	Base Flood Elevation (BFE)	BFE + 2'	BFE + 3'
#3 Green Street	1972/2018	10	10	N/A	13	12.5	12	14	15
#4 Chicks Creek	1972/2018	5	13.5	N/A	16.5	14.5	12	14	15
#6 Ocean Avenue	1984	3	18	20	19.5	N/A	21	23	24
#7 Turbats Creek Road	1984	30	10.5	12.5	11.5	11	10	12	13
#9 Paddy Creek Road	1984	15	12	14	13	13	12	14	15
#11 Mills Road	1983	2	13	14.5	14	N/A	12	14	15
#12 King’s Highway	1992/2012	45	6.5	11	-0.7	11	13	15	16
#13 King’s Lane	1992	13	9.5	11	10.5	N/A	13	15	16
#14 King’s Highway	1992	5	9.5	N/A	10.5	N/A	12	14	15
#15 Prescott Drive	1992	2	11.8	N/A	12.8	N/A	13	15	16

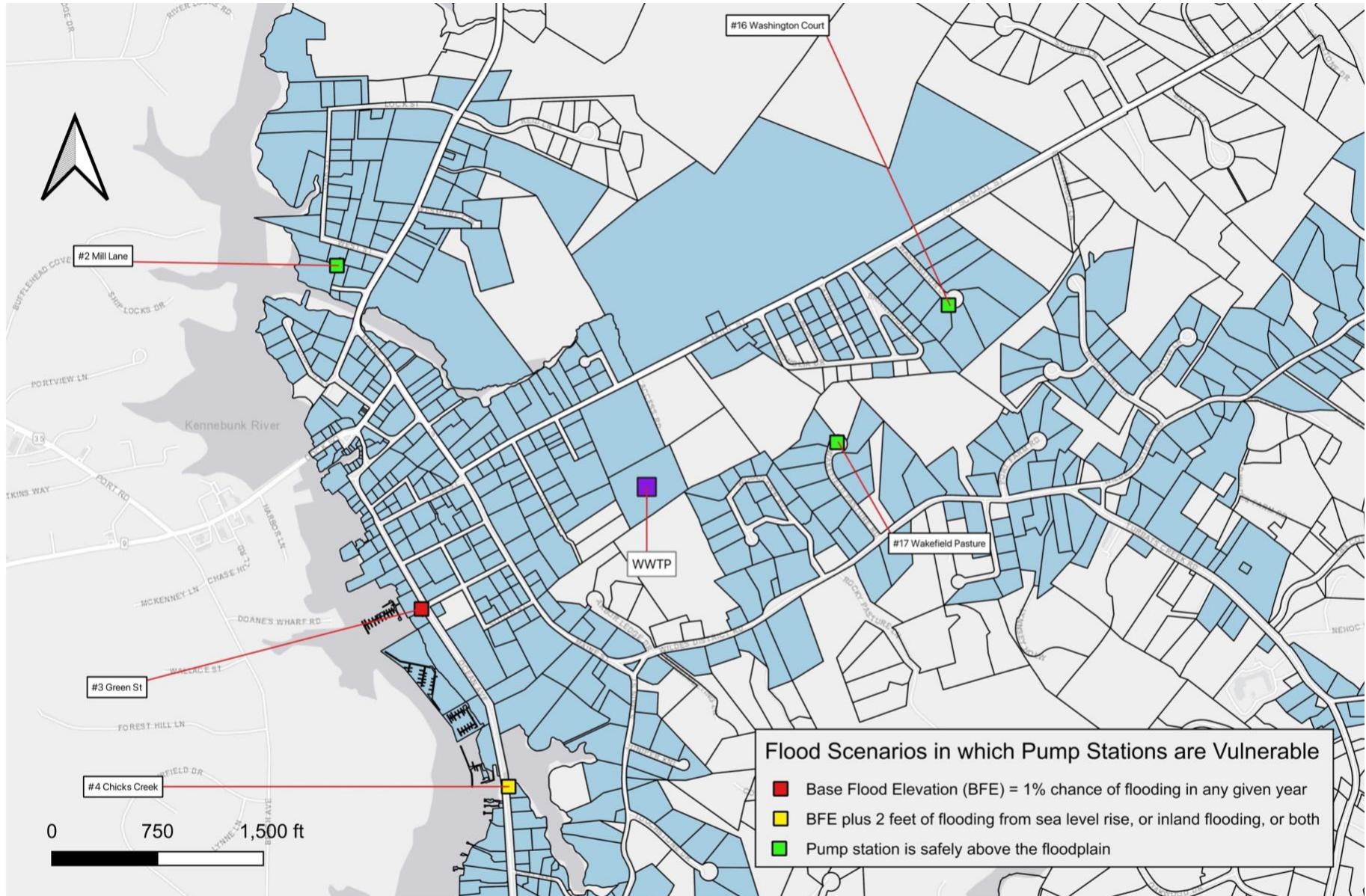
**Table 13-7 Vulnerability of Pump Stations to Inundation.** Source: Tables 2-1 & 2-2, 2019 Climate Adaptation Study by Wright-Pierce. **Blue** shading above signifies vulnerability to BFE; **Gold** signifies vulnerability to BFE + 2'; and **Red** signifies vulnerability to BFE + 3'.

# Sewer Pump Station Vulnerability - Cape Arundel



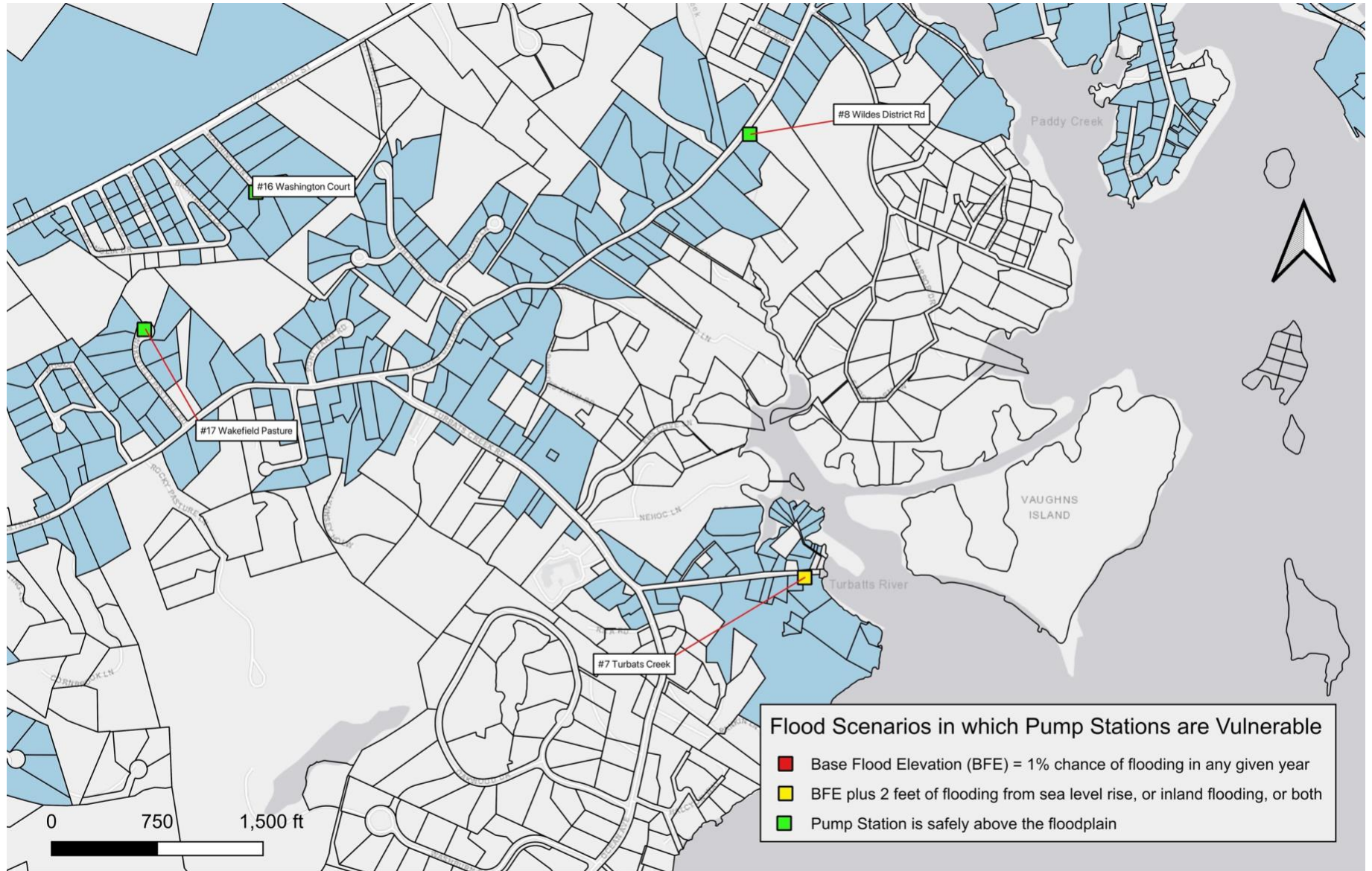


# Sewer Pump Station Vulnerability - Dock Square

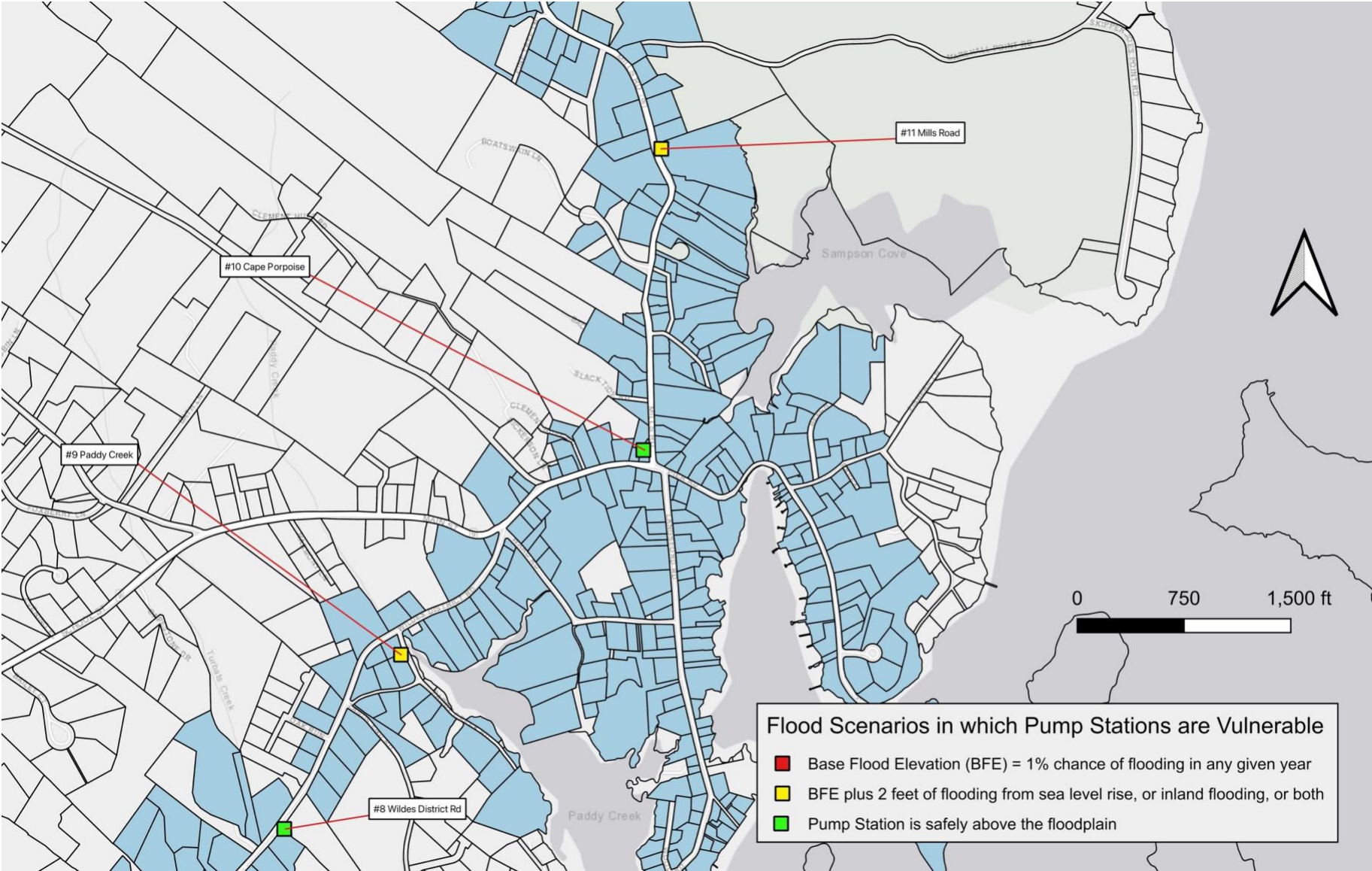




# Sewer Pump Station Vulnerability - Wildes District

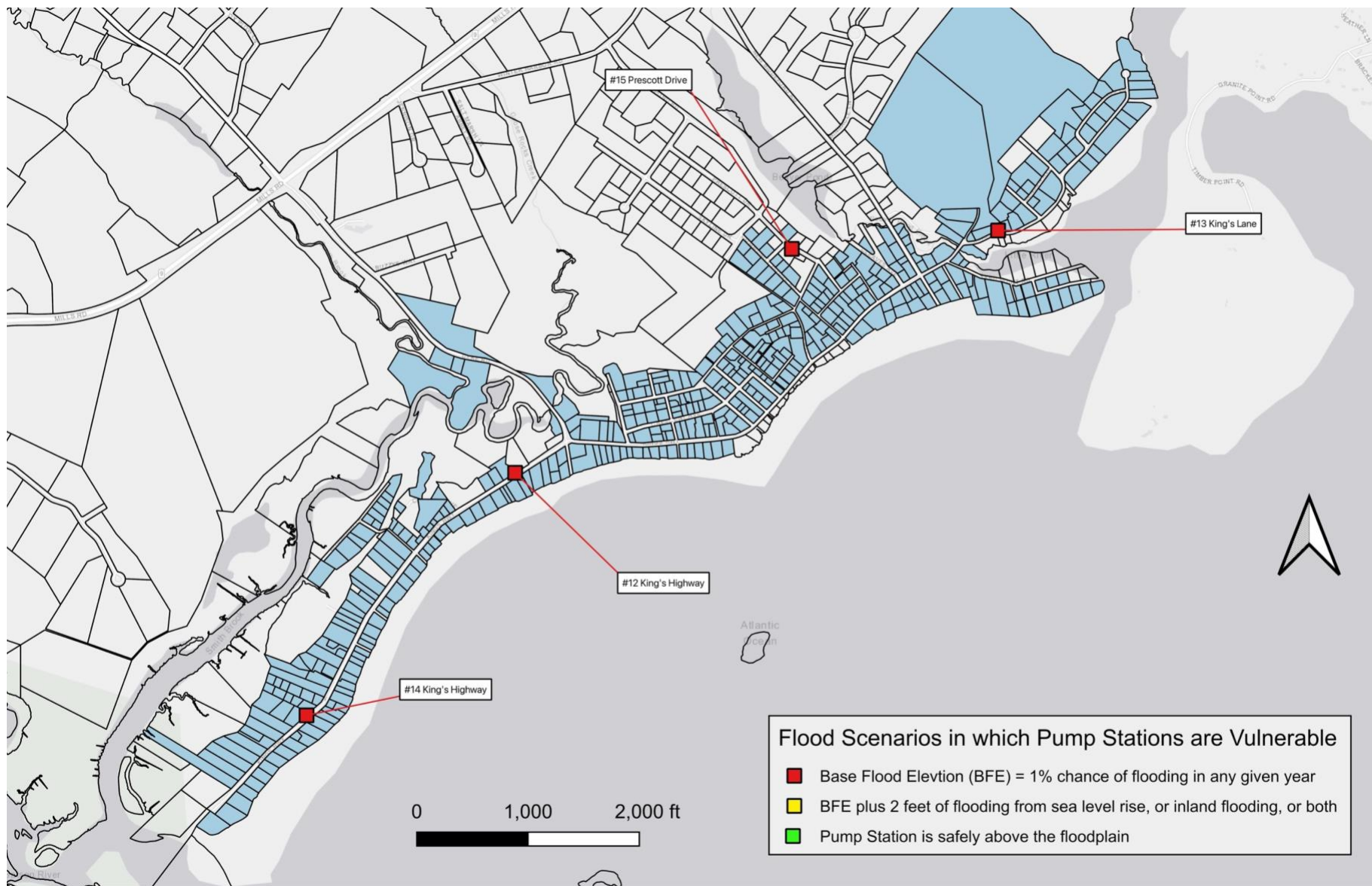


# Sewer Pump Station Vulnerability - Cape Porpoise





## Sewer Pump Station Vulnerability - Goose Rocks



## Staff

Since 2018, the wastewater system has been overseen by the Public Works Department Director and Deputy Director. Plant staff is comprised of a Chief Operator, a Lead Operator, three Operators, a Mechanic, and an Administrative Assistant. In 2021, the department also employed the services of an engineer to assist with major upgrades in the near term.



**2021 Team Photo, courtesy of Chris Simeoni**

## Vehicles

As of 2021, the department utilized four trucks: a 1-ton service vehicle, a 1-ton dump truck, and ¾ ton Ford F-250, and a ½ ton GMC Sierra.

## Replacements & Upgrades

In 2012 the department replaced pump stations at Kings Highway (east) #12, and in 2018, at Green Street #3 and Chicks Creek #4. In 2021, Town Meeting authorized the replacement of three pump stations: Cape Porpoise #10 (\$525,000), Paddy Creek #9 (\$819,000), and Wildes District #8 (\$819,000). Other near-term

projects include the replacement or rehabilitation of two filter presses and two circular clarifiers. All told, the bill for near term improvements will come to roughly \$6 million.



**Pump Station #12, King's Highway. Photo: Wright-Pierce.**

The Town's Capital Improvements Program (CIP) calls for several upgrades to the wastewater system during the mid-2020's. These include the replacement of pump stations at Ocean Avenue #6 in 2024 (\$300,000), South Main Street #5 in 2025 (\$300,000).

At undetermined dates after 2025, the CIP calls for the replacement of pump stations at Mill Lane #2 (\$525,000), Turbats Creek #7 (\$525,000), Mills Road #11 (\$525,000), King's Highway #12 (\$525,000), King's Lane #13 (\$525,000), King's Highway West #14 (\$300,000), Prescott Drive #15 (\$300,000), Washington Court #16 (\$300,000), and Wakefield Pasture #17 (\$300,000). Also slated for replacement sometime after 2025 is a section of the gravity main along Ocean Avenue from Nonantum to Bridge (\$300,000), and 6.5 miles of 1972 sewer lines.

## Climate Adaptation

Climate scientists have yet to predict with certainty the timing and extent of sea level rise. During the decade commencing in 2010, projections continued to climb steadily, and many believe that we are heading for 6+ feet by the end of the century. As the science is not yet settled on the extent of SLR, it would be prudent for the Town to periodically reexamine Wright-Pierce's assumption that a 1' to 4' is the most likely scenario.

In December 2020, the Maine Climate Council published the state's new climate action plan entitled *Maine Won't Wait*. The Council's "Intermediate Scenario" anticipates a 1.5-foot rise in sea level by 2050, and 3.9 feet by 2100. However, the Council advises us that for "low-risk tolerant infrastructure," we should "consider preparing to manage for 8.8 feet of sea-level rise by 2100."<sup>29</sup>



The Wright-Pierce Adaptation Plan is organized in such a fashion that the document can be readily adjusted when the scientific community's predictions on SLR take on a greater degree of certainty. The document is well organized, comprehensive, and exhaustive in its identification of the sewer system's vulnerabilities. The plan's implementation matrix is particularly useful because it clearly identifies appropriate actions to be taken by the Town, the cost of those measures, the timing, and the recommended priorities.

## Solid Waste

At the time of Kennebunkport's last update to its comprehensive plan (2012), the town's residents generated 1,464 tons of household waste annually and sent an additional 425 tons to a recycling center (380 tons via curbside pickup). Commercial enterprises in town generated 956 tons and recycled virtually none.

Household trash is collected weekly, and recyclables every other week, by Oceanside Rubbish, a division of Casella Waste Systems.

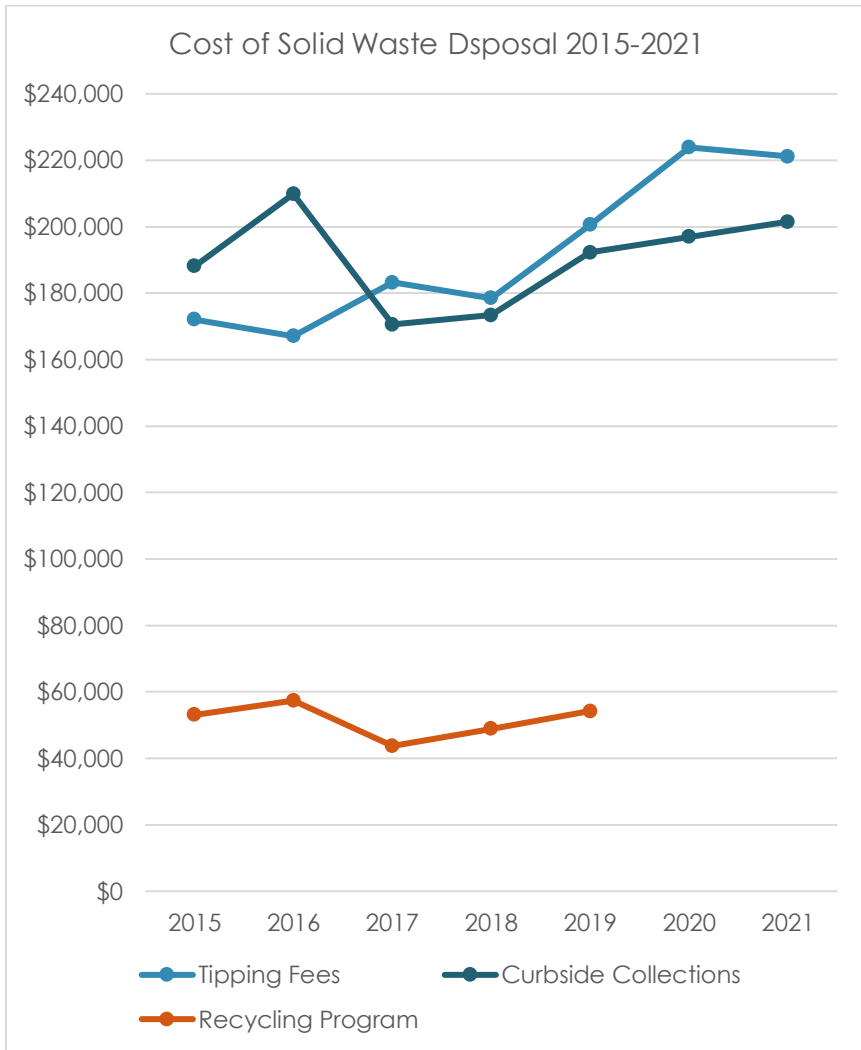
Kennebunkport sent its non-recyclable solid waste to Maine Energy's incinerator in Biddeford. The tipping fee at that time was \$86 per ton. The incinerator was shut down in 2012. Since then, Casella has been hauling the trash to a regional transfer station, and then onto landfills and incinerators.

China was the ultimate destination for much of the world's recycled materials. Contamination of recycled materials caused a plethora of environmental problems at the receiving end, and China responded by banning the import of most recycled materials, commencing in January 2018.

Kennebunkport's existing contracts with waste companies shielded the Town from a financial impact until the contract's expiration in August 2019. In FY 2020, pickup and disposal of municipal waste cost the Town \$157/ton. In FY 2019, recycling costs shot up from \$138/ton to \$467/ton. This alarming increase prompted the Town to suspend curbside recycling until the end of calendar year 2020.<sup>30</sup>



The Town’s annual expenditures (FY2015 thru 2021) on tipping fees, curbside collections, and recycling are depicted in Figure 13-6 below.



**Figure 13-6 Tipping Fees, Curbside Collection, and Recycling Program. Source: Town Reports.**

Town officials recognize that community sentiment strongly favors recycling, albeit in a manner that is fiscally sustainable. Toward that end, the Selectmen established a Solid Waste Committee in June 2019 “to investigate the feasibility and associated costs of reestablishing a publicly funded recycling program.”

The committee weighed the pros and cons of establishing a staffed recycling center in town vs. the reinstatement of curbside collections. They opted for the latter, for it would result in the recycling of a higher percentage of the waste stream.

The potential weakness of a curbside program is its reliance on residents to place the appropriate items in the recycle bin. Should the Town’s recycling contractor (Ecomaine in Portland) be obliged to remove non-recyclable items and incinerate them, the company will pass the extra cost onto the Town.

The industry term for these inappropriate items is “contamination.” Should Kennebunkport’s contamination exceed 6%, a surcharge will be added to the \$95/ton cost of recycling. The surcharge will scale up to \$76/ton at a level of 26% contamination. Historically, Kennebunkport’s contamination rate has run in excess of 20%.<sup>31</sup>



A successful recycling program will require a good deal of public education. Ecomaine is experienced with such educational efforts (see <https://www.ecomaine.org>), and promises to pitch in.

The committee anticipates that the recycling program's cost will be \$56 per residence.

There are some items that are not suitable for either the household trash pickup or the recycling bin. Kennebunkport residents have several no-cost options for disposing of such items in a manner that respects the environment:

- Dry cell batteries - Staples
- Lead batteries - NAPA
- Rechargeable batteries - Staples or Home Depot
- Compact fluorescent light bulbs - Home Depot
- Clothes - Goodwill or Salvation Army
- Redeemable bottles - Hannaford
- Plastic bags - Hannaford or Shaws
- Electronics - Staples
- Household chemicals - Household Hazardous Waste drop offs are held periodically in conjunction with area towns.
- Syringes - Kennebunkport Health Department.
- Medications - Green collection box in the Police Department lobby.

As in years past, recyclable items that are too large for curbside pickup can be dropped off at Kennebunk's Sea Road Transfer Station & Recycling Drop-Off Center.

The transfer station also accepts appliances, wood, brush & stumps, windows, mattresses, furniture, tires, cardboard, electronics, waste oil, asphalt shingles, and metals. A fee is charged for all except metals.

The Town encourages composting and offers lobster trap composting bins to Kennebunkport residents at no charge.<sup>32</sup> The bins look like the one pictured below.



**Lobster trap compost bin. Photo courtesy of the Town of Kennebunkport.**

## Public Health

Kennebunkport's Public Health Department is located at 101A Main Street. The department shares the building with the Town's police department and the communication center.

The department provides skilled nursing care in the home and office, and is staffed by a director and two nurses, all three of whom are Registered Nurses. The Director also serves as Kennebunkport's Health Officer, responsible under Maine law for dangerous buildings, faulty septic systems, safe drinking water, animal and insect borne diseases, communicable diseases, and lodging & food safety. The Health Officer is charged with enforcing federal and state health laws & policies, advocating for safe practices, and responding to health-related complaints. In regard to natural disasters, the Health Officer assumes an important role in community preparedness and response.

On-site health services available to Kennebunkport residents include cardio-pulmonary & diabetic evaluations, wound assessments, medication pours, Tuberculosis testing, dressing changes, suture removal, catheter changes, administering medication, blood sugar and blood pressure monitoring, vaccine administration, guidance on vector borne diseases such as West Nile Virus and Lyme Disease, and information and advisories on COVID-19. The nearest hospital is the 150-bed Southern Maine Health Care in Biddeford.

Occupational, physical and speech therapies are referred to Medicare/Maine Care and to agencies approved by private insurance companies.

The Public Health nursing staff works closely with the Maine Bureau of Public Health to assist residents and guests with their

health and safety concerns. Numerous clinics and informational programs are offered to the public. The office staff provides materials on disease prevention, lifestyle changes, senior citizen programs, and mental health resources.



Department staff help to organize flu vaccine clinics and blood drives.

In 2021, the department's nurses made 910 home visits. Office visits numbered 1,250.<sup>33</sup>

Since 2003, the Health Department has managed Kennebunkport's Healthy Maine Beach Program. This federally funded program monitors and posts the enterococci bacteria levels at Colony Beach and Goose Rocks Beach, from Memorial Day to Labor Day.



The department also provides several non-nursing services to residents and their families such as the Lifeline Program (an emergency response program), FISH (transportation to medical appointments), Meals on Wheels, and the loan closet program that makes durable home medical equipment such as wheelchairs, walkers, commodes, crutches and canes available to residents at no cost.

Additionally, the department administers the State of Maine's General Assistance Program, Kennebunkport Emergency Fuel Program and the Salvation Army Program. In 2021, seven general assistance applications were requested. During the winter of 2020-2021, the department arranged for nine emergency deliveries of home heating fuel and helped to forestall disconnects by Central Maine Power in two instances.

The Health Department also disseminates information regarding state and federal programs dealing with health care, food, housing, fuel assistance, weatherization, medications, in-home safety, emergency preparedness, substance abuse, well water testing, and health threats posed by the Browntail Moth.

The Department coordinates several community social service activities. These include holiday dinner baskets, Secret Santa, the Church Community food pantry, Senior Elves, Garden Club projects, and a popular new initiative, the Baby Box Program.

In summary, Kennebunkport offers a professional and comprehensive public health program, and one that meets the needs of community members at present and well into the future.

## Public Education

Prior to 2009 the children of Kennebunkport and Kennebunk were educated by School Administrative District 71. In 2009, Regional School Unit 21 (RSU 21) was established. RSU 21 serves the towns of Kennebunkport, Kennebunk and Arundel. The RSU 21 School Board is comprised of six members from Kennebunk, three from Kennebunkport, three from Arundel, and two student representatives.

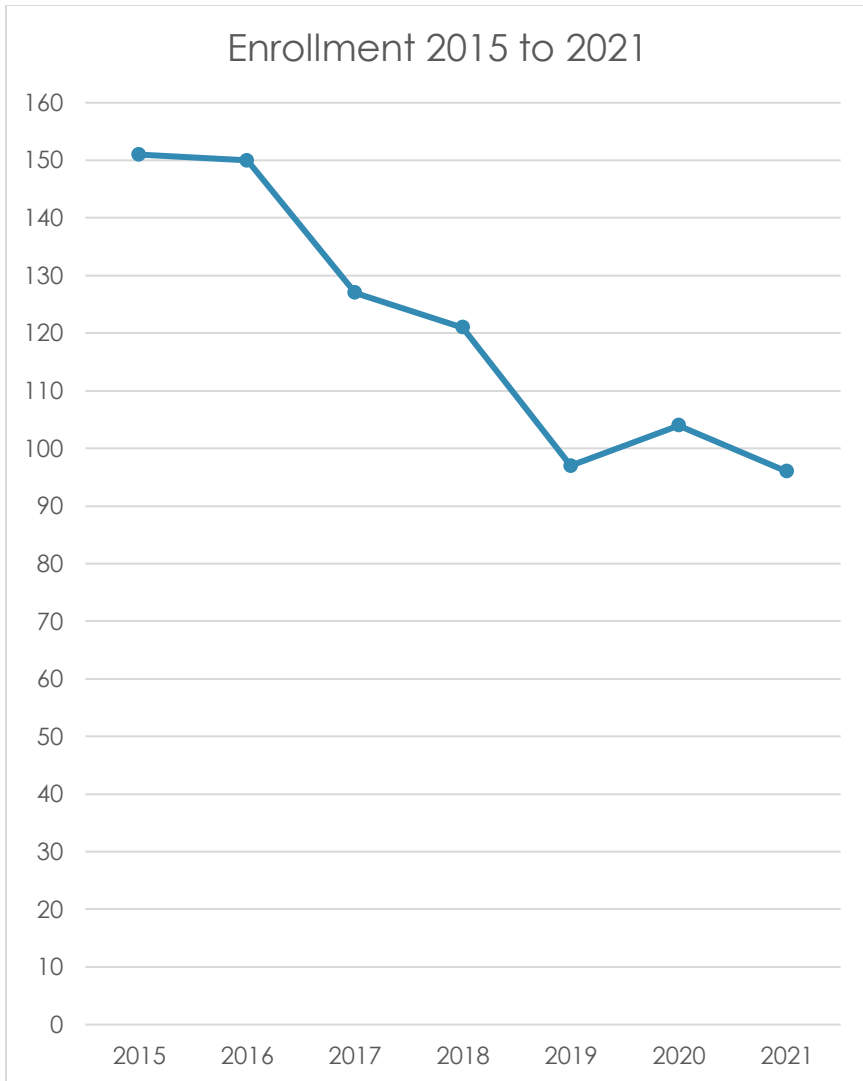


**Photo: Tom Morgan**

Most Kennebunkport children attend the Consolidated School (K-5) at 25 School Street, the Middle School (6-8); and Kennebunk High School (9-12). The latter two schools are located in Kennebunk.

Kennebunkport's school age population, demographic trends, and the numbers of Kennebunkport students enrolled at each of RSU's six schools are addressed in the Demographics chapter of this plan.

Enrollment trends at the Consolidated School are shown in Figure 13-7 below:



**Figure 13-7 Enrollment Trends at the Consolidated School. Source: Town Reports 2015-2021.**

The education available in RSU 21 schools is widely regarded to be of high quality. Historically, RSU 21 schools perform among the highest ten percent of schools in Maine on a variety of measures, from standardized test scores and graduation rates to academic competitions and college placements. The Stanford Achievement Test results indicate that RSU 21 students score well above the Maine average. For standards set within the New England Common Assessment Program (NECAP), results for Grade 5 compare favorably with Maine state results.

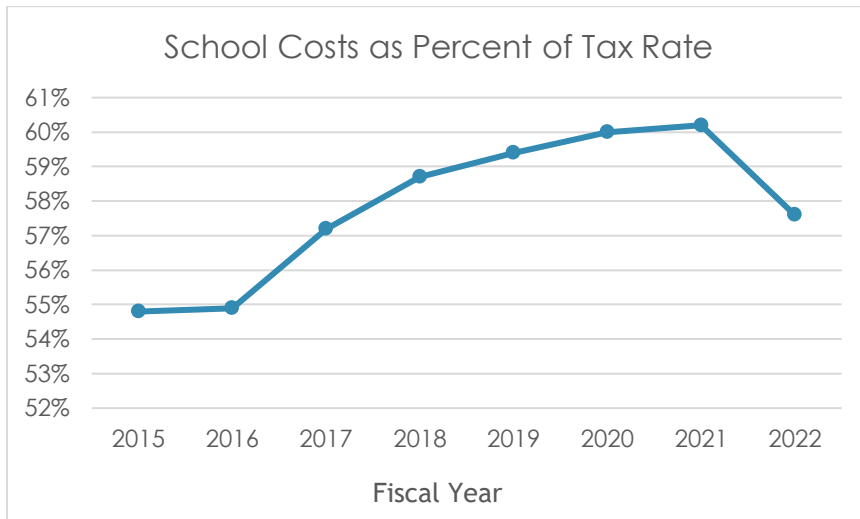


**Educational standards have evolved since the former Hutchins School was erected in 1909. Photo: Tom Morgan**

RSU 21's Special Services Department provides services to students in special education, the gifted and talented program, and English as a second language. The District also offers adult education programs that include both a general equivalency program and other classes.

The graduation rate for Kennebunk High School’s class of 2021 was 93.2%, a rate that is above the statewide and national averages for public schools.

Education accounts for the single largest segment of the municipal budget. The percent of the tax rate dedicated to education (2015-2022) is shown in Figure 13-8 below.



**Figure 13-8 Percent of Tax Rate That Funds Public Education. Source: Town Reports.**

In 2018, the Consolidated School underwent an extensive renovation. The building was stripped to the studs and redone. The work included new electrical, plumbing, tiles, walls, ceilings, asbestos abatement, and landscaping. The project cost was \$5.4 million.<sup>34</sup>

It is conceivable that medium density residential development could occur within walking distance of the school because the

facility is located in the Town’s designated growth district and in an area that is served by municipal sewer. However, the demographic trends, detailed in Chapter 5 of this plan, suggest slow growth in the town’s population, on average only 25 people per year through 2038. A good percentage of those 25 new residents will likely be retirees who have the means to purchase homes in Kennebunkport.



RSU 21 advises that the building’s capacity is 264 students.<sup>35</sup> Thus, the building is sufficiently spacious to absorb a growing student body long into the future.

The building is also newly renovated, so additional capital improvements or structural expansions are neither required nor anticipated in the near term.

## Administrative Services

The Town offices at 6 Elm Street house several municipal



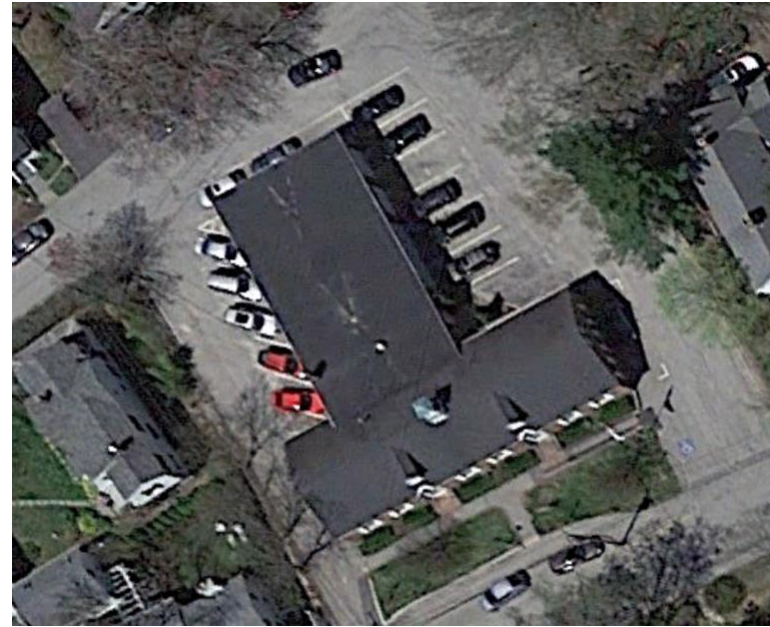
departments, namely Assessing, Code Enforcement & Planning, Finance, Human Resources, the Town Clerk (vital records, vehicle registration, municipal archives), and the Town Manager.



**Town Offices at 6 Elm Street. Photo: Tom Morgan**

The building was renovated in 2002. The facilities are less than optimal in several respects, as detailed by the Town Manager in her FY 2021 municipal budget proposal: “The facility does not accommodate meetings of any size with staff or the general public, does not offer the proper storage facilities for important town documents, has no waiting space for the general public, does not provide for privacy when dealing with sensitive personnel or public matters, and is extremely limited on parking.”

Parking is indeed limited, as there are only 13 on-site spaces visible in the 2018 aerial view shown below.



The Town conducted a Municipal Facility Needs Study in 2019-2020. The study recommends a new 8,200 square foot building off North St. and concluded that such a facility would accommodate the community’s needs through 2040. The estimated cost is \$3.2 million. The Town’s Capital Improvement Program anticipates that construction would commence in 2025. The Town proposed depositing \$200,000 annually in a capital reserve account commencing in FY2021 so as to lessen the impact of this project on the tax rate.

As noted above, the proposed conversion of the Village Fire Station’s meeting room into offices is contingent upon finding a replacement for that meeting space. The proposed Town Office facility would satisfy that requirement.

## Libraries

Although Kennebunkport’s year-round population numbers less than 4,000, the community supports, not one, but two charming and distinctive public libraries. Both rely heavily on donations, and to a lesser extent on financial support from the Town.

The Cape Porpoise Library is located in historic Atlantic Hall at 173 Main St. The library has been described as “a hub of activity,” and serves an important social center for the surrounding community. The library hosts a wide array of reading material and strives to provide a venue for promoting the work of local artists.<sup>36</sup>

The Cape Porpoise Library is well positioned to serve the future needs of a community that is projected to grow at a modest rate.

The Louis T. Graves Memorial Public Library occupies a building that was erected in 1813 as the Kennebunk Bank in Arundel. It was purchased in 1831 by the U.S. Government to be used as the

Customs House. The Kennebunkport Free Library was established in 1898 on the building’s second floor. In 1921, Abbot Graves purchased the building and deeded it to the Library Association, requesting that it be named after his son, Louis T. Graves, who died in World War I.

At present, the library’s collection numbers some 33,000 volumes. In addition to this extensive collection of books, periodicals and historical artifacts, the building contains important murals by Abbot Graves and Louis Norton.

The building has been expanded several times, most recently by the addition of the 5,000 square foot Mothers Wing. The addition includes a 140-seat Community Room that is equipped with state-of-the-art audio-visual equipment.

The Graves Library provides a multitude of services and is more than adequate in terms of providing these services to a growing community. No major expansions are anticipated in the near term.



**The new 140-seat Community Room, featuring a state-of the-art audio visual system. Photo courtesy of the Louis T. Graves Memorial Library.**

## Electricity Distribution

Central Maine Power Company (CMP) is the largest generator of



electricity in Maine. CMP's distribution territory includes all of Kennebunkport. An excerpt from CMP's 3-Phase Circuit Map is reproduced below.<sup>37</sup>



**Figure 13-9 3-Phase Circuit Map, courtesy of CMP**

In 2008, CMP was acquired by a subsidiary of the Spanish energy

giant Iberdrola.

Kennebunkport's 2012 Comprehensive Plan noted that the "frequency of power outages and response to emergencies are probably normal for utilities serving small communities in this latitude." However, in 2019, the US Energy Information Administration (EIA) reported that Maine's electricity customers experience the highest rate of service interruptions in the nation, three times the national average.<sup>38</sup>

This unusually high frequency of power failures resulted in yet another national distinction, i.e., Mainers were in the dark longer than those in any other state, averaging some 15 hours in 2019.<sup>39</sup>

Much of CMP's infrastructure is antiquated, and in many instances, incompatible with the distributed systems technology that is favored by small scale renewable energy generators.<sup>40</sup>

The 2012 plan also observed that "power rates are high compared to most of the rest of the United States." Sadly, that has not changed since 2012.<sup>41</sup>

An issue that is frequently one of contention in the vicinity of transmission corridors is the chemical treatment of foliage. This practice has been known to generate concern among nearby property owners. One cost-effective solution would be to persuade (or require) the utility to plant low-growing vegetation.



## Shade Trees

The town's exceptional tree canopy is the subject of much attention from the Shade Tree Committee. The committee's activities center around the Town's renowned and still numerous elm trees. An ambitious program of immunization, replacement plantings, and pruning are the main components of the Shade Tree Committee's work.

Additionally, the committee's successful partnership with UNE's American Chestnut Project has resulted in residents' access to blight-resistant chestnut saplings, a sustainable keystone species developed on the Biddeford Campus.

Species of particular interest are the elms, chestnuts, and several native flowering species such as dogwoods. The committee has launched aggressive campaigns to stem outbreaks of Dutch Elm Disease and to mitigate the destruction wrought by a recent arrival on these shores, *Agrilus planipennis* (the Emerald Ash Borer), a native of northeastern Asia. The photo above is courtesy of Wikipedia.



More than 1,300 shade trees have been logged into the Town's geographical information system (GIS). This level of management is quite sophisticated, unusually so among municipalities.<sup>42</sup>

The committee recently filed again for recognition from Tree City USA. Kennebunkport has attained this distinction 44 times, a record that is unmatched in Maine. The Committee's work is funded by the Town.

## Streetlights

Kennebunkport has the distinction of having one of the oldest municipal Dark Sky policies in the United States. The policy was initiated in 1977 by a local resident, Peter Talmage, who also happened to be an astronomer.<sup>43</sup>

The prospect of municipal acquisition of the streetlights from Central Maine Power (CMP) has been discussed since the 1980's. In 2018, lighting consultant George Woodbury advised that acquisition of streetlights would permit energy efficiencies and a savings in operational expenditures estimated at \$23,000 annually.<sup>44</sup> In 2020, the Town purchased all 280 CMP streetlights at a cost of \$58,500.<sup>45</sup> Thus, the purchase will pay for itself in less than three years.

Acquisition of the lights presented the Town with an opportunity to convert many of the older lights to LED so as to save energy and to reduce operational costs. By the end of 2020, the Lighting Committee had overseen the conversion of approximately 200 lights from 105-watt incandescent bulbs to 16-watt LED lights.<sup>46</sup>

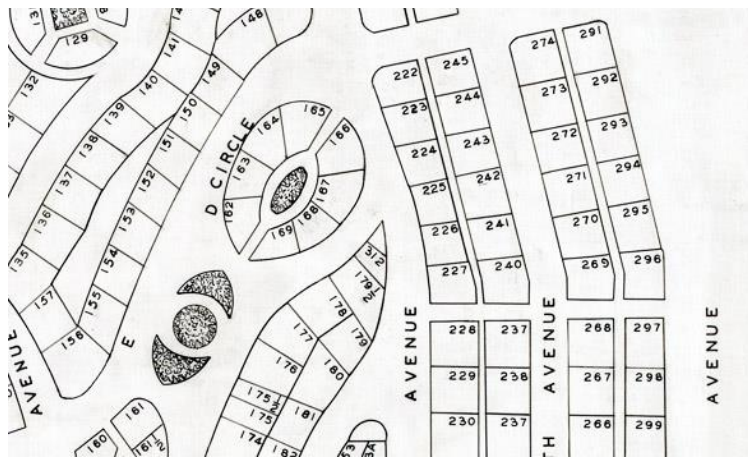
Many of the remaining fixtures feature high-pressure-sodium lights that emanate an orange-white light.

The Lighting Committee has mapped all 280 fixtures. The committee plans to investigate the possibility of remotely managing the lights via a mesh network so as to bring an unprecedented level of efficiency and responsiveness to operations.<sup>47</sup> The committee is committed to preserving the night sky, enhancing safety, and minimizing energy consumption.

# Cemeteries

There are 80+ family graveyards and cemeteries in Kennebunkport. Most of them are addressed in Chapter 3 of this plan, Historic Resources. The privately-owned Arundel Cemetery at 4 Walker’s Lane is the only cemetery in town that is accepting new interments.

The trustees installed the cemetery’s first columbarium in 1996, and its most recent one in 2020. The latter can accommodate 96 cremation urns. The Arundel Cemetery Committee anticipates that by 2040, requests for columbarium space will account for 80% of new interments.<sup>48</sup>



**Figure 13-10 Excerpt from a map of the Arundel Cemetery commissioned by the federal Work Projects Administration in the 1930’s. Source: Maine State Archives.**

The Arundel Cemetery is the site of approximately six to eight conventional burials per year. The cemetery has sufficient space for 400 such burials. There is no limit on cremations, and there is

no residency requirement.<sup>49</sup>

# Regional Cooperation

Kennebunkport has partnered with neighboring communities to share services, to reduce costs, and to improve services in a number of areas, as evidenced by the following:

- The Fire Department and Emergency Medical Services have mutual aid agreements with several nearby communities.
- Management of the Kennebunk River and its harbor is a joint venture with the Town of Kennebunk via the River Committee on which each town has three representatives.
- The local business community shares a Chamber of Commerce with Kennebunk and Arundel.
- Kennebunkport, Kennebunk and Arundel are all member towns of Regional School Unit #21.
- Kennebunkport residents are permitted to utilize Kennebunk’s Sea Road transfer station.

In addition to the above, an innovative and farsighted approach to climate adaptation was initiated in 2019 by Kennebunkport Town Manager Laurie Smith. She persuaded the Maine coastal communities of Kennebunk, Wells, Ogunquit, York and Kittery to pool their resources in order to hire a full-time specialist, one with expertise in sustainability and coastal resiliency, and to launch the Regional Sustainability and Resilience Program.<sup>50</sup>

# End Notes

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<sup>1</sup> Town Reports 2015-2019.

<sup>2</sup> Fire Chief John Everett, "A Look to the Future; Stations and Staffing," *Kennebunkport Town Review*, Fall 2019.

<sup>3</sup> Ibid.

<sup>4</sup> Interview with Fire Chief John Everett, January 2021.

<sup>5</sup> Town Reports 2015-2021.

<sup>6</sup> Interview with Police Chief Craig Sanford on January 4, 2021.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> Town Reports and a memo from James Stockman and Joseph Carroll dated January 21, 2021.

<sup>11</sup> Town Reports 2015-2019.

<sup>12</sup> Memo from James Stockman and Joseph Carroll dated January 21, 2021.

<sup>13</sup> Ibid.

<sup>14</sup> The department relies on the Landon Road Book which provides the history of every public and private way in town, including date of acceptance and width of right-of-way. This resource is invaluable for settling disputes and locating easements. The Fire Administrator updates the book as new rights of way are added.

<sup>15</sup> Proposal by Woodard & Curran, January 15, 2009.

<sup>16</sup> Town Report 2019, page 51.

<sup>17</sup> Ibid.

<sup>18</sup> Capital Improvement Program.

<sup>19</sup> Estimate by Woodard & Curran, February 5, 2013.

<sup>20</sup> Ibid.

<sup>21</sup> Interview with Public Works Director Michael Claus, January 2021.

<sup>22</sup> Interview with Deputy Public Works Director Chris Simeoni on Jan 13, 2021.

<sup>23</sup> Ibid.

<sup>24</sup> <https://www.kennebunkportme.gov/wastewater-department/faq/what-are-sewer-units>

<sup>25</sup> See the Town of Kennebunk's website for a detailed description of Sewer Units.

<sup>26</sup> Wright-Pierce Engineers, "Wastewater Collection & Treatment System: Fiscal Sustainability Report," October 2019.

<sup>27</sup> Ibid.

<sup>28</sup> Wright-Pierce Engineers, "Climate Adaptation Plan for the Kennebunkport Wastewater Treatment Facility and Sewer Collection System," July 2019.

<sup>29</sup> Maine Climate Council, "Maine Won't Wait, A Four-Year Plan for Climate Action," December 2020, page 24.

<sup>30</sup> Town Report 2019, page 52.

<sup>31</sup> <https://kennebunkportrecycle.com>

<sup>32</sup> Ibid.

<sup>33</sup> Town Report 2021, page 72.

<sup>34</sup> Interview with Dawn Pooler, Assistant Director of Business Administration, RSU 21, January 2021.



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<sup>35</sup> Ibid.

<sup>36</sup> Town Report 2019, page 111.

<sup>37</sup> <https://www.arcgis.com/apps/Styler/index.html?appid=efb79ff9e99c448fb6683ad192324375>

<sup>38</sup> <https://www.eia.gov/todayinenergy/detail.php?id=45796#>

<sup>39</sup> Ibid.

<sup>40</sup> <https://www.themainemonitor.org/power-play-reimagining-electric-transmission-in-maine/>

<sup>41</sup> <https://www.eia.gov/electricity/state/>

<sup>42</sup> Town Reports 2015-2019.

<sup>43</sup> <https://skyandtelescope.org/astronomy-resources/how-i-beat-light-pollution-in-my-hometown/>

<sup>44</sup> Town Report 2019, page 53.

<sup>45</sup> FY 2021 municipal budget, page 39.

<sup>46</sup> Interview with Lighting Committee Chair James Stockman on Jan. 25, 2021.

<sup>47</sup> Ibid.

<sup>48</sup> Arundel Cemetery, Fall 2020 Newsletter.

<sup>49</sup> Interview with Arundel Cemetery caretaker Carl Walton on Jan. 28, 2021.

<sup>50</sup> <https://www.seacoastonline.com/news/20200116/maine-towns-pool-resources-to-fund-coastal-resiliency-coordinator>