KENNEBUNKPORT, ME
COMPREHENSIVE PLAN 2030
Volumes 1 & 2

May 2022

About this Consolidated Document

This document contains Volume 1 and Volume 2 of Kennebunkport's Comprehensive Plan.

Volume 1 is a short, user-friendly document that summarizes information and key topics that are explored in detail in Volume 2. Volume 1 provides a high-level summary through the lens of 5 themes that reflect the character of the community and goals of the Plan.

Volume 2 is the full Comprehensive Plan: an introduction, vision chapter, 16 planning sector topic chapters, a compilation of goals, policies, and strategies, and appendices.

KENNEBUNKPORT 2030

COMPREHENSIVE PLAN

2022-2030

VOLUME 1

KENNEBUNKPORT, MAINE
COMPREHENSIVE PLAN VOLUME 1
2022-2030

Acknowledgments

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The project team would like to express its sincere gratitude to the residents, staff, board, commission, committee members and others who shared information and insights, and participated in the update process.

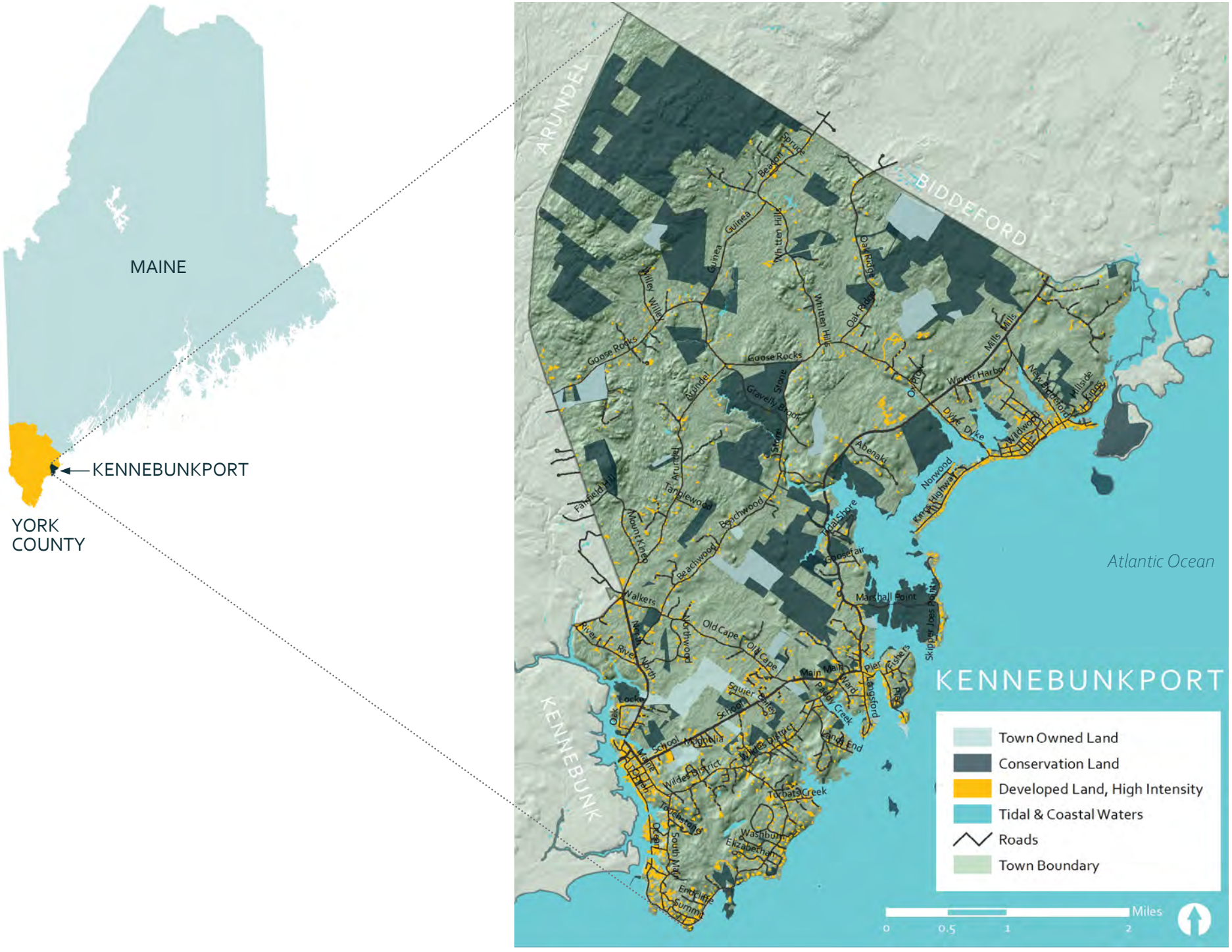

MAINE
KENNEBUNKPORT
YORK
COUNTY
ARUNDEL
BIDDEFORD
KENNEBUNK
Atlantic Ocean
KENNEBUNKPORT
Town Owned Land
Conservation Land
Developed Land, High Intensity
Tidal & Coastal Waters
Roads
Town Boundary
Miles
0
0.5
1
2

Image Credit: Tom Morgan

CONTENTS

Kennebunkport's Comprehensive Plan was developed over a three-year span (2020 to 2022) under the guidance of the Growth Planning Committee and Planning Department.

Image Credit: Tom Morgan

ABOUT THE PLAN

Volume 1

A short, user-friendly document that summarizes information and key topics that are explored in detail in Volume 2. Volume 1 provides a high-level summary through the lens of 5 themes that reflect the character of the community and goals of the Plan.

1. Welcoming
2. Responsible Steward
3. Resilient
4. Connected
5. Collaborative

Volume 2

The full Comprehensive Plan: an introduction, vision chapter, 16 planning sector topic chapters, a compilation of goals, policies, and strategies, and an implementation table with action items for the Town.

- Introduction
- Vision & Community Character
- Historic Resources
- Existing Land Use
- Demographics
- Housing
- Natural Resources
- Water Resources
- Marine Resources
- Energy
- Transportation
- Economy
- Public Facilities
- Fiscal Capacity
- Recreational & Cultural Resources
- Hazard Mitigation
- Regional Coordination
- Future Land Use
- Appendix A Goals, Policies & Strategies
- Appendix B Land Use Law
- Appendix C Maine Healthy Beaches
- Appendix D Public Input Documentation

The full plan is available at www.KennebunkportCP.info

Image Credit: Tom Morgan

We envision the town of Kennebunkport as a coastal Maine community that is diverse and well balanced. The town will be recognized by residents, visitors and the State of Maine for its integrity and ability to set dynamic priorities and achieve them through comprehensive accountability.

Our community will work collaboratively with residents, business owners and regional partners on challenges including sea level rise, diversity, housing, and others that we share in southern Maine. As we adapt, we will preserve Kennebunkport's historic integrity, protect our natural resources, strengthen our unique small-town character while improving economic vitality.

Our tree-shaded streets, scenic vistas, unspoiled coastline, classic architecture and beautiful landscapes will continue to inspire visitors and residents alike.

OUR VISION

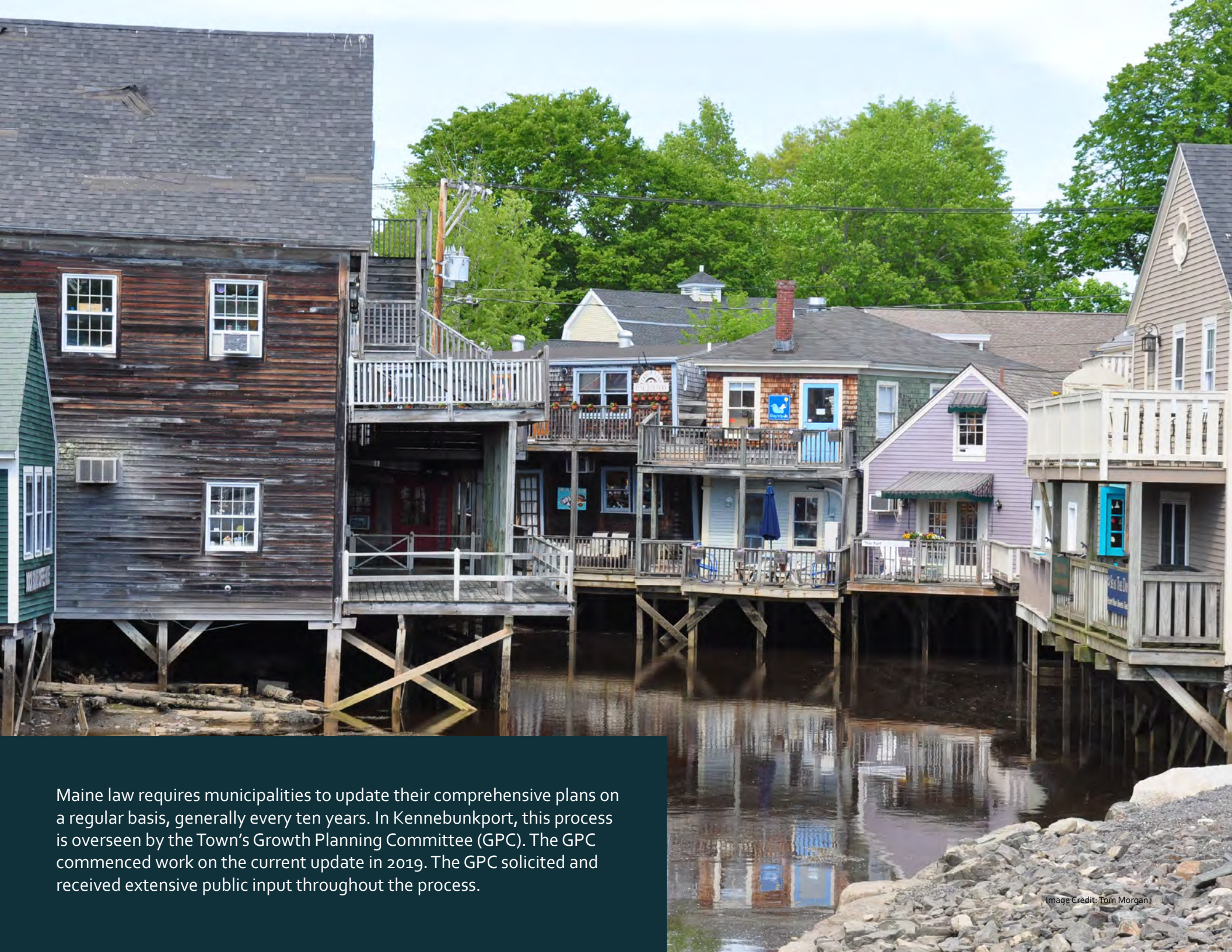
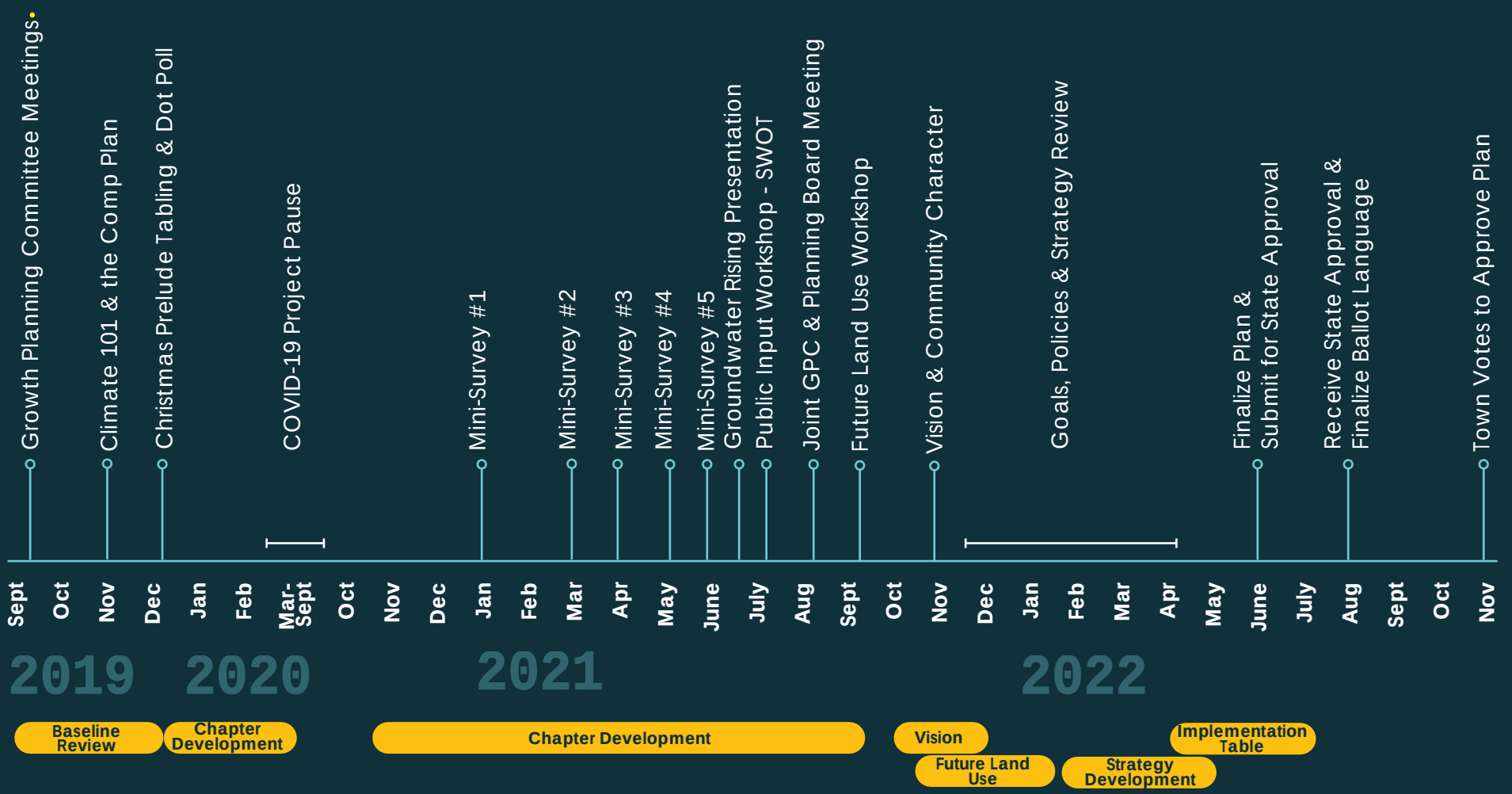


Image Credit: Tom Morgan

Maine law requires municipalities to update their comprehensive plans on a regular basis, generally every ten years. In Kennebunkport, this process is overseen by the Town's Growth Planning Committee (GPC). The GPC commenced work on the current update in 2019. The GPC solicited and received extensive public input throughout the process.

PROCESS


Growth Planning Committee Meetings
Climate 101 & the Comp Plan
Christmas Prelude Tabling & Dot Poll
COVID-19 Project Pause
Mini-Survey #1
Mini-Survey #2
Mini-Survey #3
Mini-Survey #4
Mini-Survey #5
Groundwater Rising Presentation
Public Input Workshop - SWOT
Joint GPC & Planning Board Meeting
Future Land Use Workshop
Vision & Community Character
Goals, Policies & Strategy Review
Finalize Plan & Submit for State Approval
Receive State Approval & Finalize Ballot Language
Town Votes to Approve Plan
Sept Oct Nov Dec Jan Feb Mar-Sept Oct Nov Dec Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec Jan Feb Mar Apr May June July Aug Sept Oct Nov
2019 2020 2021 2022
Baseline Review
Chapter Development
Chapter Development
Vision
Future Land Use
Strategy Development
Implementation Table

PUBLIC INPUT

2 Climate Presentations

2 Workshops

5 Mini Surveys

35 Public GPC Meetings

2 Tabling Events

1 Website

STRENGTHS & OPPORTUNITIES

WEAKNESSES & THREATS

Public GPC Meetings The GPC dedicated meeting time to review and discuss the Comprehensive Plan, including chapter content, outreach and engagement, and the process of developing the chapter twice a month from September 2019 through March 2020 and October 2020 through February 2022. All meetings were recorded and shown on the local public access channels. From October 2020 through February 2022 meetings were held over Zoom. Public comment was welcomed during GPC meetings.

Website and Advertising A project website (www.kennebunkportcp.info) was developed and updated throughout the duration of the plan preparation. The website provided information about the plan and update process including public outreach events, draft chapters, and maps. Information and announcement about the plan were also posted on the Town's website. Public input events were advertised on the websites, via press releases in the Portland Press Herald and York Coast Star, through email distribution lists, flyers, announcements on public access channels and on social media. GPC members also advertised at a recycling event. The project website will be permanent so as to provide local residents to the plan and the wealth of documents and maps that support the plan's analyses, findings and recommendations.

Climate 101 & the Comp Plan The GPC hosted a presentation and Q&A session titled Climate 101 and the Comp Plan on November 19, 2021. Climatologist Dr. Cameron Wake presented on climate change projections for the region. This was followed by a discussion about the comprehensive plan and the implications of climate change on long term planning in the community. This event served as a preliminary strategy to inform the community of the plan update and process as well as to educate about climate change. Approximately 50 people attended.

Christmas Prelude Tabling GPC members and the project consultants were present at tables at the Christmas Prelude event in December 2019. This provided the opportunity to share information about the comprehensive plan and gather informal input through a sticky dot poll on topics including climate change and natural resources.

Mini-Surveys From January 2021-June 2021 five mini-surveys were conducted to engage the community and collect input on key issues. The surveys remained open until August 12, 2021. A total of 748 people responded to the surveys. The information collected in the surveys directly informed the Vision Chapter of the Plan, as well as the topics selected for the July 26, 2021 Public Input Workshop, as well as the workshop format, time, and location.

Groundwater Rising The GPC hosted a presentation and discussion on how sea level rise will cause groundwater rise and the challenges associated with this. The event featured a presentation and Q&A by Dr. Jayne Knott, a groundwater and water supply modeling expert. Approximately 20 people attended this event, which was held over Zoom due to the COVID-19 pandemic.

Public Input Workshop A public input workshop was held outside at the Nonantum Resort on July 26, 2021 to accommodate the seasonal population. A total of 58 people plus GPC members and Town staff attended. The workshop featured a Strengths, Weaknesses, Opportunities, and Threats (SWOT) activity during which attendees responded to questions on six topics. Participants were asked to consider sustainability and climate change during each session. Input was recorded on large worksheets and maps. Participants also had the opportunity to respond to a dot poll survey at the workshop. A set of chapter summary factsheets was developed for participants in advance of the workshop.

Future Land Use Workshop On September 27, 2021, the GPC hosted a virtual workshop to collect input on topics including zoning standards and permitted uses, residential development trends and needs, and implications of sea level rise. The workshop format allowed for educational presentations, live polling, and a question and answer session for each of the three overarching topics. The live polling survey results and discussion notes were summarized following the event. Approximately 40 people attended this event.

PLAN SUMMARY

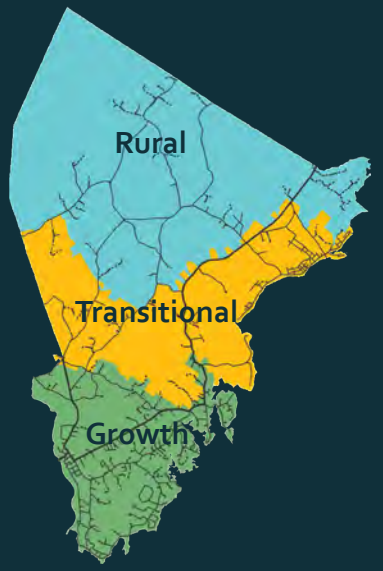
Kennebunkport offers a truly outstanding natural and cultural environment for both residents and visitors. The combination of its rocky coastline, beaches, harbors, restaurants, historic villages, cultural and social activities, and a vibrant, natural hinterland creates an extremely desirable place to live and to visit.

Sustainability is a fundamental concept in the Kennebunkport community that necessitates planning for wellbeing of future generations. The community will continue to work to reduce the impacts of development and human activities on water and natural resources and protect these valued assets. Climate resiliency is key to sustainability.

Growth Management

The Town issues growth management permits for residential development in three designated growth areas: growth, transitional, and rural areas. In recent years, 40 permits have been available annually, with 50% allocated to the growth area, 30% allocated to the transitional area, and 20% available in rural areas.

The growth management permit process helps direct residential growth to areas that are served by infrastructure and away from areas where maintaining rural character is desired. The growth areas were first developed in 2012 and are based primarily on the availability of Town sewer and water.



The GPC assessed natural resources, current and proposed infrastructure, development trends, and sea level rise when reviewing the existing boundaries of the growth management areas during the Comprehensive Plan update. The existing growth management areas were deemed appropriate and no changes to the boundaries have been proposed at this time.

WELCOMING

A community that welcomes residents and visitors of all ages, backgrounds and economic levels, and that supports a variety of local business enterprises.

It is important to the community that it is welcoming to seasonal residents and visitors while also meeting the needs of year-round residents and safeguarding the character of the community, including its treasured natural, cultural, and historic resources, and its rural character. This includes balancing the needs of residents and visitors, supporting diverse businesses, and working to understand the long term implications for municipal services and revenue, infrastructure, and housing of a dynamic and diverse population.

Over the last decade, the town's population has increased by approximately 7.5% to 3,629 year-round residents, but has not yet returned to where it was 20 years ago. One notable characteristic of the population is the high median age of residents, which at 53.4 years of age, is significantly higher than the national median age of 38.1, and higher than Maine's statewide median of 44.7.

Many residents have expressed an interest in diverse housing options that accommodate individuals and families of all sizes, ages, and incomes. Such options are important in attracting new families and first time homeowners, as well ensuring that long-time residents can find suitable homes to age in place in Kennebunkport.

Kennebunkport has undertaken two housing studies, the Housing Needs Analysis & Assessment and the Village Parcel Market Analysis, and a Design Charrette, to learn more about housing needs and opportunities. The Town has conducted a visioning process to identify opportunities at the 87-acre Village Parcel, a centrally-located tract of land acquired by the Town in 2018. These studies will inform the Town's planning efforts for housing and the Village Parcel. Exploring opportunities to reduce regulatory barriers to affordable housing through amendments to the land use regulations will be key step for the Town.

Seasonal rentals contribute to the lack of housing options, and the lack of year-round rentals, in particular. Approximately half of all residences in Kennebunkport have a permanent mailing address that is outside of the Town. The seasonal population spikes to an estimated 12,000 people in the summer. The hospitality industry is a major part of the town's economy, contributing employment opportunities, tax revenue for the Town, and supplemental income for property owners who provide short term rentals. The Town will continue to work with residents and businesses to address the challenges of a high seasonal population, while also recognizing the economic, civic, and societal contributions of visitors and part-time residents.

Challenge: The high cost of housing in Kennebunkport will continue to be a challenge that shapes the composition of the community. In recent years, affordability has trended downward. The median assessed value of owner-occupied dwellings in town is 65% higher than that of York County. Nearly one quarter of households spend over 30% - the standard benchmark for unaffordability - of their household income on housing.

Image Credit: Tom Morgan

RESPONSIBLE STEWARDS

A community that treasures, protects, responsibly manages, and celebrates its unique character, natural and historic resources, commercial fishing industry, and heritage that it has been entrusted with.

Special places, events and activities, and people contribute to a sense of place in Kennebunkport. In addition to its coastline, the Town's small, quaint downtown and traditional neighborhoods, forested vistas dotted by scattered farms, and low density residential development define Kennebunkport's landscape. Places like Dock Square, the Pier, and Goose Rocks Beach are iconic Kennebunkport locations. Preserved land and historic architecture shape the look and feel of the community, while events like Christmas Prelude, year-round recreational opportunities, and the active commercial waterfront contribute significantly to the character of the community. These amenities and attributes play a role in making this coastal Maine town a great place to call home.

Safeguarding and wisely managing historic, natural, and cultural resources is critical to maintaining Kennebunkport's character. Natural resources are a draw for residents and visitors alike. Situated at the mouth of the Kennebunk River and home to coastal marshes, beaches, rivers, and forested uplands, Kennebunkport has diverse ecosystems that provide habitat for wildlife and a number of ecosystem services, or benefits for people. Protecting the quality of these ecosystems is not only critical to local flora and fauna, but to residents and visitors who depend on clean air and water, soil, and shade and seek open space, recreation, and leisure opportunities.

Historic Resources are plentiful and varied. Dock Square and the early 19th century village district are evidence of considerable prosperity owing to the ship building industry and overseas trade. The Cape Arundel historic district boasts one of New England's largest concentrations of late 19th century summer homes in the Shingle Style. There are 80+ historic graveyards in Kennebunkport.

The Town is rooted in its connection to the coastline. Water-dependent industry has long been a part of the community and its economy. Cape Porpoise Pier and Government Wharf are critical to the industry and the community's waterfront character. The Kennebunk River's working waterfront also includes commercial and charter fishing boats, whale watch and eco-excursion boats, and lobster cruise boats. Rising ocean temperatures, ocean acidification, and sea level rise impacts to marshes are a threat to the local fishing industry.

Challenge: Improving access points for recreational watercraft and balancing the availability of commercial and recreational moorings.

Challenge: Minimizing the impact of human activity and development on water resources in order to improve water quality.

Image Credit: Tom Morgan

RESILIENT

A community that values the long term health of its natural and built environment and is able to withstand and recover quickly from change. Proactive planning for the future will strengthen the community's resilience.

This Comprehensive Plan integrates climate across all planning sectors and explores climate change, impacts, and opportunities to increase resilience. Alignment with the Maine Climate Council's recommended sea level rise planning scenarios makes the plan particularly relevant. Sea level rise threatens to inundate between 1.3 and 18.8 miles of roadway in Kennebunkport by 2100 depending on the scenario. Several of Kennebunkport's 16 sewer pump stations are vulnerable to sea level rise and will have to be reconfigured or fortified.

Beaches, Dock Square, and even locations like the Consolidated School may be impacted by sea level rise in the future. Flooding and storm surge already cause occasional road closures in Town. Due to its low elevation, Dock Square is vulnerable to inundation, and is considered one of the most vulnerable in Maine in the near term. Some buildings are already experiencing flooding two to three times annually. Efforts like the US Army Corps of Engineers Silver Jacket vulnerability assessment in Dock Square and the Southern Maine Planning and Development Commission's Regional Sustainability & Resilience Program will increase the community's resilience to climate change.

Kennebunkport is home to nearly 800 acres of tidal marsh and is home to portions of the Rachel Carson Wildlife Refuge. Maintaining marshes - which provide flood protection and habitat for a number of species and are critically important for ocean fisheries - is one strategy to reduce vulnerability in coastal areas. Scientists believe that some portions of the marsh are capable of migrating inland as the sea rises if man-made obstacles are not situated in the migratory path. It is incumbent upon Town officials to work to minimize the number of such obstacles.

In addition to changes in sea level, the community will also face impacts such as increase precipitation and storm events. Although much of the community is rural with low imperviousness, areas with more development and those within and near floodplains will be vulnerable to changes. Land use regulations that minimize development in flood-prone locations and minimize the allowable area of imperviousness are ways that the Town reduces risk of damage and loss due to flooding. Through the hazard mitigation planning process, the Town plans for and reduces impacts of multiple hazards. Enhancing planning for evacuation is a strategy to increase resilience.

Reducing greenhouse gas (GHG) emissions is a critical to minimizing the magnitude of climate change. Reducing the energy consumed by Town facilities and vehicles, encouraging green building, and supporting and regulating solar farms are examples of ways to reduce emissions locally.

Image Credit: Liz Durfee

Challenge: Dock Square is in one of the lowest lying historic villages on the Maine Coast. Property owners will eventually face some difficult choices: fortify, elevate, or abandon the buildings as sea level rises.

Challenge: In 2019, the Maine Legislature expanded its emissions goals to reduce gross emissions to no more than 45% of 1990 levels by 2030 and to no more than 80% of 1990 levels by 2050.

Challenge: A rising sea will have impacts on groundwater, pushing it to the surface at locations as far inland as three miles. Rising groundwater could carry the contents of septic systems and underground toxics into nearby drinking wells, or toward the surface. The rising groundwater can also undermine Town roads at considerable expense to tax payers.

Image Credit: Tom Morgan

Challenge: Maine's transportation sector discharges substantially more emissions than the national average (54% vs. 37%), likely due to the rural character of the state. Rural drivers make 45% more trips and drive twice as far as urban drivers.

CONNECTED

A community that has extensive and integrated infrastructure networks, expansive trail systems, and wildlife corridors that link internal and external destinations and resources.

The interconnected street network that characterizes Kennebunkport's Village neighborhood is beneficial in several respects. This 19th century street network offers multiple options for getting from here to there, thus minimizing traffic congestion. The absence of motor vehicle traffic congestion is conducive to quiet walks and bicycling. In contrast, the bridge to Kennebunk Lower Village illustrates a phenomenon where the absence of alternative routes results in traffic congestion.

The Town's land use regulations will determine the character of new development. Regulations that encourage an interconnected street network increase walkability and other forms of non-motorized transport. An interconnected network is usually maintained more efficiently, and at less cost to local taxpayers. Additionally, such networks are well suited for emergency evacuation. Roadway corridor design plays an important role in ensuring safety for pedestrians and bicyclists.

Kennebunkport benefits from close proximity to regional trail networks such as the East Coast Greenway. Residents and visitors are also served by the InTown Trolley and the Shoreline Explorer.

The Kennebunkport Conservation Trust has done an exemplary job at preserving open space and providing local residents with numerous educational and recreational opportunities. Trust properties are interconnected by trail systems that are accessible from roadway trailheads and crisscross pristine landscapes. Open space and greenways, along with stream and wetland buffers, create corridors that connect habitat for wildlife.

Widely available broadband infrastructure is critical to connecting residents and businesses with the world and allowing residents to work remotely. Digital communications systems also that provides first responders with a reliable means to communicate with each other and with nearby communities.

It bears noting that until the mid-19th century local waterways served as a vital connection between Kennebunkport and the larger world. Today, there are many waterfront access points along the Kennebunk River, Goose Rocks Beach, and other locations along the coast. Admittedly, parking can be a challenge. Residents have also commented on the need for more places to launch recreational watercraft.

COLLABORATIVE

A community that works cooperatively with other communities and entities to accomplish common goals.

Kennebunkport has a lengthy history of working cooperatively with other municipalities in the region in the areas of emergency response, the delivery of public services, the protection of natural resources, transportation, and economic development. In the recent past, Kennebunkport embraced a collaborative strategy with nearby coastal communities to prepare for the challenges posed by a changing climate. Yet another climate-related instance of Kennebunkport's collaborative approach is reflected in this Comprehensive Plan where a conscious effort was made to align the municipal plan with the goals and policies advocated by Maine's bold new climate action plan, published in December 2020.

Kennebunkport's police department has a mutual aid agreement Kennebunk, participates with the Regional Tactical Team, and initiated a cooperative agreement with nearby police agencies to address staffing issues related to the COVID-19 pandemic. Kennebunkport's emergency management team works closely with its counterparts in other York County communities, and with Maine's Emergency Management Agency. Kennebunkport's Fire Department has a mutual aid agreement with nearby towns, as does Kennebunkport Emergency Services (ambulance).

Approximately 40% of Kennebunkport is served by the Kennebunk, Kennebunkport & Wells Water District. The water is supplied from Branch Brook in Wells, Chase's Pond in York, and the Saco River in Biddeford.

Kennebunkport takes a collaborative approach to public education, solid waste disposal, the recycling of oversized items, and the safe disposal of household hazardous waste. The Town's sharing of these responsibilities with nearby communities results in efficiencies that ultimately work to the benefit of local taxpayers.

Natural resource protection is another area where Kennebunkport works collaboratively with adjoining communities. For example, the Kennebunk River has been managed jointly with the Town of Kennebunk since 1995.

Undeveloped habitat blocks (large tracts of land that have not been fragmented by roads and buildings) extend into Biddeford and Arundel. The Town recognizes that preserving wildlife corridors in these areas will be especially important in helping wildlife respond to changes in climate. The State has identified two areas of statewide ecological significance that span Kennebunkport's municipal boundaries: the Biddeford/Kennebunkport Vernal Pool Complex, and the Wells/Ogunquit marsh, which overlays a majority Town west of Route 9. This comprehensive plan recommends formalizing an inter-municipal strategy for protecting these valuable resources. Kennebunkport works jointly with the US Fish & Wildlife Service to protect tidal salt marsh and coastal meadows. The marsh is a critical habitat for migratory birds, and serves as a spawning ground for marine life that is necessary to sustain coastal fisheries.

Challenge: The solution to the fecal contamination that threatens water quality at Goose Rocks Beach may require a joint effort with Biddeford, as will the protection of the aquifer that spans the Kennebunkport/ Biddeford municipal boundary. In both instances, this Comprehensive Plan recommends inter-municipal cooperation.

Image Credit: Tom Morgan


Image Credit: Tom Morgan

Chapter 3 Historic Resources

- 11+ Distinctive architectural styles in Kennebunkport
- 2 National Register Historic Districts (306 buildings)
- 8 Sites listed individually on the National Register
- 1 District declared eligible for listing on National Register
- 4 Structures on Historic American Buildings Survey
- 80+ # of 18th & 19th century family graveyards
- 4 Prehistoric archaeological sites
- 20 Historic archaeological sites
- 23 Near-shore shipwreck sites (19th century)

4 Land Use

- 13,140 Total land area in acres (20.5 square miles)
- 31 Miles of coastline
- 7% Total land area that is developed
- 60% Area of forested land cover
- 458 Acres of land area owned by Town
- 3,229 Acres of conservation land (25% of land area)
- 75% % of conservation land conserved by KPT Conservation Trust
- 613 Acres of land in Rachel Carson Wildlife Refuge
- 18 Acres of land and Farmland Current Use Program (5 parcels)
- 630 Acres of land in Tree Growth Current Use Program (13 parcels)
- 0.1 Acres of land in Working Waterfront Current Use Program (1 parcel)
- 40 Growth management permits available per year
- 20% % of town within the growth area

KENNEBUNKPORT BY THE NUMBERS

5 Demographics

3,629	Year-round population (2020 Census)
+255 (7%)	Population change from 2000 to 2020
12,000+	Estimated seasonal population
53.3	Median age
15.7%	Disability
5.5%	Poverty
12%	Veterans
317	School population
-26%	KPT RSU 21 enrollment change from 2010 - 2021
-47%	KPT Consolidated School enrollment 2012 - 2021
$77,216	Median household income
99%	High school graduates
54%	College graduates

6 Housing

2,970	Dwellings in Kennebunkport
21	Average # of new dwellings annually since 2000
0.8%	Annual percent growth in dwellings since 2000
87%	Percent of dwellings that are owner-occupied
92%	Percent of dwellings single-family detached
60%	Dwellings built prior to lead paint ban
37%	Paying a mortgage more than 30% of income
32%	Paying rent that is more than 30% of income
$969,000	Median home price in Kennebunkport
$317,000	Home affordable to a median income family
25%	Percent of Town employees who live in town
10%	State goal for new affordable housing in KPT
248	Dwellings utilized for short term rentals
25	Heritage Housing Trust's target # of new units by 2025

7 Natural Resources

82%	Area located in the coastal drainage subwatershed
37%	Soil classified as poorly drained and wetlands
Zone 5b	Current USDA plant hardiness zone
34%	Area of the town as Central Oak-Pine habitat
22%	Provides habitat, water storage, and filtration
11	Confirmed rare plant and animal species
209	Conserved parcels of land (3,229 acres)
9%	Land designated farmland of Statewide Importance
2	Rare or exemplary natural communities

8 Water Resources

5.2	Miles of Kennebunk River within KPT
3,309	Acres of wetlands
60%	Drinking water in Maine that is from groundwater
40%	Parcels in town that are served by the Kennebunk, Kennebunkport Wells Water District
142	Average million gallons provided by KKWWD to KPT annually
118	Acres of high yield sand and gravel aquifers
2,040	Acres within the 100-year floodplain
3.4	Average # flood insurance claims per year (total 159 since 1975)

9 Marine Resources

60	Moorings in the Kennebunk River
219	Moorings in Cape Porpoise and other locations
40 to 50	Commercial fishing vessels at Cape Porpoise
80 to 120	Local residents in Cape Porpoise fishing industry
84	Non-commercial shellfish permits issued
300-1,000	Size (lbs) of bluefin tuna caught off of Kennebunkport
6/0	Shrimp boats based in KPT in 2000/2020
4.8	Million pounds/year lobster landings in York County
-84%	Maine lobster exports to China since 2018
6%	Percent of Town that is tidal marsh

10 Energy

3	Average annual # of power outages in Maine
Maine	State with highest # of power outages in nation
1 in 10	Maine households that heat with wood
1 in 13	Maine households that heat with natural gas
57%	Percent of KPT dwellings heated by fuel oil
6th highest	Maine's rank in the US in wind power generation
2nd lowest	Maine's rank in US in electricity use per capita
5	Acres of land required for a 1 megawatt solar farm
1.2 GW	Capacity of New England's largest nuclear power plant
156 GW	Capacity of Maine's off-shore wind potential

11 Transportation

84	Total miles of roadways
21	Miles of private roads
6.6	Miles of sidewalks
2	Private airfields
2.9	Miles of Rt 9 with an "F" safety score
902	# crashes from 2003-2022
57	# crosswalks
225	# parking spaces in municipal lots

12 Economy

1,916	Residents age 16+ participating in the workforce
10%	Residents worked from home before pandemic
<2%	Unemployment rate in Kennebunkport
8 - 12 hr	Time to charge vehicle with Level 2 charger
8	Level 2 electric vehicle charging stations in KPT
25 minutes	Time to charge with an EV Fast Charger

KENNEBUNKPORT BY THE NUMBERS

13 Public Facilities & Services

192-220	Annual calls to Fire Department for assistance
77	Volunteer firefighters
55	Median age of volunteer firefighters
4, 1 & 2	# of fire engines, ladder trucks & rescue boats
13	Full time officers in the Police Department
3 - 4 yrs	Life cycle for a Kennebunkport police cruiser
411	Calls for ambulance service in 2020
1974	Year wastewater treatment plant constructed
318,177	Average daily gallons of wastewater processed since 2012 (Licensed to treat 700,000 gallons/day)
16	Major pump stations in public sewer system
50%	Buildings connected to the sewer system
910	Home visits by Public Health Department in 2021
33,000	# volumes at Graves Library
1,300	Trees in the Shade Tree Committee's GIS system
280	Central Maine Power streetlights purchased by Town in 2020

14 Fiscal Capacity

$9.60	Property tax rate
8%	Increase in KPT valuation 2016-2022
84%	Assessed valuation compared to market value
$2.43 billion	KPT valuation if calculated at full market value
58%	% of tax rate dedicated to education
6%	Percent of tax rate driven by York County
15% of value	Maine's limit on municipal debt

Image Credit: Tom Morgan

15 Recreational & Cultural Resources

4	Town parks
3	Beaches
4	Clubs and associations
25	Miles of Kennebunkport Conservation Trust trails
9	Public access points to Goose Rocks Beach
9	Cultural facilities
9	Halls and/or meeting rooms
26	Regularly offered sports teams, classes & programs

16 Hazard Mitigation

349	Parcels in FEMA Zone VE (in the 100-year floodplain and vulnerable to storm waves, 2017 Preliminary FIRM)
260	Acres inundated inland of highest astronomical tide (HAT) under 1.6 ft sea level rise (SLR)
601	Acres inundated inland of HAT under 3.9 ft SLR
1,116	Acres inundated inland of HAT under 8.8 ft SLR
1	Designated emergency shelter (Kennebunk Middle School)
8.8 ft SLR	Maine planning guidelines for "low-risk tolerant infrastructure" in 2100
1.6 ft	Recommended SLR scenario to commit to managing for by 2050


Image Credit: Tom Morgan

STRATEGIES

This section includes a subset of the Comprehensive Plan Strategies. The full list of Goals, Policies, and Strategies is included in Volume 2.

Chapter 19
Goals, Policies & Strategies

Welcoming

- Preserve Goose Rocks Beach as a safe, limited use, and family-oriented beach.
- Consider amending the LUO to reduce minimum lot size requirements and increase allowable density within Growth Areas.
- Encourage the construction of accessory dwelling units for year-round use.
- Encourage the development of assisted living and independent living facilities.
- Support the Kennebunkport Heritage Housing Trust.
- Amend the LUO to permit farmers' markets.
- Explore innovative approaches to housing the tourist industry's seasonal workforce.
- Create a public boat launch.
- Identify public locations that could be used year-round for community gatherings as a part of a Parks Master Plan
- Involve residents in long-term recreational and cultural resource planning efforts.
- Encourage connecting streets, a pedestrian-friendly environment, and small-scale, neighborhood commercial services that are geared toward serving local residents.

A Steward

- Undertake a detailed, town wide survey of historic structures. Identify historic buildings that are threatened by sea level rise and extreme weather events.
- Advise property owners on improving a building's energy efficiency while preserving its historic character.
- Research and document all cemeteries and burial plots.
- Prioritize conservation and allocation of resources toward conservation, maintenance, and monitoring activities in areas with greatest co-occurrence of water features, important natural communities, listed animal and plant species, and undeveloped land.
- Within the rural growth area, require that subdivisions and commercial developments maintain open space to the greatest extent practicable.
- Support and collaborate with the Kennebunkport Conservation Trust to protect critical and important natural resources through purchase of land or easements from willing sellers.
- Encourage the use of native plants on public and private property.
- Conduct monitoring to evaluate the impact of pesticides and herbicides on

natural resources and water resources and identify strategies to minimize impacts such as through alternative weed and pest controls and regulations, as needed.

- Support forestry and agricultural uses and activities such as agritourism, backyard chickens, farms, farm stands, and firewood sales.
- Create and implement an invasive species management policy, including public outreach and education, and prepare to manage invasive species on town property.
- Conduct a comprehensive review of the LUO and Subdivision Regulations to identify opportunities to strengthen provisions for water resource protection.
- Continue to assign priority status to commercial fishermen for mooring spaces.
- Develop the Village Parcel in a manner that is consistent with Kennebunkport's small town character.

Resilient

- Work with the Silver Jackets and other experts to devise a plan to protect Dock Square buildings from sea level rise.
- Educate property owners about impacts of climate change, such as extreme heat, drought, flood vulnerability, and changes in precipitation on habitats and species.
- Investigate the vulnerability of public and private wells to sea level rise induced groundwater rise and to drought. Initiate planning for the potential future need to expand the Town's drinking water infrastructure if private wells become unusable due to drought or salinity or other contamination.
- Identify and monitor buried hazards that may be impacted by rising groundwater.
- Adhere to the Maine Climate Council's recommendation to locate new critical infrastructures, such as pump stations and other wastewater infrastructure, away from areas that are at-risk from sea level rise and flooding.
- Plan for the possibility that some town roads or segments of town roads may require elevation to avoid inundation due to sea level rise.
- Identify undeveloped land that is vulnerable to sea-level rise and make recommendations on acquisition to act as flooding buffer.
- Develop standards for new development in areas that are vulnerable to sea level rise (SLR) and ground water rise that is induced by sea level rise.
- Identify opportunities to lead, participate, and build from regional climate adaption efforts.
- Identify locations for electric vehicle charging stations, according to Maine Clean Community recommendations, that would benefit the community.
- Measure and monitor greenhouse gas emissions from municipal operations, and community wide.
- Develop a town-wide climate action plan.
- Educate community members about steps they can take to reduce emissions and become more resilient.
- Continue to budget and plan for long-term energy efficiency equipment upgrades.
- Review the potential to install and operate renewable energy systems at municipal facilities.
- Review LUO for hinderances to renewable energy systems and recommend amendments.
- Ensure that the maintenance of aging sewer infrastructure is a priority.
- Integrate sustainability criteria into capital planning.


Image Credit: Tom Morgan


Image Credit: Tom Morgan

Connected

- Prioritize carbon emissions reduction when purchasing new vehicles
- Develop a long-term vision for a network of bicycle routes to serve the community and link to routes and facilities in neighboring communities.
- Review complete street practices for relevant tools and ideas for Kennebunkport.
- Add criteria in subdivision regulations that promote shared driveways and require developers to show future connectivity to adjacent parcels including roads and trails.
- Encourage connecting streets, a pedestrian-friendly environment, and small-scale, neighborhood commercial services that are geared toward serving local residents.
- Consider a traffic study to identify opportunities to reduce congestion in Dock Square.
- Identify locations to enhance wildlife corridors to help create places for species to migrate and shift north as temperature increases.
- When possible, follow stream smart road crossing policy to reduce the impact of road crossings on fish and other aquatic species and habitat.
- Continue to update, prioritize, and fund the Town's plan for transportation improvements, maintenance, and repairs.
- Conduct a comprehensive transportation vulnerability assessment to identify vulnerable assets and loss of connectivity due to sea level rise.

Collaborative

- Partner with regional entities and communities to enhance evacuation route planning and community education on evacuation routes.
- Adopt performance standards to protect vernal pools in the Biddeford/ Kennebunkport Vernal Pool Complex.
- Collaborate with the City of Biddeford to ensure cross boundary protection of groundwater resources. Create an aquifer protection overlay district.
- Continue the partnership with Maine's Healthy Beaches Program and implement the recommendations in its "Summary Report of Enhanced Monitoring and Pollution Source Tracking Efforts in the Goose Rocks Beach Watershed, Kennebunkport" published in February 2021.
- Continue to participate in partnerships that support sustainability and resilience, multi-model transportation, river management, aquifer protection, and other regional considerations.
- Collaborate with conservation partners to identify and make public a regional database of educational resources and information about critical habitat (including salt marshes), vulnerable species, and the impacts of development and human activity on natural resources.
- Collaborate with the Town of Kennebunk and the business communities in Dock Square and Kennebunk Lower Village to manage tourism to ensure the safety and enjoyment of residents and visitors.


Image Credit: Tom Morgan

Image Credit: Tom Morgan

KENNEBUNKPORT 2030

KENNEBUNKPORT, ME
COMPREHENSIVE PLAN
2022-2030 VOLUME 2

KENNEBUNKPORT, MAINE
COMPREHENSIVE PLAN VOLUME 2
2022-2030

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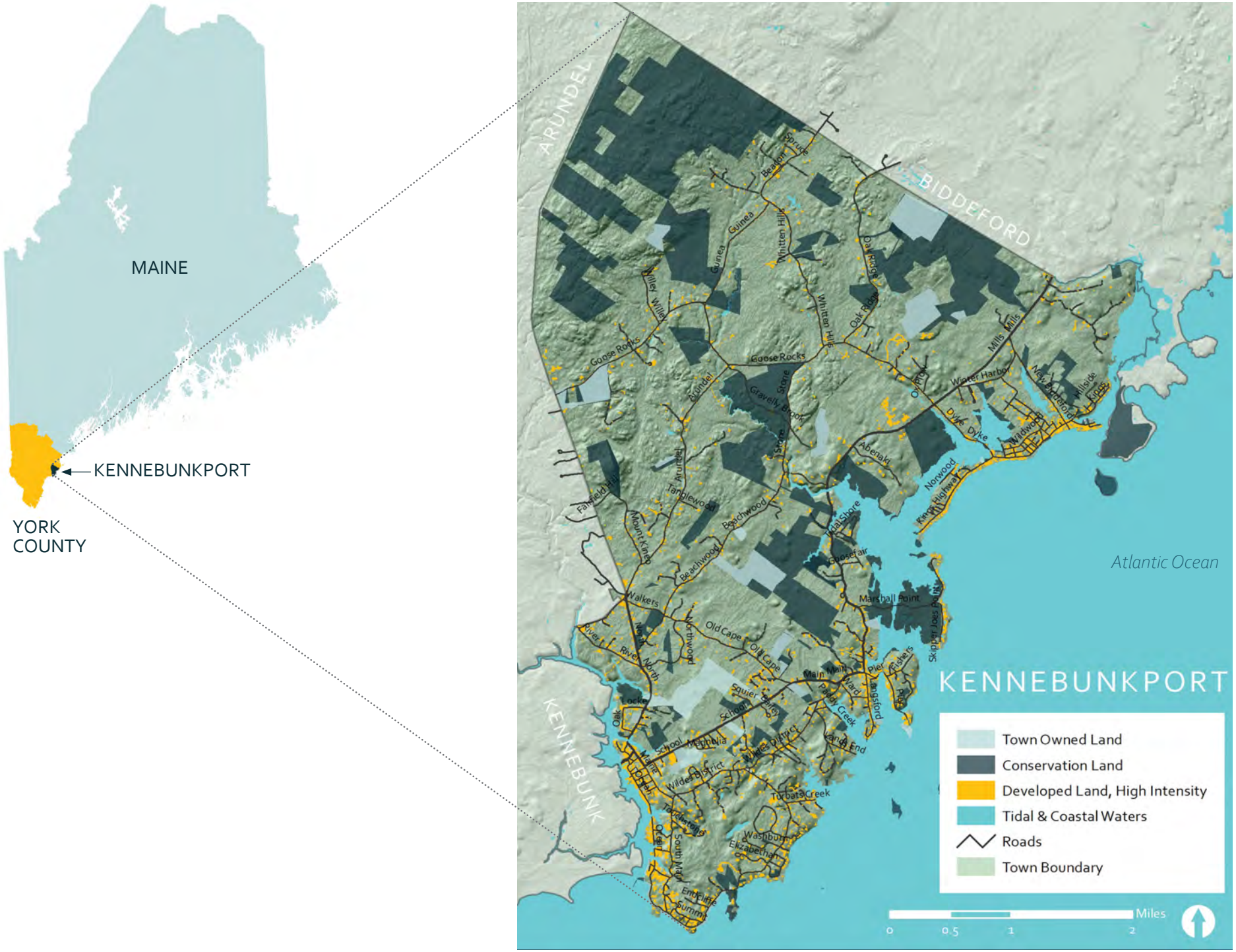
MAINE
KENNEBUNKPORT
YORK
COUNTY
ARUNDEL
BIDDEFORD
KENNEBUNK
Atlantic Ocean
KENNEBUNKPORT
Town Owned Land
Conservation Land
Developed Land, High Intensity
Tidal & Coastal Waters
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Town Boundary
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0.5
1
2

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Chapter 1

Introduction

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

The Setting

Kennebunkport offers an outstanding natural and cultural environment for both residents and visitors.

The combination of a rocky coastline, beaches, harbors, restaurants, historic villages, cultural and social activities, and a vibrant, natural hinterland creates an extremely desirable place to live and to visit.

Maintaining the character of Kennebunkport in the face of continuing change requires vigilance and continuing re-evaluation of the Town's goals and policies.

Previous Comprehensive Plans

Comprehensive plans were prepared in Kennebunkport in 1996, 2005, and 2012. These were primarily volunteer efforts, though some professional assistance was rendered by the Southern Maine Planning & Development Commission and Planning Decisions, Inc.

Why Prepare A Plan?

The State of Maine regulates the manner in which communities plan for and regulate growth and development through the Growth Management Program (Title 30-A §4312 et seq.), that was adopted in 1988 along with the Comprehensive Planning and Land Use Act. This law establishes the State's policies and establishes the rules by which communities may engage in land use planning and regulation. Through this law, the State overrides each community's home-rule authority and mandates compliance with an overall set of goals, procedures and standards for community comprehensive plans. Aside from the requirement to have a plan, it just makes sense for towns to plan for the future. The process of preparing a comprehensive plan provides an opportunity for residents, community officials and other stakeholders to share ideas about what is important in the community, to identify issues and desirable responses, and to coordinate a town-wide approach to dealing with change. Ideally, the comprehensive plan will reflect consensus views about town policy.

As circumstances change and the community considers changes in its local policies, it is important to frame these considerations in terms of the comprehensive plan. New policies must strive to fit within current and future State requirements plus mesh with other local policies.

A comprehensive plan is not a law that is directly enforceable, but it is still a very powerful public document. A plan, which must be adopted by the voters, establishes the policy directives of the town.

State law requires zoning, growth control and impact fee ordinances to be

consistent with a comprehensive plan (MRSA Title 30-A §4314.3). As comprehensive plans are revised and updated, there is always a lag in consistency. The town is legally obligated to work towards consistency, and by statute such consistency must be achieved within 2 years (Title 30-A §4314.3. E).

Other regulations, most notably the Site Plan and Subdivision Regulations, limit approval of development applications to those that are consistent with the comprehensive plan.

Although the plan is not a law per se, it is very close and can have that same effect in certain circumstances.

A comprehensive plan is required to include recommendations about major capital purchases with a goal of gaining cost efficiency for capital spending in the long-term.

At the budget referendum the voters may subsequently decide not to follow the plan, but it is the obligation of the Town officials to pursue capital expenditures that are consistent with the Town's comprehensive plan.

This Comprehensive Plan update is intended to guide the Town through 2030. While it carries forward pertinent information and strategies from the 2012 Comprehensive Plan, it has been fully overhauled to represent the current conditions, trends, and key issues of the 2020's.

There are two components of the 2030 Comprehensive Plan:

Volume 1 – A user-friendly compendium of the plan

Volume 2 – A full, detailed, 18-chapter plan with appendices.

This update is the first time the Town is directly addressing the challenges posed by climate change in the Comprehensive Plan. Climate change projections, impacts, and planning implications are integrated directly into each chapter rather than included in a separate plan chapter. This approach reflects the reality that climate change will affect and must be considered across all sectors. A summary of the climate science and policy that informs this plan is included in this Introduction Chapter.

Looking north toward Marshall Point and Goose Rocks Beach. Photo: Tom Morgan.

The State's Climate Action Plan

Although Maine law requires the plan to look ten years into the future, an epochal event such as the current rate of climate change compels a longer view. It is never too soon to start that conversation.

In December 2020, the Maine Climate Council released **Maine Won't Wait**, the State's four-year plan for climate action to guide the reduction of greenhouse gas emissions by 45% by 2030 and 80% by 2050, and to achieve carbon neutrality by 2045.

The plan identifies the effects of climate change on Maine and lays out four primary climate action goals and a series of eight strategies to reach those goals.

The State's Goals

1) Reduce Maine's Greenhouse Gas Emissions
2) Avoid the Impacts and Costs of Inaction
3) Foster Economic Opportunity and Prosperity
4) Advance Equity through Maine's Climate Response

The Maine Climate Council's Scientific and Technical Subcommittee produced a **Scientific Assessment of Climate Change and its Effects in Maine** that is part of the climate action plan. The climate science from this resource, as well as other scientific reports that contain the best available information to plan for Kennebunkport's future, are summarized in Table 1-1 and presented in Figure 1-1.

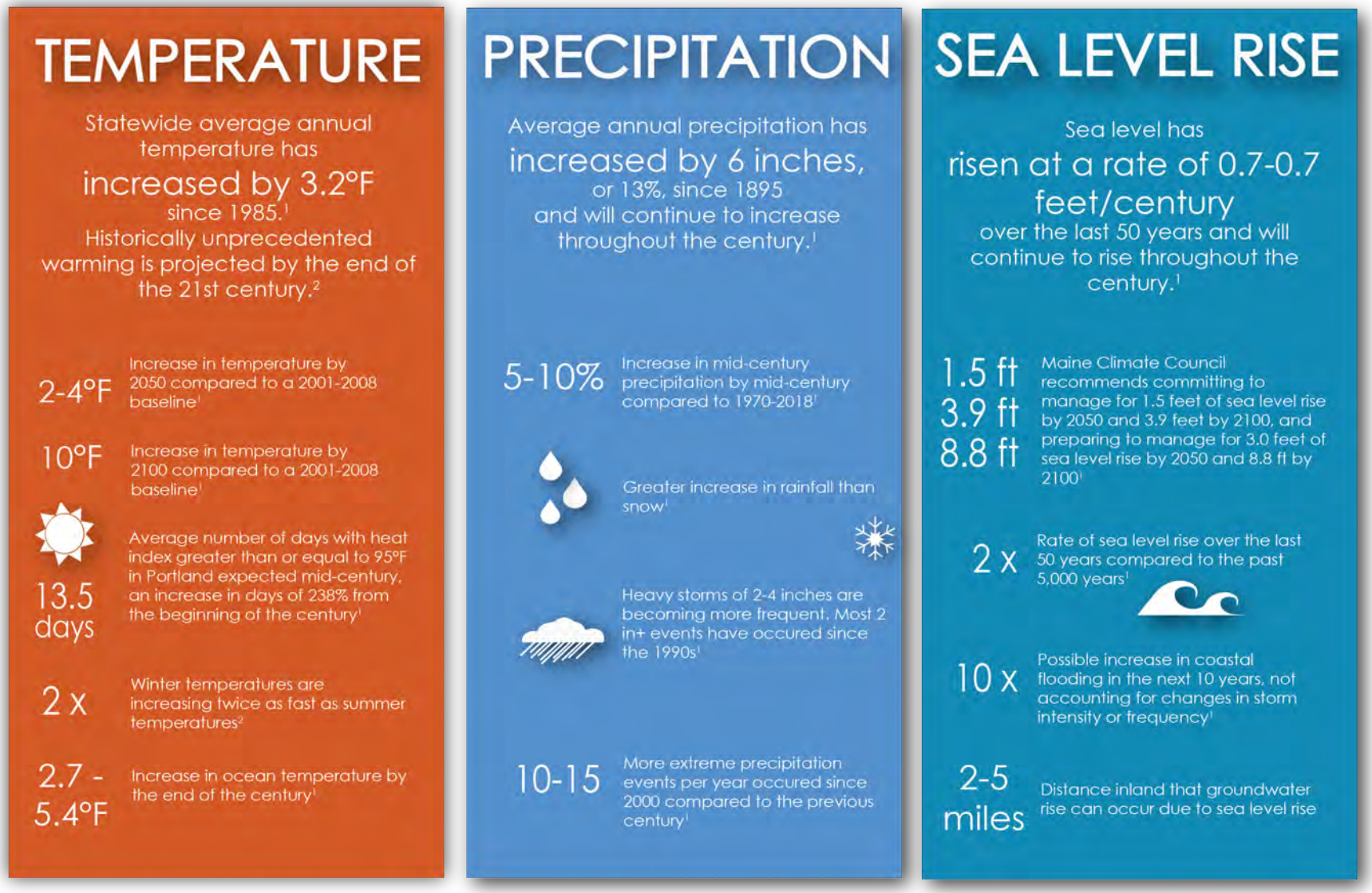
While projections extend to 2100, it is important to acknowledge that changes in temperature, precipitation, and sea level will continue beyond 2100.

The Implications for Planning in Kennebunkport

Impacts of climate change on people, infrastructure, the economy, natural resources, and water and marine resources are widespread. Figure 1-2 highlights a few of the impacts of climate change across planning sectors, many of which are explored in this Comprehensive Plan. Sea level rise, for example, will impact homes, businesses, and infrastructure in coastal areas and may also be a threat to drinking water. One of the best long term climate adaptation strategies is to reduce greenhouse emissions so that the climate challenge faced by future generations is less formidable. This update to the Comprehensive Plan also addresses many ways the town can reduce carbon dioxide (CO_2) emissions.

Table 1-1 Summary of climate change science for Maine. Source: Maine Climate Council.

Temperature	Precipitation	Sea Level	Ocean Acidification
• Statewide annual temperature has increased by 3.2°F since 1895 • Coastal area have warmed slightly more (0.2°F) than interior locations • Longer summers and shorter winters • Increased growing season by 16 days on average since 1950 • Increase in late killing frosts in spring and early in fall • By 2050, temps could increase another 2-4°F and up to 10°F by 2100 relative to a 2001-2018 climate baseline • Recent warming has caused considerable variability of temperature in the Gulf of Maine • The Gulf will continue to warm through at least 2050 • Beyond 2050, the warming rate depends strongly on the emissions pathways, ranging from 2.7 F to 5.4 F above the baseline by the end of the century	• Statewide annual precipitation has increased by 6 inches since 1985 • Storm frequency and intensity has increased in the northern hemisphere since the 1950s • Already heavier and more frequent storm events, trending upward at a greater rate since the mid-2000s • Seasonal differences include greater increase of rainfall in summer and early fall than spring and winter • In the last 50-100 years, snowpack depths have decreased • State will continue to get wetter over the next century as increase heating intensifies the hydrological cycle	• Sea levels along the Maine coast have been rising at about 0.6 to 0.7 feet per century over the last 50 years – this is 2 times faster than during the past 5,000 year • More recently, the rate of sea level rise has accelerated to about 1 foot per century • About half of the sea level rise that has occurred in the 1900s occurred since the 1990s • A 1-foot increase in sea level in the future will lead to a 15-fold increase in frequency of nuisance flooding • A tenfold increase in coastal flooding in the next 30 years is possible, not accounting for changes in storm intensity or frequency. • State recommends: o Committing to manage for 1.5 feet of sea level rise by 2050 and 3.9 feet by 2100 o Preparing to manage for 3.0 feet of sea level rise by 2050 and 8.8 ft by 2100, for critical infrastructure especially	• Rate of ocean acidification is at least 100 times faster at present than at any other time in the last 200,000 years • Since the beginning of the 19th C, surface ocean pH has decreased from 8.2 to 8.1, a 30% increase in the average acidity of ocean surface waters. • Further reductions in ocean pH are expected, ranging from 0.05-0.33 pH units by 2100 depending on emissions scenarios



1. Maine Climate Council. Maine Won't Wait 2030 Climate Action Plan. 2020. https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf
2. National Oceanic and Atmospheric Administration (NOAA) National Centers for Environmental Information (NCEI) (2017) State Climate Summaries. Maine. https://statesummaries.ncics.org/chapter/me/

Figure 1-1. Quick climate change stats for Maine

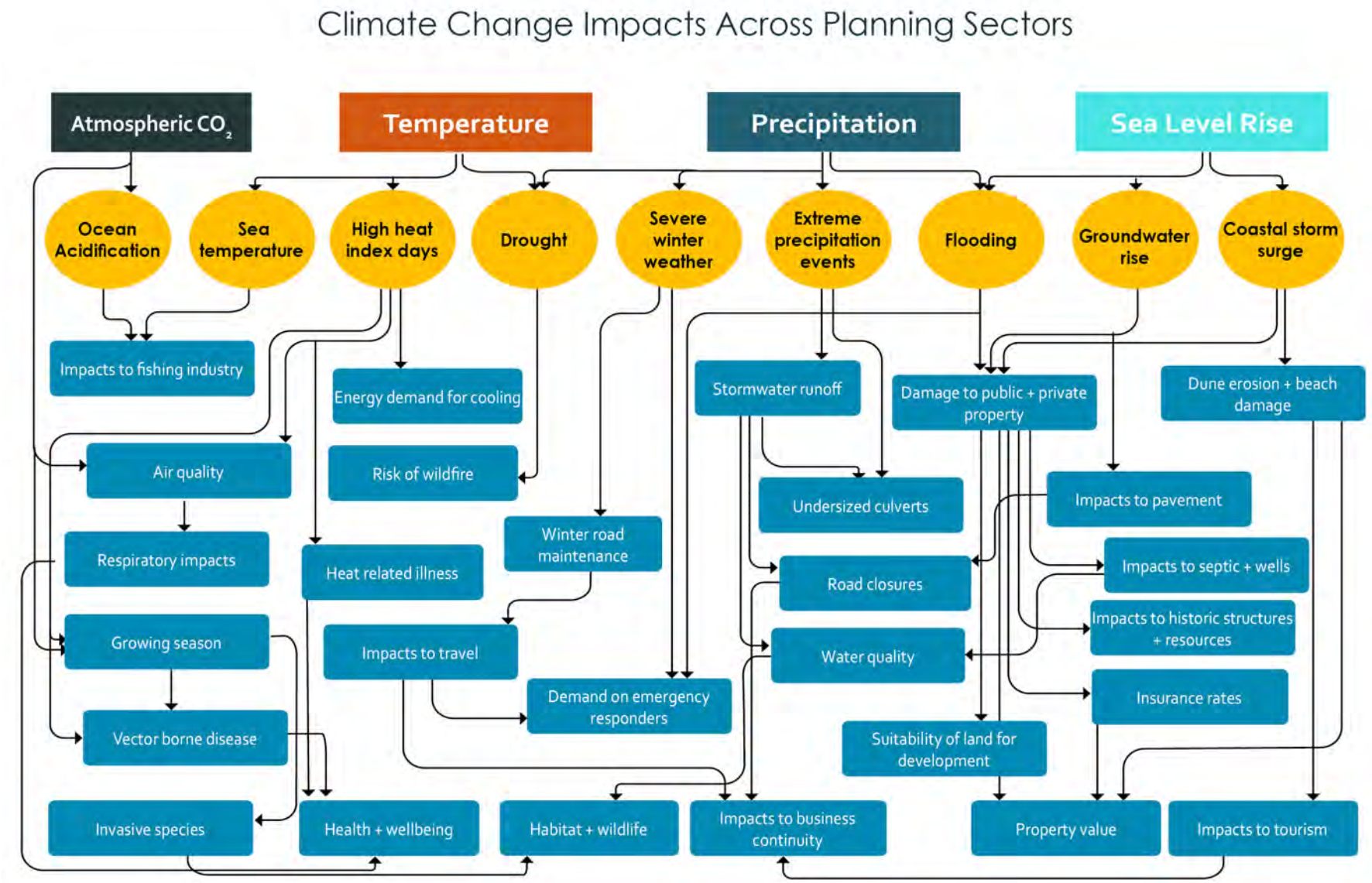


Figure 1-2. Diagram of examples of climate change impacts across planning sectors

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Chapter 2

Vision & Community Character

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2

May 2022

Introduction

The required components in a comprehensive plan are specified by Maine law in Chapter 208. A vision statement is one of those requisite elements. The purpose of the vision statement is to:

> *"summarizes the community's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region."*

The vision statement is aspirational and aims to capture the sentiment of what the community would like to look and feel like in the future.

This comprehensive plan's vision statement is seen to the right. The character of the community to which the community aspires is described in the pages that follow.

Our Vision

We envision the town of Kennebunkport as a coastal Maine community that is diverse and well balanced. The town will be recognized by residents, visitors and the State of Maine for its integrity and ability to set dynamic priorities and achieve them through comprehensive accountability.

Our community will work collaboratively with residents, business owners and regional partners on challenges including sea level rise, diversity, housing, and others that we share in southern Maine. As we adapt, we will preserve Kennebunkport's historic integrity, protect our natural resources, strengthen our unique small-town character while improving economic vitality.

Our tree-shaded streets, scenic vistas, unspoiled coastline, classic architecture and beautiful landscapes will continue to inspire visitors and residents alike.

Community Character

Kennebunkport will be a friendly, welcoming and inclusive town with a strong sense of community. We will balance our appeal to visitors with our commitment to protect the rights and needs of our permanent residents. Involved citizens will be key to the community's long-term success as a leader in resiliency, sustainability, and responding to climate change. We will continue to be rich in cultural and recreational opportunities.

Economic Opportunities

Our land use regulations will support and encourage small-scale entrepreneurial activity that is initiated by local residents and that observe our good neighbor policies. Locally owned establishments in the service industry will retain their status as community assets.

Our commercial fishing industry dates to the earliest era of European settlement in Maine. The industry is a critically important component of our heritage, our economy, and our community's unique character. We will continue to support the industry to help it thrive in the face of its many challenges. Our working waterfront will be protected and preserved. Water-dependent uses will not be dislodged by competing land uses or real estate development.

We will encourage sustainable tourism that generates less noise, consumes fewer resources, and leaves a lighter footprint on the community. Traffic congestion in Dock Square will be alleviated, as will the demand for parking. Tourism will showcase Kennebunkport's outstanding natural resources and the wildlife that frequents the preserved lands in KCT's inventory, along with those of the Rachel Carson National Wildlife Refuge. These visitors will enjoy walking tours featuring Kennebunkport's abundant historic sites, our remarkable diversity of well documented shade trees, beautiful gardens, and exemplary natural habitats.

With regard to short term rentals, we will strike a balance between competing interests to retain the industry's economic benefits for those local families who rely on this revenue stream, while working to curtail the occasional nuisances and increase its community-wide benefits.

Housing

We will host a range of housing types that offer options for everyone. There will be housing to support the needs of local residents and businesses, ample opportunities for downsizing and aging in place, senior housing within walking distance to amenities and public spaces, assisted living facilities to allow those in need of such assistance to stay in town, plentiful starter homes for young families, and year-round rental units in sufficient numbers to meet the needs of Kennebunkport citizens. Our public health professionals will continue to provide a superb level of home-based services that help residents (who are in need of assistance) to age comfortably in their own homes.

New home construction will be encouraged to meet the highest standards of energy efficiency. Use of renewable energy for residential heat and electricity will substantially increase, replacing our dependency on fossil fuels. Most building materials will be sourced from Maine's vast reserve of renewable resources.

Maintaining waterfront access is critical for the commercial fishing industry, an integral part of the community's economy, heritage, and character. Photo: Tom Morgan

Infrastructure

Public and private infrastructure will be efficient, well-maintained, innovative, technologically advanced, and resilient to the threats posed by sea level rise, groundwater rise, and severe weather events. Electrical generation will be decentralized, reliable, and fueled by renewable resources. Fast chargers for electric vehicles will be ubiquitous, serving the needs of residents and visitors alike. Solar arrays will be commonplace.

Our streets and public ways will be designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across the streets. Bicycle and pedestrian paths will crisscross the town, and they will be hugely popular among local residents. Seasonal traffic congestion will be reduced.

Competition will be encouraged in the broadband industry to assure the delivery of the best service at competitive prices. Broadband is key to enabling much of the community's professional workforce to forgo commutes to distant workplaces. It also provides the flexibility families often require in order to balance the dual demands of career and childcare. We will continue to support and deploy innovative technology that benefits the community.

Climate Resilience

The community will continue to pursue a resilient and sustainable path for the foreseeable future. We will reduce our collective carbon footprint, take the lead in recycling and energy efficiency, and strive to be a net zero community. We will be responsive to the challenges posed by a changing climate. We will be playing a supportive role in helping our fellow Mainers to implement the state's bold new climate action plan.

Environmental Protection

Our drinking water will be clean and exceed potable water quality standards. Failing septic systems will be replaced. Connections to municipal sewer will be encouraged. The extent of impervious surfaces will be minimized. The use of herbicides and pesticides will be substantially reduced. Sustainable landscapes will reduce water consumption, develop wildlife habitats, and provide plantings for pollination. Wildlife, particularly birds, will thrive. Protection of shellfish beds and lobster populations will support recreational and commercial harvesting. We will prioritize keeping our walkways and beaches free of debris, including plastic waste.

Open Space Preservation

The expansion of Kennebunkport's inventory of preserved open spaces will continue apace. Land development will be less intrusive than in times past. Marshes, wetlands, ponds, streams, vernal pools, and aquifers will be protected.

Looking north toward Biddeford Pool. The Little River runs across the center of the photo toward Goosefare Bay. In collaboration with the City of Biddeford, Kennebunkport will strive to eliminate pollution in the Little River. Photo: Tom Morgan

Education

The Consolidated School will continue to provide a high-quality educational environment where young scholars thrive, prepare for middle school and beyond, and become lifelong learners. The school will continue to serve as an important community institution and a vital social hub. Residents will take advantage of the educational opportunities afforded by the access to the University of New England and York County Community College to continue their learning throughout their years.

Municipal Staff, Services, Facilities & Finances

We will continue to recruit and retain high caliber professionals to manage our municipal departments and will provide them with the resources that are necessary to deliver top notch services. The delivery of emergency services will continue to be efficient and cost effective. Our town will be a safe community. The municipal debt will be low so as to enable the flexibility to respond to unanticipated challenges. The Town's fleet of small vehicles will be powered by electricity. New municipal venues will be well designed and accommodate community events and multi purposes.

Fresh & Local

Ours will be a community where everyday necessities are affordable, accessible, and available from local merchants and regional service providers, most of whom will be situated in close proximity to our neighborhoods. The emphasis will be on fresh and local products. Creativity and connectivity will be celebrated. Small scale agriculture will be encouraged.

Waterfront Access

Local residents will enjoy ample year-round access to Kennebunkport's waterfront, including Goose Rocks Beach. The town will remain diligent in exploring those rare opportunities when waterfront land becomes available to determine its potential for public access.

Regional Cooperation

Our exceptional record in cooperating with nearby communities will continue unabated. Regional cooperation offers many advantages, not least of which is the opportunity to address regional challenges in a cost-effective manner. Resiliency, emergency response, sustainable economic development, and water quality are but four areas where a regional approach is beneficial.

Dark Skies

Kennebunkport has one of the oldest municipal Dark Sky policies in the United States. We will ensure that our night skies remain dark with an appropriate ordinance, public education and enforcement.

Scenic Vistas

Our community enjoys a remarkable wealth and diversity of scenic views. They will be preserved, to be enjoyed by all, in perpetuity.

Goat Island Light has guided mariners in the vicinity of Cape Porpoise since 1859. Photo: Tom Morgan

Dock Square has served as Kennebunkport's commercial center since the 18th Century. Photo: Tom Morgan

Chapter 3

Historic Resources

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Cape Porpoise in the 1930's.

A Brief History of Kennebunkport

The Prehistoric Period

Eleven thousand years ago, Maine was a mixture of open spruce forest and tundra with a few remaining isolated glaciers. Mammoth, mastodon, and caribou inhabited the land. The Paleo-Indians, arriving from the south or west, hunted all of these animals with tools of bone, wood, and stone. The people were expert hunters and equally expert in the manufacture of their hunting equipment, made with chert.[1] They lived in small bands consisting of a few families, and moved on foot over what still seems like vast distances to us today. It is not uncommon, for example, for these bands to move rock materials from Burlington, Vermont or the lower Hudson River valley into Maine.[2] Artifacts from a site discovered a few miles southwest of Kennebunkport include tools manufactured from stone excavated near Katahdin, Burlington, VT, Saugus, and Hudson Valley, NY.[3]

Around 10,000 years ago the environment changed. Trees (pine, birch, poplar, and oak, with other hardwoods later) colonized the Maine landscape, forcing everyone who resided here since to live and travel along lakes and waterways and otherwise accommodate a dense forest.[4]

Between 6,000 BC and 1600 AD, the region was the site of three or four cultural shifts. Each era signified the movement of a new culture into the area. These people were semi-nomadic and probably spent part of the year at inland encampments and the rest along the shore. Their trademark huge mounds of oyster and clam shells, accumulated over thousands of years, can still be found today in Kennebunkport. Surveyed by archaeologists from Maine's Historic Preservation Commission, Kennebunkport's shell middens were established 3,000 years ago and were active until contact with Europeans.[5] These same people decorated pottery, built canoes, hunted seals and small whales, and were undoubtedly skillful coastal navigators.

Arrival of the Europeans

It was the Wabanaki (also Abenaki) who greeted the first Europeans 400 years ago. A loose confederation of tribes, the Wabanaki included people from Newfoundland and Prince Edward Island to New Hampshire.[6] In coastal Maine south of the Saco River, early explorers noted the reliance of native peoples on agriculture. Crops included beans, corn, squash, pumpkins, and tobacco.[7]

The interface with Europeans began with summer visits from fishermen, who were willing to cross the Atlantic each summer to harvest the incredible bounty of the Gulf of Maine.[8]

By 1616, the visitors had introduced a deadly epidemic. In the period between 1616 and 1620, the population of more than 20,000 native people was reduced to 5,500.[9] Whole villages were decimated. The remaining people often consolidated, choosing one village to live in and abandoning several others.[10] As European settlers began arriving a few years later, they found cleared, but abandoned fields and seized these sites for homes and trading posts.

Several countries laid competing claims to the area which now makes up Maine. None consulted with the native inhabitants before dividing up the land. The French were often trading partners with the Wabanaki. The English traded, but also wanted agricultural land and lumber. In the space of 200 years, the ancient forests were destroyed, and native peoples pushed to the brink of extinction.[11] Wabanaki preferred treaties to wars, but treaties were broken repeatedly. Massachusetts's courts refused to allow Native Americans to appear in court to petition for redress. A series of wars followed, most notably King Phillips War in 1675, and Lovewell's War in 172. On June 20, 1756, the Massachusetts's Chamber Council set a bounty of 40 pounds for the scalp of a Native American male and 20 pounds for the scalp of a woman or child.[12] At the time, 200 acres of land could be purchased from the Plymouth Colony for 35 pounds.

In 1763, the Treaty of Paris was signed, and France gave up its claims to Maine. The Wabanaki of Maine were now without an ally in Maine. The meager remnants of the Wabanaki of southern Maine had fled to Canada or the upper reaches of the more eastern river valleys. Like the forest they inhabited, the native people who had lived in southern Maine for over 10,000 years, had been wiped out in less than 200 years. In their place were a people hardened to the diseases that had consumed three-fourths of the native population. The early European inhabitants of Cape Porpoise were notable primarily for their lack of noteableness.[13] They came with the belief that the New World could offer them more than England had. For most of them, going back was not an option.

It is hard to imagine any part of our country that has been claimed by as many "owners" as Kennebunkport, with the "owners" never having set eyes on it. In 1493, the Pope granted the territory, which included Kennebunkport and Cape Porpoise, to the Kings of Spain and Portugal. In England, Henry VII, also an absentee "owner", granted it to Cabot in 1495. Francis, King of France, decided to claim it as part of his "New France" in the northern part of America. Because these early grants did not bring any colonists, they had no practical effect.

It was fishing that attracted the earliest settlers. Before the Pilgrims landed at Plymouth, there were already men spending the summer months on the islands of Cape Porpoise. They had come in search of cod, and in the Gulf of Maine had found one of the world's most productive fishing grounds. The islands of Maine, those of Cape Porpoise among them, provided an excellent base from which the fishermen could work. The inner harbors created by the islands made safe anchorage for the ships and the distance from shore allowed for a certain amount of protection. Although the islands were small, there were small tillable areas, which could produce very welcome vegetables.

Here, on the islands, the fishermen could salt and dry their catches and then pack them away in preparation for the return voyages to Europe. Stage Island, the easternmost island in the Cape Porpoise chain, very likely received its name from the wooden "stages" or racks on which fish were cured during those early years. It is also likely that the first year-round settlement of Cape Porpoise occurred on the islands when some of these same fishermen decided to brave the dangers of winter in order to deliver earlier, and hence more profitable, shiploads of fish to Europe.

Little was recorded about these earliest explorers and settlers of the Maine coast.

Fishermen then, as today, were reluctant to divulge the locations of their most successful fishing grounds. But fishermen then, as today, had ways of finding out and as the 17th century progressed, more and more people made their way to this part of the Maine coast.

The increase in population brought with it a higher degree of safety and soon most of the population moved away from the islands and onto the mainland. In fact, enough people had come to warrant an application for township status from the government at Massachusetts. On July 5, 1653, "Cape Porpus" (original spelling) became the fifth incorporated town in the Province of Maine.

It is nearly impossible to determine just how many people made their homes around the shores of Cape Porpus and the banks of the Kennebunk River in those early years. Probably there were never more than 200 at any one time, and those who did live here fished, raised cattle, lumbered and farmed on a subsistence level. None became rich, and the town's economic base was limited to a few small mills. Although the Province of Massachusetts gained in both population and wealth, "Cape Porpus" remained economically depressed.

On December 7, 1689, war was declared between England and France. Armed and inspired by the combatants, Native Americans began to appear in great numbers. The residents of Cape Porpoise were forced to withdraw to a fort they had built on Stage Island, and those living between Turbat's Creek and the Kennebunk River made their way to Wells, barely getting away with their lives. The town of "Cape Porpus" was left deserted.

After the warring parties signed a truce in 1695, a few people began drifting back to their homes at Cape Porpoise. The peace didn't last, however, and on May 4, 1702, war again erupted between France and England. In the summer of 1703, 500 Native Americans, led by French commanders, divided themselves into parties and attacked all of the major settlements in Maine. The Kennebunks were assaulted on August 10 of that year. Many settlers lost their lives and the area was once again depopulated.

For a decade the war dragged on, and it was not until 1713 that a peace treaty was signed with the eastern tribes. Slowly, by two's and three's, the hardier settlers began to return to their properties. By 1716, a petition had been submitted to the Massachusetts legislature to restore town privileges to "Cape Porpus." The privileges were restored in 1717. Within two more years, the legislature was again petitioned, this time to change the town's name to Arundel. The wish was to honor the Earl of Arundel, an original proprietor of New England.

Although land titles were often vague or in conflict, houses were built, and fields cleared in Arundel. Induced by grants of land, talented men began to arrive. By 1735, the population had risen to 300. The 1743 census recorded 50 more.

In 1721, all pine trees measuring two feet in diameter two feet from the butt were reserved as the property of the King, to be used as masts for the King's ships. The penalty for cutting one down was 100 pound sterling. Bears were a continuing nuisance to the early residents; William Buland had to attack one with a hoe to save his hog. As late as 1784, the town was paying a bounty for killing wolves.

1775 to 1875

Fewer than 600 people lived in the town of Arundel where, in 1775, John Mitchell's eight-ton vessel slid down the ways and into the river. A new era had begun, one that would lift the community from poverty to riches. By the turn of the 19th century, the population had tripled. Six ships, a bark, 20 brigs, a scow, 16 schooners, and 12 sloops all hailed from the Kennebunk River, and all were in active commerce.

On May 22, 1776, more than a month before the Declaration of Independence, the town voted that "If the Honorable Congress should, for the safety of the colonies, declare themselves independent of the Kingdom of Great Britain we, the inhabitants of Arundel, do solemnly engage, with our lives and fortunes, to support them". When the Declaration was received, it was recorded in the town book. Benjamin Durrell, John Whitten, Gideon Walker, John Hovey, and Charles Huff were chosen a Committee of Correspondence, Inspection, and Safety. The population of Arundel at that time was 1,143.

After the surrender of the British army under Lord Cornwallis, it became evident that the government in London had given up all expectations of conquering their former colonies. On September 3, 1783, a treaty of peace, recognizing the independence of the United States, was signed in Paris. With peace at hand, the more adventurous citizens could build careers as sailors and captains. Some grew wealthy, and most were able to make significant gains over the lifestyles known by their forefathers. With a sound economic base, an ever-increasing population could be supported.

Real estate values soared, with some land selling for more than $1,000 an acre. Newer and larger homes were built. In the area surrounding Durrell's Bridge, seven shipyards rose on the banks of the river. "Here," Kenneth Roberts tells, "between 1800 and 1820, were built 30 ships, 97 brigs, 27 schooners, 11 sloops and a large number of smaller craft. All the roads to that busy spot were cluttered with material needed by shipwrights." In fact, the area became so successful as a shipbuilding and trading center that, in 1800, Arundel was established as a separate customs district with its own customs house (the building which now houses the Graves Memorial Library).

In one way or another, the entire population linked its fortunes to the sea. It took many skills to build a ship, and experienced craftsmen did virtually all of the labor. Carpenters, sail makers, blacksmiths, caulkers, painters, and adzemen were only a few of the skills required by the yards. These were not easy jobs, but they were jobs of which a man could be proud.

To be considered the best tunnel-borer, plank-liner, or rigger was a mark of distinction. In addition, as this local industry grew, so did the demand for supporting goods and services. Merchants were able to create healthy businesses, traders found a ready market for their goods, and farmers could easily dispose of their crops.

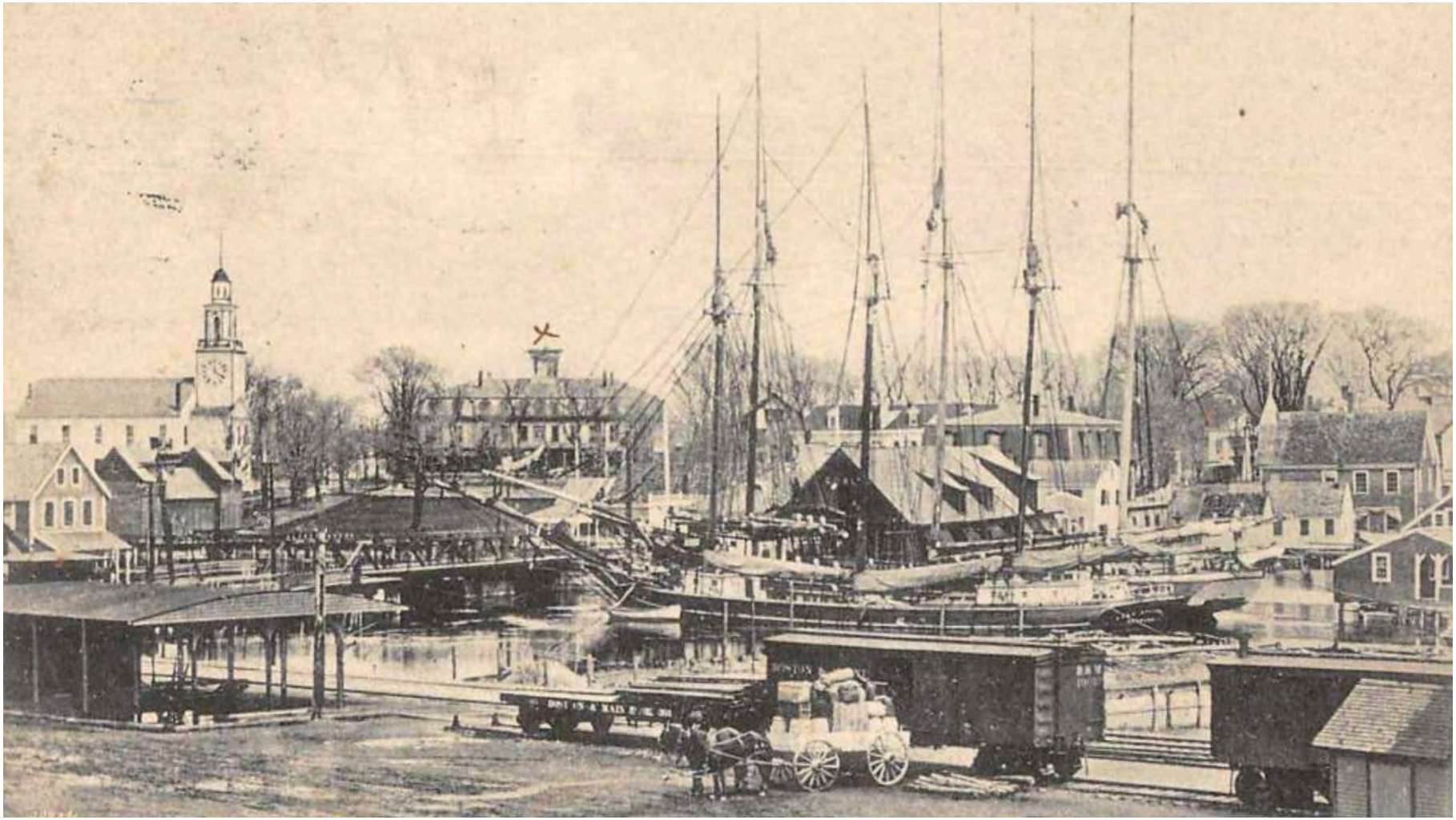
High quality granite was being quarried by several local companies in the early 1800's and hauled by ox team to Goose Rocks Beach for shipment to many destinations. During this period, Kennebunkport became one of the busiest ports in Maine: between 1800 and 1825 more than $1,000,000 in duties was collected on cargoes being imported.

As commercial activity increased, the citizens followed the retreating forests inland and built towns on the rivers down which logs were floated to the coastal shipyards. Ships built in Kennebunkport carried lumber, ice, lime, and fish all over the world. They were helped by the fact that Maine is ideal for seafaring. The distance between Kittery and Eastport is 250 miles as the crow flies. The shoreline, however, is roughly 2,500 miles in length. There are more than 3,000 streams and rivers bringing water to the shore and serving as avenues for commerce inland.

The years passed, and the size of vessels being built on the Kennebunk River gradually increased. In 1805, the first vessel of more than 300 tons burden was built and floated downriver by means of an ingenious system of locks. A decade later, vessels of 400 tons were being launched and it became necessary to move many shipbuilding operations from the Landing to the lower end of the river.

Detail from the 1856 wall map of York County. Image courtesy of the Library of Congress.

In 1874, the "Ocean King", the largest sailing vessel built up to that time in the United States, was launched in the Kennebunk River. Despite the glory of the moment, the local shipbuilding industry was in trouble. The building of wooden ships had slowed since the Civil War, and vessels made of iron and steel were displacing traditional wooden ships. Maine, with its remote location and dwindling lumber supply, could not compete. Though a demand for coastal schooners kept the local shipyards open for a while, it became clear that times were changing, and the economy of Kennebunkport would have to adjust. The prosperity and growth brought by the shipbuilding industry was fading. Even more alarming was the fact that no replacement was in sight, and transition was inevitable



Name Changes

The original Cape Porpus encompassed the land area of present day Kennebunkport and Arundel. The town was incorporated in 1653 as the fifth settlement in Maine town to submit to the jurisdiction of Massachusetts.

In 1670, the spelling changed to Cape Porpoise.

In 1719, the General Court voted to name the town Arundel after Thomas Arun-dell, Early of Wardour.

By 1820, Kennebunk was well known in the business world. However, Arundel, was largely unknown. As a result, in 1821, the name was changed to Kennebunkport.

In 1915, the inhabitants of present day Arundel (population 564 in 1920) petitioned the legislature to separate from Kennebunkport. The petition was granted.

Population Trends

The first census in York County recorded a population of 837 in Arundel (present day Kennebunkport and Arundel). This figure did not include five slaves.

Upon conclusion of the American Revolution, the ship building industry and associated maritime commerce took off and remained a major economic driver through the Civil War years. This economic boom is reflected in the population graph below.

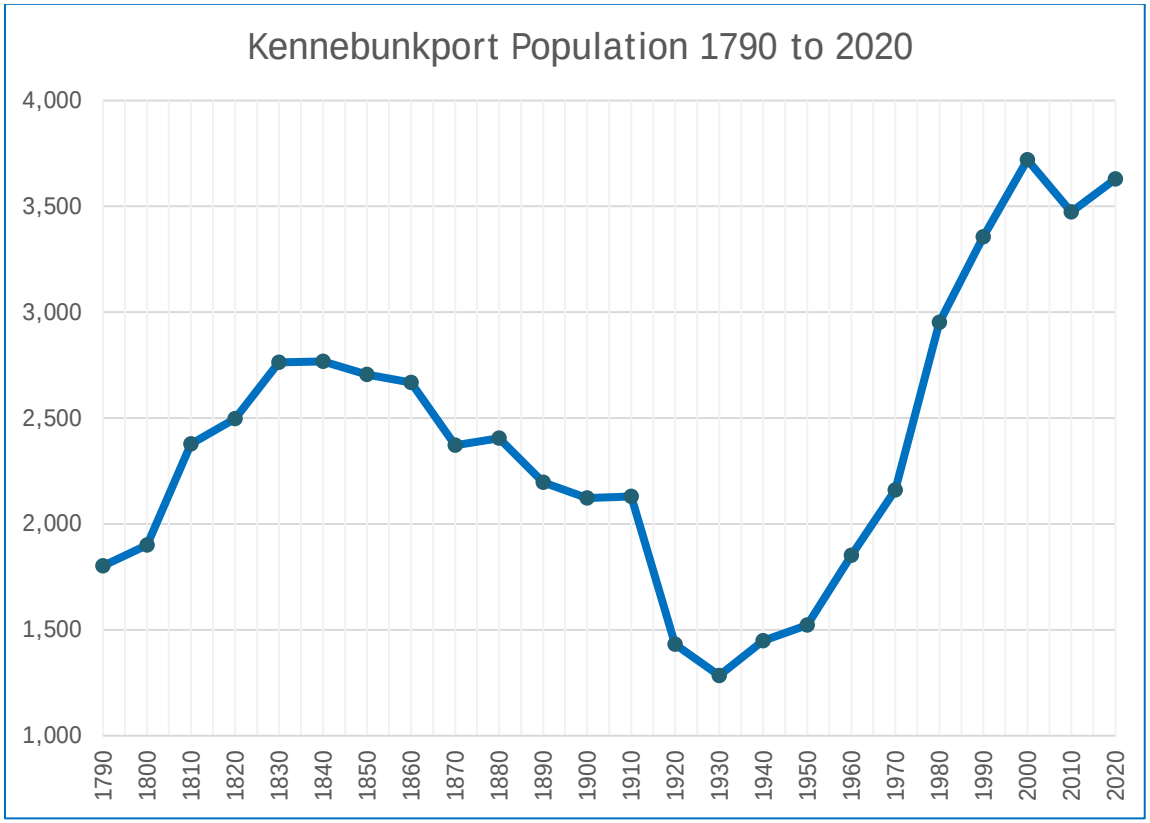


Figure 3-1. Population of Kennebunkport from 1790 to 2020 (Source: US Decennial Census).

When ship building declined, the arrival of the summer visitors (see following page) generated new employment opportunities. Hence, population remained relative stable.

What is not immediately obvious in this population chart is that between 1830 and 1910, a substantial number of farmers departed rural Maine (including rural parts of present day Kennebunkport and Arundel) in search of better farmland in the Midwest.

The Summer Visitors

The railroad brought the summer visitors, whose journey to Kennebunkport was made possible by inexpensive rail fares. It must have seemed ironic to the local seamen that the end of their careers was a part of the town's economic rebirth. Although visitors had been coming for years, it was not until the arrival of the Sea Shore Company that Kennebunkport acquired its reputation as a summer resort.

In 1870, four men from Arlington, Massachusetts conceived the idea of developing a vacation community. They chose for their investment the beautiful rocky shores of Kennebunkport. The land they wished to develop was considered to be nearly worthless by its local owners. It offered no safe havens for fishing boats, and it had no value for pastureland or farming. Only a small dirt road connected this shore property with the Town Square. The modest sums offered by the developers must have seemed magnificent to the native owners. That is, of course, until they later learned about the selling prices for the subdivided parcels.

By 1873, the Sea Shore Company had purchased nearly 700 acres of prime land along five miles of coastline, extending from Turbat's Creek to Lord's Point. A map was drawn up showing the locations of several house lots, parks, roads, and four hotels. Traditional names were changed to appeal to a new clientele. "Bouncing Rock", for instance, became "Blowing Cave"; "Great Pond" became "Lake-of-the-Woods". Street names reflected the origin of the town's new residents: Arlington, Boston, Haverhill, and so on.

Where today's "Colony" stands, the Sea Shore Company built "Ocean Bluff Hotel", a wooden four-story structure which could accommodate up to 200 patrons. For a room and board rate of $3.00 per day, the patrons could enjoy "unsurpassed cuisine" and also

The Kennebunk River Club was constructed in 1890. The photograph above was produced by the Detroit Publishing Company. In 1975, the building was listed on the National Register of Historic Places. Source: Library of Congress.

"first-class accommodations". They also received the "healthful and varied pleasures" that the Maine coastline had to offer. Most important to the townspeople, they provided jobs.

Many citizens needed extra income, and the town needed a broader tax base. Although many regretted the changes which were taking place, the town invested in its own future by granting the Sea Shore Company a five-year tax exemption to help them enhance the value of their properties. The course for Kennebunkport had been set.

By 1900, a true summer colony had been established in Kennebunkport. A major addition to the town came with the construction of the Atlantic Shore Line trolley system. It not only carried visitors to their destinations, but also freight to local businesses and coal from the harbor at Cape Porpoise to the mills at Sanford. Thanks to easy access, the summer visitors could enjoy the pleasure of a casino, which had been built overlooking the harbor at Cape Porpoise.

Recreational canoeing was a big draw on the river. Seen to the right and on the following page are summer visitors boarding canoes at the Kennebunk River Club.

Photo Credit: Detroit Publishing Company, Library of Congress

Photo Credit: Detroit Publishing Company, Library of Congress

But for all of the summer activity, the "age of the summer visitor" was only seasonal. The town was crowded from June to September, but by autumn it would be returned to the year-round residents. Even the summer disruption was somewhat passive in nature. The horse and buggy did not encourage frequent, far-ranging expeditions. Although the river saw great activity, canoeing was the order of the day. This must have seemed terribly mild to those who remembered the times when shipyards had crowded the banks.

An interesting feature of the "years of the summer visitor" was that the population included such well-known writers as Booth Tarkington and Kenneth Roberts, and a number of art galleries exhibiting the works of talented artists. Booth Tarkington's enormous summer home, now divided into four large condominiums, was known as "the house that Penrod built" because of the very popular fictional character that Tarkington created.

Unfortunately, the seasonal nature of summer visitor revenue did not provide year-round income, and the population continued to fall. In 1880, it was 2,405. By 1900, it had fallen to 2,130 and 30 years later it had dropped to 1,284, about half what it had been 100 years earlier.

Summer residents Atwater Kent, Booth Tarkington, and Kenneth Roberts strolling across the site of an 1812 fortification. Photo taken in 1924, courtesy of the Library of Congress.

The Automobile Age

A new economy was developing in the US, with the automobile exerting an increasing impact on the way people lived, worked, and vacationed. Kennebunkport again faced change.

Each chapter of local history has left its distinct mark on the town. The early troubled years of settlement bred an independent citizenry, tied to the land and supported by the sea. The shipbuilding years strengthened the town's commitment to a nautical way of life. As the area grew from poverty to riches, those who lived here remained a homogeneous people, dedicated to the maritime economy, which had evolved naturally from the coastal location.

When shipbuilding declined, Kennebunk-port became home to a thriving summer colony. Hotels welcomed thousands of guests each season, and new businesses opened to cater to this new clientele. The influx of summer visitors could be viewed as a seasonal inconvenience to most natives. However, by the 1960's, larger personal incomes and the improved transportation system made it obvious that the tide of people "from away" was a permanent trend.

Many of the people who came would not be leaving on Labor Day. They came with their families in search of a better life. Growth has necessitated the building of new schools and increased the need for public services. New buildings to house the Police Department, the Village Fire Department and the Public Health Nurses have been constructed and renovations to the Town Hall have been completed within the last five years.

The transition period for Kennebunkport was punctuated by a major national event when George Bush, a third-generation summer resident of the town, was elected Vice President and later President of the United States. The languid atmosphere of former summers was changed dramatically by the presence of the Secret Service, the news media, and even heads of state from abroad.

With the increasing number of businesses oriented towards the tourist trade, it is hard to deny that Kennebunkport businesses have become dependent on summer visitors.

The Great Fire of 1947

The year 1947 was marked by a very wet spring that abruptly turned to drought conditions in July. Wildfires that began on October 7 destroyed 200,000 acres and many hundreds of buildings over the course of two weeks. Hardest hit were Mount Desert Island and northern York County. Nearly the entirety of the towns of Shapleigh and Waterboro were burned to the ground, as were most structures at Goose Rocks Beach.

This history serves as a cautionary tale, for scientists advise us that a changing climate will bring more severe rainfall events to New England, but also extended periods of drought in the summer and autumn.

Resource Protection & Education

National Register vs. Local District

National Register historic districts are frequently confused with local historic districts. The two are quite dissimilar.

National Register districts offer protection from the federal government. Specifically, this designation protects the historic resource from federally funded or licensed actions. National Register status does not prevent a property owner from altering or demolishing structures, except in those instances where the owner voluntarily utilized federal rehabilitation tax credits.

Local historic districts, on the other hand, are intended to prevent property owners from making building alterations that would harm the historic character of the district. In a local historic district, proposed alterations to a building's exterior must be approved in advance by the municipality's Historic Preservation Commission. Unlike National Register districts, local districts offer no protection from federal agencies or from state projects that are funded or licensed by the federal government.

Local District

In the early 1990's, Town Meeting rejected a proposal to establish a local historic district. The 1996 Comprehensive Plan then recommended the appointment of a Historical Committee to explore various options for preserving the character of the town's historic areas. The Board of Selectmen appointed the committee in 2001. The Selectmen eventually concluded that there was not sufficient support in town for the establishment of a local historic district.

Table 3-1 Local Historic Districts vs. National Register Districts

	Local Historic District	National Register District
Advantages	Protects your property value and neighborhood character by preventing your neighbors from making inappropriate alterations to their homes' exteriors.	Protects your property from the adverse impacts of Federally funded or licensed projects. May provide eligibility for tax credits. May provide eligibility for certain federal grants. Provides the historic property with national recognition, thereby enhancing resale value.
Disadvantages		None

The National Register

The National Register of Historic Places was established by act of Congress in 1966 with the passage of the National Historic Preservation Act. The primary purpose of the statute is to protect our nation's historic treasures from federal government agencies. Section 106 of the statute requires such agencies to refrain from causing harm to properties that are listed on the register, or eligible for listing. As the purpose of the law is to offer protection from federal actions, the consent of the property owner for listing on the register is not required.

In Maine, the Section 106 review process is typically triggered by proposals from Maine DOT to utilize federal funds for roadway projects in historically sensitive areas. Prior to construction, Maine DOT is required to determine whether properties that are listed, or eligible for listing, on the National Register would be adversely impacted.

Section 106 also applies to federally licensed actions such as the construction of electrical transmission lines, major pipelines, and waterfront projects that fall under the jurisdiction of the Army Corps of Engineers.

National Register listing offers several benefits to property owners. For example, listing provides non-profit organizations with eligibility for certain federal grants.

A National Register listing does not prohibit owners from altering or demolishing the structure (unless federal dollars or tax credits are used) nor does it obligate owners to open the properties to the public, maintain them in a certain condition, or restore them.

A 20% income tax credit is available for the rehabilitation of income-producing buildings that are listed on the National Register. The State of Maine offers a 25% credit. Theses financial incentives can be, and oftentimes are, the difference between a profitable restoration and one that is not financially feasible.

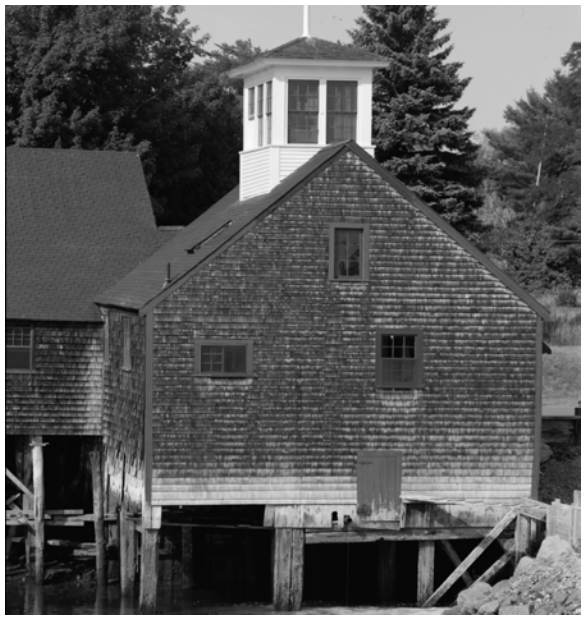
Table 3-2 National Register Listings in Kennebunkport

Date Listed	Description	Comment
1973	Perkins Tide Mill	Subsequently destroyed by fire
1973	Captain Nathaniel Lord Mansion	
1974	US Customs House	Presently the Graves Library
1975	Kennebunk River Club	
1976	Kennebunkport Historic District	148 buildings in the Village
1980	Abbott Graves House	
1980	Maine Trolley Cars	Trolley Museum
1982	Clock Farm	
1984	Cape Arundel Summer Colony	158 buildings at Cape Arundel
1988	Goat Island Light Station	
2009	Cape Arundel Golf Club	One of the oldest in Maine (1896)

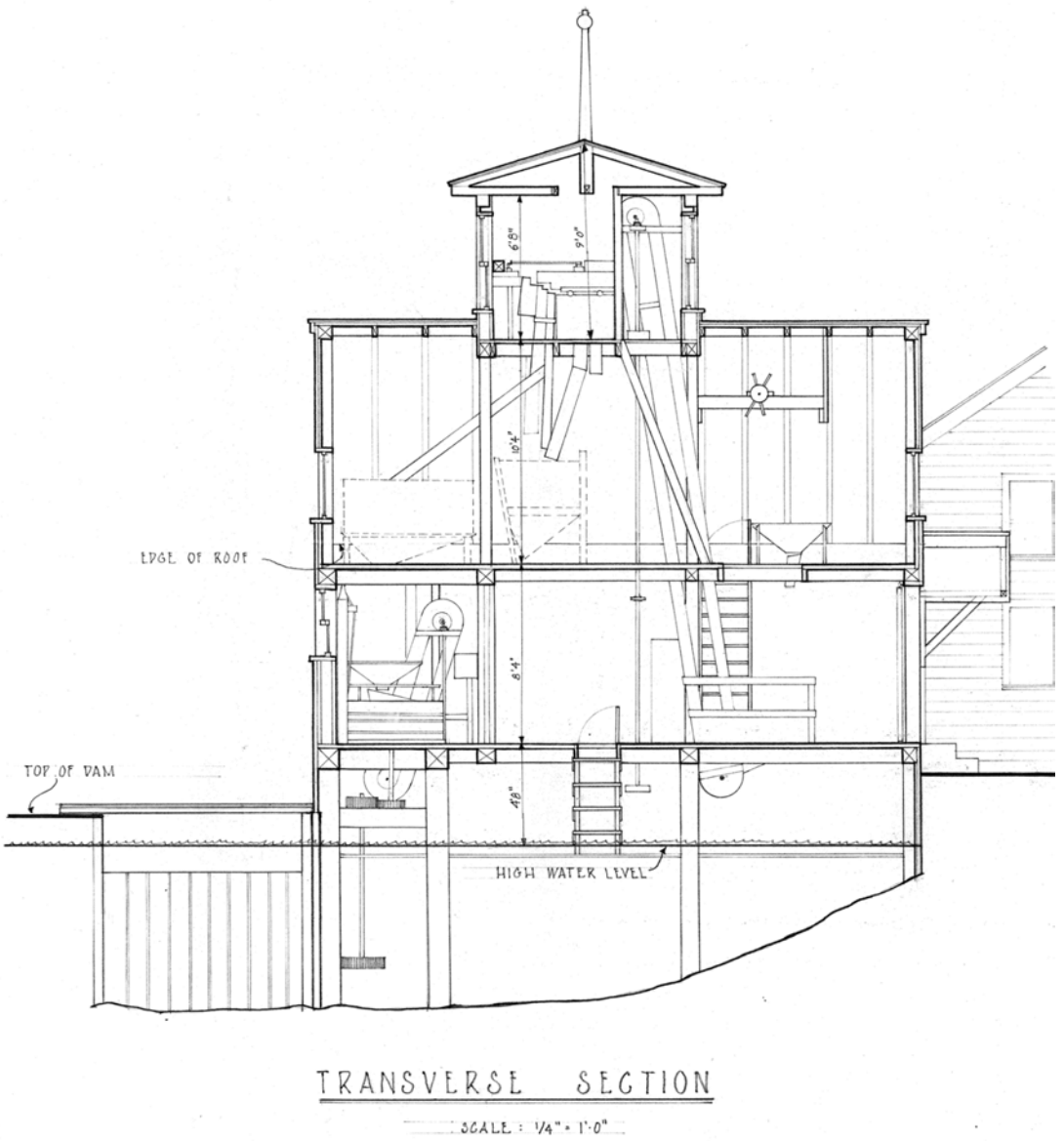
For a town of its size, Kennebunkport is fortunate to have a remarkable number of historic buildings. There are an unusually large number of buildings listed on the National Register. The 300+ listed buildings were the result of the nominations of five free-standing structures, two sprawling districts, an archaeological site, ten trolley cars, a golf course, and a lighthouse, as detailed above

Historic American Building Survey

At the height of the Great Depression in 1933. HABS was established. This federal program initially put skilled architects to productive work. The HABS inventory is considerably smaller than that of the National Register because the documentation standards are far more stringent.



Kennebunkport has four properties in the HABS inventory on file at the Library of Congress: The 1890 Kennebunk River Club, the 1812 Larabee-Carl House on North Street, the 1824 South Congregational Church, and the 1749 Perkins Grist Mill, depicted on this page.



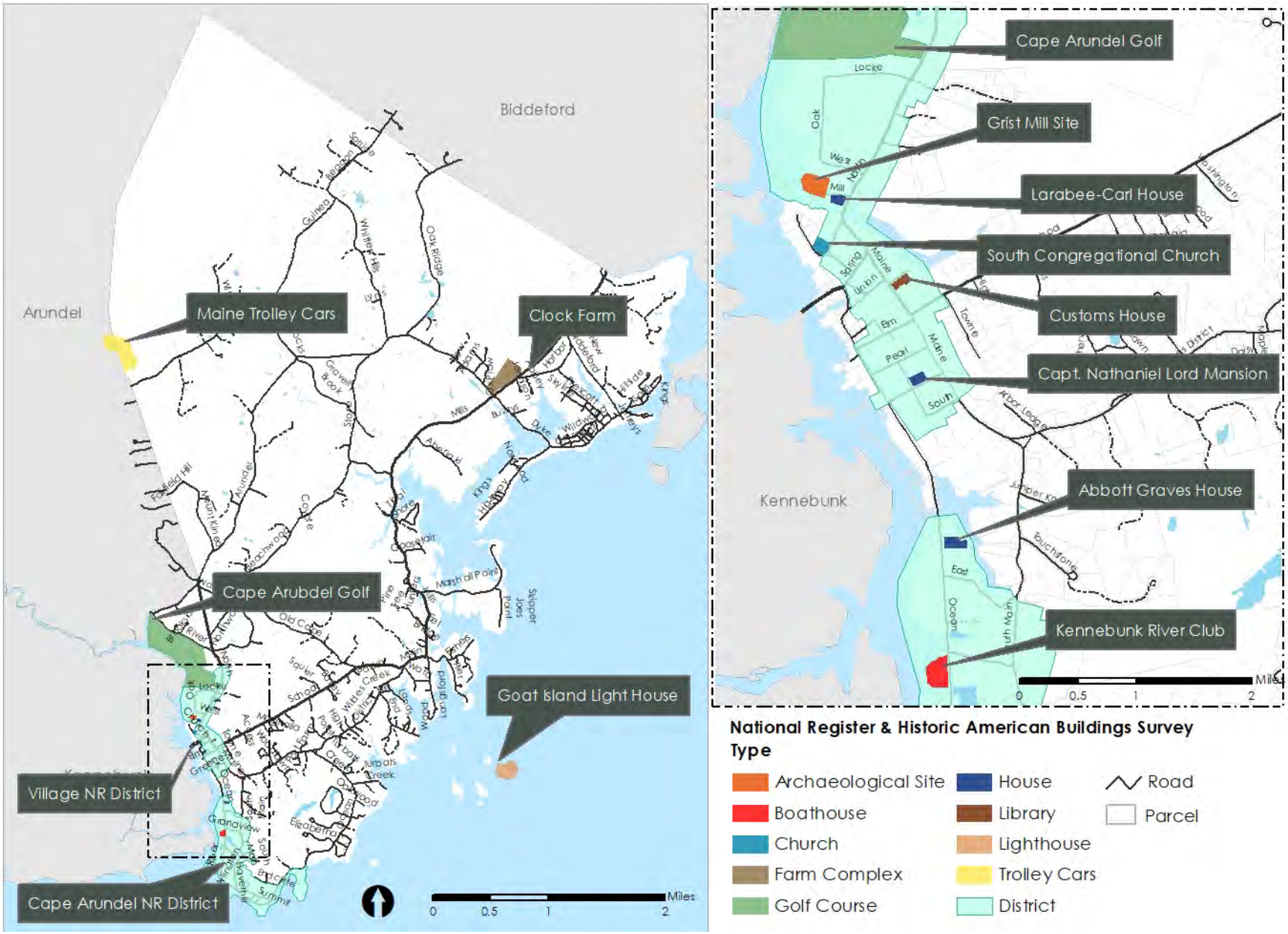


Figure 3-2 Map of National Register & Historic American Buildings Survey (Data source: Town of Kennebunkport)

Maine vs. The United States

Look carefully at the historic district boundaries (on page 17) and you will notice that much of Dock Square is excluded from the district. This was done at the insistence of Maine's Historic Preservation Commission (MHPC) during a contentious nomination process in 1975.

The commission's director explained that the square's "badly re-worked 19th century buildings" rendered the architectural integrity of the area to be "clearly substandard."[14] In this regard, the 1877 Brown Block (Colonial Pharmacy, above right) was cited for special recognition. Washington officials pushed back and reminded their Maine colleagues that federal grants and tax credits might solve the problem, but to qualify, the buildings first had to be on the register.[15] The Mainers stood firm.

MHPC's triumph came back to haunt the state years later when federal funds were sought to replace the 1933 swing bridge. Alas, Maine DOT had no data on Dock Square's eligibility for the register and in 2014 was obliged to hire Vanasse Hangen Brustlin (VHB) at considerable expense to survey every building (lower right). VHB concluded that the Dock Square area is eligible for the National Register.[16]

Kennebunkport Historical Society

The society is a private, non-profit organization that has no regulatory authority, and is not affiliated with municipal government.

In 1975, the Historical Society offered to place plaques on buildings constructed prior to 1876. A committee from the Society conducted considerable research to make these dates as accurate as the available records would allow. Seventy-eight plaques were affixed to local buildings. It bears noting that 26 date back to the 1700's.

Most of these buildings have received excellent care from their recent owners and are a pleasure to look at. They are easy to spot because of the white salt-box-shaped plaque that is usually affixed on the exterior near the front door.

Certified Local Governments

The National Park Service offers grants and technical assistance to municipalities that qualify as a Certified Local Government (CLG). A local historic district is one of the prerequisites for a municipality to be designated a CLG.

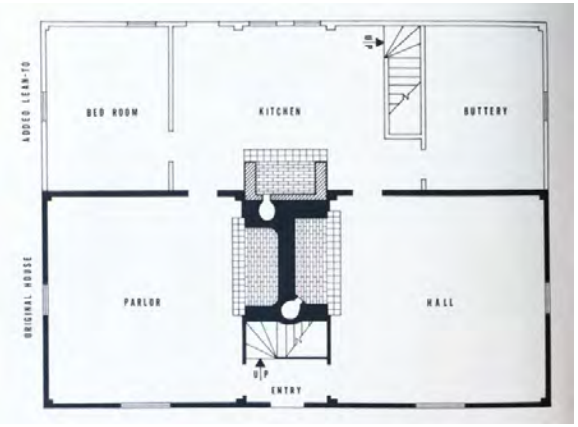
Painting by local artist Abbott Graves (1859-1936), part of a series of paintings set in Kennebunkport and utilizing local residents as models. Reproduction is courtesy of the Kennebunkport Historical Society.

Kennebunkport's Architectural Heritage

The Colonial Era

The Thomas Perkins house at 16 Oak Street (c. 1720-1730) is believed to be the oldest house in Kennebunkport.

During the colonial era, the kitchen oftentimes occupied the rear of building, enclosed by a long, sloped roofline. This gave the side profile a shape that resembles a distinctive wooden box in which salt was once stored, hence the name for this building form, Saltbox.



The kitchen may be original in the Perkins house, or perhaps it was added later when improved financial circumstances permitted expansion. Two identically sized rooms at the house's front flank a large chimney. The third fireplace faced the kitchen in the rear, as depicted in the floorplan to the left.

Although European settlement in Kennebunkport dates to the early 17th century, few colonial era buildings survive. The reasons are several.

First, prior to the American Revolution, Kennebunkport and environs was not a wealthy community, and hence the dwellings were modest.

Second, the local population was evacuated on several occasions in response to raids by the French and their Native American allies. Due to this absence of security, the Maine frontier was not viewed as a prudent locale in which to make a substantial investment in buildings.

Third, from the 1780's through the mid-19th century, Kennebunkport was quite prosperous due to the success of the local ship building industry. With a number of newly wealthy individuals seeking a domicile commensurate with their economic and social status, the old houses were more likely to be replaced or modernized to such an extent that few original features survived.

One early home that survived Kennebunkport's sudden prosperity is the 1745 Gideon Walker house at 8 South Street (right).

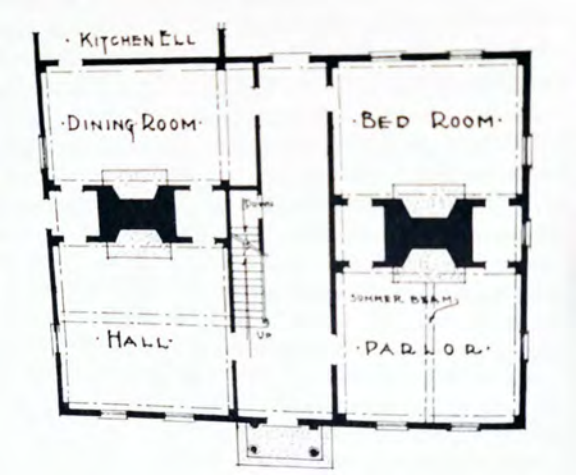
How do we know there is an old house in there somewhere? The large center chimney is a prominent clue.

Prior to 1760, homes were heated by massive central chimneys with a fireplace facing every adjoining room. That was certainly the case in this building.

The Central Hall Plan

As heating technology evolved, the large central chimney stack gave way to twin stacks situated off center, as seen in the 1799 Daniel Walker House at 7 Pearl Street.

The elimination of the central chimney opened up space for a spacious stair hall at the center of the building.



The floorplan of the Walker House is typical of the late 18th and early 19th centuries in that its front façade is five bays (windows) wide, and two rooms deep.

The small paned windows seen here represent the contemporary limits of glazing technology.

The front entry is a c. 1855 modernization in the Italianate Style, discussed in the pages that follow.

The Federal Style

Archeological excavations in the vicinity of Italy's Mount Vesuvius in the 18th century provided modern Europeans with the first detailed look at domestic Roman architecture. The delicate ornament and slender proportions of the domestic Roman buildings were promptly embraced by one of Britain's most influential architects, Robert Adam. His designs were published by William Pain whose guidebooks arrived in Boston in the 1790's. The new style then traveled up the coast to Salem and Portsmouth, eventually arriving in Kennebunkport c. 1810.

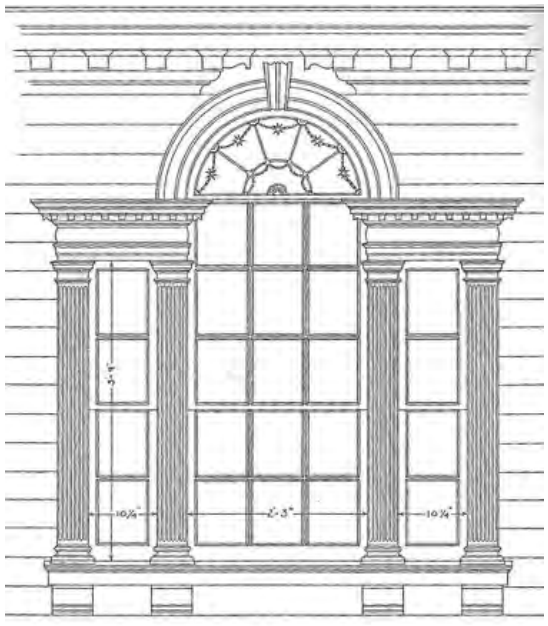
The English referred to this new style as the Adam style. During the post-revolutionary decades Americans failed to develop an indigenous architectural style and reverted instead to mimicking the latest in English tastes. However, Americans were loath to admit as much, and referred to the new Adam style as Federal.

The 1813 Captain Nathaniel Lord mansion at the corner of Pleasant & Green (above) is unquestionably Kennebunkport's most sophisticated manifestation of the Federal Style. In 1973, the house was listed on the National Register of Historic Places.

Note the oval window on the Green Street façade, the elliptical fanlight windows above the doors, the truncated third story, and the low pitched hip roof. All are typical features of a Federal Style building.

The window panes are larger than those in the 1799 Daniel Walker House, the ceilings are higher, and the chimney stacks have migrated all the way to the exterior walls.

The center window on the 2nd story, Pleasant Street façade, is a modified Palladian window, a decorative feature



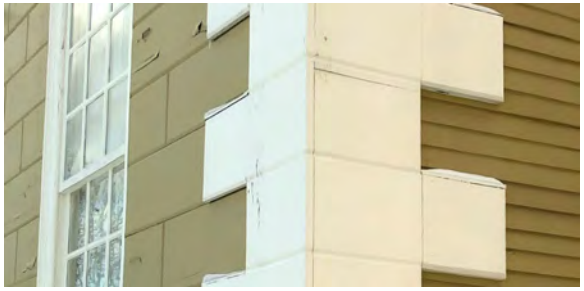
that evolved from the Renaissance. The window type takes its name from Andrea Palladio, a 16th century Venetian architect who was enormously influential in promoting a revival of classical architecture.

Another distinctive feature of the Federal style is a building element in the shape of an octagon, whether it be a room, or the building itself, or in the case of the Lord mansion, the cupola (below).

Faux Stone

The house at 54 Maine Street is an unusual example of the Federal style in two respects: the utilization of flush board siding in lieu of clapboards, and the application of classical quoins at the building's corners (below).

In both instances, the intent was to imitate 18th century English mansions that were made of stone. The construction of this house predates an era when skilled stone masons were available in the US. Thus, the builder resorted to wood, an abundant and inexpensive material in Maine



The original paint color would have reflected an attempt to simulate stone.

The wooden quoins were likewise intended to imitate stone, a material that suggests strength and permanence. Quoins are an architecture feature that dates to ancient Rome. It is possible that the faux stone at 54 Maine Street was inspired by Portsmouth's 1760 Wentworth Gardner House (lower left).

The Greek Revival

In the late 1820's, architectural tastes shifted yet again. The Greeks were fighting for independence from the Ottoman Empire (1821-1830). Many Americans sympathized with the Greek cause for two reasons: 1) Americans' own War of Independence was a relatively recent event in the collective consciousness, and, 2) Ancient Greece was synonymous with democracy. The US was a young nation whose identity was not fully formed. The ideal of one-man one-vote, and the perceived potential for upward mobility set the US apart from the stratified societies of old Europe. Not surprisingly, Americans embraced the Greek cause.

Many Kennebunkport residents who owed their prosperity to shipbuilding and its associated commerce abandoned the Federal style in favor of the new Greek Revival. The new style was particularly popular in the 1830's and 1840's, and persisted up to 1880.

Kennebunkport's most enthusiastic rendition of the Greek form was constructed by Eliphalet Perkins, III in 1853 at 8 Maine Street. The building is known as the Perkins-Nott House, and is presently home to the Kennebunkport Historical Society's First Families Museum.

Compare Mr. Perkin's Doric order columns, with those of the Parthenon, erected in Athens in 438 BC, below right. As is plainly evident, Kennebunkport's Greek enthusiasts were sticklers for authentic detail and historically accurate proportions.

However, one thing that Americans got completely wrong was the color of the ancient Greek temples. The original Parthenon was infused with a polychromatic palette, as seen below.

By 1820 those colors had long disappeared from the Parthenon due to weather and the elements. All that was left was white marble glistening in the Mediterranean sun. Thus, Americans mistakenly, and

unfailingly, painted their faux temples white, with dark green shutters and porch ceilings in robin egg blue.

Where did this robin egg blue come from? The blue porch ceilings migrated up the coast from Charleston and Savanah where there was a belief among African slaves that this particular shade of blue was effective at warding off evil spirits.

The Perkins/Nott house displays another southern influence, a second story piazza that is rare in New England.

Just as the gable end of the Greek temple marked the front of the building, Americans turned their buildings 90 degrees so that the narrow (gable end of the building) faced the street. The half round or elliptical fan light above the front door that marked the Federal style was replaced with a rectangular transom. Full length sidelights (windows) flanked the doorway, as seen here along Maine Street.

Note that classical columns could be represented in two ways: 1) a three-dimensional replica of a column as was done at the Perkins-Nott House, and 2) the less expensive two-dimensional version as seen right, known as a pilaster. In this instance, pilasters flank the front door and were applied to the corners of the building.

Gothic Revival

By the mid-19th century, the industrial revolution was in full swing. The era was characterized by an unprecedented rate of technological change that left many with a profound sense of unease, and a nostalgia for an era when life was perceived as calmer, slower, and more predictable. This idealized past found its expression in architecture in various mid-century romantic styles, e.g. the medieval Gothic Revival (1830 to 1860), the Renaissance inspired Italianate (1840 to 1880), the French Second Empire (1860 to 1890), and the Tudor Revival. Late in the 19th century, the asymmetrical Queen Anne (1880 to 1900) was very popular, as was the rigidly symmetrical Colonial Revival (1876 onward).

The Gothic Revival made little headway in Kennebunkport, with one notable exception. In 1876 Mrs. Felicia Cleaves remodeled a conventional 1805 Federal Style home along Maine Street into a Gothic Revival showpiece. Mrs. Cleaves added a new wing to the right of the original house, for she desired the high ceilings that were common during the Victorian era. The building became known in town as "Aunt Felicia's Folly" and alternately, "the Witch House."

In 1966, new owners removed the vergeboard and replaced Aunt Felicia's gothic wing with a colonial saltbox addition.

Italianate

Kennebunk's Summer Street is the site of several full-fledged renditions of the Italianate, a style that was particularly popular during the mid-century in New England mill towns.

A few buildings in Kennebunkport display the mass-produced cornice brackets associated with this style, and other decorative elements, as seen here in the Oliver Walker House at 5 Green Street, an 1809 Federal Style home that was modified at mid-century.

The rounded window is another feature typical of the Italianate. This third story window has gone missing, yet the window-sill and rounded window surround survive.

French Second Empire

The French Second Empire style, with its distinctive mansard roof, was popular in the East Coast's larger cities from in the early 1850's. Enthusiasm for the mansard roof eventually made its way to northern New England, as exemplified in this 1886 example at the Wheeler House at 28 Maine Street. In the meantime, trend setters in large US cities had already abandoned all things French when Napoleon, III's incompetence humiliated his nation in the Franco Prussian War of 1871.

The roof type seen above had been popularized by French architect François Mansart (1598-1666). The form's popularity took off during an ambitious redevelopment of Paris during the Second French Empire (1852-1870).

Eastlake

Note the decorative trim surrounding the second floor windows (page opposite, and below). This motif was promoted by architect Charles Eastlake between 1870 and 1890, and is generally associated with Queen Anne style buildings. The contrasting paint colors highlight the Eastlake trim well.

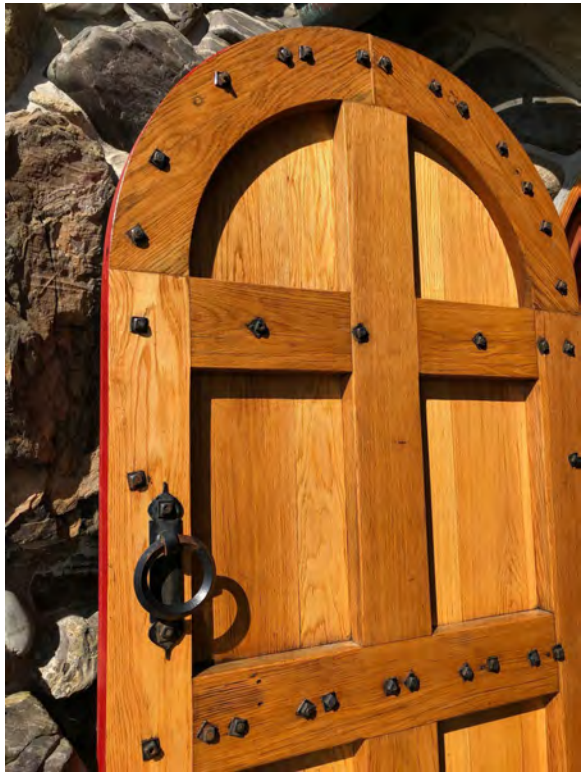
Queen Anne

The Queen Anne Style (1880 to 1900) features varied and decoratively rich ornament, turrets, a variety of surface treatments and materials, and a poly-chromatic color scheme. These buildings are picturesque and asymmetrical. The style was very popular from 1880 to 1910. Alas, examples in Kennebunkport are few, and those tend to be subdued and limited in their display of Queen Anne features.

The 1892 "Point O'View" off of Ocean Avenue is about as fully formed example of the Queen Anne that is found in Kennebunkport. The building's asymmetrical composition, projecting pavilions, the wrap around verandah, oriel window, and variation in wall textures are all hallmarks of the style. This particular house has worked in some decorative half-timbering as well, a decorative embellishment that is more often associated with the Stick Style (1860-1890) and Tudor Revival (1890-1945).

17th Century Rural England

One of the region's finest examples of a 19th century romantic style is the 1892 St. Ann's Episcopal Church chapel at 167 Ocean Drive.



The design inspiration was that of a rural parish church in 17th century England.

The stone for the walls was gathered locally. The roofing tiles' various hues indicate origins in different quarries in New York and Vermont. Slate tiles remain the most durable material for roofing.

The arrival of the Portsmouth, Saco & Portland Railroad in 1842 enabled the transport of heavy slate roofing tiles from Vermont and New York to Kennebunkport.

Tudor Revival

Tudor Revival is another throwback to an earlier era, specifically the reign of the Tudor monarchs (1485-1558).

The revival on this side of the Atlantic was popular from 1890 to 1945. A glimpse of Tudor decorative half-timbering may be seen at the Ocean Drive house adjacent to St. Ann's (right).

The house was erected by the Nesmith family in 1891, and owned by successful inventor and Kennebunkport summer resident Atwater Kent from 1910 to 1946. The building presently serves as St. Ann's rectory.

Another Tudor Revival may be seen here, a former carriage house built in 1911.

Colonial Revival

The second most prevalent style in Kennebunkport's two National Register Districts is the Colonial Revival, accounting for 49 buildings. It was the Centennial Exhibition of 1876 (the first World's Fair in the US) that inspired a nostalgia for the country's colonial past.

Unlike the Federal and Greek Revival styles, the Colonial Revival is a mishmash of Roman and Greek precedents, and it is plainly evident that little effort was made to replicate proportions that accurately correspond with historical antecedents.

Nevertheless, the new style proved to be enormously popular, especially during the first two decades of the 20th century.

Atlantic Hall at Cape Porpoise's village center playfully displays a smorgasbord of Colonial Revival decorative elements on the front of the building, shown here as it appeared shortly after its construction in 1920.

The Shingle Style

Architectural styles of every era can be observed in Kennebunkport; however, it is the earliest uniquely American form that Yale professor Vincent Scully termed the Shingle Style (1880 to 1900) that is particularly abundant in town. In that respect, few communities can match the Kennebunkport's rich heritage.

These buildings are characterized by a uniform covering of locally sourced, weathered wood shingles and undulating and curvilinear surfaces that are intended to blend harmoniously with the local landscape.

The Cape Arundel National Register Historic District encompasses 152 buildings. Over 40% are in the Shingle Style.

Shown above right is an architectural elevation produced by the Historic American Buildings Survey in the 1930's.

On the building below right, note the palladian window on the third story.

Mission Style

The former St. Martha's Catholic Church (1903) at the corner of Maine & South is intriguing because of its location at the far end of the nation from where Spanish Colonial styles are typically seen.

St. Martha's exemplifies a subset of the Spanish Colonial, i.e. the Mission Style, that is inspired by early Spanish mission buildings in the Southwestern US.

The tower and rounded arches are a hallmark of the Mission Style (1880 to 1930), as is the bell tower, the tower's red roof, the building's arched entryway, rounded windows, and the fanciful curvilinear parapet that is of a shape that is entirely foreign to New England.

Were this building located in the Southwest, the roof would be sheathed in red tile, and the walls would be of stucco. The decorative Colonial Revival details on the South Street façade are a Maine touch, as is the building's wood shingle sheathing.

Prairie Style

Another outlier rarely seen in New England is the Prairie Style (1900 to 1920). As the name suggests, this trend in architecture is native to the North American prairie. These buildings are low lying, and emphasize the horizontal, consistent with a prairie landscape where they are typically sited. These houses are finished in stucco (or a stucco lookalike material), and feature a central section that rises higher than flanking symmetrical wings. Horizontal fenestration is another hallmark of the style.

Kennebunkport's sole example of this style dates to 1905, and was referred to as "Westlook" by its original owner and architect, the well-known local artist Abbott Graves (1859-1936). The building was inspired by Frank Lloyd Wright designs that were featured in Ladies Home Journal issues published in 1901. This building is not only a very early example of the Prairie Style (only five years after construction of the first Prairie house in Kankakee, Illinois), but also one of only two in Maine. In 1980, the house was listed on the National Register of Historic Places.

Table 3-3 Timeline of Architectural Styles in Kennebunkport

Timeline of Architectural Styles in Kennebunkport																	Number of Buildings in the Village NR District	Number of Buildings in the Cape Arundel NR District
	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950		
Federal																	53	
Greek Revival																	22	6
Gothic Revival																		
Italianate																	6	
French 2nd Empire																	3	
Queen Anne																	4	3
Tudor Revival																		1
Colonial Revival																	34	15
Shingle																		66
Mission																	1	1
Prairie																		1
																	Total # of Buildings in District = 148	Total # of Buildings in District = 152

Cemeteries

Those with an interest in history will be fascinated by the cemeteries in Kennebunkport and by the often-poignant inscriptions on the headstones found there.

At the Bass Cove (Village) Cemetery (right), three gravestones tell the story of Captain Israel Crediford who lost his wife (age 31), son (5 months) and daughter (4 months) within the span of three years, reminding us of the fragility of life in that era, and the unbearable tragedies that were endured.

Just as the town's historic architecture evolved over time, gravestone styles, materials, and content document changing tastes, culture, and technology. The early fieldstone graves gave way to dark gray slate 1790-1820, which in turn was replaced with white marble at mid-century. The latter is particularly susceptible to the effects of acid rain, and the inscriptions are fast disappearing. The stones provide an invaluable record of the community's history, and are sometimes more reliable than government archives and local history narratives.

Within the boundaries of Kennebunkport, there are believed to be at least 80 private cemeteries, most of them small plots serving just one family.

The Town maintains a database of gravestones, and in 2018 mapped the locations utilizing a Geographical Information System (GIS). The Cemetery Committee has done quite a lot of volunteer work documenting the town's cemeteries, and continues to refine and expand the archive to the extent that time permits. Some headstones bear witness to the perils of the maritime livelihood which so many Kennebunkport residents

pursued. One such tragedy was the wreck of the barque "Isadore" in 1842. "On the morning of its maiden voyage, the Isadore was caught in a severe snowstorm and driven against the rocky shores of Bald Head Cliff just beyond the village of Ogunquit. All fifteen local men on board were lost." In the Bass Cove Cemetery is a monument for the Isadore's captain, Leander Foss.

A stone at the Merrill Family Cemetery recounts another tragedy. The marker at Benjamin Merrill's grave tells us that "after a long life spent on the ocean he perished by the filling of a boat off Kennebunk".

In some of these cemeteries, no headstones remain, although traces of corner posts and rails can sometimes be seen. Others can be identified only by tradition or by mention in land deeds.

Sometimes the headstones have been preserved, but the cemetery itself has disappeared. For example, the stones from the Stone Haven Hill Cemetery were removed to Arundel Cemetery because they were endangered by the ocean. The Stage Island Cemetery was washed away completely. Cemetery locations are indicated in Table 3-4 that follows.

Table 3-4 Cemetery Locations

Name	Location	Map & Lot		Name	Location	Map & Lot		Name	Location	Map & Lot
Arundel	Walkers Lane	13-6-9		Joshua Deering	6 Guinea Rd	16-1-21		Timothy Washburn	KCT property deep in woods	25-1-4
Jacob Wildes	Dyke Road	37-1-3		James Wildes	55 Turbots Creek Rd	20-1-70		Jake Wildes	109 Beachwood Ave	13-3-1A
Ezekial Emmons	25 New Biddeford	41-2-5		Jethro Smith	8 Port Farm Rd	9 - 4-72		Steve/N. Emmons	22 Gravelley Brook	25-1-1
Thomas Perkins	Mills Rd, in marsh	24-4-2		Hovey	22 Pier Rd	30-3-8		Spang	262 Mills Rd	24-5-6A
Cape Porpoise	Wildes District Rd	22-5-23		Littlefield/Hutchins	55 Mills Rd	23-3-5		Francouer	31 Mt. Kineo	14-2-7
Village/Bass Cove	North St	12 -1-6		Ethelred Hutchins	bank of Batson River	24-2-2A		Stevens	Beachwood/Mills	24-2-4
Obed Clough	42 Willey Rd	16-1-6		Leonard Miller	Log Cabin Rd	2 - 1-1		Benson	Goose Rocks Rd	
Dobson	98 Wildes District	21-4-15		Robinson	Goose Rocks Rd	16-2-1D		George Grant	behind Sam Wildes	21-2-1
Parish	Arundel Rd	13-6-8		Smith/Cook	Gravelly Brook	15-3-2A		Jonathan Ferran	off Oak Ridge Rd	
Merrill	Arundel Rd	1 -1-9		Old Smith	Goose Rocks Rd	16-1-2		Edwin Hutchins	Beachwood Ave	37-2-6B
Rhodes/Somers	72 Main St	12-1-11B		Deering/Smith	200 Goose Rocks Rd	15-3-2		Enoch Clough	Goose Rocks Rd	16-1-2
Tristram Perkins	16 Oak St	9 -1-11		Adams/Benson	Cole Benson Rd	21-1-21		Mary/Ester Smith	283 Arundel Rd	15-3-2
School Street	School St	9 -4 -54		Benson/Cole	41 Cole Benson Rd	27-2-5		Amos Proctor	6 Marshview Circle	36-1-11
Noruntum	10 Sea Grass Lane	8 -9 -12		Daniel Perkins	127 Whitten Hill Rd	27-3-4A		Eleazer Jeffrey	New Biddeford Rd	41-1-18
Nancy Silva	Turbots Creek Rd	21-1-11		Benjamin Curtis	119 Whitten Hills Rd	27-3-6A		Isaac Jeffrey	Beaver Pond Rd	41-1-14
Samuel/E. Wildes	Turbots Creek Rd	21-2-1		Sylvanus Perkins	Oak Ridge Rd	39-1-1		Daniel Emmons	New Biddeford Rd	41-1-10
Leach	North St/River Rd	21-9-22C?		William Sullivan	294 Goose Rocks Rd	26-2-6		Stage Island	Stage Island	30-5-1
Townsend Wildes	Bufflehead Drive	21-9-26		Adams West	309 Goose Rocks Rd	25-5-2A-1		Shadrach Clough	Goose Rocks Rd	16-1-12
Huff	Paddy Creek Rd	22-5-22		Adams East	Goose Rocks Rd	25-4-1c		Freedom F. Smith	Arundel Rd	15-3-2A
Bickford/Walker	11 Ward Rd	22-5-6		Abner Littlefield	Goose Rocks Rd	37-3-7B		Thompson	KCT property near labarynth	24-1-4B
Seth Grant	11 Robin Lane	22-9-73B		Edward Smith	403 Goose Rocks Rd	37-2-6B		Noah Curtis Smith	Mills Rd/Tyler Brook	?24-4-7
Springer Hill	Roberts Lane	22-9-75A		James Jefferey	Route 9	37-3-9		Archie Smith	North side Goose Rocks Rd	37-3-7B?
Mary Wildes	89 Wildes District	21-9-34		Erastus Wildes	55 Wildes District Rd	21-1-9		Emmons	Route 9 at Bidd line	42-2-1H
Benjamin Wildes	78 Oak Ridge Rd	26-2-9B		Wormwood	Mt Kineo Rd	13-5-3A				
Potters Field	Abby Lane	13-7-6		Fairfield	fork of Mt Kineo Rd	14-2-13&2				
George Smith	134 Beachwood Ave	13-6-38		Juliette Williams	Fairfield Rd	14-1-2B				
Olive Hall	Lilac Lane	13-6-33		Billings	55 Willey Rd	16-1-10				

Note: The cemeteries with veterans are depicted in red.

Archaeological Sites

Prehistoric Sites

There remains little readily accessible evidence to remind us of the Native Americans who lived in this area prior to the arrival of the first European visitors.

Along the Batson River, there are oyster and clamshell middens which are believed to mark the location of popular camp sites. Four prehistoric sites are known to the Maine Historic Preservation Commission (MHPC), as reflected in the map to the right. To protect archaeological sites and landowner privacy, the exact locations are exempt from right-to-know legislation. The precise locations may be obtained with permission from the MHPC.

All four sites consist of shell middens in the coastal zone. The coastal zone and the four known sites should be surveyed further, as should the edges of the Smith, Batson, and Little Rivers.

To the Town's credit, its Land Use Ordinance and Subdivision Regulations include robust protections for archaeological sites.

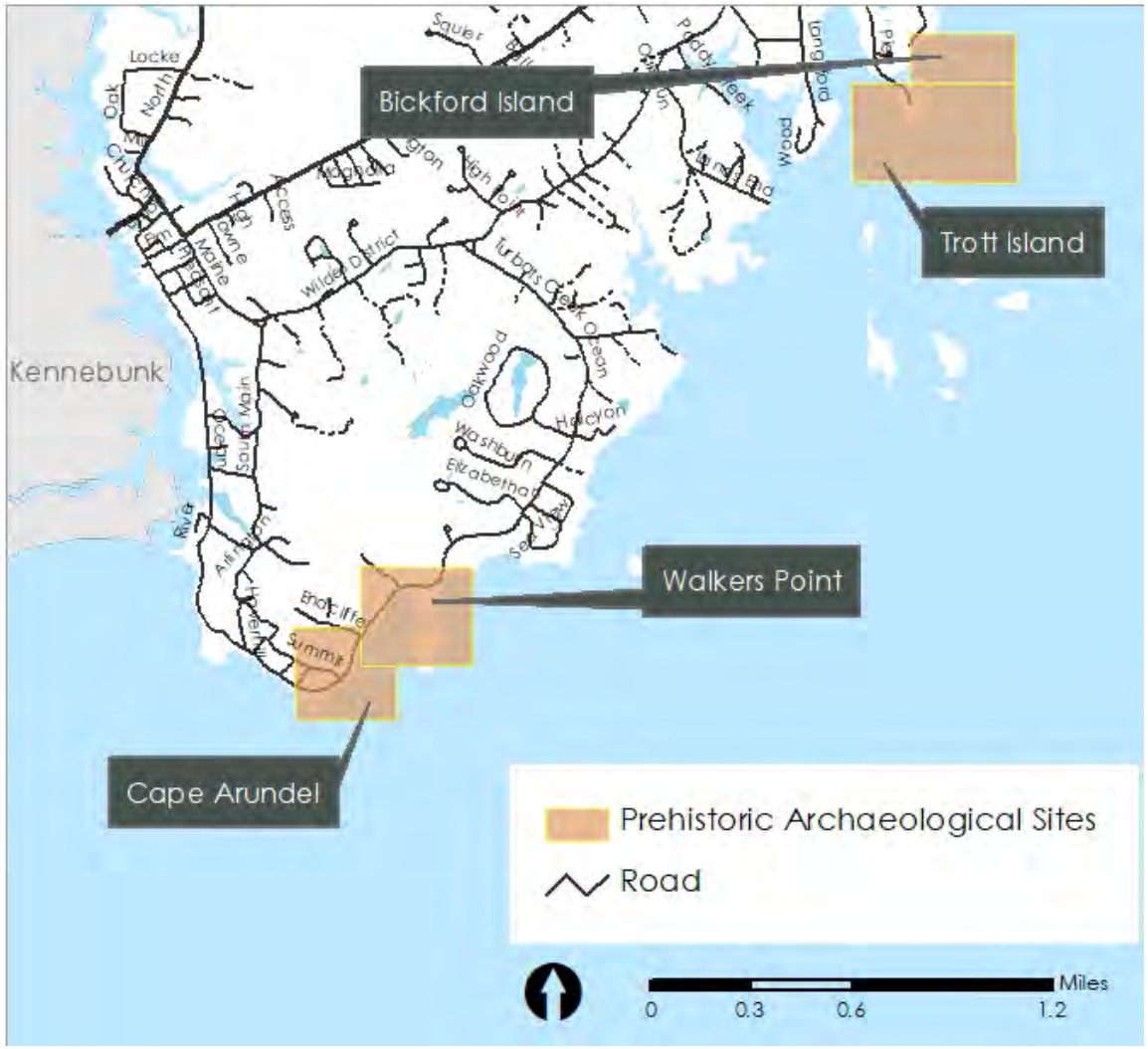


Figure 3-3 Locations of prehistoric archaeological (Data source: Town of Kennebunkport)

Historic Archaeological Sites

Historic sites may include cellar holes, foundations, mills, wharves, boat yards, and near-shore shipwrecks. The MHPC identified 70 sites in Kennebunkport. Those sites other than shipwrecks are cited in the table to the right. An inventory of shipwrecks is presented in Appendix A.

The c.1749 Perkins Grist Mill had been recognized as a significant structure prior to its destruction by fire. Now it is a noteworthy archaeological site.

The first English fishermen who visited these shores in the early 1600's established their North American bases on Stage and Fort Islands, located on Stage Harbor, which lies just east of Cape Porpoise Harbor. When some of them decided to spend the winter here, a substantial shelter became necessary, and traces of cellar holes can still be found on these islands.

It is believed that a fort for defense against Native Americans gave Fort Island its name, but no trace of the fort is seen today.

Stage Island received its name from the stages that were built for curing fish. There was one archaeological dig on the islands recorded in the 1800's. Several of the islands may have been inhabited.

Table 3-5 Historic Archaeological Sites Identified by the MHPC

Site Name	Site Type	Periods of Significance
Stage Island Fort	settlement, fortified	c.1676 - c.1725 (1689)
Cape Porpus Settlement	settlement	c.1620 - c.1675, c.1676 - 1725
Kennebunk Point Fort	military, fort	1814
Dow Inscriptions	artifact, forgery	1940s
Sampson Cove Dam	dam, tidal mill	no clearly datable features, but possibly 18th
Turbat Creek Revetment	retaining wall	late 19th century
Vaughn Island Marsh Hay Fields	hayfield	17th-century date possible, but more likely 18th through 19th centuries
Vaughn Island Drainage/Agriculture	unidentified	late 19th century
Sheep House Foundation	outbuilding	19th century
Stage Island Well	well	not clearly dated, but possibly as early as 17th
Redin Island Well	well	unknown
Vaughn Island Well	well	late 19th century
Trott Island Homestead	domestic	tentatively dated to 18th century
Vaughn Island Foundation 1	domestic	late 19th century to early 20th century
Vaughn Island Foundation 2	Domestic	late 19th century to early 20th century
Paddy Creek Cemetery	cemetery	mid 18th century to early 19th century
Perkins Grist Mill	mill, gristmill	ca. 1749 - 1994
Goat Island Light Station	lighthouse	1833-present
Stone fishweir remnant at Stage Island	fish weir	probably 17th century, based on sea level and nearby 17th century sites on Stage Island
Dwelling #1	homestead	Third to fourth quarter 1600s

In the early 1700's, as the colony grew, more forts were constructed. The site of one garrison, believed to have been built in the 1720's, is located near the Nonantum Cemetery at the intersection of East Avenue and South Maine Street.

A few years later, the town was ordered by the government of the Massachusetts Colony to build a garrison to serve Cape Porpoise. Subsequent deeds show that it was constructed as ordered on Stone Haven Hill, which is on Pier Road just northwest of the causeway leading to Bickford's Island.

In order to foster communication along the shoreline of the colony, the English crown subsidized a pathway which came to be known as the "King's Highway". A track passable for a man on horseback was cleared through the woods and means were provided to cross the many streams that ran perpendicular to the shoreline. Where the "Highway" crossed the Kennebunk River, ferry service was provided. This service was still available well into the 1950's and was used mainly by people wanting to enjoy Gooch's Beach across the river in Kennebunk. To cross smaller streams, large flat "stepping stones" sufficed. Such stones can still be seen crossing Tyler Brook, just off Route 9, in two locations.

Another activity for which there is visible evidence was granite quarrying. By the year 1800, local granite was being used for building foundations, and the breakwaters at the entrance to the Kennebunk River were built of this same material. The quarries themselves, and the foundations of the associated horse barns, can still be seen off Beachwood Avenue. Two small islands in front of the lighthouse were also quarried.

Please see Appendix A for a listing of underwater archaeological sites identified by MHPC, i.e. shipwrecks.

Stone Wall near Mills Road north of the Batson River

The Cape Porpoise Archaeological Alliance

In 2017, the Kennebunkport Conservation Trust (KCT) and the Brick Store Museum entered into a collaborative partnership for the purpose of conducting research in the vicinity of Cape Porpoise Harbor.

In late 2018, Tim Spahr of the alliance made a stunning discovery in the mud flats at low tide: the top section of a dugout canoe. In June 2019, a team of archaeologists from the University of New England and the University of New Brunswick excavated the canoe. Carbon testing dates the 10-foot canoe to 1280 to 1380 A.D. This is believed to be only the fourth dugout canoe discovered in Maine, and the only one that predates the arrival of Europeans.

Tom Bradbury of the KCT explained to the York County Coast Star "As stewards of the land, we want to find out more about those who once lived here. I'm hoping that this excites people's imagination to continue that discovery. There's a time element to this as well. There's an erosion factor and things are being washed away, so we have to discover these things and record them while we still can."[17]

Excavation of the 700-year old dugout canoe at Cape Porpoise in 2019. Photo courtesy of Kennebunkport Conservation Trust.

Climate Change

Scientists advise us that a changing climate will raise sea level and groundwater, increase the severity of coastal storms and inland flooding, and cause severe droughts. We can also expect a substantial population migration to Maine from those US regions that face more difficult climate challenges. These climate-driven changes pose new and unique threats to Kennebunkport's historic resources.

Sea Level Rise - The rising sea threatens low lying historic buildings in the vicinity of Dock Square, and elsewhere, and threatens to inundate archaeological sites in the coastal zone, rendering access to the sites problematic, if not impossible.

Groundwater - Rising groundwater will pose a threat to historic structures in low-lying areas.

Coastal Storms - Increasingly severe storm events will impact the coastal areas and the intertidal zone in an unpredictable manner. We know, for example, that the cemetery on Stage Island was washed away by coastal storms, and that shifting currents and weather patterns exposed a dugout canoe at Cape Porpoise in 2018, for perhaps the first time in 700 years (see page 45 above). In the absence of swift intervention by local archaeologists, the canoe's exposure could have led to vandalism, or rapid deteriora-tion, or both.

Inland Flooding - A warming climate will allow storms moving up the coast to carry a greater volume of precipitation. To the extent that inland flood waters reach levels not seen in the past 300 years, some historic buildings may exposed to damaging floods.

Drought - Scientists predict that New England will experience severe droughts during the summer months. Add some strong wind to the weather mix, and Kennebunkport would have the same conditions that generated massive wildfires that swept across coastal Maine in 1947 and destroyed numerous historic buildings.

Preparing for Climate Change

Prehistoric Archaeological Resources - The State of Maine's official guidelines for municipalities call for the preservation of archaeological sites. This is antiquated thinking that fails to acknowledge the imminent peril posed by climate change.

To their credit, the authors of Kennebunkport's 2012 Comprehensive Plan proposed instead "to promote and preserve the knowledge and integrity of local history and heritage." Town officials understood that the greatest value of an archaeological site lay not in the artifacts themselves, but rather in gaining knowledge from the artifacts' complex relationship to each other, and the documentation and subsequent analysis of those findings. While state officials are well-intentioned in seeking to prevent the sites from being disturbed until such time as funds are available to conduct an intensive excavation by skilled professionals, a rising sea no longer affords communities the luxury of postponing such action in the coastal zone.

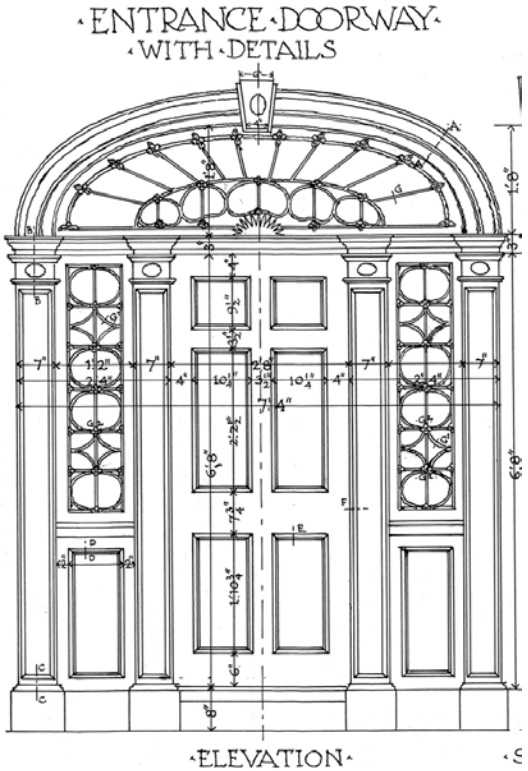
Documentation - The 1749 Perkins Grist Mill was well documented by the Historic American Buildings Survey HABS) in 1965. It is unfortunate that the building was subsequently lost to fire. This highlights the importance documenting historic resources so as to have a detailed record in the event that they are later lost to the forces of nature,

inundation, or fire.

The 300+ buildings in Kennebunkport's two National Register districts are documented, but not in sufficient detail, e.g. most were not even photographed. Documentation is even scarcer for many of Kennebunkport's historic resources situated outside the districts. This is a deficit the Town could remedy in the near term at relatively little expense.

Energy Efficiency - Well intentioned homeowners seeking to improve the energy efficiency of their buildings sometimes make changes that needlessly harm the historic integrity of the structure. Public education such as workshops, e.g. sessions on the restoration of historic wooden window sash as an alternative to expensive and overrated vinyl replacement windows, might be helpful.

Relocation - Over the long term, the preservation of historic buildings at their original locations in low lying shoreland areas will no longer be possible due to a rising sea. When evaluating whether it is feasible to re-locate an historic building to higher ground, the buildings' framing system will play an important role in the analysis.



Measured drawings prepared by the Historic American Buildings Survey (HABS) depicting the 1812 Larabee-Carl House at __ North Street (courtesy of the Library of Congress).

Prior to the middle of the 19th century, buildings were held together by an exceptionally durable post & beam framework that was well suited for moving the entire building. It often comes as a surprise to many, but the relocation of post & beam buildings was a frequent event. A cost effective alternative to constructing a new building was to assemble a team of oxen to haul a used building over frozen ground to a new location.

In 1951, a group of Kennebunkport residents demonstrated the feasibility of moving buildings by sea as they brought a former dance hall nine miles up the coast to Goose Rocks Beach.

Photo credit: Yale Joel

The building was slated to serve as the new home of the Goose Rocks Beach Association. Once at the beach, the moving crew had to prevent the structure from floating back out to sea, and that required a bit of manual labor. The prodigious effort made the cover of Life Magazine.

The Balloon Frame - The Industrial Revolution enabled the development and widespread adoption of the relatively inexpensive balloon frame (mid-19th century to mid 1930's) that replaced post & beam framing systems. Thin dimensional lumber extended from the sill all the way to the rafters, as seen to the right.

Many of the commercial buildings in the vicinity of Dock Square were constructed during the era when the balloon frame was standard. A balloon framing system makes building relocation far more challenging, and oftentimes unfeasible, as these structures are far more fragile than post and beam construction. As a result, these structures are less suitable for relocation.

Long Range Planning

The relocation of historic buildings would require a suitable destination. The Town should identify one or more locations in which to relocate the buildings.

As the sea rises, real estate on high ground will become increasingly desirable, and hence more expensive. For that reason, it is advantageous to secure potential sites for relocation sooner rather than later. An obvious choice is land that has already been taken off the market, namely Town-owned land.

A possible strategy would be to designate certain Town-owned acreage for conservation purposes in the near term, with the provision that the land could serve in the (distant) future as the site for relocated historic buildings.

Balloon Frame, mid-19th century

Table 3-6 – Near-Shore Shipwrecks identified by the Maine Historic Preservation Commission

Ship Name	Type of Ship	Periods of Significance		Ship Name	Type of Ship	Periods of Significance
Wandby	screw	Built in 1899, wrecked 1921		**Pavilion**	fishing schooner	-1868
Charles H. Trickey	schooner	1879-1920		**Myers**	schooner	-1873
J. H. G. Perkins	schooner	1867-1908		**Moby Dick**	schooner	-1871
Jonathan Sawyer	schooner	1886-1907		**Francis A. Baker**	schooner	-1875
Mary E. Olys	schooner	1891-1920		**E. E. Stimpson**	schooner	-1876
Mildred V. Nunan	schooner	26-Feb-12		**Webster**	schooner	-1876
St. Therese	screw	1-Jul-61		**Gem**	schooner	-1876
A. F. Kindberg	schooner	1865-1919		**Concord**	schooner	-1878
Idlewild	gas screw	Aug-20		**George E. Nunan**	fishing schooner	-1879
Houri	gas screw	1893-1918		**Porsillel**	schooner	-1880
R.P. Tibbetts	gas screw	1916-1917		**Cuttler**	schooner	-1880
Frank L.	schooner	1886		**Brilliant**	schooner	-1882
unnamed vessel	vessel	Unknown		**J. S. Pike**	schooner	-1885
D.C. Smith	schooner	1869		**Bloomer**	schooner	-1886
L. D. Wentworth	schooner	1886		**Fair Dealer**	schooner	1867-1886
Alabama	schooner	-1869		**Starry Flag**	fishing schooner	1871-1892
Daisey Queen	schooner	Wrecked at Green Island 1886		**Lizzie Guptill**	schooner	1862-1895
Kittie Clark	schooner	1888		**Fred and Elmer**	schooner	1860-1895
Leo	schooner	November 29, 1856.		**Annie L. Green**	schooner	1886-1898
Lizzie K.	schooner	1872-1886		**Hattie M. Mayo**	schooner	1859-1902
Sampson Cove Wreck	derelict	ca. 1920-1940		**Wamby Wanda**	steam screw	1921
Langsford Wreck	derelict	ca. 1940-1960		**J.B. Meyers**	schooner	May 4, 1873
Armada	schooner	1862-1865				

Further Reading

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[2] JP Mosher and AE Speiss. 1992 Field Season at the Hedden Site. Report for the Town of Kennebunk. July 1993. P. 4.
[3] Ibid. Mosher and Speiss. P. 10 & 11.
[4] Speiss. AE. Maine Historic and Archaeological Sites: Introduction and Management. Maine Historic Preservation Commission. P. 1.
[5] Speiss, AE. Personal communication. March 17, 2003.
[6] Maine Indian Program… p.A-4.
[7] Ibid. p. A-7.
[8] *Cod - A Biography of the Fish That Changed the World*, Mark Kurlansky, 1997.
[9] Maine Indian Program
[10] Speiss, AE. Personal Communication. March 17, 2003.
[11] Ibid p. A-10.
[12] Eastman, Tom. Professor of History, University of Southern Maine in a lecture. Feb. 1990.
[13] Bradbury, Charles, History of Kennebunkport. 1837. p.4.
[14] Correspondence from Earle Shettleworth, Jr. to William Murtagh, Keeper of the National Register, dated November 24, 1975.
[15] Correspondence from William Murtagh to Earle Sheetleworth, Jr., dated December 15, 1975.
[16] VHB Architectural Report, authored by Rita Walsh and Nicole Benjamin, August 15, 2014.
[17] York County Coast Star, June 6, 2019

Chapter 4

Existing Land Use

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Land Use

Land Use Overview

The total land area of the Town of Kennebunkport is approximately 13,141.6 acres, or 20.5 miles. Twelve harbor islands account for 173.5 acres or about 1.3% of the town's area. An additional 28.8 square miles of offshore surface water are situated within the municipal boundaries.[1] The mainland of Kennebunkport has over 31 miles of shoreline along the Atlantic Ocean and tidal Kennebunk River.

Figure 4-1 displays a map of generalized land use in Kennebunkport. Forests, followed by wetlands, are the predominant land uses in Kennebunkport, accounting for approximately 60% and 22% the area of the town, respectively.[2] Inland surface water comprises approximately 60 acres (0.5%) of the town.[3] Less than 7% of land is classified as developed, which includes residential and non-residential development, roads, and other paved areas such as parking lots.

Developed land is concentrated in the town's coastal areas, including Dock Square, along the Kennebunk River in the vicinity of Cape Arundel, Cape Porpoise, and Goose Rocks. Lower density residential development lines roadways throughout town. In central and northern Kennebunkport, the landscape is rural with forested landscapes and open vistas.

Aerial image of southern Kennebunkport (Source: ME DACF)

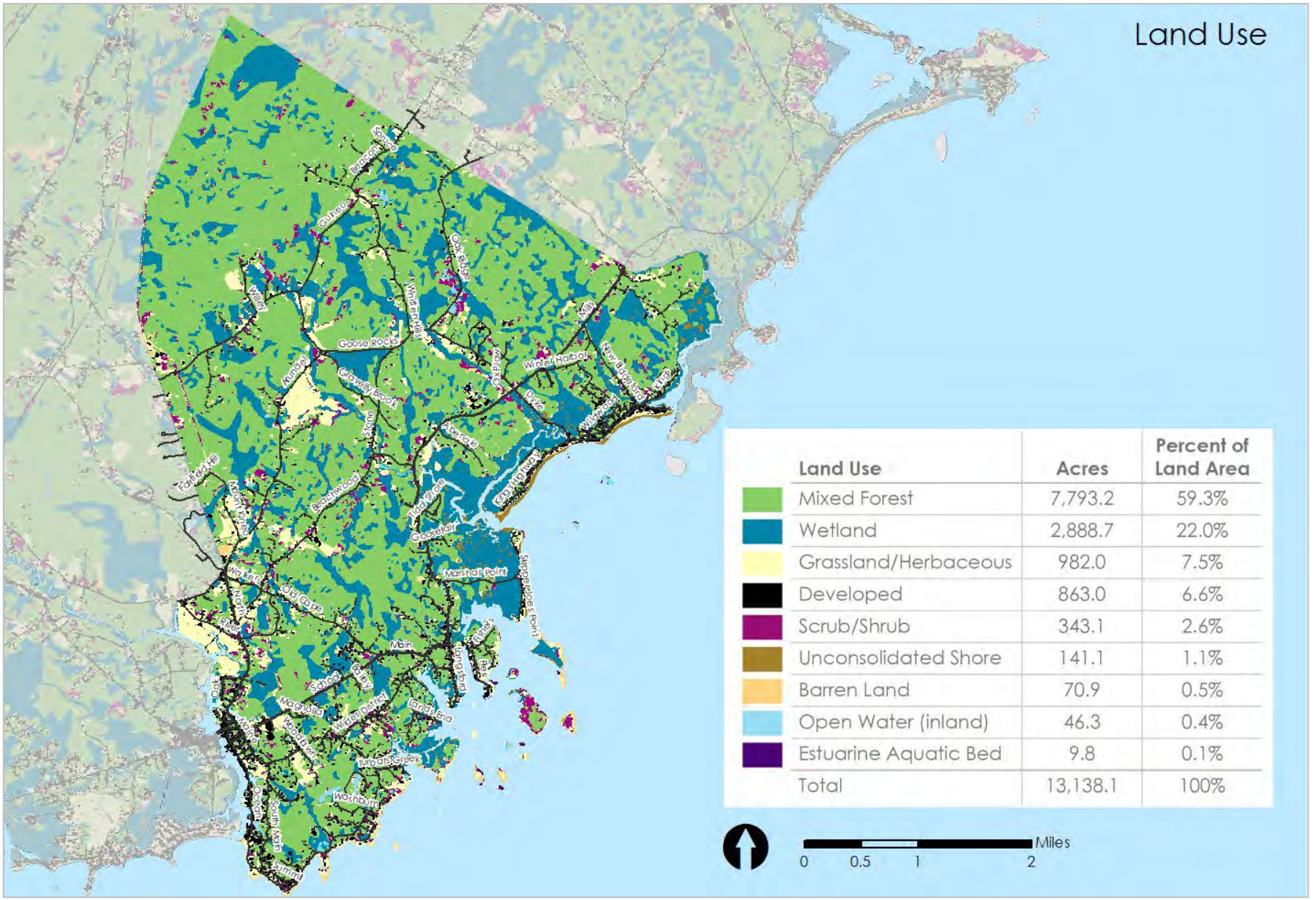
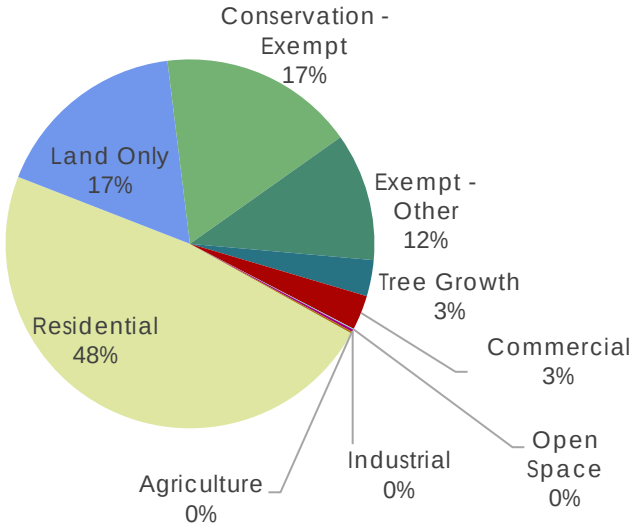


Figure 4-1 Map of land use in Kennebunkport (Source: NOAA C-CAP data, 2015)

Land Use Classification of Parcels

Figure 4-2 displays a map of generalized land use by parcel, which is derived from assessing data. Under this classification, nearly half of all land in Kennebunkport is residential, while just three percent is commercial. Four parcels totaling less than 30 acres (0.2%) are classified as industrial. Approximately 28% of land is classified as exempt. This includes land such as municipal lands, churches, schools, public lands, and conservation land. Other partially exempt land includes current use land, discussed in the following section.[4]



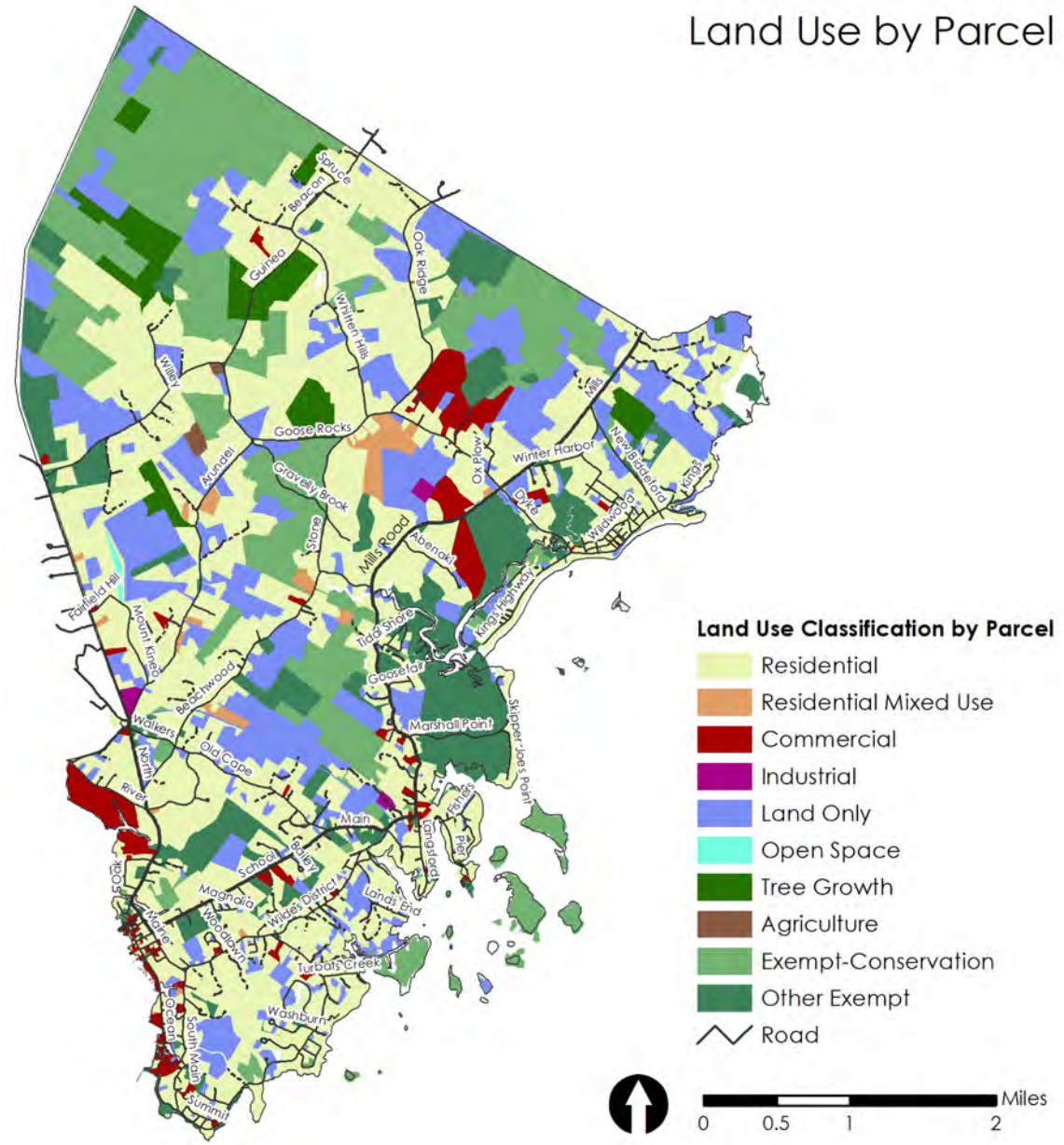


Figure 4-2 Map of general land use classification of parcels (Source: Town of Kennebunkport)

Conservation Land

Kennebunkport has a significant amount of conservation land.[5] Conservation land is land that is protected through mechanisms including easements, deed restrictions, or fee simple ownership. Municipally owned land is also often accounted for as conservation land, although it is not necessarily permanently protected. Conservation ensures that high quality natural resources and habitats are protected from development. Undeveloped, open space will play an increasingly important role in sequestering and storing carbon, mitigating the heat island effect associated with urban areas, and contributing to stormwater management as temperatures and precipitation increase.

There are approximately 3,229 acres of conservation land in Kennebunkport, including the recently acquired Meadow Woods Preserve, owned by the Kennebunkport Conservation Trust (KCT). As shown in Figure 4-3 (page 6), large tracts of land are conserved along the coast and within a central, north-south corridor of the town.

The KCT owns 2,464 acres of conservation land, nearly 75% of total conserved land in the town. The Rachel Carson National Wildlife Refuge, owned by the US Fish and Wildlife Service, accounts for approximately 613 acres within Kennebunkport.[6] When acquisitions are complete, the Refuge will total 14,600 acres along a 50-mile area of the Maine coastline.[7]

The Town of Kennebunkport owns approximately 43 acres of land. A map of KCT data is shown in Figure 4-3.

Figure 4-3 also shows privately held conservation land and additional open space associated with subdivisions.

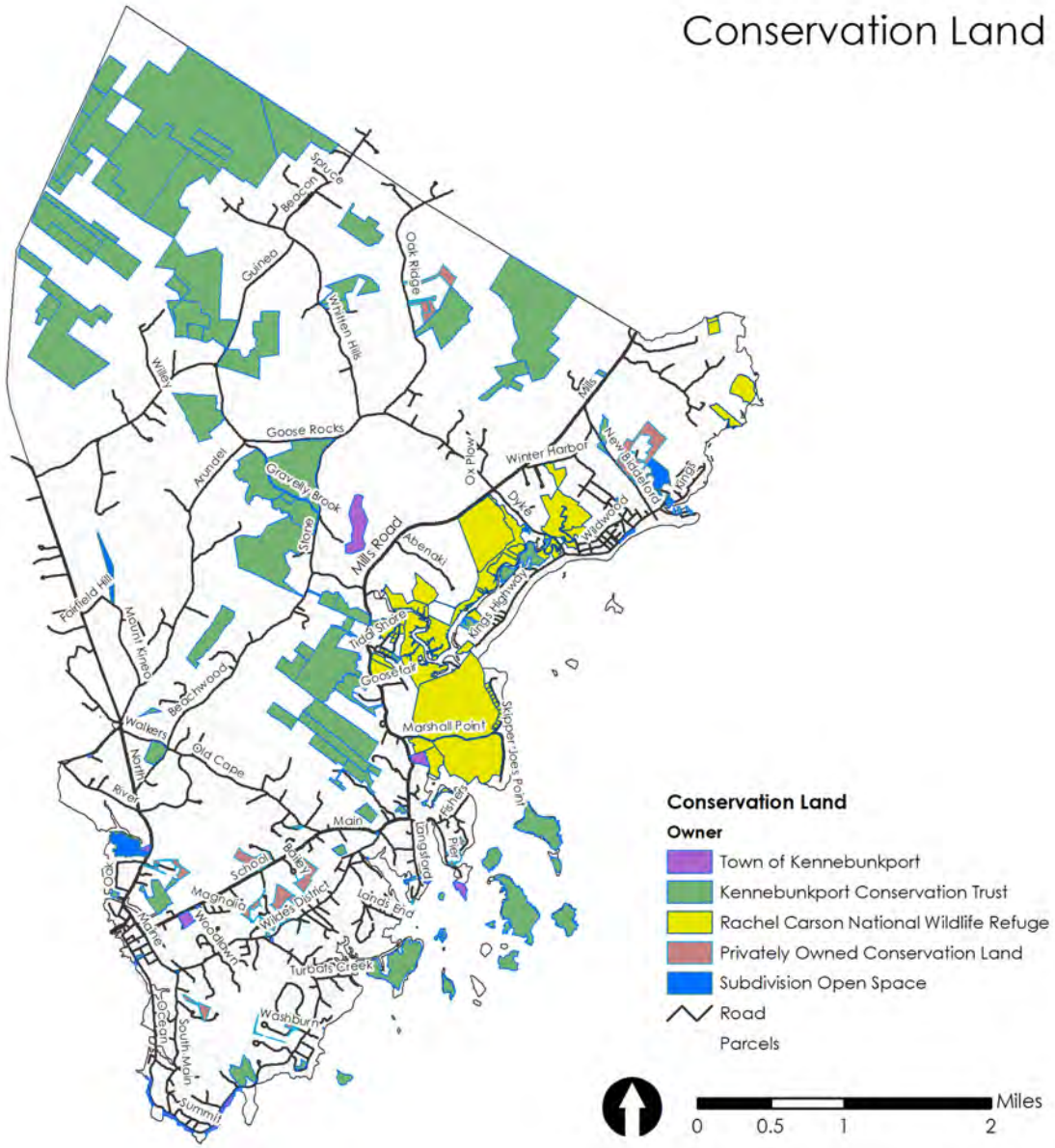


Figure 4-3. Conservation and town-owned land (Source: Town of Kennebunkport)

Current Use

There are four types of current use programs in Maine: Farmland, Waterfront, Open Space, and Tree Growth. These programs offer a tax benefit to properties that meet certain criteria. Unlike permanently protected conservation land, properties in current use can be developed if participation in the current use program is discontinued. Twenty-five parcels totaling 731.1 acres participate in a current use program in Kennebunkport.[8] While the number of parcels in the tree growth program and the acres of land participating have decline from 2007 (Figure 4-4). The number of parcels and acres of land participating in the open space current use program in 2020 are slightly higher than 15 years ago. Over the last 15 years, land in the farmland current use program has declined from 349 to 18 acres. There is one 0.1-acre parcel participating in the working waterfront current use program.[9]

Figure 4-4 Acres of land in current use programs (Source: 2017, 2020 ME Municipal Valuation)

Zoning Districts

General Zones

Kennebunkport adopted a Land Use Ordinance in 1972 and last amended the ordinance in November 2018. There are 11 general zoning districts in Kennebunkport (Figure 4-5). Nearly half of the town falls within the Farm and Forest district. Large portions of the town are also zoned Free Enterprise or Goose Rocks, which account for approximately 26% and 13% of the town's area, respectively (Table 4-1).[10]

Residential uses are permitted town wide. Zones where commercial uses are permitted include Dock Square, Riverfront, Cape Porpoise Square, Free Enterprise, and Farm & Forest. A limited number of primarily marine-oriented commercial uses are permitted in Cape Porpoise East and West.

The average existing parcel size in each district ranges from less than 9,000 square feet in Dock Square to roughly 10 acres in the Farm and Forest district.[a] The minimum lot size required by zoning district ranges from 20,000 sf (approximately 0.5 acres) to 130,680 sf (3 acres). The minimum open space requirement in all districts is 20% of the area of the lot, except for public libraries in the Village Residential Zone, which are only required to preserve 5% as open space.

Table 4-1 Summary of zoning district characteristics

District	General Types of Permitted Uses	Area of District (Acres)	Area of District (%)	Average Parcel Size (Sq Ft)
Dock Square	Residential, Public Uses, Commercial Uses	7	0.05%	8,712
Riverfront		35	0.30%	26,136
Cape Porpoise Square		41	0.31%	34,848
Farm & Forest		5,787	44.40%	435,600
Free Enterprise		3,359	26%	217,800
Cape Porpoise West	Residential, Public Uses, Limited Commercial Uses	194	1.50%	34,848
Cape Porpoise East		230	1.80%	69,696
Cape Arundel	Primarily Residential and Public Uses	425	3.30%	65,340
Goose Rocks		1,717	13.10%	78,408
Village Residential		923	7.10%	60,984
Village Residential East		350	2.70%	52,272

Notes: Water and the Goat Island Contract Zone are not included in this table. The average parcel size excludes parcels that are partially located in two or more districts. (Source: CAI Technologies)

Figure 4-6 displays a comparison of the dimensional standards and allowed uses by zoning district. As shown in Table 4-2, there is little distinction between the dimensional standards in multiple zones. This indicates that there may be an opportunity to reduce the number of districts or create more nuanced standards that both reflect the existing and desired uses and land use patterns in certain areas of town.

[a]Parcels that are locat

STATED PURPOSES OF THE KENNEBUNKPORT ZONING ORDINANCE

THE TOWN'S ZONING ORDINANCE REGULATES LAND USES AND ACTIVITIES TO SERVE A RANGE OF PURPOSES. THESE INCLUDE:

- PROMOTE AND CONSERVE THE HEALTH, SAFETY, CONVENIENCE, AND WELFARE OF THE INHABITANTS.
- ENCOURAGE THE MOST APPROPRIATE. INTERRELATIONSHIPS OF LAND USES AND GROUPS OF LAND USES IN THE VARIOUS PARTS OF THE TOWN.
- SECURE SAFETY FROM FIRE, PANIC, EPIDEMICS, FLOODING AND OTHER DANGERS.
- PROVIDE ADEQUATE ACCESS OF LIGHT AND AIR.
- PREVENT OVERCROWDING OF REAL ESTATE.
- LESSEN CONGESTION IN THE STREETS.
- FACILITATE THE ADEQUATE PROVISION OF TRANSPORTATION, WATER, SANITARY FACILITIES, SCHOOLS, PARKS AND OTHER PUBLIC REQUIREMENTS.
- PRESERVE AND INCREASE AMENITIES.
- PREVENT AND CONTROL WATER POLLUTION.
- PROTECT FISH SPAWNING GROUNDS, AQUATIC LIFE, BIRD AND OTHER WILDLIFE HABITAT.
- PROTECT BUILDINGS AND LANDS FROM FLOODING AND ACCELERATED EROSION.
- PROTECT ARCHAEOLOGICAL AND HISTORIC RESOURCES.
- PROTECT COMMERCIAL FISHING AND MARITIME INDUSTRIES.
- PROTECT FRESHWATER AND COASTAL WETLANDS AND VISUAL AS WELL AS ACTUAL POINTS OF ACCESS TO INLAND AND COASTAL WATERS.
- CONSERVE NATURAL BEAUTY AND OPEN SPACE.
- ANTICIPATE AND RESPOND TO THE IMPACTS OF DEVELOPMENT IN SHORELAND AREAS.

TO MITIGATE CLIMATE CHANGE AND TO BETTER PREPARE FOR CLIMATE CHANGE, THE TOWN MAY EXPAND THE PURPOSE STATEMENT TO INCLUDE REDUCING GREENHOUSE GAS EMISSIONS AND PREPARING FOR A CHANGING CLIMATE.

Zoning Districts

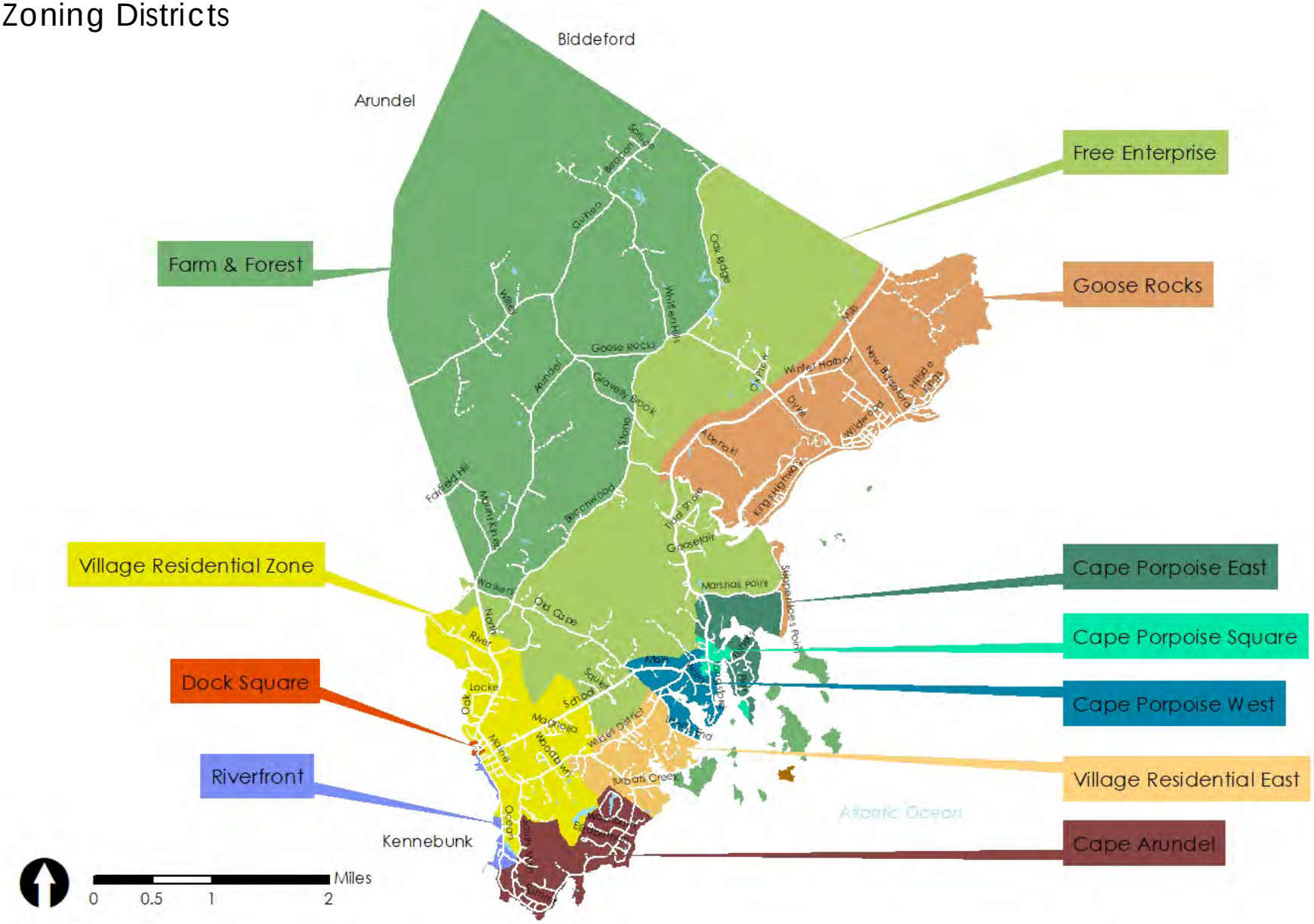


Figure 4-5 Zoning Districts Map (Source: CAI Technologies)

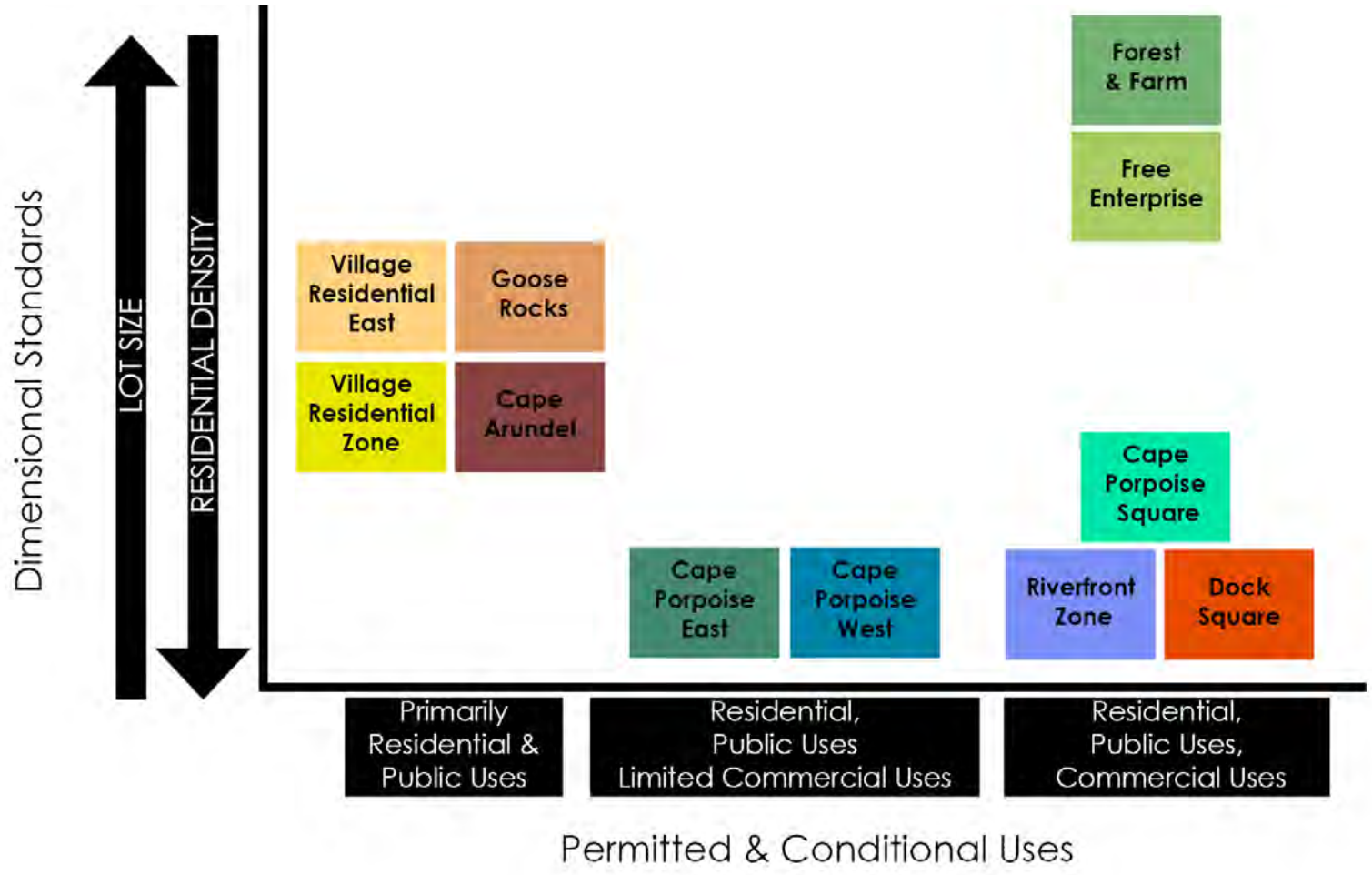


Figure 4-6 Comparison of dimensional standards and permitted and conditional uses of zoning districts (Source: Town of Kennebunkport Land Use Ordinance)

Table 4-2. Dimensional standards and growth area associated with zoning districts (Source: Town of Kennebunkport Land Use Ordinance)

	Min Lot Area (sqft)	Min Lot Width (ft)	Max Lot Coverage	Min Net Residential Area per Dwelling Unit (sqft)	Min Setback Front (ft)	Min Setback Side (ft)	Min Setback Rear (ft)	Min Open Space	Max Building Height (ft)	Coastal Wetland Setback (ft)	Growth Area
Village Residential Zone											Growth
Single Family Dwelling or other Use	40,000	100	20%	40,000	20	15	15	20%	35	n/a	
Two-family Dwelling	40,000	100	20%	20,000	40	20	20	20%	35	n/a	
Multiplex	60,000	150	20%	20,000	25	50	50	20%	35	n/a	
Public Libraries	40,000	100	75%	n/a	20	15	15	5%	35	n/a	
Village Residential East											Growth
Single Family Dwelling or other Use	40,000	100	20%	40,000	20	15	15	20%	35	n/a	
Two-family Dwelling	40,000	100	20%	20,000	40	20	20	20%	35	n/a	
Multiplex	90,000	150	20%	30,000	40	50	50	20%	35	n/a	
Dock Square Zone											Growth
Single Family Dwelling or other Use	20,000	100	70%	20,000	20	15	15	20%	30	25	
Two-family Dwelling	20,000	100	70%	10,000	40	20	20	20%	30	25	
Multiplex	30,000	150	70%	10,000	40	20	20	20%	30	25	
Riverfront Zone											Growth
Single Family Dwelling or other Use	20,000	100	20%	20,000	20	15	15	20%	30	75	
Two-family Dwelling	20,000	100	20%	10,000	45	20	20	20%	30	75	
Multiplex	60,000	150	20%	20,000	25	50	50	20%	30	75	
Cape Arundel Zone											Growth
Single Family Dwelling or other Use	40,000	100	20%	40,000	20	15	15	20%	35	n/a	
Two-family Dwelling	40,000	100	20%	20,000	40	20	20	20%	35	n/a	

Table 4-2. Dimensional standards and growth area associated with zoning districts (continued)

	Min Lot Area (sqft)	Min Lot Width (ft)	Max Lot Coverage	Min Net Residential Area per Dwelling Unit (sqft)	Min Setback Front (ft)	Min Setback Side (ft)	Min Setback Rear (ft)	Min Open Space	Max Building Height (ft)	Coastal Wetland Setback (ft)	Growth Area		
Goose Rocks Zone											Transition	Rural	
Single Family Dwelling or other Use	40,000	100	20%	40,000	20	15	15	20%	35	n/a			
Two-family Dwelling	40,000	100	20%	20,000	40	20	20	20%	35	n/a			
Cape Porpoise East Zone											Transition	Rural	
Single Family Dwelling or other Use	20,000	100	20%	20,000	20	15	15	20%	30	n/a			
Two-family Dwelling	30,000	100	20%	15,000	40	20	20	20%	30	n/a			
Cape Porpoise West Zone											Growth		
Single Family Dwelling or other Use	20,000	100	20%	20,000	20	15	15	20%	30	n/a			
Two-family Dwelling	30,000	100	20%	15,000	40	20	20	20%	30	n/a			
Cape Porpoise Square Zone											Growth		
Single Family Dwelling or other Use	20,000	100	20%	20,000	20	15	15	20%	30	n/a			
Two-family Dwelling	20,000	100	20%	10,000	40	20	20	20%	30	n/a			
Multiplex	60,000	150	20%	20,000	25	50	50	20%	30	n/a			
Free Enterprise Zone											Growth	Transitio	Rural
Single Family Dwelling or other Use	40,000	100	20%	40,000	20	15	15	20%	35	n/a			
Two-family Dwelling	40,000	100	20%	20,000	40	20	20	20%	35	n/a			
Farm and Forest Zone											Transition	Rural	
Single Family Dwelling or other Use	130,680	200	10%	130,680	20	15	15	20%	35	n/a			
Two-family Dwelling	130,680	100	20%	65,340	40	20	20	20%	35	n/a			

Contract Zones

Kennebunkport has one contract zone, the Goat Island Light Contract Zone, which is located at the mouth of the Cape Porpoise Harbor. The contract zone was established to enable the reconstruction of a number of historically significant structures while also allowing for recreational and educational opportunities for the general public, with appropriate conditions and restrictions.[11] Goat Island is owned by the Kennebunkport Conservation Trust (KCT).

Shoreland and Resource Protection Overlay Zones

The shoreland and resource protection zones provide protection to coastal and inland water resources. The uses that are allowed by right within the Shoreland and Resource Zones are limited to uses such as management of natural areas and resources, essential services, timber management, and non-intensive and non-commercial recreation such as fishing or hiking. More invasive uses of land within these zones requires a permit from the Code Enforcement Officer or Planning Board.[12]

Within the Shoreland Zones, all structures must be set back a minimum of 75 feet from the normal high water mark of bodies of water, tributary streams, and the upland edge of a wetland, except in the Dock Square and Riverfront Zones where there is more density of development and intensity of land uses present. In 2009, the Town created a Shoreland General Development zone that coincides with the Dock Square and Riverfront Areas within the Shoreland Zone. A reduced setback of 25 feet is imposed in this district.[13] Refer to the Water Resources Chapter for additional information about shoreland zones.

SHORELAND ZONES

MAINE'S MANDATORY SHORELAND ZONING ACT (MSZA) REQUIRES THAT MUNICIPALITIES REGULATE LAND USE ACTIVITIES WITHIN THE 250-FOOT SHORELAND ZONE TO PROTECT RESOURCES, HABITAT, AND WILDLIFE, AND TO CONSERVE OPEN SPACE AND ACCESS ALONG THE WATERFRONT. THE SHORELAND ZONE IS COMPRISED OF ALL LAND AREAS WITHIN:

- 250 FEET, HORIZONTAL DISTANCE, OF THE NORMAL HIGH-WATER LINE OF ANY GREAT POND OR RIVER;
- UPLAND EDGE OF A COASTAL WETLAND, INCLUDING ALL AREAS AFFECTED BY TIDAL ACTION, AND
- UPLAND EDGE OF DEFINED FRESHWATER WETLANDS; AND
- ALL LAND AREAS WITHIN 75 FEET, HORIZONTAL DISTANCE, OF THE NORMAL HIGH-WATER LINE OF CERTAIN STREAMS.

SOURCE: ME DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)

Growth Areas & Trends

Growth Rate Areas

The 2012 Comprehensive Plan identified three primary growth areas: Growth, Transition, and Rural. The map in Figure 4-7 displays these areas, along with several parcels with multiple growth area designations. The growth rate areas determine the allocation of building permits for the construction of new dwelling units. A total of 40 growth management permits per year are currently available. The location of permits that were issued from 2013 to 2021 is included in Figure 4-7.

Zoning & Growth Areas

Zoning districts and growth rate areas play different roles in shaping development in the community. While zoning districts establish the character of specific areas of town through regulating the types of uses and dimensional standards that are allowed by district, the growth management rate ordinance establishes the amount of residential development that can occur on an annual basis in northern, central, and southern Kennebunkport. The purpose of this ordinance is to ensure equitable permit allocation, avoid potential outstripping of the Town's capacity to expand municipal services, guide orderly growth that can be adequately served by community facilities, and manage growth consistent with the Comprehensive Plan.[14]

Growth Area

The growth area comprises southern Kennebunkport. This area accounts for approximately 20% of the land area of the Town. It is bounded by the Kennebunk River to the west and Atlantic Coast to the east. The northern boundary is located just north of Old Cape Road. Fifty percent of the growth management permits issued annually are allocated to the growth area.

Rural Area

The northern half of Kennebunkport is designated as a rural area. Only 20% of permits for residential dwelling units are allocated to this region of town. Four zoning districts are located partially within the rural growth rate area: Goose Rocks, Cape Porpoise East and West, Free Enterprise, and Farm and Forest.

Transition Area

The transition area forms a belt across the middle section of Kennebunkport that comprises approximately 25% of land area. Thirty percent of growth management permits are allocated to the transition area. The zoning districts that fall within the transition area are the same four districts that are located partially within rural growth rate areas.

Table 4-3 Percent of land area and permits allocated for growth rate areas

Growth Rate Area	Percent of Land Area	Percent of Growth Management Permits Allocated to Area	Percent of Total Growth Permits Issued 2013-2021
Growth	20%	50%	44%
Transition	25%	30%	30%
Rural	50%	20%	26%

Source: Land Use Ordinance Article 11.12(H)(2)

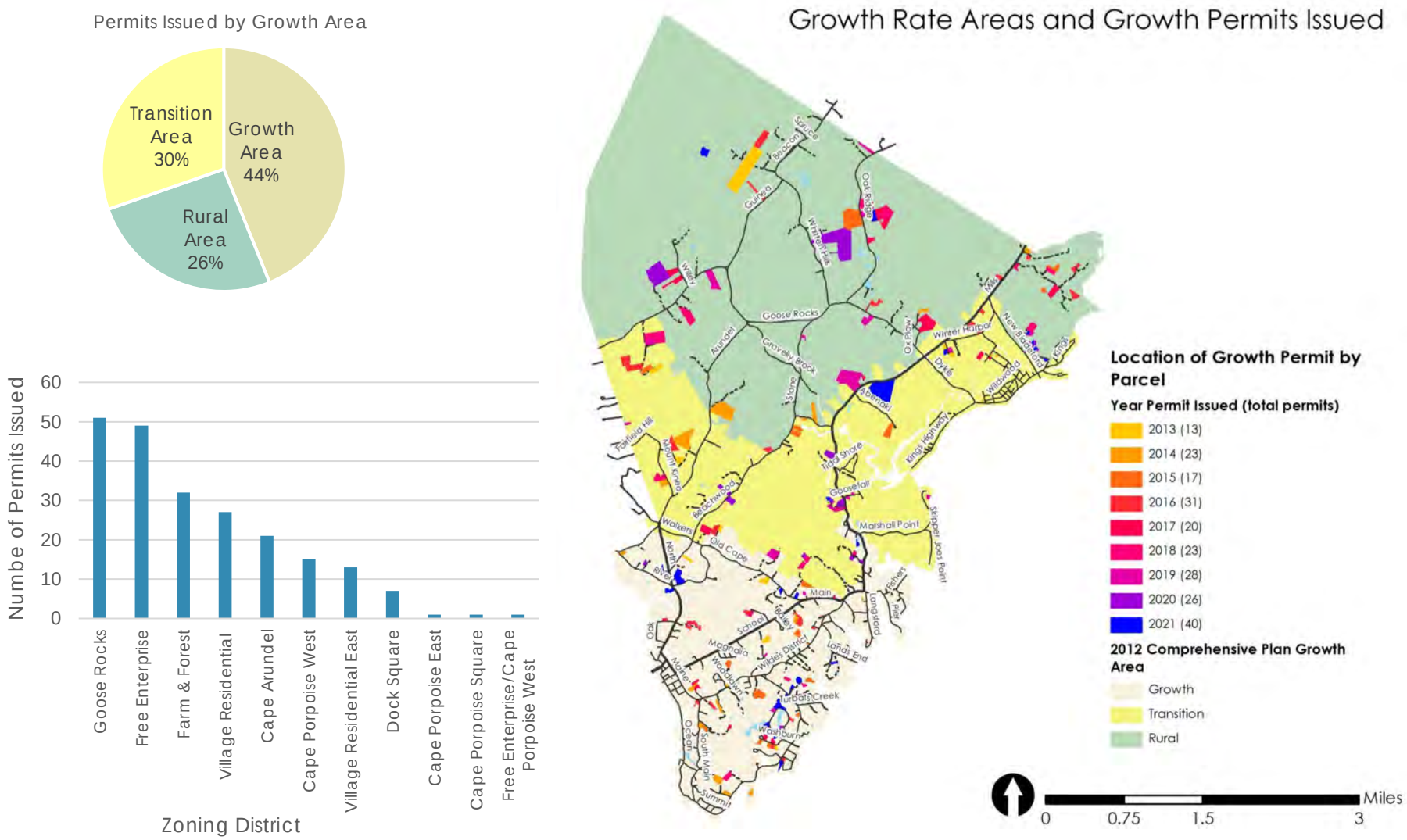


Figure 4-7 Percent of Growth Permits issued by Growth Area between 2013 and 2021 (top left), permits issued by Zoning District (bottom left), and map of Growth Areas with the location Growth Permits issued between 2013 and 2021. Note: Due to mapping errors the location of 19 of the 221 growth permits issued during this period do not appear on the map. However, the total count of permits issued is accurate. (Source: CAI Technologies, Planning Department, Assessing Department).

In the last 9 years (2013-2021), the Town issued all of the permits available for dwelling units one time. This occurred in 2021. From 2013-2021, the Town issued an average of 61% of the 40 permits that were available each year. In 2021, all 20 of the of the Growth Area permits and all 12 of the Transition Area permits were issued, and in 2017, 2018, and 2020, all of the 8 permits allocated to the Rural Area were granted.[15] Figure 4-8 displays both the number of permits issued by, as well as the percent of the available permits that were issued for each of the three growth areas.

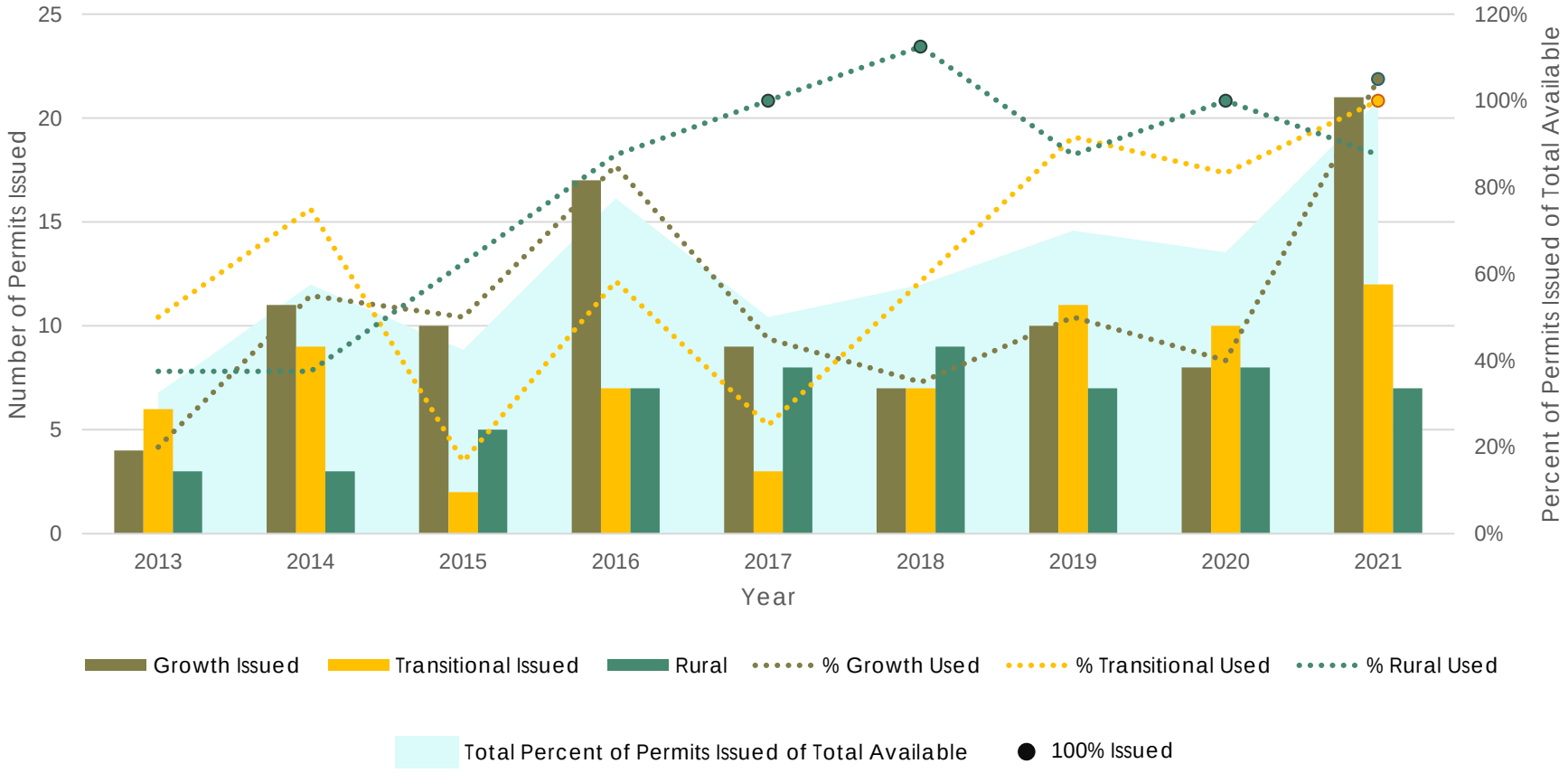


Figure 4-8 Number of growth management permits issued (bars, left axis) and the percent of available permits issued by growth rate area (lines, right axis). The shaded area represents the percent of all permits issued each year of the total number available (Source: Planning Department, Assessing Department)

Commercial New Construction Permits

Over 5,000 building permits were issued in Kennebunkport from 2009-2019. Of these, 57 were permits for "new commercial construction," which encompasses a range of development related to non-residential uses.[16] From 2018-2021, most new permits for commercial uses, such as shop openings, new cottage units at Hidden Pond, inspections, and driveways, were issued in the Free Enterprise and Dock Square Zoning Districts.[17]

Access to Town Sewer

A total of 1,626 parcels have access to Town Sewer. Town sewer is available in much of the designated Growth Area (Figure 4-9).

The coastal portion of the Transition Area and just three parcels in the Rural Area are on Town sewer. In proximity to Shoreland and Resources Protection Zones, development with sewer service is preferable to that on septic due to potential nutrient loading and contamination caused by failing septic systems. Limiting the number of permits available in the Transition and Rural Areas to 30% and 20%, respectively, of the total permits available for new residential dwelling units helps to guide growth in areas that can be served by municipal services. However, because there are many unsewered lots in the Growth Area and the inland areas of the Transition Area, there is potential for as many as 80% of the annual Growth Management Permits issued to be located on lots that do not have access to Town sewer.

Figure 4-9 Sewered parcels and growth rate areas (Source: Data provided by CAI Technologies)

Town Owned Land

Kennebunkport owns 80 parcels of land totaling approximately 458 acres (Figure 4-10).[18]

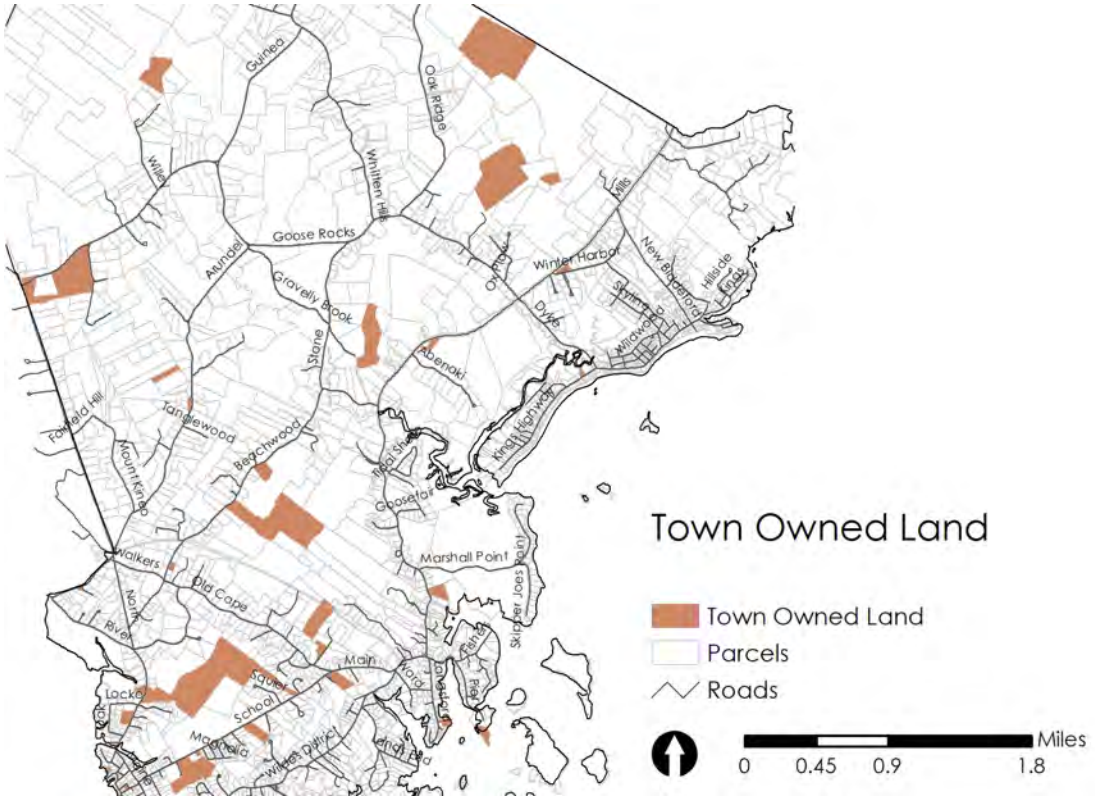


Figure 4-10 Town owned land (Source: Data provided by CAI Technologies)

Village Parcel

The Town purchased an 86.67-acre parcel of land located between North Street and School Street (Figure 4-11) to prevent it from being developed as a private subdivision. The property has approximately 52 acres of upland area, approximately 16 acres of forested wetlands, stream segments, and three significant vernal pools.[19] Approximately 6,200 feet of roughed in road connects North Street and School Street. The site has access to public sewer and water. The majority of the site is currently zoned Free Enterprise. A portion of the site falls within the Village Residential Zone.

From May 2019 through July 2020, the Village Parcel Master Plan Committee worked with residents to envision the future of the parcel. Stakeholders were asked to provide input on a variety of issues pertaining to future development of the site through visioning session and a questionnaire.

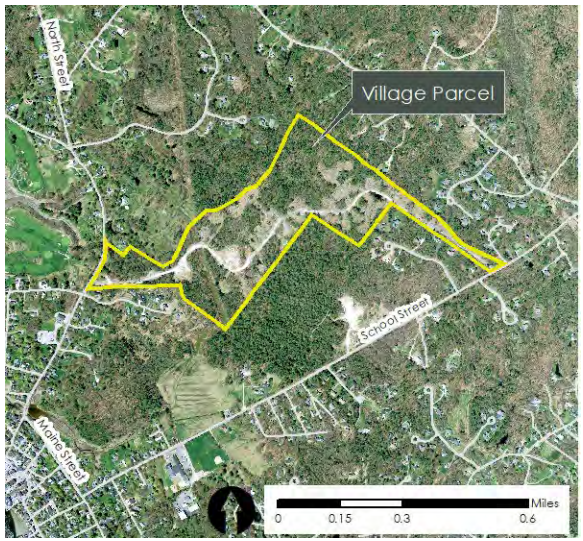


Figure 4-11 Aerial image of the Village Parcel and surrounding land (Source: ME GIS)

Natural Features & Characteristics

Natural features and characteristics of land can impact the suitability of land for development. The presence of steep slopes, wet areas, and areas vulnerable to flooding, for example, constrain development opportunities. In addition, the presence of high-quality natural resources, rare habitats or wildlife, or resources that are important recreational or economic assets to the community also impact a location's suitability for development. A brief summary of natural features and characteristics follows. Refer to the Natural, Water, and Marine Resources Chapter for additional information about and maps of natural resources.

Steep Slopes

Kennebunkport is relatively flat with elevations ranging sea level (0) to 200 feet in the northern side of town approximately four miles from the shore. There are 325 acres of steep slopes greater than 25%, which are primarily in the rural and forested northern end of the community.[20]

Wetlands & Poorly Drained Soils

According to National Wetlands Inventory data, there are 2,715 acres of wetlands within Kennebunkport. Local orthophotography used to identify and map swamps in Kennebunkport likely provides a more accurate estimate of the acreage of wet areas within town. About 2,000 acres of swamps have been identified with this data.[21]

Poorly drained and very poorly drained soils are prevalent in Kennebunkport. These soil drainage classes account 2,403 and 1,360 acres of town, respectively. Combined, these soils cover over one-third of the town's land area.[22]

Floodplain

With over 31 miles of coastline as well as marshes, streams, and ponds, it comes as no surprise that Kennebunkport has extensive floodplains. Nearly 20% of the mainland (over 2,300 acres) is located within the preliminary Federal Emergency Management Agency (FEMA) 100-year floodplain, or the area that has a 1% annual chance of flooding. In comparison, approximately 1,348 acres are in the existing floodplain according to Maine Flood Hazard Q3 data. A total of 1,544 parcels — approximately 43% of all parcels within the town — are located partially or completely within the preliminary 100-year floodplain.[23] Refer to the Water Resources Chapter for a map of the different flood zones in Kennebunkport and information about the effective and preliminary flood zones.

Land Subject to SLR

Kennebunkport's coastal and tidal areas are vulnerable to sea level rise and storm surge. Sea level rise and storm surge scenarios developed by the Maine Geological Survey (MGS) provide insight to the magnitude and geographic extent of inundation. In 2018, MGS developed several scenarios ranging from 1.2 to 10.9 feet of sea level rise or storm surge above the Highest Astronomical Tide (HAT). The HAT is the elevation of the highest predicted astronomical tide expected to occur at a specific tide monitoring station over the National Tidal Datum Epoch, which is a 19-year cycle that serves as a reference point for tide data.

Depending on the sea level rise scenario, between 687 and 2,084 acres of land within Kennebunkport are predicted to be inundated (Figure 4-12).[24] As evident in the map in Figure 4-13, the town's roadways are also vulnerable to sea level rise. Impacted roadways will affect access to and from coastal areas.

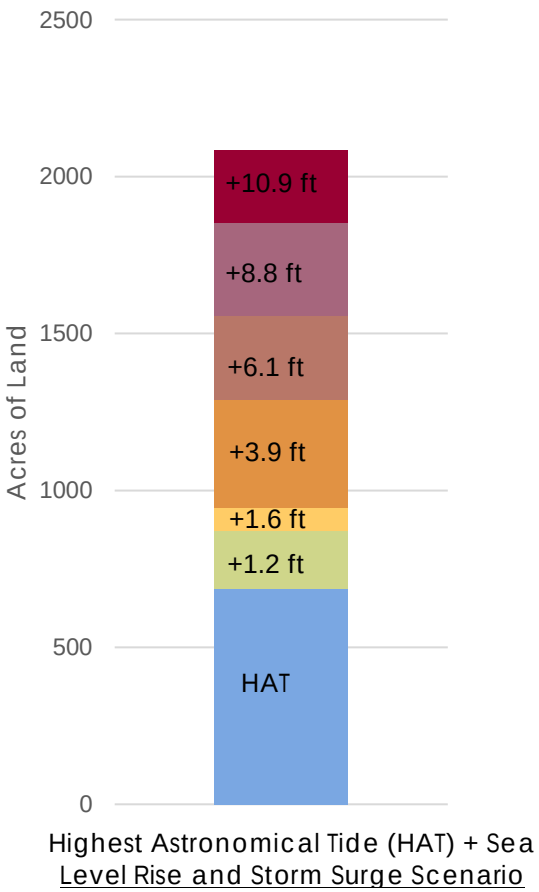


Figure 4-12 Acres of inundated land under sea level rise scenarios (Source: ME Geologic Survey 2018, CAI)

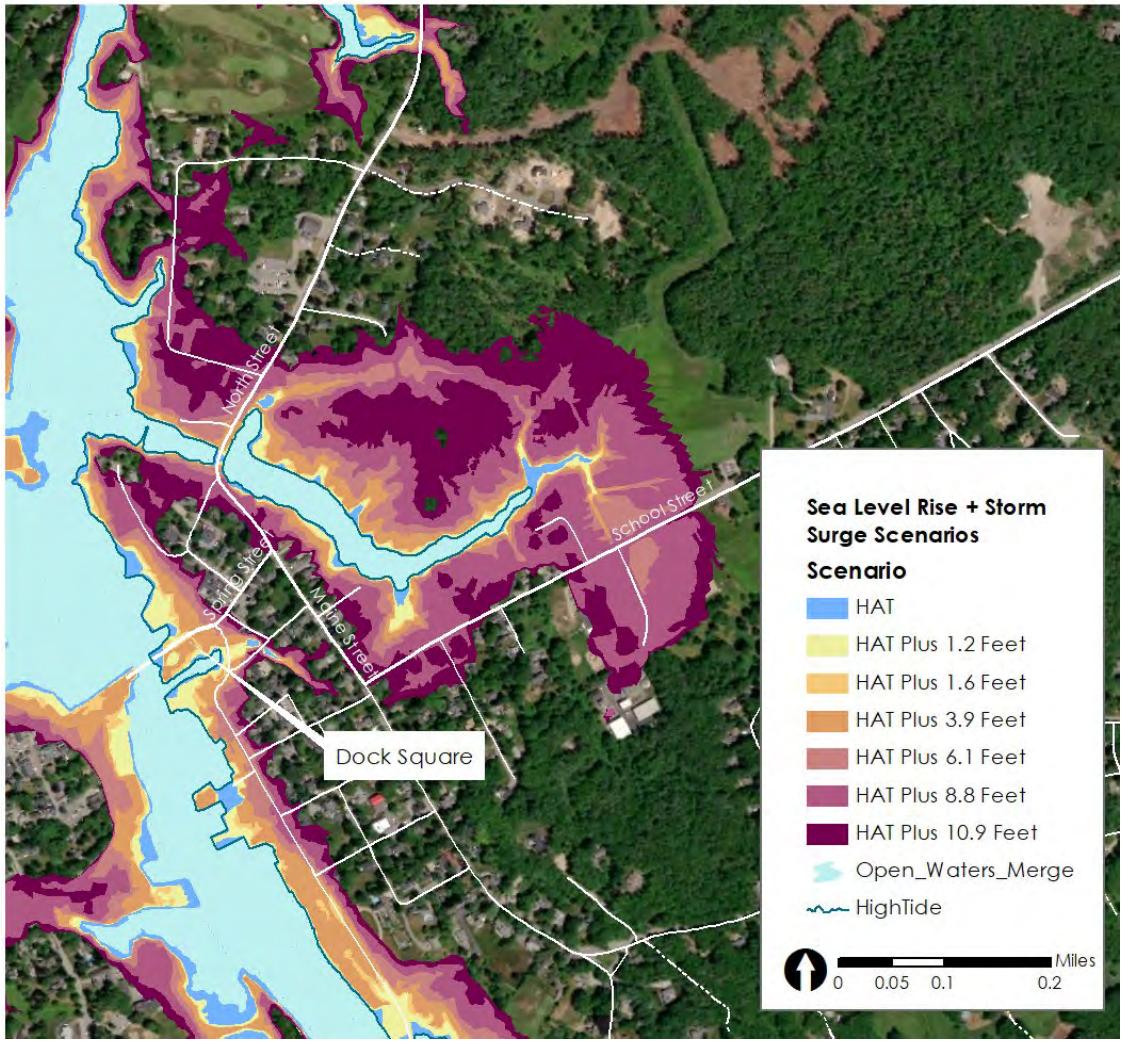


Figure 4-13 Inundated land in Dock Square under Highest Astronomical Tide (HAT) and sea level rise scenarios (Source: ME Geologic Survey, CAI Technologies, ESRI basemap)

Land Subject to Groundwater Rise

In addition to increased vulnerability of people, property, businesses, and Town facilities along the coast and tidal areas, inland regions of town may be impacted by rising groundwater levels associated with sea level rise. This will have implications on the suitability of land for septic systems and development, the viability of drinking water wells, and the integrity of infrastructure.

Development Constraints

A development constraints map can be used to identify where development can and cannot occur in the future. Wetlands, swamps, ponds rivers, poorly drained and very poorly drained soils, and steep slopes are typical constraints to new development (Figure 4-14). The development constraints map (Figure 4-15) depicts these environmental constraints in dark blue. This land accounts for approximately 5,729 acres, or 44% of the area of the town. Overlaid on top of this information are conservation land and land that is identified as highly developed — primarily roads and areas around Dock Square, Cape Arundel, and Goose Rocks Beach— which accounts for roughly 863 acres. The remaining 'other land' is land that is potentially developable comprises approximately 40% (5,277 acres) of Kennebunkport.

This estimate does not include land that is not developable due to local environmental regulations, state-mandated shoreland zoning, impervious surface thresholds, and dimensional requirements, and existing buildout on lots, that further constrain development potential.

Furthermore, this analysis does not incorporate data on floodplains and sea level rise, both of which affect the suitability of land for development. Refer to the Future Land Use chapter for build-out analyses that incorporate this and other pertinent information for future land use planning.

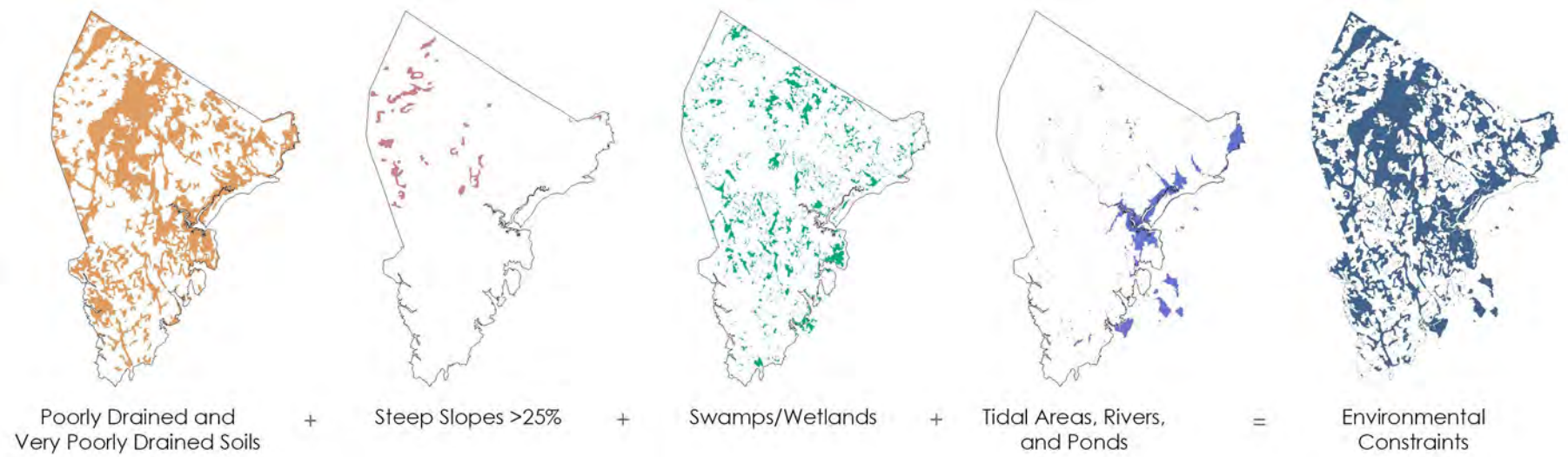


Figure 4-14 Data included in the environmental constraints layer (Sources: NRCS, CAI Technologies)

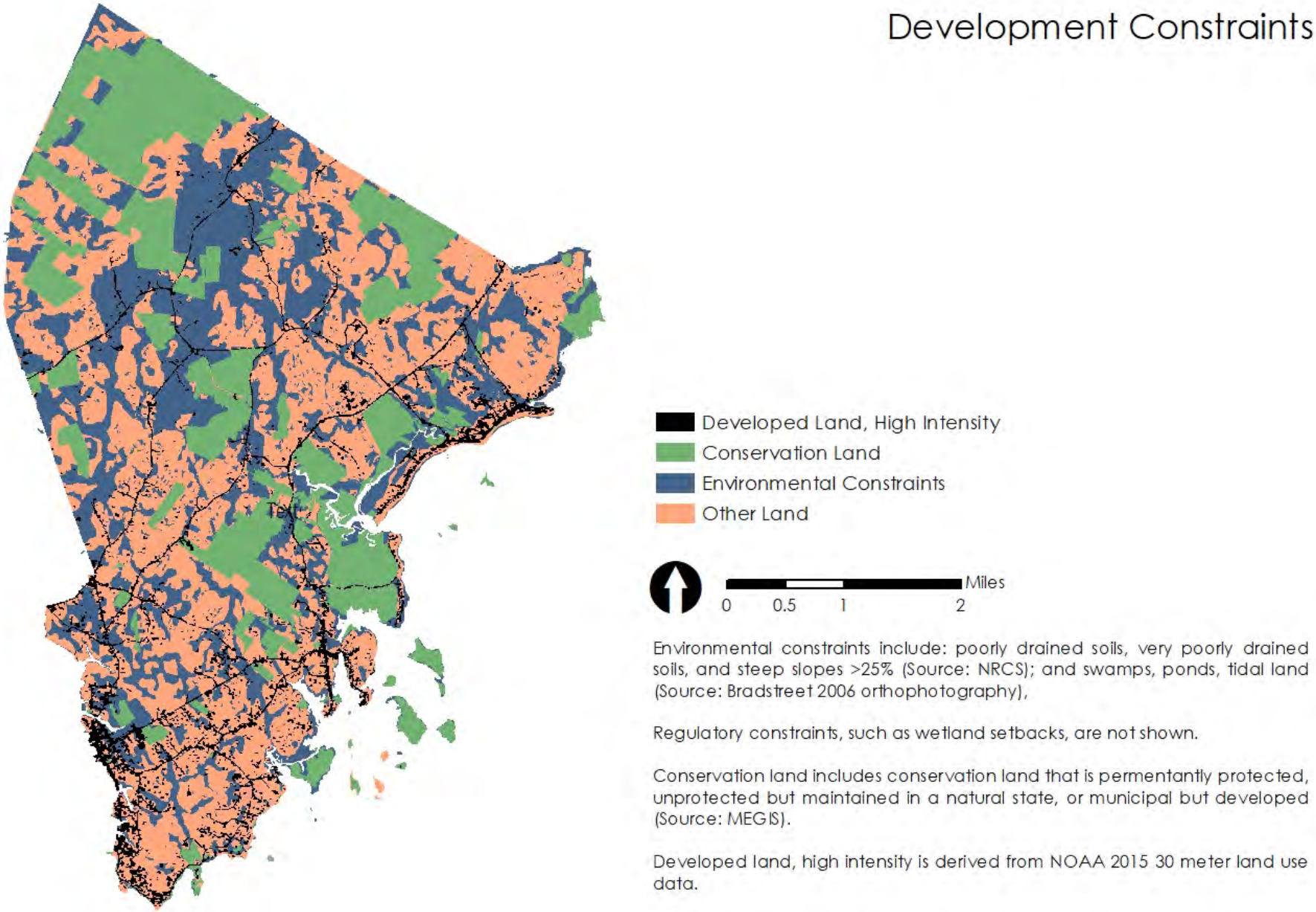


Figure 4-15. Map of development constraints and potentially developable land

[1] Office of Information Technology. Maine Office of GIS Data Catalog. Town Boundaries shapefile. Available at: https://www.maine.gov/megis/catalog/.
[2] National Oceanic and Atmospheric Administration. Office for Coastal Management Digital Coast. Coastal Change Analysis Program (CCAP) Regional Land Cover Data. Available at: https://coast.noaa.gov/ccapftp/#/.
[3] Office of Information Technology. Maine Office of GIS Data Catalog. National Hydrography Dataset (NHD) shapefile. Available at: https://www.maine.gov/megis/catalog/.
[4] Data provided by Town of Kennebunkport Planning Department May 2022.
[5] Ibid.
[6] Ibid.
[7] US Fish and Wildlife Service. Rachel Carson Wildlife Refuge. Available at: https://www.fws.gov/refuge/rachel_carson/about.html
[8] Department of Administrative and Financial Services. Maine Revenue Services. (2020) ME Municipal Valuation Return Statistical Summary. Available at: https://www.maine.gov/revenue/propertytax/municipalservices/statisticalsummary.htm
[9] Department of Administrative and Financial Services. Maine Revenue Services. (2017) ME Municipal Valuation Return Statistical Summary. Available at: https://www.maine.gov/revenue/propertytax/municipalservices/statisticalsummary.htm
[10] Data provided to the Town of Kennebunkport by CAI Technologies on December 6, 2019.
[11] Town of Kennebunkport Land Use Ordinance (LUO). November 6, 2018 Revision.
[12] Ibid.
[13] Ibid.
[14] Ibid.
[15] Town of Kennebunkport Planning Department.
[16] Town of Kennebunkport Assessing Department.
[17] Town of Kennebunkport Planning Department.
[18] Ibid.
[19] Village Parcel Draft Master Plan. December 2019. Available at: https://www.kennebunkportme.gov/village-parcel-master-plan-committee/pages/draft-master-plan-documents
[20] United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Web Survey. https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm
[21] Data provided to the Town of Kennebunkport by CAI Technologies on December 6, 2019.
[22] United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Web Survey. https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm
[23] Data provided to the Town of Kennebunkport by CAI Technologies on December 6, 2019.
[24] Maine Department of Agriculture, Conservation, and Forestry (DACF). Maine Geological Survey (MSG) Sea Level Rise/Storm Surge Scenarios 2018. Available at: https://mgs-maine.opendata.arcgis.com/datasets/maine-sea-level-rise-storm-surge-scenarios-2018

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Chapter 5

Demographics

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Demographics

Population

The year-round population of Kennebunkport is 3,629.[1] The 2020 population is approximately 4.5% greater than that of 2010, but slightly lower than the 3,720 people who lived in Kennebunkport in 2000.[2]

In Kennebunkport, the average town-wide population density is approximately 180 people per mile, or 0.28 people per acre. The average population density in York County is 205 people per square mile, although this number varies widely across and within communities.

As shown in Figure 5-1, darker areas, including the Goose Rocks, Cape Porpoise, and Dock Square vicinities are areas with a greater density of homes than lighter areas. This map was developed using E-911 address records located on residential lots as a proxy for population density.

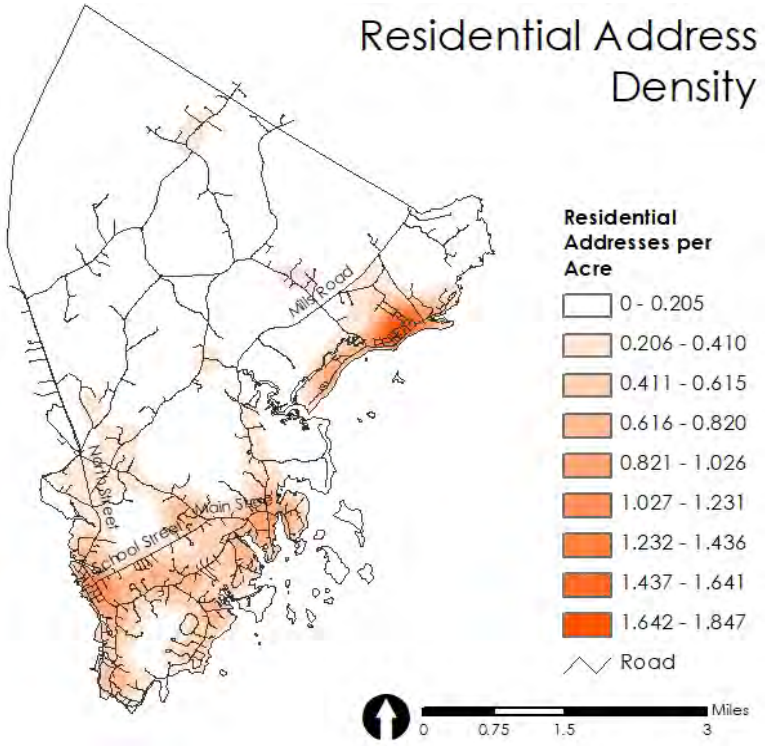

Figure 5-1 Residential addresses per acre. E-911 address data provides an alternative way to show residential density in different areas of the community for a town like Kennebunkport, which falls entirely within a single census tract. (Data source: ME GIS E-911, Assessing Department)

Seasonal Population

The town's seasonal population is estimated at over 12,000.[3] As noted in the 2012 Comprehensive Plan, one factor contributing to slower population growth rate in Kennebunkport is the conversion of year-round homes to seasonal or rental homes. This trend has contributed to the lack of year-round and affordable housing within the community and composition of the town's population.

According to Assessing Department records, 51% of the owners of parcels classified as residential have a permanent mailing address that is located outside of Kennebunkport, indicating a high rate of seasonal or rental homes. Figure 5-2 shows the location of residences with an owner mailing address of Kennebunkport or another town. As evident in this figure, a majority of seasonal or rental homes are located in coastal areas, while very few are located in the rural areas on the north side of town. While summer residents and tourists contribute to the vibrancy of Dock Square and the viability of its retail and restaurant industries, the high rate of off-season vacancies in coastal neighborhoods throughout town may detract from the vitality and character of neighborhoods.

Estimated Seasonal Population Using Sewer Flow Data

In 2012, the Town estimated that the average summer population on Town sewer was approximately 10,000. This figure was based on wastewater flow for one month in winter and one month in summer and the number of households and estimated number of residents on sewer.

In February 2020, a 5-year average daily winter flow and a 5-year average summer flow were estimated using monthly wastewater flow data provided by Public Works. The approach used in 2012 was replicated using these updated averages. The result was an estimated summer population on sewer of 6,000.

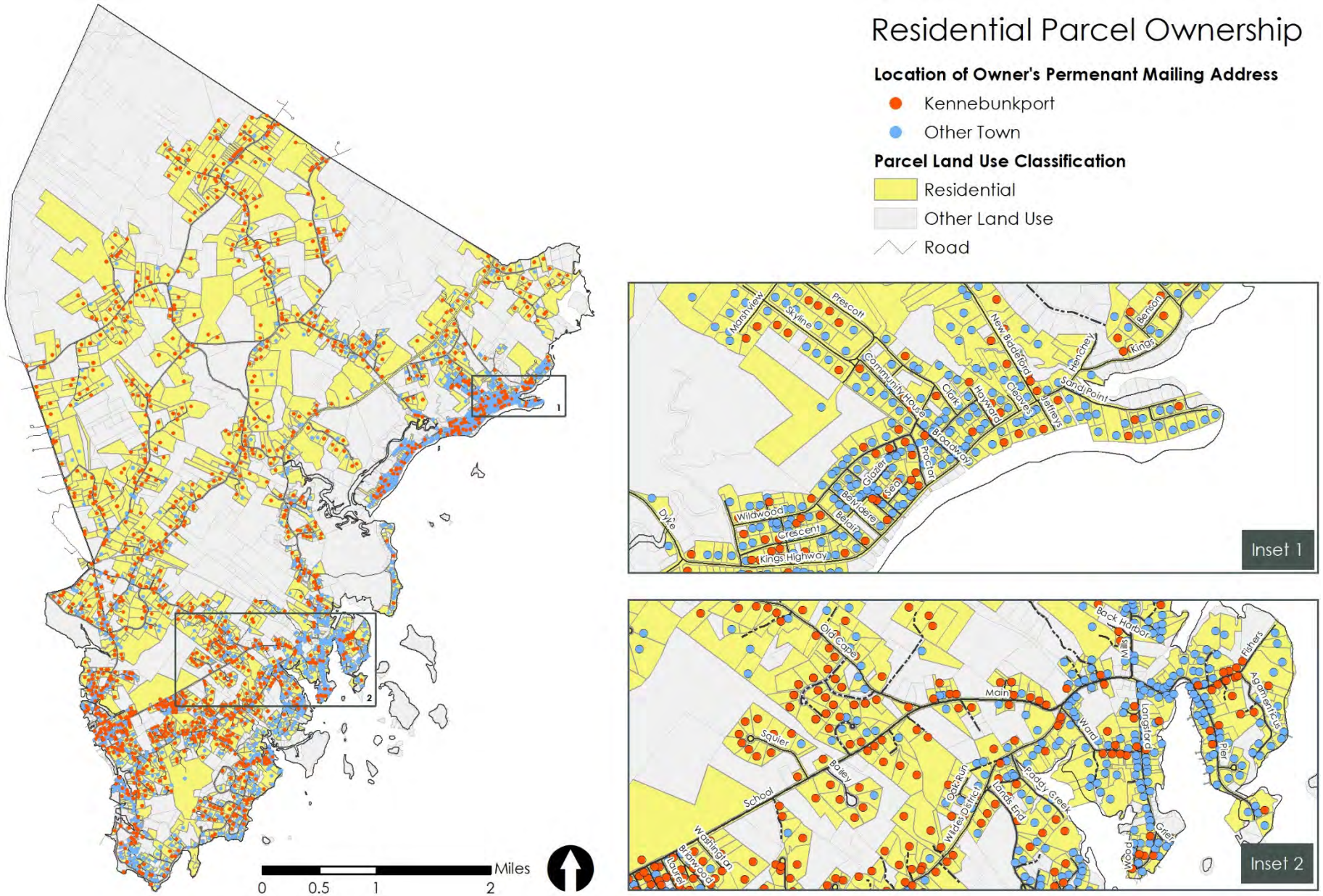

Figure 5-2 Permanent mailing address of residential parcels (Data source: ME GIS E-911, Assessing Department)

Regional Trends

From 2010 to 2020 the population of York County by approximately 7.5%, a slightly higher growth rate than that of the previous decade: 5.6%. The population of the county in 2020 was 211,972.

The population of municipalities in York County has varied significantly in recent decades. Between 2010 and 2020, the average population change of municipalities was 9.2%, ranging from -5.6% in Parsonsfield to +76.8% in Ogunquit. During this time, Kennebunkport experienced only 4.5% growth in its population and its share of the county's population remained at less than 2%. Since 2010, the populations of Kennebunkport and of York County have experienced little change. The population trends in York County in the early 2000's reflect a general shift in growth of population in the coastal and more urban communities to growth in suburban and rural areas (Source: US Census, 1990, 2000, 2010, 2020).

Age

The median age in Kennebunkport is 53.5 years. As shown in Figure 5-3, median age has increased since 2000. The town's median age is approximately 16% higher than that of York County, 18% higher than that of Maine (44.8 years), and 38% higher than the national median age of 38.2. However, in recent years it appears that the median age in Kennebunkport has increased at a lower rate than that of the county and state.

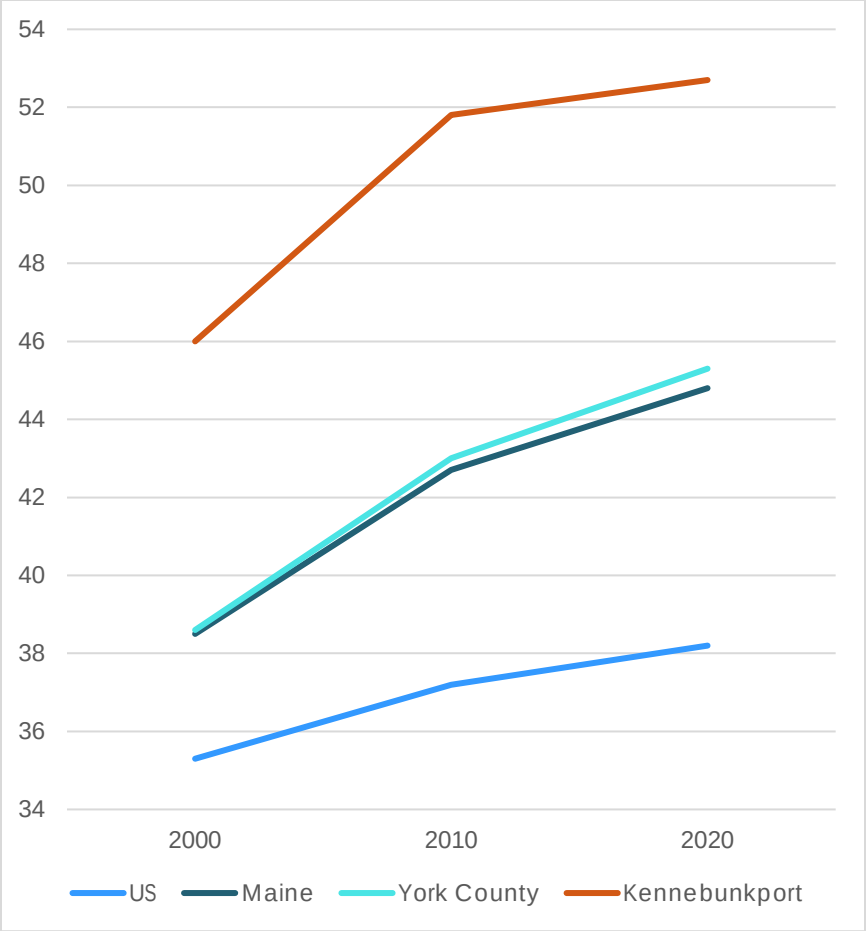

Figure 5-3 Median age in Kennebunkport, York County, Maine, and the US. Note that 2020 data is estimated data and unlike the data used for 2000 and 2010, it does not reflect the full population (Source: US Census 2000, 2010, ACS 2020 5-year estimates).

Distribution of the Population by Age

Kennebunkport has, in general, fewer younger people and more older people than the region, state, and nation (Figure 5-4). The residents ages 60 to 64 comprise the second largest five-year cohort in Kennebunkport, accounting for 10.2% of the town's total population.[4] Fourty percent of the population is over age 60. The population under age 20 comprises 17% of the population. With the exception of 10 to 14-year-olds, the share of the population of all five-year cohorts under age 35 is lower in Kennebunkport than the county, state, and national share of the population in these cohorts. Conversely, five out of eight out of the population cohorts ages 50 and over are higher in Kennebunkport than the county, state, and national share of the population in these cohorts.[5]

Figure 5-4 Age distribution of the population (Source: ACS 2020 5-year estimates, Table S0101)

Population Pyramid

Population pyramids graphically display the distribution of males and females in different age groups. When a population is growing, the distribution forms a pyramid-like shape. The population pyramid for Kennebunkport's population reveals an almost inverted pyramid, reflecting a high share of older people (Figure 5-5). This figure also highlights the especially low population in the 30 to 44-year cohorts. This form is indicative of populations with characteristics including:

- Declining birth rates
- Aging and longer-living residents
- A shrinking population
- Fewer working people to support the older population.

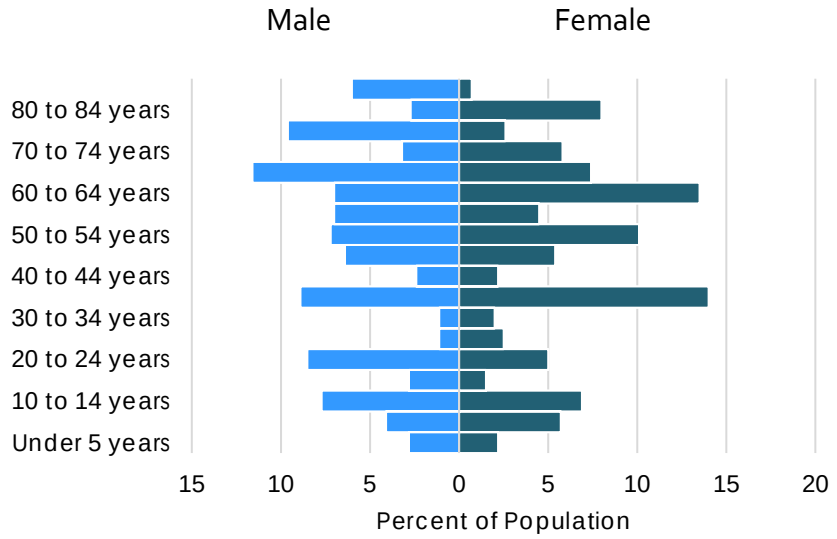

Figure 5-5 Population pyramid of Kennebunkport (Source: ACS 2020 5-yr estimates, Table S0101)

Age Dependency

The age dependency ratio is an indicator of the proportion of non-working people who are not likely earning an income and often receiving outside support to meet their needs. An age dependency ratio over 65 is considered high. Figure 5-6 displays the old-age and child dependency rations for Kennebunkport, compared to York County, the State of Maine, and the US. The overall age dependency ratio, or ratio of the population not typically in the workforce (under age 14 or over age 65) is 83. A ratio of around 80 means that for every four adults who are not working, there are five who are. Kennebunkport has a much higher old-age dependency ratio than the county, state, and nation, while the child dependency ratio is comparable to other geographies. At a national scale it is more difficult to cover social security and Medicare benefits with the payroll taxes of the working population when the old-age dependency ration is high because there are fewer workers to support the older population.

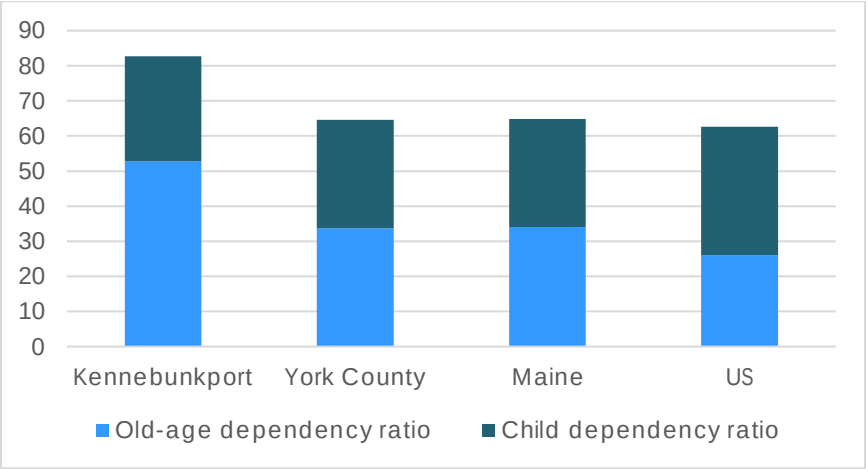

Figure 5-6 Old-age and child dependency ratio in Kennebunkport (Source: ACS 2020 5-yr estimates, Table S0101)

School Population & Enrollment

The 2021 school population of Kennebunkport was 317 students, 96 of whom attended the Consolidated School, the town's only public school (Figure 5-7).[6] From 2010 to 2021, total enrollment of Kennebunkport students at RSU 21 schools has declined by over 26%.[7] Total enrollment of students from all towns at all RSU 21 schools declined by approximately 1% from 2010 to 2019.[8] Enrollment at the Consolidated School (Kindergarten through 5th grade) has trended downward in recent years from a peak of 214 in 2012 to less than 100 students in 2021 (Figure 5-8).

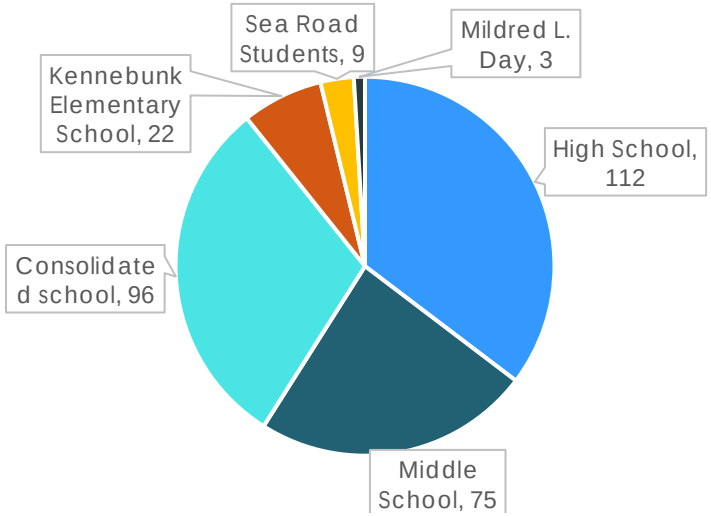

Figure 5-7 Share of the school population by school in 2021 (Source: Town Annual Report, 2021)

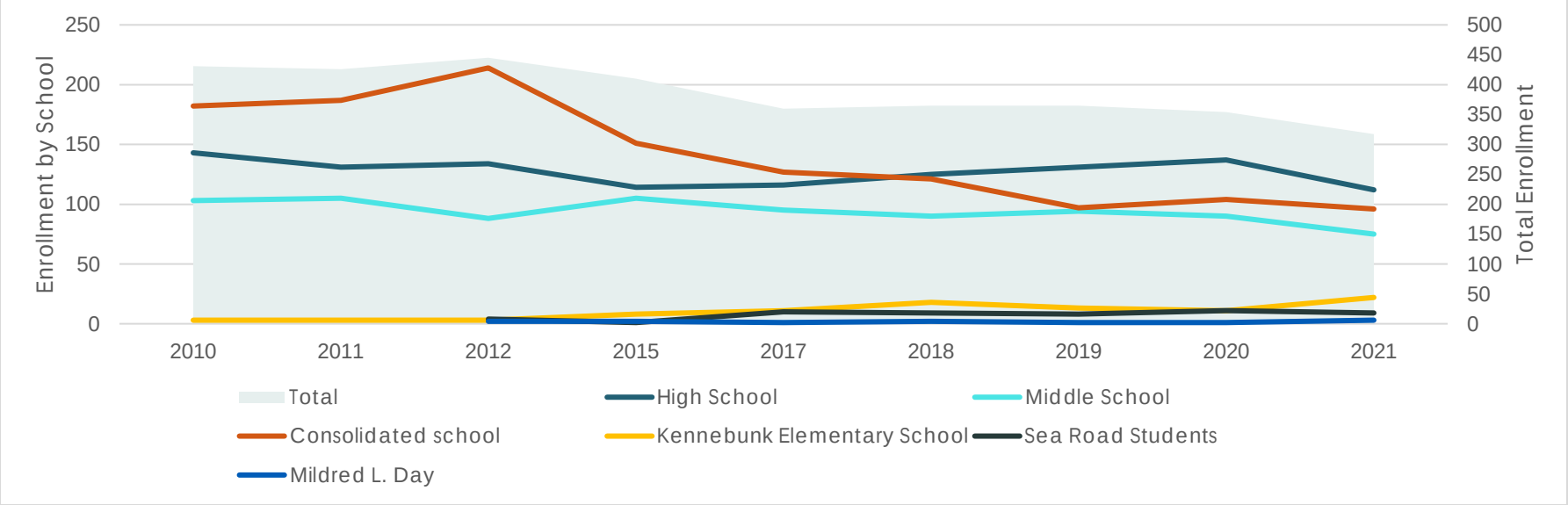

Figure 5-8 RSU 21 Enrollment (Source: Town Annual Report, 2011-2013, 2016-2021)

Parents have the option of enrolling their children in RSU 21's larger schools situated outside of Kennebunkport. Likewise, parkents in Kennebunk and Arundel are permitted to enroll their children in the smaller Kennebunkport school. In 2019, 23 Kennebunkport children in kindergarten through 5th grade commuted out of town, while 46 out-of-town students enrolled in the Kennebunkport school. While enrollment at KCS has declined over the last decade, enrollment of non-Kennebunkport residents has increased by 28% (48 students).[9]

A decline in the birth rate between 2013 and 2014 may factor into the decline in school enrollment from 2016 to 2019, the time when children born in 2013 and 2014 would be entering the schools system (Figure 5-9).

RSU 21 reports that the number of Kennebunkport children (Kindergarten through 5th grade) who are home schooled or who attend private schools number seven and two, respectively.

Finally, there is a perception in the community that a rapid increase in the cost of housing, the acquisition of housing by seasonal residents, and the loss of permanent housing to short term rentals (this trend is documented in the Housing chapter of the Comprehensive Plan) has put housing beyond the reach of many young families, and thus the school enrollment is in decline.[10]

While enrollment of Kennebunkport students is projected to increase from the 2019/2020 school year to the 2024/2025 school year, totall enrollment in RSU 21 is projected to decline by 3%.[11]

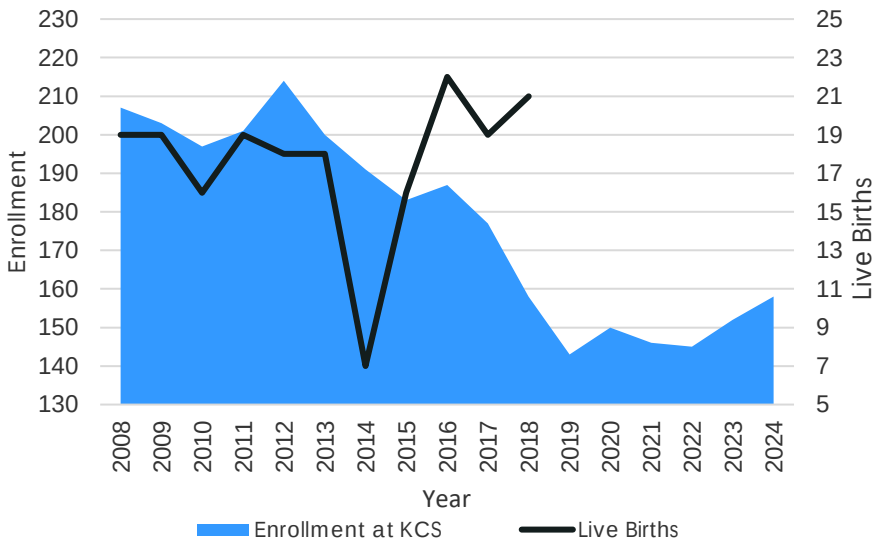

Figure 5-9 Enrollment at Kennebunk Consolidated School with live births. Enrollment data and projections prepared in 2015 provided by RSU 21. Birth data provided by the Maine Department of Health & Human Services, Center for Disease Control and Prevention.

ENROLLMENT PROJECTIONS FOR THE CONSOLIDATED SCHOOL ARE BASED ON THE FOLLOWING INFORMATION:

- HISTORICAL ENROLLMENT PATTERNS
- POPULATION, ECONOMIC, AND LABOR TRENDS
- US CENSUS DATA
- HISTORICAL AND PROJECTED HOUSING DEVELOPMENT (NEW HOMES)
- FIRST GRADE CLASS SIZES
- NET PRESCHOOL MIGRATION TRENDS (FAMILIES WHO MOVE IN WITH PRE-SCHOOL AGED CHILDREN
- NUMBER OF LIVE BIRTHS AND BIRTH TRENDS

(SOURCE: MAINE REGIONAL SCHOOL UNIT 21 2015 ENROLLMENT PROJECTIONS)

Race

Kennebunkport has a homogenous population with respect to race and ethnicity. Almost 100% of the population is white. Less than 1% are American Indian and Alaska Natives, and less that 1% identify as some other race. Similarly, the population that identifies as two or more races is also under 1%.[12]

Income & Employment

Median Household Income

Kennebunkport residents earn more than the average household in York County. The median household income (MHI) in Kennebunkport is $77,216, which is approximately 12% higher than that of York County ($68,932) and 30% higher than the median household income in the state ($59,483).[13] This figure does not reflect the income of part time residents, which would likely shift the median income higher.

The town's MHI grew by about 17% between 2012 and 2020, compared to 23% in the US and 22% in the state.[14] When adjusting for inflation, median household income in Kennebunkport increased by about 7% during this time. Figure 5-10 displays the median household income in Kennebunkport, York County, and Maine, adjusted for inflation to 2021 dollars using the Consumer Price Index (CPI). From 2012 through 2017, MHI in Kennebunkport grew steadily. Data shows that MHI declined from 2019 to 2020.

The estimated MHI for householders age 25 to 44 is $86,484, compared to $96,351 for 45 to 64-year-olds and $37,171 for householders age 65 and over.[15] It is possible that the recent decline in income is attributable to a smaller population of high-earning younger individuals.[a]

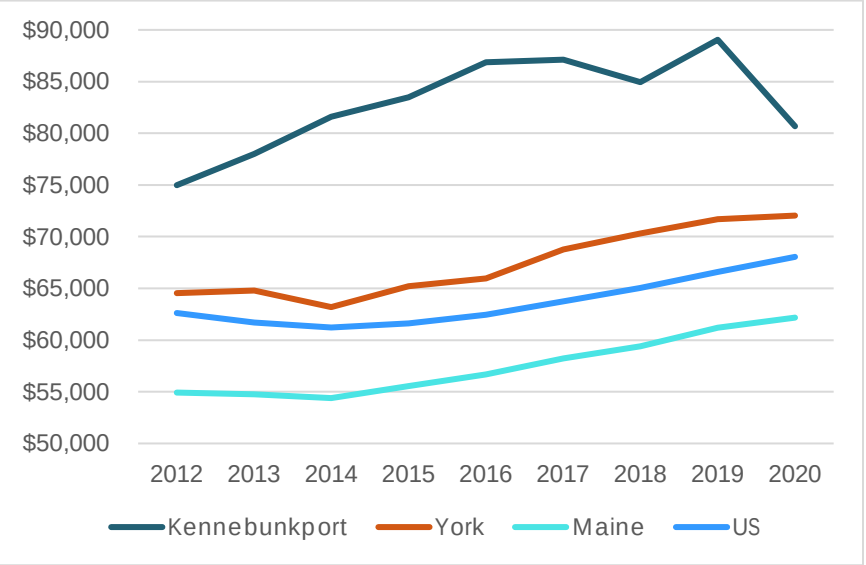

Figure 5-10 Median household income in Kennebunkport compared to Maine and the US, adjusted for inflation to 2021 dollars using the Consumer Price Index (ACS 2020 5-yr estimates; CPI Northeast - Size class B/C, not seasonally adjusted and US City Average, not seasonally adjusted)

[a] "Total income" is the sum of the amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income. (Source: ACS Definitions)

Cost Of Living

According to one cost of living calculator, which determines how much it costs to maintain a standard of living from one place to the next, the cost of living index in Kennebunkport is 149, or approximately 50% more than the national average. This reflects the cost of food, housing, utilities, transportation, health, taxes, and housing cost (Source: bestplaces.net).

Employment

Approximately 58% of the population of Kennebunkport that is age 16 and over is in the labor force. This population includes people that are either employed or unemployed and seeking work. Approximately 2.5% of the population age 16 and over is unemployed.[16] The Bureau of Labor Statistics reports that the average annual unemployment rate in 2021for York County was 4.5%,[17] while the seasonally adjusted unemployment rate for Maine is 4.5[18]

The percentage of workers ages 16 and over who worked at home fell from 2010 to 2015 to around 8%, then increased significantly in 2020 to 22%.[19] This likely reflects an increase in people working from home due to the COVID-19 pandemic. Nearly 93% of residents work within the state of Maine, while 79% work in York County and 7.4% work in town.[20] As efforts to reduce energy consumption and greenhouse gas emissions associated with vehicle miles traveled increase, it is likely the proportion of people working from home will grow, provided that workers have access to reliable high-speed broadband. Other factors such as presence of shared workspace, the availability of public transportation, and the availability of affordable housing near jobs will also affect the region's ability to reduce GHG emissions associated with commuting. Additional information on employment, occupation, and industry is included in the Economy Chapter. Commuting patterns are discussed further in the Transportation Chapter.

Educational Attainment

Kennebunkport has an exceptionally high level of educational attainment compared to the state average (Figure 5-11). Over 99% of the population over age 25 are high school graduates or higher and 54% have a bachelor's degree or higher. In comparison, 93% of Maine residents are high school graduates or higher and 32% have a bachelor's degree or higher.[21] The effect of this higher level of education is reflected in the town's high median household income.

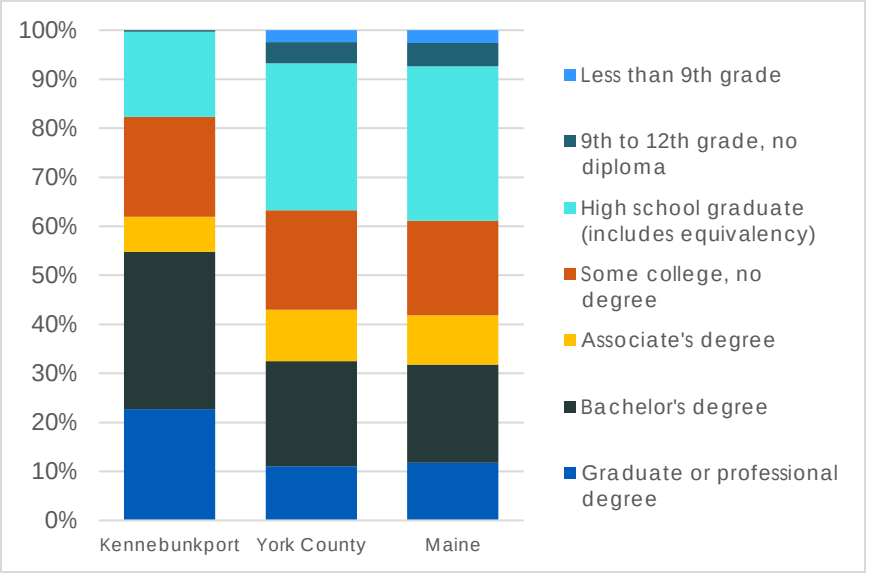

Figure 5-11 Educational attainment (Source: ACS 2020 5-yr estimates, Table S1501)

Vulnerable Populations

Poverty[a]

The poverty rate of Kennebunkport is 5.5%, up from 2.6% five years ago.[b22,23] In comparison, York County has a poverty rate of 7.4%. Approximately 36 of the town's households (2.2% of total households) received public assistance income in the last 12 months and 69 households received cash assistance and food stamps/SNAP benefits.[24] An estimated 19% of the population experiences a housing burden.[25] A housing burden is defined by the Department of Housing and Urban Development as paying more than 30% of income for housing and is an indicator of both hardship and high cost of housing. Nearly half of these households earn less than $35,000. Refer to the Housing Chapter for information about the housing burden.

Disability

The disability rate in Kennebunkport is 15.7%, which is higher than the national rate of 12.7%.[26] Approximately 10% of the population ages 65-74 and 52% of the population age 75 year and over have a disability.[27] As the proportion of the elderly population in Kennebunkport increases, it is anticipated that the disability rate will also increase.

Veteran Population

Approximately 12% of the population age 18 or older are veterans[28]. Qualifying veterans ages 62 and older are eligible for a property tax exemption. A total of 121 post WWI veterans receive a property tax exemption.[29]

Center for Disease Control Social Vulnerability Ranking

Census tract 270, which comprises the Town of Kennebunkport, received an overall social vulnerability ranking of 0 to 0.25, which is the lowest category of vulnerability assigned by the Center for Disease Control (CDC). Several variables are included within this score. The tract's socioeconomic theme score, which is based on the population below poverty, unemployed, the median income, and population without a high school diploma, was 0.0254 on a 0 to 1 scale with 1 being the highest vulnerability. Under the household composition/disability category, tract 270 received a higher score of 0.3836. This metric is based on the population aged 65 or older, 17 or younger, civilians with a disability, and single parent households. Thus, it is not surprising that with its older population, the tract scored higher. Under the housing and transportation theme, with accounts for accounts for multi-unit structures, mobile homes, crowding, households without a vehicle, and group quarters, the tract scored 0.1700, indicating a low level of vulnerability. Lastly, in the race and language theme, which is based on the population that speaks English "less than well," the tract similarly had a low vulnerability score of 0.0028 (Source: CDC Social Vulnerability Index).

The vulnerability rankings indicate that social vulnerability is low in Kennebunkport. There is potential that this low vulnerability translates into a low supply and demand for social services and support. As a result, the individuals who do experience high vulnerability may not have access to the services and support they require locally.

[a] Note that the margin of error for this data is high due to the small sample size.

[b] The population for whom the poverty status is determined does not include people in institutional group quarters (such as nursing homes), college dormitories, military barracks, living situations without conventional housing, dormitories, or children under 15 living in foster care.

Obesity

Obesity is increasingly prevalent across the country. Maine's Interactive Health Data portal provides statistics on a range of health indicators, including physical activity, weight, and nutrition. The dashboard resports that, although trending downward, 29% of adults in Maine are obese and 36% are overweight. Furthermore, 15% of both middle and high school students in Maine are obese.[30] There are a number of factors that lead to obesity, some of which relate to the surrounding environment and accessibility to health food and opportunities for physical activity.

OTHER HEALTH INDICATORS

- THE LIFE EXPECTANCY IN YORK COUNTY IS 79.1, COMPARED TO 78.6 IN MAINE
- OVERDOSE DEATHS DUE TO SUBSTANCE USE INCREASED BY OVER 125% BETWEEN 2011 AND 2016
- LEADING CAUSES OF DEATH IN YORK COUNTY:
  #1: CANCER
  #2: HEART DISEASE
  #3: UNINTENTIONAL INJURIES
  #4: CHRONIC LOWER RESPIRATORY DISEASES
  #5: STROKE

Access to Health Food

The USDA's Food Atlas suggests that the population's access to food stores increased between 2010 and 2015 in York County.[31] Another positive trend is the increase in farms with direct food sales and the increase of farmers markets, which more than doubled between 2010 and 2016 in the county.[32] Concurrently, however, the number of households with no car and low access to food stores increased by around 15% from 2010 to 2015. Low access means that at least 500 persons and/or at least 33 percent of the population lives more than 1 mile from a supermarket or large grocery store.[33]

Opportunities for Physical Activity

Twenty percent of adults over age 20 in York County report that they do not engage in leisure-time physical activity.[34] Access to recreational opportunities, such as parks, trails, and health and fitness centers, also affect the wellbeing of the population. Refer to the Recreation and Natural Resources Chapters to learn about access to these amenities in Kennebunkport. The presence of safe places to walk or bike is critical to encouraging active transportation. Over the last decade, the awareness of the importance of designing streets for all users - not just automobiles – has grown. Complete streets, as these multi-user transportation routes are known, foster active transportation by providing welcoming, safe places for people to travel. More information on complete streets can be found in the Transportation Chapter.

Climate Change Vulnerability

Vulnerability to Hazards

Kennebunkport (census tract 270) ranks 'medium-low' on a Social Vulnerability Index (SoVI)[c] that ranks the ability to prepare for, respond to, and recover from hazards based on several socioeconomic variables.[35] While this score does not reflect the town's capacity to adapt to climate change specifically, it indicates the community's relatively strong ability to plan for and recover from hazards, such as more severe storms and other events associated with climate change. Figure 5-12 displays the SoVI ranking by census tract in the vicinity of Kennebunkport. Sixty percent of the census tracts in York County are ranked 'low' or 'medium low'.[36]

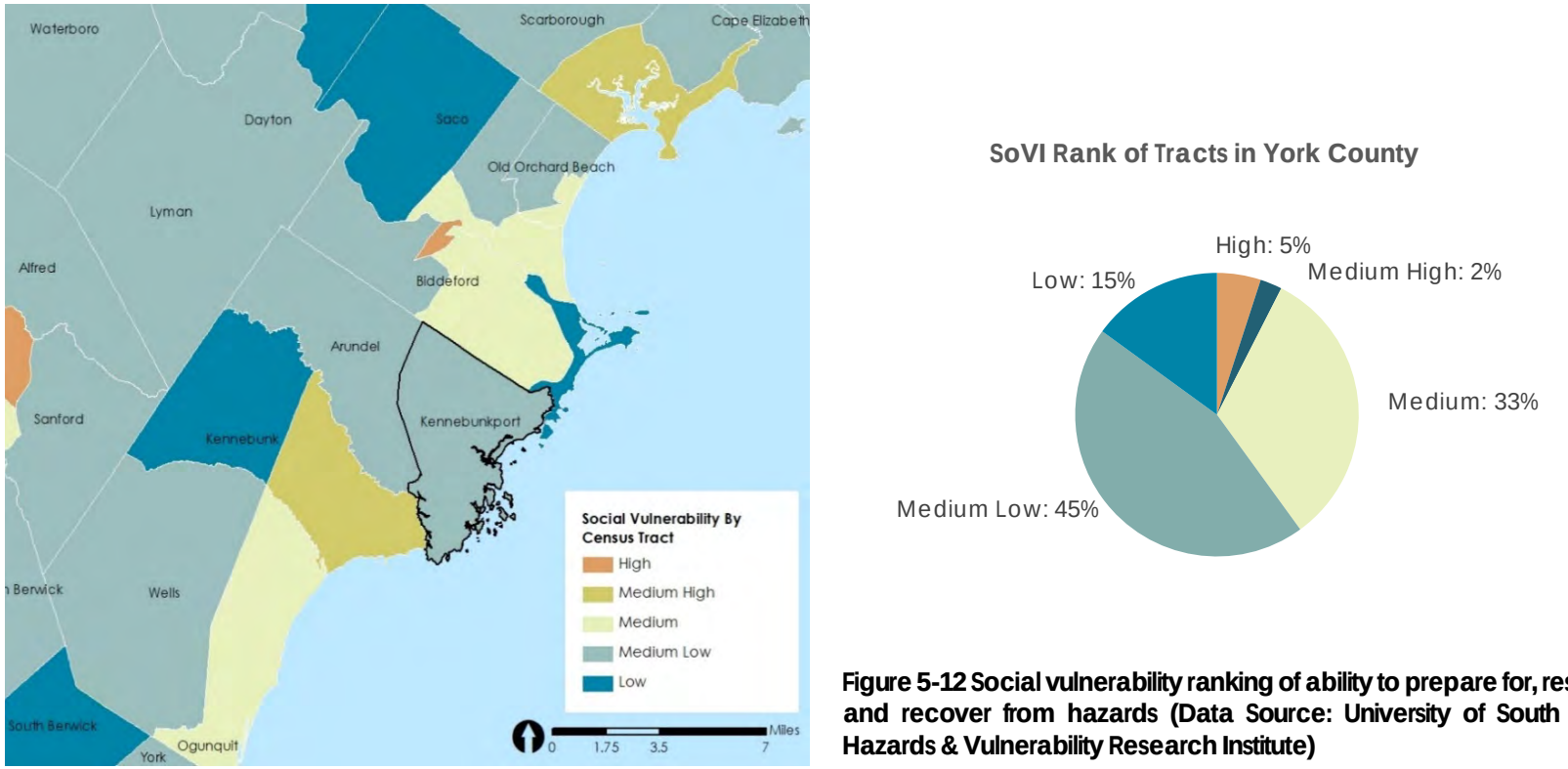

Figure 5-12 Social vulnerability ranking of ability to prepare for, respond to, and recover from hazards (Data Source: University of South Carolina Hazards & Vulnerability Research Institute)

[c] SoVI was developed by the University of South Carolina based on county level 2010-2014 data. The ranking is based off of 29 total variables that fall within the following eight categories: wealth, race (black) and social status, age (elderly), ethnicity (Hispanic) and lack of health insurance, special needs populations, service sector employment, race (Native American), and gender (female).

Coastal Population

Historical settlement patterns and desirable waterfront property have led to dense settlement along Kennebunkport's coastline and tidal Kennebunk River. The population that resides in coastal homes will become increasingly vulnerable to sea level rise and storm surge throughout this century. Flooding has the potential to result in damage to infrastructure and public and private property, road closures that limit travel and accessibility, and hazardous conditions that threaten the wellbeing of individuals. Figure 5-13 displays residential land use, the approximate location of residences, and impervious surfaces (buildings and roads) with the mean high water level and the low and high sea level rise and storm surge scenarios developed by the Maine Geological Survey: Highest astronomical tide plus 1.2 feet of sea level rise and storm surge and highest astronomic tide plus 10.9 feet of sea level rise and storm surge. These low and high scenarios encompass the range of possible sea level rise that is projected in Maine by the end of this century. Refer to Chapter 3 Land Use for information about the area of land that is vulnerable to development under each of six scenarios. A discussion of homes located within the FEMA floodplain, which are inherently vulnerable to flooding, is included in Chapter 5 Housing. The National Oceanic and Atmospheric Administration's Sea Level Rise Viewer to zoom in on aerial imagery and view properties that are impacted under sea level rise scenarios, visit: https://coast.noaa.gov/slr/#.

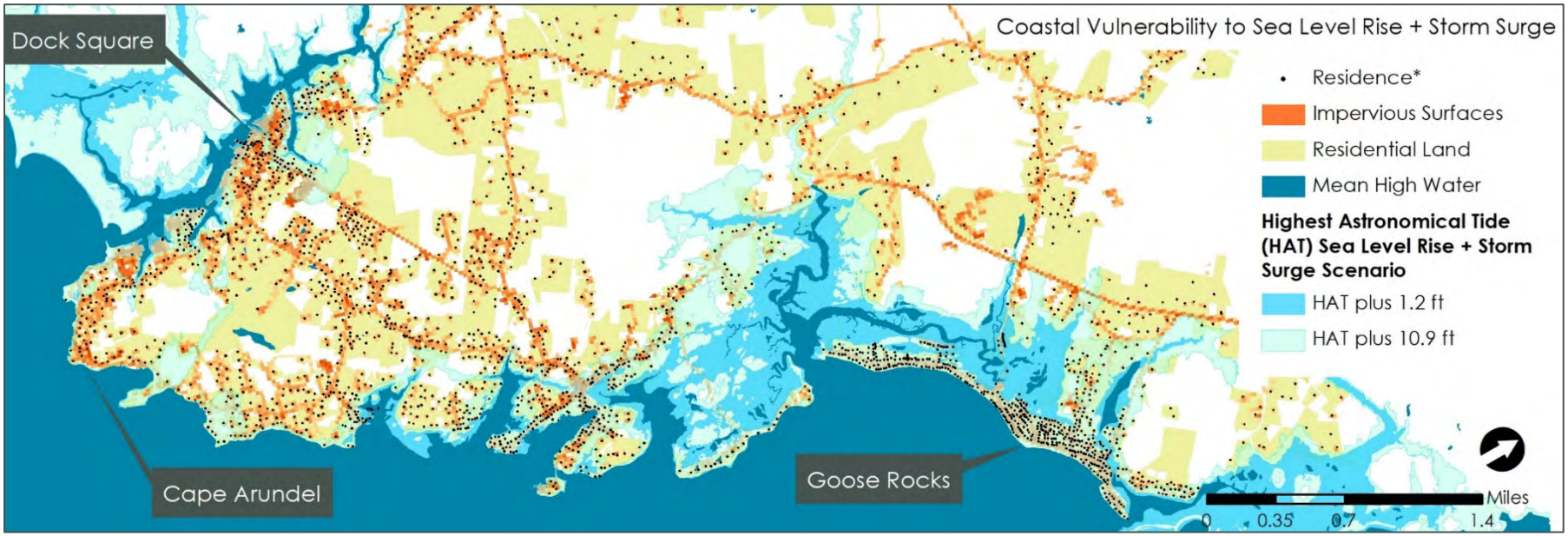

Figure 5-13 Residential land and impervious surfaces with low and high sea level rise scenarios. *The dots representing residences are derived from E-911 addresses and do not necessarily show the exact location of homes (Data Source: Maine Geological Survey, NOAA CCAP, Assessing Department)

Extreme Heat & Air Quality

Temperatures have increased by almost 3°F since the beginning of the 20th century[37] and Maine residents can expect to see temperatures continue to warm over this century due to climate change.

While warmer winters may be welcomed by some, prolonged heat waves and extreme heat events are a threat to public health. Certain segments of the population — including the very young, elderly, those with existing health problems, people without access to air conditioning, and individuals who work outside — will be particularly vulnerable to hotter temperatures. In addition to stroke and dehydration, extreme heat can lead to cardiovascular, respiratory and cerebrovascular disease.[38]

It is anticipated that warmer temperatures will increase the frequency of days with unhealthy levels of ground-level ozone, which increases risk of respiratory problems and premature death, as well as more hospital visits. [39] In addition, warmer temperatures coupled with higher primary productivity in plant associated with higher levels of carbon dioxide increase airborne allergens. [40]

While the asthma rate in Maine children (8.0%) is lower than that of the national average (8.4%), Maine's adult population has a considerably higher asthma rate (11.2%) than the national average (7.7%).[41] The Maine's high rates of asthma are likely caused by a number of factors, one of which is the state's location in the 'tail-pipe' of the US, where pollutants from across the country are deposited. Due to geographic and prevailing winds and currents, Maine residents may feel the effect of climate change impacts on air quality that occur across the nation.

Heat Index

By mid-century, the average number of days when the heat index is greater than or equal to 95°F is expected to be 13.5 days per year. This represents an increase of 238% compared to the beginning of the century (Source: Fernandez et al., Maine's Climate Future).

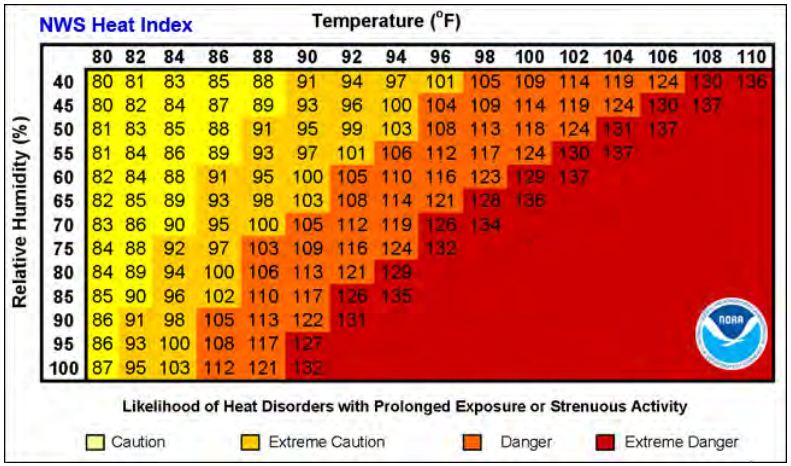

Figure 5-14 Heat Index (Source: National Weather Service)

Future Population

Between 2018 and 2038, Kennebunkport's population is projected to increase by approximately 13.8% from 3,639 to 4,140 people. Kennebunkport is projected to grow at a similar rate as York County. The state of Maine's popiulation is projected to increase by only 2.3% during this time.[42] Figure 5-15 displays the projected population change in five-year increments.

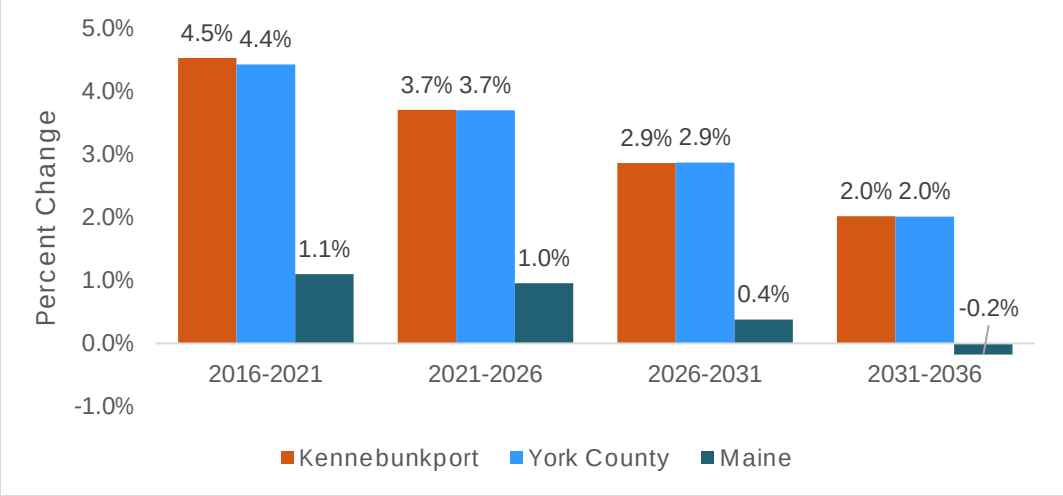

Figure 5-15 Percent of population change in five-year increments between 2018 and 2038 (Source: State of Maine Economist)

Assuming the projected increase of 501 people over the 20-year period from 2018 to 2038, the town can expect an average increase of 25 people per year. With a current average household size of 2.2 people per household,[d,43] an estimated 11-12 new units per year would be required to accommodate this growth. The town's high housing vacancy rate of 44.3% indicates that the existing housing stock may easily accommodate the relatively low rate of population growth that is projected.[44] However, a majority of vacancies are seasonal homes and seasonal rentals which may not be available or affordable to potential incoming residents.

Although the town's population is expected to increase, the stagnant state population may have implications for the local labor force and tourism industry in Kennebunkport. Lower unemployment rates, fewer federal H2B visas for foreign seasonal workers, and the aging population will likely exacerbate worker shortage associated with the lack of population growth, particularly in the service and tourism industry.

[d] Average household size is based on a weighted average of the average household size of owner- and renter-occupied housing units.

Age

Maine ranks highest in the nation with respect to the share if its population over age 65. The future population will be an older population. Factors including lower birth rates, movement of younger populations out of state, and the aging baby boomer population will continue this trend.

Figure 5-16 displays the age profile of York County in 2009, 2018, and the projected profile in 2038. The most dramatic change in the composition of the community over the next two decades is the increase of the population age 70 and older (Figure 5-17).

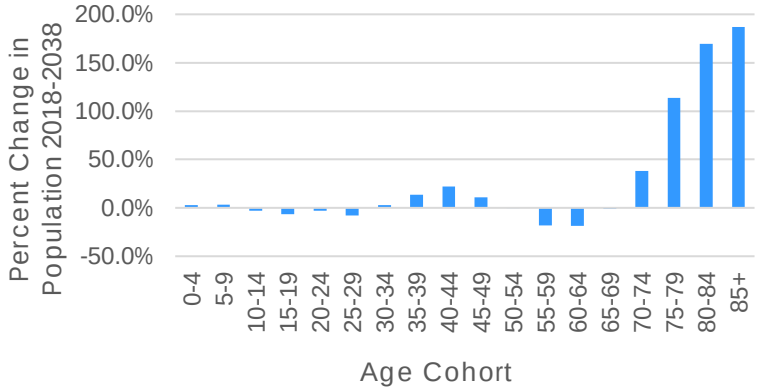

Figure 5-17 Percent change in population from 2018-2038 by age cohort (Source: State of Maine Economist)

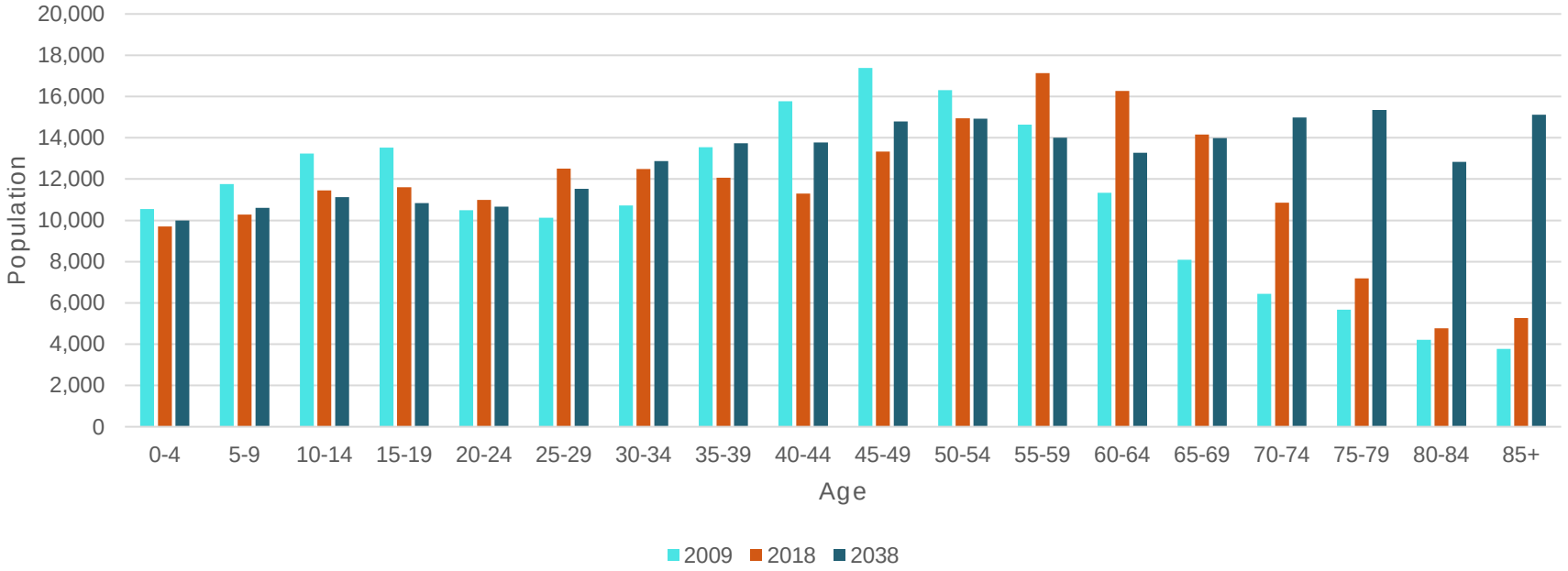

Figure 5-16 Past and projected age distribution for York County (Source: State of Maine Economist)

At the same time, the school age population (ages 0-19) in the county is projected to decline by 2% from 2018 to 2038.[45]

The decline in young people is likely to reinforce the downward trend in total school enrollment in Kennebunkport. However, the projections suggest that a bump in the 0-4-year-old cohort in the early 2020s will boost enrollment in this class as they move through the school system (Figure 5-18). If future cohorts follow this trend, the school age population and enrollment may begin to rebound.

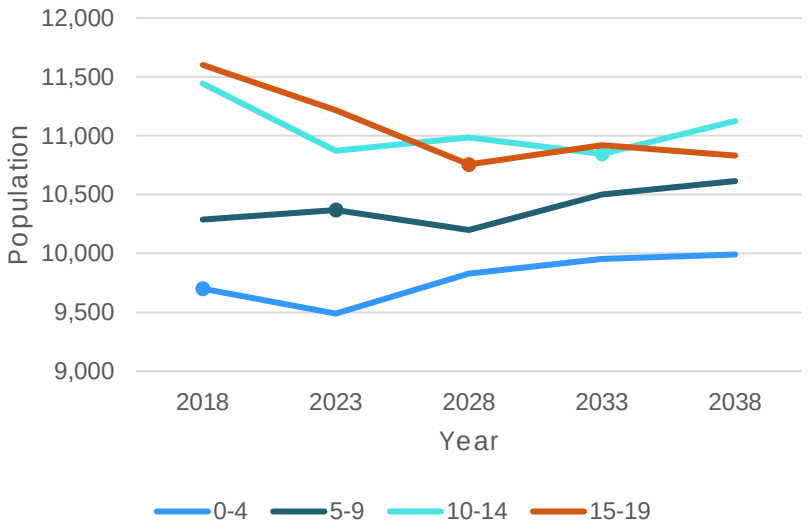

Figure 5-18 Projected change in school aged population (under age 19) in York County. Dots represent movement of the cohort of the population that is ages 0-4 in 2018 (Source: Maine State Economist).

In and Out Migration

A number of internal and external factors — such as housing affordability, services and resources, vacant housing, developable land, local and regional job opportunities, birth and death rates, socio economic unrest, and climate change — will impact population change in Maine and people moving to and from Kennebunkport.

Attracting and retaining a younger demographic is a key challenge that Kennebunkport faces. Communities that provide high quality and diverse housing options, amenities such as services, restaurants, and parks, and local employment opportunities will be better positioned to attract this population.

Attracting Young Adults

The State has developed incentives to attract and retain young people. Programs such as the Educational Opportunity Tax Credit, which offers a credit to individuals who live, work, and pay taxes in Maine after graduation, have been developed by the State to combat the outward migration of young adults from Maine.

One effect of Maine's welcoming of international refugees is an increase in both the diversity of the state's population and an increase in younger working people and families. Similar to attracting younger people, providing affordable housing, local jobs, and a high quality of life will influence the town's ability to grow a year-round population and workforce.

Aging in Place

As the elderly population grows, there will be a greater demand for different housing options that allow residents to age in place rather than move from their town. The demand for social and medical services and transportation assistance will also increase. Residents who are not able to find smaller homes, condominiums, and communities that offer assisted living will likely face no other alternative than moving from Kennebunkport.

Climate Migrants

In the coming years, climate change will impact some regions of the United States more severely than others. For example, Gulf Coast states will experience storms and flooding of great intensity, the Southwest will struggle to provide sufficient potable water to support its population, and western states such as California will continue to face wildfires on a large scale.

In contrast, a state like Maine with ample water supplies and a temperate climate will likely attract migrants fleeing other parts of the US. By and large, the migrants will be US citizens, and those who are affluent may displace Mainers who are less so.

Concurrently, a rising sea will force some Kennebunkport residents to seek higher ground within the town and elsewhere.

Planning to accommodate these migrants while enabling local residents to remain in the community is a new challenge the community will face.

[1] US Census 2020
[2] US Census 2000, 2010, 2020
[3] Town of Kennebunkport 2017 Annual Report.
[4] ACS 2020 5-year estimates
[5] Ibid.
[6] Toan of Kennebunkport 2020 Annual Report
[7] Town of Kennebunkport 2010, 2021 Annual Reports
[8] Enrollment data provided by RSU 21 via email from Shelly Allen, February 3, 2020.
[9] Hawes, k. Consolidated School Enrollment trends. 2015.
[10] Seacoastonline, June 7, 2018
[11] Enrollment data provided by RSU 21 via email from Shelly Allen, February 3, 2020.
[12] ACS 2020 5-year estimates
[13] Ibid.
[14] Ibid.
[15] Ibid.
[16] Ibid.
[17] Bureau of Labor Statistics. Local Area Unemployment Statistics. Labor Force Data by County. 2021.
[18] Bureau of Labor Statistics. Local Area Unemployment Statistics. Expanded State Employment Status Demographic Data. 2021.
[19] ACS 2010, 2015, 2020 5-year estimates
[20] ACS 2020 5-year estimates
[21] Ibid.
[22] Ibid.
[23] Ibid.
[24] Ibid.
[25] Ibid.
[26] Ibid.
[27] Ibid.
[28] ACS 2020 5-year estimates
[29] 2020 Municipal Valuation Return Statistical Summary. Available: https://www.maine.gov/revenue/sites/maine.gov.revenue/files/inline-files/2020mvrstats.pdf
[30] Maine Interactive Health Data. Community Health Needs Assessment portal. Available: https://www.maine.gov/dhhs/mecdc/phdata/MaineCHNA/maine-interactive-health-data.shtml
[31] United States Department of Agriculture (USDA) Economic Research Services. Food Atlas. Available: https://www.ers.usda.gov/data-products/food-environment-atlas/go-to-the-atlas/
[32] Ibid.
[33] Ibid.
[34] County Health Rankings & Roadmaps. Maine 2019. Physical Inactivity. Available: https://www.countyhealthrankings.org/app/maine/2019/measure/factors/70/map
[35] University of South Carolina College. Hazards & Vulnerability Research Institute. Social Vulnerability Index. 2010-2014. Available: http://artsandsciences.sc.edu/geog/hvri/sovi%C2%AE-0
[36] United States Department of Agriculture (USDA) Economic Research Services. Food Atlas. Available: https://www.ers.usda.gov/data-products/food-environment-atlas/go-to-the-atlas/
[37] National Oceanic and Atmospheric Administration (NOAA) National Centers for Environmental Information (NCEI) (2017) State Climate Summaries. Maine. https://statesummaries.ncics.org/chapter/me/
[38] Environmental Protection Agency. Climate Impacts on Human Health. Available: https://19january2017snapshot.epa.gov/climate-impacts/climate-impacts-human-health_.html#ref3
[39] Ibid.
[40] Ibid.
[41] Maine Division of Disease Prevention. Asthma in Maine. Available: https://www.maine.gov/dhhs/mecdc/population-health/mat/asthma-information/asthma-in-maine.shtml
[42] Maine Department of Administrative and Financial Services. State Economist. Demographic Projections. Available: https://www.maine.gov/dafs/economist/demographic-projections
[43] ACS 2020 5-year estimates
[44] Ibid.
[45] Maine Department of Administrative and Financial Services. State Economist. Demographic Projections. Available: https://www.maine.gov/dafs/economist/demographic-projections

Chapter 6

Housing

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2

May 2022

The Heritage Housing Trust was established by local residents in 2019. The trust's stated purpose is "to acquire land and properties for the purpose of building permanently affordable community housing and to provide ongoing stewardship of properties through a ground leasing model to ensure their perpetual affordability." The trust's near-term goal is to build 25 permanently affordable homes by 2025. The Trust is funded entirely by private donations.

Growth in Housing Stock

1980 to 2020

The growth in housing units in Kennebunkport has occurred at a steady pace over the course of the past forty years.

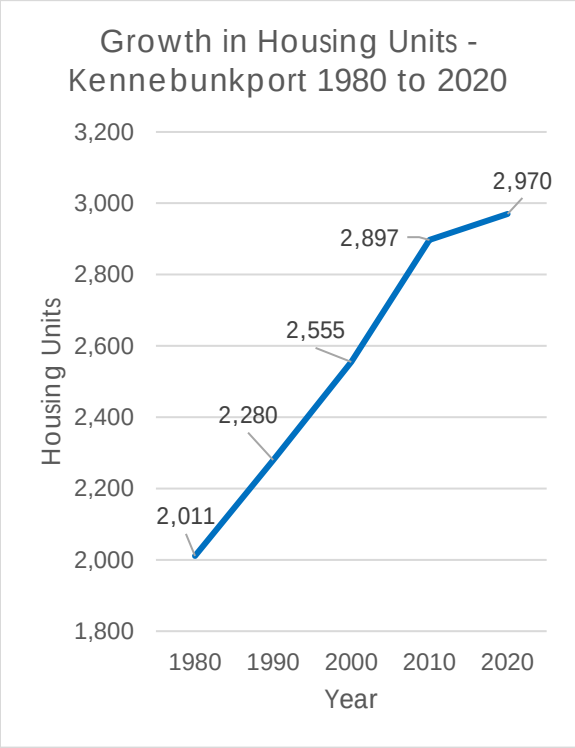

Figure 6-1 Growth in housing units in Kennebunkport from 1980 to 2020 (Source: US Decennial Census, 1980 - 2020)

Some of that consistency may be due to the Town's annual limits (since 2003) on the issuance of building permits for new dwellings. The Town limits the number of new dwelling units that may be constructed in any one year by requiring a Growth Management Permit for each new dwelling. The number of such permits issued in each calendar year is limited via a schedule set forth in Section 11.12 of the Zoning Ordinance, as discussed in Chapter 4 Existing Land Use. A closer look at permits issued for new dwellings since 2013, and their locations, is displayed in Figure 6-2 below.

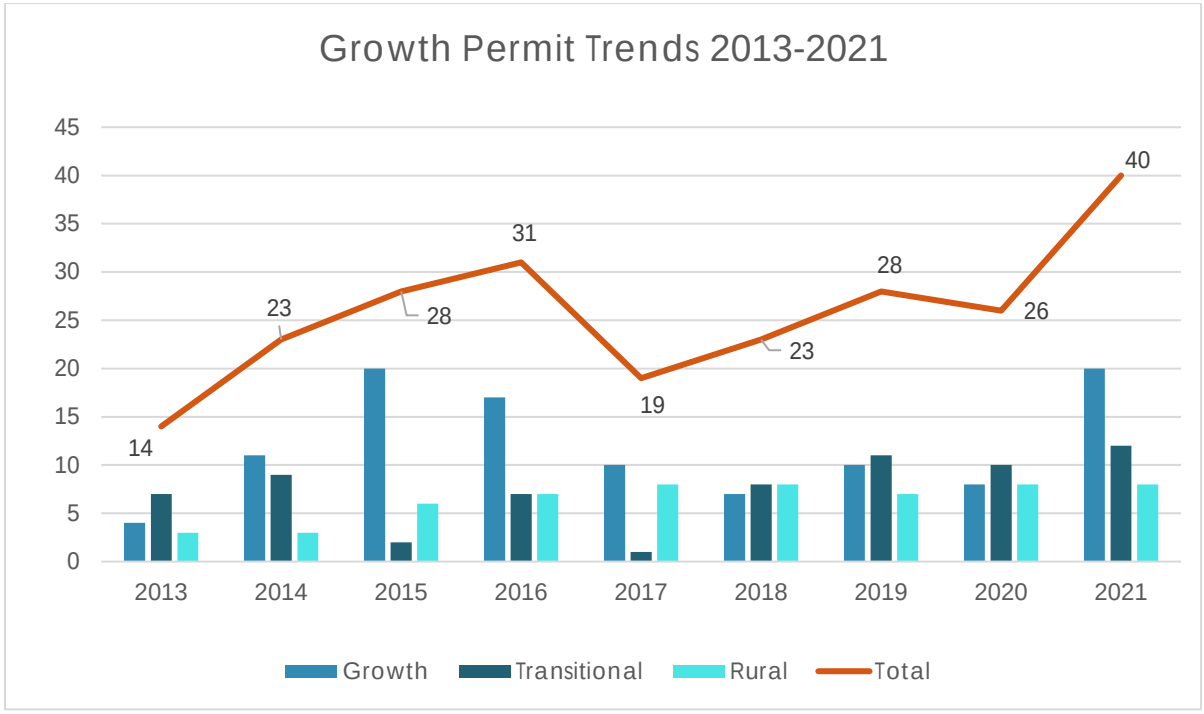

Figure 6-2 Growth Management Permits issued in Kennebunkport from 2013 to 2020 (Source: Kennebunkport Planning Department)

Two classes of dwellings are exempt from the requirement to obtain a Growth Management Permit: 1) Elderly housing constructed, operated, subsidized or funded by the state or federal government, and 2) Accessory apartments that meet the specifications set forth in section 7.1 of the Zoning Ordinance.

Housing Growth in the Region 1990 to 2020

The table and chart to the right display Kennebunkport's housing growth rate in the context of neighboring municipalities.

Note that the data on the previous page is derived from two sources, the federal decennial census, and the Kennebunkport Planning Department (2010 - 2021). The former is usually reliable, while the latter warrants high confidence as to its accuracy.

Table 6-1 Housing unit growth in the immediate region, 1990 to 2020 (Source: US Decennial Census, Table H1)

	1990	2000	2010	2020	Growth 2000 to 2020	Growth 2000 to 2020
Arundel	1,036	1,415	1,692	1,952	537	37.9%
Lyman	1,473	1,749	2,067	2,187	438	25.0%
Dayton	425	663	753	831	168	25.3%
Kennebunk	4,021	4,985	5,906	6,254	1,269	25.5%
York County	79,941	94,234	105,773	112,198	17,964	19.1%
Saco	6,826	7,424	8,508	9,486	2,062	27.8%
Kennebunkport	2,244	2,555	2,897	2,970	415	16.2%
Wells	5,217	7,794	8,557	9,366	1,572	20.2%
Biddeford	9,051	9,631	10,064	10,686	1,055	10.9%
Ogunquit	1,469	2,114	2,009	2,104	-10	-0.5%

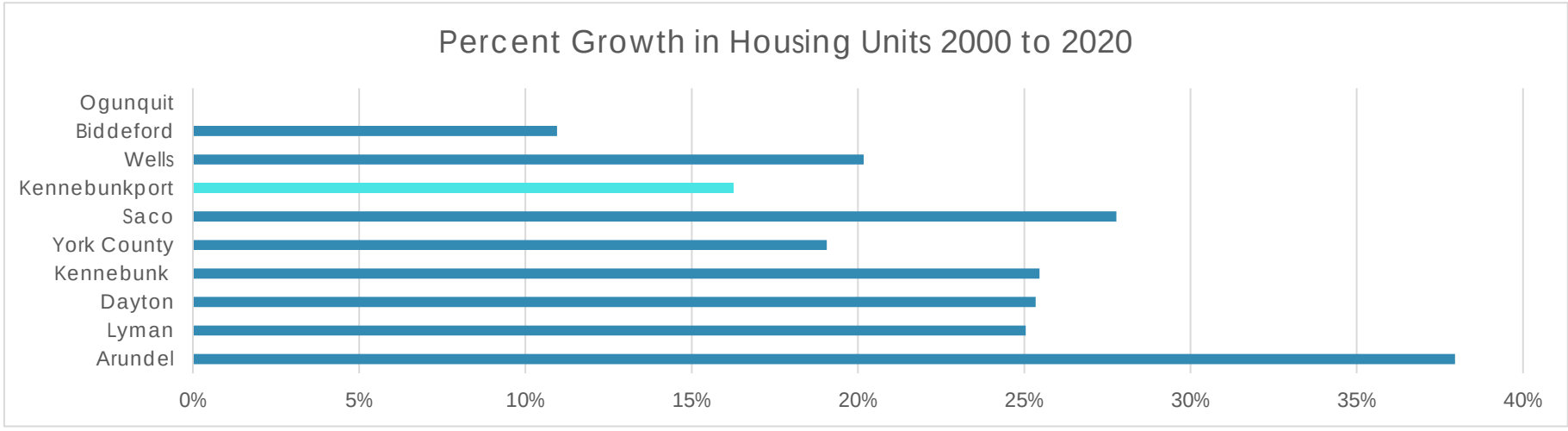

Figure 6-3 Housing Unit Growth, 2000 to 2020 (Source: US Decennial Census, Table H1)

Occupancy Trends

In comparison to York County, Kennebunkport has a substantially higher percentage of year-round, owner-occupied dwellings (87% vs. 74%), as seen below.

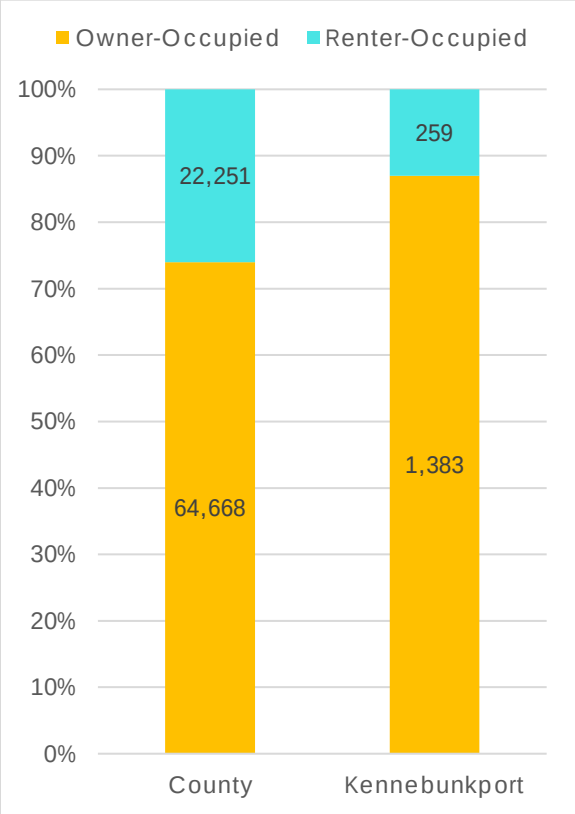

Figure 6-4 Occupied Housing Units: Year-Round, Owner-Occupied vs. Renter Occupied (Source: 2020 ACS 5-Year Estimates, Tables S1101 & S2501)

Kennebunkport's occupancy trends over the past 40 years are shown below.

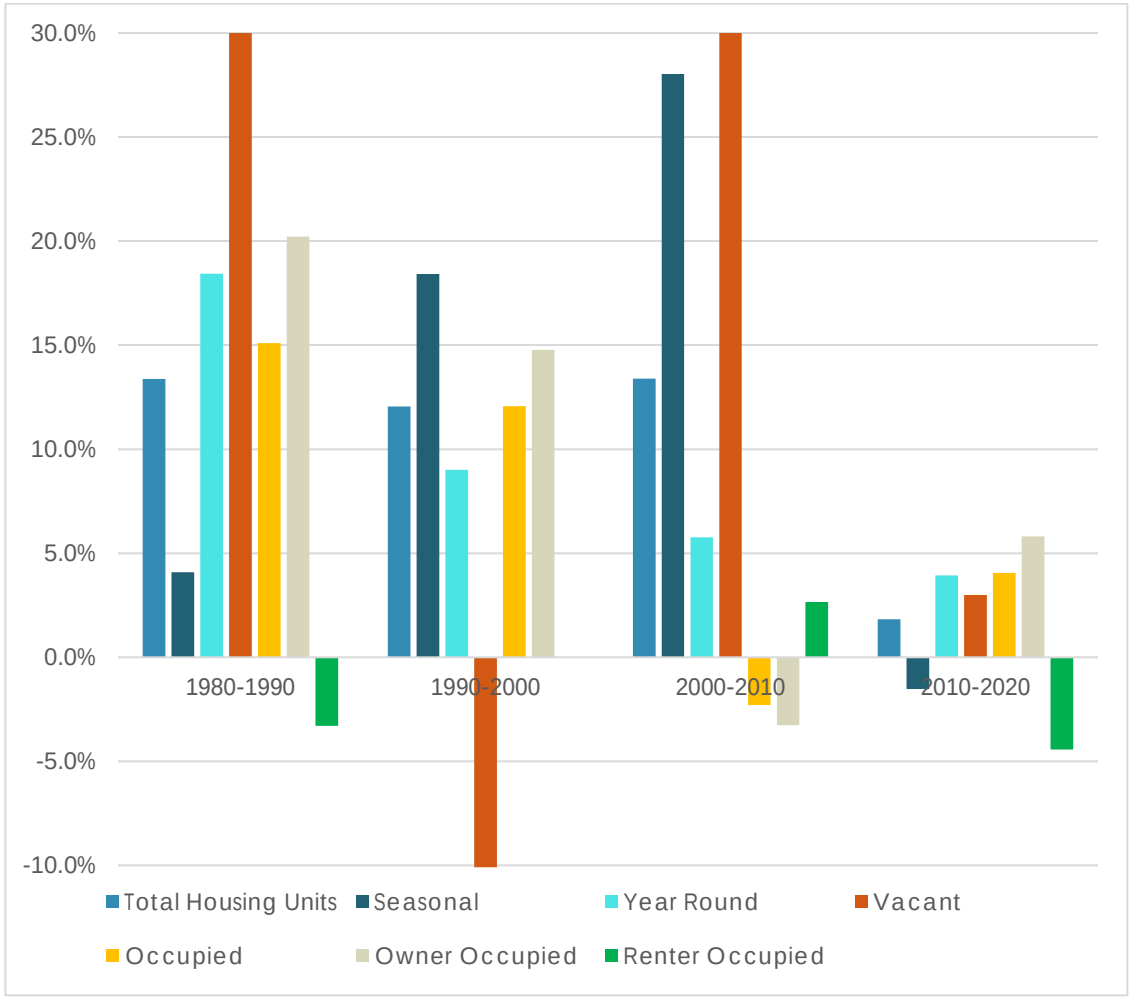

Figure 6-5 Average annual percent change in occupancy type from1980 to 2020. The 2020 data is derived from ACS estimates. (Source: US Decennial Census and 2020 ACS 5-Year Estimates, Tables DP04 and S1101)

As seen above, the trend reflects a decreasing percentage of year-round dwelling units and owner occupied units.

Housing Types & Household Sizes

Kennebunkport has a substantially higher percentage of detached, single-family homes than does York County (92% vs. 69%) as shown in the table below. Kennebunkport's stock of attached dwelling units and mobile homes is at a smaller percentage than that of the county as a whole, as seen below.

Table 6-2 Units in Structure (Source: 2020 ACS 5-Year Estimates, Table B25024)

Units in Structure	Kennebunkport		York County	
1 unit detached	2,714	92.0%	76,726	69.1%
1 unit attached	63	2.1%	4,014	3.6%
2 units	73	2.5%	7,113	6.4%
3 or 4 units	26	0.9%	6,516	5.9%
5 to 9 units	28	0.9%	3,903	3.5%
10 to 19 units	33	1.1%	1,601	1.4%
20+ units	0	0.0%	4,008	3.6%
Mobile home	13	0.4%	7,156	6.4%
Boat, RV, van	0	0.0%	30	0.0%

Figure 6-6 to the right shows the number of bedrooms in dwelling units in Kennebunkport and York County. Compared with York County, Kennebunkport homes tend to have fewer 2 & 3-bedroom configurations, and are more likely to have 1, 4 or 5 bedrooms.

The 2020 ACS indicates that the median number of rooms in a Kennebunkport household is 6.4, and that the average household size (owner-occupied) was 2.25. In comparison, York County figures are 5.5 and 2.45, respectively (Table DP04).

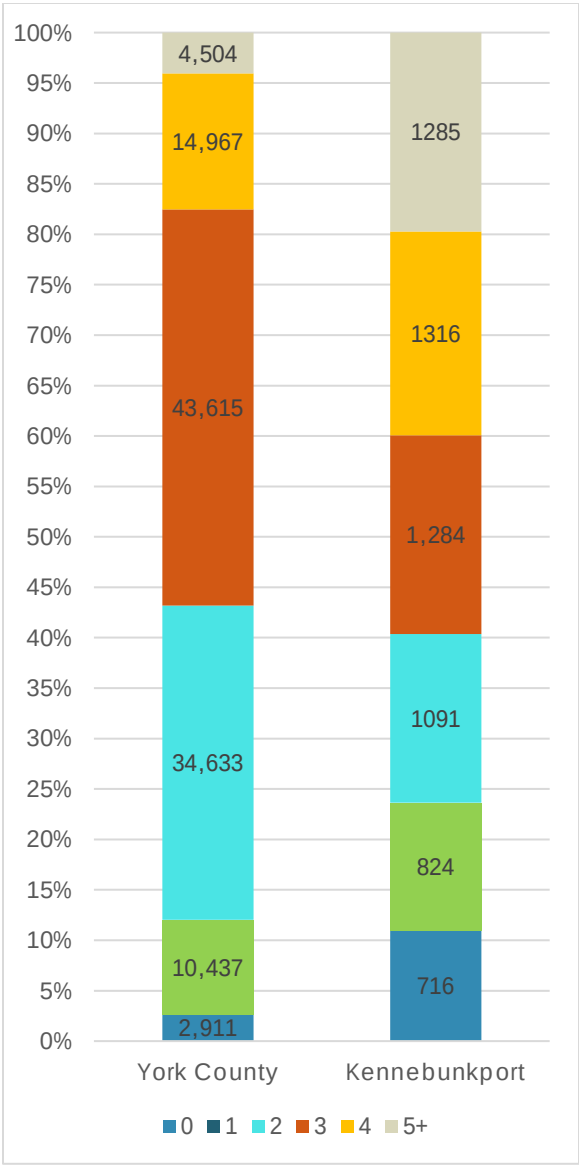

Figure 6-6 Number of bedrooms per dwelling unit (Source: 2020 ACS 5-Year Estimates, Table B25041)

Age of Buildings

Kennebunkport homes are more likely to have been built prior to 1940 than in York County as a whole.

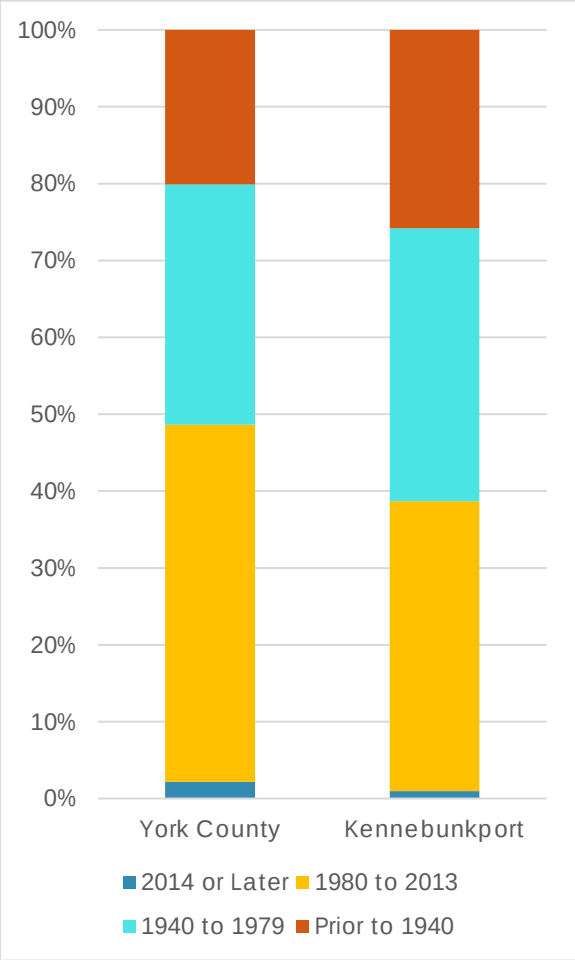

Figure 6-7 Year structure built (Source: 2020 ACS 5-Year Estimates, Table DP04)

Figure 6-7 (left) indicates that 60% of Kennebunkport buildings were constructed prior to 1980. Federal law prohibited the sale of lead paint in 1978. In general, buildings constructed in the 20th century and the latter half of the 19th century when fossil fuels were abundant and inexpensive tend to be less energy efficient than those constructed in recent years. The chart below shows the types of fuel utilized to heat homes. In this instance, the comparison was expanded to display consumption patterns in other New England states.

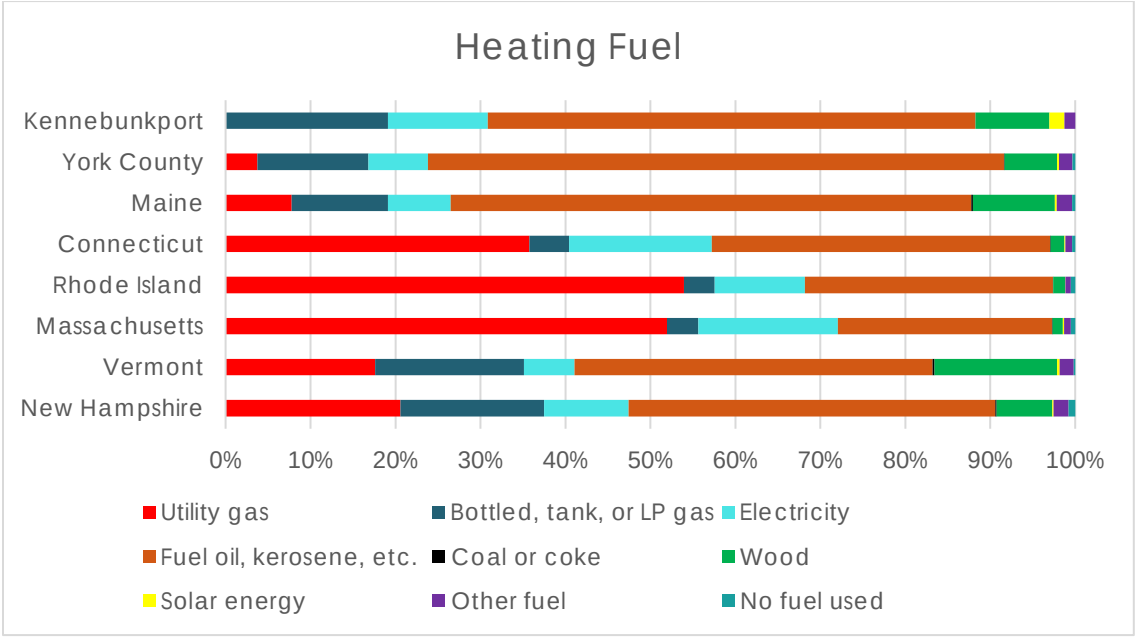

Figure 6-8 House heating fuel (Source: 2020 ACS 5-Year Estimates, Table DP04)

The chart above reveals that Maine is more dependent on heating oil than the other five New England states, and that the prevalence of liquified petroleum (LP) gas in Kennebunkport is greater than in the county and state.

In June 2019, Maine enacted a law (LD 1766) that would incentivize the installation of electric-powered heat pumps to replace residential heating systems that rely on fossil fuels. The state set a goal of installing 100,000 new heat pumps by 2025.

Home Values

According to ACS data, the median value of owner-occupied dwellings in Kennebunkport ($410,400) is higher than in York County ($260,800) and statewide (median = $198,000). Home values for all three geographical categories are displayed in Figure 6-10.

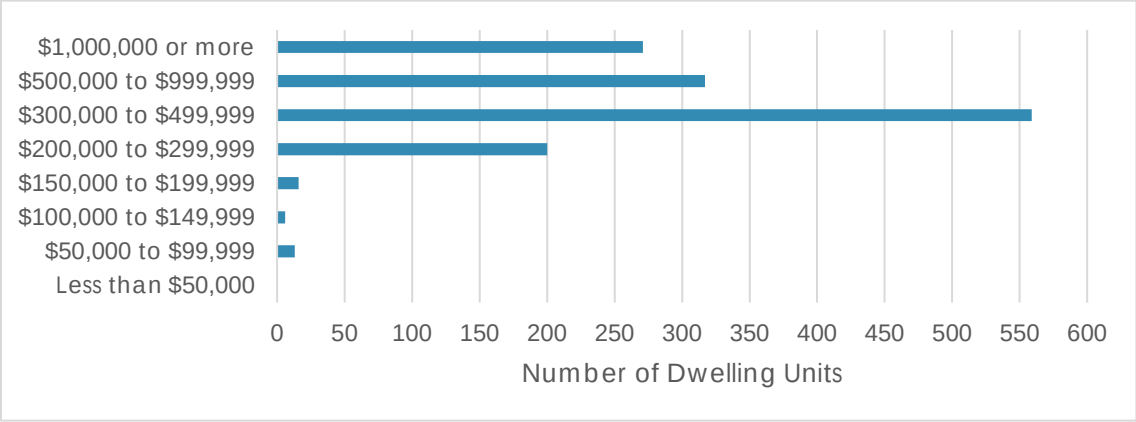

Figure 6-9 Value of owner-occupied dwelling units in Kennebunkport (Source: 2020 ACS 5-Yr Estimates, Table DP04)

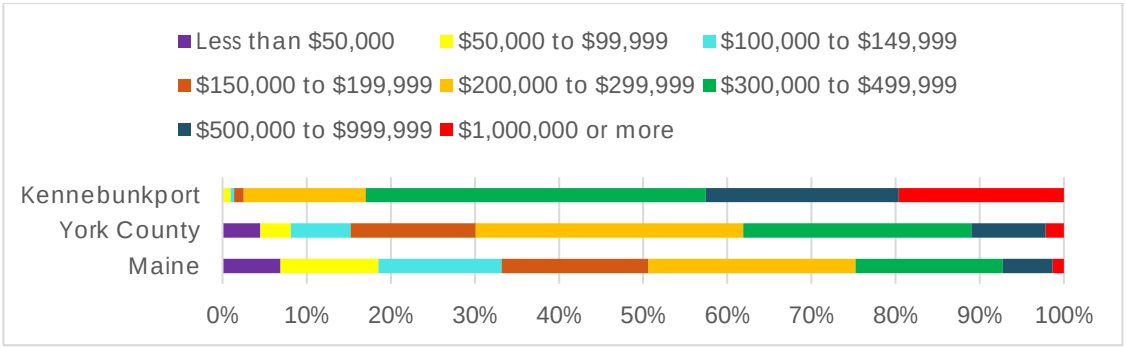

Figure 6 -10 Value of owner-occupied dwelling units in Kennebunkport, York County & Maine

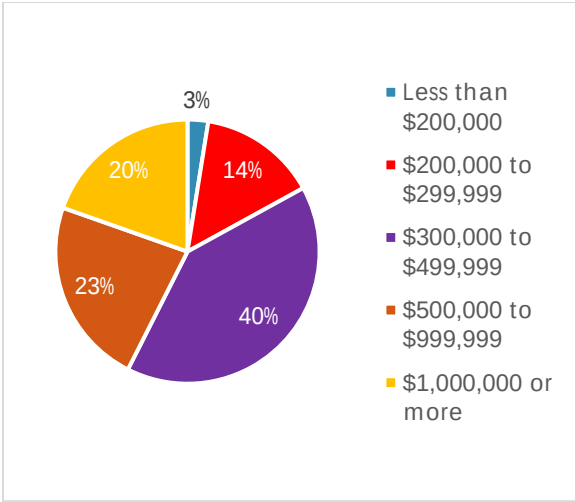

Figure 6-11 Value of owner-occupied homes in Kennebunkport (Source: 2020 ACS 5-Year Estimates, Table DP04)

Sale Price

A housing assessment conducted by Camoin Associates in 2017 included sales data from local realtors that indicate that home sale prices in Kennebunkport tend to be substantially higher than the assessed values. The study found that the average sale prices were $696,000 in Kennebunkport, $425,000 in Kennebunk, and $304,000 in Wells.

Homeownership Costs

The median monthly costs of homeownership (mortgage payments, utilities, property taxes) are displayed in Figure 6-12 below. A comparison of homeownership costs in Kennebunkport and York County shows that Kennebunkport homeowners with mortgages are likely to be paying a higher monthly payment than their counterparts across the county, however there is little difference among those without a mortgage.

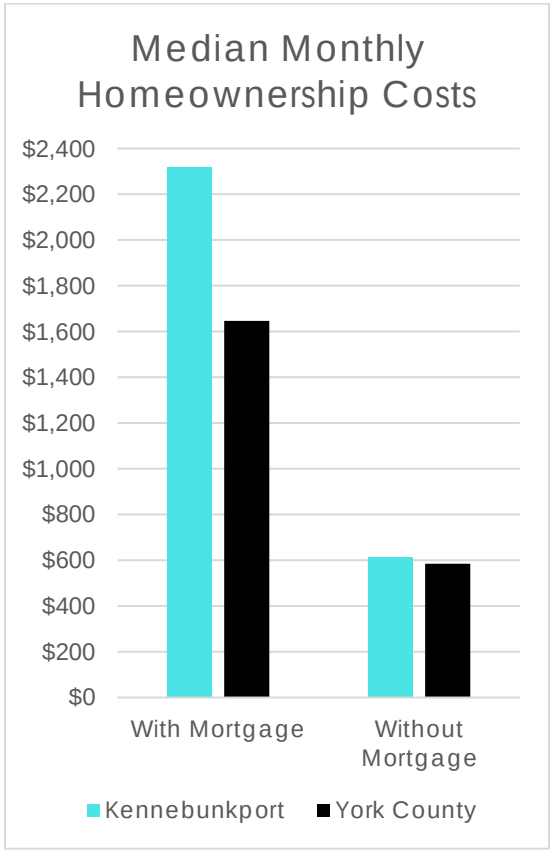

Figure 6-12 Median monthly homeownership costs (Source: 2020 ACS 5-Year Estimates, Table DP04)

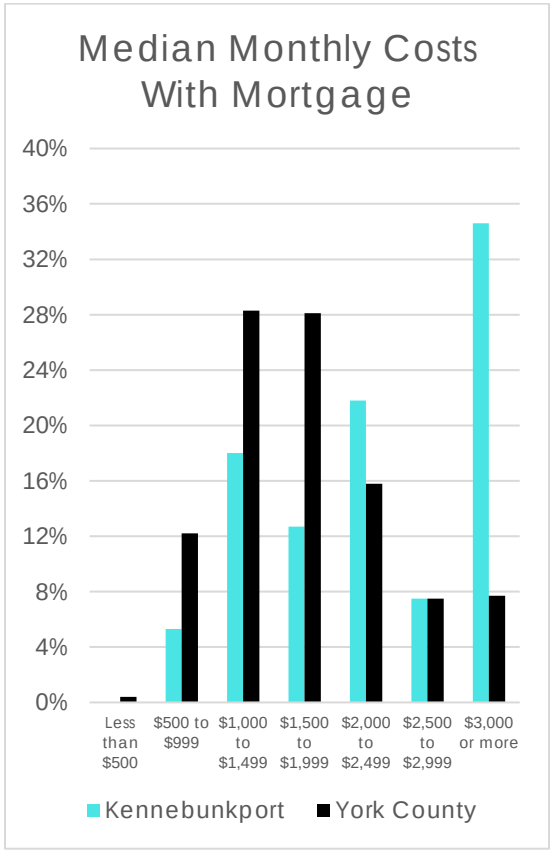

Figure 6 -13 Median monthly homeownership costs of homeowners with a mortgage (Source: 2020 ACS 5-Year Estimates, Table DP04)

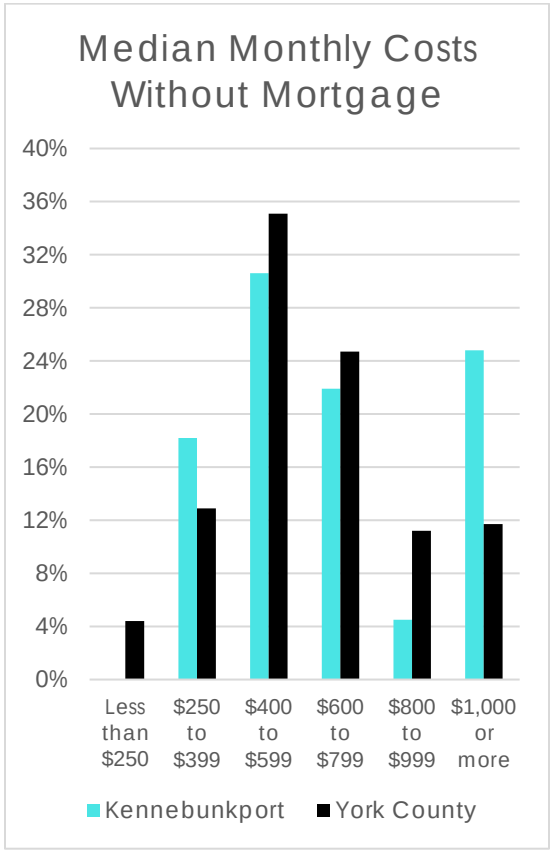

Figure 6 -14 Median monthly homeownership costs of homeowners without a mortgage (Source: 2020 ACS 5-Year Estimates, Table DP04)

Homeownership Costs as Percent of Income

The charts below depict the percentage of household income expended on a homeowner's housing related expenses. The top chart reflects costs incurred by homeowners with a mortgage; the lower chart depicts those without a mortgage.

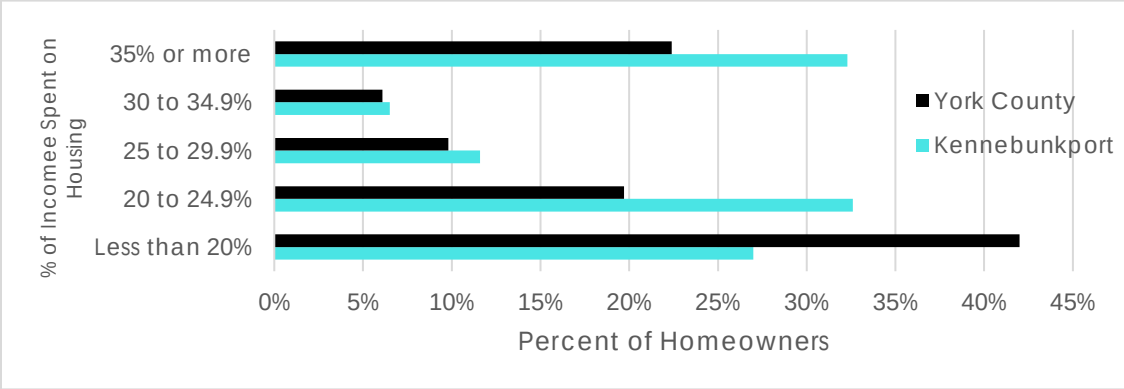

Figure 6-15 Selected Monthly Owner Costs as a Percentage of Median Income, Housing Units with a Mortgage (Source: 2020 ACS 5-Year Estimates, Table DP04)

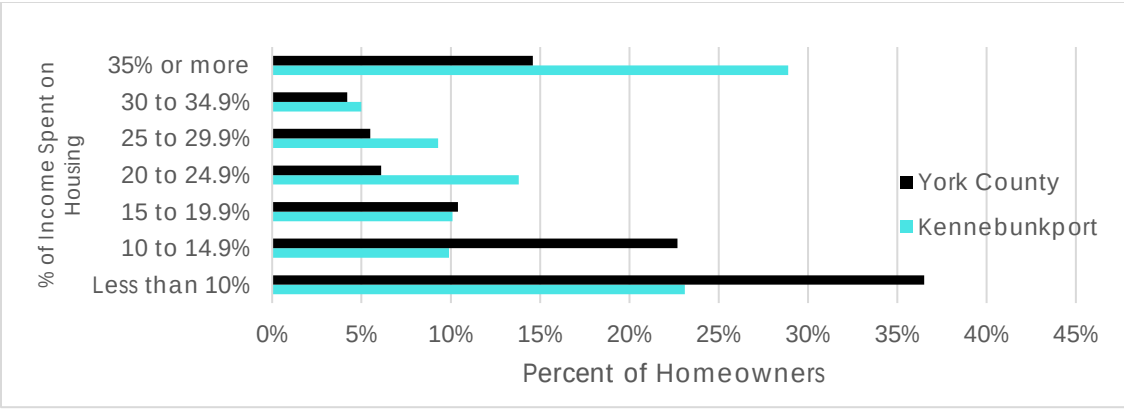

Figure 6-16 Selected Monthly Owner Costs as a Percentage of Median Income, Housing Units without a Mortgage (Source: 2020 ACS 5-Year Estimates, Table DP04)

The US Department of Housing & Urban Development (HUD) gauges affordability by the percentage of household income that is dedicated to housing related expenses such as mortgage payments, property taxes, insurance and utilities. HUD's guidelines designate costs in excess of 30% of median income to be unaffordable. This benchmark has been widely adopted among state and federal agencies.

As seen in Figure 6-15, 39% of Kennebunkport homeowners with a mortgage, and 28% of York County homeowners with a mortgage, are paying 30% or more of their household income toward housing costs.

Figure 6-16 depicts homeowners without a mortgage. The financial burden is less, as 34% or Kennebunkport homeowners and 19% of York County homeowners are paying over the 30% threshold.

Percent of Income Spent on Housing

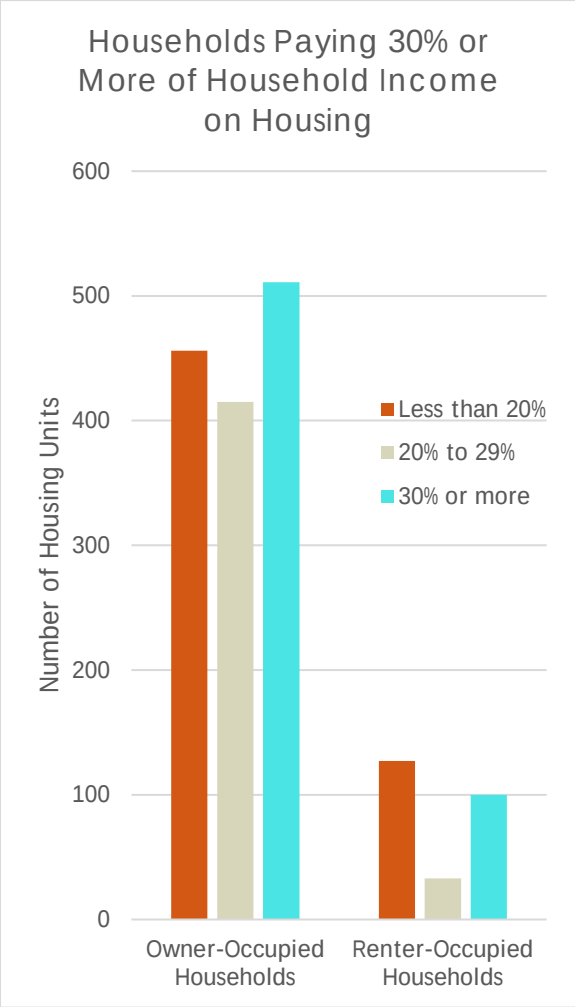

Figure 6-17. Kennebunkport Households paying 30% or more of household income on housing (Source: 2020 ACS 5-Year Estimates, Table S2503)

An estimated 37% of Kennebunkport households spend 30% or more of their household income on housing expenses. These expenses include mortgages, fees, insurance, rent, insurance, and utilities.

Figure 6-17 (left) shows the number of both owner-occupied and renter-occupied households that spend less than 20%, 20% to 29%, and 30% or more of their income on housing. Among those Kennebunkport households where 30% more of household income is spent on housing, Figure 6-18 below displays this data by income brackets.

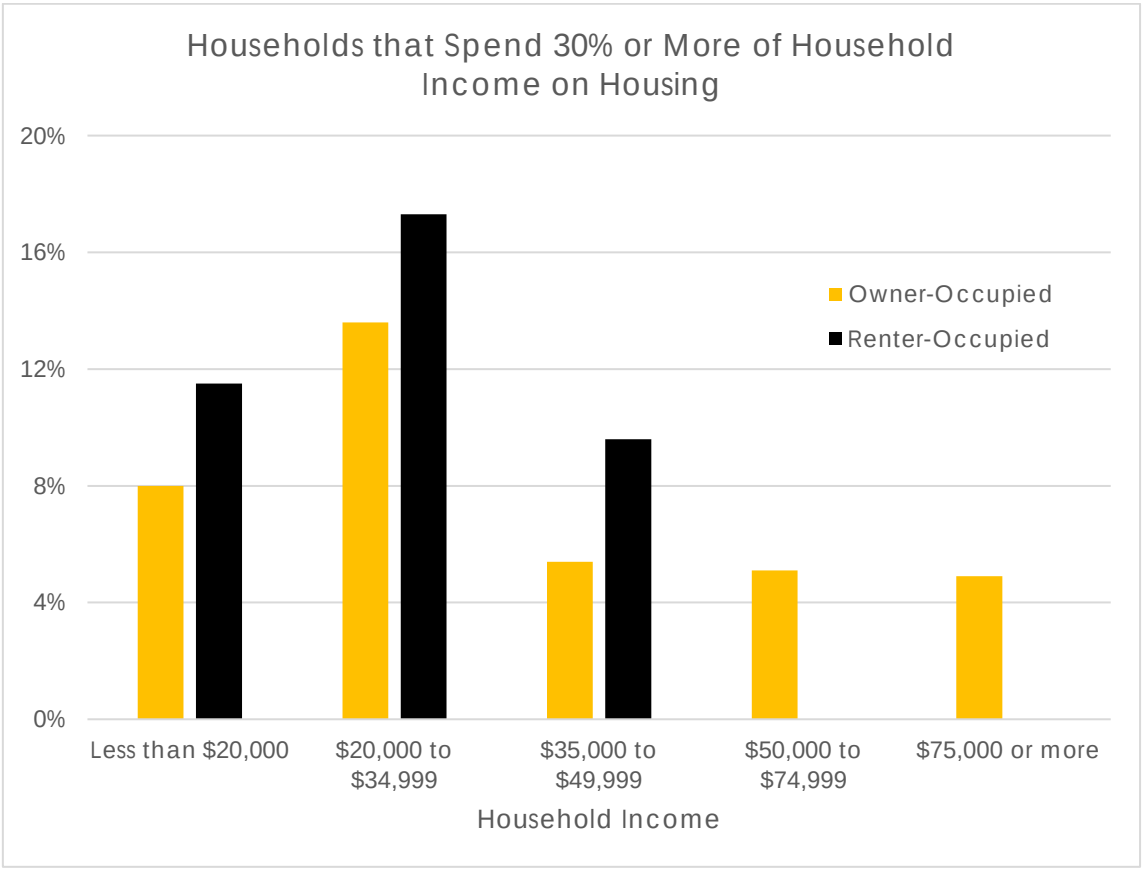

Figure 6-18. Households that spend 30% or more of household income on housing, displayed via income brackets (Source: 2020 ACS 5-Year Estimates, Table S2503)

Rental Units

As shown in Figure 6-5, 13% of year-round dwelling units in Kennebunkport are rentals, compared to 26% in York County. Rents tend to run higher in Kennebunkport than in the county as a whole, as seen in Figure 6-19. In Kennebunkport, 79% of monthly rents are $1,000+, compared to 52% in York County.

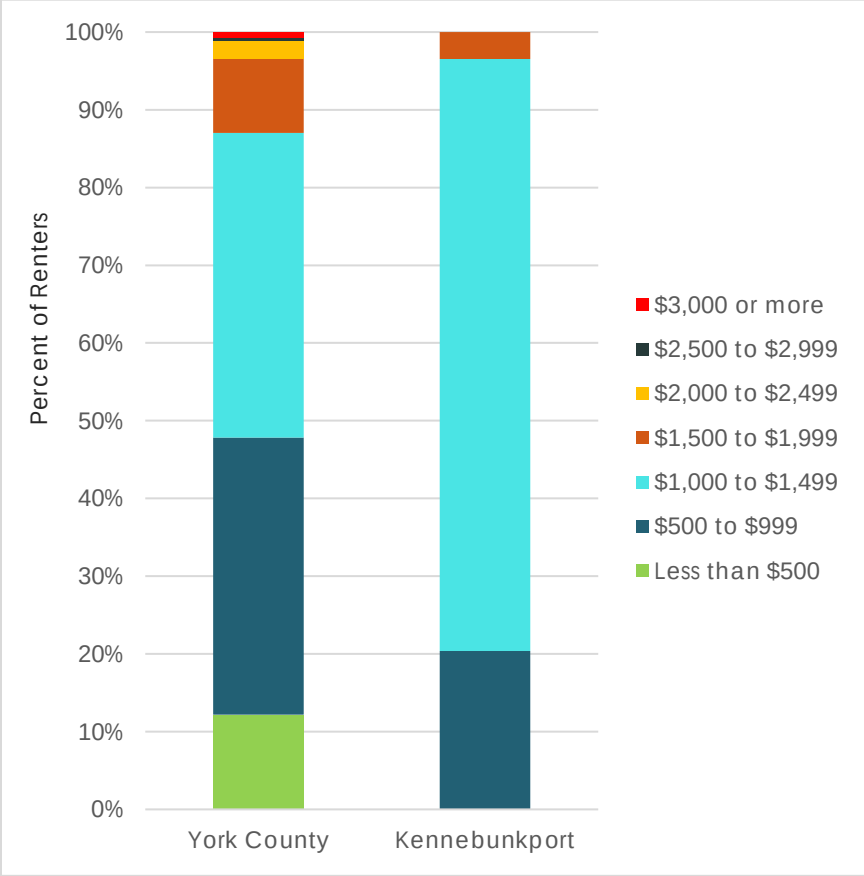

Figure 6-19 Gross monthly rent (Source: 2020 ACS 5-Year Estimates, Table DP04)

Housing Burden for Renters

The median rent in Kennebunkport is $1,102, and $1,022 in York County, as per the 2020 ACS.

As seen in Figure 6-20 below, a substantial percentage of renters in both York County and Kennebunkport are paying housing costs higher than HUD's 30% threshold. In the county, 35% of renters are over the HUD threshold, while in Kennebunkport, 32% of renters fall into that category.

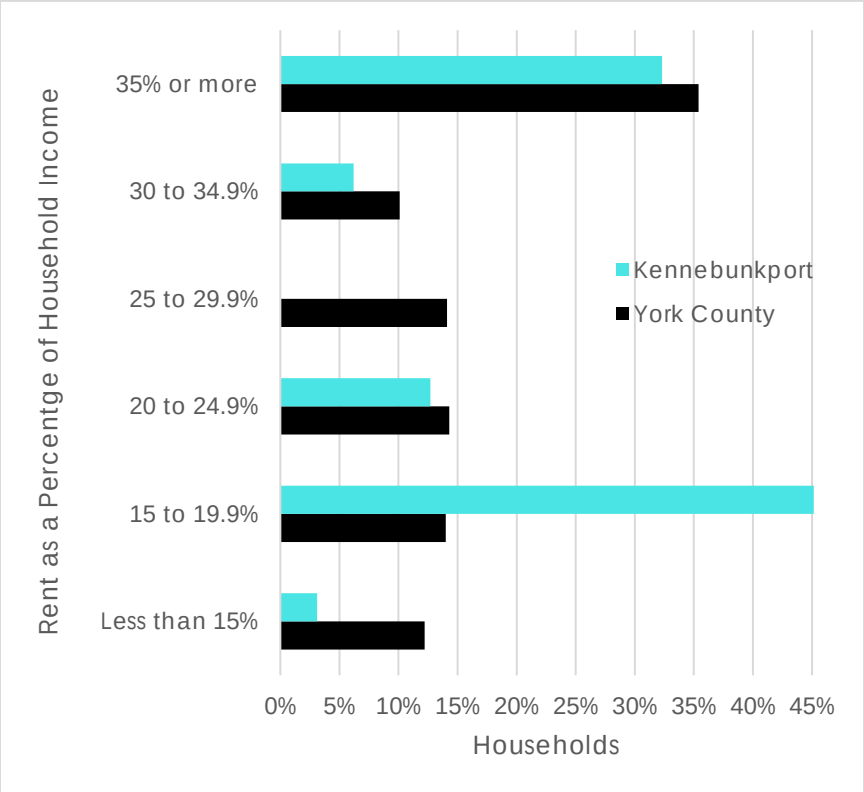

Figure 6-20 Gross rent as a percentage of household income (Source: 2020 ACS 5-Year Estimates, Table DP04)

Affordability Index

Maine Housing (formerly known as the Maine State Housing Authority) has been compiling an Affordability Index for York County Communities on an annual basis since 2000. The 2021 figures are shown below. The index is a ratio of median income vs. the median home price for each locality. An index of less than one indicates that most homes are out of reach of those making the median income. The municipalities in the table below have the lowest affordability indices in York County.

In York County, the affordability index trended downward in recent years, indicating that housing has become less affordable (Figure 6-21).

Table 6-3. Affordability of housing index for select municipalities in York County (Source: Maine Housing - 2021 Housing Facts and Affordability Index for York County)

Location	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income	Index
	(Thousands of Dollars)				
Ogunquit	874	75	208	313	.36
Kennebunkport	969	91	235	376	.39
Old Orchard Beach	408	55	109	207	.50
York	625	92	156	367	.59
Kittery	500	81	130	313	.62
Wells	495	76	122	308	.62
Biddeford	360	56	101	199	.55
Kennebunk	530	80	137	309	.58
York County	390	73	101	281	.72

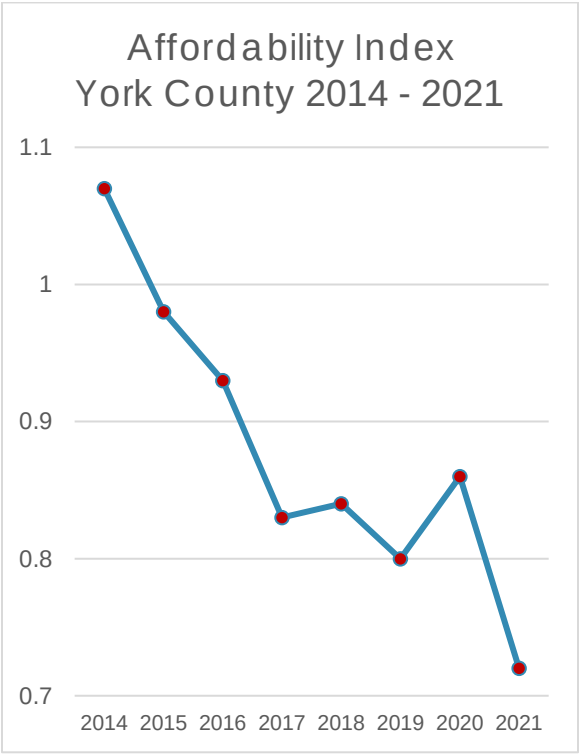

Figure 6-21 Affordability Index in York County 2014 - 2021 (Source: Maine Housing - 2021 Housing Facts and Affordability Index for York County)

Housing Need

In 2017, the Town retained the services of Camoin Associates to evaluate housing needs in Kennebunkport. Camoin issued a report in January 2018 entitled Housing Needs Analysis & Assessment. Camoin highlighted the following key findings:

- Housing affordability is a challenge for the Town of Kennebunkport. The median home value in the town is… almost twice the York County median.
- Homeownership costs have risen faster than incomes.
- The constrained supply of year-round rental units limits options for households inclined to rent. Young professionals, young families, the elderly, and other groups inclined to rent are unlikely to find many adequate and affordable rental options in town.
- The town's popularity as a vacation destination drives up the cost of land and housing. High demand for seasonal homes coupled with a limited supply of land translates into high housing costs. Year-round residents and workers must compete with the seasonal population over a finite housing stock.
- High land costs combined with large-lot zoning result in the construction of high-priced homes. As the cost of land increases, developers build larger, more expensive homes to maximize their return on investment. This dynamic is exacerbated when zoning requires large minimum lot sizes. New modest, affordable homes are therefore not built in town.
- Short-term vacation rentals further constrain the year-round rental housing stock. Oftentimes a homeowner can obtain a higher profit from short-term vacation rentals than renting to a local resident. This creates an incentive to rent to vacationers over year-round residents.
- Housing affordability challenges contribute to limited income diversity. As housing costs continue to rise, existing long-time residents of modest means may find themselves struggling to make mortgage or rent payments or pay for utilities. They may eventually be priced out of the town and forced to seek housing elsewhere.
- Kennebunkport's population is heavily skewed toward seniors. Meanwhile, the younger middle-age population in Kennebunkport is significantly under-represented. This is the prime age for forming households, having children, and purchasing homes.
- Declining enrollment threatens the long-term viability of Kennebunkport Consolidated School.
- A high degree of cross-commuting reflects a mismatch between jobs and housing.
- Only a quarter of full-time Town employees live in town. Over the next five years, 11 of the Town's 47 current full-time employees will reach age 65 and likely retire. Additionally, the median age for volunteer firefighters in Kennebunkport is 54, and 76% of top responders are over the age of 55.
- Enough undeveloped land still exists to accommodate over 2,800 units under current zoning.
- Employers tend to agree that it is difficult for their workers to find housing in Kennebunkport. However, employers were split as to whether a lack of housing affordability negatively impacts their businesses.

State Guidelines

State law requires Kennebunkport to seek to achieve a level of at least 10% of new residential development, based on a 5-year historical average of residential development in the municipality… that meets the definition of affordable housing. (MRSA 30A §4326 3-A G).

The Town issued 133 growth management permits during the most recent 5-year period, 2017 to 2021. This is an average of 26.6 permits per year. Thus, over the course of the current 10-year planning period (2020 - 2030), Kennebunkport is obliged to produce a minimum of 27 units of affordable housing.

In Table 6-3, Maine Housing calculates that a "home price affordable to median income" is $376,000 in Kennebunkport, and $281,000 in York County.

Chapter 208 (Comprehensive Plan Review Criteria Rule) poses the following question: "Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income?" Chapter 208 then advises: "If not, review local and regional efforts to address issue."

Design Charrette

In 2016, a cadre of land development and design professionals affiliated with the Workforce Housing Coalition of the Greater Seacoast conducted a three-day charrette in Kennebunkport. The design team examined two sites, one designated as an "urban" site, and the other "rural."

The goal of the exercise was to see if it's possible to produce dwellings at a cost of $275,000 or less, with and without a hypothetical zoning density bonus.

Aided by the density bonus, the two design teams were able to meet the price point at the urban site (assuming an 80-unit development), but unable to so at the rural site. The exercise illustrated the challenges posed to the construction of affordable housing in Kennebunkport.

Short Term Rentals

There is a perception by some in the community that the increasing popularity of short-term rentals (STR): 1) reduce the availability of rental units for year-round residents, 2) put upward pressure on house prices, 3) generate nuisances, and 4) undermine Kennebunkport's sense of community.

In 2018, the Selectmen established a Short-Term Rental Committee to research the issue, and to recommend solutions, if warranted.

The committee identified 248 dwellings utilized as STRs, or 8.42% of the town's housing stock. The committee then surveyed the townspeople. The response rate was 29% (811 responses to 2,825 surveys). The question of whether to regulate STRs elicited a mixed response, with just over half of respondents indicating that STRs should not be regulated. A proposed ordinance to regulate STR was placed before the townspeople at Town Meeting in 2021. The measure passed 627 to 565.

Heritage Housing Trust

The Heritage Housing Trust was established by local residents in 2019. The trust's stated purpose is "to acquire land and properties for the purpose of building permanently affordable community housing and to provide ongoing stewardship of properties through a ground leasing model to ensure their perpetual affordability." The trust's near-term goal is to build 25 permanently affordable homes by 2025. The Trust is funded entirely by private donations.

Strategies

Maine's Growth Management Act includes suggestions as to how municipalities may help make housing more affordable. The statute reads, in part: "A municipality… is encouraged to seek creative approaches to assist in the development of affordable housing and housing that meets the needs of older residents, including, but not limited to:

- cluster housing
- reduce minimum lot & frontage sizes
- increase residential densities
- adaptation, rehabilitation and construction of housing that helps older adults age in place
- use of municipally owned land
- establishment of policies that assess community needs and environmental effects of municipal regulations
- lessen the effect of excessive parking requirements for buildings in downtowns and on main streets
- provide for alternative approaches for compliance relating to the reuse of upper floors of buildings in downtowns and on main streets"

Camoin suggested several strategies to enhance prospects for more affordable housing.

Camoin Recommendations

"Housing Trust – A nonprofit whose mission is to develop affordable housing. Such an entity could be partially or fully funded by private sources and assist with the development of new units or with buying down the cost of existing units.
Donation of Land – Involves the Town providing land to a developer at little or no cost in exchange for the creation of a specified development plan to ensure affordability.

Zoning Policies – Including policies such as clustering or density bonuses to increase development potential of a given site relative to land costs.

Tax Increment Financing – Program of Maine Housing that allows municipalities to dedicate future property tax revenues from affordable housing development to be used to help developers pay for the costs of development including land acquisition, site and infrastructure costs, and management costs.

Partnering with Affordable Housing Developers – The Town provides clarity on objectives and policies and then solicits development plans through an open process."

One Size Fits All?

"We heard from residents that, as they aged, they couldn't access other types of housing, as so much was single-family, one-size-fits-all kind of housing. They wanted more choice, and places to downsize. They want more options."

- Heather Worthington, Long Range Planner, City of Minneapolis (as quoted in the Lincoln Institute's Land Lines, January 2020)

Chapter 7

Natural Resources

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Introduction

Kennebunkport's forests, wetlands, coasts, aquatic, and riparian areas provide diverse habitat and support a variety of species.

The natural resources in the community and region also provide the foundation for a high quality of life in Kennebunkport. Natural resources provide critical ecosystem services, or benefits to people and communities. These ecosystem services can be grouped into four categories: provisioning, regulating, supporting, and cultural services. The maintenance of these ecosystem services is imperative to the community's sustainability.

This chapter provides a summary of the town's natural resources. Several maps are included that highlight habitats and natural areas of particular importance.

Examples of Ecosystem Services

- **Provisioning** of food, fiber, or timber
- **Regulating services** such as temperature control, flood control, and pollination that make it possible for life
- **Supporting services** like nutrient cycles, photosynthesis, and the water cycle
- **Cultural services** such as spiritual or recreational opportunities.

Topography

Kennebunkport has a relatively flat landscape that slopes gradually from the north to sea level at the coast. Low-lying areas include marshes of Goosefare Bay Wildlife Refuge and tidal areas along Smith Brook, Goose Rocks Creek, and east of Sandy Cove Road. The elevation of Goose Rocks Beach and the neighborhoods along Kings Highway are slightly higher, reaching 18 feet in some places. Ocean Avenue in Cape Arundel is perched at approximately 30 feet above sea level. The highest point of land in Kennebunkport is located within the Town Forest near the northern boundary of town where the elevation peaks at 200 feet above sea level. [1] In this region of town, the wooded landscape is punctuated by small hills and valleys. There are approximately 325 acres of steep slopes greater than 25% within the town. [2] These areas are generally not suitable for development but enhance the diversity of the terrain. Figure 7-1 displays these areas of steep slopes overlaid on a topographic map.

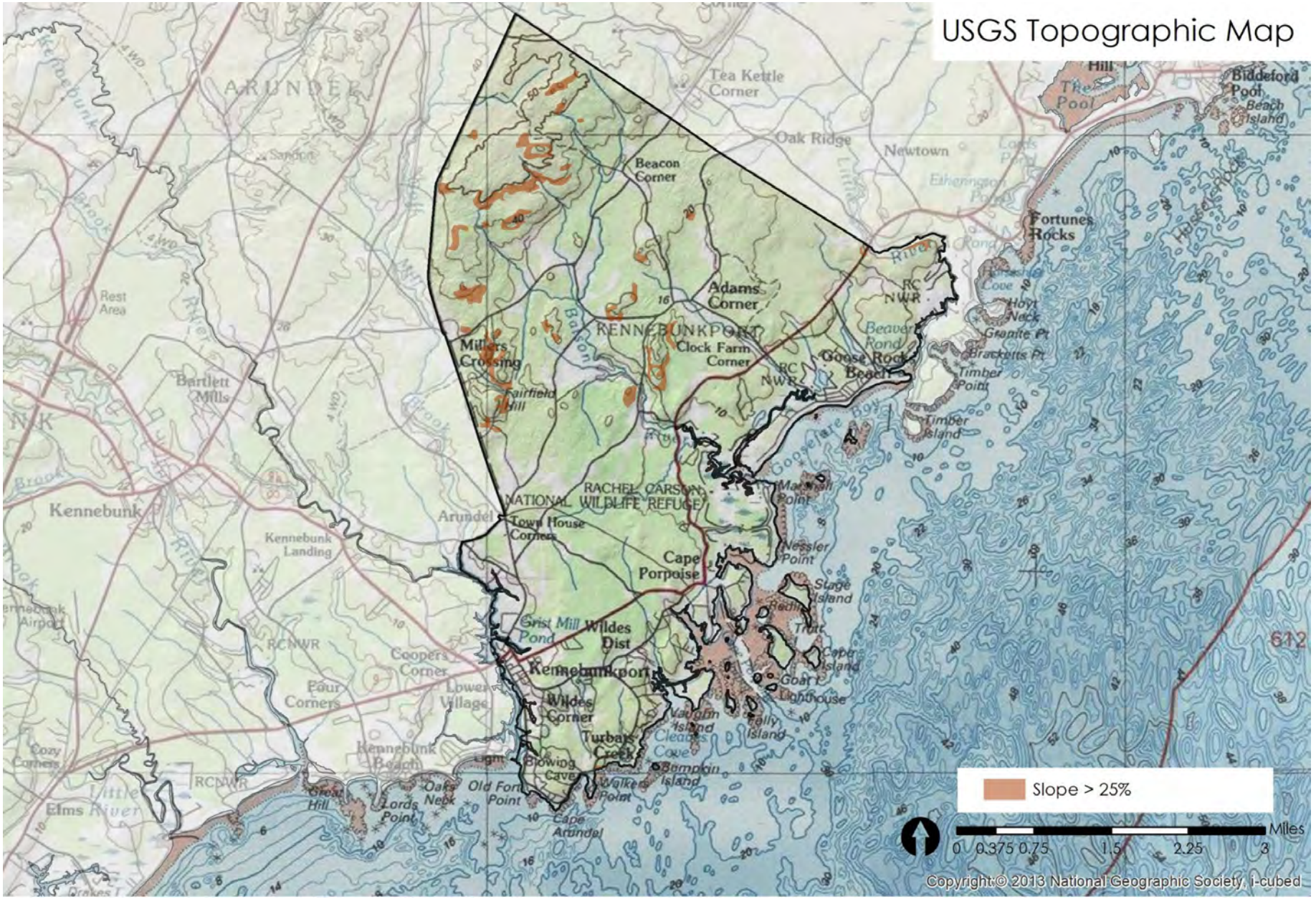

Figure 7-1 USGS topo map with steep slopes (Source: NRCS Soil Web Survey, USGS topo maps assembled by National Geographic Society, i-cubed)

Watersheds

A watershed is the area of land that drains into a stream, lake, or river. A healthy watershed provides ecosystem services such as carbon storage, erosion and sedimentation control, flood control, and water filtration.[3] These complex services are challenging and expensive to replicate or replace. As a result, there are significant economic benefits — such as lowering drinking water treatment costs, reducing the need for engineered stormwater infrastructure, and minimizing damage from natural disasters — to maintaining the health of a drainage area.[4]

The land use and activity within a watershed affects the water body that runoff from the surface drains to. Stormwater that runs over developed or impervious surfaces and agricultural lands can pick up and carry soil, nutrients, bacteria, toxic materials, and other pollutants to the surface water it drains to.[5] Providing natural areas for water to percolate in place, requiring stormwater management for development, and ensuring farms implement best management practices for reducing sediment and nutrient runoff are examples of strategies to keep watersheds healthy.

Kennebunkport lies primarily within the Kennebunk River and coastal drainage divides (Figure 7-2). These drainage areas are part of Piscataqua-Salmon Falls River watershed or drainage area (HUC[a] 01060003). Less than one acre of the town lies within the Saco River drainage (HUC 01060002) on the very north side of town.

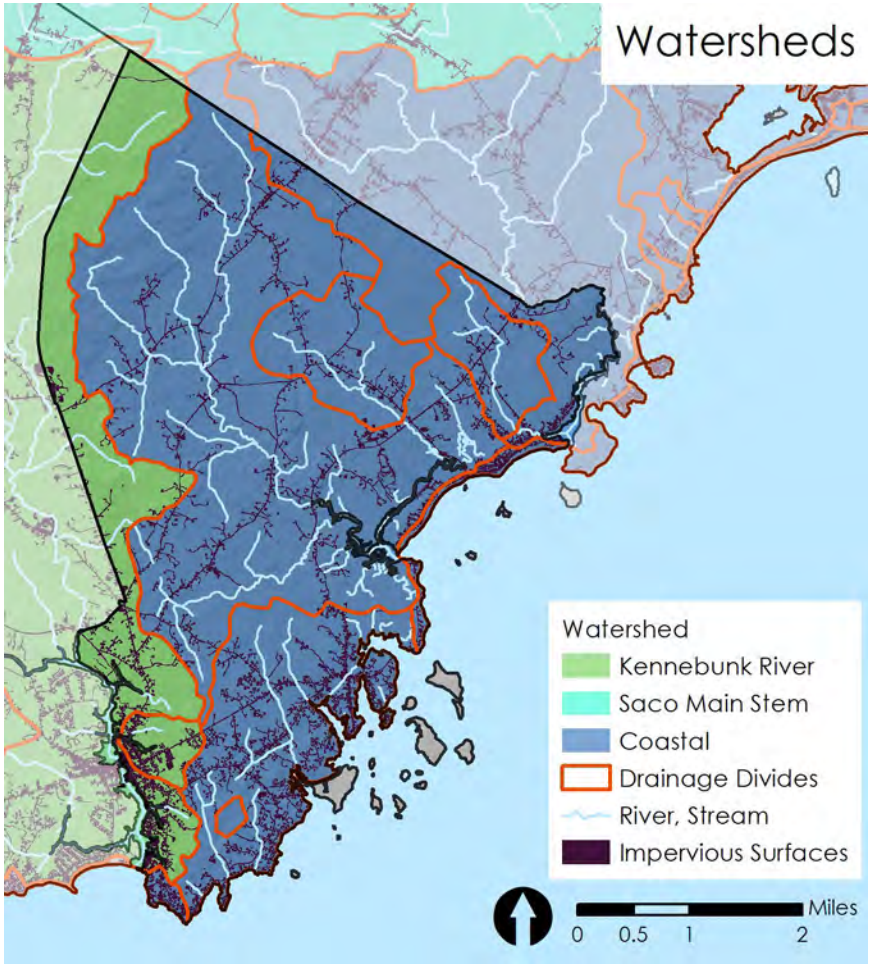

Figure 7-2 Drainage divides in Kennebunkport (Source: MEGIS)

[a] A Hydrologic Unit Code (HUC) consists of two to 12 digits based on six levels of hydrologic classification of drainage areas from a regional to a subwatershed scale.

Approximately 82% of Kennebunkport (10,704 acres) is located within the coastal subwatershed. Within Kennebunkport, less than approximately 5% of this subwatershed is covered by impervious surfaces. This calculation is based off existing GIS data that shows general areas of development. Mapping out building footprints would provide a more accurate calculation of impervious surface area. The remaining 18% of land (2,268 acres), located along the western side of town, is located within the Kennebunk River subwatershed. This area of town contains more urban land use than other areas within the town. The percent of impervious cover in the Kennebunk River subwatershed within Kennebunkport is nearly 6.5%. This is slightly higher than in the coastal subwatershed, yet less than the 10% impervious surface threshold that the Environmental Protection Agency considers the maximum amount a watershed can be impervious and still support a high quality stream system.[6] As shown in Figure 7-2, a number of drainage areas comprise each of these subwatersheds.

Geology & Aquifers

Geologic History

Multiple events shaped the geology of York County. Sedimenary rocks, including shale, siltstone, mudstone, and limestone, formed from sediments and chemical precipitates deposited in ocean basins. During the Early Devonian Period, which occurred around 416 to 358 million years ago, an episode of mountain building called the Acadian revolution subjected the sedimentary rocks to extreme temperature and pressure.[7] This resulted in the formation of new rocks, including slate, phyllite, schist, gneiess,

The bedrock that underlies York County has a long and complex history.
-York County Soil Survey

quartzite, and granulite. At several points molten rock was injected into the existing metamorphic rocks. Around 395 million years ago, dark-colored igneous rocks and light-colored granite, quartz monozonite, and granodiorite were formed. Another instance of granite injection around Mt. Agamenticus occurred 120 million years ago.[8]

The events of the Pleistocene epoch, which began about two million years ago, shape the topography, surficial geology, and soils seen today in the county. During this period, glacial ice advanced and retreated several times over the region. The last glaciation that occurred is known as the Wisconsin stage. This glacier was thousands of feet thick and last extended south to the Gulf of Maine about 18,000 year ago. The glacier ground up rocks and deposited eroded material as it receded. This material, called glacial till, consisted of a mixture of rock fragments ranging in size from clay particles to boulders.[9]

The glacier depressed the land surface and lowered sea level by about 300 to 350 feet. Sea level rose as the glacier melted and large quantities of clay and silt known as blue clay were deposited in coastal areas. When the final glacial retreat began around 11,800 years ago, it released meltwater and deposited sand and gravel, shaping a new landscape. As the glacier melted, the land rose until around 4,200 years ago, reaching a level about two to nine feet above present sea level. Many lakes, ponds, and marshes were formed during this time.[10]

Groundwater & Aquifers

The subsurface water that exists in the spaces between rocks and soil particles is called groundwater. Groundwater is recharged by rainwater and melting snow that percolates into the soil. Water-bearing geologic formations that are capable of yielding a usable amount of groundwater are known as aquifers.[11] The town has few aquifers, as seen in Figure 7-3. Sand and gravel aquifers with yields of 10 to 50 gallons per minute underlie a small area of northern Kennebunkport in the vicinity of Whitten Hills and Guinea Road as well as Oak Ridge Road at the Biddeford town line.

Soils

Soil Types

The most prevalent soils in Kennebunkport are Lyman-Rock outcrop complex, 3-8% slopes and Lyman-Rock outcrop complex 8-15% slopes, accounting for approximately 24% and 22%, respectively, of the town's land area (Figure 7-4 and Table 7-1). Lyman-Rock outcrop complex is characterized by undulating and gently sloping, somewhat excessively drained soils intermixed with areas of exposed bedrock.[12]

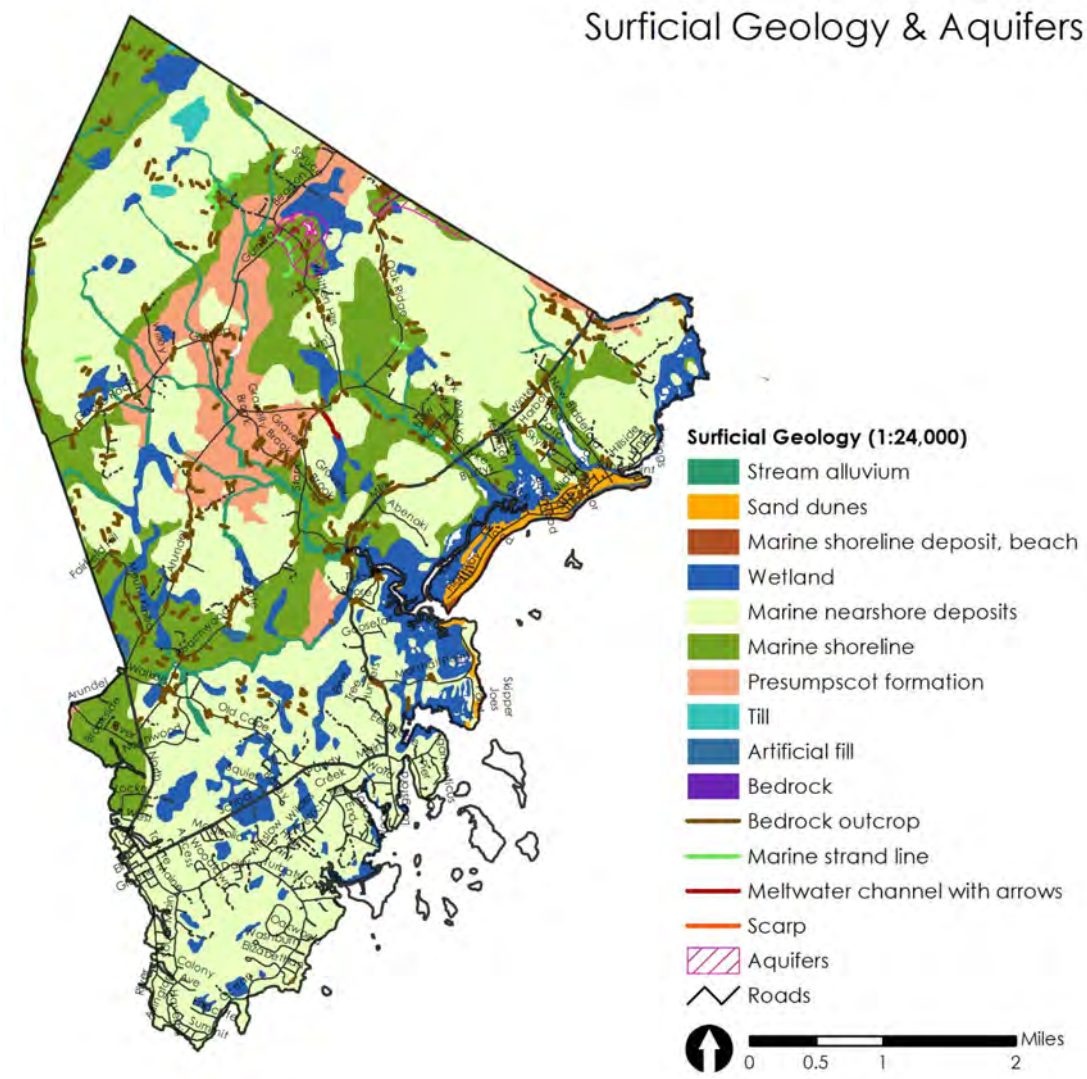

Figure 7-3 Surficial geology and aquifers (Source: Maine Geological Survey)

This type of soil is found on ridges, hill tops, and coastal plains and formed in a thin mantel of glacial till.

Several attributes of this soil type make it less-than-optimal for uses such as development or agriculture. Lyman soils have moderately rapid permeability and low capacity to store water for use by plants. Surface water that drains quickly through soils to the groundwater is not filtered as well as water that slowly percolates. As a result, there is greater potential of groundwater contamination from pollutants carried in stormwater runoff and from septic systems.[13] The Lyman-Rock outcrop complex has shallow soils with a depth to bedrock of 10-20 inches in some areas and bedrock exposure in other areas. The soil is rocky and often drought prone. These factors make it very poorly suited for farming. While some areas with this soil type are suitable for trees such as sugar maple, eastern white pine, and northern red oak, trees with a shallow root depth are susceptible to uprooting in windstorms.[14]

The interaction of five factors contribute to soil formation: climate, parent material, plant and animal life, topography, and time. (York County Soil Survey)

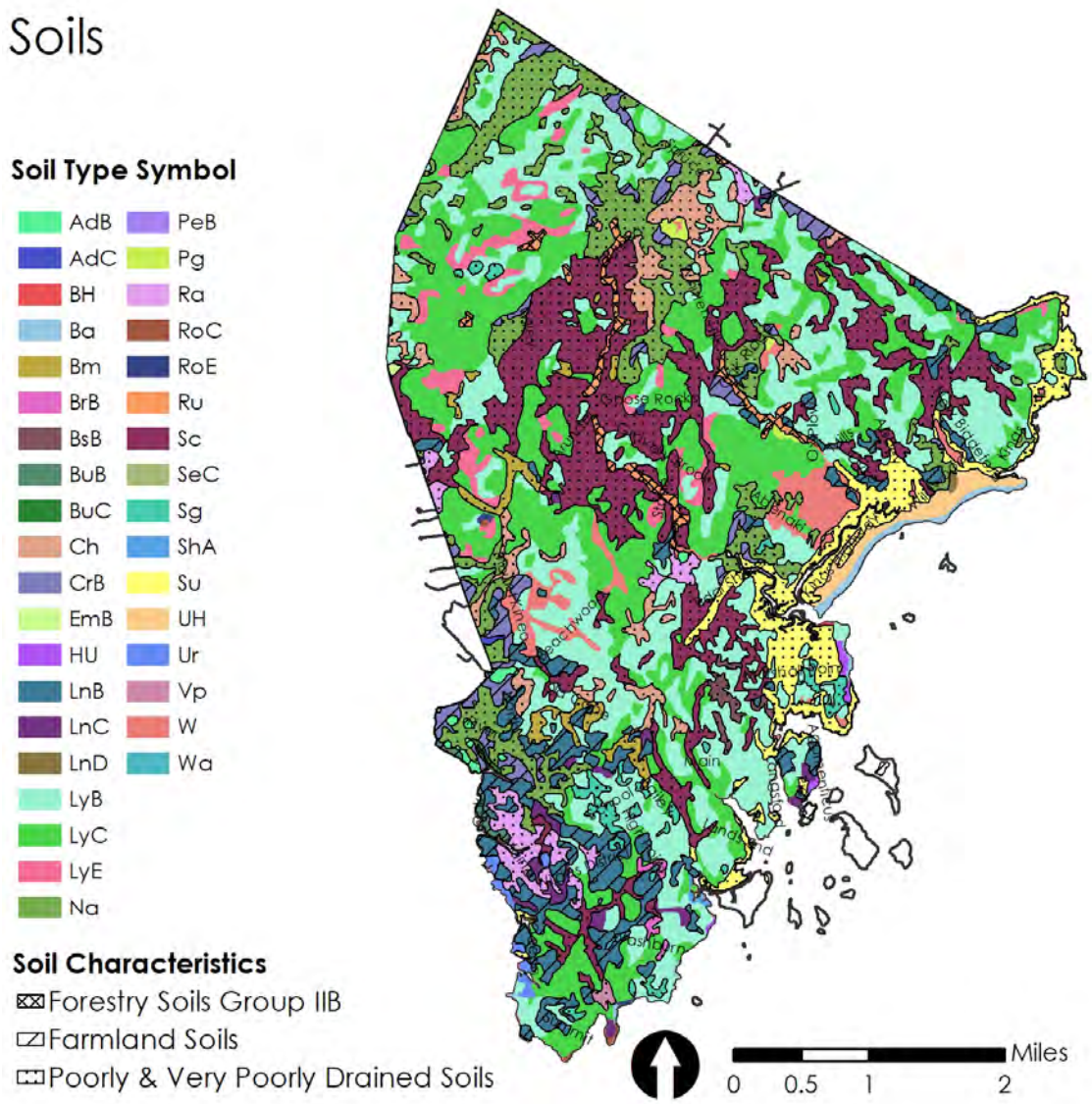

Figure 7-4 Soils map (Source: NRCS Web Soil Survey)

As the region experiences heavier rainstorms and more frequent storm events, hazards to people and property that are associated with this soil type — groundwater pollution and windthrow — may increase.

Along the coast, less stable sand and marsh soils are susceptible to wind and water erosion. The predominant marsh soils area Pemaquid, Todds Point, and Damariscotta soils, 0-2 percent, which are very poorly drained, sandy, mucky soils.[15]

Table 7-1 Soils and soil characteristics (Source: USDA NRCS Soil Web Survey)

Symbol	Soil Type	Total Acres	Poorly & Very Poorly Drained	Farmland Soils[a]	Forest Soils (Group IIB)
Bm	Biddeford mucky peat, 0 to 3 percent slopes	152.91	X		
BrB	Brayton and Westbury fine sandy loams, 0 to 8 percent slopes	22.32	X		
BsB	Brayton and Westbury very stony fine sandy loams, 0 to 8 percent slopes	47.42	X		
Sc	Scantic silt loam, 0 to 3 percent slopes	1,830.80	X		
Su	Pemaquid, Todds point, and Damariscotta soils, 0 to 2 percent slopes	625.25	X		
Vp	Vassalboro peat, ponded	13.34	X		
Wa	Waskish peat	5.83	X		
Ru	Rumney fine sandy loam, 0 to 3 percent slopes, frequently flooded	143.36	X		X
Ch	Chocorua peat	422.27	X		
Na	Naumburg sand	1,139.99	X		
Ra	Raynham silt loam	218.46	X		
Sg	Sebago peat	140.79	X		
AdB	Adams loamy sand, 0 to 8 percent slopes	32.20		X	
BuB	Buxton silt loam, 3 to 8 percent slopes	24.99		X	
BuC	Buxton silt loam, 8 to 15 percent slopes	6.78		X	
CrB	Croghan loamy sand, 0 to 8 percent slopes	300.77		X	
EmB	Elmwood fine sandy loam, 0 to 8 percent slopes	3.89		X	
LnB	Lyman loam, 3 to 8 percent slopes, rocky	747.24		X	
SeC	Scio silt loam, 8 to 15 percent slopes	0.60		X	
PeB	Peru fine sandy loam, 3 to 8 percent slopes (Prime Agricultural Soil)	0.48		X*	
LnC	Lyman loam, 8 to 15 percent slopes, rocky	96.29			
LyB	Lyman-Rock outcrop complex, 3 to 8 percent slopes	3,150.96			
LyC	Lyman-Rock outcrop complex, 8 to 15 percent slopes	2,914.59			

Symbol	Soil Type	Total Acres	Poorly & Very Poorly Drained	Farmland Soils[a]	Forest Soils (Group IIB)
AdC	Adams loamy sand, 8 to 15 percent slopes	4.50			
Ba	Beaches, sand	53.19			
BH	Beaches, sand-Hooksan complex, 0 to 8 percent slopes	1.61			
HU	Hooksan-Urban land complex, 0 to 8 percent slopes	18.16			
LnD	Lyman loam, 15 to 25 percent slopes, rocky	6.26			
LyE	Lyman-Rock outcrop complex, 15 to 80 percent slopes	317.14			
Pg	Pits, gravel	26.57			
RoC	Rock outcrop-Lyman complex, 3 to 15 percent slopes	5.59			
RoE	Rock outcrop-Lyman complex, 15 to 80 percent slopes	8.55			
ShA	Succotash sand, 0 to 3 percent slopes	6.37			
UH	Urban land-Hooksan complex, 0 to 8 percent slopes	117.90			
W	Water bodies	319.68			
Ur	Urban land	32.30			
	Total Acres	**12,960**	**4,762.7**	**1,122.3**	**143.4**

[a] Farmland soils in Kennebunkport consist primarily of soils of statewide importance. * denotes prime agricultural soils.

Agricultural Soils

Less than one acre in town is considered prime farmland. As defined by the US Department of Agriculture, prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crop and is available for these uses. [16]

Approximately 8.7% of soils are classified designated as *farmland of statewide importance*: areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods.[17]

As noted in the 2012 Comprehensive Plan, sub-optimal growing conditions and the high price of land are significant constraints on farming. However there are diverse business such as Blackrock Farm, Ewe and I, Frinklepond Farm, Adams Family Christmas Tree Farm, and Wolff Farm scattered throughout rural areas of town. The town is home to horses kept for riding and cattle and sheep farms. Several of these farms are located in the vicinity of the intersection of Gravelly Brook Road, Goose Rocks Road, and Arundel Road.

Local food production is an important component of reducing the ecological footprint of individuals and communities. The ecological footprint is the impact of a person or community on the environment, expressed as the amount of land required to sustain their use of natural resources.

Strategies to increase the viability of local food production and preserve the scenic open landscapes that dot Kennebunkport's landscape include pairing energy production (solar arrays) with agriculture, allowing accessory uses, land conservation, and participation in tax relief programs.

There are five properties that participate in the farmland current use program. The total area of land registered in the program is 18 acres. This represent a decline in the acreage of land in this program of 80% over the last decade.[18] Small farms and open space are important to the rural character of the community. Agricultural land and vegetation also provide important environmental benefits such as groundwater recharge, surface water runoff management, and habitat for wildlife.[19]

Kennebunkport is currently located in the USDA plant hardiness zone 5b (Source: USDA). Maine recently experienced a shift in the boundaries of these zones: the overall zone boundaries have shifted north by half a zone as annual minimum winter temperatures have declined and the growing season has lengthened.[20] As the climate warms, Maine will experience a longer growing season. In the future, it may be viable to grow crops that are traditionally found farther to the south. However, there will also be an increased risk of drought and invasive species.

Forest Soils

The USDA classifies soils into six important forest soil groups: IA, IB, IC, IIA, IIB, and "not rated." In Kennebunkport, Rumney fine sandy loam is the only soil type that is classified as suitable for forestry. This soil type comprises approximately 143 acres of land within the town and is classified as Group IIB. Group IIB soils are poorly drained with a high seasonal water table. The productivity of this soil class is lower than IA, IB, or IC, and the soil fertility is better suited for softwoods than hardwoods.

Forestry

As noted in the 2012 Comprehensive Plan, tree stands in Kennebunkport are still recovering from the 1947 fire. Participation in the Tree Growth current use program has remained fairly constant over the last decade with 13 parcels and 630 acres registered in the program.[21] Landowners who participate in this program must enroll at least 10 acres that they intend to grow and from which they plan to harvest forest products. They must also prepare a management plan and keep it up to date. Table 7-2 provides a summary of timber harvest in Kennebunkport from 1991 through 2017. During this period, an average of 89 acers per year were harvested. The number of acres harvested in 2013-2016 was over 30% less than the amount harvested in 1991-1994.

Table 7-2. Summary of timber harvest information (Source: DACF Maine Forest Service)

Year	Selection harvest (acres)	Shelter-wood harvest (acres)	Clearcut harvest (acres)	Total harvest (acres)	Change of land use (acres)	Number of active Notifications
1991-1994	105	0	25	130	20	6
1996-1999	157	0	4	161	4	8
2000-2004	98	0	0	98	26	8
2007-2012	42	5	0	47	0	5
2013-2016	82	0	0	82	59.25	6
2017	13	0	0	13	6	4
Total	497	5	29	531	115.25	37
Average	83	1	5	89	19	6

Notes: Data compiled from Confidential Year End Landowner Reports to Maine Forest Service. Data is only reported where three or more landowner reports reported harvesting in the town to protect confidential landowner information.

Soil Drainage

The USDA classifies soils into seven drainage classes based on the frequency and duration of wet periods in conditions similar to those under which the soil was formed. Approximately 37% (4,763 acres) of soils in Kennebunkport are classified as poorly or very poorly drained soils.

The Town requires satisfactory subsurface soils conditions for drainage and sewage disposal for approval of a building permit.[22] A soils report is required for all proposed uses that require subsurface waste, commercial or industrial developments, and similar intensive land uses. Areas with very poorly drained soils are classified and regulated as wetlands in Kennebunkport.

SOIL DRAINAGE CLASS

Poorly drained - Water is removed so slowly that the soil is wet at shallow depths periodically during the growing season or remains wet for long periods. The occurrence of internal free water is shallow or very shallow and common or persistent. Free water is commonly at or near the surface long enough during the growing season so that most mesophytic crops cannot be grown, unless the soil is artificially drained. The soil, however, is not continuously wet directly below plow-depth. Free water at shallow depth is usually present. This water table is commonly the result of low or very low saturated hydraulic conductivity of nearly continuous rainfall, or of a combination of these.

Very poorly drained - Water is removed from the soil so slowly that free water remains at or very near the ground surface during much of the growing season. The occurrence of internal free water is very shallow and persistent or permanent. Unless the soil is artificially drained, most mesophytic crops cannot be grown. The soils are commonly level or depressed and frequently ponded. If rainfall is high or nearly continuous, slope gradients may be greater.(Source: NRCS)

Habitats

Habitats Essential to Species of Greatest Conservation Need

Maine's State Wildlife Action Plan (SWAP) identifies a prioritized list of Species of Greatest Conservation Need (SGCN) based on several primary and secondary themes. The SWAP uses the Northeast Terrestrial Habitat Classification System (NETHCS), which was developed by The Nature Conservancy and NatureServe, to classify habitat. The classification identifies the extent of habitats and community types that are essential to the conservation of SGCN.[23] The dominant habitats in Kennebunkport, as classified in the SWAP, are Central Oak-Pine and Northern Hardwood & Conifer upland forest, followed by Northern Swamp. These habitats account for approximately 34%, 24%, and 15%, respectively, of the town (Table 7-3 and Figure 7-5).

SGCN Prioritization Themes

Primary Themes

Risk of extirpation
Population trend
Endemicity
Regional conservation concerns

Secondary Themes

Climate change vulnerability
Survey knowledge
Indigenous cultural significance
(Source: SWAP)

Table 7-3 Area of habitat types in Kennebunkport (Source: Derived from The Nature Conservancy Maine NETHCS GIS data)

Habitat	Area (Acres)	Area of District (%)
Central Oak-Pine	4,413.3	33.8%
Northern Hardwood & Conifer	3,104.3	23.8%
Northern Swamp	1,978.9	15.1%
Urban/Suburban Built	1,168.1	8.9%
Tidal Marsh	796.9	6.1%
Agricultural	489.6	3.7%
Emergent Marsh	424.0	3.2%
Coastal Grassland & Shrubland	276.8	2.1%
Wet Meadow / Shrub Marsh	227.5	1.7%
Ruderal Shrubland & Grassland	133.2	1.0%
Water	30.2	0.2%
Rocky Coast	22.2	0.2%
Northern Peatland	1.1	0.0%

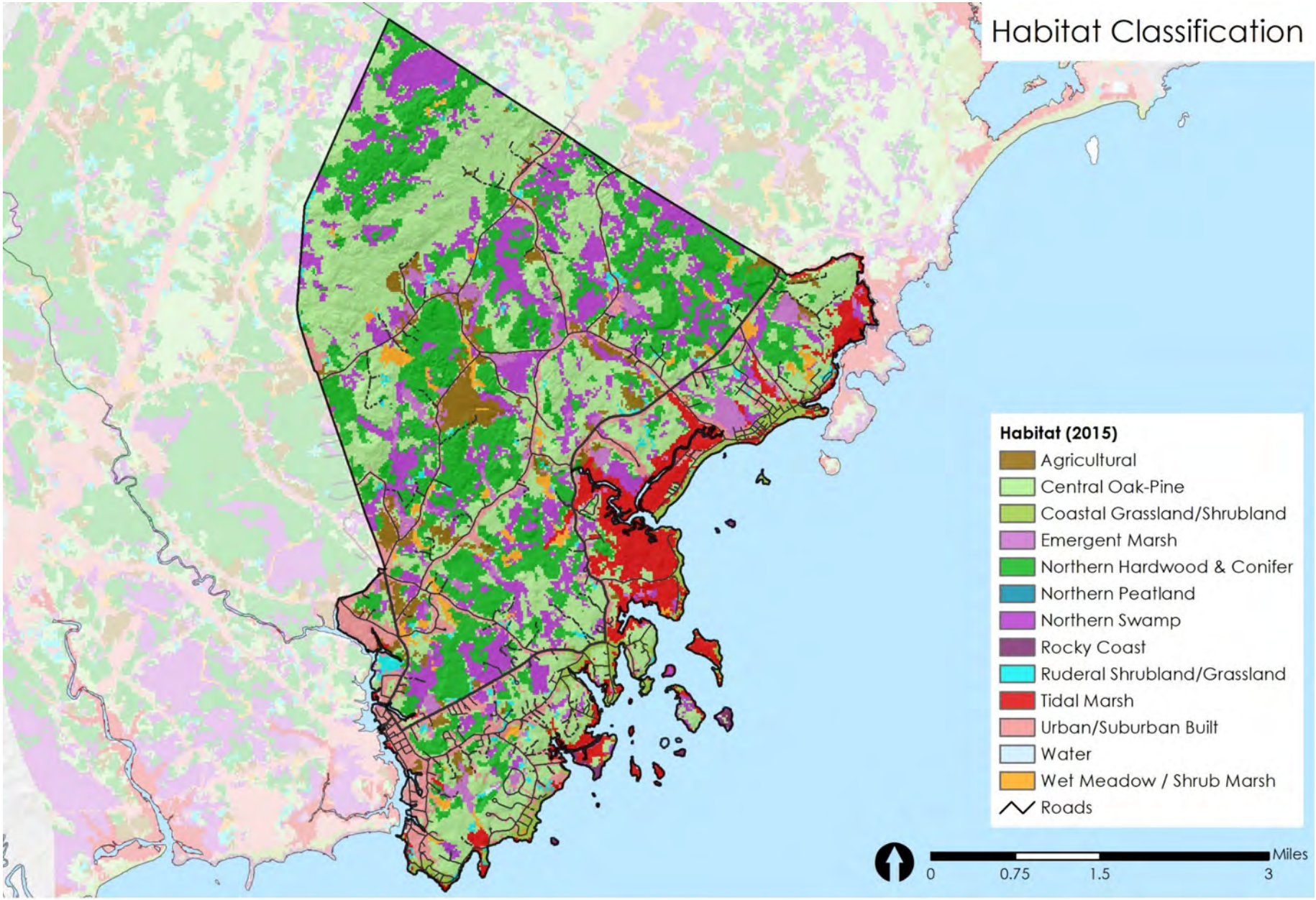

Figure 7-5 Maine Wildlife Action Plan Habitat class (Source: The Nature Conservancy)

Beginning with Habitat (BwH) Focus Areas

The Maine Department of Inland Fisheries and Wildlife (MDIFW) has designated 140 focus areas of statewide ecological significance in Maine in support of the SWAP. Two areas are located partially within Kennebunkport: the Biddeford/Kennebunkport Vernal Pool Complex and the Wells and Ogunquit Marsh (Figure 7-6). The focus areas are intended to help communities and landowners plan for and conserve priority lands.

The Biddeford/Kennebunkport Vernal Pool Complex comprises approximately 16,035 acres, 50% of which are within Kennebunkport.[24] The high concentration of pocket swamps and vernal pools in undeveloped landscape make this area significant. Vernal pools provide habitat to rare species such as Blanding's and spotted turtles. Ecological services that this focus area provides include:

- Retention of sediments and nutrients.
- Storage and conveyance of floodwaters
- Contribution to regional biodiversity by providing high quality habitat for rare species
- Protection of water quality.[25]

This area also provides several economic benefits, including recreation, hunting, groundwater recharge, and provisioning of forest products.[26]

The Wells and Ogunquit Marsh comprises 12,095 acres along the coast, extending from Ogunquit through Kennebunkport. Five acres of the northern end of this focus area are located in Kennebunkport. This focus area contains the second largest salt marsh complex in the state and is home to extensive areas of undisturbed habitat. The ecological services that this focus area provides include:

BwH Focus Areas

BwH Focus Areas are "Landscape scale areas that contain exceptionally rich concentrations of at-risk species and natural communities and high-quality natural communities, significant wildlife habitats, and their intersection with large blocks of undeveloped habitat."

Focus areas are defined as natural areas of statewide ecological significance that contain unusually rich concentrations of at-risk species and habitats that support rare plants, animals, natural communities, high quality common natural communities; significant wildlife habitat; and their intersections with large blocks of undeveloped habitat.

One or more of the following must be present before an area is considered a Candidate Focus Area:

- Globally rare plant or animal
- 3 or more healthy populations of a rare plant species
- Any healthy population of a rare animal species
- Rare natural community
- Excellent example of a common natural community
- Good example of a common natural community and one or more high value wildlife habitats
- Large undeveloped block and at least one of the following: a good example of a common natural community OR high value wildlife habitat OR two or more healthy populations of a rare plant species.

- Nutrient export to marine food webs
- Major migratory stopover for bird species
- Cleans water running off land prior to discharge into ocean
- Nursery for juvenile fish and shellfish.[27]

The Wells and Ogunquit Marsh provides economic benefits such as attracting tourism for wildlife observation and recreation, buffering storm surge, and supporting local marine resource industries.[28]

Table 7-4 displays rare species and rare and exemplary natural communities of these focus areas. A statewide map of focus areas is available at: https://www.beginningwithhabitat.org/pdf/NorthMaine_Draft10_Large_10_08_2010.pdf.

Table 7-4. Rare species and rare and exemplary natural communities (Source: MDIFW)

Name	Status	STATE RANK	GLOBAL RANK	Source
Piping Plover	Endangered Species	S2B	G3	ETSC Animals
Rare Animal	Endangered Species	S2	G4	ETSC Animals
Rare Animal	Species of Special Concern	S4	G4	ETSC Animals
Rare Animal	Threatened Species	S3	G5	ETSC Animals
Salt Marsh Tiger Beetle	Species of Special Concern	SNR	G5	ETSC Animals
Saltmarsh Sparrow	Species of Special Concern	S3B	G4	ETSC Animals
Oak - Hickory Forest	Natural Community	S1	G4G5	NAP Communities
Salt-hay Saltmarsh	Natural Community	S3	G5	NAP Communities
Beach wormwood	Species of Special Concern	S1S2	G5T5	NAP Plants
Button Sedge	Species of Special Concern	S2	G5	NAP Plants
Rare Plant	Species of Special Concern	S2	G4?T4Q	NAP Plants
Saltmarsh False-foxglove	Species of Special Concern	S3	G5	NAP Plants
Small Reed Grass	Species of Special Concern	S3	G5	NAP Plants
Spotted Wintergreen	Endangered Species	S2	G5	NAP Plants
Plover/Tern EH				

Notes: Ranking is on a scale of 1 to 5 with 1 being the rarest. State ranks are determined by the Maine Natural Areas Program (MNAP). Global rarity ranks are determined by The Nature Conservancy.

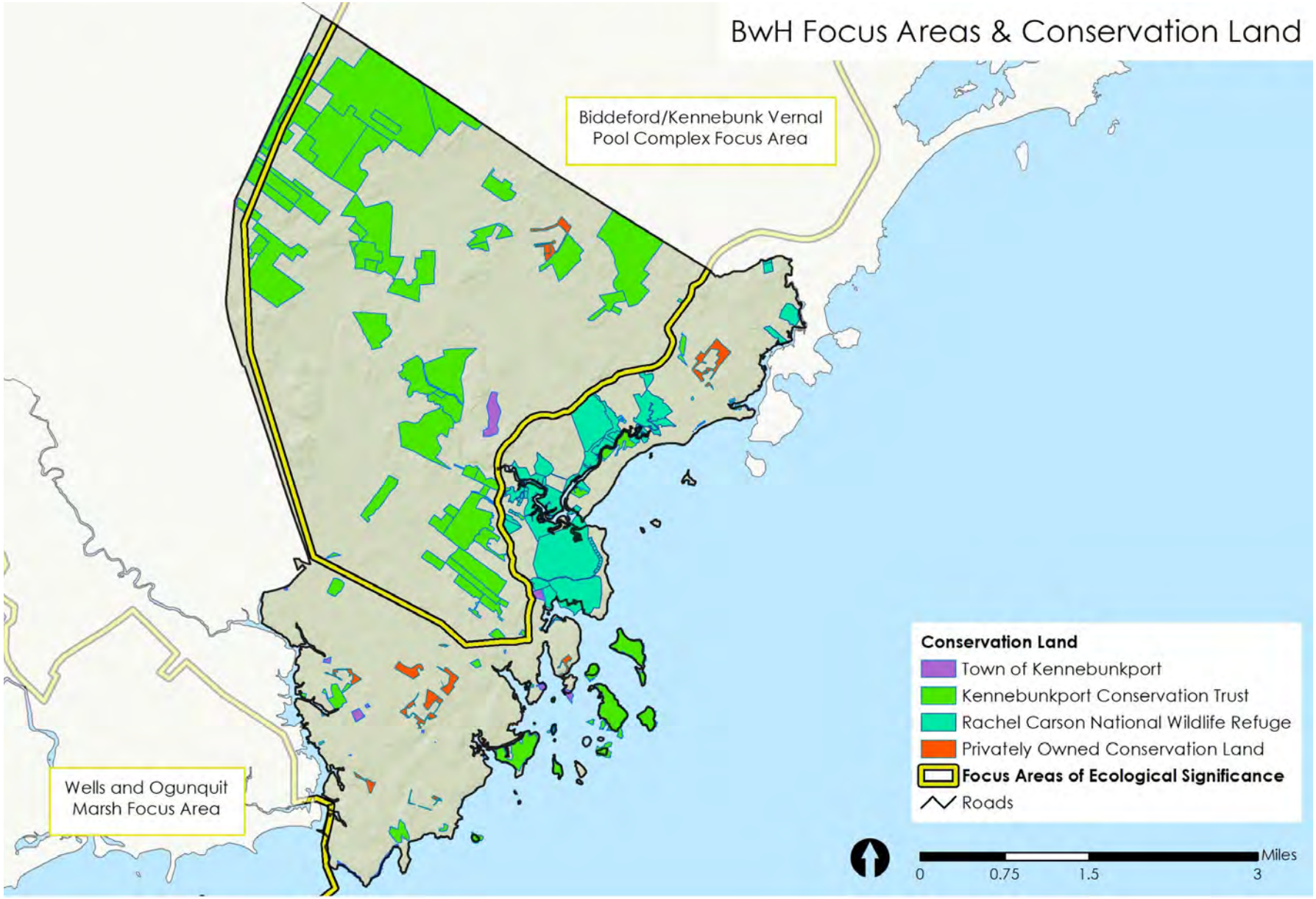

Figure 7-6 Beginning with Habitat (BwH) Focus Areas and conservation land (Note: this map does not include the Meadow Woods Preserve) (Source: MNAP, Town of Kennebunkport)

Maine Natural Areas Program (MNAP) Natural Community Types

MNAP has identified 104 different natural community types in the state. These community types have been assigned a rarity rate of 1 (rare) through 5 (common) within Maine and globally. Two rare or exemplary natural communities have been documented in Kennebunkport: oak-hickory forest and salt-hay saltmarsh.[29]

Oak-hickory forest

Oak-hickory forest is an upland forest type that is characteristic of the Central Appalachian Mountains.[30] This forest occurs primarily in southern, coastal Maine and extends to the south and west. Species that dominate this forest type include shagbark hickory, oaks, and sedge lawn. The shrub layer may include witch hazel, shadbushes, striped maple, and maple-leaved viburnum. The canopy of this forest type is moderately opened to closed. Oak-hickory forest provides habitat for birds such scarlet tanager and ovenbird.[31]

Oak-hickory forests are ranked SI within the state indicating that they are critically imperiled in Maine due to extreme rarity or vulnerability to extirpation from the state. In Kennebunkport, there is a 12.9-acre patch of this natural community on the northeastern side of town near the coast (see red patch in Figure 7-7).

Rare plants associated with oak-hickory forest: Bitternut hickory, Bottlebrush grass, Chestnut oak, and Scarlet Oak. Rare animals associated with this habitat: red-winged sallow and Whip-poor-will.

Salt-hay saltmarsh

Salt-hay saltmarsh occur throughout coastal Maine, although few large examples remain. Salt-hay saltmarsh are highly productive tidal marshes dominated by saltmeadow cordgrass, smooth cordgrass, or black grass, depending on tidal inundation.[32] This ecological focus area is associated with beach barrier systems or edges of estuaries. Soils in the saltmarsh consist of thick, rich peat. Saltmarsh provides habitat for species including Nelson's sharp-tailed sparrow, seaside sparrow, and the rare saltmarsh sharp-tailed sparrow, as well as wading birds and shorebirds such as black-crowned night-heron and least tern. There are approximately 570.3 acres of salt-hay saltmarsh in Kennebunkport.

Rare plants associated with salt-hay saltmarsh: Dwarf glasswort, Lilaeopsis, Saltmarsh bulrush, Saltmarsh false-foxglove, Slender blue flag. Associated rare animals: Big bluet, Black-crowned night-heron, Laughing gull, Least tern, Saltmarsh sharp-tailed sparrow, Short-eared. owl.

High Value Plant & Wildlife Habitat

Figure 7-7 and Figure 7-8 show the location of rare, threatened, and endangered or declining plant and animal species, significant habitat, and rare and exemplary natural communities.[33] MDIFW has identified 40 locations where rare or endangered species have recently been seen in Kennebunkport.

Essential Habitats

Essential habitats are areas that currently provide or historically provided physical or biological features that are essential to the conservation of an endangered or threatened species in Maine. While the essential habitat designation does not affect private landowners unless project requires a permit or license from, or are funded or carried out by, a state agency or municipality, these areas may require special management considerations to sustain the species they support.[34] Essential habitats in Kennebunkport are summarized briefly in Table 7-5.

Known threats to bird habitat include recreation (beaches), cumulative impacts of development, habitat fragmentation, intensive forest practices, invasive species, and various forest pests and diseases.

RARE SPECIES IN KENNEBUNKPORT

ANIMAL SPECIES ACCOUNTS

BLANDING'S TURTLE
PIPING PLOVER, LEAST TERN
SALTMARSH SPARROW
SALTMARSH TIGER BEETLE
SPOTTED TURTLE
WOOD TURTLE

PLANT SPECIES ACCOUNTS

BEACH WORMWOOD
BUTTON SEDGE
PALE GREEN ORCHIS
SALTMARSH FALSE-FOXGLOVE
SMALL REED GRASS
SEE RANKING IN TABLE 7-4.

Table 7-5 Designated essential habitat description (Source: MDIFW Habitat Dataset Fact Sheets)

	Essential Habitat
Deer Wintering Areas	Forested areas used by deer when snow depth in the open/hardwoods exceeds 12 inches, deer sinking depth in the open/hardwoods exceeds 8 inches, and mean daily temperatures are below 32 degrees.
Vernal Pools	The pool depression used for breeding by amphibians and other indicator species as well as the habitat within a 250-foot buffer of the depression.
Roseate Tern	Coastal nesting areas to maintain breeding habitat and prevent disturbance that may cause nesting failure. The dataset was developed to provide special protection to maintain breeding habitat and to prevent disturbance that may cause nesting failure of roseate terns.
Seabird Nesting Areas	An island, ledge, or portion thereof in tidal waters that has 25 or more documented nests, adult seabirds associated with nests, or combination thereof (single species or aggregate of different species in any nesting season since 1976 provided that the island, ledge, or portion thereof continues to have suitable nesting habitat. Seabird Nesting Islands have adopted a Natural Resources Protection Act (NRPA) habitat.
Tidal Wading Bird and Waterfowl Habitat	Four habitat components support tidal waterfowl and wading birds: mudflats, salt marshes, eelgrass beds, and mussel bars. The dataset depicts Significant Wildlife Habitats under NRPA and important wildlife coastal habitats for oil spill response.
Inland Wading Bird and Waterfowl Habitat	Based on composition of wetland subtypes, acreage and diversity of wetland habitat, interspersion of vegetation and water, and percent of open water. Mapped areas show IWWHs that are regulated under NRPA.
Shorebird Areas	Significant Wildlife Habitat under the NRPA. Addresses migratory shorebird coastal staging habitats that meet shorebird feeding and roosting requirements during migration.

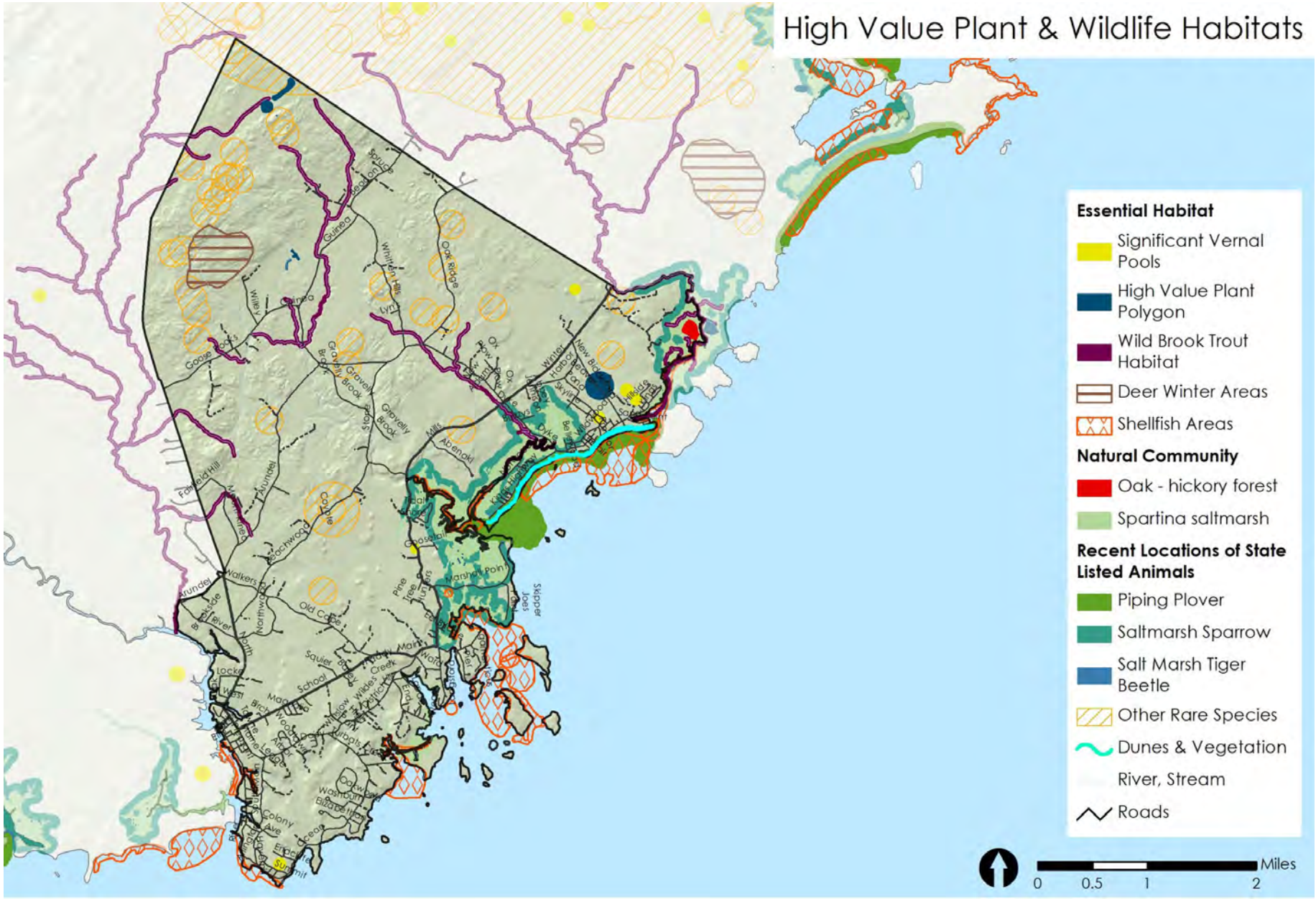

Figure 7-7 High value plant and animal habitat (Source: MDIFW, MDMR)

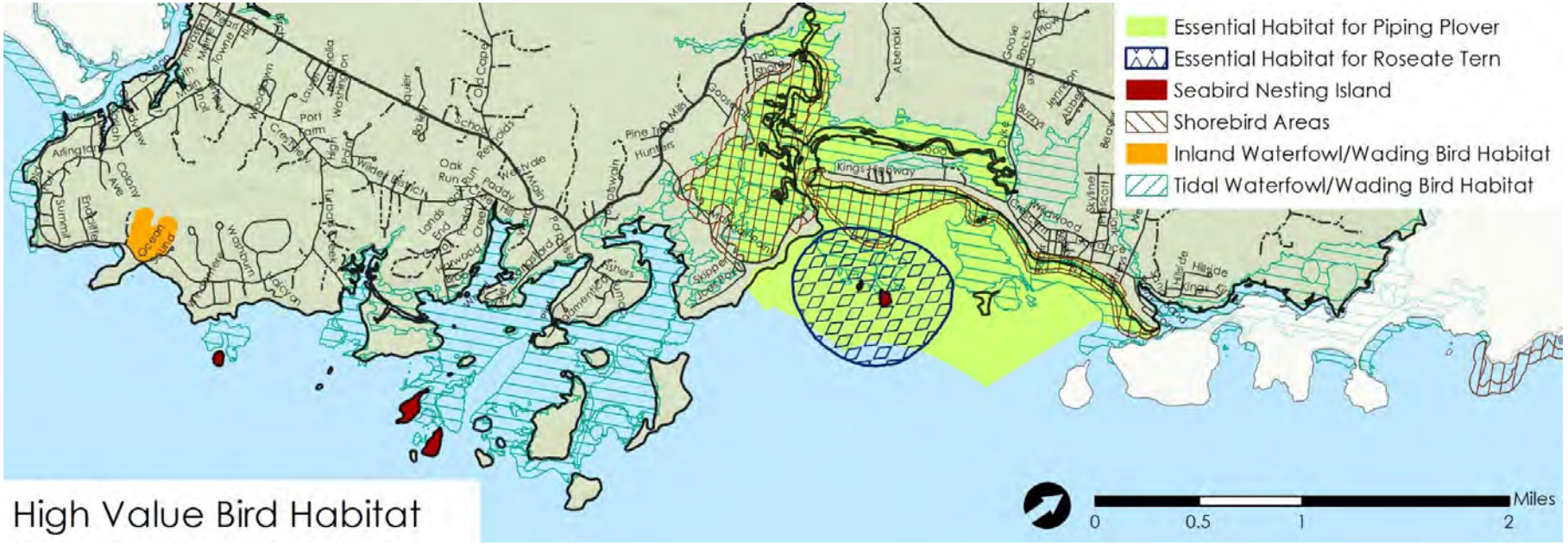

Figure 7-8 High value bird habitat (Source: MDIFW, MDMR)

Undeveloped Habitat Blocks

Undeveloped habitat blocks are large tracts of land that have not been fragmented by roads and development. Undeveloped blocks are home to a variety of plants and animals. These areas are also important to the state's natural resource-based economy and outdoor activities.[35]

MDIFW has mapped and identified a total of 7,142 acres of "undeveloped habitat blocks" within Kennebunkport (Figure 7-9). The largest unfragmented area in town, located to the northwest of Guinea Road, comprises 2,086 acres within the town and is part of a 3,035 acre block that extends into Arundel and Biddeford.

Maintaining large undeveloped areas and corridors or connections between these areas will be especially important to helping wildlife respond to changes in climate that impact the suitability of habitat and composition of species in an area. As shown in Figure 7-6, most of the town's conservation land is located within and surrounded by large undeveloped blocks of land. Long term increases in temperature will likely drive many species that are able to migrate north. Species that are already at the northern edge of their range, unable to compete with new

species or invasive species, or unable to find suitable growing conditions or habitat will be especially vulnerable to climate change. Maintaining large blocks of undeveloped land will help mitigate the impact of climate on species as well as the disconnect between the boundaries of conservation land and the future location of valuable habitats and species.

Aquatic & Shoreland Habitats

Streams, rivers, tidal areas, and ponds and the land around these resources create aquatic and shoreland habitat. As shown in Figure 7-10, Kennebunkport has significant wetlands, streams, and coastal resources. Within a 250-foot buffer of coastal and tidal rivers, there are nearly 1,100 acres of habitat that supports a variety of plant and animals.

There are approximately 2,731 acres of wetlands within Kennebunkport, accounting for 22% of the town's land area. Wetlands and the land surrounding wetlands provide several key functions including hydrologic functions, biogeochemical functions, biological functions, and cultural functions. These functions, which are discussed further in Chapter 8 Water Resources, influence aquatic and riparian habitats.

Wetlands and marshes also provide important flood storage. Minimizing development and prioritizing conservation of these resources and surrounding uplands prevents development in at-risk areas as well as facilitates salt marsh migration to higher ground and preservation of this habitat as sea levels rise.

Kennebunkport has approximately 557.4 acres of saltmarsh (Figure 7-7). Salt marsh is considered a rare natural community in Maine that provides critical habitat to the saltmarsh sparrow and salt marsh tiger beetle, both ranked species of special concern, as well as the endangered piping plover.

Salt marshes provide another valuable service due to their ability to capture and hold carbon at an order of magnitude higher than land ecosystems. Conversely, should the marshes sustain damage, to pollution for example, the release of the stored carbon into the atmosphere would be proportionately greater.[36]

There are approximately 4.3 miles of dunes and dune vegetation located along the coast (Figure 7-7). Sand dunes provide ecological value and buffering capacity against storm surge. Maintaining the health of dune grasses is necessary to the stability of the dunes. Should the dune grass succumb to disease or be otherwise disturbed or removed, the dune system's function as a storm surge barrier would diminish due to erosion, and low-lying areas such as Goose Rocks would be exposed to coastal storms. As the sea rises, and coastal storms become more severe, the dunes' protective function will serve as one of the community's first lines of defense. Healthy dunes are the most cost-effective protection for coastal residents, and for that reason the health of the dune grass should be monitored on a regular basis.

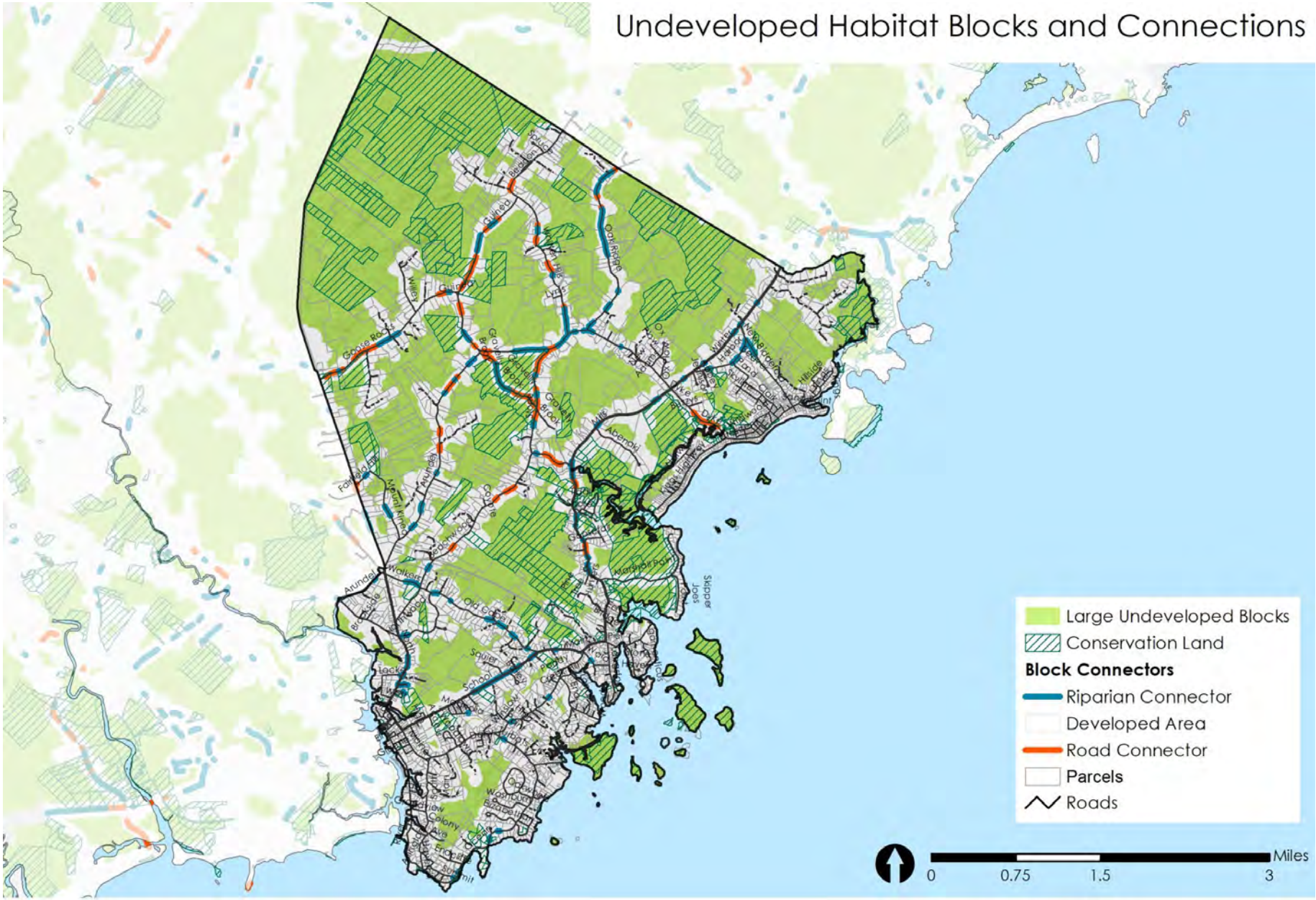

Figure 7-9 Undeveloped habitat blocks and connections (Source: BwH, MDOT, MDIFW, KCT, CAI Technologies)

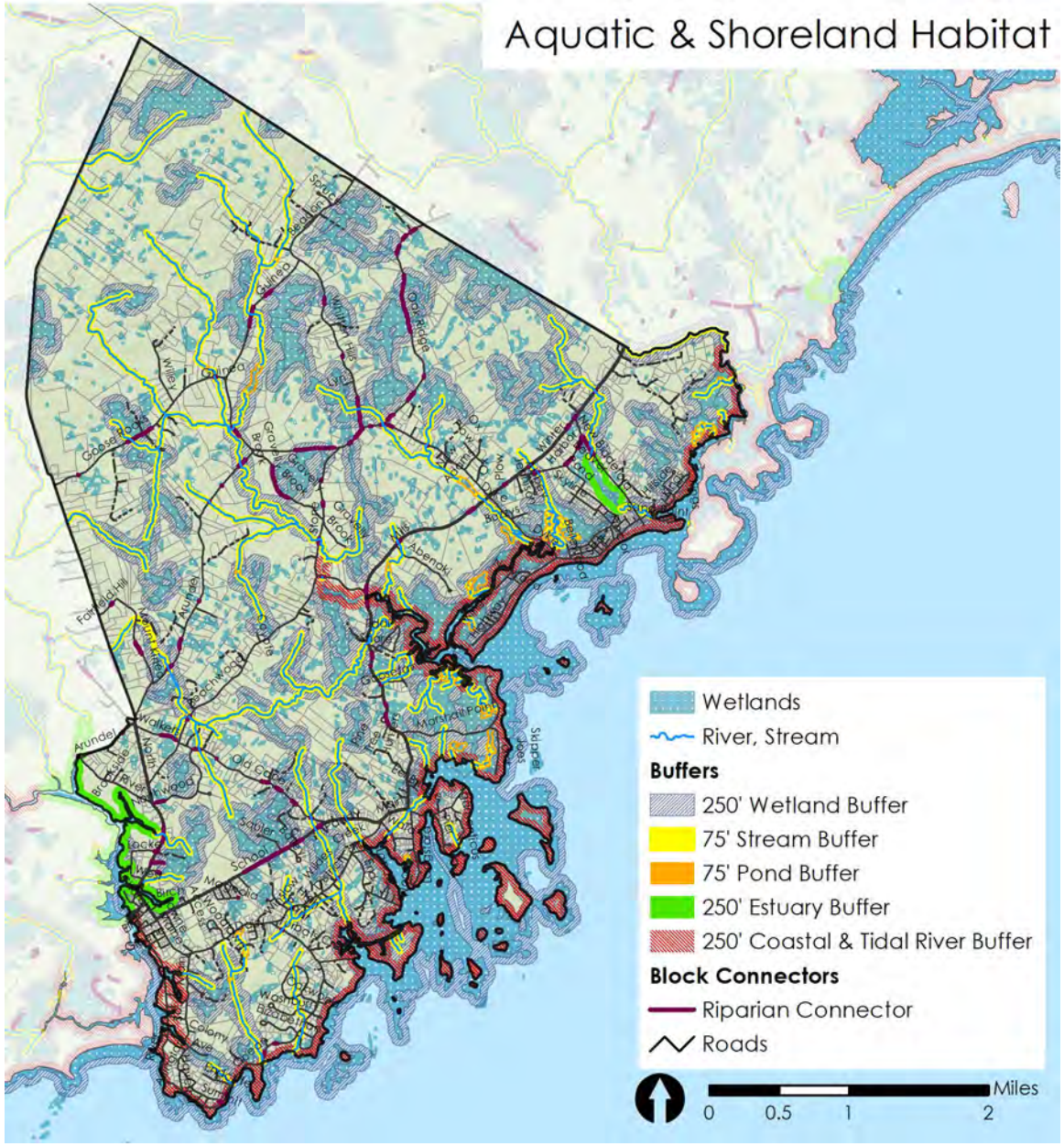

Figure 7-10 Aquatic and riparian habitat of water resources and their associated buffers (Source: Nat. Hydrography Dataset, BwH, NWI, MNAP, MDIFW)

Shoreland and Resource Protection

Article 4 Zone Regulations and Article 5 Shoreland and Resource Protection Performance Standards contain the land use regulation and standards for land uses within designated shoreland zones. The Mandatory Shoreland Zoning Act requires that municipalities adopt, administer, and enforce local ordinances to regulate activity in these areas. The shoreland zone includes all land area within 250 feet of the following:

- normal high-water line of any great pond or river
- upland edge of a coastal wetland, including all areas affected by tidal action, and
- upland edge of defined freshwater wetlands, and
- all land areas within 75 feet, horizontal distance, of the normal high-water line of certain streams.

The Town has designated a Shoreland Zone and a Resource Protection Zone in its Land Use Ordinance (LUO). For the purposes of compliance with the state's shoreland zoning guidelines, the Dock Square and Riverfront Zones are considered Shoreland General Development Districts. These areas are displayed on the official map on file in the Municipal Offices and described in Article 3 of the LUO.

Resource Protection District includes areas within the shoreland zone in which development would adversely affect water quality, biological ecosystem, or scenic and natural values. The General Development District includes areas of existing, intensively developed areas in the Dock Square and Riverfront Zones.

The uses and activities allowed in these areas are limited in order to protect coastal and inland water resources. The Town imposes a 75-foot minimum setback for all structures within shoreland zones except in the Dock Square District, where a reduced setback of 25 feet is permitted.

The Town requires a larger minimum lot size (40,000 sf) than the minimum lot area required by the state for residential dwelling units within the shoreland zone adjacent to tidal areas (30,000 sf).

Conservation Land

Conservation land provides a multitude of benefits to plant and animal species, people, and communities. Land that is protected from development and in a natural state provides high quality habitat to diverse species. Connected tracts of conservation land that form large undeveloped blocks and corridors through otherwise developed areas are critical for species that have a large range and those that require interior woodland habitat away from forest edges along fields, roads, or developed areas. Undeveloped lands provide ecosystem services such as stormwater management, flood control, air purification, and carbon sequestration. Conservation land also provides places to recreate and enjoy nature.

The economic benefits of conservation land are well documented. The market value of property increases with proximity to parks and open space. Conservation land that enables the preservation of farmland supports local agricultural industry and provides employment opportunities. Forests and natural lands recharge groundwater and reduce stormwater runoff, thereby contributing the quality and quantity of drinking water, as well as reducing the cost of treatment. Conservation land is also a significant draw to people and employers looking to relocate to an area with the scenic qualities and recreation opportunities provided by open space.[37]

Nearly 3,330 acres, or 28% of the land area of Kennebunkport is conserved. Approximately 76% of the conservation land is owned by the Kennebunkport Conservation Trust. Forty-four acres are owned by the Town. Conservation land by owner is summarized in Table 7-5.

Table 7-5 Conservation land by holder type (Source: Town of Kennebunkport)

Holder	Parcels	Acres
Kennebunkport Conservation Trust	114	2,463.8
Rachel Carson National Wildlife Refuge	52	612.8
Private Landowners and Associations	22	108.4
Town of Kennebunkport	21	43.8
Total	209	3,228.8

Almost all properties are conserved through fee simple ownership, as opposed to by conservation easement or management transfer agreement.

In addition to having significant acreage of conservation land – around one quarter of the town's area is conserved – the diversity of habitats found in the town are well represented by the conserved locations. Forests, meadows, wetlands, brooks, beaches, and islands are among the conserved ecosystems and habitats. Conservation land also provides public access to historic assets such as the Grist Mill property on Mill Lane.

A total of 613 acres are part of the Rachel Carson National Wildlife Refuge. The refuge was established in 1966 to protect salt marshes and estuaries for migratory birds. Habitats found within the refuge include forested upland, barrier beach/dune, coastal meadows, tidal salt marsh, and rocky coast. The portion in Kennebunkport is part of a 50-mile-long stretch of protected coastal land in York and Cumberland counties.

Smith Preserve

KCT's largest holding is the 1,100-acre Smith Preserve located in northern Kennebunkport. While the forested preserve offers 10 miles of recreational trails and features brooks, picnic rocks, bridges, its key role is providing wildlife habitat. The preserve is part of a 3,000 acre block of undeveloped land that provides habitat for species including deer, bobcats, coyotes, hares, owls, partridges, turtles, and others.

Town Forest

The Town Forest was established in 1958 by warrant article 62 with two previously acquired small lots and may have grown to as many as 40 lots. Maine Revised Statute 1954 Chapter 96 Section 28 defined and regulated Town Forests; however, the "Town Forest" designation was eliminated in the 1963 statute revision and is no longer an applicable law or defined term. For the purpose of the document, the term previously Town Forest recognizes the remaining known properties that were once Town Forest but no longer have any official designation.

Seven parcels totaling approximately 190 acres are previously designated Town Forest land (Figure 7-11).

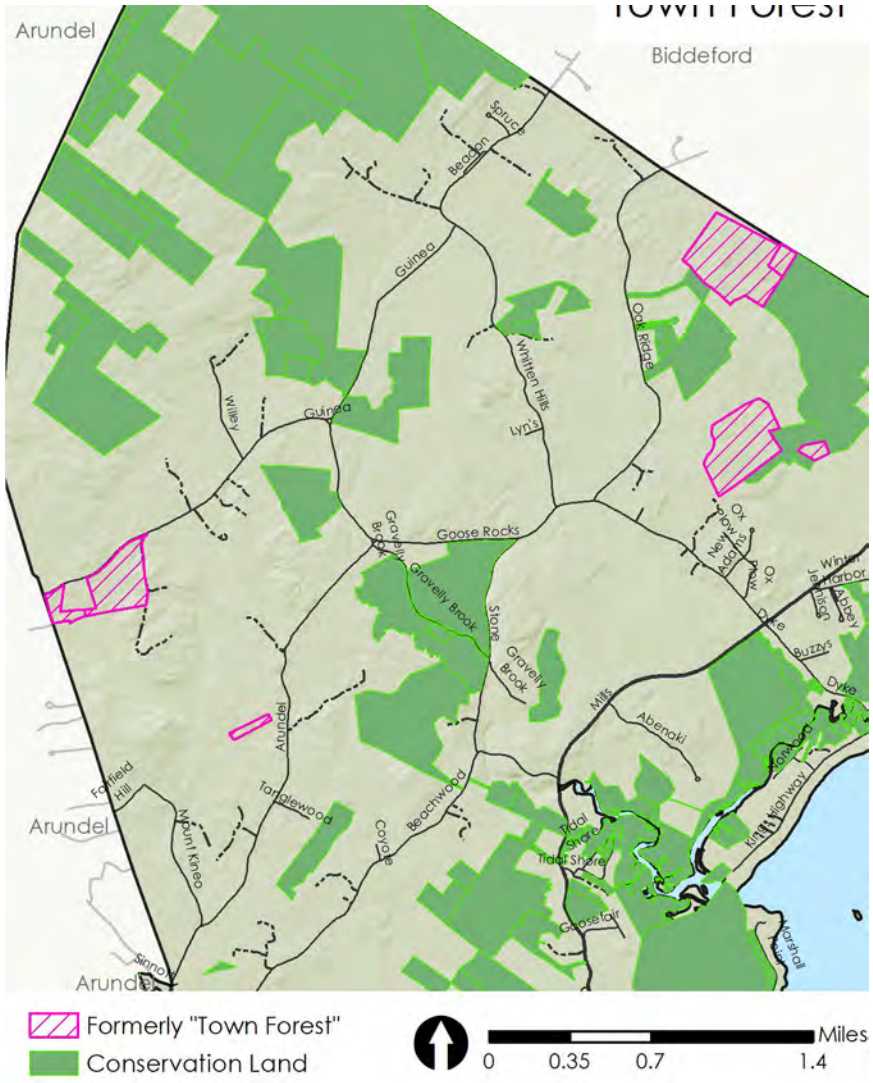

Figure 7-11 Town Forest conservation land (Source: Town of Kennebunkport)

Natural Resources Co-occurrence

MDIFW has developed natural resources co-occurrence maps for the purpose of highlighting areas where there are relatively more environmental assets compared to other areas. The map in Figure 7-12 displays the co-occurrence map developed by the state using buffer zones around water features, important natural communities, animal and plant species that are listed, and areas of undeveloped land. As seen in Figure 7-11, coastal areas in the vicinity of Goosefare Bay Wildlife Refuge and the northern region of town have the highest co-occurrence value. This information can be useful when prioritizing conservation projects and the allocation of resources toward conservation, maintenance, and monitoring activities. It can also guide the community in identifying areas that are perhaps least suitable for development due to the presence of environmental assets.

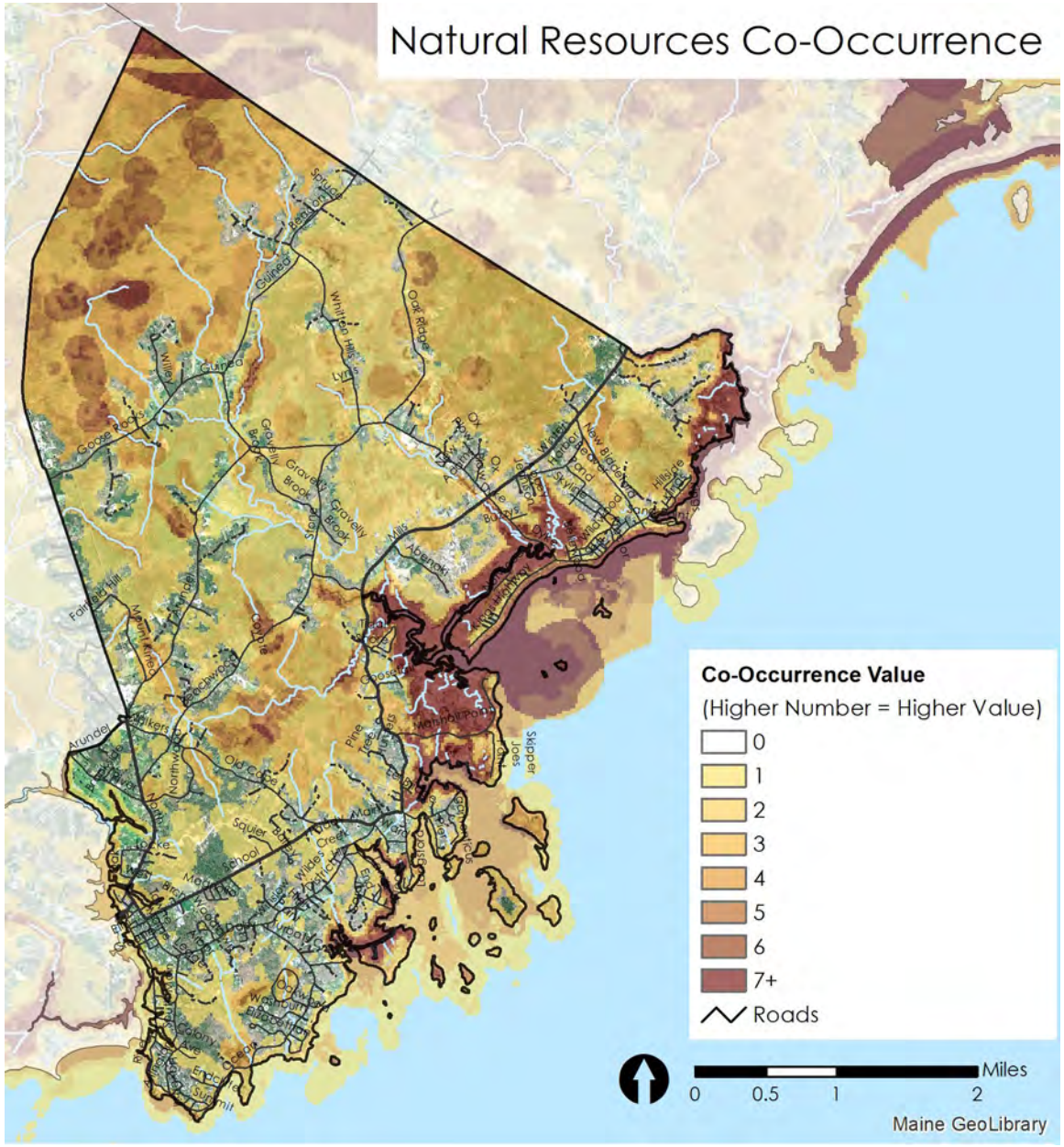

Figure 7-12 Natural resources co-occurrence map. The co-occurrence value represents a weighted score of select attributes for Beginning with Habitat. It does not reflect the number of rare species or significant habitats (Source: Co-Occurrence model developed by MDIFW)

Resilient Lands

The Nature Conservancy has developed a Resilient Lands mapping tool that provides information about a landscape's resiliency to climate change.[b] According to this tool, Kennebunkport scores for resilience, landscape diversity, and local connectedness are average compared to other sites within the same geophysical setting (Figure 7-13). Figure 7-14 displays a map of the analysis results. The darker green areas show areas with a higher resilience score while orange tones indicate areas with a lower than average score.

The resilient and connected networks analysis for Kennebunkport found that 450.8 acres of land act as a *climate corridor*, or narrow conduit in which the movements of plants and animals becomes highly concentrated. The analysis also determined that 1,897.7 acres are considered *resilient areas*, or places buffered from climate change because they contain many connected micro-climates that create climate options for species.

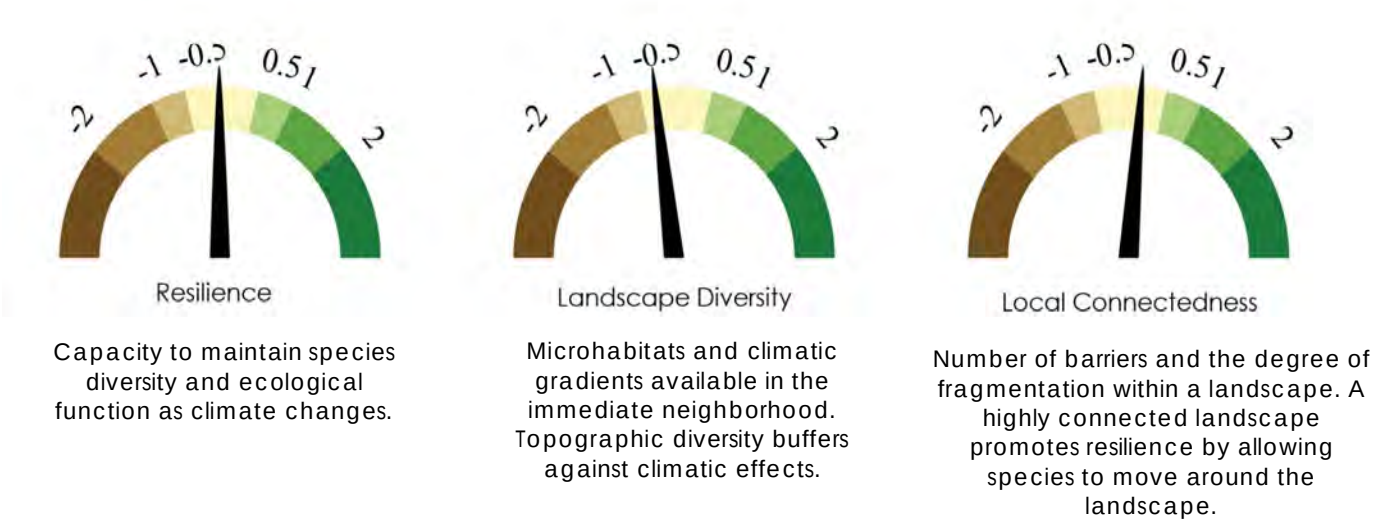

Figure 7-13 Resilient and connected networks in Kennebunkport (Source: TNC Resilient Land Mapping Tool)

[b] For more information and to explore this mapping tool, visit https://www.conservationgateway.org/ConservationByGeography/NorthAmerica/UnitedStates/edc/reportsdata/terrestrial/resilience/resilientland/Pages/Mapping_Tool.aspx

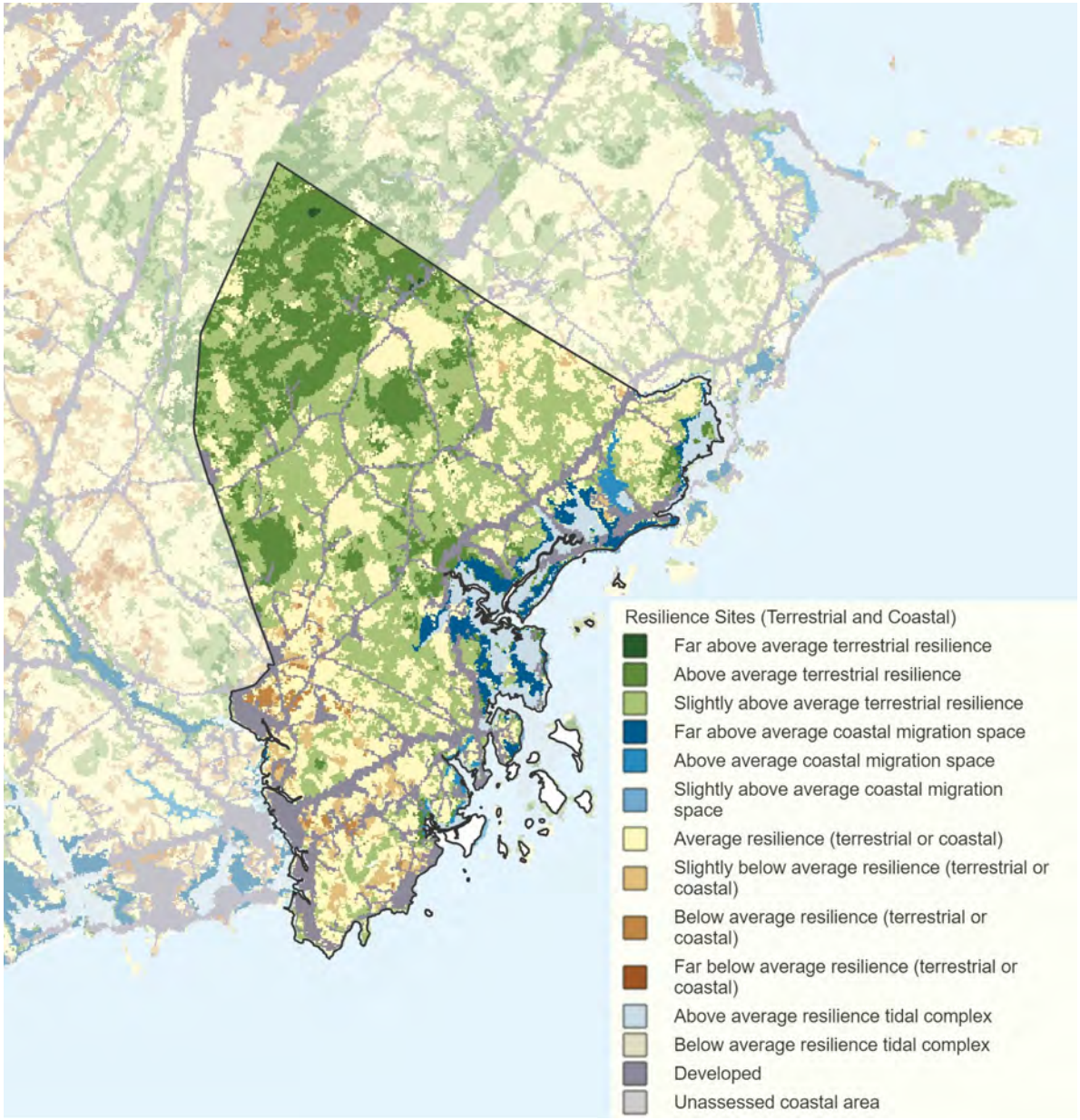

Figure 7-14 Map of resilience sites in Kennebunkport and overall score (Source: TNC Resilient Land Mapping Tool)

Areas & Vistas of Natural Beauty

Scenic vistas are a fundamental element of the town's character and identity. The town's 2012 Comprehensive Plan identifies several unique natural areas and vistas. These locations are included on the map "Lands Not Readily Available for Development." During the preparation of this 2030 Comprehensive Plan, the community reaffirmed these locations and identified additional areas and vistas of natural beauty that contribute to the high quality of life that Kennebunkport offers.

- Ocean Avenue, from Parson's Way around to Walker's Point
- Cape Porpoise, including the Pier, the Harbor and the islands
- Goose Rocks Beach
- The view across the mouth of the Batson River from Goosefare Farm on Route 9
- The Kennebunk Riverfront, including the Monastery grounds across the river
- Colony Beach
- Turbat's Creek
- Cleaves Cove
- Night sky
- Mast Cove
- South Congregational Church
- Grist Mill Area
- James Woods (Land Trust)
- Locke Street
- Nott House
- Baptist Church
- St Anne's Church
- Graves Library
- Arundel Golf Course
- Clock Farm
- Goat Island
- Every Kennebunkport Conservation Trust property.

Dark Skies

Kennebunkport's dark skies are one of the community's scenic assets that is vulnerable to light pollution associate with development. The Town of Kennebunkport has an Outdoor Lighting Ordinance to reduce light nuisance. The Town could consider reviewing its lighting standards with recommendations developed by the International Dark Sky Association. Outreach to homeowners about suitable lighting can also reduce the impacts of lighting and preserve views of stary skies.

Shade Trees

Shade trees provide habitat for wildlife in urban settings, serve to connect larger patches of habitat, and provide important ecosystem services such as temperature regulation, water filtration, and air purification, in addition to enhancing the aesthetic qualities of streetscapes. Shade trees also help keep buildings cool, lowering demand for energy and cooling costs. As the region experiences more hot days over the century, the presence of shade trees in urban and suburban areas will become increasingly important. The Town has a Shade Tree Program and committee that is dedicated to preserving, maintaining, and planting shade trees. The Shade Tree Program:

- Maintains an inventory of Town trees along streets, walkways and public parks. A special tag identifies tree that are monitored for health and safety.
- Publicizes and educates on tree quality, diversity and care.
- Monitors elm tree health, preservation, disease detection treatment, and removal.
- Recommends replacement trees, respecting species' variety, location and compatibility.
- Interacts with Tree Warden concerning public and private tagged tree issues.
- Participates in Arbor Day celebrations and assures that Tree City USA requirements are fulfilled annually.

The Shade Tree Committee has developed a shade tree inventory map and a self-guided downtown walking tour. The committee also posts alerts about invasive species, which are a threat to many hardwoods.

Kennebunkport has been named a 2018 Tree City USA by the Arbor Day Foundation in honor of its commitment to effective urban management. This designation was achieved because the Town meets the programs four requirements: a tree board or department (Shade Tree Committee), a tree care ordinance, an annual community forestry budget of at least $2 per capita, and an Arbor Day observance and proclamation.

Threats to Natural Resources

Loss of habitat and climate change are two of the primary threats to natural resources in Kennebunkport. While the community has succeeded in securing large tracts of conservation land, development will continue to occur in town and throughout the region and remains a threat to the quality and availability of habitat. Stormwater runoff associated with development may increase the risk of pollution of aquatic and riparian habitat as well as groundwater resources. Recreation and tourism in coastal areas in particular can present a risk to nesting and foraging habitat in the town's valuable marshes.

Salt marsh habitat is also vulnerable to sea level rise. As sea level rises and precipitation increases, the prevalence of undersized culverts will increase, presenting challenges to fish and wildlife as well as marshes. Marshes will rise along with sea level, so long as the rate of sea level rise is not excessive. The challenge for the Town will be to identify suitable areas for marsh migration, and to remove barriers to migration.

Climate change will present a multitude of know and unknown threats to individual species and ecosystems ranging from saltwater intrusion and changing species composition to increased threat of invasive species. The complexity and interconnectedness of ecosystems makes it difficult to predict exactly what the region's natural communities will be like in the future.

[1] Maine Geological Survey. 2-foot contour GIS data.
[2] USDA Natural Resources Conservation Service (NRCS) Soil Web Survey. https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm
[3] US EPA. Benefits of Healthy Watersheds. https://www.epa.gov/hwp/benefits-healthy-watersheds
[4] US EPA. The Economic Benefits of Protecting Healthy Watersheds. https://www.epa.gov/sites/production/files/2015-10/documents/economic_benefits_factsheet3.pdf
[5] MEDEP. Watershed Management. https://www.maine.gov/dep/land/watershed/
[6] US EPA. Watershed Academy Web. 8 Tools of Watershed Protection in Developing Areas. https://cfpub.epa.gov/watertrain/moduleFrame.cfm?parent_object_id=1280
[7] USDA Natural Resources Conservation Service Soil Survey of York County Maine. 1982. https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/maine/ME031/0/york.pdf
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[9] USDA Natural Resources Conservation Service Soil Survey of York County Maine. 1982. https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/maine/ME031/0/york.pdf
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[11] ME Geological Survey
[12] USDA Natural Resources Conservation Service Soil Survey of York County Maine. 1982. https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/maine/ME031/0/york.pdf
[13] USDA Natural Resources Conservation Service Soil Survey of York County Maine. 1982. https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/maine/ME031/0/york.pdf
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[17] USDA. Soil Access Prime and other Important Farmlands. https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcseprd1338623.html
[18] Department of Administrative and Financial Services. Maine Revenue Services. (2020, 2010) ME Municipal Valuation Return Statistical Summary. Available at: https://www.maine.gov/revenue/taxes/property-tax/municipal-services/valuation-return-statistical-summary.
[19] GrowSmart Maine. Planning for Agriculture Farming-Friendly Communities. http://growsmartmaine.org/wp-content/uploads/2011/04/Agricultural-Brief-Update-4-27-17.pdf
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[22] Town of Kennebunkport Land Use Ordinance Article VI, Section 6.3 Soil Suitability.
[23] MDIFW. Maine's Wildlife Action Plan. 2015. https://www.maine.gov/ifw/docs/2015%20ME%20WAP%20All_DRAFT.pdf
[24] Beginning with Habitat. Focus Areas of Statewide Ecological Significance. Biddeford/Kennebunkport Vernal Pool Complex.

[25] Beginning with Habitat. Focus Areas of Statewide Ecological Significance. Biddeford/Kennebunkport Vernal Pool Complex.
[26] Beginning with Habitat. Focus Areas of Statewide Ecological Significance. Biddeford/Kennebunkport Vernal Pool Complex.
[27] Beginning with Habitat. Focus Areas of Statewide Ecological Significance. Biddeford/Kennebunkport Vernal Pool Complex.
[28] Beginning with Habitat. Focus Areas of Statewide Ecological Significance. Biddeford/Kennebunkport Vernal Pool Complex.
[29]DACF. Maine Natural Areas Program (MNAP). Natural landscapes of Maine: A Guide to Natural Communities and Ecosystems. 2018. https://www.maine.gov/dacf/mnap/about/publications/community_classification.htm
[30] DACF. Maine Natural Areas Program (MNAP). Natural landscapes of Maine: A Guide to Natural Communities and Ecosystems. 2018. https://www.maine.gov/dacf/mnap/about/publications/community_classification.htm
[31] DACF. Maine Natural Areas Program (MNAP). Natural landscapes of Maine: A Guide to Natural Communities and Ecosystems. 2018. https://www.maine.gov/dacf/mnap/about/publications/community_classification.htm
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[33] MDIFW. Beginning with Habitat Program. Beginning with Habitat Guidebook. 2012. https://www.beginningwithhabitat.org/about_bwh/
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Chapter 8

Water Resources

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Introduction

The focus of this chapter is freshwater resources, including lakes and ponds, rivers and streams, wetlands, and groundwater. A discussion of marine or saltwater resources, including beaches, harbors, and tidal streams is included in Chapter 9 Marine Resources.

Rivers and surface water bodies play a key ecological role carrying water and nutrients and providing habitat and food for many species. Freshwater resources also provide numerous ecosystems services, or benefits to people and communities. These include:

- Supporting services, such as maintaining floodplain fertility and primary production.
- Provisioning services, such as water for drinking, domestic use, agriculture, and industrial use, non-consumptive uses like transportation and generating power, and food and medicines.
- Regulating services, such as maintaining water quality through natural filtration and water treatment, erosion and flood control.
- Cultural services, including recreation (kayaking, hiking, fishing), tourism, and existence values, such as the appreciation of free-flowing rivers.[1]

Resource Inventory

Rivers & Streams

Kennebunkport has two major watercourses: the Kennebunk River and the Batson River. The Kennebunk River flows 15 miles from Kennebunk Pond in Lyman to the Atlantic Ocean, where it forms the boundary between Kennebunk and Kennebunkport. The entire length of the river within Kennebunkport — approximately 5.2 miles from its mouth — is tidal. The river provides a scenic backdrop to Dock Square. The Kennebunk River watershed is approximately 38 square miles, five of which are in Kennebunkport. The remainder of the watershed drains roughly equal areas of the Towns of Lyman, Arundel, and Kennebunk.

As of October 2020, the York County Soil and Water Conservation District is in the midst of a two-year effort to prepare a watershed-based plan for the Kennebunk River. The plan will compile information about natural resources, nonpoint source and bacteria problems, and identify locally supported watershed goals, objectives, and action strategies for protecting the River and its tributaries.[2]

The 2012 Comprehensive Plan references past studies of freshwater resources, such as *A Guide to the Kennebunk River and Its Tributaries for Arundel, Kennebunk, and Kennebunkport.* This 1986 joint study of water resources in the Towns of Kennebunkport, Kennebunk, and Arundel documented changes in growth; commercial uses on the Kennebunk River; the relationship between wildlife diversity and development on the River; and background information on wetlands. The study also suggested that the Towns coordinate adoption of protective ordinances, including the following land use ordinances: Shoreland Zoning amendments, Wetlands Ordinance, Groundwater Protection Ordinance.

The Batson River watershed comprises a majority of the area of the Town. The river enters Goosefare Bay between Marshall Point and the western end of Goose Rocks Beach. The river is tidal for approximately three-quarters of a mile from its mouth to the dam just downstream of Route 9 (Mills Road). There are over 15 miles of perennial streams within the Batson River watershed.

Other streams include the Little River and Beaver Pond Brook, which lie outside of the Kennebunk River and Batson River watersheds. The Little River originates from the wetlands by Proctor Road and lies mostly within Biddeford, entering Kennebunkport at Route 9 near the Biddeford line and forming a portion of the town boundary. Beaver Pond Brook also empties into the ocean near this location (Figure 8-1).

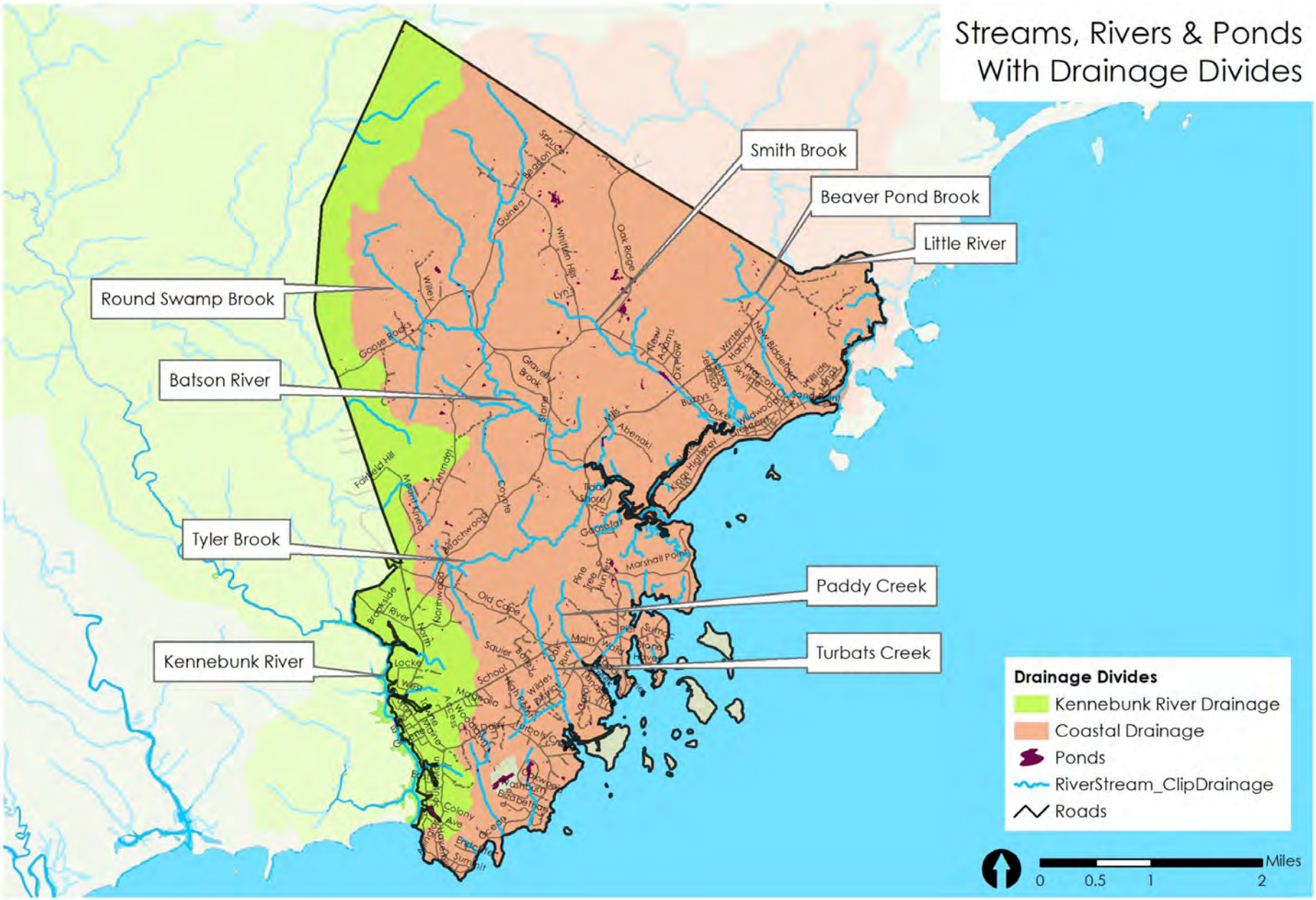

Figure 8-1 Streams, rivers, and ponds with drainage divides (Source: ME GIS)

Lakes and Ponds

While the state does not recognize a definitive difference between lakes and ponds, ponds generally have a small surface area and shallower depth. Sunlight is able to penetrate to the bottom of a pond whereas deep areas of lakes receive no sunlight.[3]

As shown in Figure 8-1, Kennebunkport has several small, scattered ponds. These ponds are not large or deep enough for recreational use other than fishing. There are no Great Ponds in Kennebunkport.

> "Great pond" means any inland body of water which in a natural state has a surface area in excess of 10 acres and any inland body of water artificially formed or increased which has a surface area in excess of 30 acres except for the purposes of this article, where the artificially formed or increased inland body of water is completely surrounded by land held by a single owner. (Source: Maine DEP)

Although it is not classified as a Great Pond, Lake of the Woods is protected by the Resource Protection Zone of the Town's Land Use Ordinance (LUO). Lake of the Woods is located off Ocean Avenue near Walkers Point and was donated to the Kennebunkport Conservation Trust in 1981.[4]

Wetlands

Wetlands provide flood storage, groundwater recharge and discharge, erosion control, and critical habitat for fish and wildlife. Wetlands are important to the tourism, recreation, forestry, fishing, and hunting industries.[5] Freshwater wetlands include freshwater swamps, marshes, bogs and similar areas that are inundated or saturated by surface or groundwater at a frequency and for a duration sufficient to support wetland vegetation. Great ponds, coastal wetlands, rivers, streams, or brooks are not considered freshwater wetlands by the State of Maine (38 MSRA 480-b(4)).

According to National Wetlands Inventory (NWI) data, wetlands account for approximately 3,300 acres (25%) of Kennebunkport.[1] Palustrine wetlands comprise just over half of wetlands (Table 8-1). Palustrine wetlands are nontidal, have a salinity due to ocean-derived salts of less than 0.5%, and are dominated by trees, shrubs, persistent emergents, and emergent mosses or lichens.[6] Wetlands identified as open water comprise approximately 54 acres. Combined with palustrine wetlands, these freshwater resources account for a total of 2,015 acres.

[1] Note that the in the Land Use Chapter, acres of generalized land use date obtained from the NOAA C-CAP national dataset indicates that wetlands comprise approximately 2,888 acres of land in Kennebunkport.

Table 8-1 Wetland acreage by type (National Wetlands Inventory (NWI))

System	Acres	Percent of Wetland Area
Palustrine	1,960.9	51.5%
Marine	991.7	26.0%
Estuarine	802.3	21.1%
Open Water	53.8	1.4%
Total	3,308.7	100%

Palustrine wetlands and significant aquatic habitat identified by the Maine Department of Inland Fisheries and Wildlife, are shown in Figure 8-2.

The State of Maine has developed wetlands characterization data based off the NWI. Wetland areas are characterized based on six wetland functions and values: flood flow alteration, sediment retention, finfish habitat shellfish habitat, plant and animal habitat, and cultural value. Figure 8-3 displays the percent of freshwater wetland acres in Kennebunkport that meet the criteria for these functions. As shown in this figure, 73% of freshwater wetlands meet the criteria for providing plant and animal habitat, while only 4% meet the criteria for providing cultural value. A map of freshwater wetlands and the number of functions is displayed in Figure 8-4. The acres of freshwater wetland area that meets zero, one, or more than one of the functions is reported in the chart in Figure 8-5.

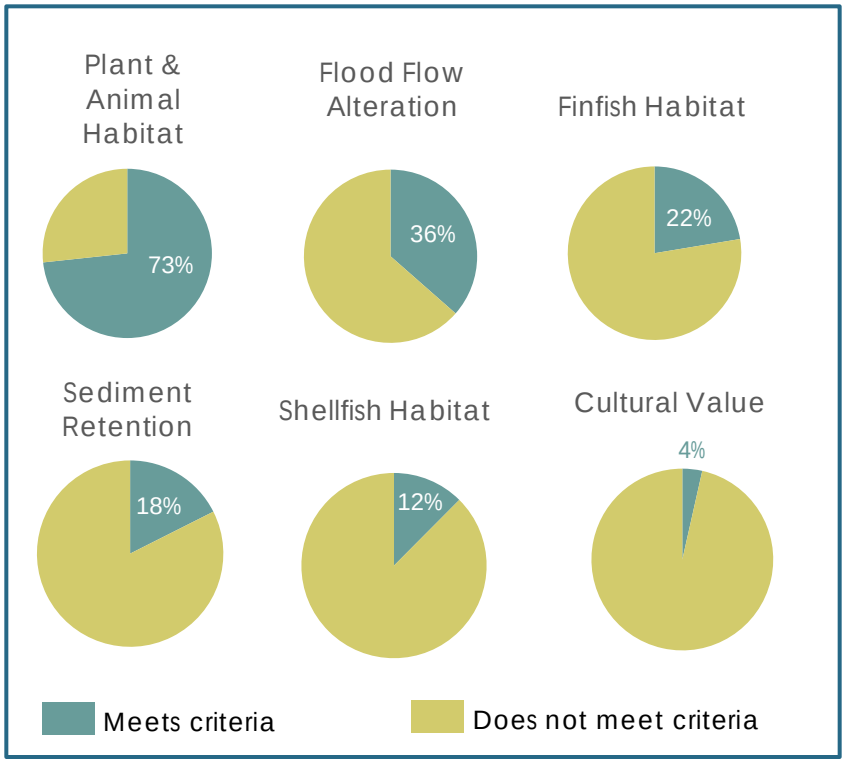

Figure 8-3. Area of freshwater wetlands (palustrine and open water) that meet the criteria for each wetland function (Source: ME GIS)

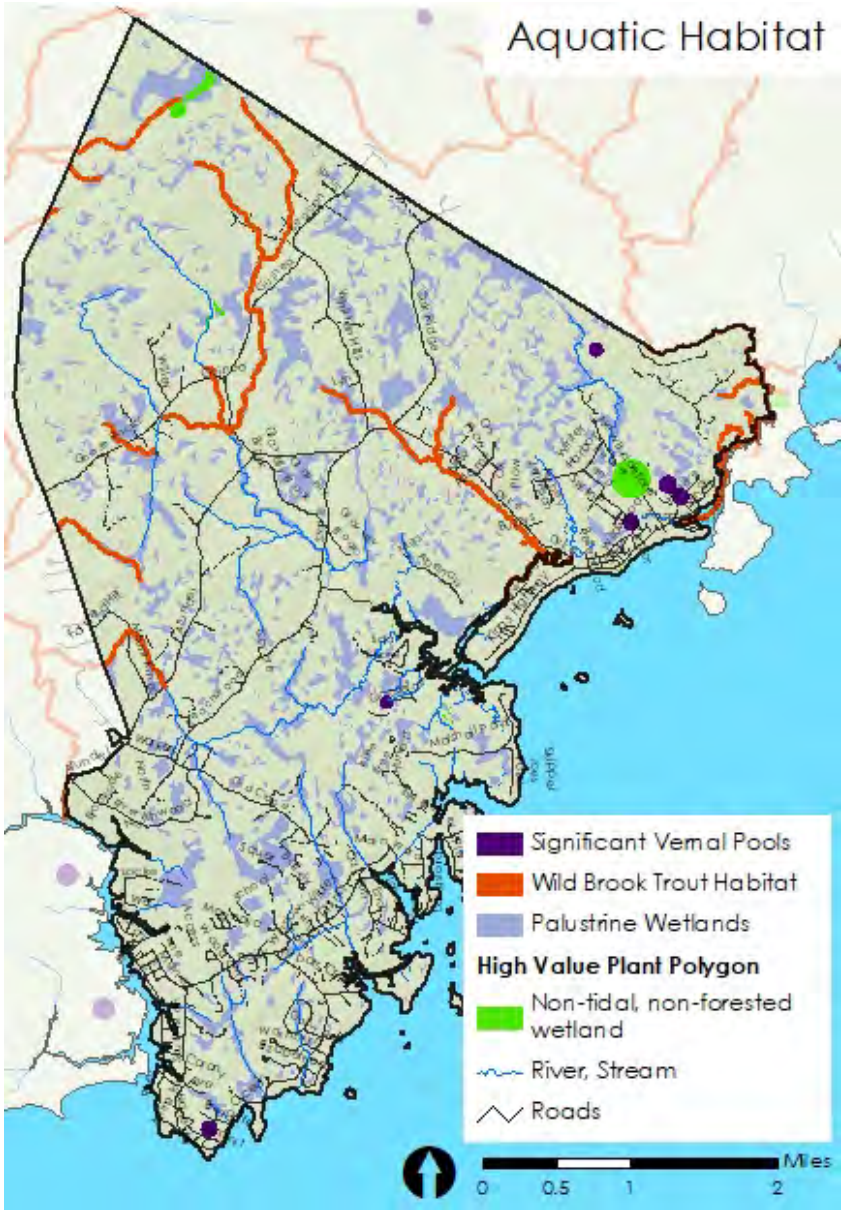

Figure 8-2 Aquatic Habitat (Source: MDIFW, MDMRS)

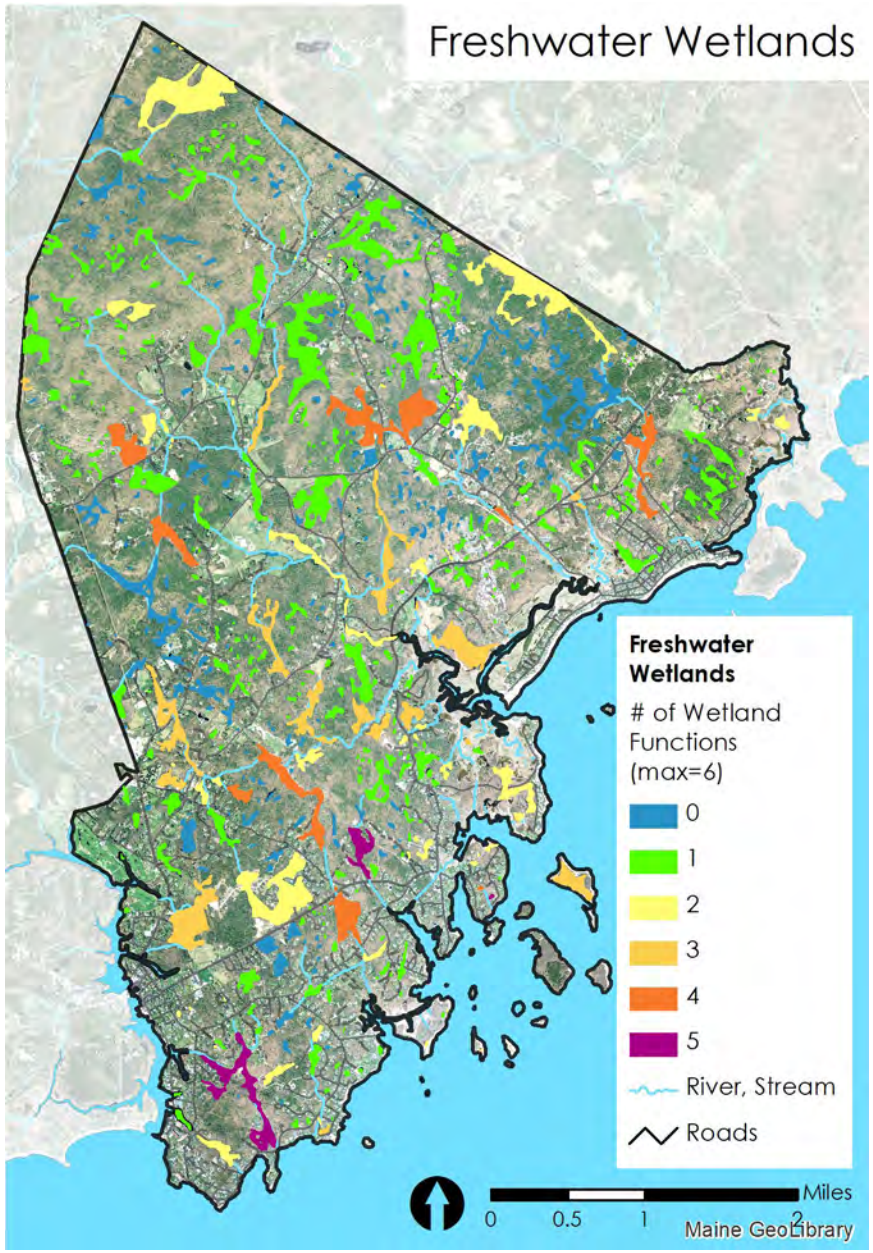

Figure 8-4 Freshwater wetlands and functions for which criteria are met (Source: ME GIS)

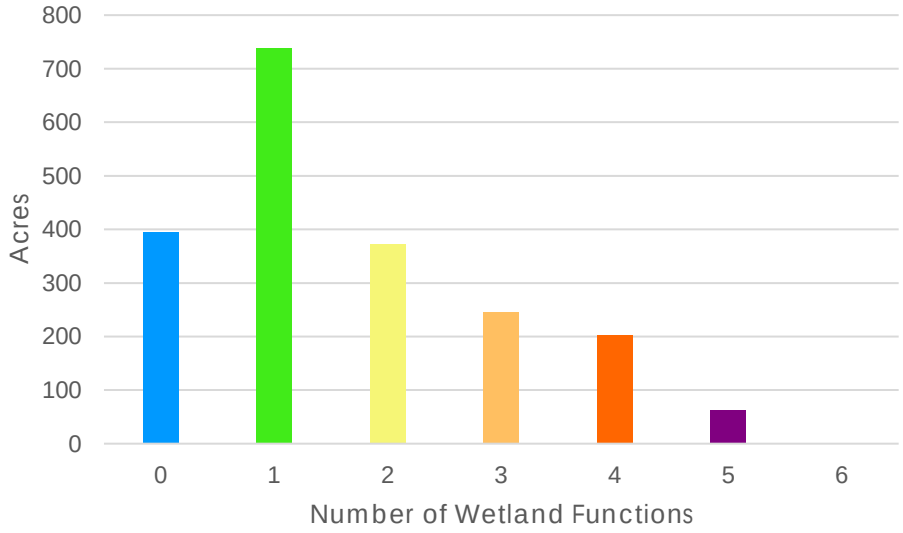

Figure 8-5 Acres of freshwater wetlands (palustrine and open water) that meet the criteria of 0 to 5 of the State's wetland function criteria (total acres =2,015) (Source: ME GIS)

Drinking Water Supply

Groundwater provides 60% of drinking water in the state.[7] The drinking water supply for Kennebunkport consists of private wells, public wells, and surface and groundwater supplied by the Kennebunk, Kennebunkport, and Wells Water District (KKWWD).

There are six public wells in Kennebunkport (Figure 8-6): Kennebunkport Camping, Ocean Woods Resort, Seashore Trolley Museum #1 & #2, Ocean Woods Resort, and Hidden Pond LLC. All but the Kennebunkport Camping public well are non-community public water supplies that serve at least 25 persons, but not necessarily the same persons, for at least 60 days per year. The Kennebunkport Camping well is inactive. The Hidden Pond well is a bedrock well with a depth of 520 feet and is considered to be at low risk for contamination based on well type and site geography, low risk of acute contamination, and low risk for future acute contamination. The Ocean Woods Resort is a bedrock well with a dept of 480 feet. This well is rated as at low risk for contamination based on the well type and site geology as well as for acute contamination, but high risk for future acute contamination due to the fact that the well owner owns less than 50 feet of the land within the 700 foot Well Head Protection Radius associated with the well. A bedrock well at the Inn at Goose Rocks was rated as moderate risk for existing contamination based on well type and site geology, acute contamination, and future risk of acute contamination.[8]

Table 8-2 displays public waters supply wells. Approximately 1,410 parcels (40% of all parcels in town) are served by the KKWWD. Lots that are not served by public wells or KKWWD are served by private wells.

Drinking water wells in Kennebunkport may be vulnerable to groundwater rise associated with sea level rise.

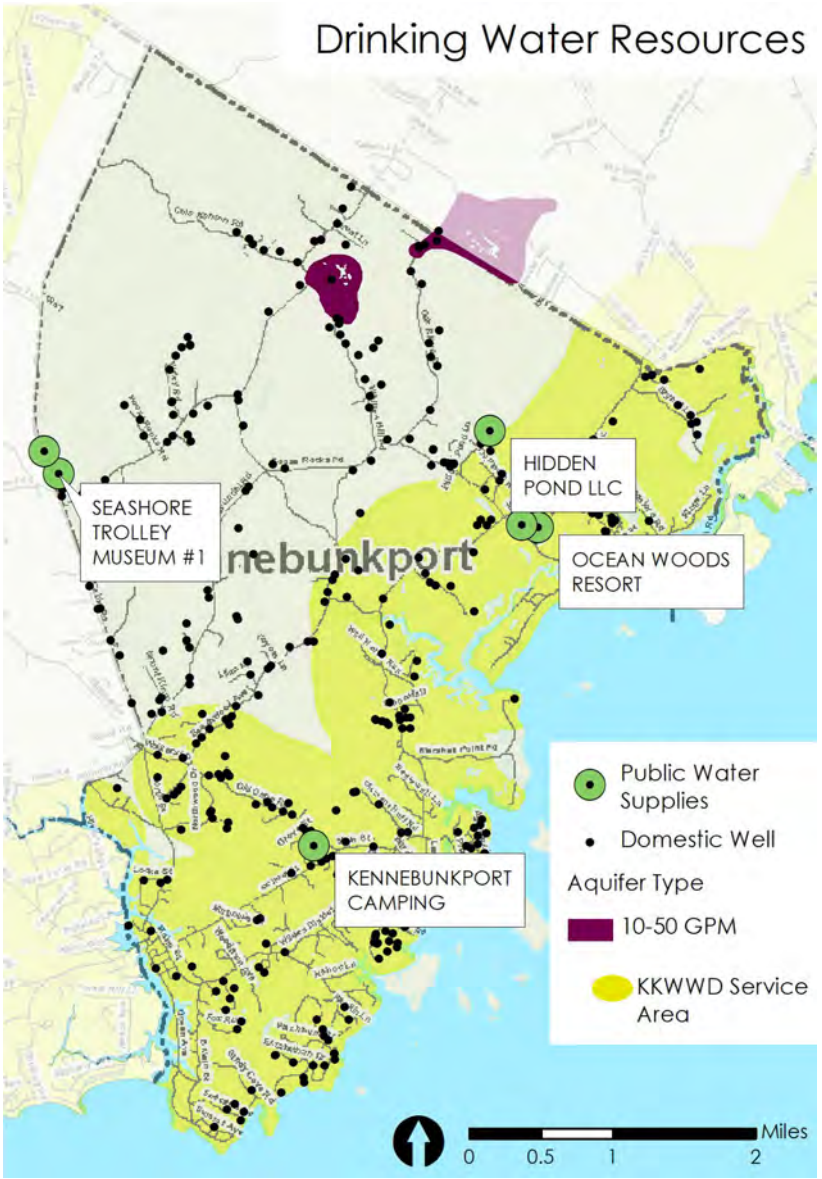

Figure 8-6 Drinking water resources (Source: ME GIS, KKWWD, MGS)

Table 8-2 Public Water Supply Well in Kennebunkport

System Name	Kennebunkport Camping	Ocean Woods Resort	Seashore Trolley Museum #1	Seashore Trolley Museum #2	Ocean Woods Resort	Hidden Pond LLC
Facility ID	16970101	16619101	11634101	111634101	16619102	94947101
Federal ID	ME0016970	ME0016619	ME0011634	ME0111634	ME0016619	ME0094947
System Type	NP	NC	NC	NC	NC	NC
Population	205	250	25	116	250	308
Number of Wells	0	2	1	1	2	1
GPM					10	6
Depth			200	200	480	520
System Status	I	I	I	A	I	A
Facility Status	I	A	A	A	A	A

NC=Non-community, I=inactive, A=active

Aquifers

There are 118 acres of high yield sand and gravel aquifers in Kennebunkport.[9] Figure 8-6 shows the areas where ground water yields in excess of 10 gallons per minute can be expected. These areas include a region near the intersection of Guinea Road and Whitten Hill Road known as Beacon Corner and an area off Oak Ridge Road that extends into Biddeford. The portion of this aquifer that underlies Biddeford is protected by the City's Aquifer Protection Overlay District (Biddeford Land Use Ordinance Article V, Section 10). Kennebunkport does not have an aquifer protection overlay district.

Photo Credit: Tom Morgan

Kennebunk, Kennebunkport, and Wells Water District (KKWWDD)

The KKWWD is a quasi-municipal water utility established in 1921 that supplies water to seven communities and a population of 30,000 to over 100,000, depending on the season.[10] All of the water that is provided by the KKWWD is derived from locations outside of Kennebunkport. KKWWD's water supply of approximately 425 million gallons per year consists of surface water (60%), groundwater (38%), and utility interconnections (3%).[11]

One of the primary sources of water is the Branch Brook. The 12.5 square mile Branch Brook watershed provides a consistent, reliable source of drinking water to KKWWD.The Branch Brook originates in Sanford and joins the Merriland River within the Rachel Carson Wildlife Refuge in Wells. The underlying geology of the watershed is comprised predominantly of sand and gravel deposits, which have a high capacity to store groundwater.[12]

The Branch Brook was the only source of supply to the water district until 1980 when peak daily water demand increased to 4 million gallons per day (MGD). KKWWD began purchasing up to one million gallons per day (MGD) of finished water from the Biddeford & Saco Water Company.[13] When peak demand increased to 7 MGD in early 2000, KKWWD entered into a mutual aid agreement with the York Water District to allow for the bulk purchase of 1 MGD. KKWWD has pursued additional supplies of unfinished water from wells and finished water from utilities. Since 2015, KKWWD has produced approximately 3 MGD. Figure 8-7 displays the KKWWD annual water production along with water supplied to Kennebunkport.

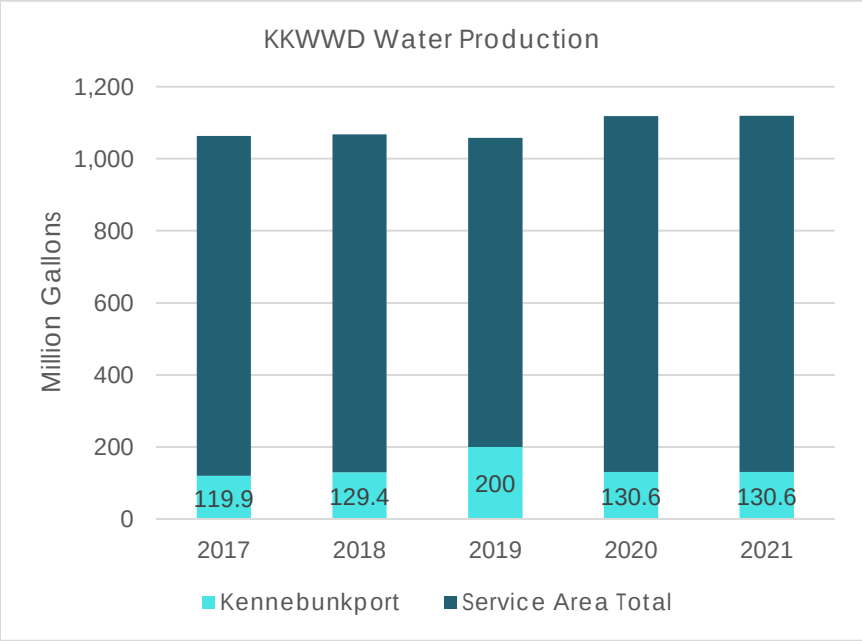

Figure 8-7 KKWWD Water Production and water supplied to Kennebunkport (Source: KKWD)

A USGS stream gauge[2] monitors the flow rate on Branch Brook. Summary statistics for water year 2021 and for the last decade are displayed in Table 8-3. Figure 8-8 shows the monthly average, minimum, and maximum flow rate for the last decade. The highest flow on Branch Brook occurs in March, while the lowest occurs in September.[14]

[2] The gauge is available at: https://waterdata.usgs.gov/me/nwis/uv/?site_no=01069700&PARAmeter_cd=00065,00060

Table 8-3 Summary statistics for Branch Brook near Kennebunk, USGS Station 01069700 (Source: USGS)

	Water Year 2021		Water Years 2009-2021	
	Discharge, Cubic Feet per Second (Daily Mean Values)	Date	Discharge, Cubic Feet per Second (Daily Mean Values)	Date
Annual total	6,512	-	-	-
Annual mean	17.8	-	21.4	-
Highest annual mean	-	-	32.2	2010
Lowest annual mean	-	-	15.9	2016
Highest daily mean	105.0	Dec 25	480.0	15-Mar-10
Lowest daily mean	6.21	Oct 12	4.76	5-Sep-16
Annual 7-day minimum	6.43	Oct 06	4.91	30-Aug-16
Maximum peak flow	-	-	536[a]	26-Feb-10
Maximum peak stage	-	-	11.35[b,c]	15-Mar-10
Annual runoff (cfsm)	1.67	-	2.05	-
Annual runoff (inches)	22.6	-	27.+	-
10 percent exceeds	28.4	-	38.0	-
50 percent exceeds	15.7	-	17.6	-
90 percent exceeds	8.11	-	8.76	-

Notes: [a] Discharge is an estimate, [b] Gage height affected by backwater, [c] Max gage height not associated with peak discharge.

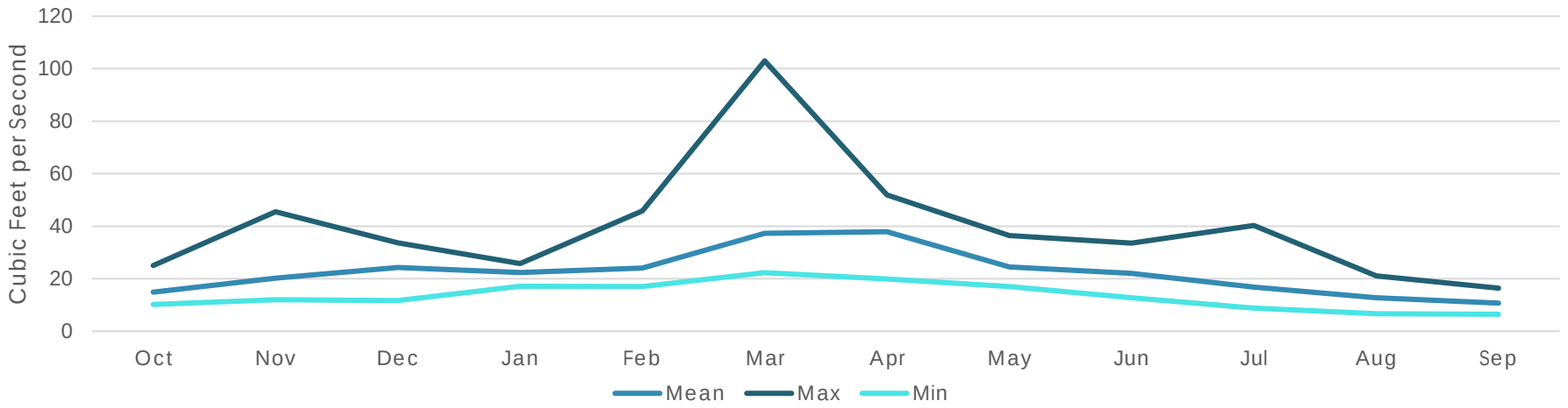

Figure 8-8 Branch Brook USGS Station 01069700 mean, maximum, and minimum flow by month between 2009 and 2019 (Source: USGS)

Floodplains

Floodplains are the areas adjacent to streams, rivers, and coastlines that experience occasional flooding. Floodplains are dynamic systems that can change over time. These landscape features provide habitat and floodwater storage. Floodplains are often associated with wetlands, fertile soils, rare and endangered plants and animals, and/or sites of archaeological and historical significance.[15] Undeveloped floodplains provide economic, social, and environmental value.[16] For these reasons, it is important to regulate land in these areas.

Kennebunkport regulates areas that are vulnerable to flooding through its Floodplain Management Ordinance. The Town joined the Federal Emergency Management Agency (FEMA)'s National Flood Insurance Program (NFIP) on May 27, 1975. This program enables property owners to obtain flood insurance. Kennebunkport requires the recognition and evaluation of flood hazards in all official actions related to land use in the floodplain areas that comprise the Special Flood Hazard Area (SFHA). The SFHA is the extent area with a 1% annual chance of flooding, commonly referred to as the 100-year flood or the base flood.

Figure 8-9 displays a representation of the approximate extent of the SFHA associated with the current, effective Flood Insurance Rate Maps (FIRMS) from 1988, along with the preliminary flood maps from the 2017 update of the FIRMs. Areas that are included in both the current and preliminary maps are shown in green. FIRMs are used for flood insurance, planning, and regulating development or improvements to buildings in flood hazard areas. The extent of the current floodplain is based on a digital representation of certain features of the older, FIRMs Q3 flood data and does not reflect any

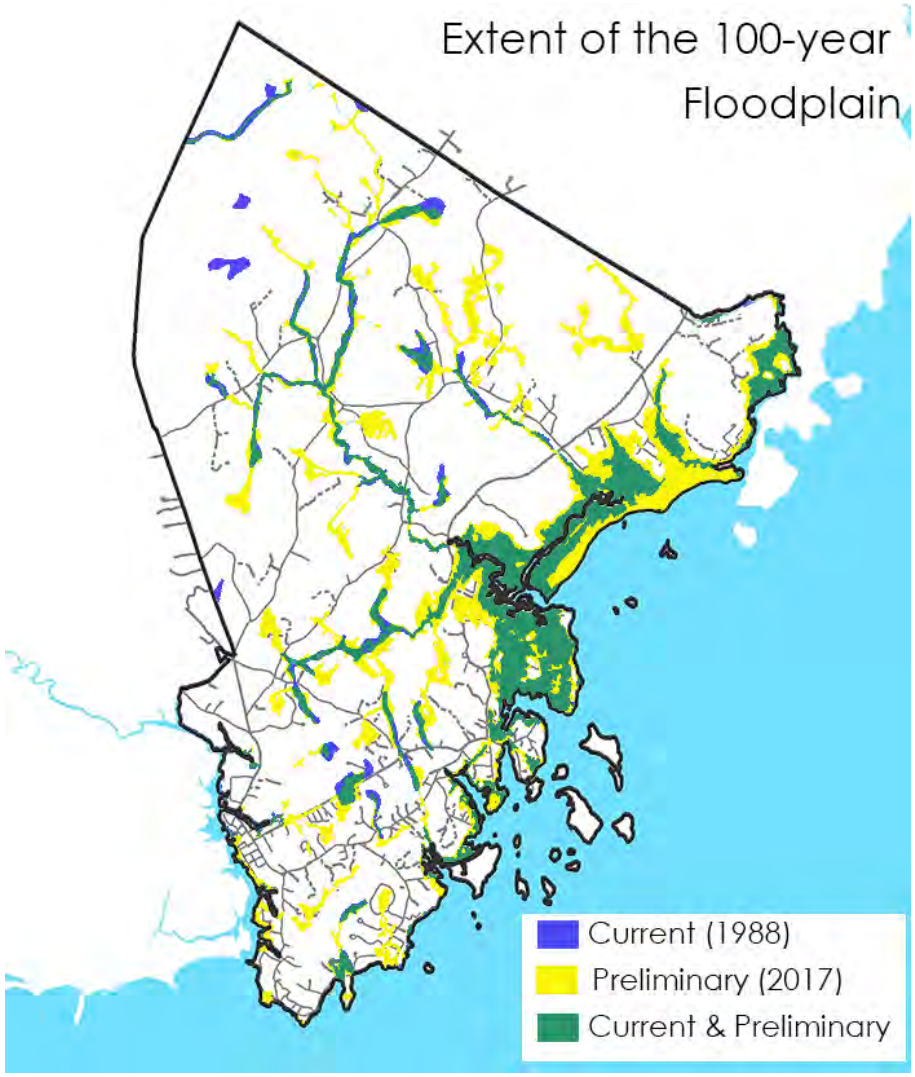

Figure 8-9 Approximate extent of the current and updated FEMA 100-year floodplain. Areas shown in green are areas that are included in both the current and preliminary floodplain extent. The current floodplain is based on Q3 map and does not reflect any map amendments. The portion of the floodplain that extends beyond the coastline into the ocean is not shown in this figure.

map amendments. The data is intended to provide a general indication of the location of SFHAs.

The preliminary FIRMs are based on more detailed topographical data with contours every two feet compared to the 10 to 20-foot contours of the 1988 maps. The FIRM update provides much more accurate information about flood vulnerability. The update will result in changes to flood zones and base flood elevations. Properties that did not previously fall within the 100-year floodplain may be mapped into this area (see yellow areas in Figure 8-9) and properties that were within the 100-year floodplain may no longer be located in the 100-year floodplain (see blue areas in Figure 8-9). Table 8-4 displays the acreage within the preliminary FIRM flood zones.

Table 8-4 Area within preliminary FIRM flood zones (Source: Q3 GIS, Preliminary FIRM GIS)

Flood Zone	Acres in Effective Flood Zone	Acres in Prelim 2017 Flood Zone
A	512	744
AE	970	1,556
VE	558	2,036
X		10,784
X500	214	
AO	<1	
Open Water		14,115

Under the NFIP, flood insurance is required for properties within the SFHA that have a mortgage. As of May 2022, there are 358 policy holders in Kennebunkport. Since joining in 1975, there have been 159 claims in town, totaling $2,336,042. This averages to about 3.4 claims and $49,700 in claims per year. Seven properties in Kennebunkport have experienced repetitive losses, or multiple claims. Two properties, designated as severe repetitive loss properties, have experienced a total of 15 combined losses[17]. The NFIP policies and claims for Kennebunkport and surrounding communities are shown in Table 8-5.

THE UPDATED FLOOD MAPS WILL INCLUDE:

- NEW COASTAL FLOOD HAZARD ANALYSIS
- REDELINEATED ZONE AE'S IN COASTAL AREAS AND SOME INLAND AREAS
- NEWLY MODELED ZONE A'S IN AREAS WITH TWO-FOOT TOPOGRAPHICAL CONTOURS
- NON-REGULATORY FLOOD RISK PRODUCTS, SUCH AS MAPS THAT SHOW THE DEPTH OF FLOODING WITHIN THE 100-YEAR FLOODPLAIN.
- CHANGES TO ZONE DESIGNATIONS.

Source: DACF Maine Floodplain Management Program

33,000	NUMBER OF STRUCTURES AT RISK OF FLOODING IN MAINE
75%	HOMES AND BUSINESSES IN FLOODPLAINS THAT ARE NOT COVERED BY FLOOD INSURANCE
$959	AVERAGE ANNUAL FLOOD INSURANCE POLICY PREMIUM IN MAINE
9,000	NUMBER OF 9,000 FLOOD INSURANCE POLICIES IN EFFECT IN MAINE
$1.9 BILLION+	VALUE OF INSURANCE POLICY COVERAGE

Source: DACF Maine Floodplain Management Program

According to available GIS data, there are approximately 950 parcels that intersect the SFHA in Kennebunkport.[18] This does not represent the number of structures in the SFHA.

Table 8-5 FEMA NFIP policies and claims report (Source: ME Floodplain Management Program)

Town	Policy Count	Total Claims	Total Payments (Buildings + Contents)
Kennebunkport	358	159	$2,336,042
Kennebunk	271	252	$2,800,330
Biddeford	226	194	$884,415
Wells	724	479	$2,863,492

Photo Credit: Tom Morgan

The Town of Kennebunkport does not currently participate in the NFIP's Community Rating System, which is a voluntary incentive program that offers reduced premium rates to property owners in communities that exceed the minimum requirements for floodplain management. This program may be something the Town may wish to join.

Kennebunkport's Floodplain Management Ordinance requires that the lowest flood (including the basement) of new construction or substantial improvement of any residential structure located within Zones AI 30, AO, and A to be elevated a minimum of two feet above the base flood elevation (BFE). In zones where the base flood elevation is not specified on the FIRM, the ordinance provides guidance about how to determine the appropriate elevation, which varies by zone. Non-residential structures in certain zones must similarly be elevated above the floodplain.

The Future Extent of the Floodplain

As precipitation increases and sea level rises, vulnerability to flooding will also increase. The extent of the area that has a 1% annual chance of flooding today will change. A greater number of coastal and inland properties will be vulnerable to occasional flooding. More properties will require flood insurance. One strategy to prepare for this is to require more separation between the base flood elevation (BFE) and the structures' lowest floors. Kennebunkport's Floodplain Management Ordinance already

requires more freeboard[3] (two feet) than the one foot required by the 2015 International Residential Code, which will help reduce the vulnerability of structures. Another strategy to adapt to future flood conditions is to expand the extent of the regulated area to include locations vulnerable to sea level rise.

As shown in Figure 8-10, the extent of a 1.2 foot sea level rise scenario generally falls within the bounds of the 100-year floodplain. However, flooding caused by a very high future sea level rise scenario extends farther inland than the 100-year floodplain. Property owners within these areas that are outside of the 100-year floodplain but within areas that are vulnerable to sea level rise may not be aware of potential future flood impacts and likely do not have flood insurance. Actual future sea level rise will most likely fall somewhere in between the low (1.2 foot) and very high (10.9 foot) scenarios. The Maine Climate Council recommends committing to manage for 1.5 feet of relative sea-level rise by 2050 and 3.9 feet by 2100, as well as preparing to manage for 3 feet of sea level rise by 2050 and 8.8 feet by 2100.

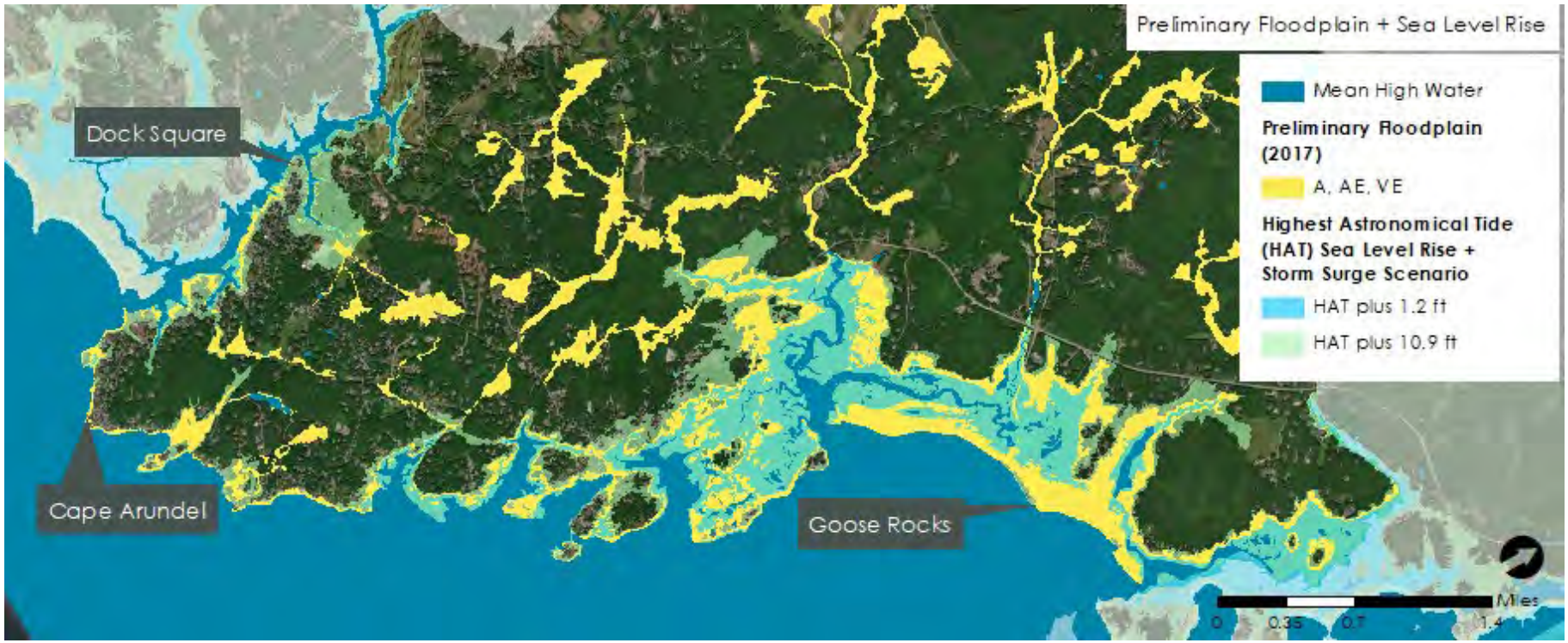

Figure 8-10 Map showing the preliminary FEMA floodplain with two sea level rise scenarios (Source: FEMA, ME Geologic Survey, CAI Technologies)

[3] Freeboard is a factor of safety usually expressed in feet above a flood level for the purposes of floodplain management.

Water Quality

Classification of Maine Waters

Maine's water classification program (38 M.R.S §464-470) includes designated uses, criteria, and an anti-degradation statement to determine water quality. The purpose of the program is to guide management of surface waters, protect the quality of surface waters for intended management purposes, and direct the State in achieving intended purposes that are not met.[19]

Water Quality Classes in Maine
Freshwater rivers: AA, A, B, C
Marine and estuarine waters: SA, SB, SC
Lakes and ponds: GPA

Components of Water Quality Classification	Examples
Designated Uses	Drinking water supply, recreation in and on the water, habitat for fish and other aquatic life
Criteria	Bacteria, dissolved oxygen, biological criteria
Anti-Degradation	Natural, free flowing

If a waterbody meets all standards, including the criteria established for its assigned classification, a determination of water quality attainment is made. The water quality attainment determinations in the 2016 Integrated Water Quality Monitoring and Assessment Report, prepared by the Maine Department of Environmental Protection (DEP) in 2018, are based on monitoring data collected in 2013 and 2014. The report is required by the Environmental Protection Agency (EPA) and summarizes water quality data collected by DEP and other agencies and organizations.

Information on marine waters and beaches is included in the Marine Resources Chapter.

Atmospheric deposition of mercury has led to a statewide fish consumption advisory for all freshwaters, including those in Kennebunkport. The non-tidal portion of the Kennebunk River is rated Class B. Below the head of tide the river is Class SB. These classes have fewer restrictions on activities than class A waters but still maintain high water quality criteria.[20] Development, recreational use, and agriculture are identified as the primary sources of impacts to the river. The river is listed as impaired for bacteria.

One of several monitoring locations on the Kennebunk River is located at the Route 9 bridge. As this is a tidal area of the river (assessment unit ME0106000301_622R01), it is discussed in the Marine Resources. A total maximum daily load (TMDL) (category 4-A) was approved by US EPA on September 28, 2009.[21]

Stream Gages

The USGS monitors stream flow on the Kennebunk River at a station located at Downing Road in Arundel. This location is upstream of the portion of the river that is located in Kennebunkport. Figure 8-11 summarizes flow rate data from the last decade. The highest flow occurs in March, while September typically experiences the lowest flow rate.

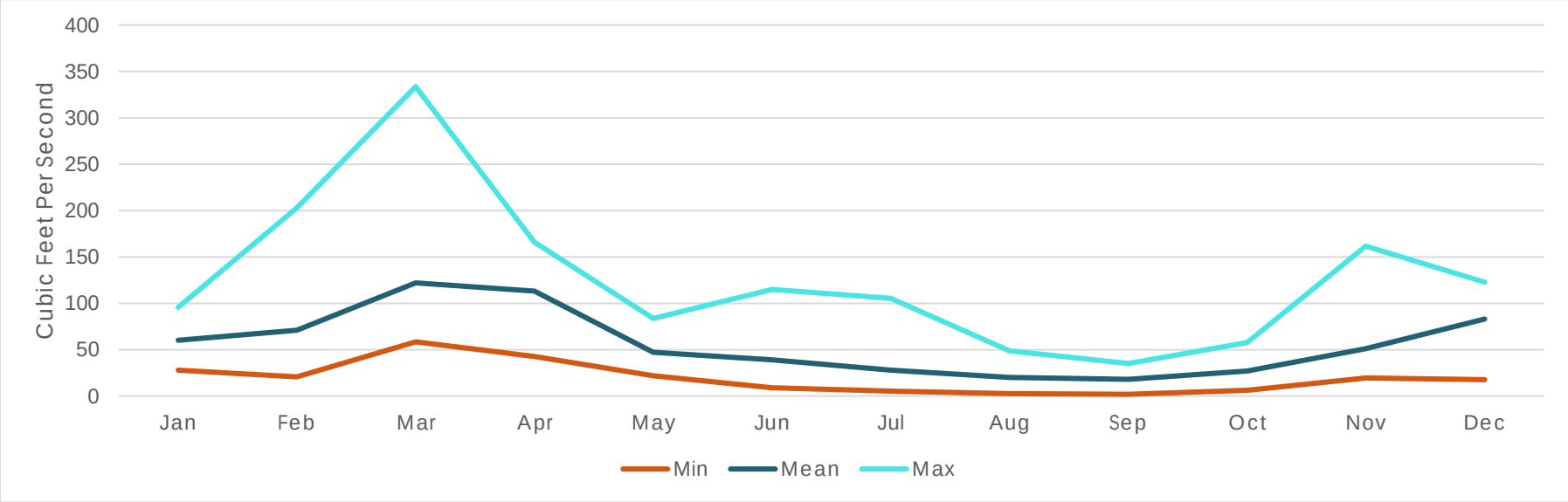

Figure 8-11 Kennebunk River Station 01067950 mean, maximum, and minimum flow by month between 2009 and 2021 (Source: USGS)

Threats to Water Quality & Water Resources

Non-Point Source Pollution

38 M.R.S. § 401-1 is the State's Nonpoint Source (NPS) Water Pollution Management Program. The program promotes the use of best management practices to prevent water pollution.

Non-point source and point source pollution are two categories of pollution that impact water quality. Non-point source pollution comes from a number of diffuse sources within a watershed, including stormwater runoff, underground storage tanks, and septic systems. The State defines non-point sources of pollutions as "facilities, activities, or any circumstance that cause rainfall, snowmelt, or irrigation water, running over land or through the ground, to pick

up pollutants and to deposit them into rivers, lakes, coastal waters, or ground water."[22]

Stormwater runoff occurs when precipitation flows over surfaces rather than infiltrating into the soil. Stormwater runoff collects and carries pollutants such as sediment, fertilizers, pesticides, and nutrients, salts, metals, and other substances across impervious surfaces such as rooftops and paved areas, as well as other areas like lawns and farmland, to water bodies. Stormwater is managed, to a degree, by local land use regulations that limit impervious cover, require on site stormwater best management practices, and control fertilizer application.

Impervious Surface: That portion of a lot or site which is or will be improved with buildings, structures, driveways, parking lots, pedestrian walkways, signs and other improvements on the surface of the ground which are more impervious to water than the natural surface of the site. (Source: Kennebunkport Land Use Ordinance)

In Kennebunkport, development requiring review under LUO Article 10 Planning Board Site Plan Review must comply with performance standards established in Section C Stormwater Water Management. These standards require that surface water runoff is minimized and detained on-site if possible, and otherwise mitigated off-site. Drainage systems sized for a 50-year storm event are required for development that involves more than 10,000 square feet of impervious surfaces. Within Article 5 Shoreland and Resource Protection Overlay District, erosion and sedimentation control measures to are required to control potential runoff during construction, and all new construction and development must be designed to minimize stormwater runoff from the site in excess of the natural predevelopment conditions. Furthermore, standards of Article 5 prohibit discharge onto the ground or into waters of the State that would impair the designated uses or water classification of the water tributary stream or wetland. The Town's Subdivision Regulations require that a stormwater management plan be prepared in accordance with the DEP's *Stormwater Management for Maine: Best Management Practices* and an erosion and sedimentation control plan be prepared in accordance with the DEP's *Maine Erosion and Sedimentation Control Handbook for Construction: Best Management Practices.*

Kennebunkport is not designated as a Municipal Separate Storm Sewer System (MS_4). Designation is based on the decennial US Census data for urbanized areas.

According to the State's database of registered storage tanks, there are two active underground tanks and one planned aboveground tank in Kennebunkport (Table 8-6). These tanks are located at Chicks Marina, Cape Porpoise Pier, and Kennebunkport Co in Dock Square. These locations are vulnerable to sea level rise, which could comprise the integrity of below ground tanks, in particular. Nearby, there are four active underground tanks along Western Ave and Beach Ave in Kennebunk. In Kennebunkport, nineteen registered underground tanks have been removed and six have been abandoned in place.

Table 8-6 Registered tanks in Kennebunkport

Facility	Chicks Marina	Cape Porpoise Pier	Kennebunkport Co
Status	Active	Active	Planned (installed 9/5/20
Registration Number	480	3361	17074
Address	75 Ocean Ave	81 Pier Rd	Spring Street & Cross Street
Near Public Water	N	N	N
Near Private Water	N	N	N
On Aquifer	N	N	N
Tank Material	Jacketed Tank – Double-Walled	Jacketed Tank – Double-Walled	Steel – bare or asphalt coated
Tank Volume	5,000 gal	2,000 gal	500 gal
Tank Leak Detection	Secondary containment with continuous electrical monitoring	Secondary containment with continuous electrical monitoring	Secondary containment with manual monitoring
Tank Type	Underground	Underground	Aboveground
Chamber(s)	Unleaded gasoline (3,000 gal), Diesel (2,000 gal)	Unleaded gasoline	Diesel

The Water District discovered trace amounts of perfluorinated compounds (PFAS) in its Kennebunk River Well supply and stopped using water from that location.[23] The amount found was below the US EPA's recommended Lifetime Health Advisory Level. In September of 2019, the well and a pilot study to test PFAS removal using pressurized granular activated carbon (GAC) filtration were shut down to allow for construction of a permanent facility for the GAC filter system.[24]

Point Source Pollution

Point source pollution, as defined by the U.S. Environmental Protection Agency (EPA) is any single identifiable source of pollution from which pollutants are discharged, such as a pipe, ditch, ship or factory smokestack.

Within Kennebunkport, there is one permitted wastewater discharge into the Kennebunk River. The Department of Public Works discharges an average of 700,000 gallons of wastewater from homes and businesses into the river. This discharge is permitted by the Maine DEP and treated at the Town's Wastewater Treatment Plant. Therefore, it is unlikely to be a source of pollution to the river.

Invasive Species

Aquatic invasive species pose a threat to water quality. According to the Maine Invasive Aquatic Plant Map there are no current or eradicated infestations of invasives (Variable Leaf Milfoil, Curly Leaf Pondweed, European Frog's Bit, Brittle water nymph, Hydrilla, or Eurasian Water Milfoil) in Kennebunkport as of January 2020.[25] Results of the State's vulnerability assessment and modeling of risk of becoming infested with an invasive aquatic plant show that Beaver Pond is at moderate risk of infestation.[26]

Dams & Culverts

Dams alter the flow of water, which can cause the temperature of streams, ponds, or reservoirs to heat up. This can impact habitat for fish and wildlife and impede fish passage. There are over 1,000 registered dams in Maine and many more small dams that impact stream connectivity. Less than 20% of dams generate hydroelectric power.[27] There are two dams in Kennebunkport: the Turbats Creek concrete dam near Oakwood Drive on Batson River-Goosefare Bay (D5045) and the Batson River Dam (D5110) on Batson River.

There are six bridges and three culverts located on state and local roads in Kennebunkport. Data for private roads was not available.

Road crossings also impact stream continuity, water quality, and habitat. Approximately 42% of the over 8,600 culvert crossings surveyed throughout the state since 2007 act as physical barriers to fish movement. Within the Kennebunk River Watershed, approximately 43% of the 60 culverts surveyed act as barriers to fish movement. Forty-eight percent are potential barriers and 8% have no barrier.[28] A map of crossings and barriers is available at: https://webapps2.cgis-solutions.com/MaineStreamViewer/. Well-designed stream crossings accommodate wildlife, protect stream health, and reduce erosion and structural damage. Undersized crossings, shallow crossings, and perched crossings are common stream crossing problems. Maine's Stream Smart Road Crossing Pocket Guide provides guidance on designing stream road crossings that meet stream smart performance goals.[29]

Principles for Stream Smart Road Crossings

- Set the crossing structure so that the natural, pre-disturbance streambed elevation is re-established or maintained.
- Size the span of the crossing to avoid pinching the stream channel and preferably, exceed the natural channel width. Tidal crossings will often require more span width than non-tidal crossings.
- Maintain natural slope and alignment of the stream channel.
- Ensure that natural substrate is maintained inside the crossing.

(Source: ME DMR)

Climate Change

Changes in the frequency and intensity of precipitation events will impact surface and groundwater in a variety of ways. Increased stream flow has already been measured. Over the last 75 years, annual average streamflow has increased at may sites in the Northeast.[30] Increased

precipitation will cause an increase in stormwater runoff, leading to more erosion and sedimentation and pollution of water bodies.

Increased periods of extended drought will impact surface water levels and groundwater recharge. According to the US Drought Monitor, Kennebunkport was in an Extreme Drought (Category D3) as of October 2020. This stage is characterized by major crop and pasture losses and widespread water shortages or restrictions.[31] The September 2020 Quarterly Climate Impacts and Outlook for the Gulf of Maine Region notes the unusually hot and dry conditions in the region in the summer of 2020, with temperatures ranging up to 5°F above normal and precipitation ranging from 50 to 75% of normal rates.[32]

Warmer air temperatures also have an impact on freshwater ecosystems. Rising water temperatures can lower oxygen levels and alter freshwater systems.[33] This can impact the viability of certain species. Already, annual high winter-spring flow is occurring more than 10 days earlier than the mid-1900s.[34]

Sea level rise will also likely impact freshwater resources as rising seas cause saltwater intrusion into groundwater resources. Kennebunkport's 2012 Comprehensive Plan recognized saltwater intrusion as a problem in neighborhoods along the shore, such as Windemere Place. Modeling of sea level rise induced groundwater rise in coastal New Hampshire found that groundwater is projected to extend up to 2.5 to 3 miles inland from the coast.[35] The Goose Rocks Fire House wells and areas in between the coast and firehouse have experienced some salinity. This will have implications ranging from declining viability of drinking water wells to increased threat of nonpoint source pollution from sources like septic systems.

Existing Protection & Preservation Measures

M.R.S.A. 38 §§435-449 require protection measures for shoreland areas within 250 feet of the normal high-water line of any great pond, river, or saltwater body, within 250 feet of the upland edge of a coastal wetland, within 250 feet of the upland edge of a freshwater wetland unless within 75 feet of the high-water line of a stream.

State laws that protect water resources include: Stormwater management and Site Location Law and Erosion and Sedimentation Control Law

Site Location of Development requires developers of large projects obtain permits from DEP before beginning construction.

M.R.S.A. §438-A requires that municipalities adopt zoning and land use control ordinances with minimum guidelines to protect water resources. The guidelines must include provisions governing building and structure size, setback and location, and establishment of resource protection, general development, limited residential, commercial fisheries and maritime activity zones and other zones. Regulations must include permitted uses, criteria for issuing permits and nonconforming uses, land use standards, and administrative and enforcement procedures.

Kennebunkport's Shoreland and Resource Protection Overlay Zones regulate uses within proximity to surface water resources. Figure 8-12 shows the location of Shoreland and Resource Protection Zones associated with different resources in Kennebunkport. Section 3.3 of the Town's Land Use Ordinance identifies the boundaries of the Shoreland Zone and Resource Protection Zone. Sections 4.13, 4.14, and 4.15 identify uses that are permitted without a permit in both the Shoreland and Resource Protection Zones, the uses permitted in the Shoreland Zone, and the uses permitted in the Resource Protection Zone, respectively. Uses that are allowed under 4.13 are generally limited to uses like recreation, natural resource management and analysis, essential services, emergency operations, timber harvesting, motorized vehicle traffic on road and established trails, mineral exploration disturbing less than 100 sq ft of ground surface area. Uses such as filling or earthmoving activities of less than five cubic yards of earth annually, clearing vegetation for construction, mineral exploration disturbing less than 100 sq ft of ground surface are examples of the types of uses permitted in the Shoreland Zone under Section 4.14, provided they are not in the Resource Protection Zone and are permitted in the underlying district. Uses permitted in the Resource Protection Zone include timber harvesting, clearing of vegetation for construction, filling or earthmoving activity less than five cubic yards annually, and similar uses approved by the Code Enforcement Officer. The Planning Board may permit uses such as agriculture, accessory structures, road and driveway construction, and public utilities and essential services within the Resource Protection Zone. LUO Article 5 includes a purpose statement and performance standards that apply to land uses in Shoreland, Stream Protection, and Resource Protection areas.

In addition to regulating use in the Shoreland and Resource Protection Zones, several town-wide provisions and development standards protect water resources (Table 8.7).

Table 8-7 Water resource protection measures that apply town-wide and under the Site Plan Review process (Source: Kennebunkport LUO)

LUO Section	Summary
Section 6.4 Water Quality	• No activity shall locate, store, discharge, or permit the discharge of any treated, untreated or inadequately treated liquid, gaseous, or solid materials of such nature, quality, obnoxiousness, toxicity, or temperature that run off, seep, percolate, or wash into surface or ground waters so as to contaminate, pollute, or harm such waters or cause nuisances, such as objectionable shore deposits, floating or submerged debris, oil or scum, color, odor, taste, or unsightliness, or be harmful to human, animal, plant or aquatic life.
Section 6.11 Sanitary Provisions	• Requires that the system meets the requirements of the State of Maine Subsurface Wastewater Disposal rules, C.M.R. Chapter 241
Section 6.7 Construction in Flood Hazard Areas	• In areas designated within the 100-year flood plain, all new construction, additions, and modifications to existing structures, including piers, docks, wharves, bridges and causeways, shall conform to the Town's Flood Plain Management Ordinance.

Article 10: Planning Board Site Plan Review	• Requires review and approval for any use listed in Article 5 Shoreland and Resource Protection Performance Standards • Establishes performance standards for activities including erosion control, stormwater management, and buffers

The Subdivision Regulations contain performance standards to reduce the impact of development on water resources. A summary of these performance standards is included in Table 8-8.

Table 8-8 Performance standards for subdivisions to minimize impacts on water resources (Source: Town of Kennebunkport Subdivision Regulations)

Subdivision Regulation Performance Standard	Summary
Article 11.1 Pollution	• The proposed subdivision shall not discharge wastewater to a water body without a license from ME DEP • Discharges of storm water shall be treated. When the subdivision is within the watershed of a great pond, the storm water shall be treated in order to remove excess nutrients. • Homeowner association covenants will include a requirement to follow the guidelines in the most current edition of "Best management Practices for the Application of Turf Pesticides and Herbicides"
Article 11.2 Sufficient Water	• Applicants must demonstrate that there is sufficient drinking water. • Areas that are within the area designated in the Comprehensive Plan and subsequent amendments or revisions shall make provisions for connection to the public system (Sub Regs pg 31). Areas outside of this area utilize individual wells that are sited and constructed to prevent infiltration of surface water and contamination from subsurface wastewater disposal systems and other sources of potential contamination.
Article 11.3	• Proposed subdivisions shall not generate a demand on the source, treatment facilities, or distribution system of the servicing water company or district beyond the capacity of those system components
Article 11.4 Soil Erosion, **Article 11.11 Impact on Water Quality or Shoreline**	• Performance standards to prevent soil erosion and sedimentation associated with constructure, development, and vegetation removal • Performance standards to prevent change in temperature of water bodies

Article 11.12 Impact on Ground Water Quality	• Subdivisions may require a hydrogeological assessment to evaluation the effect of the subdivision on groundwater resources. No subdivision shall increase any contaminant concentration in the groundwater to more than one half of the Primary Drinking Water Standards or more than the Secondary Drinking Water Standards.
Article 11.15 Stormwater Management	• Stormwater best management practices are required
Article 11.18	• Subsurface wastewater disposal systems, roads, and dwellings are not permitted within 250 feet of the normal high water mark of any pond in excess of 10,000 square feet, lake, river, or tidal waters

Additional Protection Measures

Land conservation, discussed in the Land Use and Natural Resources Chapters, is an effective strategy for protecting watersheds. Approximately 30% of the Kennebunk River Watershed is conserved. The KKWWD owns 2,000 acres of land within the watershed.

Public Works implements practices to protect water quality, including storing salt in a covered shed and not dumping snow in the Kennebunk River.

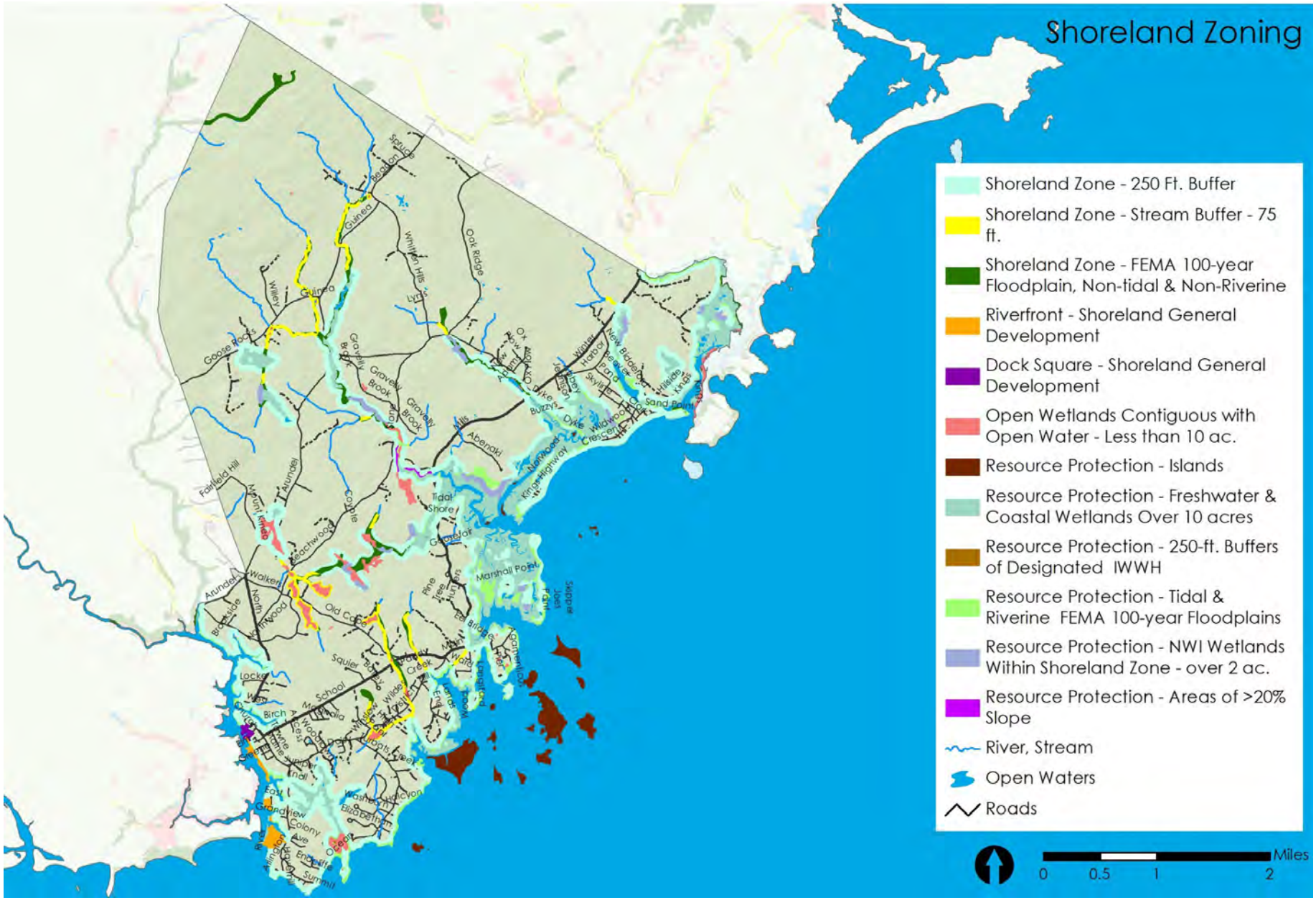

Figure 8-12 Shoreland zoning in Kennebunkport (Source: Planning Department)

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[16] Federal Emergency Management Agency. Chapter 8 Floodplain Natural Resources and Functions. Available at: https://training.fema.gov/hiedu/docs/fmc/chapter%208%20-%20floodplain%20natural%20resources%20and%20functions.pdf

[17] Provided by Sue Baker, NFIP State Coordinator, Maine Floodplain Management Program, via email 10/23/20 and Janet Parker, Maine Floodplain Management Program, via email 5/12/22.

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Chapter 9

Marine Resources

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Cape Porpoise Harbor, looking east. Photo: Tom Morgan

Introduction

Kennebunkport is rich in marine resources. The diversity of the town's coastline provides a variety of marine environments, such as the sandy beach at Goose Rocks, extensive flats that surround the islands of Cape Porpoise, and the tidal Kennebunk River. The town is the site of productive clam flats and excellent harbors.

Cape Porpoise Harbor. Photo: Tom Morgan.

The reader is referred to Chapter 8 for a discussion on freshwater ponds, rivers, streams, and wetlands.

Marine resources in Kennebunkport include the following:

- Harbors and associated infrastructure, along with floating assets such as Kennebunkport's extensive and varied watercraft.
- Commercial and recreational fisheries.
- Opportunities for recreation such as beaches, scuba diving, kayaking, canoeing, stand-up paddle boarding, boating, and hiking.
- The salt marshes and eelgrass that play a critical role in supporting ocean fisheries.
- Flora & fauna such as shellfish and shorebirds.
- Habitat for rare & endangered species.
- Kennebunkport's 2,300+ acres of protected lands provide a variety of recreational opportunities, and capture and store carbon.
- Consistently strong winds in the Gulf of Maine offer enormous potential for renewable energy.
- Economic assets such as the town's historic waterfront, pedestrian scale, and ambience consistently draw large numbers of visitors who spend freely in local shops and in restaurants.

Resource Inventory

Kennebunk River Harbor

Maritime entry into the Kennebunk River Harbor is guided by a lighted bell buoy and two can buoys that mark the approach to the river. Two stone jetties at the mouth of the river serve as breakwaters.

The river has a dredged channel from the sea to 60 yards below the bridge at Dock Square. A 100-foot-wide marked channel is marked by buoys and a day beacon, and is maintained to a nominal depth of five feet from the ocean to Government Wharf, a distance of 1,700 feet. For the next 2,300 feet, the nominal depth is four feet. The final 2,000 feet, to the bridge has a 75-foot-wide channel and a nominal depth of four feet at mean low water.

Dredging of the river to depths specified above is mandated by an act of Congress and is the responsibility of the U.S. Army Corps of Engineers. A partial dredging was conducted in 2016, and additional dredging in 2019 in response to damaging winter storms near the Colony jetty.[1]

Once inside the breakwaters, the River provides excellent protection under nearly all-weather conditions. Only in mid-winter do storms and ice occasionally cause damage to moorings, floats, and the breakwaters. There are two dredged anchorages. One is two acres and the other four acres, each 6 feet in depth. As the harbor is bordered on the south by Kennebunk, this plan's description of the harbor includes both sides of this shared resource. The tidal stretch of the river is home to 13 marinas accounting for 300+ slips and 360 linear feet of dock space.[2]

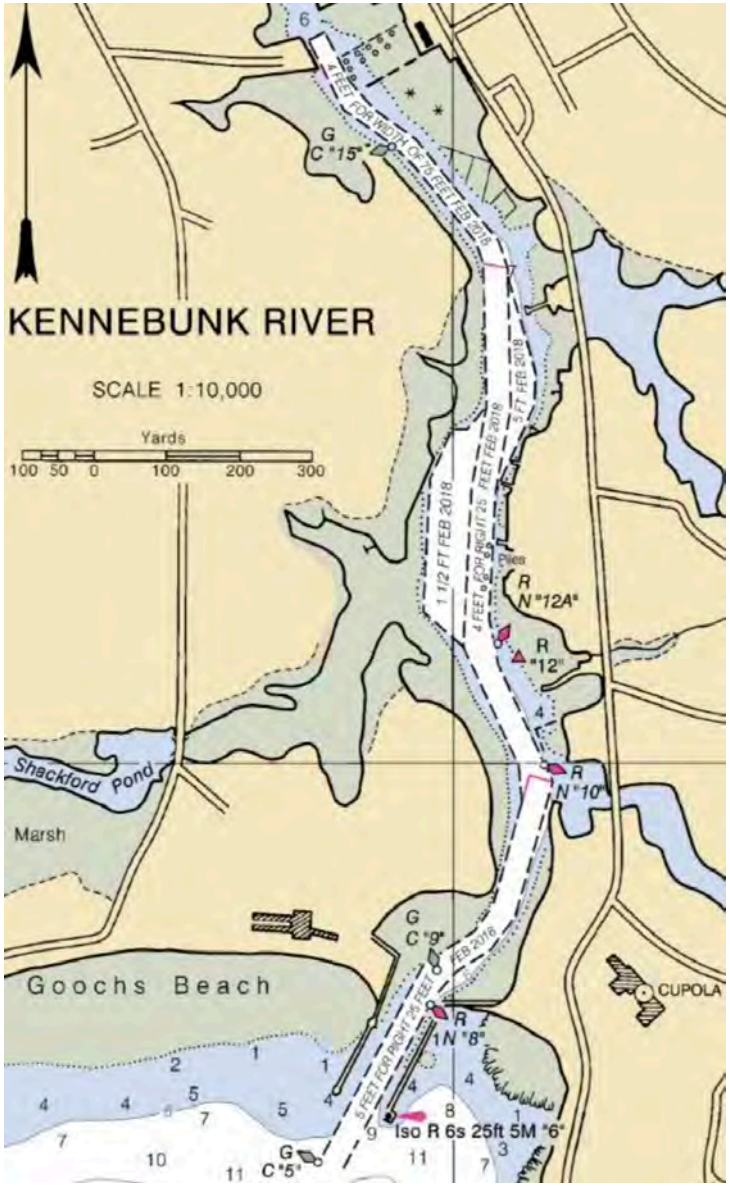


Figure 9-1 NOAA Nautical Chart #13286

Mooring allocation is specified on Table 9-1 below.

Table 9-1 Moorings in the Kennebunk River

Registered Mooring Holders	Number of Moorings
Commercial boats	26
Maine Marine Patrol	1
Non-commercial recreational users	33
Total	**60**

The towns of Kennebunk and Kennebunkport both require that at least 50% of the moorings be reserved for commercial fishing boats. When a mooring space is vacated, priority is given to commercial fishermen, with the result that there is little turnover in moorings for recreational boaters. At present, the waiting list numbers 29, four of which are commercial. The waiting period for a non-commercial mooring is approximately 10 to 11 years.

Government Wharf is Town-owned and is maintained by the fishermen. It has about 200 feet of berthing space. Access is open to residents of both Kennebunkport and Kennebunk. Fishermen use the wharf to access moorings. In 2018 the wharf was extensively renovated, and the bait shed was replaced with a new structure. The renovations brought the wharf to an elevation above FEMA's surge zone. The wharf currently serves approximately 26 commercial fishermen, mostly lobstermen.[3]

There is no fuel for sale at Government Wharf, although fuel can be purchased at two marinas further up the river. Other boating facilities on the Kennebunkport side of the river are noted in Table 9-2 to the right.

Table 9-2 Major Docking Facilities on the East Side of the Kennebunk River

Facility Name	Capacity
Kennebunk River Club	A private club used only seasonally. It has a pier with float landings providing 800 feet of berthing space.
Kennebunkport Marina	A commercial marina with piers and floats providing about 1000 feet of berthing space (approximately 50 boats). It has a launching ramp but cannot park cars with boat trailers.
Kennebunkport Maritime Museum	A seasonal dock available. The pier is 5 feet wide and 260 feet long, with a zigzag.
Nonantum Motor Inn	Marina associated with a hotel/motel complex. Stone bulkhead with float landings
Chicks Marina	A full-service commercial marina with 1,100 feet of berthing space (approximately 55 boats). Hydraulic lift and hoist launching. It has a launching ramp but cannot park cars with boat trailers.
Yachtsman Motel	Seasonal dock associated with motel; pier with ramp to float landings; fuel available.
Arundel Yacht Club	Seasonal private club; dock 60 feet with 24 side floats, approximately 55 berths; launching slide for small craft.

Cape Porpoise Harbor

Entry into Cape Porpoise Harbor is guided by Goat Island Light, a lighted whistle buoy, a bell buoy, and two-day markers. The channel from Goat Island to just south of the pier is 100 feet wide and 6 to 9 feet deep. At the head of the harbor, it is 100 feet wide and 15 feet deep.

The pier is built upon an earlier structure of dressed granite that had been squared off with a perimeter of steel beams resting on granite and steel piles. Improvements made in the 1980's include a dock structure about 20 feet in width that forms an ell and provides a berthing face that is 180 feet long and situated in water that is about 12' deep where fish and shellfish may be unloaded, and equipment, fuel, and ice loaded onto vessels. The dock has a timber deck on heavy wooden timbers with timber fender piles along the berthing face. There are two small cranes and one large crane to facilitate bait and fish landings. Floats attached to the pier are available for members of the pier.

Recreational boaters are allowed to use the pier during evening hours if it does not conflict with fishing uses. Fuel and water are available at the pier. If fishermen wish to ice their catch, they must arrange separately for it. A paved area behind the shed on the pier provides parking for fishermen's trucks. Parking for the general public is available along the road approaching the pier.

In the spring of 1993, the Town renovated the pier. The wood deck was removed to allow replacement of the severely corroded steel beneath, and new decking was installed. The new dock structure is in good condition. In 2004, the Town replaced the small pier and restaurant.

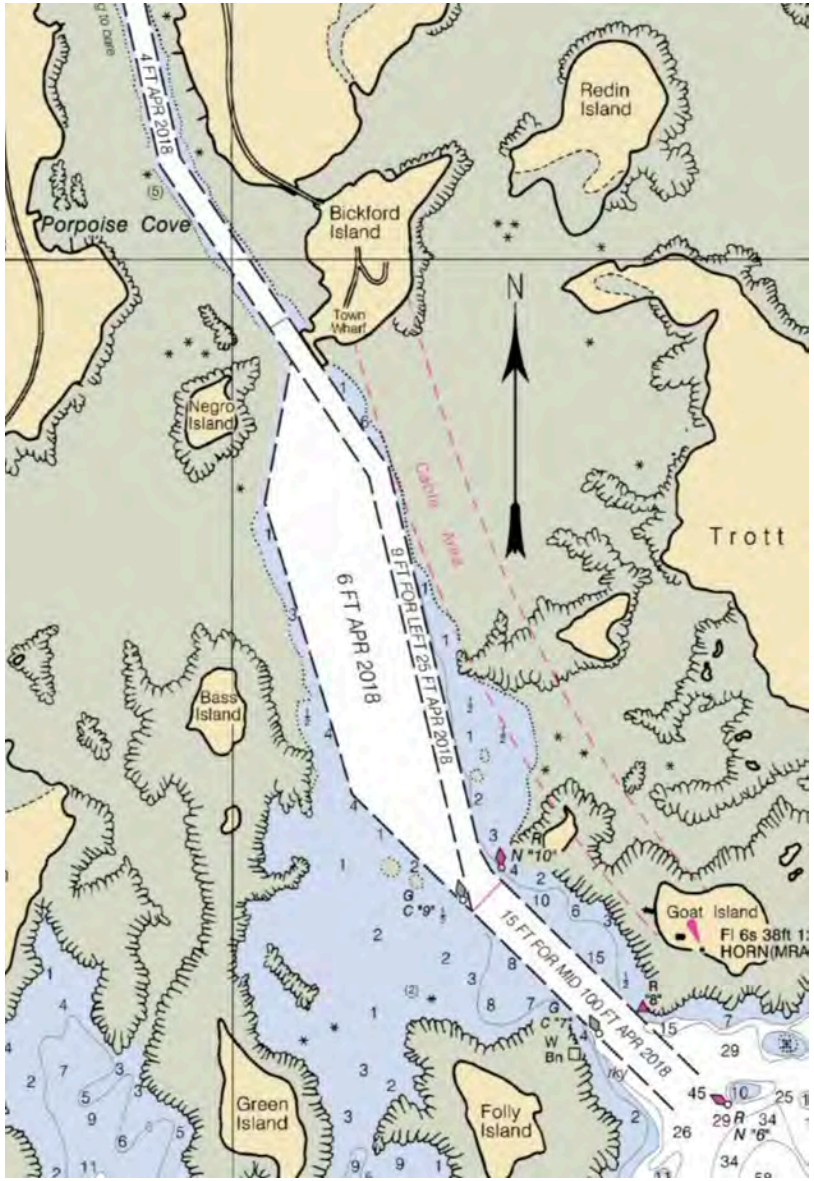


Figure 9-2 NOAA Nautical Chart #13286

Bickford Island is seen in the foreground. Also visible are Redin, Stage, Trott and Cape Islands. Photo: Tom Morgan.

Other Harbors

Just to the east of Cape Porpoise Harbor is Stage Harbor, which lies between Cape, Trott, and Little Stage Islands. The harbor has sufficient depth to accommodate a number of large vessels and provides good protection under most weather conditions.

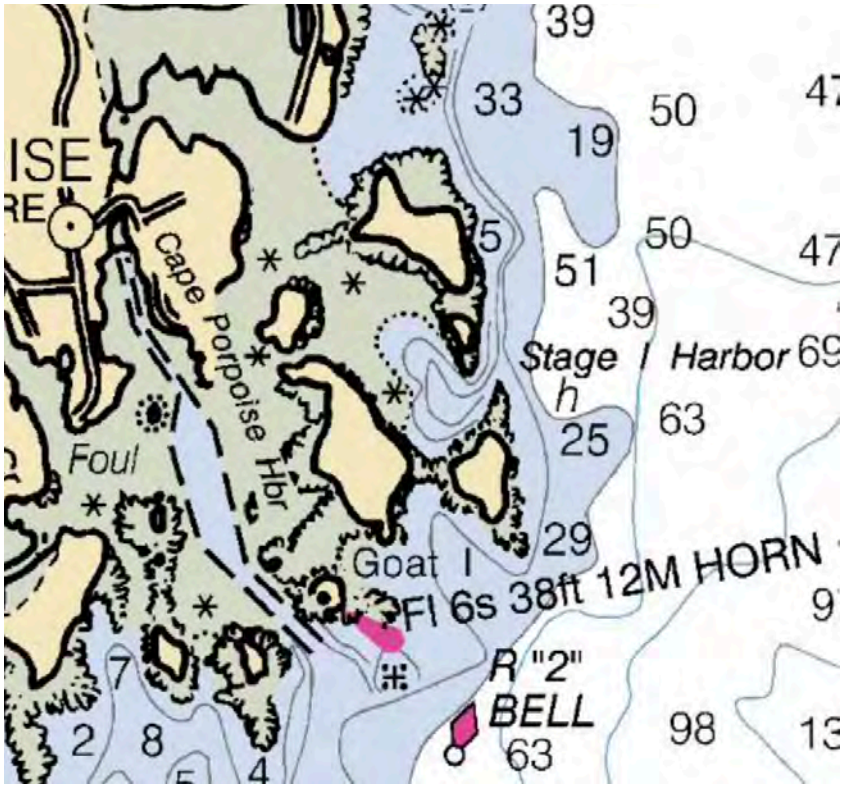


Figure 9-3 NOAA Nautical Chart #13286

However, the harbor has no shore facilities, and is at least half a mile from the nearest shoreline served by a road. In practice the harbor is a popular lunch stop for recreational boaters. There has been a substantial increase in the use of the facility as both a lunch stop and also for overnight stays.

There are also a small number of seasonal moorings at Goose Rocks Beach, in Paddy's Cove, and at Turbat's Creek. There are no maintained channels in these areas.

Harbor Access and Parking

Both Government Wharf and Cape Porpoise experience overcrowding. Parking is limited. The issue is more acute at Cape Porpoise. During the summer, parking in the pier area can be congested, however the congestion has not interfered with the fishermen's use of the facility. There seems to be few options for dealing with the situation as the land area is limited.

Other Areas Suitable for Water Dependent Use

A 1988 study by the State of Maine looked for areas along the coast that could be suitable for use as additional port facilities. The study examined features such as the suitability for parking and access, water depth, and shelter from rough seas. One such site was identified at the head of Cape Porpoise Harbor.

The study also identified several locations along the Kennebunk River, which it termed "available unused sites". Upstream of the Route 9 bridge, the river estuary is sparsely developed, and there are many areas where the coastal wetlands remain. Most of the river downstream from the Route 9 bridge is densely developed with wharfs and bulkheads.

The Local Fleet

A substantial segment of Kennebunkport's economy relies on the advantages provided by the town's shoreline and its harbors. A number of local households are engaged in the handling, processing, transportation, wholesaling and retailing of seafood.

In 2020, the Kennebunk River was home port to two dozen commercial fishing boats, all of which are rigged for lobster and/or bluefin tuna, save for four boats that can utilized for harvesting groundfish.[4]

Government Wharf. Photo: Tom Morgan.

The harbor is also home to a party fishing boat, a whale watch boat, a whale watch/eco-excursion boat, boats dedicated to lobster cruises, two charter sailboats, and several charter fishing boats. The charter fishing boats bring day-trippers out in search of Striped Bass, Bluefish, Mackerel, and Bluefin Tuna.[5]

In recent years, there has been a surge in the number kayaks and stand-up paddle boards. Recreational vessels, both sailboats and motorized watercraft, number in the hundreds. All told, the harbor is a busy place during the height of the summer tourist season.[6]

At Cape Porpoise, the harbormaster estimates the number of commercial fishing vessels to be 40 to 50. There are 18 to 20 year-round fishermen, and 80 to 120 people who derive employment from the cape's commercial fishery.[7]

Many Kennebunkport fishermen venture out to sea in small craft, year-round. The work is hard and dangerous,[8] and it demands long hours and considerable stamina. A substantial percentage of the town's fishermen are 5th or 6th generation in the industry.

Lobster boars at Cape Porpoise Harbor. Photo: Tom Morgan.

Outside of the Kennebunk River, there are 219 registered moorings. Cape Porpoise Harbor is the site of 102 moorings, split roughly as 70% commercial and 30% recreational. Outside of the harbor, the moorings are utilized by recreational craft.[9] Cape Porpoise Harbor has no public berths, but has eight private high-water berths and one private low-water berth.

The Beaches

Although the shoreline of Kennebunkport is dotted with a number of small beaches, the most popular by far are Goose Rocks Beach and Colony Beach. The latter is actually three beaches. To the south of Colony Beach is a strip known as Breakwater Beach which adjoins the jetty and to the west of the road is a section known as Town Beach.

Slightly over two miles long, Goose Rocks Beach is a beautiful stretch of white sand extending from the Batson River to the Little River. There are no bathhouses, but toilet facilities are available, and food is available from a nearby store. Although more than a hundred seasonal homes adjoin the beach, the beach is so large that it seldom seems crowded.

Due to the many ledges that lie just offshore, the beach experiences very little wave action, making it especially attractive to the parents of small children.

Goose Rocks Beach is very popular. Many of the undeveloped lots are owned by the Kennebunkport Conservation Trust. Access to the beach is provided by several rights-of-way extending between Kings Highway and the beach. The former runs parallel to the shore. Rights-of-way to the beach are marked with signs.

The Town restricts parking to vehicles carrying Goose Rocks Beach parking stickers. Parking permits are available to both local residents and visitors. A pamphlet is distributed to all those who purchase parking that includes information regarding endangered birds and seal rookeries.

The sand dunes at Goose Rocks help to buffer low-lying homes from coastal storms. The health of the dune grass is important because the grass keeps the dunes intact. The dunes would otherwise erode, thereby exposing nearby homes to potential flood damage. Another means of protecting the integrity of the dunes are by constructing elevated walkways from King's Highway to the beach.

Goose Rocks Beach. Photo: Tom Morgan.

The Colony Beach, located just east of the breakwater at the entrance to the Kennebunk River, is partially owned by the nearby Colony Hotel. The Federal Government owns the remainder. The beach has no bathhouse or toilet facilities. The beach is small, little more than two hundred yards long, and is broken up by outcroppings of ledge. Nevertheless, its proximity to the center of town makes it popular.

The Colony Beach is open to the public. There is room for approximately forty cars immediately adjacent to the beach, and additional spaces can often be found along the nearby streets. No stickers are required, but on a hot summer weekend, it may be impossible to find a parking space within a reasonable distance.

An inventory of local beaches would be incomplete without a mention of Cleaves Cove. This is a small rocky beach, but it enjoys
an unusually attractive setting. The beach is accessible through a pedestrian right-of-way off of Ocean Avenue and is a good spot to view seals.

In 2004, the Town of Kennebunkport partnered with Maine's Healthy Beaches Program to monitor the water quality of recreational beaches. The goal of the program is to protect public health at coastal beaches through testing for disease-causing contaminants, assessing, and informing and educating the public.

In February 2021, the Healthy Beaches program released its long-awaited report on the sources of pollution at Goose Rocks Beach.[10] The report notes that "persistently elevated levels of enterococci (ENT) bacteria, particularly in the river mouths (Batson River and Little River) at each end of GRB, have resulted in beach advisory notifications and public concern regarding potentially unsafe swimming conditions. Fecal contamination in the GRB watershed is likely a product of a diverse set of host sources including a combination of human, wild, and domestic animal waste. dry weather monitoring efforts also revealed impaired water quality in portions of the watershed, suggesting possible issues with nearby wastewater disposal systems. Monitoring sites with elevated/positive results for multiple measured parameters were prioritized as locations warranting follow up investigative efforts by Kennebunkport.

The report goes onto note (page 4) that Kennebunkport has worked hard to address these issues. The Town "has investigated, identified, and removed sources of human wastewater discharges, continued to assess wastewater and stormwater infrastructure, expanded local public education and outreach initiatives, and hired interns to support these efforts. Ongoing human fecal contamination issues underscore the importance of continuing investigative efforts to ensure the integrity of wastewater disposal systems and continuing education/outreach efforts to improve water quality throughout the watershed and better protect public health at GRB." The beach report recommendations may be viewed in their entirety in Appendix B herein.

Waterfront Access

There are numerous means to enjoy Kennebunkport's seashore on foot. Sidewalks and Parsons Way border most of the shoreline along Cape Arundel. Although there are no walkways for the purpose, much of the shore of Cape Porpoise Harbor can also be explored by foot, and a pedestrian can easily walk the length of Goose Rocks Beach.

Proximity to the sea is important to lodging and restaurant businesses. Spectacular views of the ocean and the shoreline serve as a strong magnet drawing visitors, and the town's many roads with water views are frequently lined with the parked cars of sightseers. Furthermore, many hotels, inns, and restaurants owe much of their popularity to locations overlooking the ocean or the river.

There are no public launch ramps in Kennebunkport. Boats may be launched at Chick's Marina and Kennebunkport Marina, for a fee. At Cape Porpoise, kayaks may be launched off Pier Road about 100 yards before the end of the road, assuming the tide is sufficiently high.

Kennebunk River Fishery

In southern Maine, the Kennebunk River is the only watershed that has no dams on a significant portion of the main stem of the river. Hence this river attracts anadromous fish, i.e., fish that spawn in the headwaters of rivers leading into the ocean. The river supports spawning populations of alewives, blueback herring, American shad, sea lampreys, and rainbow smelt. In addition, the American eel utilizes the freshwater and tidal portions of the river as a feeding area, along with striped bass that are seasonally present in the estuary.

Maine Alewife. Image courtesy of the US Fish & Wildlife Service.

The Town of Kennebunk, in cooperation with the Department of Marine Resources (DMR), manages the river herring fishery. If the Days Mill dam at Days Mill near Route 35 were breached, providing access to Kennebunk Pond in Lyman, the DMR estimates the fishery could be increased from 4,000 to 70,000 pounds annually.

The American eel and sea lamprey are commercially valuable as food fish and are harvested by commercial fishermen licensed by the DMR.

Striped bass, American shad, and rainbow smelt are also species of major importance to recreational fishermen. Rainbow smelt dip net fisheries typically occur in early spring during the spawning runs in April and May. Rod and reel fisheries for American shad occur in May and June, while striped bass sport fisheries occur from May through October.

American Shad. Watercolor by Sherman F. Denton, 1904. Image courtesy of Wikipedia.

Aside from other sources of pollution, a possible threat to this fishing resource is stimulation of plant growth in the river by nutrients from the sewer outfall, resulting in reduced oxygen content in the river.

Shellfish & Worming

In 1967, the Maine Department of Marine Resources (DMR) classified the entire shoreline of Kennebunkport as unsafe for the taking of shellfish. Since then, many sources of pollution have been reduced or eliminated. Towns along the Kennebunk River have installed sewerage systems, and Kennebunkport's system was extended to Goose Rocks Beach. Hence restrictions on shell fishing are gradually being eased.

The DMR classifies some shoreline areas as "non-redeemable", meaning that shell fishing is unlikely to be permitted there in the foreseeable future. One area so classified would be the shoreline near the outfall of a sewage treatment plant, even though such a plant is operating within its licensing standards. One reason for this policy is that toxins may linger near the outfall for a long time; another is that the plant might unexpectedly operate outside of its licensing standards. Other non-redeemable areas are those around marinas. In view of these restrictions, there is little likelihood that shell fishing will be re-instituted along the Kennebunk River.

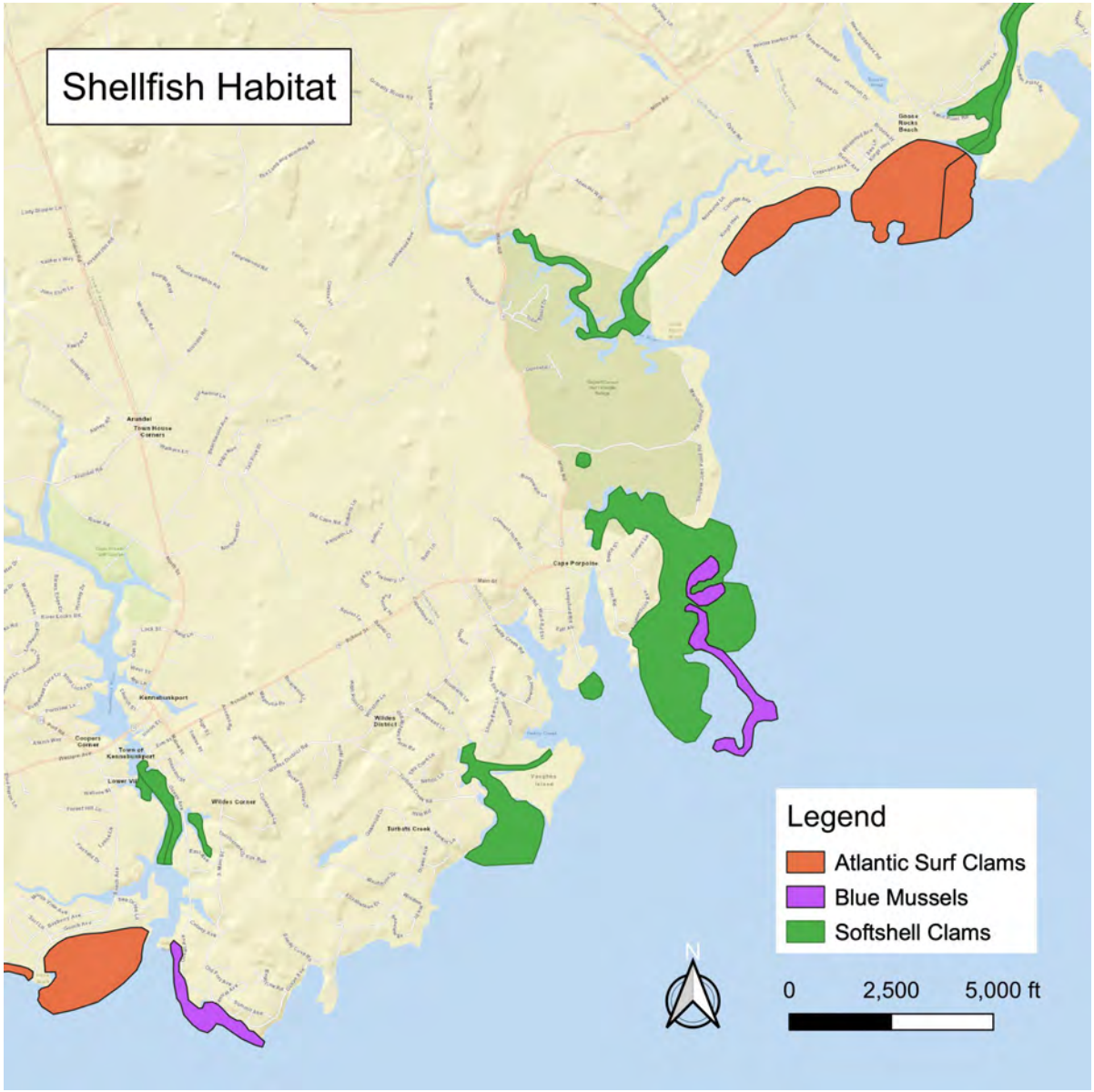


Figure 9-4 Shellfish Habitat. Source: The Nature Conservancy.

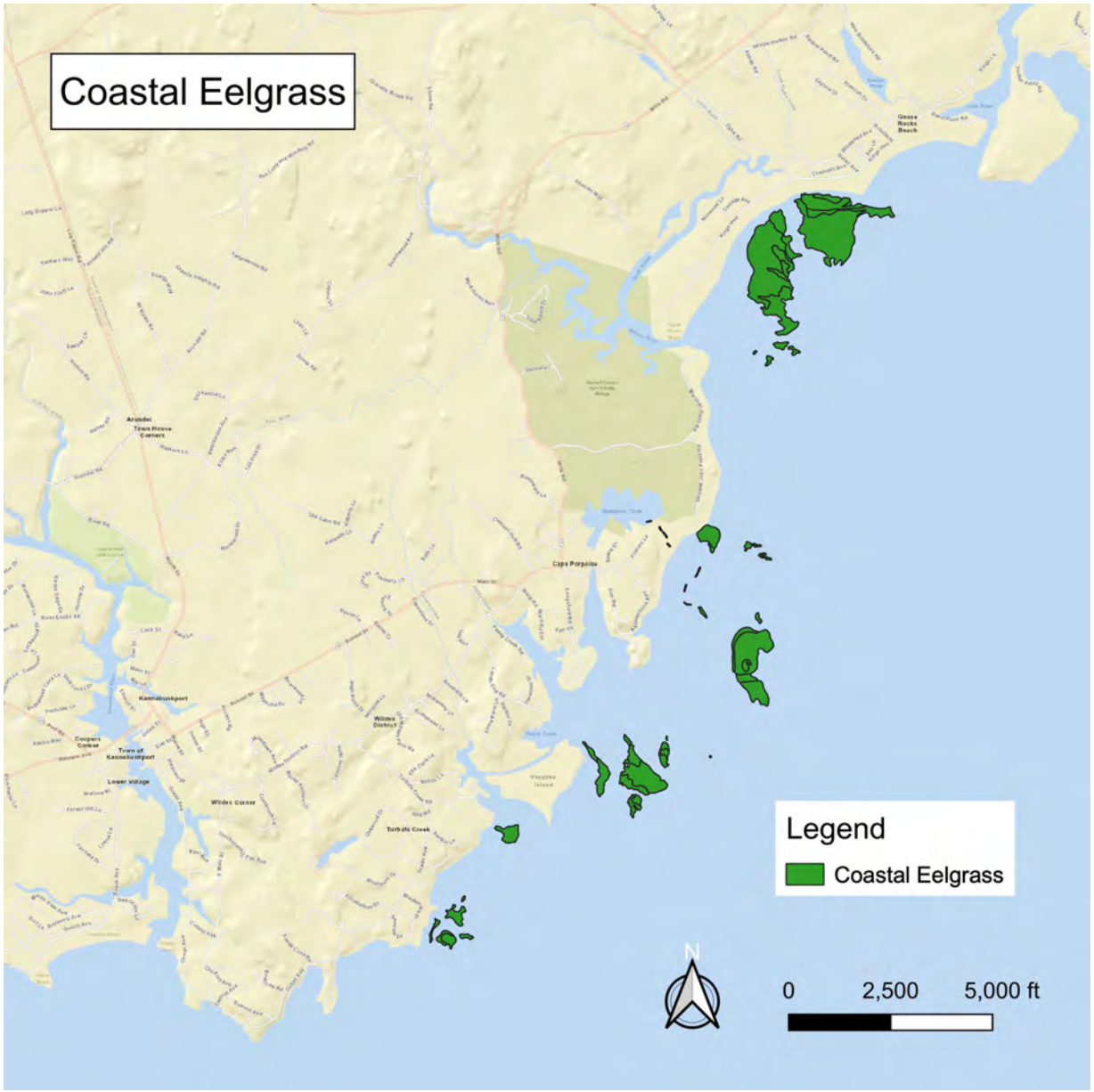


Figure 9-5 Coastal Eelgrass. Source: Maine Department of Marine Resources.

East of Cape Arundel, prospects are considerably better. There is multiple shellfish monitoring stations in Kennebunkport, including some open water locations.

In 2021, the Town issued 84 non-commercial licenses for shellfish harvesting, 76 of which were to Kennebunkport residents.[11] Two commercial licenses were issued, both to Kennebunkport residents. Compare this figure to that in the year 2000 when 100 non-commercial licenses were issued, 10 of which were issued to non-residents.[12] The Selectmen have the authority to recommend limits to these licenses.

There is limited marine worm harvesting in the sand and mud flats between Cape Porpoise harbor and the islands surrounding the harbor.

Eelgrass

Marine seagrass (Zostera) is typically found in sandy substrates in an estuarine environment. The eelgrass serves important functions, including the stabilization of the substrate, and as nursery grounds for many species of economically important fish and shellfish.

Much of New England's estuarine eelgrass has suffered degradation and die-off due to the excessive discharge of nitrogen from wastewater plants and leaky septic systems. Additionally, the eelgrass is adversely affected by extreme storm events that bring a large volume of upstream sediment into the estuary.

Note that the eelgrass depicted in Figure 9-5 on the previous page is coastal eelgrass. Estuarine eelgrass data is not currently available.

Shorebirds

Kennebunkport's varied shoreland ecosystems attract a wide variety of shorebirds. The Goose Rocks Beach area is host to migrating Semipalmated Sandpipers, Semipalmated Plovers, and Sanderlings. As local residents are keenly aware, the beach is also a nesting site for Piping Plovers.

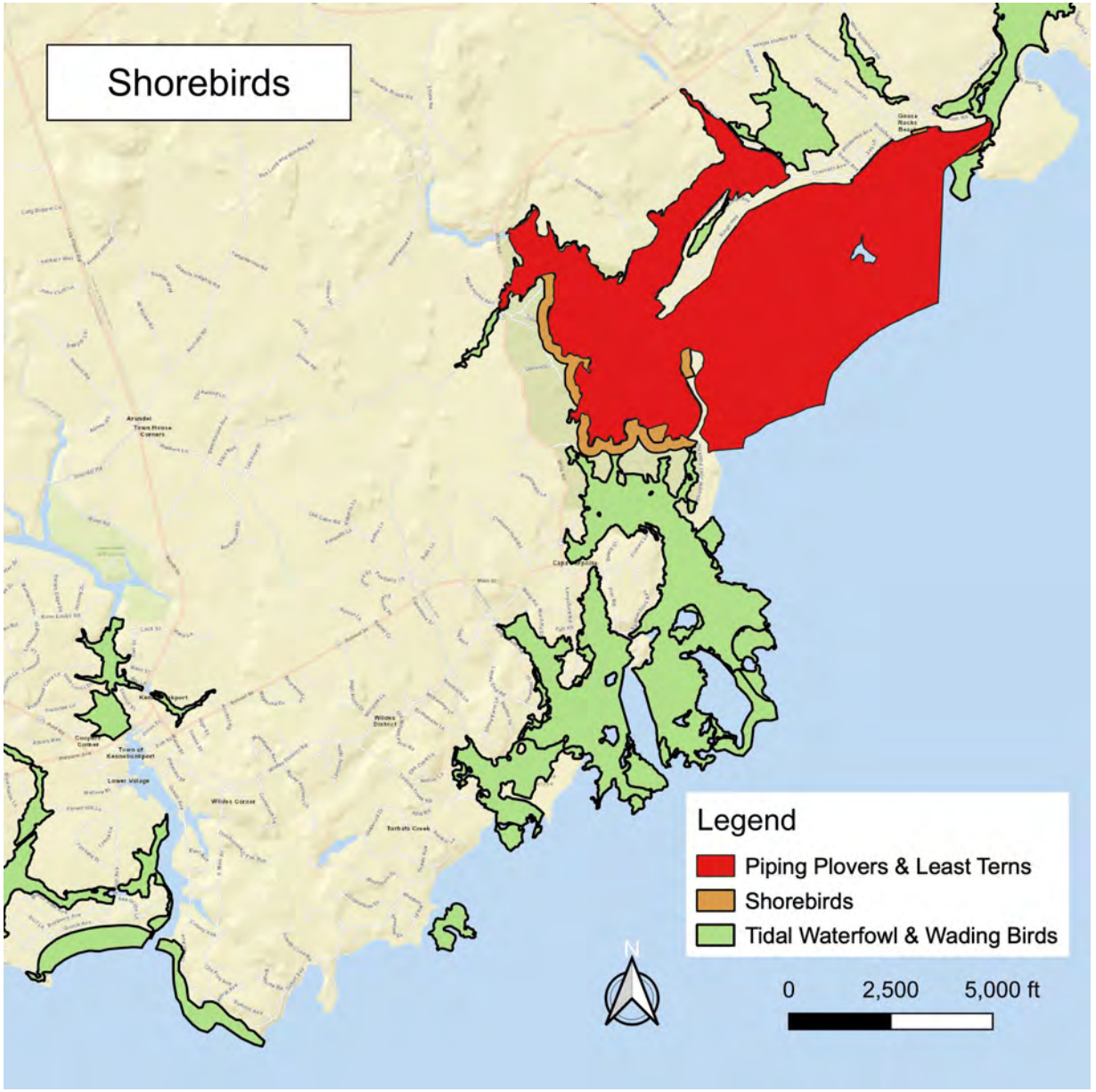


Figure 9-6 Shorebirds. Source: Maine Department of Inland Fisheries

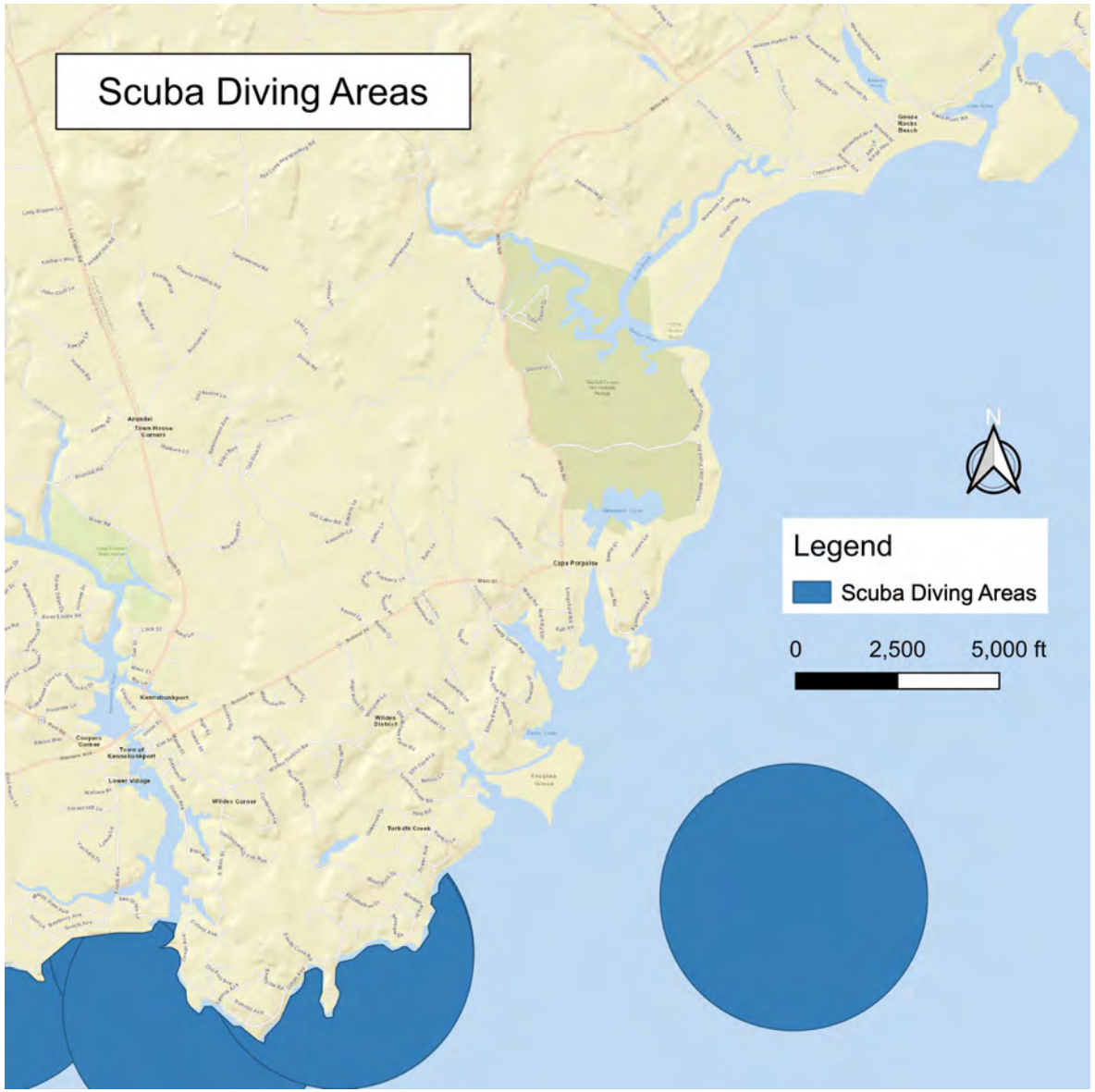


Figure 9-7 Scuba Diving Areas. Source: Northeast Coastal & Marine Recreational Use Characterization Study.

The Rachel Carson National Wildlife Refuge is particularly rich in bird life owing in large measure to its large expanse of estuarine habitat that is relatively undisturbed by human activities.

As for the avians that are designated as rare, threatened, or endangered, the reader is referred to Chapter 7 for a discussion on that topic, as well maps depicting their Kennebunkport habitats.

Underwater Exploration

The map to the left depicts those areas in the immediate vicinity of Kennebunkport that are well suited for underwater exploration.

Protected Lands

Kennebunkport enjoys an unusually large inventory of protected lands due to the far-sighted vision of local residents over the course of the past half century. The lands preserve a variety of marine resources for the benefit of generations not yet born. Those lands with abundant vegetation do double duty by capturing and storing carbon.

Goat Island. Photo courtesy of Stefan Hillebrand via Wikipedia

Conditions & Trends

Depletion of Fish Stocks in the Gulf of Maine

The Gulf of Maine was once one of the richest fishing grounds in the world. During the 16th and 17th centuries, European fishermen boarded small vessels and ventured all the way across the Atlantic to harvest very large and plentiful codfish. The fishermen salted the fish and returned to Europe where salted cod fetched the highest price on the market.[13]

In the late 18th & early 19th centuries, many a New England ship owner profited handsomely from the codfish trade. High quality codfish continued to command top prices on the European market, while low quality cod were transported by New England sea captains to Caribbean sugar plantations.[14]

By the 1820's, members of New England's codfish aristocracy sought to diversify their investments. The savvier speculators funneled their capital into the construction of sprawling new textile mills such as those in Biddeford and Saco, a development that marked the onset of the Industrial Revolution in North America, and one that catapulted the United States onto the world stage as an industrial powerhouse.[15]

In the late 1840's, the mill owners "upgraded" the technology that powered their mills from hydropower to coal-fired steam engines.[16] This development was made possible by the arrival of a railroad that could transport inexpensive fuel from the coalfields of Pennsylvania. No longer were Biddeford's factories vulnerable to the Saco River's low water levels in late summer.[17] Thus began in earnest the discharge of excessive CO_2 into the atmosphere.

It was industrial and technological innovation that would later enable an accelerated harvesting of fish in the Gulf of Maine. In the 1960's, foreign factory trawlers appeared on the horizon. New Englanders were slow to recognize the seriousness of the threat posed by these industrial-scale harvesters and floating processing plants.[18]

Congress eventually responded, belatedly, passing the Magnuson-Stevens Act (1977) that reclaimed the depleted fishery exclusively for American fishermen, one that extends 200 miles offshore. In a misguided effort to set things right, the federal government then offered generous subsidies to encourage the construction of new fishing boats, thereby putting many more boats on the water than the depleted fishery could possibly support. The fish stocks were decimated, again. By 1990, cod, haddock and yellowtail flounder were in steep decline. Congress responded by offering incentives to destroy the very same boats that had been built with generous government subsidies. Alas, it was too little, and too late.[19]

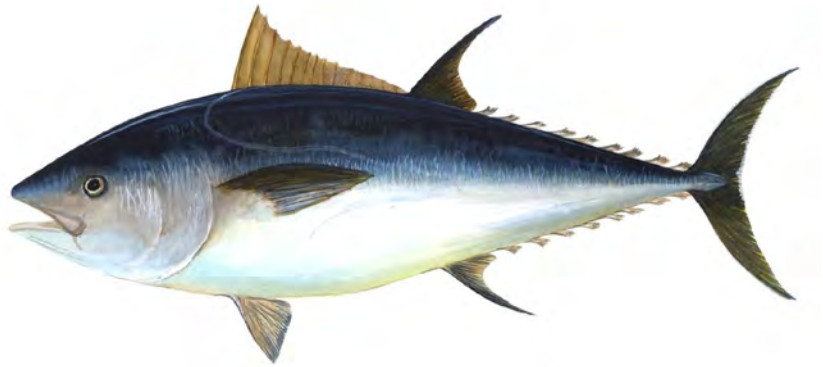
In 1994, the New England Fishery Management Council began to issue limits on the number of days that boats could be at sea. In lieu of addressing the fundamental problem, i.e., too many boats on the water, the council opted instead to spread the misery around.[20]

By the 21st century, the impacts that result from placing too much

carbon dioxide in the atmosphere were unmistakable. Ocean acidification, caused by unprecedented levels of Co_2 in the atmosphere, adversely effects many fish species in ways that scientists are scrambling to understand.[21] Concurrently, global warming is raising the temperature of the oceans. In few places on the planet has the water temperature rose quite as dramatically as it has in the Gulf of Maine.[22] Cold water species such as lobsters are migrating elsewhere to waters that are still cold, as are many of the Gulf's whales.[23] Warm water species are venturing into the Gulf of Maine more than ever before.[24]

Bluefin Tuna

Bluefin Tuna (Thunnus thynnus) all but disappeared in the early 1990's. The International Commission for the Conservation of Atlantic Tunas (ICCAT) intervened and imposed strict limits on tuna harvesting. It took a while, but by 2015 the tuna were making a comeback.[25]



Bluefin Tuna. Image courtesy of NOAA.

Each year, the tuna follow schools of herring and mackerel to the Gulf of Maine from two disparate points of origin, the Gulf of Mexico and Spain's Balearic Islands. Some of the tuna are quite large, reaching 300 to 1,000 pounds.[26]

When not harvesting lobster, approximately ten Kennebunkport lobster boats pursue tuna. One commercial boat at Cape Porpoise is dedicated fulltime to tuna. Two dozen recreational boats based in the Kennebunk River are also catching Bluefin Tuna.[27]

The fish are caught 5 to 40 miles offshore in an area that stretches from just north of Jeffrey's Ledge to the shipping lanes into Portland.[28]

The International Union for the Conservation of Nature (IUNC) classifies Bluefin Tuna as Endangered (in a global context), however as of 2020, this fish was plentiful in the Gulf of Maine.

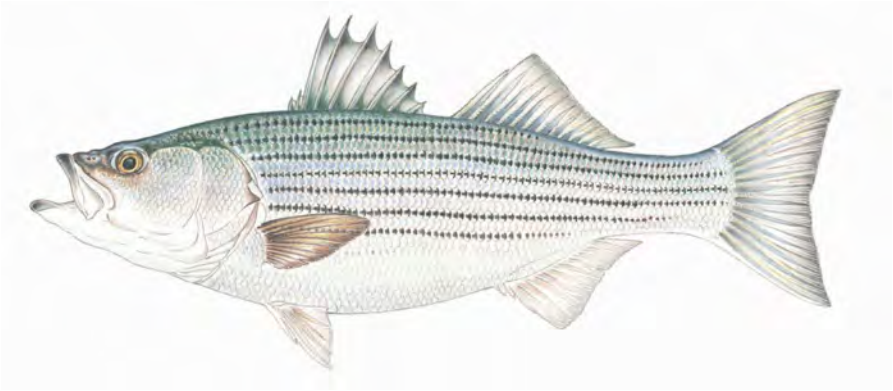
Kennebunkport's burgeoning tuna industry suffered a setback during the COVID-19 pandemic of 2020-2021. Air transport to Japan was curtailed due to the virus. This transportation problem resulted in a shortage of tuna in Japan, and a surplus in Maine. Alas, the price Mainers were able to fetch for their tuna catch plummeted from $20 to $3 per pound because they were unable to get the fish to market.[29]

Shrimp

The rising water temperature decimated Maine's shrimp industry. In 2000 there were six shrimp boats based in Kennebunkport.[30] By 2020, there are none. The shrimp are not coming back.

Striped Bass

This species (Morone saxatilis) is also known as Atlantic Striped Bass, Striper, Linesider, Rock, and Rockfish. The fish spawn in the Chesapeake Bay, Hudson River, and Delaware River before making their way up to the Gulf of Maine in the summer.



Striped Bass. Image courtesy of MA Division of Marine Fisheries.

IUNC classifies the Striped Bass as a species of Least Concern. Half a dozen charter boats operating out of the Kennebunk River bring day-trippers out in search of Stripers. The fish is popular with shore-bound anglers as well.[31]

New Arrivals

Black Sea Bass (Centropristis striata) are typically found off the Carolina's but have lately started to make an appearance in the Gulf of Maine. One local boat captain recently caught a Spanish Mackerel (Scomberomorus maculatus), a species that prefers the warm waters of Florida, and historically did not wander north of Cape Cod. IUNC classifies both as of Least Concern. As temperatures in the Gulf of Maine trend upward, we can expect to see more new and unfamiliar species.[32]

Lobster

American Lobster (Homarus americanus) can be found off North America's Atlantic coast, chiefly between New Jersey and Labrador. It is this crustacean that is harvested by the overwhelming majority of Kennebunkport's commercial fishing fleet.

Since the 1990's, Mainers have been quite successful in growing an overseas market for lobster. Most of Maine's catch is exported. Indeed, lobster represents the largest Maine export by value, 14% of the state's exports.

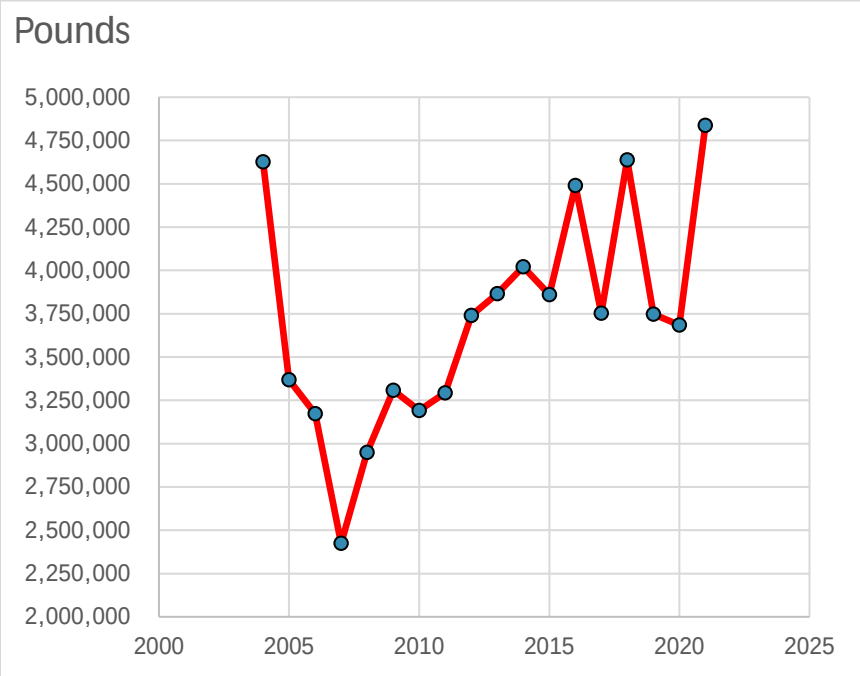


Figure 9-8 Commercial Lobster Landings in York County. Source: Maine Department of Marine Resources

In early 2018, the Maine lobster industry was on track to enjoy one of its best years ever in terms of exports, valued at $87 million in the first six months alone. Regrettably, the federal government initiated a trade war with China. That nation's retaliatory tariffs caused lobster exports to China to plunge 84%.[33] The Canadian lobster industry quickly filled the vacuum, and substantially increased it exports to China.[34]

At about the same time, a trade agreement between Canada and the European Union (the 2017 Comprehensive Economic and Trade Agreement) placed Mainers at a disadvantage in the European marketplace, for the US had failed to negotiate a comparable agreement with the Europeans.[35]

Since the turn of the century, warming temperatures in the North Atlantic proved to be both beneficial and harmful to Maine's lobster industry. The warming sea destroyed the lobster fishery in Long Island Sound and decimated the industry in southern New England. The surviving lobsters migrated north to the Gulf of Maine seeking temperatures to which they are accustomed. This migration contributed to bountiful harvests by Maine lobstermen, particularly those operating Down East.[36]

It is only a matter of time before the planet's ongoing warming trend drives lobsters out of the Gulf in search of a cooler habitat.

Other Finfish

Many popular species of finfish in the Gulf of Maine have suffered severe depletion during the last several decades. However, the draconian regulatory measures imposed by government have driven so many small fishermen out of business. The relatively small number of those who are still fishing are able to engage in a de facto sustainable harvest of many traditional species, notably small Haddock (Scrod), Pollock, Hake, Redfish, among others.

The Maine Department of Marine Resources reports that groundfish accounted for just 1% of statewide commercial landings in 2021. Menhaden accounted for 10%, and herring accounted for 2%.[37]

The Gulf still enjoys large stocks of tasty fish that go unharvested because consumers have yet to develop a taste for species that are unknown to them. Until that happens, harvesting such fish would be a losing proposition for the fishermen. The challenge at hand is one of education and marketing.[38] In the meantime, that "fresh" cod and haddock that local consumers see in supermarket display cases has in all likelihood been caught in the cool waters off Iceland, and frozen for its long voyage to US markets. This trend is a losing proposition for both Maine fishermen and those who value fresh seafood.

Industry Consolidation

In recent years, much of what remains of New England's commercial fishing industry evolved into big business, as struggling family fishing enterprises sold their assets and permits to well-financed corporate interests. The permits in some areas are now quite expensive, ranging from $25,000 for a lobster permit to $200,000 for finfish. This trend favoring larger enterprises makes it challenging for young people to enter the industry as independent operators, for they typically lack the requisite capital and credit history.[39] The corporate world has the resources to successfully push back against government regulations. Consider, for example, the recent controversy over

regulatory protections for the Right Whale (only 400 remain in the world). Most of the whale strikes involve large cargo ships, not the small fishing vessels that operate out of ports like Cape Porpoise. Yet the bulk of the regulatory burden is borne by small independent operators.[40]

Policies

Protect the Working Waterfront

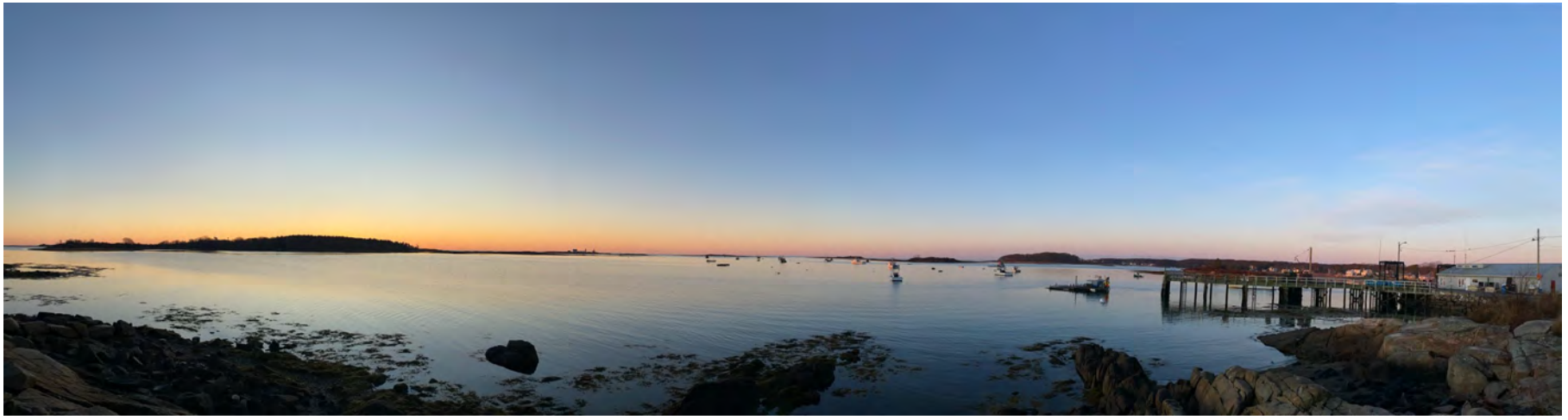
Kennebunkport residents are well aware that the demand for waterfront real estate for purposes other than fishing threatens the continued viability of the town's commercial fishing industry. The Town has responded with regulatory measures to protect the local fishing industry. To date, those measures have been largely successful. The town should periodically revisit these regulations to ensure that they remain effective in achieving the policy goals.

Strategies

Community Supported Fisheries

The disruptions caused by the COVID-19 pandemic highlighted the vulnerability of Kennebunkport's fishing industry to marketplace upheavals and unanticipated difficulties in getting the product to market. What can the community do to help the local fishing industry become more resilient?

One option to consider would be a Community Supported Fishery (CSF). There are approximately fifty CSFs in the US. The organizational structure was modeled after Community Supported Agriculture (CSA). Those innovative enterprises have a well-established record of delivering freshly harvested produce from local farms to local households.



Cape Porpoise sunrise. Photo: Tom Morgan

The CSAs and CSFs eliminate the middlemen from the supply chain. The CSF benefits local fishermen by guaranteeing a market for their catch and benefit the consumer by guaranteeing fresh seafood that was harvested just hours earlier.

CSFs have operated out of Portsmouth and Port Clyde since the early 2010's. A spinoff of the NH CSF, the Gulf of Maine Sashimi, commenced operations in Portland in 2019. Were Kennebunkport residents to demonstrate sufficient interest, the Portsmouth and Portland CSFs might be persuaded to include Kennebunkport in their network.[41]

The NH operation engages fishermen in NH and southern York County. The CSF delivers whatever species happens to be harvested in any given week. In addition to a dozen species of finfish, the CSF provides lobster, oysters, scallops, and Jonah Crabs.

During the COVID-19 pandemic, when local fishermen struggled to get their product to market, the NH CSF more than doubled its volume.[42] Not surprisingly, CSF's enjoy strong support within local fishing communities.[43]

Another strategy for efficiently moving fresh seafood directly to local consumers is to encourage informal sales on the waterfront. The Town could review its regulations to ensure that such sales are not inadvertently impeded by well-intentioned municipal ordinances and health codes.

Who We Are

"NH Community Seafood (NHCS) is a cooperative of NH commercial fishermen and consumers who have joined together to sustain New Hampshire's fishing industry, promote locally sourced, sustainable managed, 100% traceable fish and seafood, while supporting the local economy.

We also promote eating all the underutilized species of fish and shellfish found in our abundant Gulf of Maine. This is called eating with the ecosystem and promotes local fishing industry, your health and the local economy!"

Salt Marsh Migration

Scientists recognize salt marshes to be among the most biologically productive habitats on the planet, rivalling tropical rainforests. They are also among the most highly efficient carbon sinks in the natural world.

Sea level rise will eventually inundate Kennebunkport's 570 acres of salt marsh. In light of this ecosystem's importance in supporting ocean fisheries, it is well worthwhile to explore the feasibility of marsh migration. The marshes may require a little assistance in order to move out of harm's way.

Scientists express cautious optimism that such migrations can succeed, assuming that suitable land is available nearby (at a slightly higher elevation), and that physical obstacles such as

roadways, buildings, and undersized culverts do not block the migration.[44] The challenge for the Town is to remove such obstacles, and to amend its land use regulations to prevent the erection of new obstacles.

The Nature Conservancy (TNC) has done considerable field work intended to facilitate marsh migration. TNC would be a valuable resource should the Town opt to tackle the migration challenge.

Aquatic Barriers

Chapter 8 of this plan (Water Resources) identified the locations of many culverts and two dams that prevent anadromous fish from reaching ancient spawning grounds. Were the barriers removed, these species would be able to substantially increase their population.

Town officials could examine the feasibility (and the desirability) of removing some of these aquatic barriers and engage the community so as to get a sense of the public's support for barrier removal.

Nitrogen

The excessive discharge of nitrogen into Kennebunkport's estuaries threaten the eelgrass, which is to say, it poses an indirect threat to ocean fisheries. As sea level rise forces a corresponding rise in groundwater, more septic systems will fail, and leach nitrates into estuarine waters.

The Town could consider two strategies to mitigate this pollution: 1) The municipal sewer system could be expanded in the vicinity of the estuaries, and 2) the Town could explore the feasibility of oyster farms in estuarine waters, as the oysters' remarkable filtration systems remove an enormous volume of nitrogen from their habitat.

Offshore Wind

The Gulf of Maine possesses enormous potential for generating electricity. Unlike wind generators in other regions, gulf waters are too deep to permit the mounting of these facilities on the sea floor. Rather they must be designed to float.

Maine's fishing industry is generally wary of what is perceived as yet another potential obstacle to a successful harvest. As the offshore wind industry gathers momentum, some New England fishermen are lobbying hard for a seat at the table. They seek solutions that allows both industries to thrive.

The Town could advocate to support the interests of the community's fishing industry. An organization that could prove helpful with such an effort is the Responsible Offshore Development Alliance (RODA).[45]

Protected Lands

The Town could continue to support the efforts of the Kennebunkport Conservation Trust to protect the community's open spaces, and to expand the inventory of such lands. The benefits of doing so include an enhancement of the public's access to the waterfront, as well as new recreational opportunities.

Expand the Definition

The Town's waterfront ordinance and the Cape Porpoise Pier regulations offer some protection for the interests of commercial fishermen. It should be noted however that the definitions in these regulations are lobster centric. As climate change and an evolving market force Kennebunkport's fishing industry to adapt to new challenges, the regulations should anticipate change and keep pace, so as to continue to offer the same level of protection the industry enjoys at present.

Cape Porpoise Pier. Photo: Tom Morgan

Public Education

The Town could commence a public education campaign to drive home a few basics:

1) Seafood is a healthy choice. Several local fish species are rich in Omega-3. Eat more of it. It's good for you! [46]

2) Encourage residents and visitors alike to experiment with local species that are plentiful, yet underutilized. Monkfish, for example, is an ugly fish, yet the texture is reminiscent of that of lobster. Recall that as recently as a century ago, lobster was viewed as the "cockroach of the ocean" and deemed suitable only to feed prisoners and the very poor.[47] Perceptions change over time, as do tastes.

3) Build personal relationships with the local fishermen, and then arrange to buy from them directly.

4) Patronize local seafood restaurants, for they play an important role in supporting the local fishing industry.

5) The Kennebunkport Climate Initiative (KCI) is working hard at engaging young people. The KCI could potentially be quite effective at educating the public on marine resources.[48]

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Chapter 10

Energy

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2

May 2022

Rendering of New England Aqua Ventus, a 12 MW pilot project 3 miles off of Monhegan Island. Courtesy of the University of Maine's Advanced Structures Composites Center.

Introduction

The Energy Chapter is a new addition to Kennebunkport's Comprehensive Plan. In an era of unprecedented climate change, the Town recognized that a changing climate requires an examination of the conventional means of sourcing and utilizing energy to remain consistent with the community's broader goals.

It also bears noting that the State of Maine recently adopted several bold policy initiatives in an effort to reduce greenhouse gas emissions. It is in Kennebunkport's best interests to be cognizant of those initiatives, and where deemed appropriate by local residents, to align the town's Comprehensive Plan with the state's new policies.

Maine in a Regional & National Context

The Energy Information Administration (EIA) provides summaries of energy production and consumption for all fifty states. The EIA's latest summary for Maine includes the highlights that follow. See page 2_ for sources.

Energy Production

Although the state's forests, rivers, and winds provide Maine with substantial renewable energy resources, the state has no fossil energy reserves or production.

Energy Consumption

More than one in 10 Maine households heat with wood.

Maine has New England's most energy-intensive economy. Heating needs during the winters, along with the energy consumption in the state's transportation and industrial sectors, give Maine the highest per capita energy use in New England.

Home heating and transportation fuel consumption make Maine one of the most petroleum-dependent states in the nation. Maine has the highest per capita petroleum consumption in New England.

In addition to the wide use of petroleum in the state's transportation sector, nearly two-thirds of Maine households use fuel oil as the primary energy source for home heating, a larger share than in any other state.

Half of the energy used in Maine is consumed as petroleum, the largest source of energy for the state.

Energy Consumption

Maine's heavy use of fuel oil for home heating makes the state particularly vulnerable to supply disruptions and price spikes during the winter months.

The industrial sector's share of Maine's energy consumption is greater than in each of the other New England states.

ISO New England

Most of Maine is a member of the Independent System Operator New England (ISO-NE). The northern part of the state is not part of ISO New England, rather the region draws much of its electricity from transmission lines that run through Canada.

Electrical Generation

In 2018, about three-fourths of Maine's electricity net generation came from renewable sources (see Figure 10-7). Almost one-third of the state's total net generation came from hydroelectric dams, and slightly more than one-fifth each from wind turbines and biomass generators that primarily use wood and wood waste. Nearly one-fifth of net generation came from natural gas, and a small amount of Maine's net generation, less than 5%, came from petroleum, coal, and solar power combined.

Maine is one of a half dozen states that produce more electricity from petroleum than from coal.

Although Maine sends a small amount of its electricity to the New England grid, the state's generation does not meet in-state demand. Maine imports more than one-fourth of its electricity supply from Canada.

Natural Gas

Because of its small population and lack of distribution infrastructure, Maine's natural gas consumption is among the lowest in the nation, and in 2017 it was the fourth lowest among the states on a per capita basis.

Almost all of the natural gas consumed in Maine is used in electricity generation and in industry.

About 1 in 13 Maine households use natural gas as the primary home heating fuel.

Biomass

Biomass typically supplies between one-fifth and one-fourth of the Maine's net generation, the largest share of any state, placing Maine among the top U.S. producers of electricity from wood and wood waste-derived fuels, such as wood pellets.

Hydroelectric Generation

More than half of Maine's electricity net generation comes from hydroelectric dams and wood-based biomass. Hydroelectric turbines produce almost one-third of Maine's net generation, the second-largest share, after Vermont, of any state east of the Mississippi River.

By the mid-1980s, Maine was home to nearly 800 dams, many of which were capable of generating electricity.

Tidal Power

A facility in Cobscook Bay was the first U.S. tidal power generating facility to produce electricity.

Wind Power

Maine leads New England in wind-powered generation and ranks sixth in the nation in the share of its electricity generated from wind.

In 2018, Maine's wind turbines produced more than one-fifth of the state's total net generation and accounted for two-thirds of all wind-powered generation in New England.

Maine had more than 900 megawatts of installed generating capacity from nearly 400 wind turbines at the beginning of 2019.

Most new generating capacity planned in New England is wind-powered, and most of the onshore wind facilities will be located in Maine.

Solar

Maine's first utility-scale (1-MW or greater) solar photovoltaic (PV) generation facilities went online in 2017:

A 5-megawatt, 16,000-panel solar array in Madison and

A 1.5-megawatt, 5,300-panel solar array at Colby College in Waterville.

Greenhouse Gas Emissions

Maine is a member of the northeastern Regional Greenhouse Gas Initiative, a group of nine states committed to the reduction of carbon emissions from power generation.[1]

With its limited use of both coal and petroleum for electricity generation, Maine is among the states with the lowest carbon emissions.

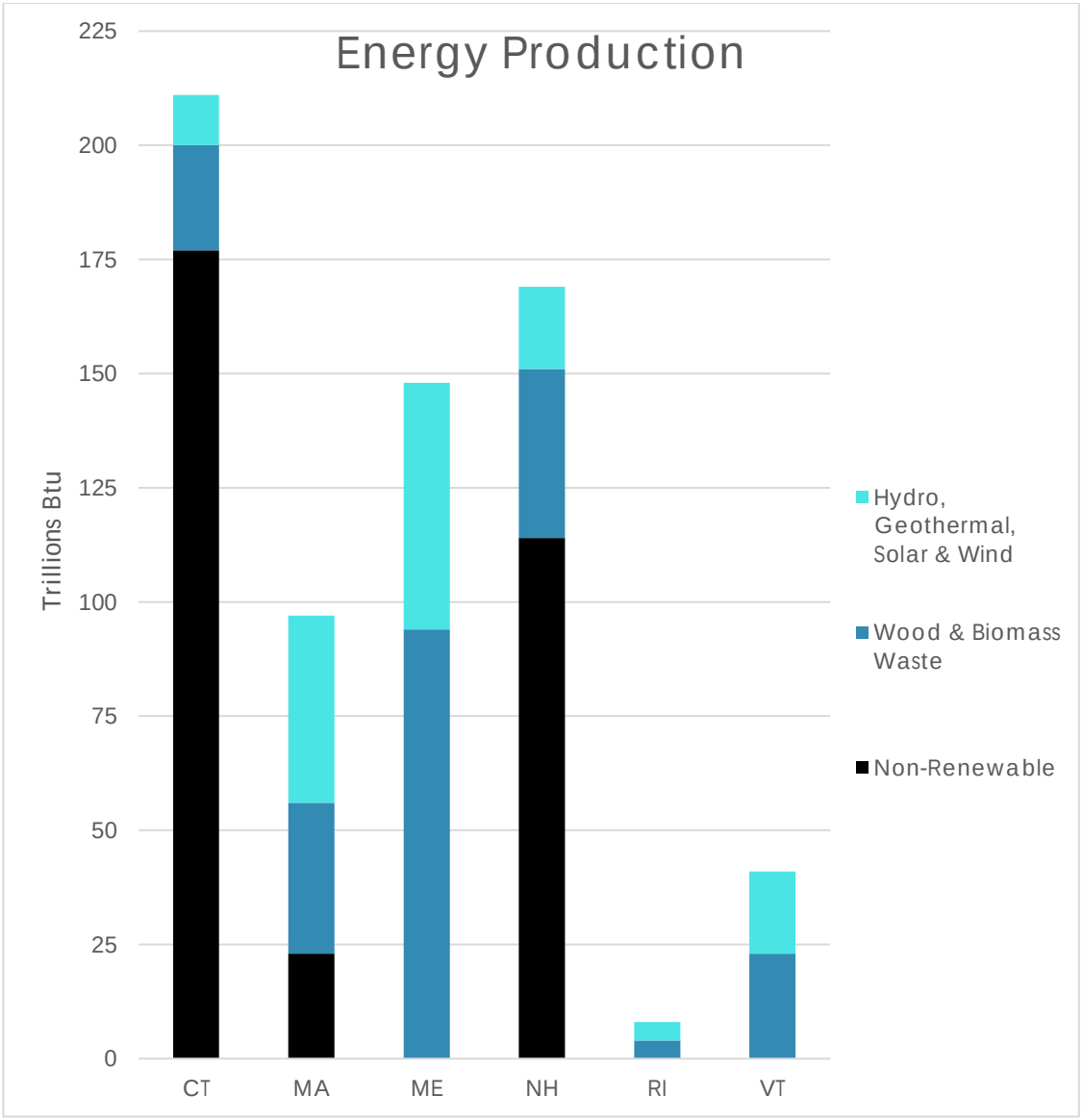

Figure 10-1 New England Primary Energy Production 2019. Source EIA Table P5B, Primary Energy Production Estimates, Renewable and Total Energy, in Trillion Btu, Ranked by State

Energy Sources

Maine's indigenous sources of energy include biomass, wind, solar, and geothermal, all of which are renewable.[1] Figure 10-1 displays a comparison with other New England States.[2] Maine extracts no fossil fuels from its territory, so all such fuels consumed in Maine are imported.

British Thermal Unit (BTU)

The amount of heat required to raise the temperature of one pound of water by one degree Fahrenheit.

In 2019, Maine produced 148 trillion BTU's (44th in the US), and consumed 384 trillion BTUs, for a net import of 246 trillion BTUs.[3]

In 2019, Mainers' consumption per capita was 285 million BTU (30th in the US), which amounted to $4,359 per person (13th highest in the US).[4]

Energy Consumption

Maine's energy consumption is displayed below.

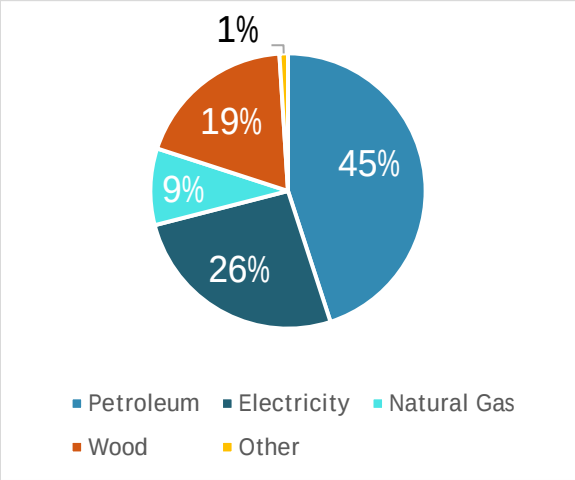

Figure 10-2 Maine Energy Consumption by Fuel Type 2019. Source: EIA Table C4. Total End-Use Energy Consumption Estimates.

Table 10-1 Maine Energy Consumption by Fuel Type 2019. Source: EIA Table C4. Total End-Use Energy Consumption Estimates.

Fuel	Billion Btu
Petroleum	172,300
Electricity	98,900
Natural Gas	36,500
Wood	73,700
Other	2,300

For comparative purposes, the EIA classifies energy consumption into four sectors, as seen in Figure 10-4 below. This chart highlights Maine's reliance on petroleum products, particularly in the residential and transportation sectors.

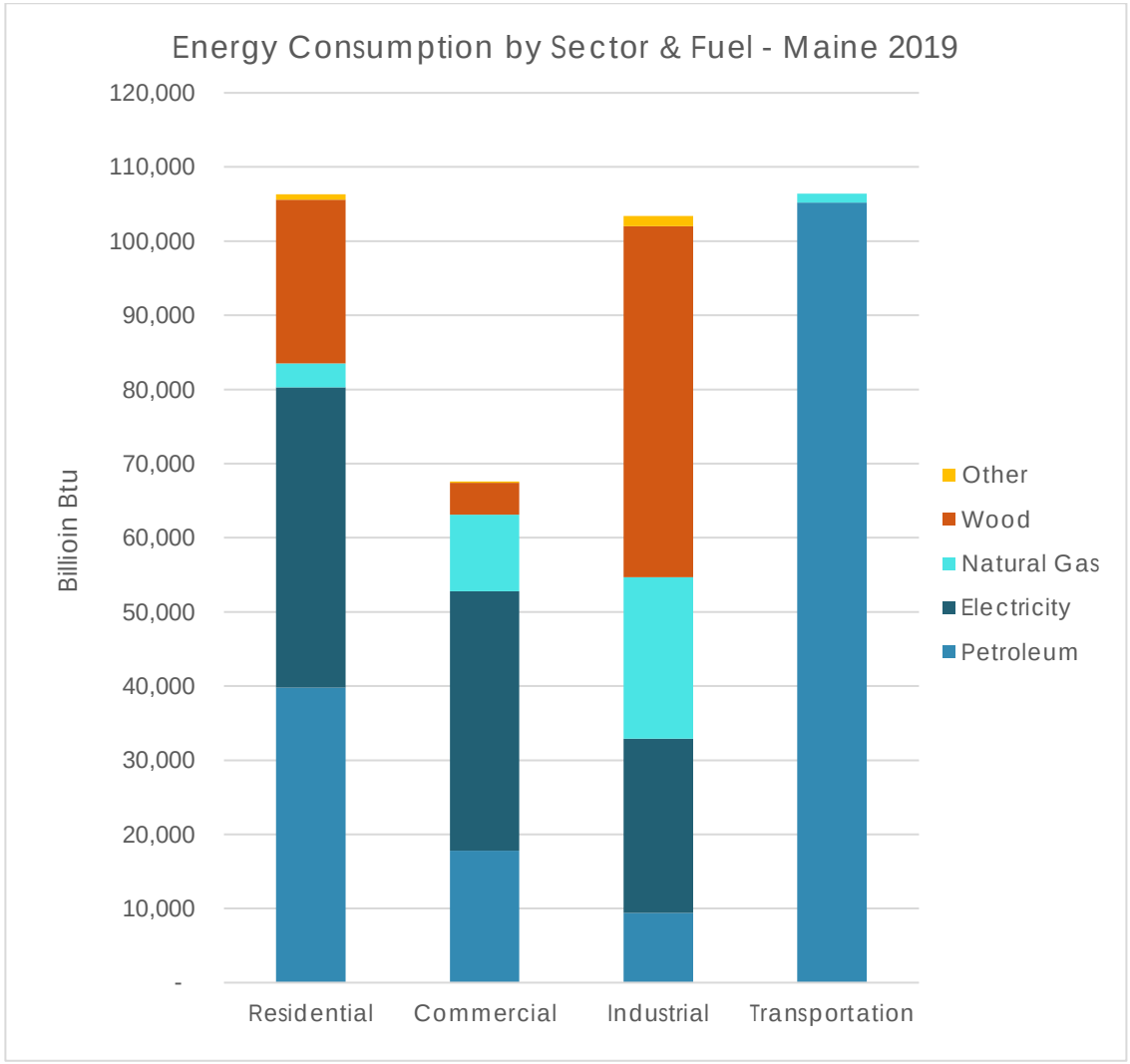

Figure 10-3 Maine Energy Consumption by Sector & Fuel 2019. Source: EIA, Tables CT4, CT5, CT6 & CT7

Figure 10-4 reveals the extent to which the New England states, and particularly Maine, are reliant on petroleum. Maine leads the nation in the percentage of homes that utilize oil for heating.

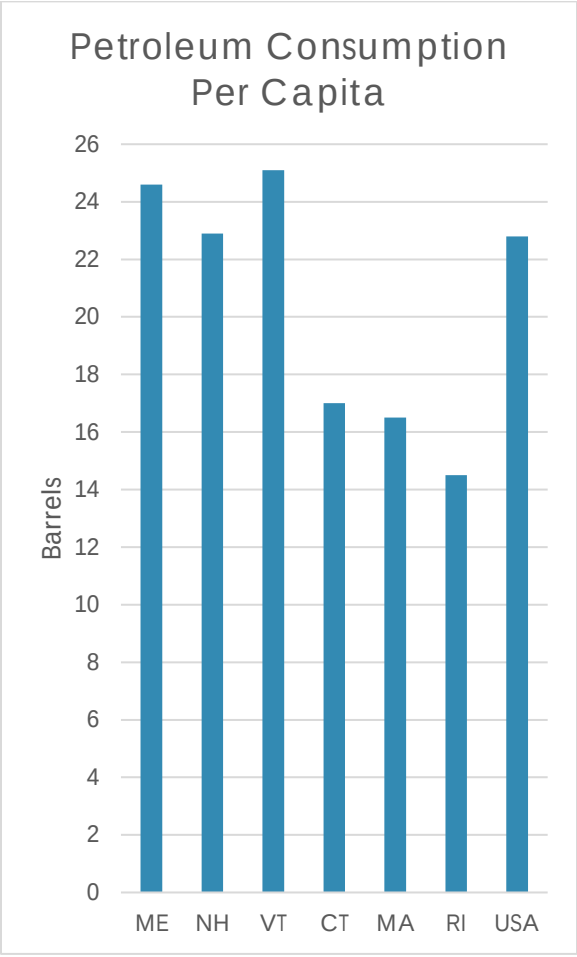

Figure 10-4 Residential Distillate Fuel Oil Use Per Capita 2019. Source: EIA, Table C15.

Figure 10-5 shows the types of fuel utilized to heat Kennebunkport homes in comparison to those in York County and in other New England states.

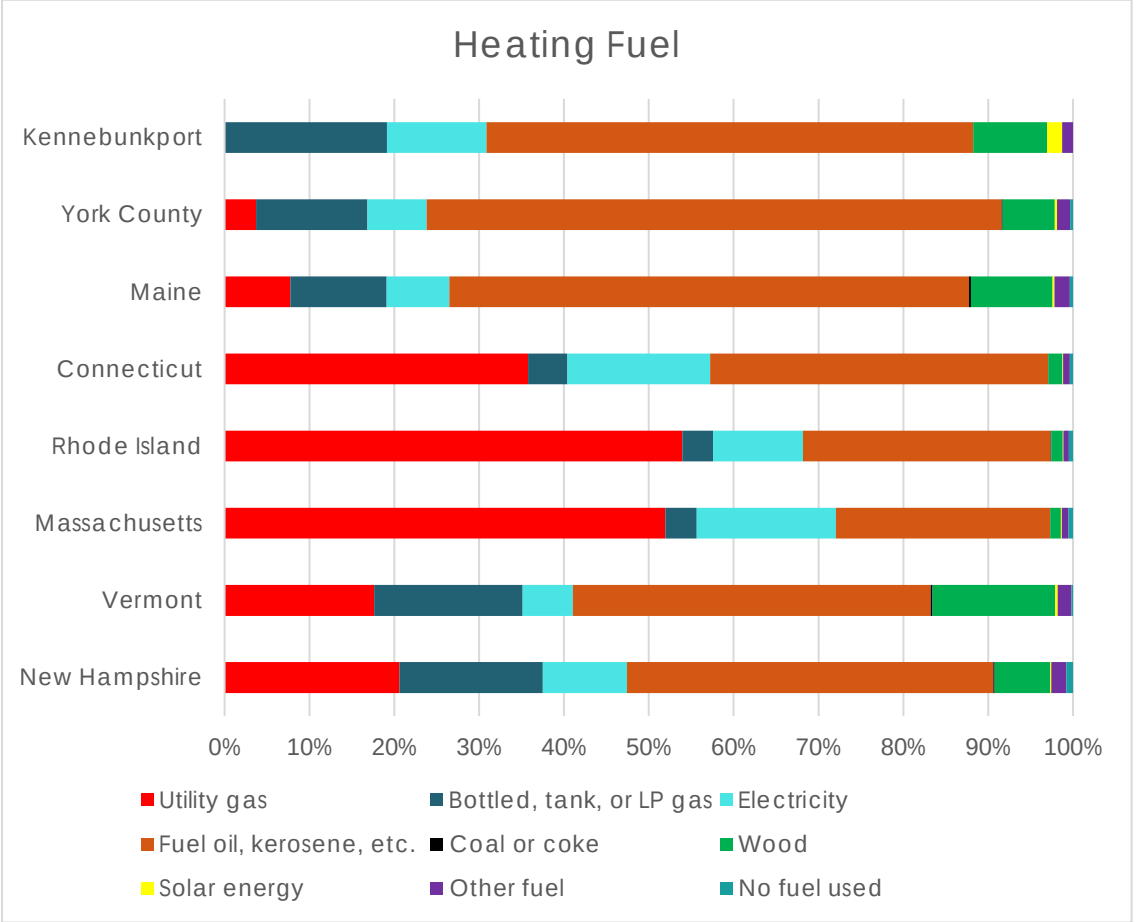

Figure 10-5 House heating fuel. Source: 2020 ACS 5-Year Estimates, Table DP04.

As seen above, the prevalence of liquified petroleum (LP) gas is greater in Kennebunkport than in the county and state.

MMBTU = 1 million BTUs

Fuel Utilized to Generate Electricity

The types of fuels that New Englanders utilize to generate electricity have evolved over the past twenty years, as seen in Figure 10-7 below.[5]

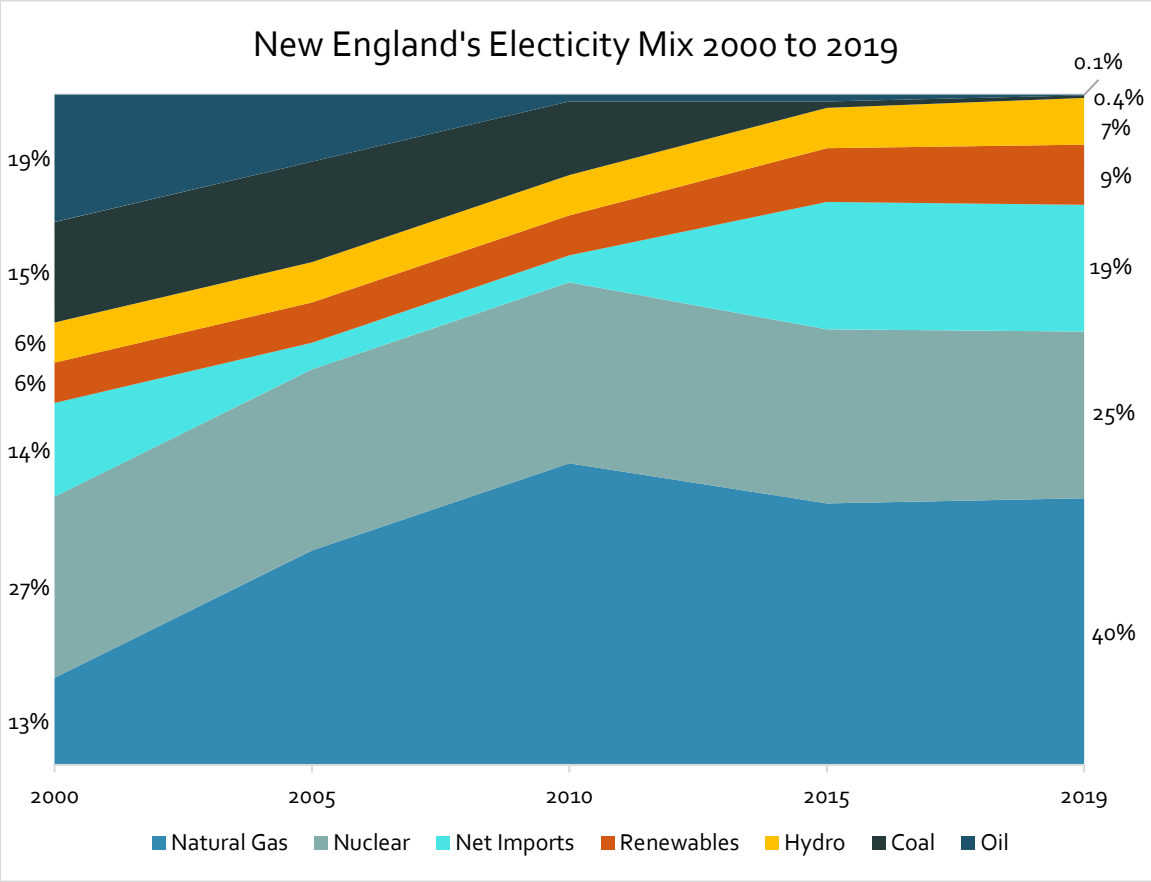

Figure 10-6 Percent of Total Electric Energy by Resource Type. Source: ISO New England.

The use of natural gas to generate electricity has grown threefold, while reliance on coal and oil dropped from 34% to 0.5%. Hydropower and renewables are up slightly.

Figure 10-7 below displays Maine's electricity mix in 2019.

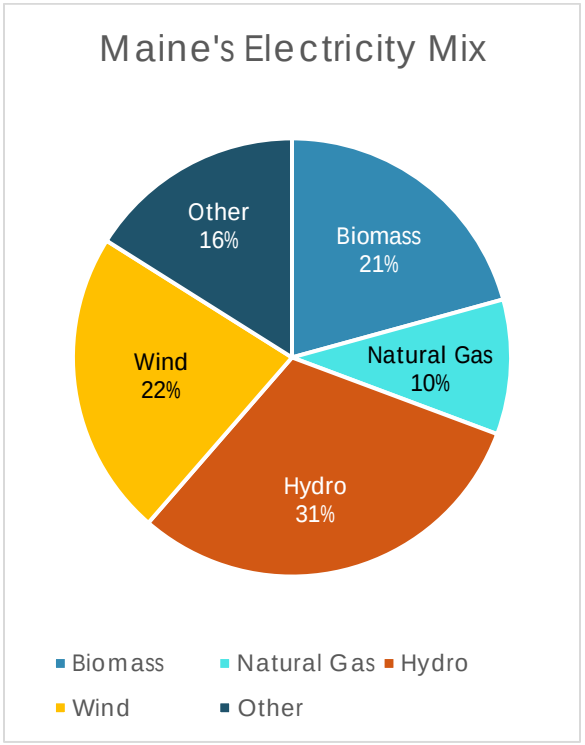

Figure 10-7 Maine's Electricity Mix in 2019. Source: EIA, Table CT8.

Natural gas is brought via pipeline from Sable Island in Nova Scotia and also via an LNG terminal in New Brunswick. The pipeline's primary purpose is to serve the Massachusetts market, but as Maine is situated along this route, the state is able to tap into this source (within a relatively narrow corridor).

Greenhouse Gases

Scientists advise that it is essential to make substantial reductions in the emission of CO_2 and other greenhouse gases in order to slow the rate of global warming.

As seen to the right, Maine's transportation sector discharges substantially more emissions than the national average (50% vs. 37%), likely due to the rural character of the state. Rural drivers make 45% more trips and drive twice as far as urban drivers. In 2019, Maine drivers averaged 13,500 miles, for a total of 14 million miles driven.[6]

Other factors that may well contribute significantly to transportation emissions are motor vehicle trips associated with logging and tourism, and Maine's lack of public transportation.

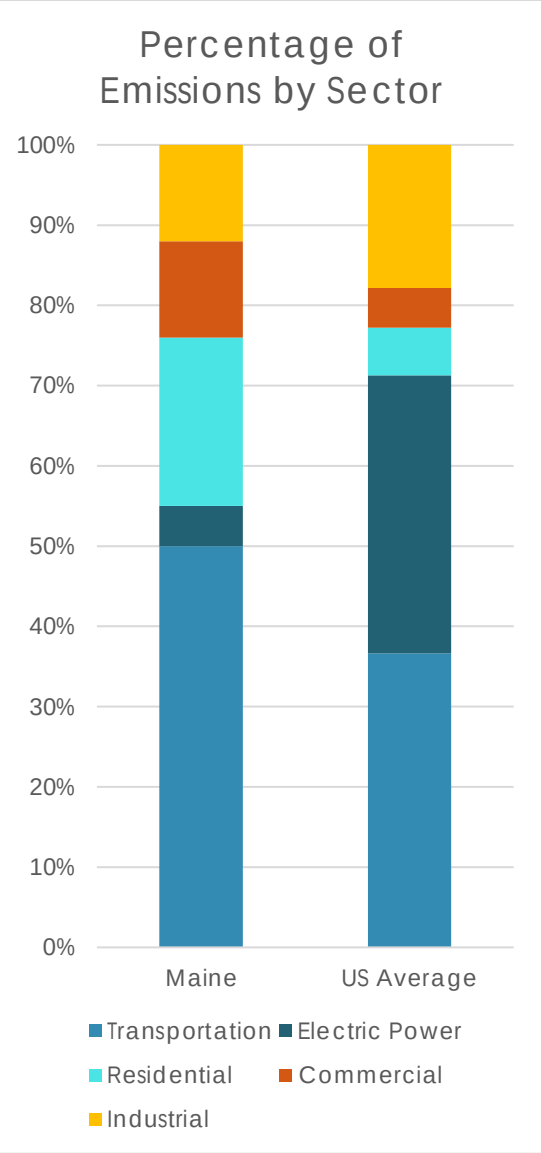

Figure 10-8 Percentage of Emissions by Sector, 2019. Source: EIA, CO^2 Emissions from Fossil Fuel Consumption (1970-2019)

Maine's residential sector emits greenhouse gas emissions at 3.5 times the national average (21% vs. 6%) due to the use of carbon-based heating fuels during the state's lengthy winters. As for the generation of electricity, Maine does quite well (5% vs. 35%) due to its ample supply of hydropower, and its very low use of high carbon emitting fuels such as oil and coal.

Figure 10-9 displays emissions via sector over time. The transportation sector emits the greatest volume of GHGs and has consistently done so since 1990. Emissions from the residential sector since 1990 have been variable.

$MMTCO_2e$

Carbon dioxide equivalents are commonly expressed as **Million Metric Tons of Carbon Dioxide Equivalents**. The carbon dioxide equivalent of a gas is derived by multiplying the metric tons of the gas by the associated Global Warming Potential (GWP). GWP of CO_2 = 1.

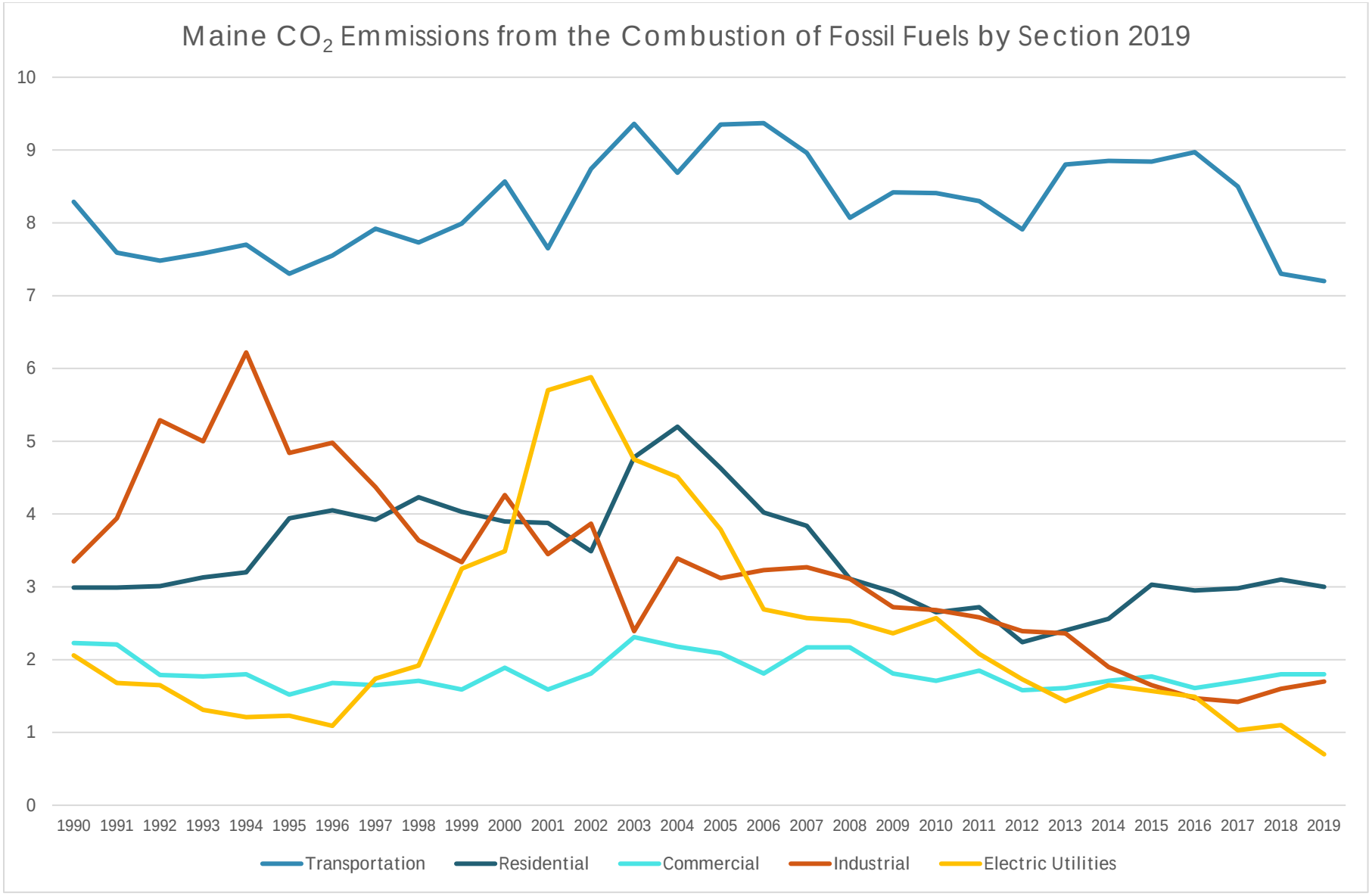

Figure 10-9 CO2 Emissions from the Combustion of Fossil Fuels by Sector 2017. Source: EIA, CO^2 Emissions from Fossil Fuel Consumption (1970-2019).

Policy Initiatives

In 2019, Maine launched a number of ambitious initiatives designed to reduce greenhouse gas (GHG) emissions, as follows:

- Ended the ban on new wind power development.
- Established the Maine Climate Council. The council published a Climate Action Plan in December 2020.
- Set a goal of reducing GHG emissions 45% by 2030, and 80% by 2050 (LD 1679).
- Directed the Climate Council to issue recommendations to achieve a carbon neutral economy by 2045.
- Directed state agencies to equal or exceed Maine's energy and emissions targets, and to seek cost efficiencies in doing so.
- Set a goal of 100,000 new residential heat pump installations by 2025 (LD 1766).
- Increased Maine's renewable portfolio standard (RPS) from 40% to 80% by 2030, to 100% by 2050, allows utility scale solar arrays up to 100 MW in size, and established a thermal RPS of 4% no later than 2030 (LD 1494).
- Increased the net metering project cap from 660 kW to 5 MW, and incentivized distribution generation up to 5 MW (LD 1711).
- Ordered the Public Utilities Commission (PUC) to approve the Aqua Ventus contract, a pilot project featuring floating offshore wind turbine (LD 994).
- Joined MA and NH on Gulf of Maine Intergovernmental Renewable Energy Task Force to plan for wind energy development in the gulf.

Maine Climate Council in session on January 27, 2020. Photo: Tom Morgan.

Emissions Goals

In 2003, Maine established GHG reduction goals for 2010, 2020, and beyond. The state set a goal for reduction of GHG emissions (in the short term) to 1990 levels by 2010; to 10% less than 1990 levels by 2020; and for reductions sufficient to eliminate any dangerous threat to climate in the long-term.[7]

In 2019, the Legislature expanded the emissions goals to reduce gross emissions to no more than 45% of 1990 levels by 2030 and to no more than 80% of 1990 levels by 2050.[8]

Figure 10-10 illustrates Maine's emissions since 1990, alongside the state's emissions goals.

In its 8th biennial (progress) report to the Legislature, Maine's Department of Environmental Protection (DEP) summarized its findings as follows:

"Maine is on track to meet the medium-term goal of reducing greenhouse gas (GHG) emissions to 10% less than 1990 levels by 2020. Gross statewide GHG emissions increased from the initially measured levels in 1990, reaching a peak in 2002. By 2008, emissions were below 1990 levels, reaching a low in 2012, rebounding

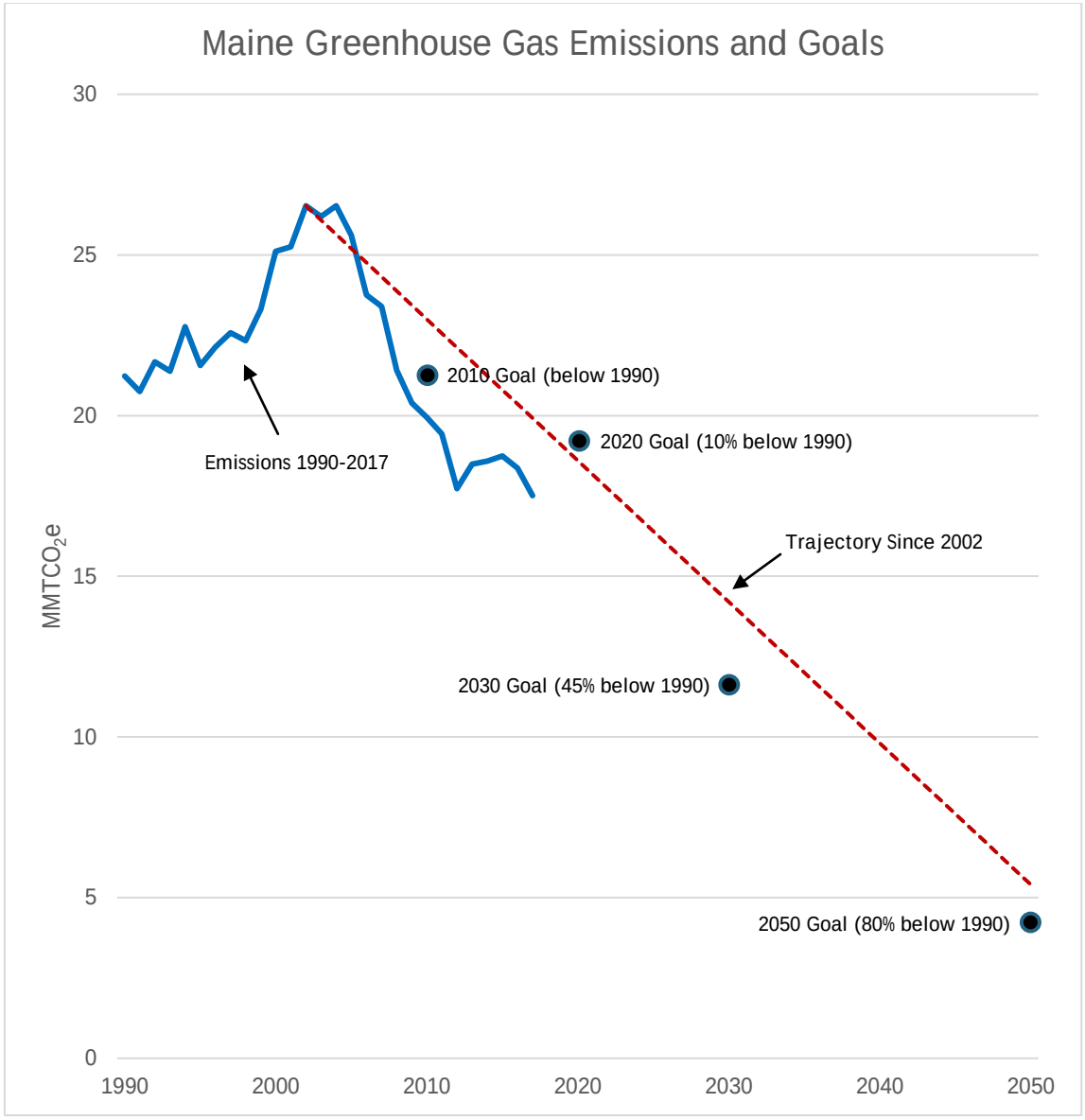

Figure 10-10 Maine Greenhouse Gas Emissions and Goals. Source: Maine DEP, Eighth Biennial Report on Progress toward Greenhouse Gas Reduction Goals, January 13, 2020.

slightly 2013-2015, and trending downward again in 2016 and 2017. Emissions have remained at least 10% lower than 1990 levels since 2012, and as of 2017 were 17.5% lower than 1990 levels."

The Department's analysis of the most current GHG data available indicates:

- 0% of GHG emissions in Maine are the result of energy consumption, mostly produced by combustion of petroleum products. Annual emissions in this source category have been reduced by 35% since the high in 2002 and 14% since 2010.
- Statewide carbon dioxide (CO_2) emissions remain at least 10% lower than 1990 levels in large part because of the use of lower carbon fuels such as natural gas and increased efficiencies.
- Annual CO2 emissions from fossil fuel combustion in the electric power sector have decreased by 83% since they peaked in 2002 largely by replacing high carbon fuels with natural gas and renewable sources.
- The transportation sector was responsible for 54% of Maine's CO_2 emissions in 2017, an increase from the 1990 contribution, 44%.
- Maine is creating 25% less GHG emissions per billion Btu (BBtu) of energy in 2017 than the peak discharge in 2002.
- In 2017, Maine's annual GHG emissions per million dollars of state gross domestic product (GDP) were 45% less than in 1990.
- Concern has been expressed that such reductions might come at considerable cost to the economy. However, as seen in Figure 10-11 below, since 2004 emissions have declined, while gross domestic product (GDP) has not declined, notwithstanding the trauma of the 2007 recession.

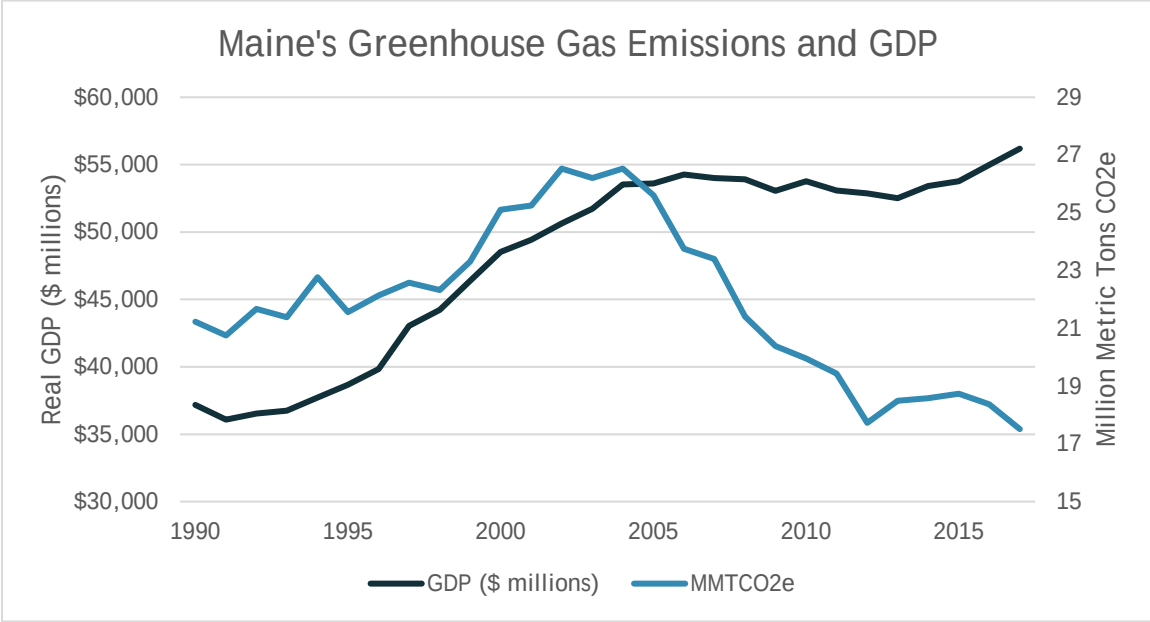

Figure 10-11 Total Greenhouse Gas Emissions and Real Gross Domestic Product. Source: Maine DEP, Eighth Biennial Report on Progress toward Greenhouse Gas Reduction Goals, January 13, 2020.

DEP's 2020 report concludes that Maine has met the first statutory reduction target of reducing GHG emissions to 1990 levels by 2010. Maine's GHG emissions were 17.5% below 1990 levels, and thus Maine is on track to meet the second statutory reduction target of 10% below 1990 levels by 2020.

Renewable Portfolio Standards

Renewable Portfolio Standards (RPS) require that a certain percentage of the electricity procured by utilities comes from renewable resources.

Energy generated via renewable means is assigned a Renewable Energy Certificate (REC) for every megawatt-hour of electricity produced. RECs can then be sold by a Maine generator to an entity in Maine or in another state to meet RPS. Utilities generally purchase RECs to meet their statutory RPS requirements.

Figure 10-12 below depicts the RPS requirements to which each of New England's six states committed in recent years. Note that Maine is the second most ambitious of the states, having ramped up its commitment substantially in 2019.

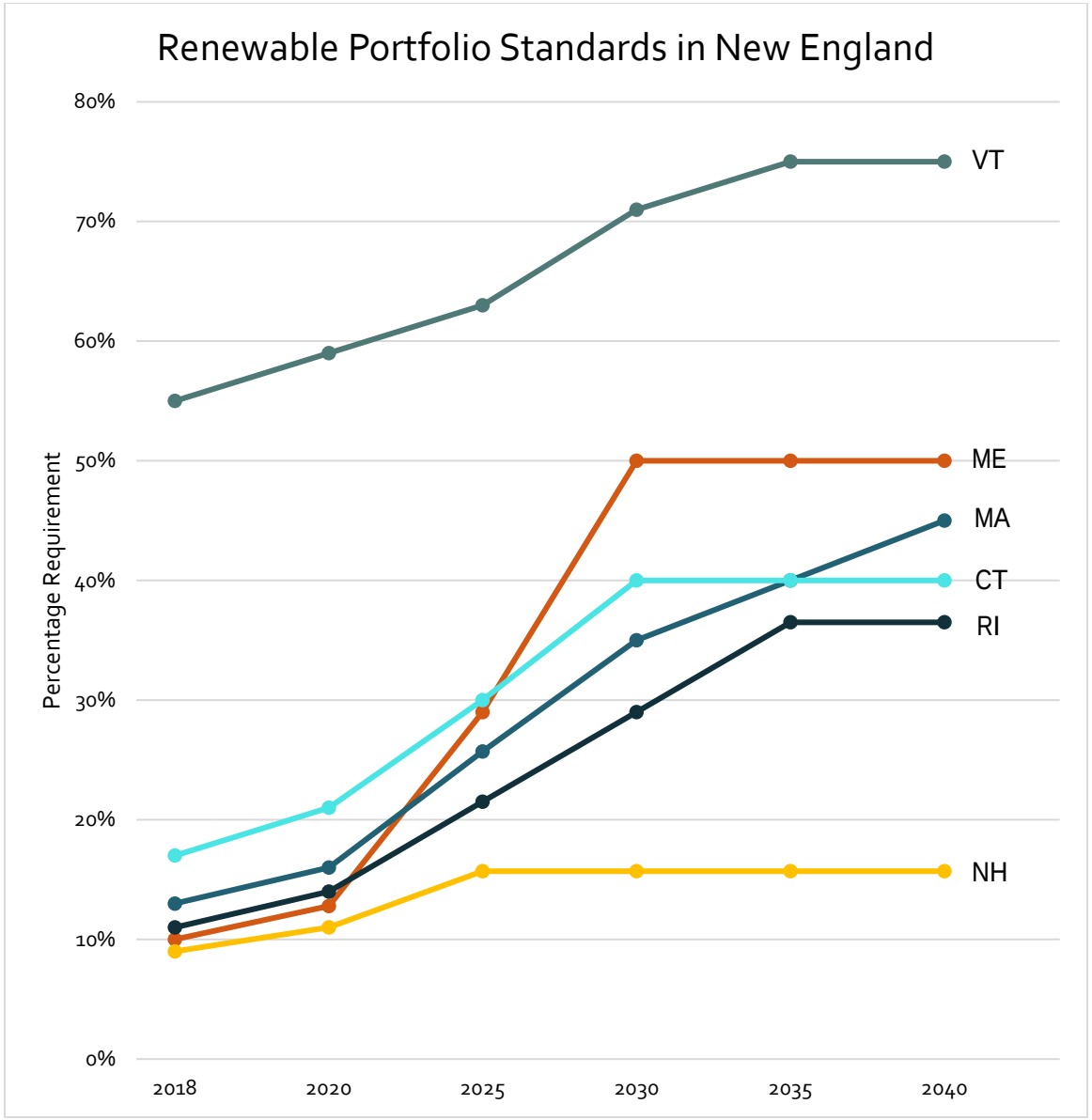

Figure 10-12 Renewable Portfolio Standards. Source: ISO New England.

Solar

Figure 10-13 depicts global horizontal solar irradiance, or more simply put, the strength and duration of the sun's rays at various locations in the US. Maine is suitable for solar farms but is not a strong as some other regions.

Kennebunkport's terrain is fairly level, hence solar irradiance varies little throughout town. At the property level, factors including the aspect of a roof and shading from other buildings or trees impact solar potential.

Horizontal Solar Irradiance

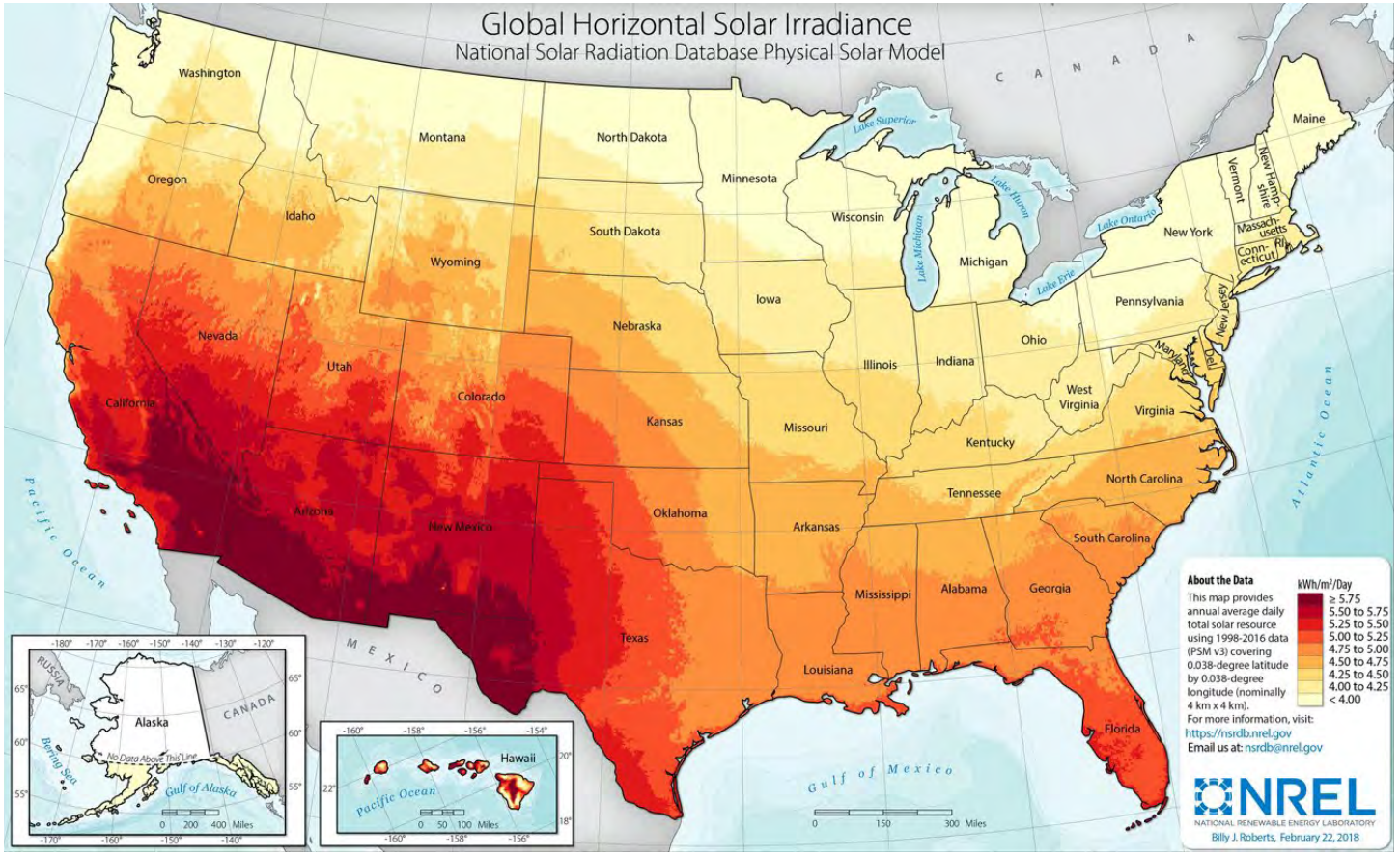

Figure 10-13 Horizontal Solar Irradiance. Source: National Renewable Energy Laboratory.

As seen below, the Natural Resources Council of Maine illustrates that the practical difference in annual kilowatt hours between solar generation in Maine and the southern US is not substantial.

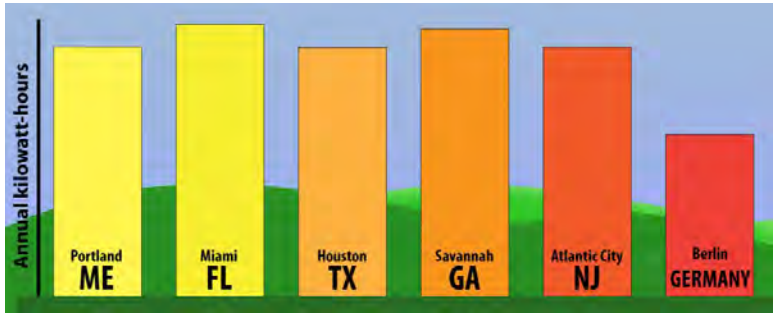

Figure 10-14 Maine Can't Afford to Stay in the Dark (Source: Natural Resources Council of Maine)

Maine and New Hampshire lagged behind the rest of New England in installation of behind-the-meter solar arrays since 2010.

Behind-the-Meter (BTM)

A BTM system is a renewable energy generating facility (in this case, a solar photovoltaic or PV system) that produces power intended for on-site use in a home, office building, or other commercial facility. The location of the solar PV system is literally "behind the meter," on the owner's property, not on the side of the electric grid/utility.

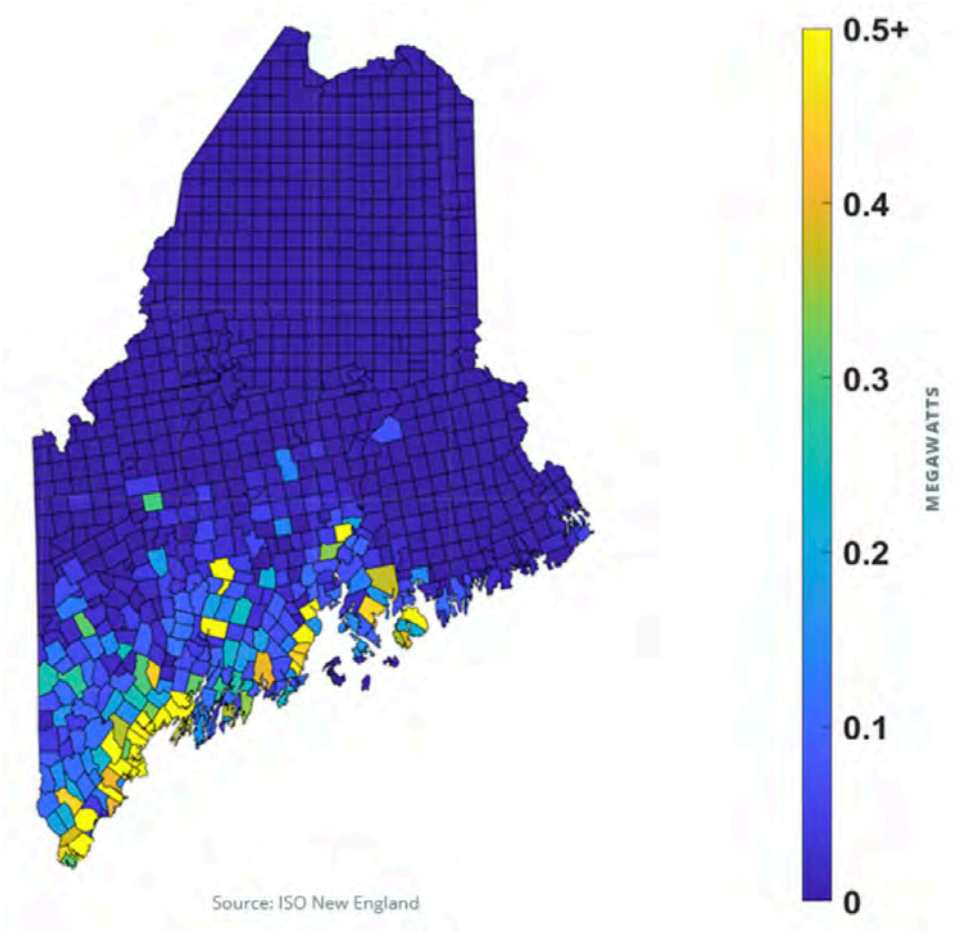

Figure 10-15 Installed Behind-the-Meter Solar Power by Town, as of December 31, 2019. Source: ISO New England.

In 2019, Maine increased the cap on solar facilities eligible for net metering from 660 kW to 5 MW.[9] This change permits neighborhood-scale solar arrays capable of powering multiple homes.

A 5 MW Solar Farm

Question: How much land is required to build a 5 MW solar farm?

Answer: Approximately 25 acres.

Figure 10-16 depicts the growth in New England solar installations since 2010 as well as the projected growth through 2030.

As of the third quarter of 2019, Maine's share of installed solar was 60 MW, which accounts for 0.17% of the electricity generated in state and is sufficient to power 4,400 homes. In this regard, Maine ranks 41st in the US. By 2025, 849 MW of solar installations are proposed, due in large measure to the state government's recent enthusiasm for solar energy.[10]

Local Regulations

Kennebunkport does not currently regulate large solar arrays in its zoning ordinance. To accommodate large ground mounted solar arrays in the town, the zoning ordinance would need to be amended to specify where this land use is permitted, to determine whether it is permitted by right, conditionally, or prohibited, and to establish performance standards for this use.

The destruction of forest land in order to construct a solar array would offer little net benefit in terms of reducing the town's carbon footprint due to the forests' role in sequestering carbon. For that reason, the zoning overlay should be designed to protect forested land, as well as rare natural communities.

A decommissioning mechanism that provides assurance that a solar developer will remove panels upon termination of energy production is typical in solar ordinances, as an abandoned facility would be viewed by many as an eyesore. Revisions to zoning Article 10, Site Plan Review, could address decommissioning as well as other issues raised by the installation of large-scale arrays.

There are several advantages of solar farms over fossil fuel generators. First is the financial cost of manufacturing the panels continues to decline during the past two decades.

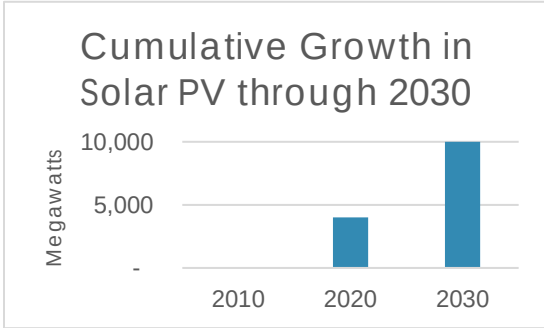

Figure 10-16 Projected Cumulative Growth in Solar PV through 2030 in New England. Source: Final 2021 PV Forecast, ISO New England.

Another advantage is an expanded tax base for the community, particularly at locations that are otherwise unsuitable for development.

A third advantage is that the arrays enhance aquifer recharge as there is typically very little impervious surface at ground level.

Solar arrays may also serve as a physical impediment to development in parts of town where development is perceived as

premature or undesirable.

A common error by municipalities is their treatment of the panels' surface area as equivalent to impervious surfaces such as parking lots. The former enhances aquifer recharge, while the latter generates stormwater discharge, along with its attendant management challenges. The zoning ordinance should distinguish between the two, particularly when providing for the calculation of open space requirements.

Wind Power

Several of the twenty-eight 1.5 MW wind turbines at the Mars Hill Wind Farm in the Saint John valley. Photo: Michael Surran.

Eighteen land-based wind farms in Maine are responsible for 13.85% of in-state electricity production, generating 900 MW. Nearly all of these facilities are situated in remote areas of the state.

The Gulf of Maine holds some of the greatest potential for offshore wind-generated electrical power in the US, and indeed, in the world.

The figure below depicts the potential for offshore wind in the lower 48 states.

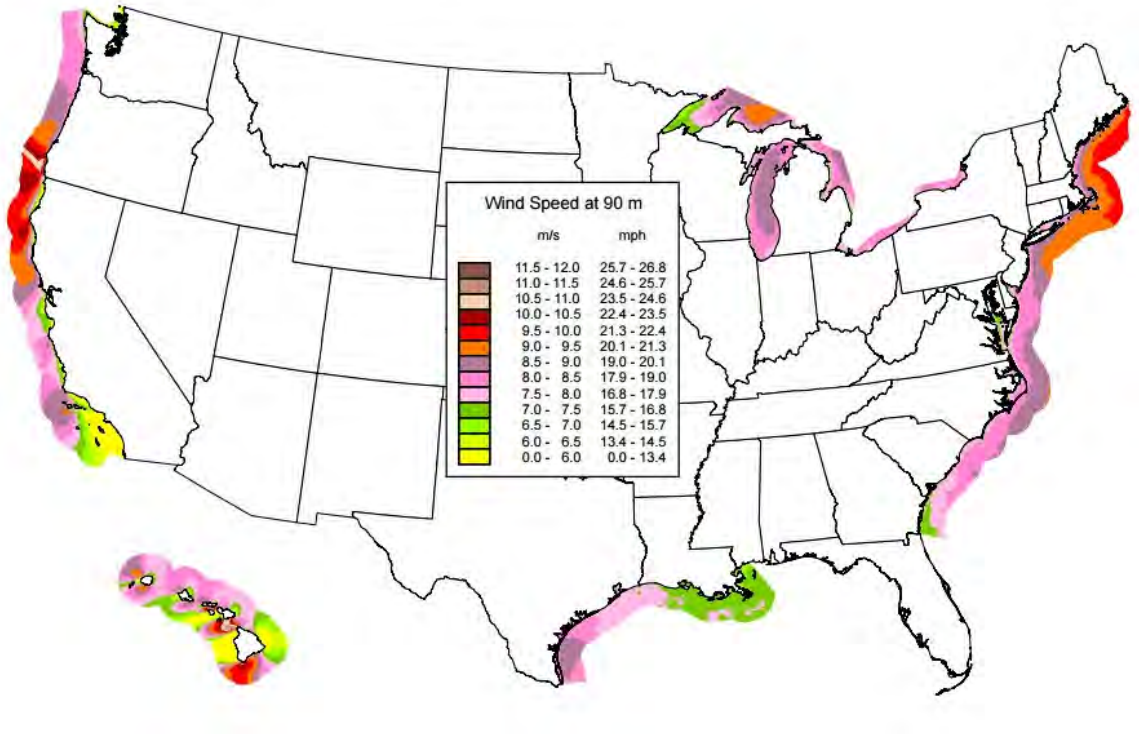

Figure 10-17 Annual Average Offshore Wind Speed at 90 Meters. Source: National Renewable Energy Laboratory, 2015.

A larger scale depiction of wind velocity is shown in Figure 10-18.

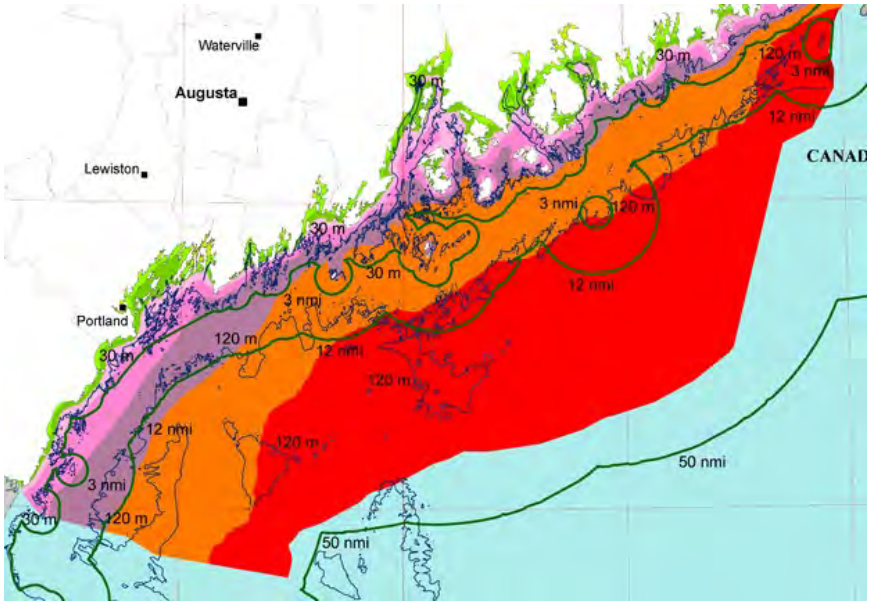

Figure 10-18 Wind velocity at 90 meters in the area depicted in red average 22 mph annually. Source: National Renewable Energy Laboratory.

Offshore wind is far and away Maine's largest untapped energy source. The potential yield off Maine's coast is 156 GW.

As Mainers typically consume but a small fraction of the Gulf's electrical potential each year, wind harvested in the Gulf of Maine could power much of the northeastern US.[11]

Watts & Watt-hours

A watt (W) = 1 joule per second and is used to quantify the rate of energy transfer. A joule is the energy dissipated as heat when an electric current of one ampere passes through a resistance of one ohm for one second.

A kilowatt (kW) = 1,000 watts
A megawatt (MW) = 1,000 kilowatts
A gigawatt (GW) = 1,000 megawatts, or one billion watts

By way of example, New England's largest nuclear reactor is rated for 1.2 GW, enough to power 1.2 million homes. The Maine's offshore wind potential of 156 GW is enormous.

Watt-hours (Wh) measure the electricity used over time. The typical electric bill reflects kWh consumed monthly.

While Maine's electricity costs are among the highest in the nation, the average Maine home uses just 551 kWh per month, 49th in the US. The national monthly average is 909 kWh.

The University of Maine's Advanced Structures & Composites Center is a leader in offshore wind development. Aqua Ventus is the name of the center's premier pilot project, intended to demonstrate the feasibility of a floating wind turbine off New England's coast. It is the first such floating facility in the US and is currently anchored three miles south of Monhegan Island.

In 2019, the Legislature directed Maine's PUC to approve a 20-year contract for Aqua Ventus power.[12] Maine Central Power signed the contract in December 2019.

Photo: University of Maine's Advanced Structures & Composites Center

Project managers have committed to site such facilities no closer than ten miles from inhabited islands and Maine's coastline to protect coastal views

Energy Efficiency

The American Council for an Energy-Efficient Economy (ACEEE) ranks US states in terms of each state's policies promoting energy efficiency. In determining a state's rank, ACEEE utilizes 33 metrics that measure the performance of home appliances, building energy codes, and vehicle efficiency. As seen in Figure 10-19, Maine ranked 16 in the US in 2020.

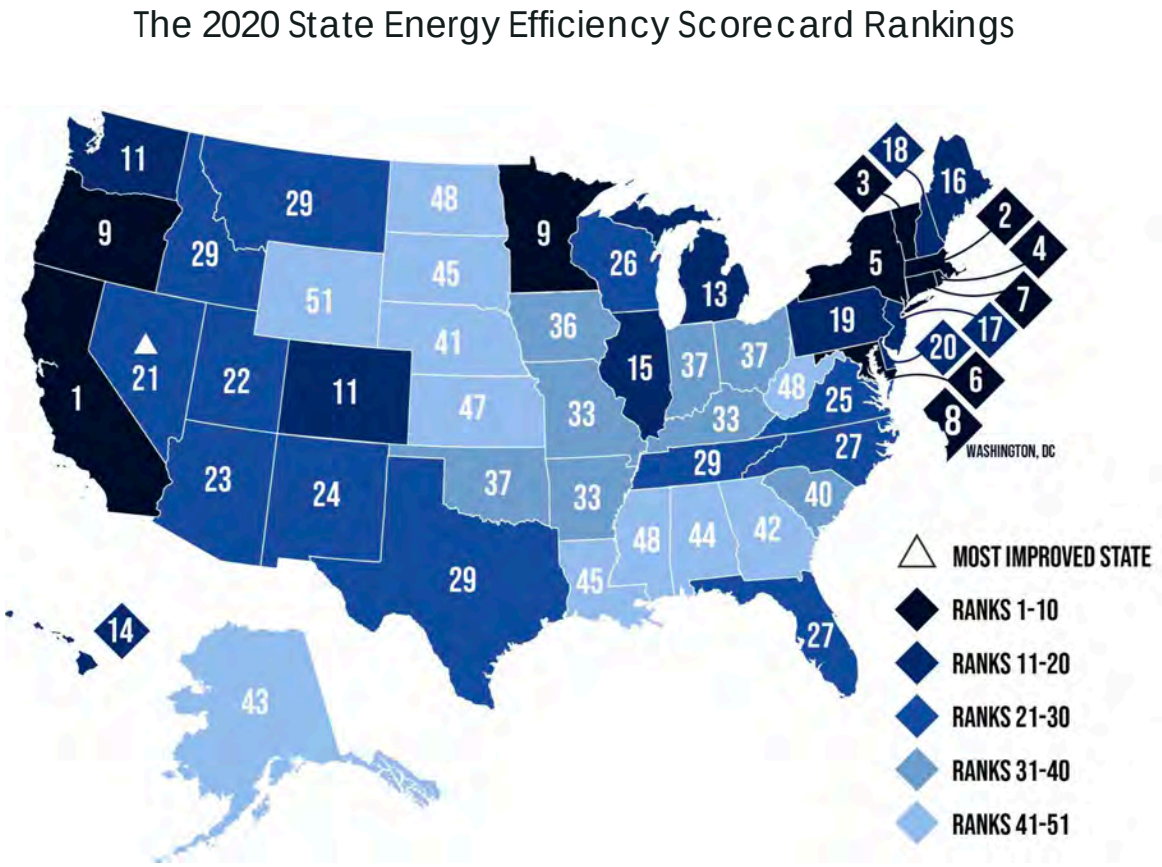

Figure 10-19 State Energy Efficiency Scorecard Rankings. Source: American Council for an Energy-Efficient Economy.

Local Opportunities

There are a number of measures the municipality could adopt in order to reduce greenhouse gas emissions.

Land Use Regulations

In order to reduce the number of vehicle miles traveled, and hence emissions, the town should consider re-zoning selected areas of town so as to permit greater residential density and mixed uses. Mixed uses tend to relieve nearby residents from traveling far for certain goods and services.

A variation of this approach is known at Traditional Neighborhood Development (TND) a strategy that is intended to allow the type of early 20th century neighborhoods that characterized Kennebunkport Village during the 19th century, and that was the norm in much of the US prior to the adoption of Euclidean zoning. These neighborhoods are typically characterized by one- and two-family homes on small lots, with front porches and shallow front yards. Garages were typically relegated to the rear of the property.

The zoning ordinance could be amended to provide a density bonus for new development that is built in targeted growth areas, away from areas designated Rural.

The site plan review provisions could be amended to require that proposed commercial development of a certain scale be required to include EV charging stations.

As noted above, the zoning ordinance should distinguish between solar panels and impervious surfaces such as parking lots, so as to not inadvertently preclude solar development.[13]

Municipal Facilities

Were the town to install LED fixtures in streetlights throughout town, the new fixtures would soon pay for themselves via a lower demand for electricity.[14]

Financial Incentives

The town could incentivize the installation of solar arrays on individual residents' properties by exempting such installations from property taxes.

Transportation Network

In order to provide residents with options other than an automobile for local errands, the town could undertake an ambitious expansion of multi-use trails. A design that prioritizes safety will attract more folks on bicycles (conventional and electric), and pedestrians of all ages. Similarly, installation of more bicycle racks around town would encourage non-motorized transportation.

Kennebunkport could convert the Town's transportation fleet to vehicles that generate fewer (or no) emissions.

EV Charging Stations

An important strategy for reducing greenhouse gas emissions is the facilitation of a transition from fossil fuels in the transportation sector. To the extent that electric vehicle (EV) charging stations are convenient and numerous, local

resident as well as tourists will be more likely to utilize electric powered vehicles.

The technology behind EV charging stations continues to evolve, as seen in the summary below:[15]

WHAT ARE THE DIFFERENT ELECTRIC VEHICLE CHARGERS?

Level 1 charging is done via any standard 120-volt wall plug. It's the slowest way to charge your car, but in a pinch, it will do the trick and works well for charging plug-in hybrids overnight at home.

Level 2 - chargers, sold separately from an electric car, hook up to the kind of plug you might use for an electric stove or a clothes dryer (220 volts). They charge five to seven times faster than Level 1 chargers and get about 20-25 miles per hour of charging. These are practical at homes, businesses, and many other locations.

Level 3 chargers, also known as Direct Current Fast Chargers (DCFCs), are the fastest way to charge your car. They provide up to 40 miles of charge for every 10 minutes off charging, so you can charge your car while you eat lunch! These more expensive chargers are for highways and higher-use destinations. (Source: Natural Resources Council of Maine)

The map below depicts the eight EV charging stations located in Kennebunkport. All are Level 1 or 2. The nearest Level 3 chargers are located at the turnpike's Kennebunk service plaza.

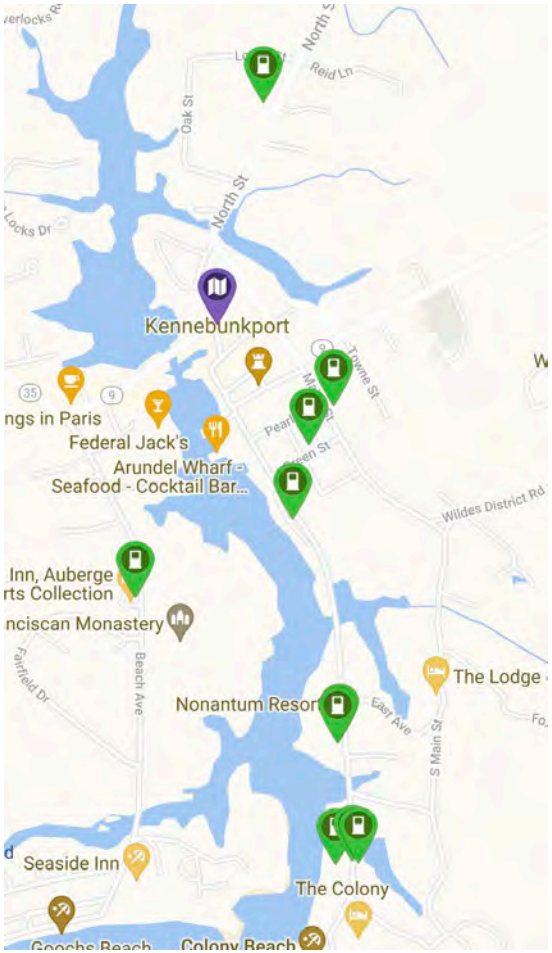

Figure 10-20 Location of EV chargers in Kennebunkport. Source: PlugShare.com.

Table 10-1 provides more detail on Kennebunkport EV charging stations.[16]

Location	Connector	kW
Fire Station	J-1772	
Maine Stay Inn	Tesla	16
Captain Lord	Tesla	16
Yachtsman Lodge	Tesla	8
Nonantum Resort	J-1772 & Tesla	13
Breakwater Inn	J-1772 & Tesla	8
Edgewater Inn	Tesla	8
Mabel's Lobster	Tesla	11

Table 10-1 EV charging stations in Kennebunkport. Source: PlugShare.com.

As is evident from the EV installations detailed in Table 10-1, Kennebunkport's hospitality industry recognizes the economic importance of providing EV services. Level 1 & 2 chargers are a practical choice for overnight guests. What is missing in Kennebunkport is a practical option for day-trippers. A popular tourist destination such as Kennebunkport is an obvious choice for Level 3 chargers.

Level 3 technology provides a full charge in the time it takes to dine at a local restaurant or patronize Dock Square shops. Dock Square's municipal parking lot is an ideal choice to locate banks of EV chargers. New Level 3 installations at several other locations in town could well serve both residents and visitors.

Kennebunkport Fire Station. Photo: Liz Durfee.

EV installations on Town property could be structured as a private enterprise so as to insulate local taxpayers from the initial investment. Alternately, the Town could seek funding for the infrastructure via grants and retain control.

A bank of EV Superchargers in Seabrook, NH. Photo: Tom Morgan.

Electrify America has been very active across the US in building Level 2 & 3 EV charging stations. This nonprofit was established as part of the Volkswagen settlement and has committed $2 billion to the installation of EV stations through 2026. To date, Electrify America has installed over 400 charging stations. Efficiency Maine Trust, a quasi-state agency, has utilized funds from Electrify America to develop EV charging stations in Maine.

The Town should audit its regulations to identify unintended obstacles to EV charging stations. Some municipal regulations, such as off-street parking regulations, unwittingly hinder installation of EV charging stations.

Electrification

As seen in Figure 10-8 above, 18% of Maine's greenhouse gas emissions are generated in the residential sector. In 2019, the Legislature enacted legislation that utilizes financial incentives to encourage Mainers to replace fossil fuel burning heating systems with electrically powered ductless heat pumps (LD 1766). This relatively new technology is estimated by Efficiency Maine to enjoy comparatively low operational costs, as seen in Table 10-2 to the right.[17]

In comparison to fossil fuels, long term savings from heat pumps will likely be greater due to the volatility of the fossil fuel market and the cost of investments in oil and gas infrastructure that utilities oftentimes pass on to consumers.

Other advantages of heat pump technology include the following:

- Heat pumps maintain constant temperatures, and permit room by room temperature control.
- There is no risk of combustion gas leaks.

Table 10-2 Home Heating Cost Comparison. Source: Efficiency Maine, prices as of 2/6/20.

Fuel Type	Units	Cost per Unit Delivered	Heating System	Annual Cost
Firewood	cord	$250	Wood Stove	$1,039
Electric	kWh	$.17	Geothermal Heat Pump	$1,213
Electric	kWh	$.17	Ductless Heat Pump	$1,325
Wood Pellets	ton	$258	Pellet Stove	$1,610
Wood Pellets	ton	$258	Pellet Stove	$1,847
Natural Gas	ccf	$2.14	Parlor Stove	$1,969
Oil	gallon	$2.67	ENERGY STAR Boiler	$2,150
Kerosene	gallon	$3.31	Space Heater	$2,195
Oil	gallon	$2.67	ENERGY STAR Furnace	$2,250
Natural Gas	ccf	$2.14	ENERGY STAR Boiler	$2,270
Natural Gas	ccf	$2.14	ENERGY STAR Furnace	$2,458
Propane (LP)	gallon	$2.55	Parlor Stove	$2,616
Propane (LP)	gallon	$2.55	ENERGY STAR Boiler	$3,015
Propane (LP)	gallon	$2.55	ENERGY STAR Furnace	$3,265
Electric	kWh	$.17	Baseboard	$3,881

- A California study demonstrated that the cost of building a single-family home with electrically powered ductless heat pumps is approximately $6,000 less than one heated by fossil fuels.[18]
- The heat pump initiative will generate new high-wage jobs in installation, thereby putting more money into the local economy.
- Heat pumps filter air year-round and may be utilized to dehumidify and cool the home during summer months.
- Switching from household appliances fueled by propane to those powered by electricity has been shown to improve indoor air quality.[19]

- As Maine's electrical grid evolves to a more decentralized configuration, the source of the electricity that powers local homes will likely be in closer proximity to town, and thus more reliable

Heat pump water heaters offer several advantages, particularly in comparison to propane systems. Likewise, another new technology, electrically powered induction ranges and cooktops (not to be mistaken for the older coiled electric burners) offer several advantages over traditional gas fired appliances.

Opportunities

What can the town do to facilitate a transition from fossil fuels to electrification? The town is well positioned to educate residents, via the Town's website. Educational materials could also be integrated into the building permit process.

Some US cities have amended their building codes to require that new dwellings are all-electric, while others require that houses placed on the market for sale be fitted up for conversion to 100% electric. The Maine Climate Concil endorses measures such as these.

Sources for Material in Callout Boxes on pages 1 thru 3

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Chapter 11

Transportation

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Introduction

The Transportation Chapter includes the following:

- Inventory of transportation infrastructure, including roads, bridges, culverts, parking, bicycle routes, and other amenities such as airports and railway
- Description of roadway and bridge condition rating from MaineDOT
- Information on recent projects and improvements and capital budget for projects
- Revenue and expenses associated with parking
- Summary of transit and rideshare services
- Summary of traffic count data and discussion of commuter information and traffic concerns
- Discussion of connectivity and accessibility and opportunities to improve connectivity to conservation lands, waterfront access points, and other destinations
- Overview of regulations and design standards pertaining to transportation
- Potential impacts of climate change on roadways.

Maine DOT anticipates the following eight trends will influence transportation in the coming years:

- Maine's Aging Population
- Labor Market/Industry
- Global Trade/Freight Movement
- Urbanization/Shifting Population
- Tourism
- Technology
- Safety
- Climate.

Source: Maine Long Range Plan

Public Input on Transportation from Budget Ideas For Budget Focus Areas in 2018 and Beyond

- I really like that we've widened some of the roads to include extra space for walking or biking.
- Pedestrian Village: reconfigure the first block of Ocean Ave to become a Pedestrian only area? Huge long-term economic benefits to Pedestrian Villages (Faneuil Hall, Burlington TV, Boulder Co, Baltimore to name just a few).
- Bike Friendly: What if Kennebunkport set a goal to become the most Bicycle Friendly town in Maine with Bike Lanes, Bike Signage and Bike Racks…
- Bike Lanes: narrow vehicular travel lanes and widen bike lanes. Install bike signage "share the road", "bikes use full lane" and "respect bicycles", "bike love".
- Bike Racks in Dock Square, Beaches, Etc. - would be a welcome addition to town.

Transportation Infrastructure

Roads

There are a total of 84.26 miles of roadways in Kennebunkport. Roadways are classified by Federal Functional Classification (FFC) and by the State Highway System. FCC describes the functionality and geographical characteristics of public streets and highways based on the character of service they are intended to provide.[1] This classification reflects how the highway provides land access versus mobility. The State Highway System describes the type of service as well as the responsibility for maintenance. Table 11-1 provides characteristics of FCC classes (arterial, collector, and local roads) as well as the number of miles of each class in Kennebunkport. Similarly, Table 11-2 displays State Highway System characteristics and roadway miles under this classification. Private roads are not classified in the FCC or State Highway System.

Table 11-1. Federal Functional Classification (FFC) characteristics and roadway miles by class (Source: MaineDOT)

Federal Functional Classification	Subclassification	Type of Service	Speed	Traffic Volume (vehicles/day)	Miles in Kennebunkport	Percent of Total Road Miles in Town[1]
Arterial	Principal and Minor Arterial Roads	Countywide, statewide or interstate travel that links cities and large towns to an integrated highway network	Relatively high	Thousands to tens of thousands	0	0%
Collector	Urban Collectors and Major Rural Collectors and Minor Rural Collectors	Link smaller towns, villages, neighborhoods, and major facilities to the arterial network, connecting traffic from local residential road to nearest arterial	Moderate	Thousands	9.07 (Major Urban Collector)	10%
Local Roads		Provide direct access to residential neighborhoods, local businesses, agricultural properties, and timberlands	Slow to moderate	Less than one hundred to thousands	55.11	65%

[1] Private roads account for 25% (20.76 miles) of all roadways and are not included in the FFC.

Table 11-2. State Highway System characteristics and roadway miles by class (Source: MaineDOT)

State Highway Category	Type of Service	Maintenance	Relation to FCC	Miles in Kennebunkport	Percent of Total Road Miles in Town[1]
State Highway	Connected routes that serve intra- and interstate traffic	MaineDOT maintains year-round, except in urban compact areas	Generally corresponds with arterial classification	0.07	0%
State Aid Highway	Connects local roads to the highway system and generally serves intracounty rather than intrastate traffic movement	MaineDOT maintains in summer and municipalities maintain in winter, except in urban compact areas	Generally corresponds with the collector classification	7.99	9%
Town Ways	Local service roads providing access to adjacent land, includes all other highways that are not State Highway or State Aid Highways	Municipalities or counties	Federal local roads	55.33	66%

[1] Private roads account for 25% (20.76 miles) of all roadways and are not included in the state highway classification.

Figure 11-1 displays the State Highway System road class of roads in Kennebunkport. Private roads, railway segments, airports, and bridges and culverts on public roads are also shown.

MaineDOT ranks several attributes of roadways. Figure 11-2 displays the overall score for service, safety, and condition on a scale of A though F. The total miles of roadway in each class is included in Figure 11-2. Portions of Route 9 between Beechwood Avenue and the Dyke Road/Goose Rocks Road and Route 9 intersection received either a D or F safety score, indicating the prevalence of pavement rutting, crash history, and/or insufficient pavement width.

One particularly hazardous location is at the Consolidated School, which lacks sidewalks on both sides of Route 9.

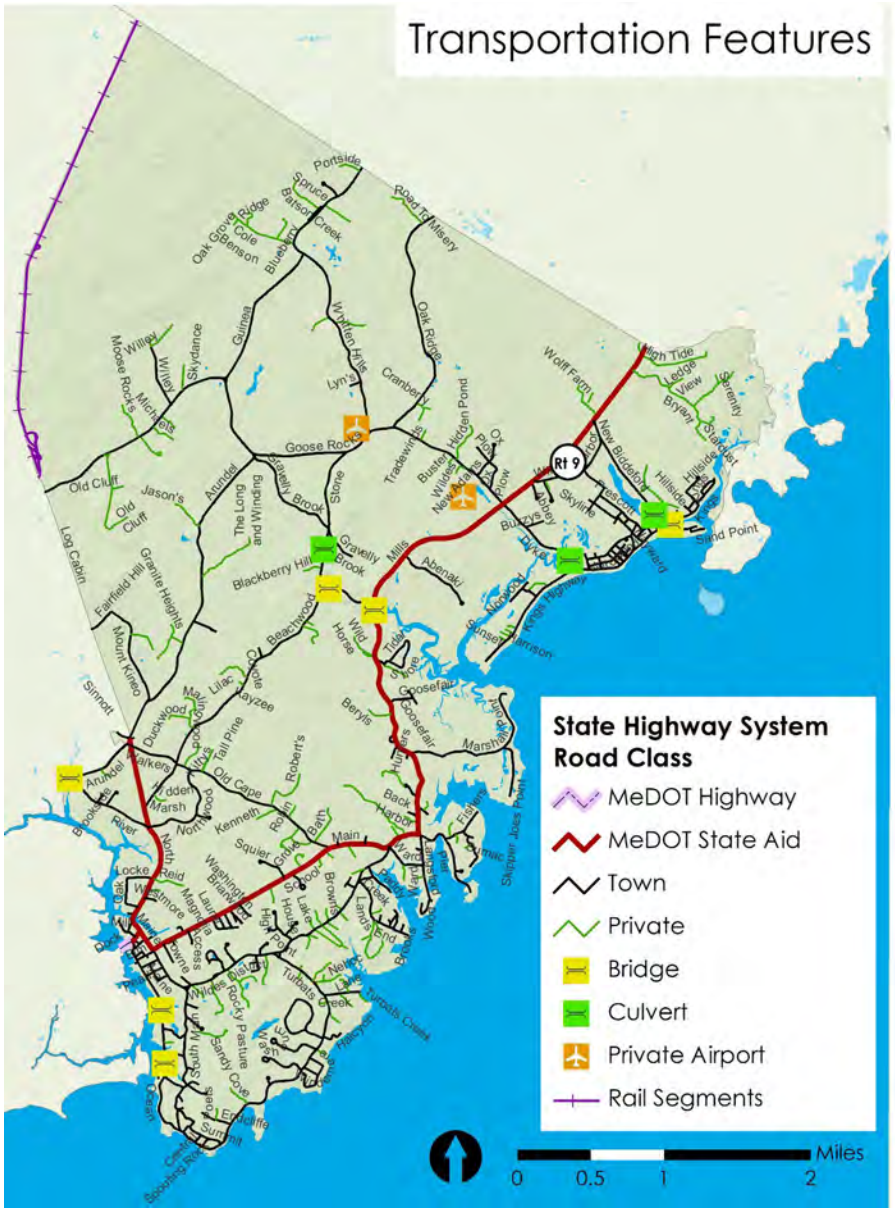


Figure 11-1 Transportation Features (Source: CAI Technologies)

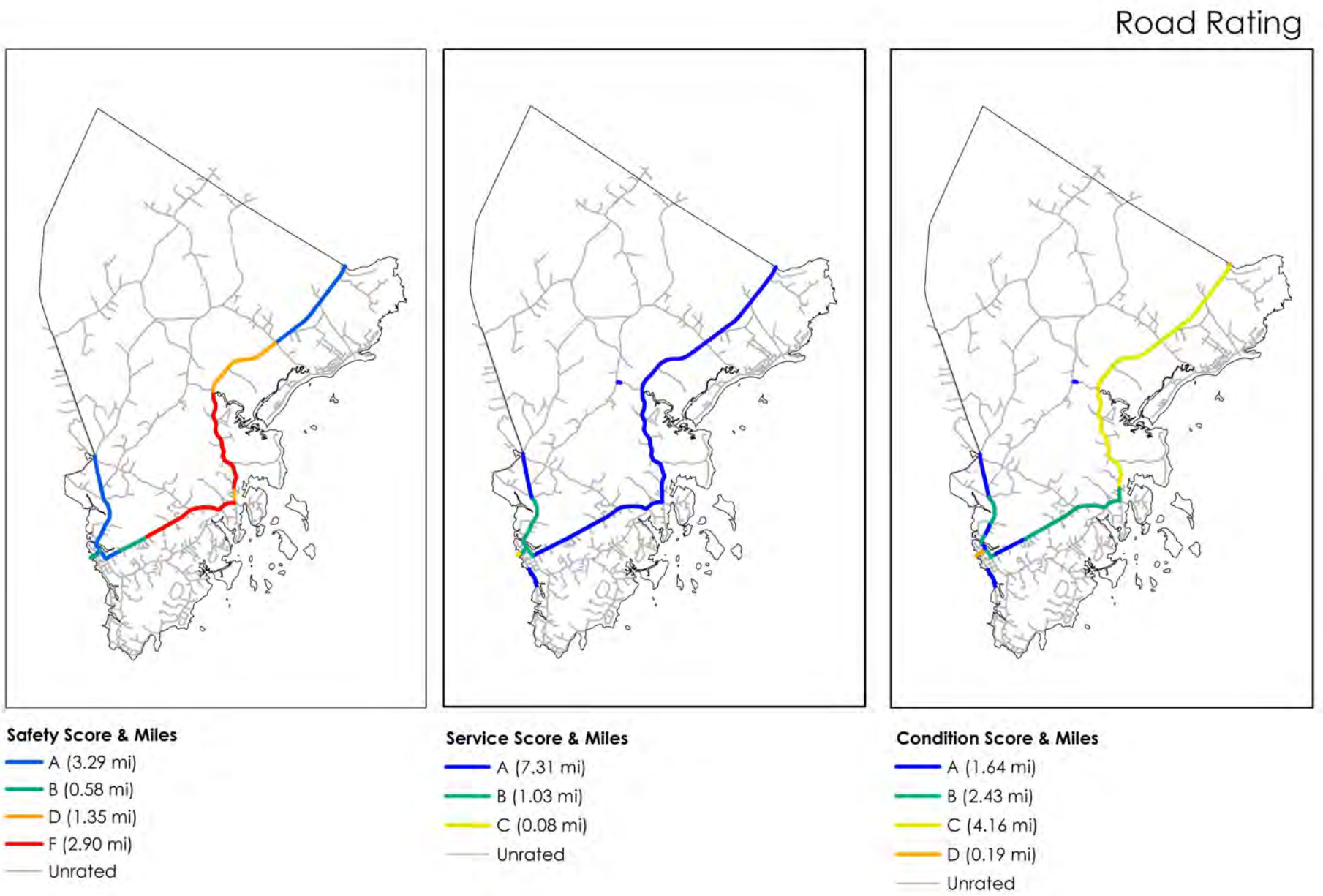


Figure 11-2 Road safety, service, and condition ratings (Source: MaineDOT)

Parking

Kennebunkport has a number of public parking lots that serve residents and visitors. The largest lots in town include the Dock Square and the North Street lot, which is adjacent to the Fire Station (Figure 11-3). Limited parking is also available at Colony Beach and Cape Porpoise. Table 11-3 includes the approximate number of parking spaces at four public parking lots in Kennebunkport. Aerial images of these lots is included in Figure 11-4.

Table 11-3 Number of spaces, fee, and usage of parking areas in Kennebunkport

Lot	Number of Spaces[2,3]	Fee	Usage
Dock Square	Approx. 80	Yes	100% capacity in summer
North Street	Approx. 105	No	100% capacity in summer
Cape Porpoise	Approx. 15	No	100% capacity in summer
Colony Beach[1]	Approx. 25	No	100% capacity in summer

1. Capacity at this lot was reduced due to jetty repair
2. SMRPC parking map
3. Google maps

The Town has the authority to designate Town land for parking for certain events. Areas surrounding the ball field, for example, have been used for parking. Occasionally, the parking lot at the Consolidated School is used by residents for overflow parking during events like Christmas Prelude when the North Street Lot is full. However, this is SAU property.

Other off-street parking for the public is available in a small privately owned lot located at the intersection of Ocean Avenue and Union Street.

Figure 11-3. Parking areas in Kennebunkport (Source: SMRPC parking map, Annual Report)

North Street Parking Lot

Dock Square Parking Lot

Colony Beach Parking Area

Cape Porpoise Parking Lot

Figure 11-4. Aerial view of parking areas in Kennebunkport (Source: Google Maps)

Parking is permitted in designated spots on public streets near Goose Rocks Beach between Route 9, the Batson River, and the Little River with a parking sticker. Figure 11-5 displays the number of resident, daily, weekly, and seasonal parking stickers issued over the last six years. From 2015 through 2019, the number of each category of parking sticker increased by 32% (resident) to as much as 122% (daily).[2] The number of daily stickers issued was particularly high in 2019 and 2021. While the number of resident stickers declined slightly from 2019 to 2020, weekly and daily stickers decline by 85 and 54%, respectively, during this period. This likely reflects the decline in tourists and seasonal visitors during the summer 2020 season due to the COVID-19 pandemic.

Parking tickets generated $58,597 in revenue in 2019.[3] The Dock Square parking lot generated a total of $320,529 in operating income in 2019.[4] Table 11-4 summarizes the revenues and expenses associated with the Dock Square Lot from 2015-2019. The 2020 budget (non-property tax revenues) for parking violations was set at $45,000. The 2021 budget for parking violations is $25,000. The anticipated revenues from Goose Rocks Beach stickers were set at $180,000 for 2020 and $112,500 for 2021.[5] These figures were identified pre-pandemic. The 2021 budget for the Dock Square Parking Lot is $225,000.

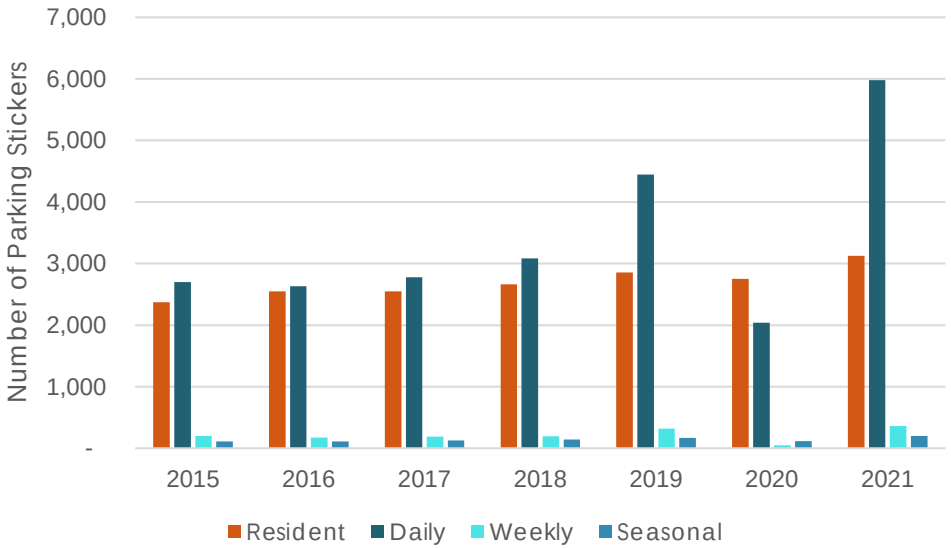


Figure 11-5. Goose Rocks Beach Parking Stickers (Source: Town of Kennebunkport)

Below is a screenshot of the Kittery Food Truck Pod website showing a number of food trucks set up in a parking lot off the US Route 1 Bypass. A web and social media presence helps increase awareness of the food trucks and provides information for visitors and vendors. (Source: kitteryfoodtruckpod.com)

Table 11-4. Revenues, Expenses, and Changes in Net Position Dock Square Lot (Source: Annual Reports for years 2015-2019)

	2015	2016	2017	2018	2019
Total operating revenues	$338,488	$355,945	$418,523	$431,347	$395,156
Total operating expenses	$60,580	$64,297	$52,976	$69,062	$75,209
Operating income	$277,908	$291,648	$365,547	$362,285	$320,529
Total Nonoperating revenue (expenses)	-$9,960)	-$12,611)	-	-	-$46,378)
Net income before transfers	$267,948	$279,037	$365,547	$362,285	$274,151
Total transfers	-$236,000)	-$230,000)	-$307,500)	-$230,000)	-$310,000)
Total net position, beginning of year	$314,950	$346,898	$395,935	$453,982	$586,267
Total net position, end of year	$346,898	$395,935	$435,982	$586,267	$550,418

Bridges

There are six bridges in Kennebunkport (Figure 11-6). The condition of these bridges ranges from *fair* to *very good*.[6] Scour, or undermining caused by stream flow, is the most common cause of bridge failure in the U.S.[7] Table 11-5 includes a list of bridges and culverts located on state and local roads. While the percentage of structurally deficient bridges in the U.S. and New England has declined, Maine has seen the opposite trend in recent years (Figure 11-7).[8] A GIS dataset with information for culverts on private roads was not available to display.

Table 11-5 Bridges and culverts on state and local roads (Source: MaineDOT)

Bridge Name	Bridge Number	Year Built	Stream/ River Crossing	Street Name	Rating
Hutchins School	1286	1994	Batson River	Beachwood Ave	8 - Very Good Condition (no problems noted)
Goosefare Bay	1301	2000	Perkins Brook	Sand Point Rd	8 - Very Good Condition (no problems noted)
Glen Creek	6329	1975	Glen Creek	Ocean Ave	7 - Good Condition (some minor problems)
Lords Bridge No. 1	5899	1962	Tributary of Kennebunk River	Ocean Ave	6 - Satisfactory Condition (minor deterioration)
Mill Pond	3852	1963	Batson River	Mills Rd	5 - Fair Condition (minor section loss)
Goffs Creek/Eleanors (located between Kennebunkport and Arundel)	5840	1959	Goffs Creek	River Rd	5 - Fair Condition (minor section loss)
Seavey	1288	1997	Batson River	Stone Rd	N - Not Applicable (culvert)
Beaver Pond Creek	6107	2004	Beaver Pond Creek	New Biddeford Rd	N - Not Applicable (culvert)
Dyke	5981	2004	East Branch Batson River	Dyke Rd	N - Not Applicable (culvert)

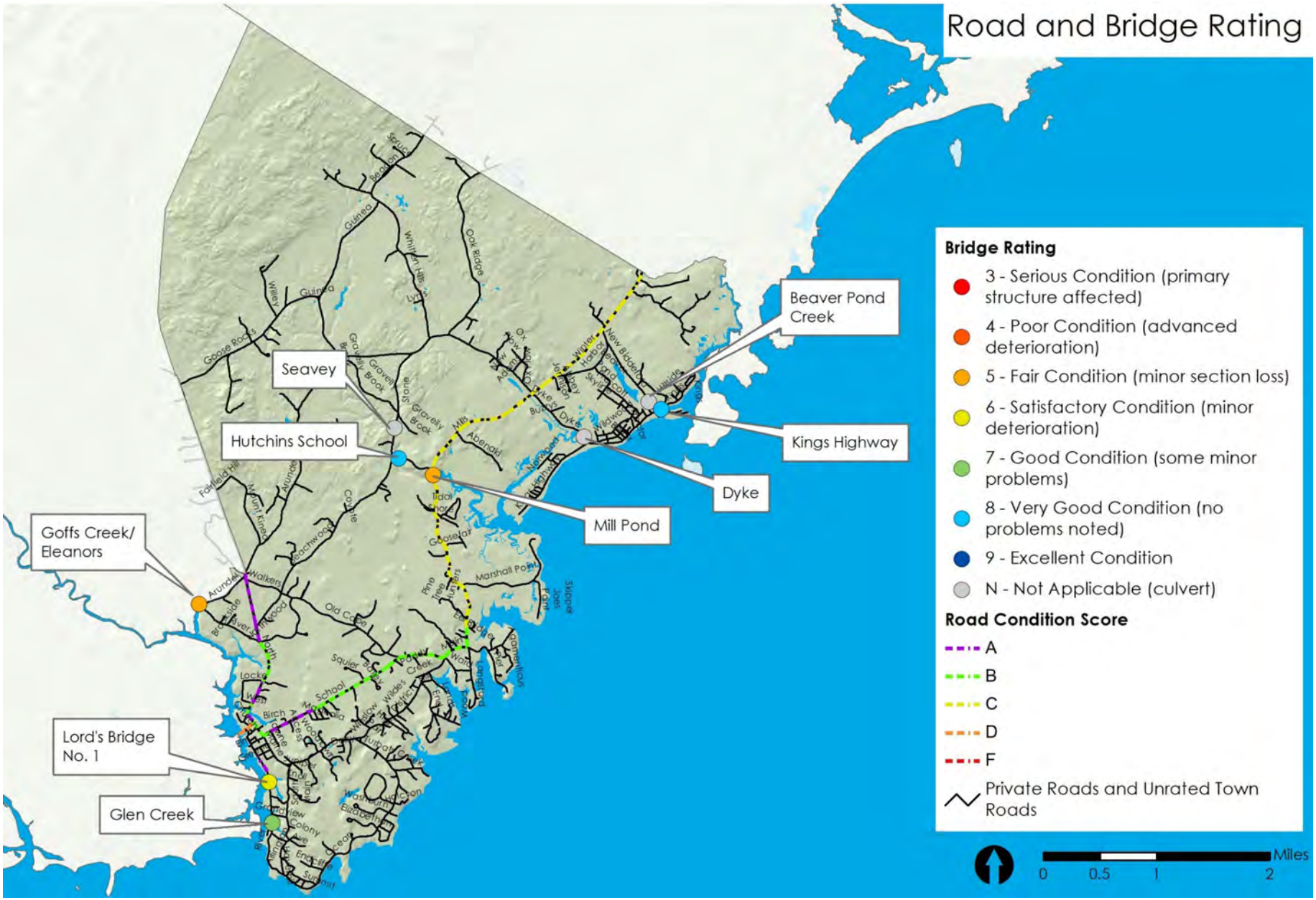


Figure 11-6. Bridges and culverts with bridge and roadway condition (Source: MaineDOT)

Bridge maintenance responsibility is determined by the MaineDOT's Local Bridge Program under the Maine Bridge Law 23 MRSA, Ch 9 Subchapter 4-A, amended in 2001. Bridges of at least 20 feet in length on town or state-aid roadways are the responsibility of MaineDOT. Minor spans, which are bridges that are at least 10 feet but less than 20 feet in length and located on town roadways, are the responsibility of the municipality. Culverts are defined as having a span of less than 10 feet or multiple pipes or other structures with a combined opening of less than 80 square feet. [9] MaineDOT inspects minor spans and bridges on public ways every two years and notifies the Town of any substantial deficiencies. [10]

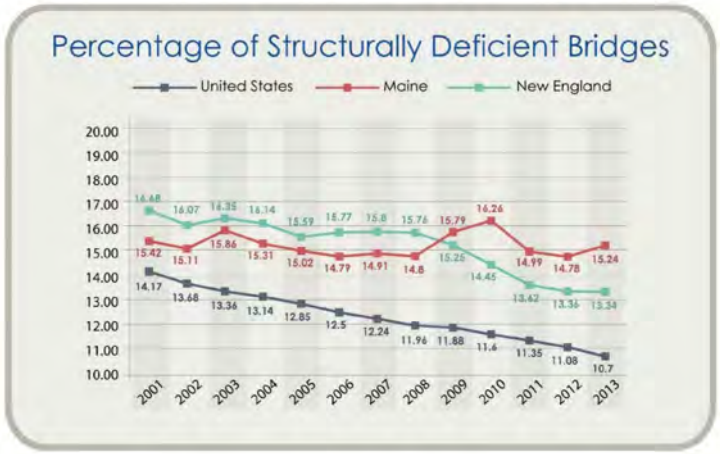


Figure 11-7. Percentage of structurally deficient bridges in the US, New England, and Maine (Source: 2014 KOBS)

Pedestrian Ways

Within Kennebunkport, there are approximately 6.6 miles of sidewalks and 57 crosswalks according to the Town's GIS dataset. These pedestrian amenities, along with paved road shoulders, are shown in Figure 11-9. Most sidewalks and crosswalks are located in Dock Square, Cape Porpoise, and Goose Rocks Beach.

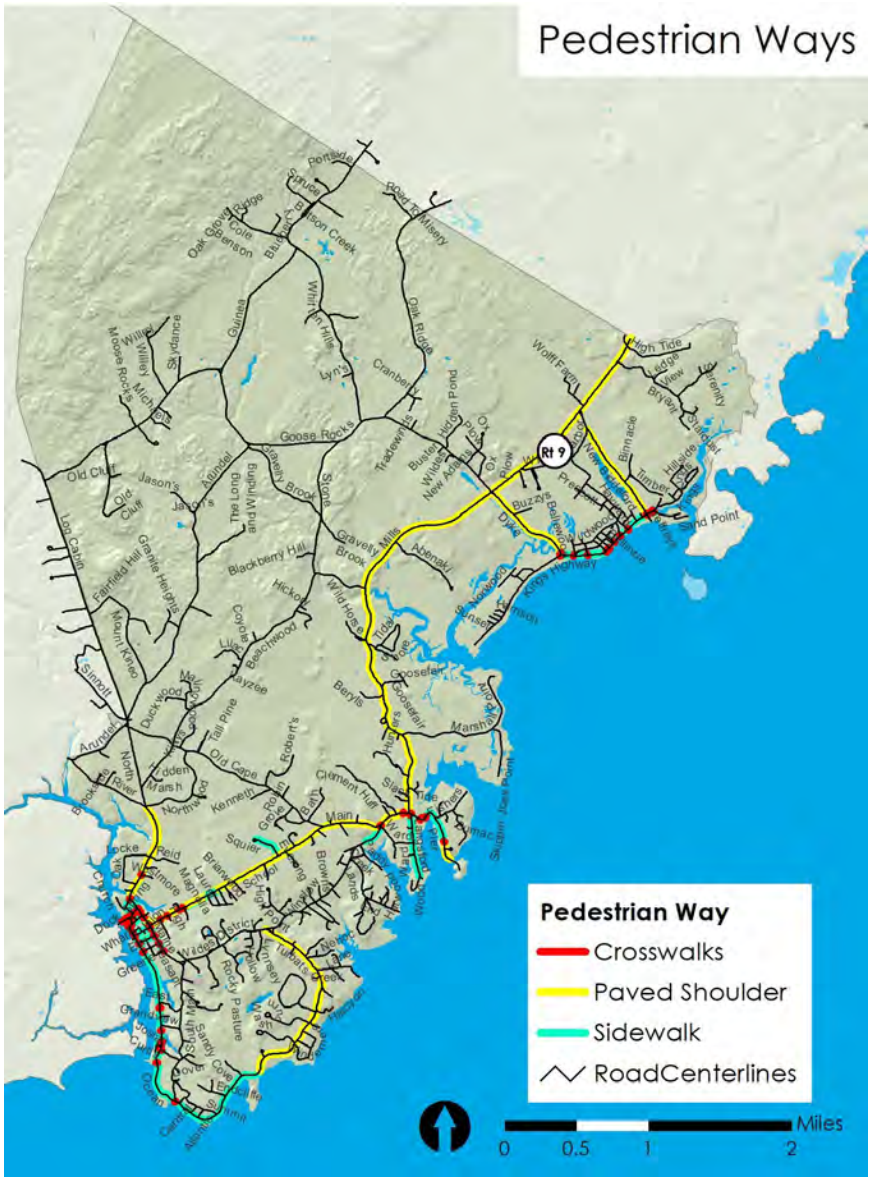


Figure 11-8 Pedestrian ways (Source: CAI Technologies)

Bicycle Routes

The Town has made a commitment to biking and a goal of establishing routes and amenities. While there are no official bike routes in town, many cyclists utilize the community's scenic rural roads. As shown in Figure 11-8, there are approximately 16.3 miles of paved road shoulders. The Eastern Trail, a 65-plus-mile bike route from the Piscataqua River in Kittery to South Portland, Maine, runs through the adjacent communities of Kennebunk, Arundel, and Biddeford (Figure 11-9). Cyclists could access this route from Log Cabin Road in Kennebunkport. The Eastern Trail is part of the East Coast Greenway. The US Route 1 bike trail, which runs through Maine connecting New Brunswick, Canada to Portsmouth, is also accessible from Log Cabin Road. Portions of this route follow the East Coast Greenway. [11]

MaineDOT's Explore Maine Tour 7 of the Southern Coast includes three tour loops of 21, 34, and 29 miles in Kennebunkport and Kennebunk. The tour originates at the Wells Intermodal Transportation Center located at the intersection of Exit 19 off the Maine Turnpike and ME Route 109. [12]

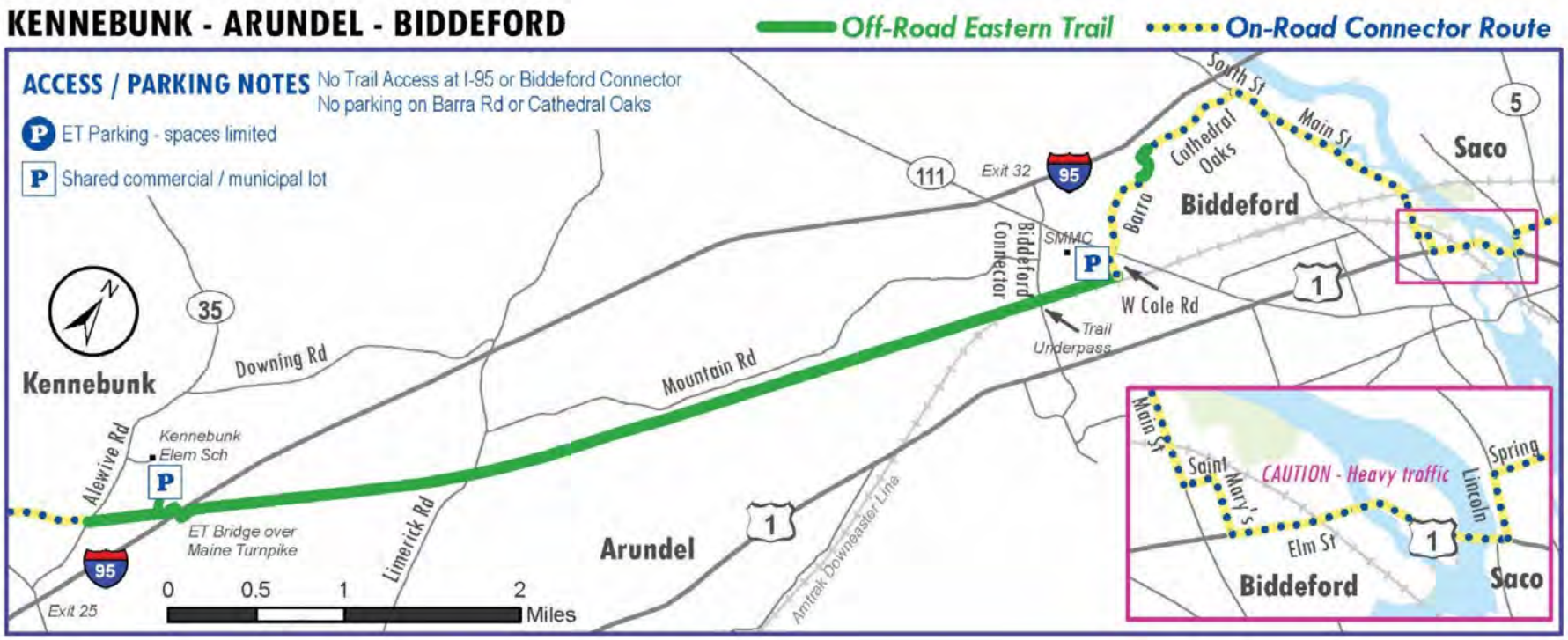


Figure 11-9. Map of Eastern Trail in the vicinity of Kennebunkport (Source: EasternTrail.org)

Complete Streets

Adopting a complete streets policy is one strategy to improve transportation and recreation experience for all users of roadways, including cyclists and pedestrians.

Complete streets are streets design for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.[13] Complete streets contribute to quality of life in a community and are increasingly recognized a critical component of the transportation network. A complete street is context specific and may look different in an urban than rural area. Features of a complete street may include sidewalks, bike lanes or wide paved shoulders, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, or roundabouts.[14]

As of spring 2021, the Town does not have a complete streets policy. Elements of local land use regulations contain provisions commonly found in a complete streets policy. For example, Kennebunkport's Subdivision Regulations require that sidewalks be developed at subdivisions in growth areas as well as in non-growth areas that are adjacent to existing sidewalk networks.

Benefits of Complete Streets

- Wide, attractive sidewalks and well-defined bike routes, where appropriate to community context, encourage healthy and active lifestyles among residents of all ages.
- Complete Streets can provide children with opportunities to reach nearby destinations in a safe and supportive environment.
- A variety of transportation options allow everyone – particularly people with disabilities and older adults – to get out and stay connected to the community.
- Multi-modal transportation networks help communities provide alternatives to sitting in traffic.
- A better integration of land use and transportation through a Complete Streets process creates an attractive combination of buildings – houses, offices, shops – and street designs.
- Designing a street with pedestrians in mind – sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for travelers with disabilities – may reduce pedestrian risk by as much as 28%.
- A livable community is one that preserves resources for the next generation: Complete Streets help reduce carbon emissions and are an important part of a climate change strategy.

Complete Streets Policies & Resources

The State of Maine adopted a complete streets policy in June 2019: https://www.maine.gov/mdot/completestreets/docs/MaineDOTCompleteStreetsPolicyFinal.pdf

Communities that have a complete streets policy include Portland, Lewiston, Auburn, Windham, Fort Kent, Bath, Yarmouth, Scarborough, Brunswick, and Cape Elizabeth (Source: Maine Bicycle Coalition).

The Natural Resources Council of Maine has developed a toolkit to assist communities with developing a complete streets policy: https://www.nrcm.org/programs/sustainability/sustainable-maine-community-toolkits/complete-streets-toolkit/

Other Transportation Assets

There are two private airports located in Kennebunkport: Back Acres, which is located off Whitten Hills and Goosefair, which is located off Mills Road (Figure 11-1). The Town does not have airport zoning and airspace protection ordinances. Aircraft operations that are subject to federal noise regulations are exempt from sound pressure level regulation under section 6.16(C)(1) of the Land Use Ordinance (LUO).

There are approximately three miles of abandoned railway and 1.4 miles of railroad at the Seashore Trolley Museum. The closest Amtrak station is in Wells, ME.

Within Kennebunkport, there are no MaineDOT park and rides or state rest areas. The closest park and ride locations are in Biddeford, Wells, and York. There are also no designated Scenic Byways in Kennebunkport.

While there are several waterfront access points (see Table 10-11), there is no public ferry service or private water taxi service in Kennebunkport. Commercial marine access and mooring sites are discussed in the Marine Resources Chapter.

Electric Vehicle Charging Infrastructure

As noted in the Energy and Economy Chapters, electric vehicle (EV) charging stations will become an increasingly important component of the Town's transportation system. EV stations will help curb local greenhouse gas emissions while also meeting the growing demand for access to power for electric vehicles. As of 2020, there are eight resorts and inns that provide Level 1 or 2 EV charging facilities for their guests. There is also a Level 2 charging station at the Fire Station at 32 North Street.

Facilitating the transition from fossil fuels in the transportation sector is an important strategy for reducing greenhouse gas emissions. Local residents as well as tourists will be more likely to utilize electric powered vehicles when EV charging stations are convenient and numerous.

Connectivity & Accessibility

Figure 11-10 displays a selection of assets and destinations in Kennebunkport with potential on and off-road connections that would provide bicycle and pedestrian connectivity to neighborhoods, schools, waterfronts, and other activity centers. This map includes features such as conservation land and open space as well as the Consolidated School and the primary commercial areas in Town.

As discussed in Natural Resources, Land Use, and Recreation Chapters, Kennebunkport has numerous conserved lands and preserves. The Kennebunkport Conservation Trust Trail and Properties Map describes several hiking trail systems that are accessible from roadway trailheads in Kennebunkport. The trail system at Smith Preserve is accessible via Guinea Road and connects to the old trolley line and extends to the Biddeford and Arundel municipal boundaries. The trail systems at Emmons Preserve, Tyler Brook Preserve, Rotary Park, and the Cape Porpoise Greenbelt properties are all interconnected, providing an extensive network of hiking opportunities in Town (Figure 11-11). This system could be further extended by connecting the trails at Emmons preserve to Smith Preserve via Gravely Brook Road and Goose Rocks Road.

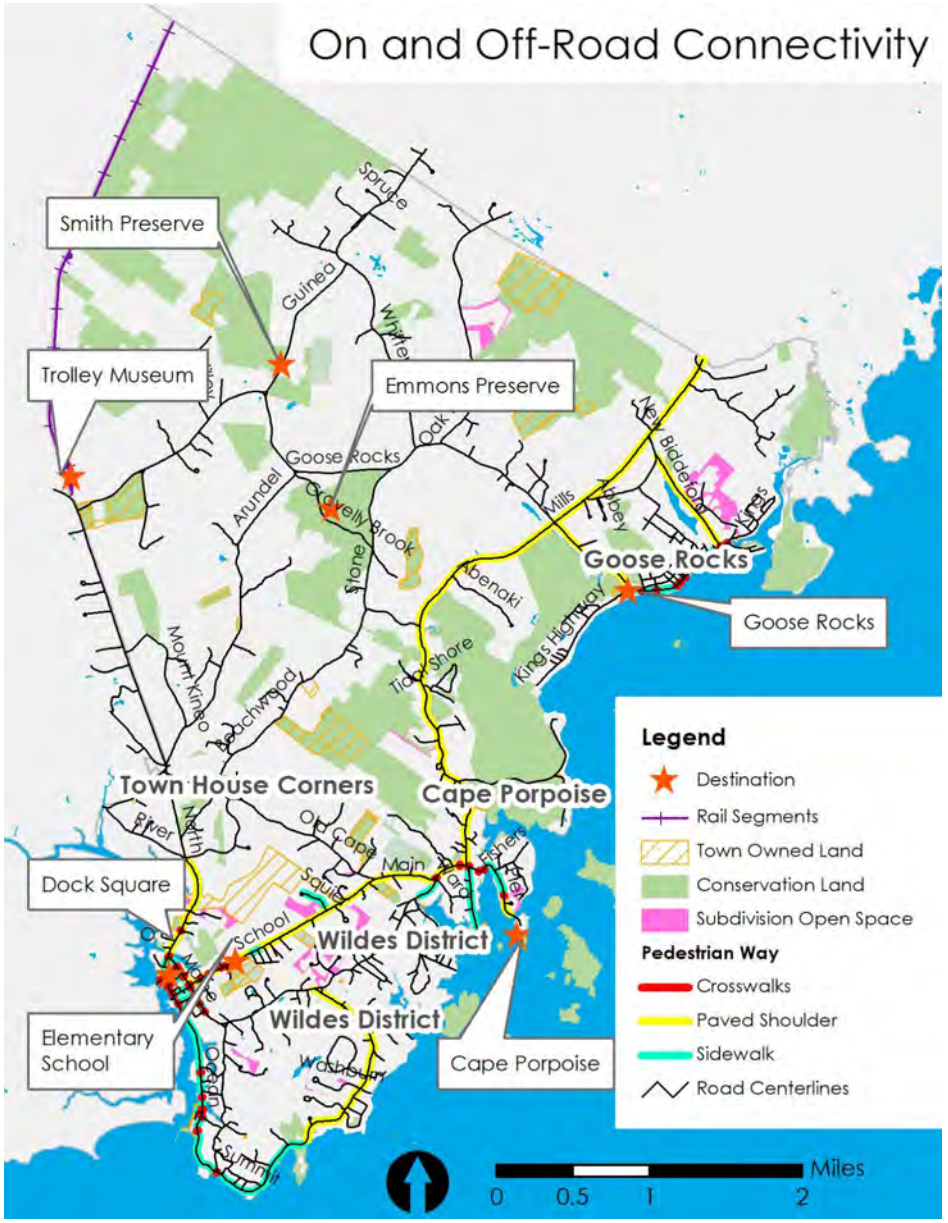


Figure 11-10 Potential bike-ped on and off-road connectivity

Figure 11-11 Preserves and trail map (Source: Kennebunkport Conservation Trust)

Access to Water Resources

Table 11-6 lists each water access point shown in Figure 11-12 based on MaineDOT's database of waster access locations. These access points include public wharfs, public rights of way, public boat launches, private marinas, and private facilities such motels and restaurants. With the exception of the Cape Porpoise Pier, which has some access restrictions, all points are open to the public. Road access to these sites is considered *good* for 23 out of 28 sites and *fair* for the remaining five locations. Parking is available at Cape Porpoise Pier as well as the four privately owned access points. Limited parking is available at 15 sites.

Figure 11-12 Waterfront access points identified in MEDOT's database (Source: MEDOT)

Table 11-6 Water access points (Source: MaineDOT)

Map # (Fig. 11-9)	Facility Name	Type	Ownership	Privileges	Primary Use	Road Access	Parking
1	Cape Porpoise Pier	Public Wharf	Municipal	Restricted	Commercial Fishing	Good	Yes
2	Government Wharf Fish Pier	Public Wharf	Municipal	Public	Commercial Fishing	Good	Limited
3	Government Wharf Floats	Public Wharf	Municipal	Public	Commercial Fishing	Good	Limited
4	Turbats Creek Road right of way access	Public Rights of Way	Municipal	Public	Recreation	Good	-
5	Breakwater Beach Ocean Access	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
6	Kings Highway West End R/W	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
7	Dyke Road R/W	Public Rights of Way	Municipal	Public	Recreation	Fair	-
8	Norwook Lane R/W	Public Rights of Way	Municipal	Public	Recreation	Fair	-
9	Edgewood Ave. R/W	Public Rights of Way	Municipal	Public	Recreation	Good	-
10	Jeffery's Rd. R/W	Public Rights of Way	Municipal	Public	Recreation	Good	-
11	King's Land R/W	Public Rights of Way	Municipal	Public	Recreation	Fair	-
12	Dock Square R/W	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
13	Parson's Way Park	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
14	Parson's Way Park	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
15	Parson's Way Town Park	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
16	Parson's Way Park	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
17	Wandby Beach	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
18	Small town beach	Public Rights of Way	Municipal	Public	Recreation	Good	-
19	Halcyon Way	Public Rights of Way	Municipal	Public	Recreation	Fair	Limited
20	Fishhouse Way	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
21	Bartlett Ave. R/W	Public Rights of Way	Municipal	Public	Recreation	Good	Limited
22	Lands End Road	Public Rights of Way	Municipal	Public	Recreation	Fair	-
23	Cape Porpoise Pier walk-in launch area	Public Boat Launch	Municipal	Public	Recreation	Good	Limited
24	Causeway Launching area	Public Boat Launch	Municipal	Public	Recreation	Good	Limited
25	Schooner's Motel	Private Recreational	Private	Public	Recreation	Good	Yes
26	Kennebunkport Marina	Private Marina	Private	Public	Commercial Boating	Good	Yes
27	Arundel Wharf, Restaurant and Marina	Private Marina	Private	Public	Commercial Boating	Good	Yes
28	The Landing Restaurant	Private Commercial General Non-Fishing	Private	Public	Commercial Boating	Good	Yes

Transit & Rideshare

The Shoreline Explorer Network operates the Intown Trolley (Route 6) in Kennebunkport (Figure 11-13). The Shoreline Explorer is a privately owned and operated service that offers a narrated sightseeing tour of the Kennebunks and allows riders to get on and off at any stop throughout the day in spring, summer, and fall. The trolley connects to the Blue 4b route, which provides service to Kennebunk and beyond.

Other transit options include b & d Pedicab, offering human powered taxi service on a carriage-like tricycle, the Mermaid Transportation Company, which provides service to airports and Amtrak Maine, New Hampshire, and Massachusetts, and York County Community Action Corp, which includes the Shoreline Trolley, the Shore Road Shuttle, the Kennebunk Shuttle, and the Sanford Ocean Shuttle. Uber and Lyft provide rideshare services in Kennebunkport and the surrounding region.

Image of Intown Trolley (Credit: http://www.intowntrolley.com/2010/11/) (placeholder)

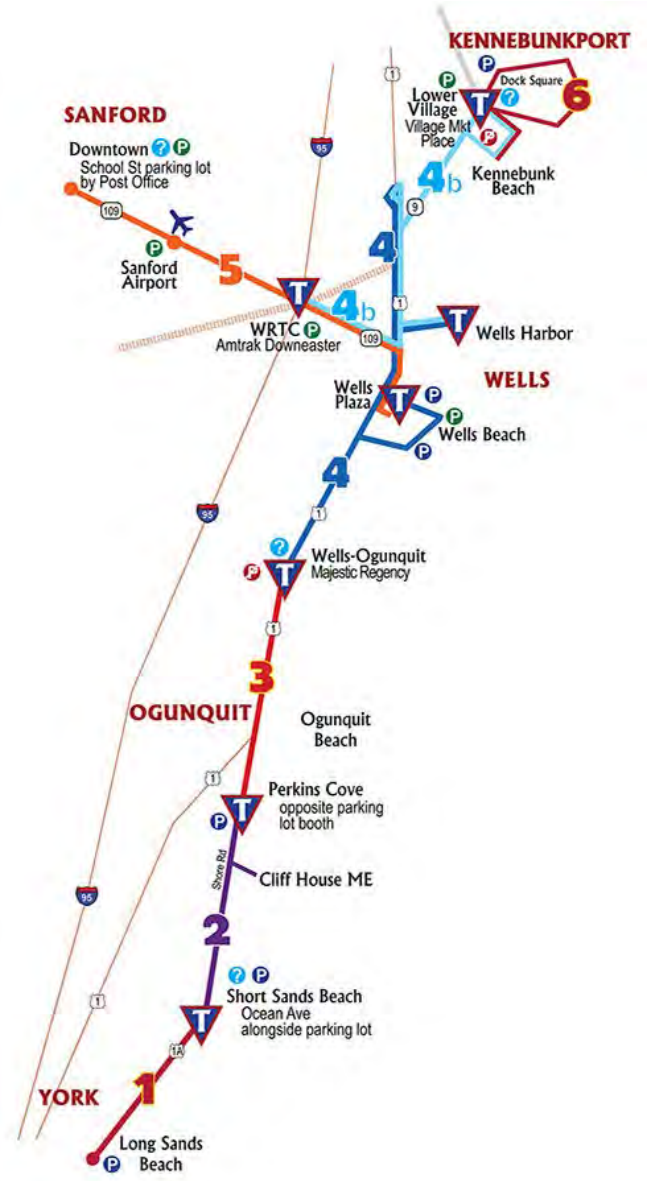


Figure 11-13. Shoreline Explorer routes (Source: Shoreline Explorer)

Maine's locally coordinated plan for regional transit identifies transportation needs of the public and integrates non-emergency medical transportation, urban and rural transit, intercity bus, seasonal transportation, ferry service, and passenger rail. There are eight transit regions within the state.[15] The regional transit provider in York County is the York Community Action Program. The percentage of public transportation need being met in rural York County is just 16%. Maine's Strategic Plan 2025 indicates that in York County, 3,535,800 trips were needed annually (in 2012) and 607,019 were provided.[16] The baseline goal for the state is to meet 20% of the need for rural services.[17]

Projects & Improvements

There are two projects in Kennebunkport that are listed in the MaineDOT Work Plan for 2022-2024. Cape Porpoise Pier Phase 2 and 3 are scheduled for calendar years 2023 and 2024 and will include bait shed demolition and reconstruction at the end of Pier Road and wharft improvements at the end of Pier Road.[18]

MaineDOT also typically invests time and money in every community each year. MaineDOT made $43,460 in Local Road Assistance Payments to Kennebunkport in FY22.[19] Recent maintenance activity completed in Kennebunkport is presented in Table 11-7. This summary of work does not include activities such as snow and ice control that are managed on a larger scale. It also excludes contract work.[20]

Table 11-7. MaineDOT Maintenance Accomplishments In Kennebunkport in 2019
(Source: MaineDOT Work Plan Calendar Years 2022-2023-2024)

Number	Units
2	Bridges washed
52	Drainage structures cleaned
150	Linear feet of backhoe ditching
150	Linear feet of shoulder rebuilt

Recent local projects include North Street sidewalk construction, Turbats Creek Road culvert work, and Goose Rocks Beach roadside improvements.[21] The FY23 budget includes $472,000 for repair and reconstruction of roads and $80,000 for repair and construction of sidewalks.[22]

Two roads in Kennebunkport are rated on MEDOT's Highway Priorities Map: Route 9, a Priority 3 Highway, and North Street/Log Cabin Road, which is a Priority 4 Highway.[23] Table 11-8 provides a general description of the type of roadways that fall in each priority class.

Table 11-8. Highway priority class and priority highways in Kennebunkport (Source: MaineDOT)

Priority	Highway (s) in Kennebunkport	Description of Class
Priority 1 Highway	None	These roads include the Maine Turnpike, the interstate system and key principle arterials like Route 1 in Aroostook County, the "Airline" (Route 9, Bangor to Calais), Route 2 west of Newport, and Route 302. The 1,760 miles of Priority 1 roads represent only 8% of the miles, but carry fully 42% of all vehicle miles traveled in Maine. The Maine Turnpike accounts for 249 miles and 9.2% of the traffic in the above totals.
Priority 2 Highway	None	These roads include high-value arterials like Route 201 from Fairfield to Canada, Route 1 Downeast (Ellsworth to Calais), Route 11 Sherman to Fort Kent and Route 25 from Gorham to NH. All National Highway System (NHS) roads must be HCP 2 or better. The HCP 2 roads total about 1,355 miles. They represent about 6% of the total miles of road but carry 17% of overall traffic.
Priority 3 Highway	Route 9	These roads generally are the remaining arterials and significant major collector highways. They include Route 1A from Mars Hill to Van Buren, Route 27 north of Eustis and Route 114 from Gorham around Sebago Lake to Naples. These 2,211 miles represent 9% of miles and carry 16% of the traffic.
Priority 4 Highway	North St/Log Cabin Road	These roads generally are the remainder of the major collector highways, minor collector highways and often also part of Maine's unique state aid system, in which road responsibilities are shared between the state and municipalities. These 3,731 miles represent about 16% of total miles, and carry 12% of the traffic. This does not include 76 Marine Highway miles.

Recently, Kennebunkport Public Works completed the Mills Road shoulder widening for bike lanes from Marshall Point Road to Cape Square. This included replacement of all cross culverts and hand-built catch basins with new precast concrete catch basins. Additionally, MaineDOT installed a structural overlay on Mills Road from the Biddeford town line to paving work in 2018 approximately 2,000 feet west of the Goose Rocks Road intersection. [24] This project was part of a three-year reconstruction of Mills Road by the Town and MaineDOT. Work in 2019 also included paving overlay of the following streets: Winter Harbor Road, Willey Road, Towne Street, Mast Cove Lane, Chestnut Street, and the Town Hall Parking Lot. [25]

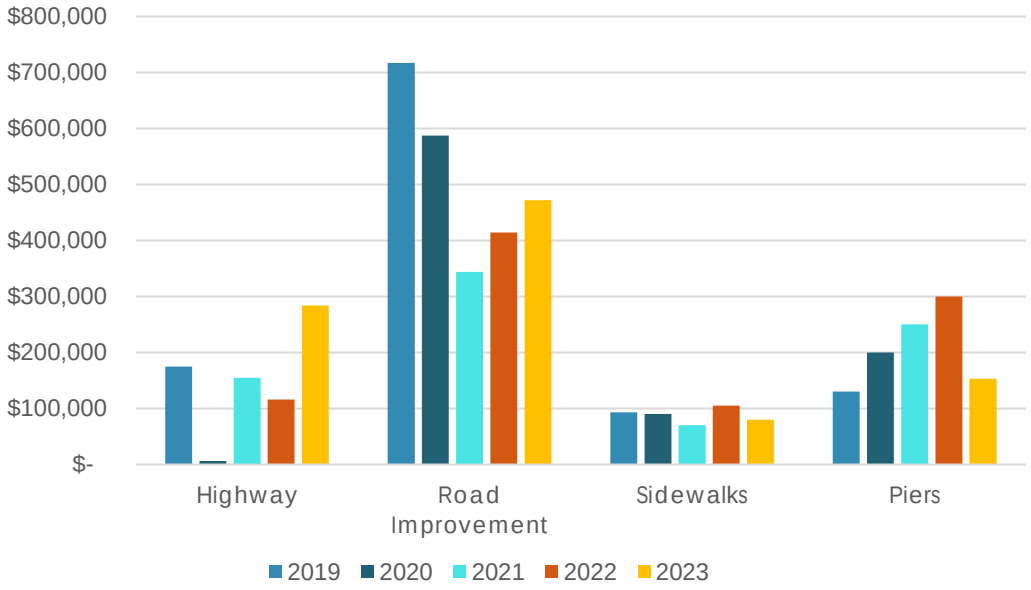


Figure 11-14. Capital budget for highways, road improvements, sidewalks, and piers (Source: Kennebunkport FY21, FY23 Budgets)

The proposed FY 23 budget for transportation projects is $989,000. The capital budget for road improvements and sidewalks has declined, while highway and pier funds have increased in recent years (Figure 11-14). Proposed roadwork in the FY 23 Town Budget includes: Old Cape Road, Stone Road, Belgrade Avenue, Beachwood Avenue, and Oak Ridge Road. Sidewalk work is proposed for Ocean Avenue and Pearl Street.

The estimated future budget for transportation projects is not expected to change significantly in the next five years and the Department of Public Works anticipates it will reflect the municipal tax rate.

Regulations & Design Standards

Local Road Design Standards

Section 6.14 of the Land Use Ordinance (LUO), as amended through 11-6-2018, contains standards for road construction, filling, and grading. Site plan review is required for construction of a road, grading, or filling of land on lots greater than five acres unless the proposed development will serve no more than two residential units, an accessory, or an existing single-family home. For these developments, a permit from the Code Enforcement Officer (CEO) is needed. There are several provisions for roadway and right of way width. These are summarized in Table 11-9.

Table 11-9 Driveway and private road width and right of way regulations (Source: Kennebunkport LUO)

	Width / Right of way
Driveway/Private Road 50ft+ for single- or two-family dwelling	12 feet with 5-foot setback from lot line
Driveway/Private Road for 3-unit multiples or 3 detached dwellings	33 feet (2 rods), 16-foot travel lane, centerline of roadway not more than 3 feet off the centerline of the ROW
Driveway/Private Road or 4 or more detached dwellings	50 feet, 20 foot traveled way, centerline of roadway not more than 3 feet off the centerline of the ROW

Within the Shoreland Zone, standards for roads and driveways include a require setback of 75 feet from the protected water body. The Planning Board may approve a reduced 50-foot setback if there is no reasonable alternative provided that mitigation techniques be employed to reduce potential impacts to water resources. The LUO prohibits new roads and driveways from the Resource Protection Zone, however the Planning Board may grant a permit to construct a road or driveway to provide access to permitted uses within this zone. Road and driveway standards also include minimizing the number of road crossings of watercourses; minimizing road and driveway banks and grades and utilizing erosion and sedimentation controls; constructing drainage features; and proper sizing, design, and installation of culverts and bridges. [26] Parking areas within the Shoreland and Resource Protection Zone (Section 5.10) must meet the shoreline and tributary stream setback requirements for structures for the zone they are located in, with the exception of parking areas for commercial or public piers in conjunction with adjoining commercial areas. Stormwater management is required for parking areas and runoff is not permitted to flow directly into a body of water, tributary stream, or wetland area. Lastly, the dimensional requirement for parking spaces in the Shoreland and Resource Protection Zone is 10 feet by 20 feet, except for spaces for a vehicle and boat trailer, which shall be 40 feet long. [27]

Kennebunkport's Subdivision Regulations, as revised 2-1-2017, include standards for roadways, access, sidewalks, and other design elements related to road construction. A summary of selected regulations are included in this chapter; however, this section does not provide a comprehensive review of all pertinent standards. Subdivision applicants must demonstrate compliance with the street design and construction standards contained in Article 12 Section 12.1(B) to be considered for approval by the Planning Board. The Street Design Guidelines are summarized in Table 11-10.

Table 11-10. Street Design Guidelines (Source: Kennebunkport Subdivision Regulations, Revised Feb. 1, 2017)

Type of Street	Arterial	Collector	Minor	Private Rights-of-Way	Industrial/ Commercial
Min. ROW Width	80′	50′	50′	50′	60′
Min. Traveled Way Width	44′	24′	20′	18′	30′
Min. Width of Shoulders (each side)	5′	3′	3′	3′	9′
Sidewalk Width	8′	5′	5′	3′	8′
Min. Grade	0.5%	0.5%	0.5%	0.5%	0.5%
Max. Grade[1]	5%	6%	8%	8%	5%
Min. Centerline Radius					
Without super elevation	500′	280′	280′	175′	400′
With super elevation	350′	175′	175′	110′	300′
Roadway Crown[2]	1/4″ per ft	1/4″ per ft	1/4″ per ft	1/4″ per ft	1/4″ per ft
Min. Angle of Street Intersections[3]	90°	90°	75°	75°	90°
Max. Grade within 75ft of intersection	3%	3%	3%	N/A	3%
Min. Curb Radii at Intersections	30′	25′	20′	20′	30′[4]
Min. ROW Radii at intersections	20′	10′	10′	10′	20′

[1] Max. grade may be exceeded for a length of 100′ or less

[2] Roadway crown is per foot of land width. Gravel surfaces shall have a minimum crown of 3/4″ per foot of lane width.

[3] Street intersection angles shall be as close to 90° as feasible but not less than the listed angle.

[4] Should be based on turning radii of expected commercial vehicles, but no less than 30′.

Sidewalks are required in all subdivisions within or partially within areas that are designated as growth and transitional areas. In areas outside of growth areas, sidewalks are required to be installed and connected to the existing sidewalk network if adjacent sidewalks are present. Article 12 of the subdivision regulations contains sidewalk standards.

Subdividers must provide an estimate of the amount and type of vehicular traffic that is anticipated to be generated on a daily basis and at peak hours with their application to the Planning Board. For subdivisions involving 40 or more parking spaces or projects that are projected to generate more than 200 vehicle trips per day, a traffic impact analysis is required. Section 11.5 includes provisions for vehicular access to the subdivision and circulation within the subdivision. Following development, the subdivider is required to maintain all improvements and remove snow on streets and sidewalks until either the municipality accepts the improvements or a lot owners' association assumes control of the street (Subdivision Regulations Section 10.1(G)). A street must be considered and accepted at town meeting to

become a public way. In 2018, the Town adopted a new street acceptance policy that requires sufficient public benefit to justify perpetual maintenance in order for the street to be considered for acceptance as a public way. A street that meets or exceeds the public service need, pedestrian accommodation, and connectivity requirements is considered to provide this sufficient public benefit. When making this determination, the Selectmen classify roads that are proposed for acceptance in the following categories: a) the street leads to a public facility, b) the road connects to other streets or is a thoroughfare, and c) the street provides other public benefit(s). [28]

Access Management

Section 6.15 of the LUO requires a permit for development of an entry to a public way. Local regulations require the CEO, in cooperation with other agencies of the Town, to review criteria for residential and commercial or industrial uses. For residential uses, the width of entries much be between 10 and 20 feet and located over 20 feet from any intersection. Vehicular and pedestrian traffic volume and conditions much be evaluated. The CEO must also determine that there is no obstruction to the view of any person using the proposed driveway or curb cut. The width of entries to commercial or industrial properties is restricted to 10 to 26 feet, except for parking for libraries in the Village Residential Zone. Driveways shall be located a minimum of 200 feet of any intersection or entry or exit whenever possible. Additional local access management criteria include minimum sight distance requirements of 10 feet for every mile per hour of posted speed limit. [29]

The Subdivision Regulations include provisions for access management in order to safeguard against hazards to traffic and pedestrians, avoid traffic congestion, provide safe and convenient circulation, and provide adequate access for emergency vehicles and personnel (Section 11.5). If a lot has frontage on more than one street, access must be provided via the street with less potential for traffic congestion and hazards to traffic and pedestrians. Access design requirements are based on estimated traffic volume, ranging from low volume access of 50 or fewer vehicle trips per day to high volume access of 200 vehicle trips or greater per hour. Sight distances based on posted speed limit, vertical alignment, and the maximum number of accesses onto a street are also regulated.

State law requires a that all installations of driveways or entrances on a state or state-aid highway obtain a permit from MaineDOT. A permit from MaineDOT is required prior to issuing a local building permit or subdivision approval on a state highway. North Street, Log Cabin Road, Route 9, and a portion of Main Street are subject to MaineDOT's Access Management Rules. The rules include Basic Safety Standards, which regulate sight distance, driveway width, corner clearance, turnaround area/parking, drainage, intersection angle, and double frontage access. Mobility Arterial Standards, including mobility sight distance, spacing between driveways, corner clearance, off-ramp setbacks, and shared driveway access, apply to roads that are Non-Compact Arterials that (1) have a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban Compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day for at least 50% of its length or (2) are part of a Retrograde Arterial Corridor located between Mobility Arterials. There are currently no Mobility Arterials in Kennebunkport. Additional standards apply to driveways onto Retrograde Arterials, which are Mobility Arterials where the access related crash-per-mile rate exceeds

the 1999 statewide average for arterials of the same-posted speed limit. [30]

Land Use Implications

The Subdivision Regulations require that in situations where future subdivision of abutting parcels is possible, reservation of a 50-foot-wide easement in line with the street to provide continuation of the road and appropriate utilities is required. If future subdivision is not possible, a 20-foot-wide easement for continuation of pedestrian traffic or utilities is required. Dead end streets or cul-de-sacs are limited to 1,000 feet in length. [31]

Furthermore, the Regulations also require that provisions such as rights of way or street stubs be made for street connections to adjoining lots of similar existing or potential use within designated growth areas. Except in situations where connections would encourage substantial through traffic, minor collector and local streets are required to connect with surrounding streets to permit convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. In non-residential subdivisions, access to adjoining lots or similar existing or potential uses is required if it will facilitate fire protection services or enable the public to travel between the uses without needing to travel on a public street. [32]

Several zoning and land use strategies to reduce vehicle miles traveled and greenhouse gas emissions are presented in the Energy Chapter. These include, for example, permitting greater residential density and mixed uses in certain areas of town to reduce the need to travel for certain goods and services, and amending the site plan review regulations to require installation of EV stations for commercial development of a certain scale.

Transportation System Concerns and Conflicts

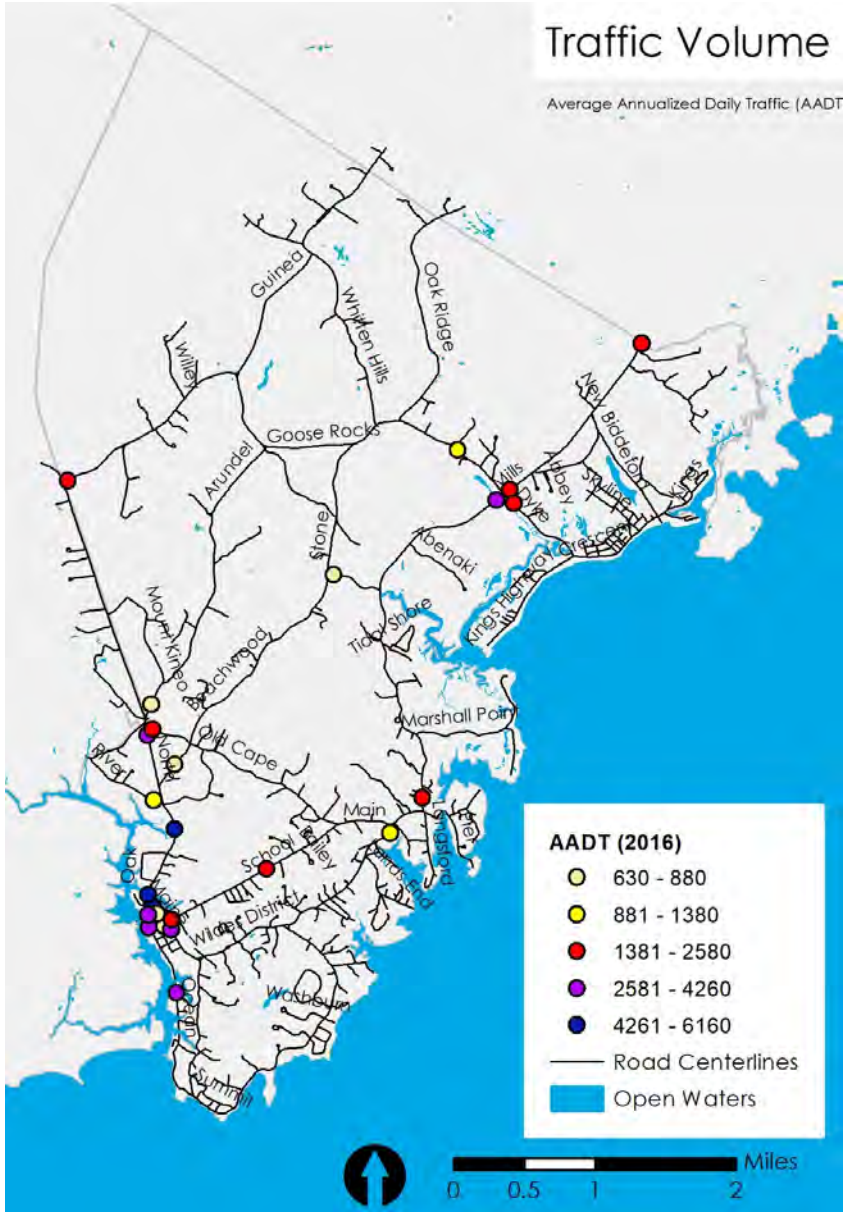
Traffic

MaineDOT monitors traffic volumes throughout the state and produces Average Annualized Daily Traffic (AADT) volume data. Table 11-15 provides a summary of recent traffic count data (2007-2016) as well as data from 2000 for comparison. Data was available for this comparison at 24 locations. The AADT increased at half of these locations by between 4% and 79%. A map of the locations surveyed in 2016 and the AADT of these locations is shown in Figure 11-11.

Table 11-11 Traffic Count Locations and Average Annualized Daily Traffic Volume (Source: MaineDOT)

Location	2000	2007	2010	2013	2016	% Change from 2000 to most recent count
GOOSE ROCKS RD NW/O SR 9	770		1,170	1,340	1,380	79%
GOOSE ROCKS RD SW/O WHITTEN HILL RD	860	1,060		1,350		57%
S MAIN ST S/O WILDES DISTRICT RD	540		810	770		43%
WHITTEN HILL RD NW/O GUINEA RD	600			840		40%
WALKER LN SE/O NORTH ST	1,630	2,230	2,070	2,050	2,150	32%
DYKE RD SE/O SR 9	1,720		1,990	2,060	2,020	17%
ARUNDEL RD NE/O LOG CABIN RD	670	920	840	910	760	13%
MAINE ST SE/O SOUTH ST	2,480	2,770				12%
OLD SR 9 SE/O SR 9 (MILLS RD)	580			640		10%
OCEAN AVE SE/O WILDES DISTRICT RD	1,490		1,640			10%
NORTH ST S/O WALKER LN	2,970	3,070	3,030	2,960	3,170	7%
SR 9 (POOL RD) SW/O OAK RIDGE RD @ TL	2,270		2,450	2,140	2,370	4%
NORTH ST S/O RIVER RD	5,020			4,860	5,000	0%
OCEAN AVE SW/O SUMMIT AVE	1,810	2,000		1,800		-1%
SR 9 NE/O GOOSE ROCKS RD	2,450		2,420	2,130	2,370	-3%
NORTH ST NE/O TEMPLE ST @ BR	5,530	6,070	5,110	5,200	5,330	-4%
SR 9 SW/O DYKE RD	3,090		3,040	2,850	2,960	-4%
WILDES DISTRICT RD SW/O SR 9	1,320		1,320		1,260	-5%
WILDES DISTRICT RD E/O MAINE ST	1,970		2,010	1,880		-5%
SR 9 W/O DISTRICT RD	3,250		3,210	3,050		-6%
MAINE ST NW/O SR 9 (SPRING ST)	6,320		5,700	5,660		-10%
SR 9 N/O PIER RD	2,820		2,790	2,550	2,380	-16%

Location	2000	2007	2010	2013	2016	% Change from 2000 to most recent count
SR 9 (SPRING ST) SW/O SR 9 (MAINE ST)	8,610		6,680	6,090	6,160	-28%
SR 9 (MAINE ST) SE/O SR 9 (SPRING ST)	8,510		5,980			-30%
ARLINGTON ST SW/O KINGS HIGHWAY				410		NA
BEACHWOOD AVE E/O STONE RD @ BR				770	780	NA
BEACHWOOD AVE NE/O NORTH ST		770		740	730	NA
CROSS ST S/O SR 9 (SPRING ST)				170		NA
ELM ST SW/O MAINE ST			870	760	880	NA
FOX FARM RD NE/O GOOSE ROCKS RD				160		NA
GOOSE ROCKS RD NE/O LOG CABIN RD		1,720	1,920	1,910	2,230	NA
KINGS HIGHWAY E/O OCEAN AVE				790		NA
KINGS HWY NE/O DYKE RD				1,590		NA
LANGSFORD RD S/O PIER RD			450	570		NA
OCEAN AVE .17 MI NE/O SUMMIT AVE				1,700		NA
OCEAN AVE N/O EAST AVE @ BR #5899				3,650	3,470	NA
OCEAN AVE NW/O CHESTNUT ST			4,070	3,880	4,000	NA
OCEAN AVE S/O KINGS HIGHWAY				2,510		NA
OCEAN AVE S/O SR 9 (DOCK SQ)				3,700	4,260	NA
OCEAN AVE SE/O GREEN ST		4,270		3,930		NA
PIER RD E/O LANGSFORD RD			1,690	1,520		NA
RIVER RD NW/O NORTH ST		1,300	1,280	1,360	1,340	NA
SR 9 (MAINE ST) NW/O SR 9 (SCHOOL ST)		6,380	5,850	5,430	5,530	NA
SR 9 (SCHOOL ST) NE/O ACADIA RD				1,940		NA
SR 9 (SCHOOL ST) NE/O MAINE ST		3,120	2,830	2,670	2,580	NA
SR 9 (SPRING ST) SW/O TEMPLE ST		7,510				NA
SR 9 NE/O WASHINGTON CT				2,210	2,130	NA
TEMPLE ST (OW) NW/O SR 9 (SPRING ST)				930		NA
UNION ST SW/O SR 9 (MAINE ST)					630	NA
WHITTEN HILL RD SE/O GUINEA RD				300		NA
WILDES DISTRICT RD E/O OCEAN AVE	1,340					NA
MAINE ST SE/O ELM ST			3,180	3,170	3,160	



Major vehicular traffic generators include:

- School
- Summer tourists (pedestrian and vehicular), tour buses (interstate coaches, cruise ship passengers)
- Dock Square
- Beaches
- Christmas Prelude in early December

Pedestrian congestion occurs during the summer in Dock Square.

Figure 11-15 2016 traffic count locations and average annualized daily traffic volume (Source: MaineDOT)

Commuter Trends

Data from the American Community Survey (ACS) shows that the average commute time for Kennebunkport workers ages 16 and over is 27.5 minutes. Figure 11-16 displays time traveled and mode of transportation to work for this population. Over 22% of workers leave home at 9:00 a.m. or later. About 18% leave home between 7:30 a.m. and 7:59 a.m. (Figure 11-17). The aggregate number of vehicles used by workers age 16 and over for commuting is estimated to be 455 vehicles.[33]

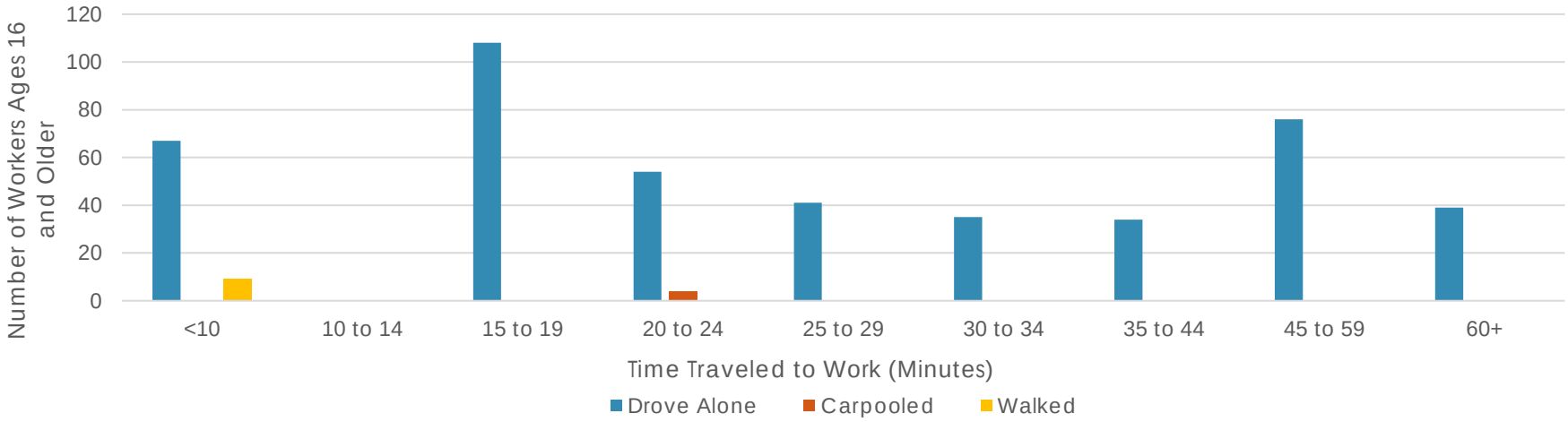


Figure 11-16 Time traveled to work (Source: ACS 2016-2020 5-year estimates)

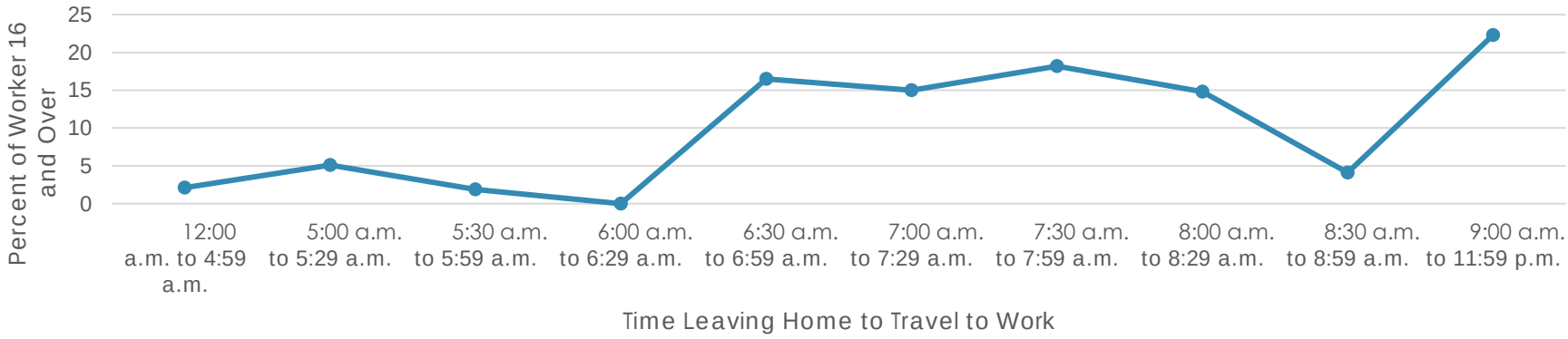


Figure 11-17 Time workers leave home to travel to work (Source: ACS 2016-2020 5-year estimates)

Crashes

From 2003 through May 18, 2022 there were 902 crashes that are on record in Kennebunkport. The greatest number of crashes occurred during the months of May through September with the highest number occurring in July (172 crashes or 14% of all crashes). Crashes peaked from 11am to 3pm. A majority of crashes (42%) involved a vehicle going off the road. Six crashes involved a pedestrian and 26 involved a bicyclist.[34] Approximately 70% of crashes in the last decade occurred during clear weather conditions. Most crashes occurred on roads with a posted speed limit of 25 miles per hour (370 crashes) or 30 miles per hour (189 crashes). A vast majority of crashes involved passenger cars, followed by sport utility vehicles and pickup trucks. Transit busses were involved in three crashes while school busses, motor coaches, and other busses were involved in six, two, and three crashes, respectively.[35] Figures 11-18 and 11-19 show a snapshot of crash data in Kennebunkport. A map of crash locations in 2014-2018 is included in Figure 11-20.

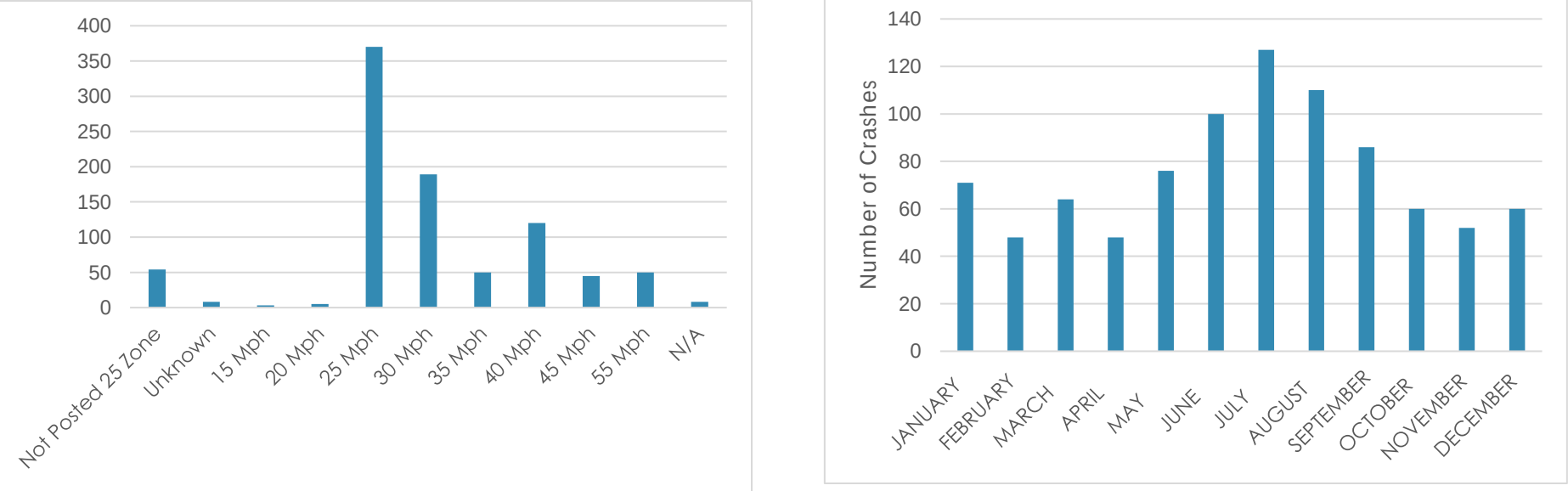
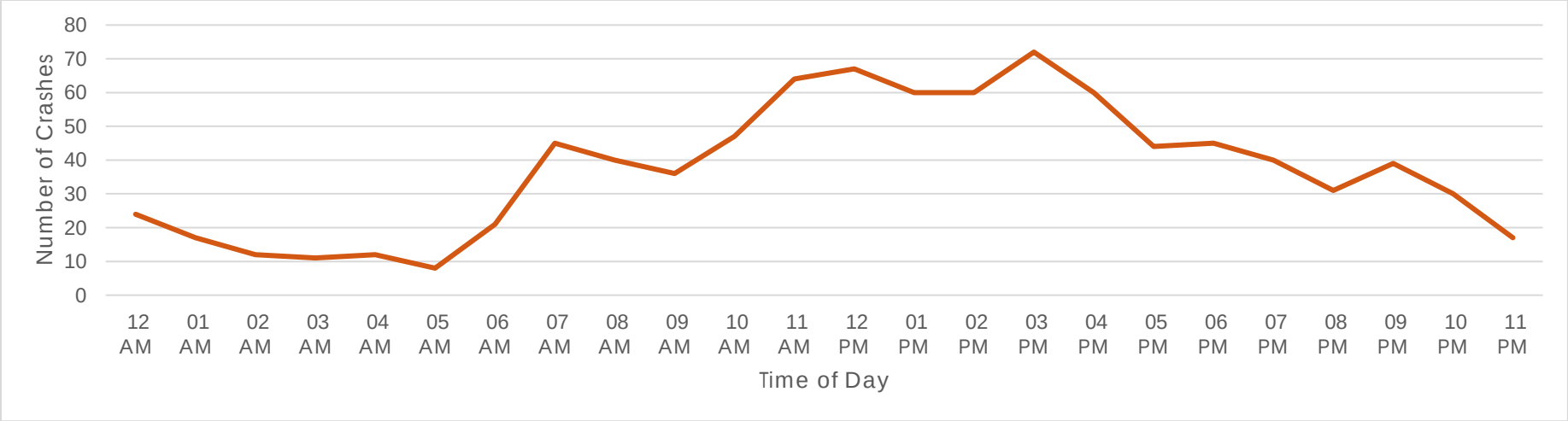


Figure 11-18. Maine Public Crash Data Snapshot: posted speed limit and month crash occurred (2003-2022) (Source: Maine DOT)



Light Condition	Number of Crashes
Total	902
Daylight	597
Dark - Not Lighted	157
Dark - Lighted	104
Dusk	26
Unknown	4
Dawn	14

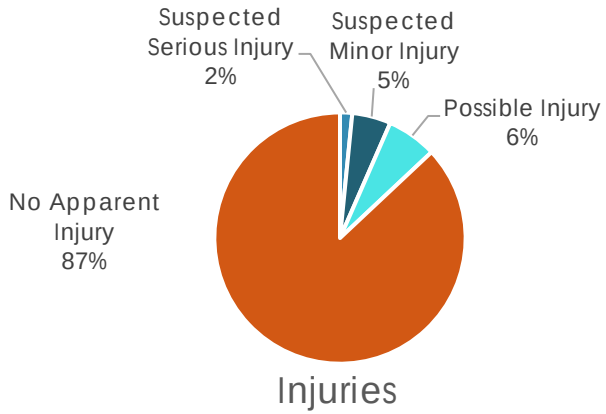


Figure 11-19 Maine Public Crash Data Snapshot: time of day, light conditions, and injuries associated with crashes (2003-2022) (Source: Maine DOT)

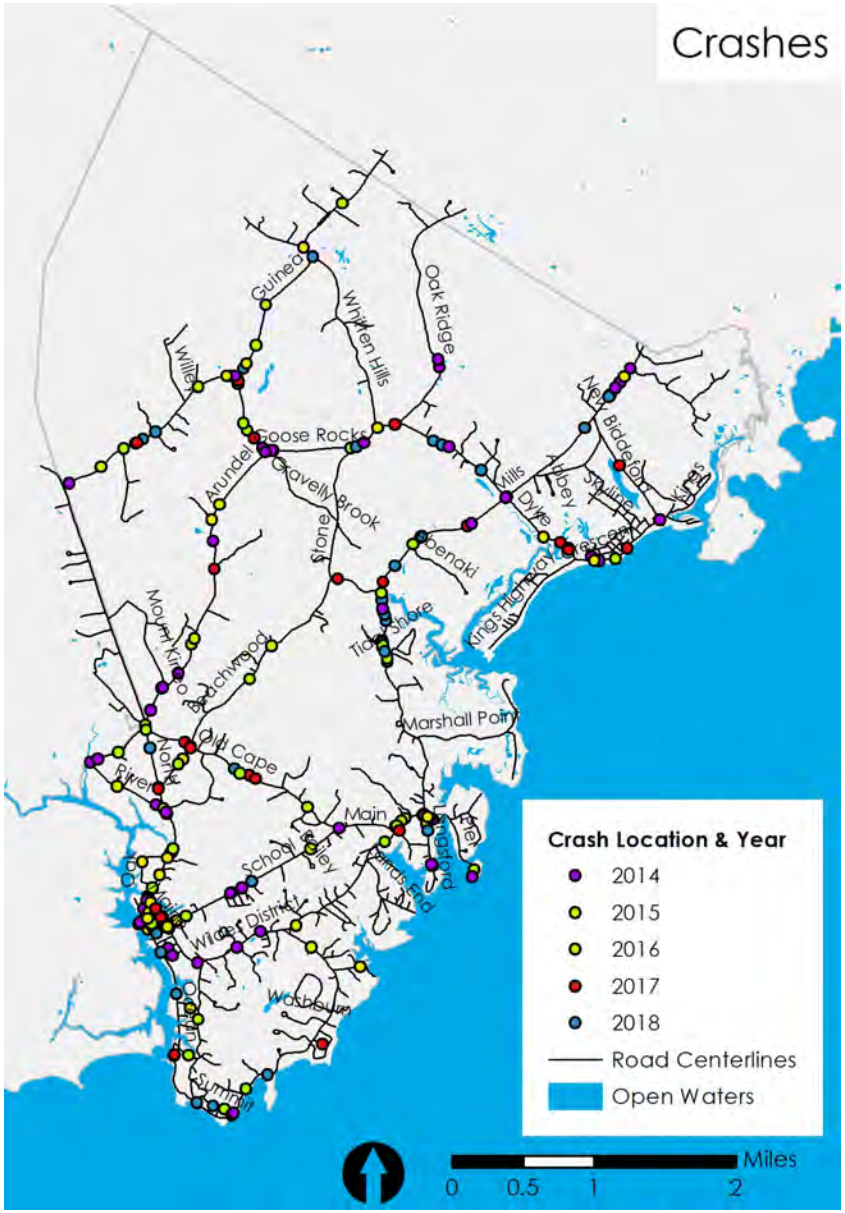
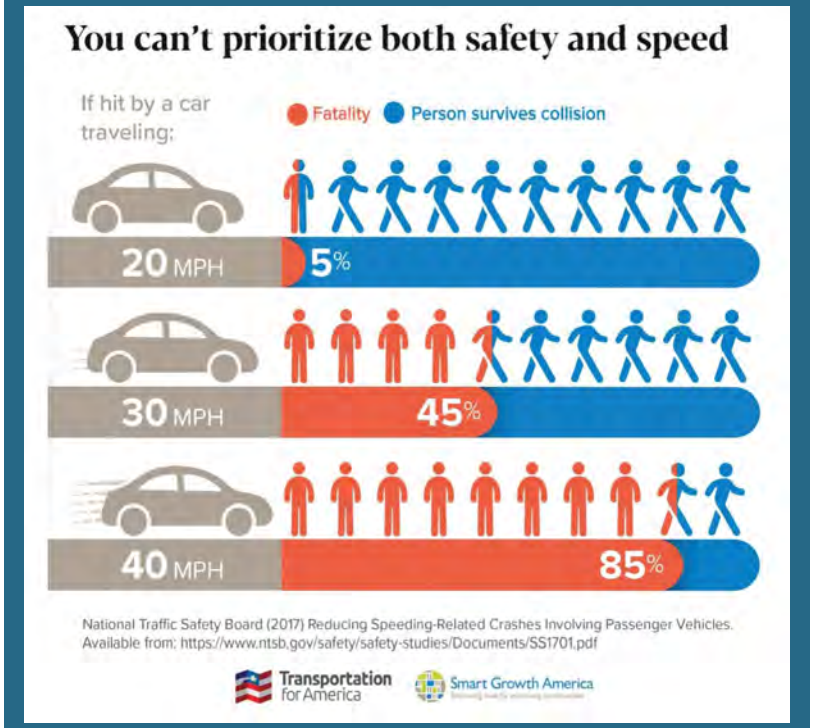


Figure 11-20 Location of crashes in 2014 – 2018 (Source: MaineDOT) GIS data was not available for 2019-2022 at the time of the plan update.

Reducing speed limits in residential areas from 25 to 20 miles per hour helps to reduce pedestrian and bicyclist fatalities and serious injuries.



Source: National Traffic Safety Board

Climate Impacts

As little as 1.2 feet of sea level rise above the highest astronomical tide is projected to impact a total of 6,860 feet (1.3 miles) of roadways in Kennebunkport (Table 11-12). Under the highest sea level rise scenario of 10.9 feet, nearly 99,500 feet (18.8 miles) of roadway could be inundated. Town roads account for over 80% of road segment feet inundated under each sea level rise scenario. The feet of impacted roadways show in Table 11-14 represents the total length of roadways that fall within the extent of projected sea level rise scenarios. This value does not reflect the full magnitude of impacts to roadways associated with sea level rise, such as portions of roads that become inaccessible or reduced connectivity of the street network. Figure 11-21 displays the location of vulnerable road segments under each scenario.

Table 11-12 Feet of Roadway Inundated by Projected Sea Level Rise

Sea Level Rise Scenario	Length of Inundated Road Segments by Road Class (Feet)			
	Town	MaineDOT	Private	Total
HAT + 1.2 ft	5,856	273	731	6,860
HAT + 1.6 ft	8,959	383	821	10,163
HAT + 3.9 ft	38,744	1,062	3,222	43,028
HAT + 6.1 ft	56,437	2,508	4,485	63,430
HAT + 8.8 ft	71,415	6,849	6,786	85,050
HAT + 10.9 ft	80,572	9,012	9,880	99,464

Floods have impacted transportation infrastructure in the past. One instance was occurred in January 2018, when the municipal parking lot in Dock Square flooded during a storm event.[36] Ocean Ave near the River Club and the Cape Porpoise Causeway have also flooded. The intersection of Kings Highway and Dyke Road was reconstructed recently due to flooding.

Flooding in the Dock Square parking lot, January 2018 (Photos provided by Craig Sanford)

Over 72% of respondents to Comprehensive Plan Mini Survey #3 in April 2021 indicated that they "had to drive an alternate route due to a flooded roadway." One respondent indicated that when the road floods there is no alternative way to get in or out from their home.

In addition to flooding associated with sea level rise, roadways may be vulnerable to other impacts of climate change including sea level rise induced groundwater rise and increased temperatures. Both of these pose a risk to the integrity of pavement and longevity of the roadway. The implications of damage to roadways range from impacts to mobility to impairment of emergency responder access, to increased cost of maintenance and repair costs.

Increased precipitation associated with climate change will likely have widespread impacts on transportation infrastructure, including the need to upsize culverts and stormwater management systems. Greater flow rates in streams will also likely result in increased scour and bridge repair needs and costs. Since 2001, the Town has required that replacement stream crossing structures have longer span lengths that previous spans. The Town may find it is necessary to further increase the required span length in the future to accommodate changes in precipitation and intense storm events.

Figure 11-21. Road segments inundated by Sea Level Rise (SLR) under six SLR scenarios. The color displayed represents the highest scenario that the road is vulnerable under. A segment that is vulnerable under a 6.1 ft scenario is also vulnerable under the lower scenarios of the 1.2 ft, 1.6 ft, and 3.9 ft scenarios, for example. (Source: ME Geological Survey)

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Chapter 12

Economy

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Photo: Tom Morgan

Introduction

Fishing was the primary focus of Kennebunkport's economy throughout the 17th & 18th centuries. That industry continues to be an important sector in the local economy to the present day.

Immediately following the Revolutionary War, there was a substantial demand in New England for ships that were sufficiently seaworthy to travel the globe. The shipbuilding skills of local residents was key to launching the industry on the Kennebunk River that dominated the town's economy for the duration of the 19th century.

The arrival of the railroad in the mid-19th century enabled convenient and relatively comfortable travel from US cities. The rail was oftentimes combined with connections to and from coastal steamships that plied New England's coastline. Affluent Americans began to escape the summer heat and humidity of urban areas, and flock to Kennebunkport to enjoy a more comfortable and healthier climate. Sprawling cottages were erected throughout Cape Arundel to ensure that the summer migrants would enjoy the creature comforts to which they had long been accustomed. Boating and golfing were major pastimes for the summer residents. Local service industries rose up in response to this new market.

Canoeists at the Kennebunk River Club, late 19th century. Photo courtesy of the Library of Congress.

The advent of the automobile put Kennebunkport within easy reach of many new travelers of more modest means. These new visitors would typically stay for a few days. By the end of the 20th century, two trends were evident: 1) the number of visitors continually increased; and 2) the majority stayed for only one day.

Another significant trend in the latter half of the 20th century was the arrival of retirees. Some are year-round, others seasonal. Many have sufficient disposable income to help sustain local businesses when the summer tourists have left for the season.

The Dock Square area hosts the highest concentration of tourist-related businesses, while Cape Porpoise remains the center the town's commercial fishing industry, as it has for nearly four centuries.

Conditions & Trends

Workforce Characteristics

As of 2019, 1,916 of Kennebunkport residents aged 16+ were participating in the workforce.[1]

Prior to the COVID-19 pandemic of 2020-2021, approximately 10% of Kennebunkport residents in the workforce worked from home.[2] Anecdotal evidence suggests that the pandemic caused that percentage to increase. It remains to be seen whether these trends will be lasting ones.

Kennebunkport is well situated in terms of permitting work from home, for broadband internet is available throughout town at speeds up to 940mbps.[3]

A sizable majority of the town's workforce is engaged in private enterprise, as seen in the chart below.

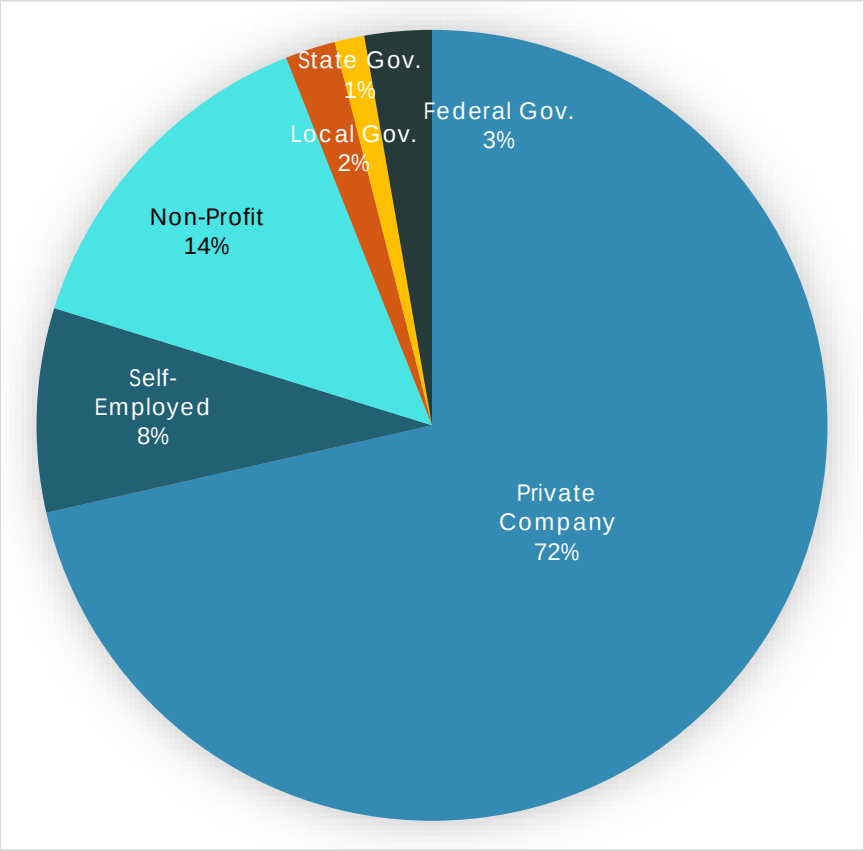

Figure 12-1 Class of Worker for Full-Time, Year-Round Civilian Employed Population 16 Years & Over. Source: ACS 5-year estimates, 2020, Table S2409.

Employment by Industry

The chart to the right depicts Kennebunkport's workforce categorized by industry. The data is fairly current (2020) but represents only a sampling of the town's working population.

The data indicates that the bulk of Kennebunkport's workforce is engaged in retail, professional, scientific, technical services and health care.

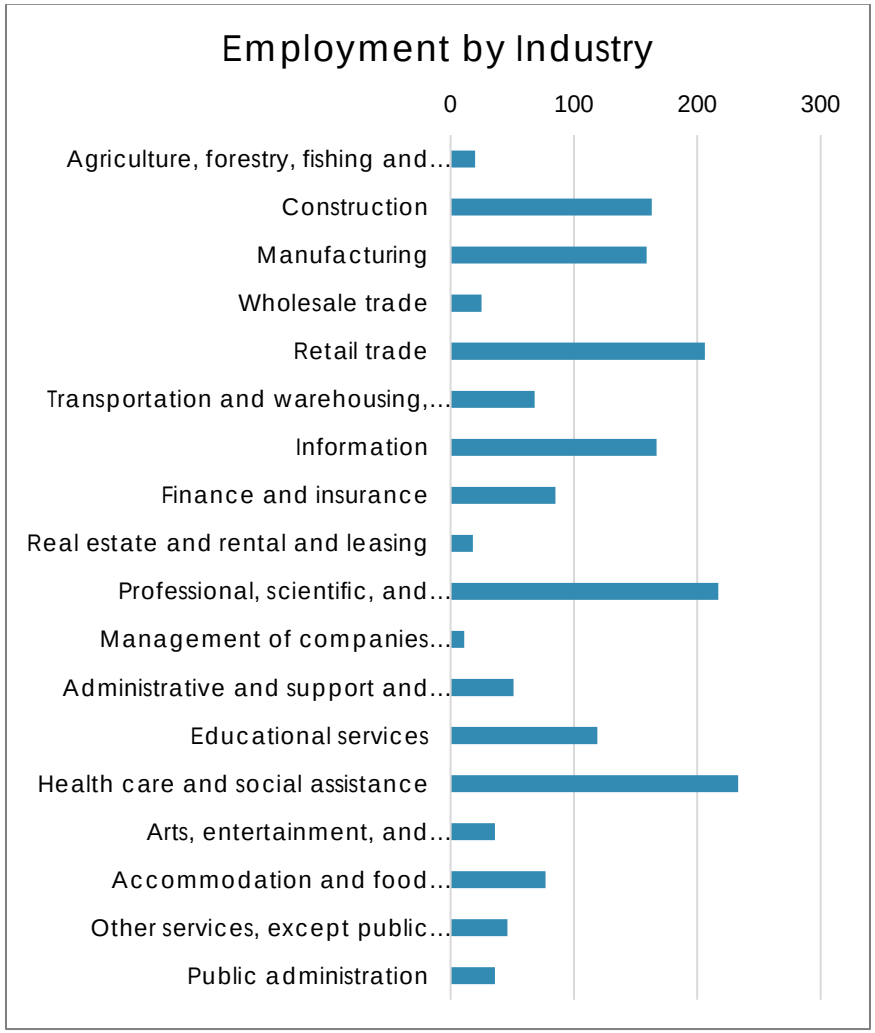

Figure 12-2 Industry for the Civilian Employed Population 16 Years & Over. Source: ACS 5-year estimates, 2020, Table S2403.

Major Employers

Kennebunkport's major employers are listed below and to the right. Note that the three largest employers are hotels or resorts, each employing in excess of 100 staff. The next three largest employers (50 to 99 employees) are also in the hospitality industry.

Table 12-1 Major Employers (Source: Maine Department of Labor)

Employer	Number of Employees			
	10 to 19	20 to 49	50 to 99	100 to 249
Alisson's Restaurant		X		
Arundel Wharf Restaurant			X	
Bartlett Tree Experts	X			
Blackrock Farm	X			
Brown R H Excavating	X			
Cape Arundel Golf Club		X		
Cape Arundel Inn & Resort		X		
Cape Porpoise Kitchen	X			
Cape Porpoise Lobster Co.	X			
Captain Jeffords Inn	X			
Captain Lord Mansion	X			
Colonial Pharmacy	X			
Colony Hotel				X
Compliments	X			
Daash LLC	X			
Daytrip Society	X			
Dock Square Clothiers		X		
Edwin L Smith Preserve	X			
Estates On the Beach	X			
Four Acres Cottages	X			
Hidden Pond Resort (KPT Resort Collection)				X
Hurlbutt Designs		X		
Hurricane Restaurant		X		
Intown Trolley Company	X			
Jack-Renee's	X			
Kennebunk River Club	X			
Kennebunkport School		X		
Kennebunkport EMS Dept			X	
Kennebunkport Inn			X	
Kennebunkport Police	X			
Lodge On the Cove		X		
Mabel's Lobster Claw		X		
Maine Stay Inn & Cottages	X			
Nonantum Resort				X
Nunan's Lobster Hut		X		
Ocean Woods Resort	X			
Old Salt's Pantry	X			
Pier 77 Restaurant	X			
Portside Lodge			X	
Rhumb Line Resort		X		
Saxony Imports	X			
Sea Glass Jewelry Studio	X			
Spang Builders	X			
Stripers Waterside	X			
Thibodeau Landscaping	X			
US Post Office		X		
Wildes Fire District		X		
Yachtsman Lodge	X			

Unemployment Rate

The unemployment rate for Kennebunkport and statewide, from January 2019 through October 2020 is depicted in the chart below. Note that Kennebunkport's rate tracks that of the state quite closely and is consistently slightly lower.

During the summer of 2019, the unemployment rate dipped slightly below 2%, a figure that economists generally consider to be de facto full employment. This low rate suggests a labor shortage in the town's tourist related businesses. In fact, local restaurants and lodging establishments have come to rely upon college-age students to fill the gap. This challenge for local businesses is compounded by a dearth of affordable options for housing the seasonal labor.

The dramatic spike in the unemployment rate from April through September 2020 reflects the impact of the COVID-19 pandemic on Kennebunkport's business community. Many would-be tourists stayed home. The York County Coast Star described the peak of the 2020 summer as a "down season."[4]

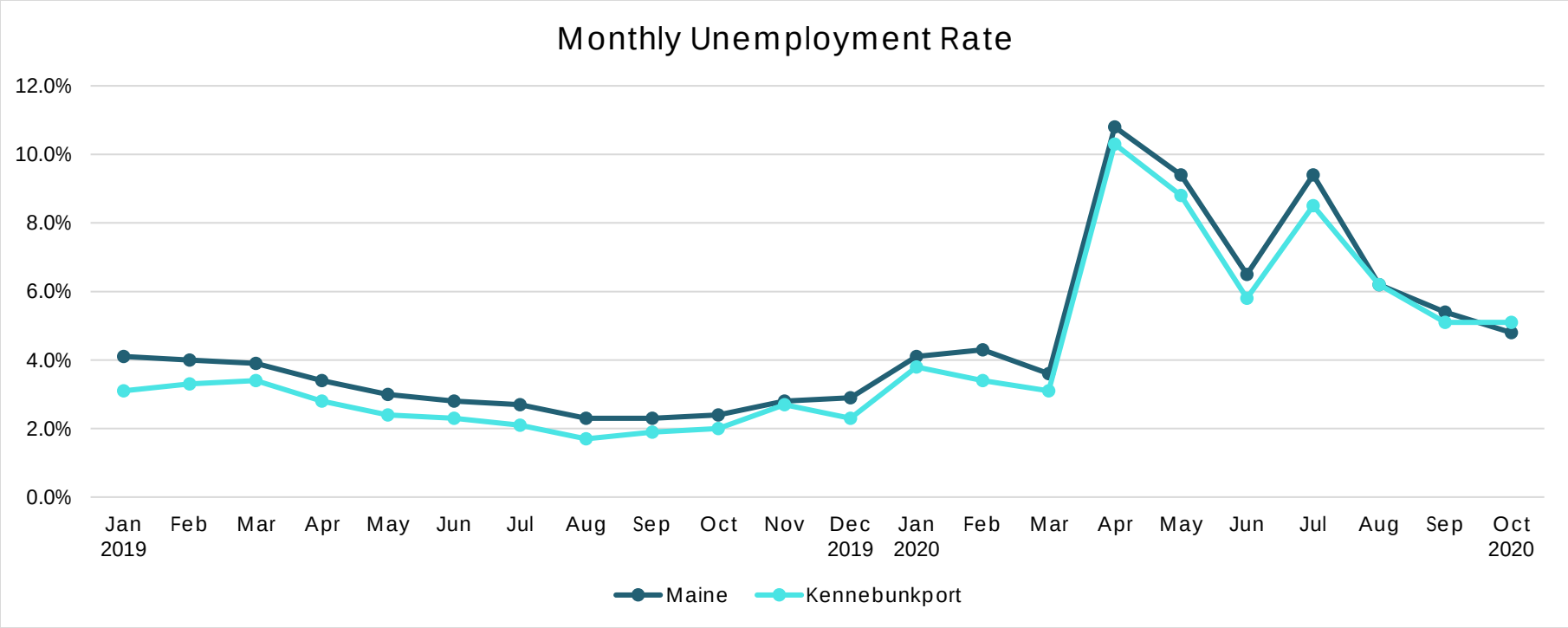

Figure 12-3 Monthly Unemployment Rate, January 2019 to October 2020 (Source: Maine Department of Labor)

Weekly Wages in Kennebunkport

Average weekly wages, as compiled by Maine's Department of Labor, are shown below for select industries that are prominent in Kennebunkport, namely Lodging & Restaurants, Arts, Entertainment & Recreation, the Retail Trades, and Professional & Technical Services. With the exception of the latter category, wages rose ever so slightly from 2001 through 2019.

As can be seen below, and in Chapter 6 (Housing), tourist industry wages in Kennebunkport, particularly in the retail sector, have not been keeping pace with the accelerating cost of housing in the region. The gap between the two make it more challenging for local businesses to attract seasonal help.

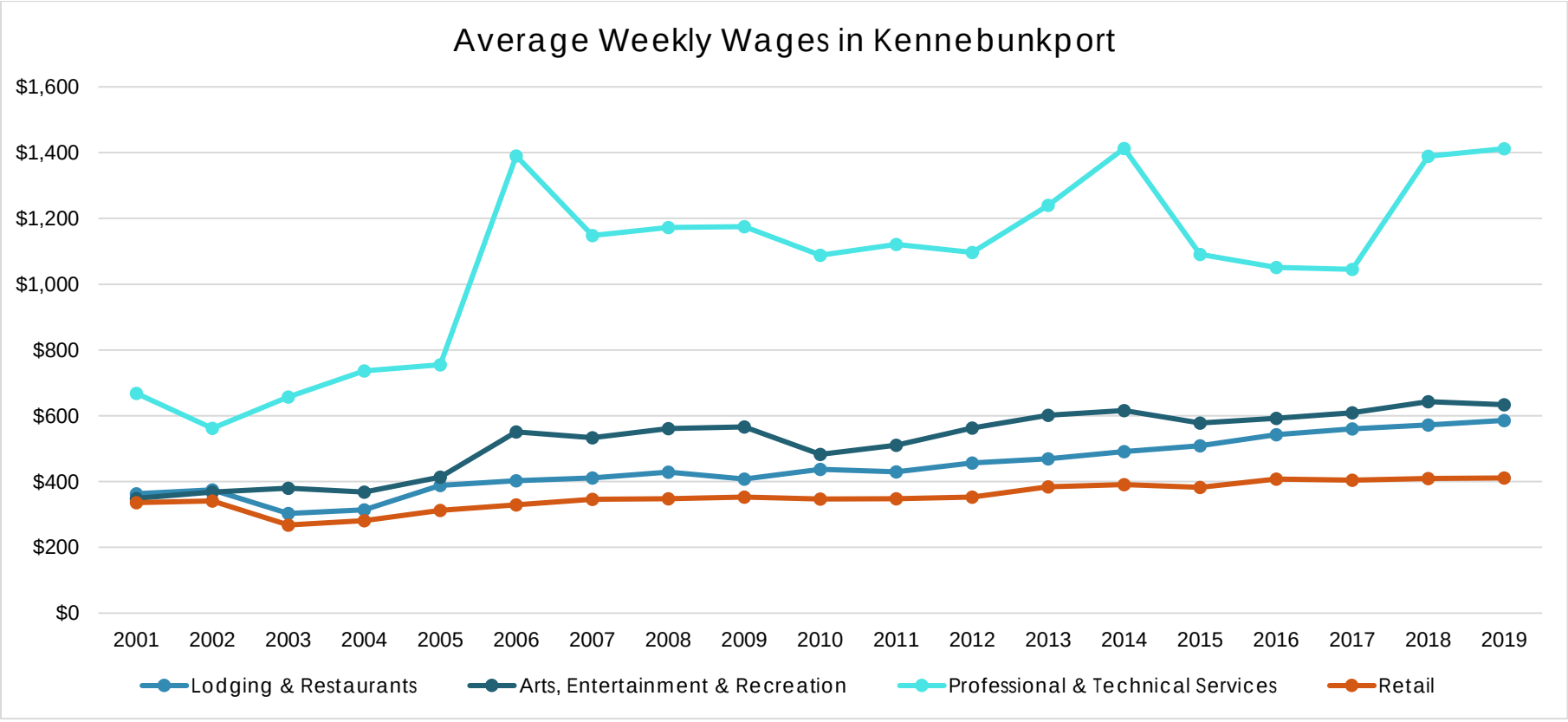

Figure 12-4 Average Weekly Wages in Kennebunkport, 2001-2019 (Source: Maine Department of Labor)

Kennebunkport's Lobster Industry

The chart below depicts the landing data for lobster in Kennebunkport at the town's two commercial harbors. It is evident that Cape Porpoise continues to serve the bulk of the town's commercial fleet. The reader is cautioned that this data only reflects sales from local lobster boat operators to in-town seafood dealers. Note also that the data does not include landings on the west side of the Kennebunk River.

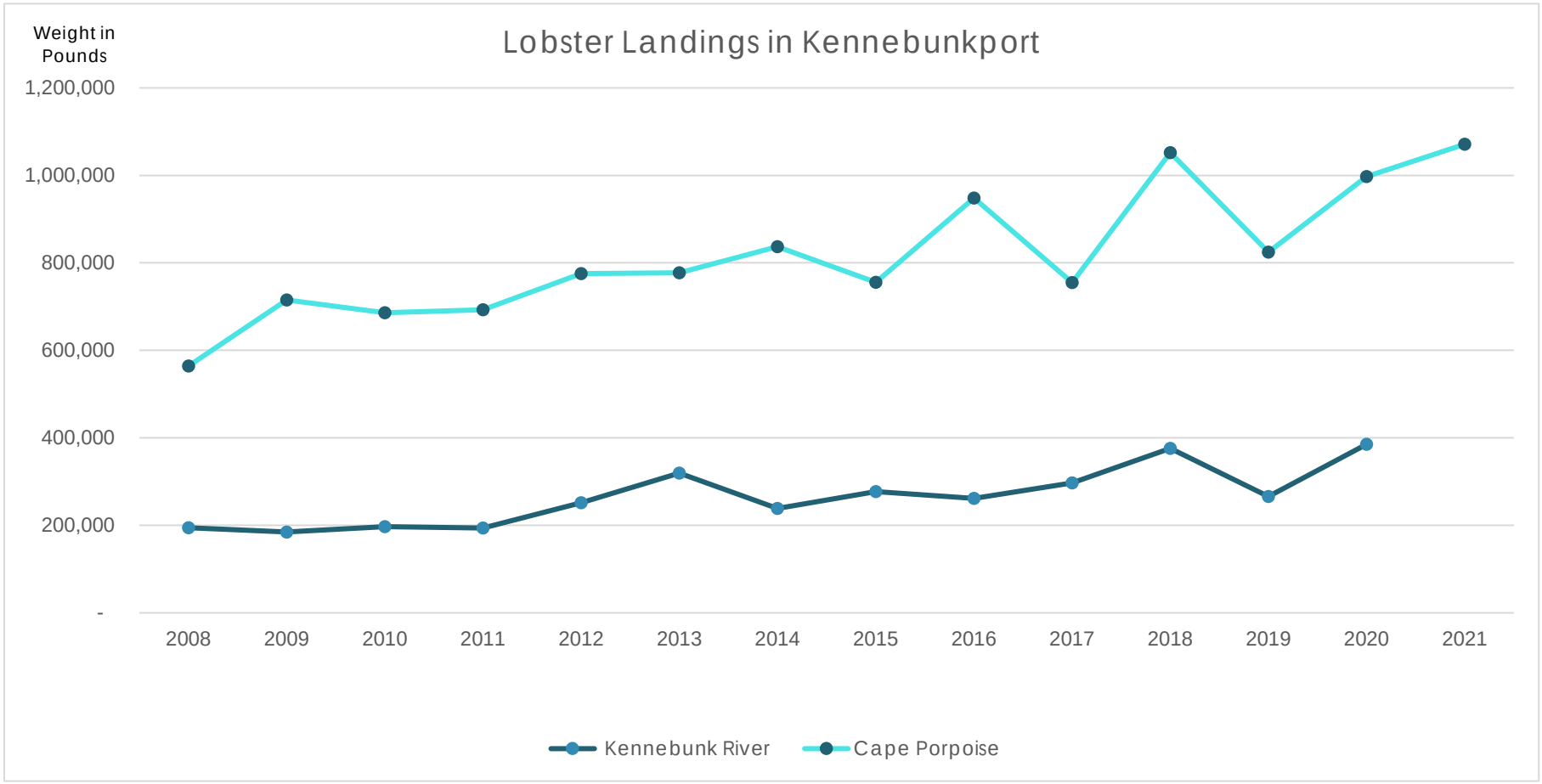

Figure 12-5 Landings Data for American Lobster at Kennebunkport and Cape Porpoise Harbors, 2008 - 2021 (Source: Maine Department of Marine Resources)

On July 6, 2018, China imposed a 25% tariff on US lobsters. On September 1, 2019, China increased the tariff to 35%, but then dropped it down to 30% in February 2020. US lobster exports to China declined from $148 million in 2018 to $26 million by Q2 2020.[5]

A similar story played out on the European stage, a region that until recently served as a lucrative export market for Maine lobster, second only to China. In 2017, Canada negotiated the removal of the EU's 8% tariff on lobsters. The US failed to negotiate a comparable agreement with the Europeans. The Canadians then swiftly seized the advantage and grew their EU market share at the expense of Maine's. US lobster exports to Europe plummeted from $100 million in 2017 to $4.6 million by Q2 2020.[6]

On the chart on the prior page, note that lobster landings declined in 2019. This downward trend likely reflects the industry's response to a diminishing export market.

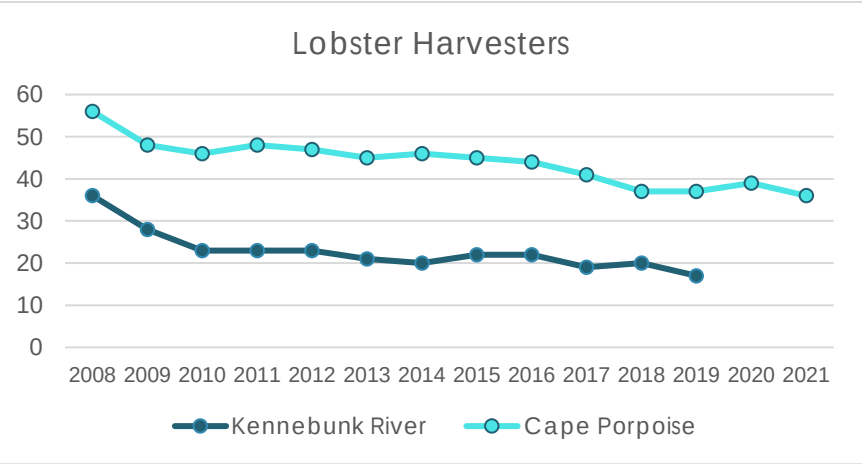

Figure 12-6 Commercial Lobster Harvesters at the Kennebunk River and Cape Porpoise Harbors, 2008-2021 (Source: Maine Department of Marine Resources)

The landing data reveals another industry trend, namely a decline in what the Maine DMR refers to as lobster "harvesters." This decline is reflected in Figure 12-6 to the right.

Bluefin Tuna

As noted in Chapter 9 (Marine Resources), Bluefin Tuna made an impressive recovery in the Gulf of Maine. Kennebunkport's tuna industry is concentrated along the Kennebunk River; however, it should be noted that several Cape Porpoise lobstermen are making tuna runs in their spare time. Table 12-2 below reflects landing data at both ports.

Table 12-2 Landings Data, Bluefin Tuna at Kennebunk River and Cape Porpoise, 2009-2021 (Source: Dept. of Marine Resources)

Year	Port	Weight	Value	Harvesters
2009	K. River	5,129	$28,536	3
2010	K. River	12,626	$99,365	5
2011	K. River	17,163	$164,525	5
2012	K. River	15,173	$158,341	5
2013	K. River	No Data Available		
2014	K. River			
2015	K. River			
2016	K. River	20,974	$137,399	13
2017	K. River	No Data Available		
2018	K. River	17,091	$96,086	10
2019	K. River	No Data Available		
2019	Porpoise	10,259	$50,367	9
2020	K. River	17,287	$75,389	12
2021	K. River	11,966	$70,144	12

Mass Tourism - Challenges & Opportunities

The Town's 2012 Comprehensive Plan acknowledged that promoting tourism while preserving a high quality of life for year-round residents is a continual effort in finding just the right balance.[7]

Cruise ship companies that dock in Portland promote shore excursions via bus to Kennebunkport, and to a lesser extent, Freeport. When Dock Square's narrow street network was laid out in the 18th century, no one envisioned tour busses.

Photo: Seacoastonline.

Day-trippers, interstate motorcoach tour companies, and cruise ship passengers who arrive via bus combine to make the high

season busier than ever, and lately it has run right through to Christmas Prelude.[8]

Some critics of Portland's cruise ships allege that once ashore, the cruise ship passengers actually spend about half of the $120 per passenger claimed by the industry. A second complaint alleges that the tourists' money is not actually left behind in Portland's shops. Rather, the ship passengers board busses for Kennebunkport and spend their money there.[9]

> "Most passengers get on a bus and go to Kennebunkport or Freeport, and when they come back to the ship they take a nap, because they're old, and they eat on the ship, because they've already paid for it." - Portland waterfront business owner Mark Usinger

The pandemic of 2020-2021 put a dent in the cruise ship industry. Few entertain doubts that the ships will return one day. Yet the conditions that produced COVID-19 have not been adequately addressed, and for that reason, we may witness more such microorganism-driven disruptions to the economy in coming years. The tourism industry is particularly vulnerable to this type of upheaval.

Strategies to Consider

Electric Vehicle Charging Stations

Eight of Kennebunkport's resorts/inns provide electric vehicle (EV) charging stations for the convenience of their guests. The proprietors clearly recognize the marketing advantages of catering to this small but rapidly growing segment of travelers. The arrangement works well for overnight guests. They plug the vehicle in during the evening, and it's fully charged by the next morning. These chargers require 8+ hours to charge a vehicle. They are known in the industry as Level 1 or Level 2 chargers.

As for the larger market that is comprised of day- trippers, they will not be willing to wait 8 hours to charge the vehicle. Rather, that class of traveler will seek out destinations for lunch and shopping that offer a 30-minute charge. Such chargers are known as Level 3 or Direct Current Fast Chargers (DCFC).

Communities up and down the I-95 corridor offer DCFC stations. They include Seabrook, York, Kennebunk, Saco, Scarborough, South Portland, and Portland. Fast Chargers in the immediate vicinity of Dock Square would offer local businesses a competitive advantage over tourist destinations that do not offer such amenities, an advantage that would become more pronounced as the EV industry takes off.

A promising location for a bank of Fast Chargers is the municipal parking adjacent to the Village Fire Station. The Town should take the lead in helping local businesses stay competitive, while simultaneously taking a tangible and measurable action that facilitates the critically important transition to electric vehicles.

The Summer Labor Shortage

A diverse workforce housing inventory is critically important to Kennebunkport's economy. The business community could help to ensure that labor is readily available by addressing the shortage of housing that the seasonal workers are able to afford. As is the case with most seasonal housing, such shelter need not meet the hotel industry's 3-star standards. The Town can play an important role by relaxing zoning standards, if necessary, to convert an underutilized building into a hostel or a dormitory. A contract zone, for example, might help to make this possible. Nearby Biddeford has an extensive stock of relatively affordable housing that could also help to address the need.

Another part of the solution to the labor shortage would be to recruit at the other end to the generational spectrum. The Chamber has already made some headway in this regard through its sponsorship of the annual Older Workers Job Fair. Reaching out to seniors, and permitting flexibility in work hours, is a great use of an otherwise underutilized human resource.

Car-Less Access to Kennebunkport from Away

Travelers to Maine can readily come great distances via trains and planes. The Downeaster takes one to nearby Wells, while the planes deliver the traveler to the Portland Jetport. Alas, it's the last few miles to Kennebunkport has been challenging in recent years. A proposal to establish shuttle van service from Wells and Portland was voted down at Town Meeting. Presently, that vote is of little consequence because 21st century the recent arrival of ridesharing services such as Uber and Lyft proved to be more convenient and cost-effective than shuttle vans.

Traffic Congestion in Dock Square

The Martha's Vineyard ferry service at Woods Hole is a great model for efficiently diverting hundreds of motor vehicles to remote parking lots. The quality of the Dock Square pedestrian experience would be enhanced were motor vehicle drivers persuaded, via a system of incentives and disincentives, to utilize remote lots. The Town should identify land that would be suitable for this purpose.

Traffic congestion could be largely eliminated from Dock Square and environs on a temporary basis through the selective prohibition of motor vehicles on certain streets, on summer weekends, for example.

Diversify the Local Economy

The COVID-19 pandemic of 2020-2021 brought into sharp relief the inherent disadvantage of relying so heavily on just one segment of the economy, i.e., tourism in this instance. Likewise, Kennebunkport's hospitality industry is susceptible to downturns in the national economy. Kennebunkport would be better insulated from the financial fallout caused by catastrophic events if the community were to make the effort that is necessary to build a local economy that is more diverse.

International economics have put, and climate change will put, great pressure on the lobster industry. Aquaculture may be a viable alternative to explore to diversify our water based economy.

Short Term Rentals

As Kennebunkport is a popular tourist destination, it's not surprising that the short-term rental business has thrived. The income generated by such rentals contributes substantially to the local economy, and it is a revenue stream that many long-term residents have come to depend on. However, the industry is not without controversy. Critics cite the industry's tendency to decrease the number of long-term rental units in town, and the occasional displays of bad behavior by certain guests as reasons to reign in such operations. The Town's challenge is to strike a balance between these competing interests so as to retain the industry's benefits to the local economy while curtailing nuisances and mitigating the loss of long-term rentals.

Keeping Your Money Local

In early 2020, Anne Hidalgo was reelected Mayor of Paris. She ran on a promise to transform Paris into a "15-Minute City."[10]

A 15-Minute City is a planning strategy that strives to improve the quality of life for community residents by reducing reliance on private automobiles. The strategy focuses on meeting the basic needs of residents by ensuring proximity to workplaces, schools, healthcare, shops, restaurants, leisure activities, personal services, and recreational opportunities. All within a 15-minute walk. Or a 15-minute bicycle ride via an off-road multi-use trail. Or a 15-minute trolley ride.

The 15-minute concept is the antithesis of the Euclidean model that has been dominant in the US since the early 20th century.

Euclidean Zoning separates disparate land uses, causing them to be spread out to distances that increase our reliance on automobiles. The proponents of the 15-minute strategy assume that to the extent that we spend an excessive number of hours in automobiles, one's quality of life is diminished.

The advantages of the 15-minute community are several:

- Local businesses enjoy a larger (and more loyal) customer base. Just as importantly, the money spent at local businesses is far more likely to remain in the community.
- The health benefits are self-evident.
- People who spend less time traveling via automobile have been shown to engage more frequently in civic activities, thereby strengthening community bonds.[11]

The 15-minute strategy has lately been in the news in South Portland[12] and in Westbrook.[13] Both cities are contemplating ambitious, multi-use proposals that revolve around the premise of meeting most of one's needs within a 15-minute walk. While no one would seriously consider a project of that size for Kennebunkport, the 15-minute concept is scalable. The strategy is not a new one. Indeed, it was the dominant paradigm in New England communities, large and small, from the 17th century to the early 20th century.

Food Trucks

Food trucks have grown in popularity as their menus have evolved to become more diverse, eclectic, and sophisticated. The informal atmosphere, outdoor dining, and low prices appeal to tourists and local residents alike.

A Farmers' Market

Kennebunkport residents responded favorably to a recent poll that solicited their views on the prospect of a farmers' market in town.

A Reliable Power Supply

Every business depends on a supply of electricity that is adequate and reliable. Regrettably, in recent years Central Maine Power (CMP) has generated one of the worst records in the nation in terms of the frequency of power outages. As the Town can do little to improve Central Maine's operations, potential alternatives to CMP should be explored. A local utility, decentralized distribution, and local renewable energy installations are three such alternatives worth considering. In order to decrease the number of downed power lines, the Town or CMP should issue clear guidelines to local residents regarding the pruning of trees.

Endnotes

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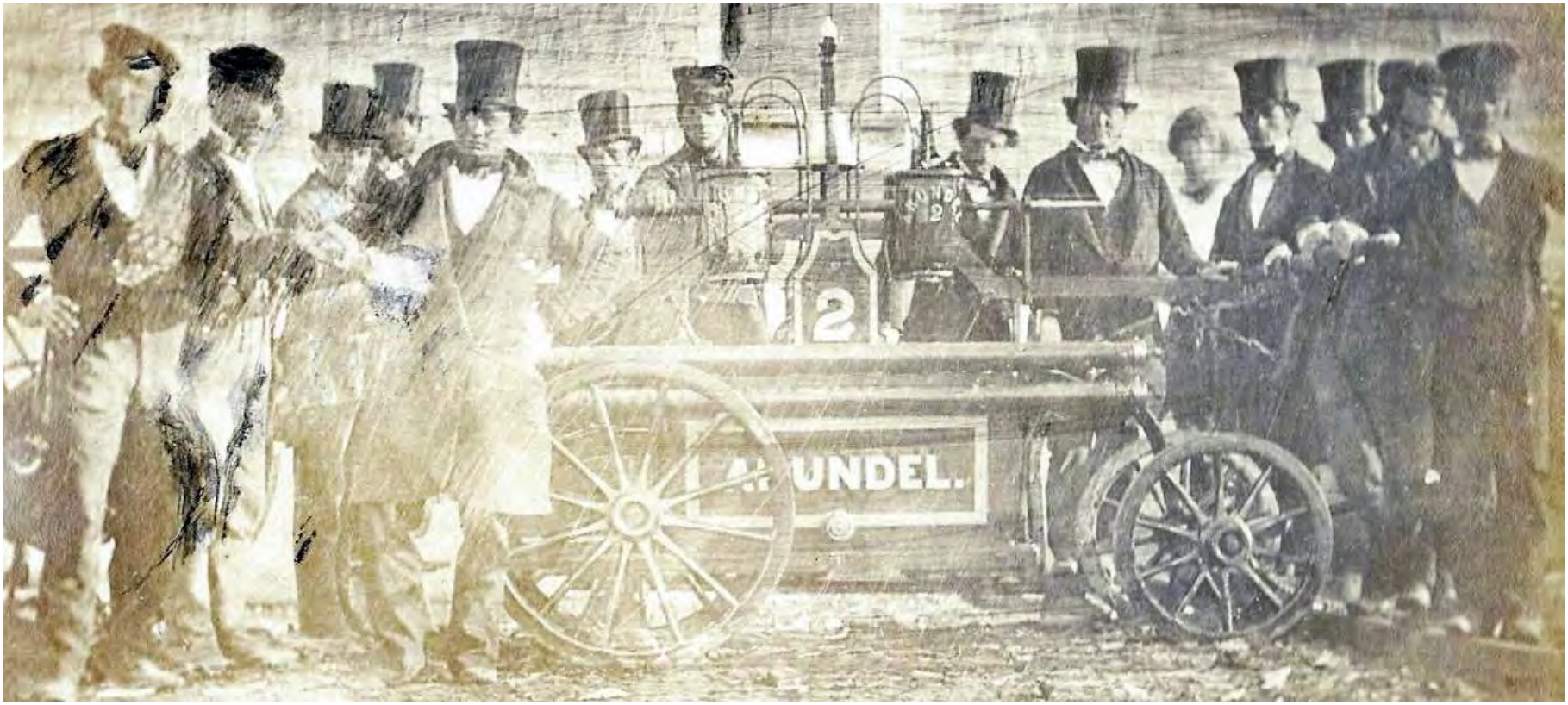
Chapter 13

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 19th 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

Fire Protection

The Sanborn Map Company provides us with a snapshot of Kennebunkport's fire protection capabilities in the late 19th & early 20th 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.

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

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 20th century, Kennebunkport was served by four 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.

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.[1]

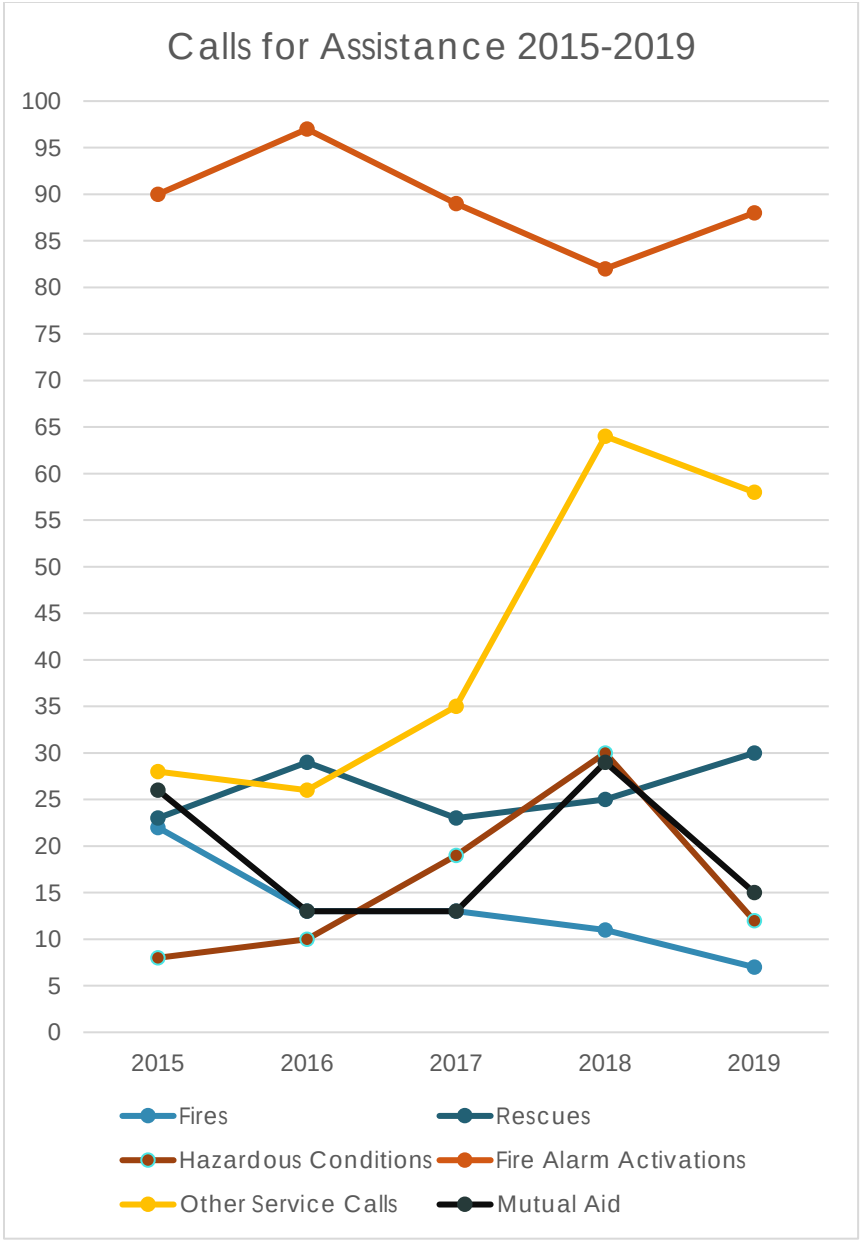


Figure 13-2 Calls for Assistance. Source: Town Reports.

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.[2]

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.[3]

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).[4] 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.[5]

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 20th 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		
TOTAL	16,270	15,580	15,394	15,251	13,972

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 21st 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.[6]

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.[7]

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.[8]

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.[9]

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).[10] KEMS is governed by a 9-member Board of Directors.[11]

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.[12]

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

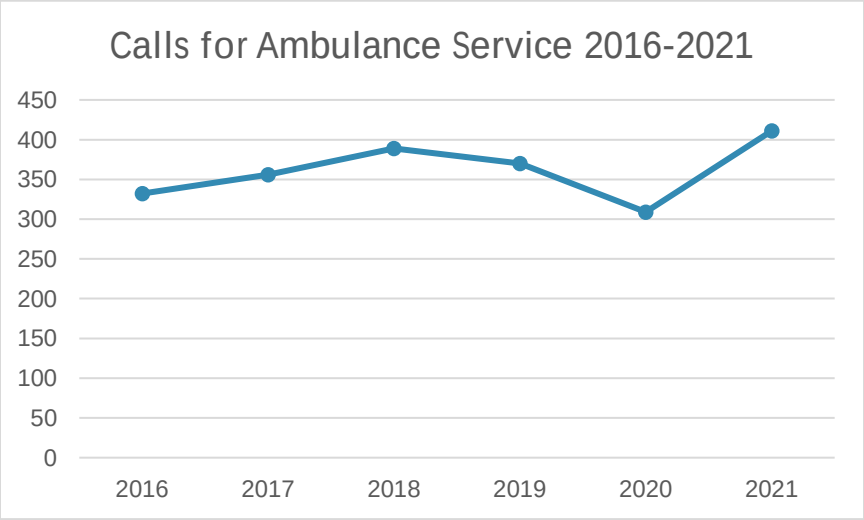


Figure 13-3 Calls for Ambulance Service (Source: KEMS).

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.[13]

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.[14]

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.[15] 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.[16]

Village Seawall. Photo by Tom Morgan.

The new seawall was assembled with a precast concrete segmental block system.[17] 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.[18]

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.[19]

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.[20]

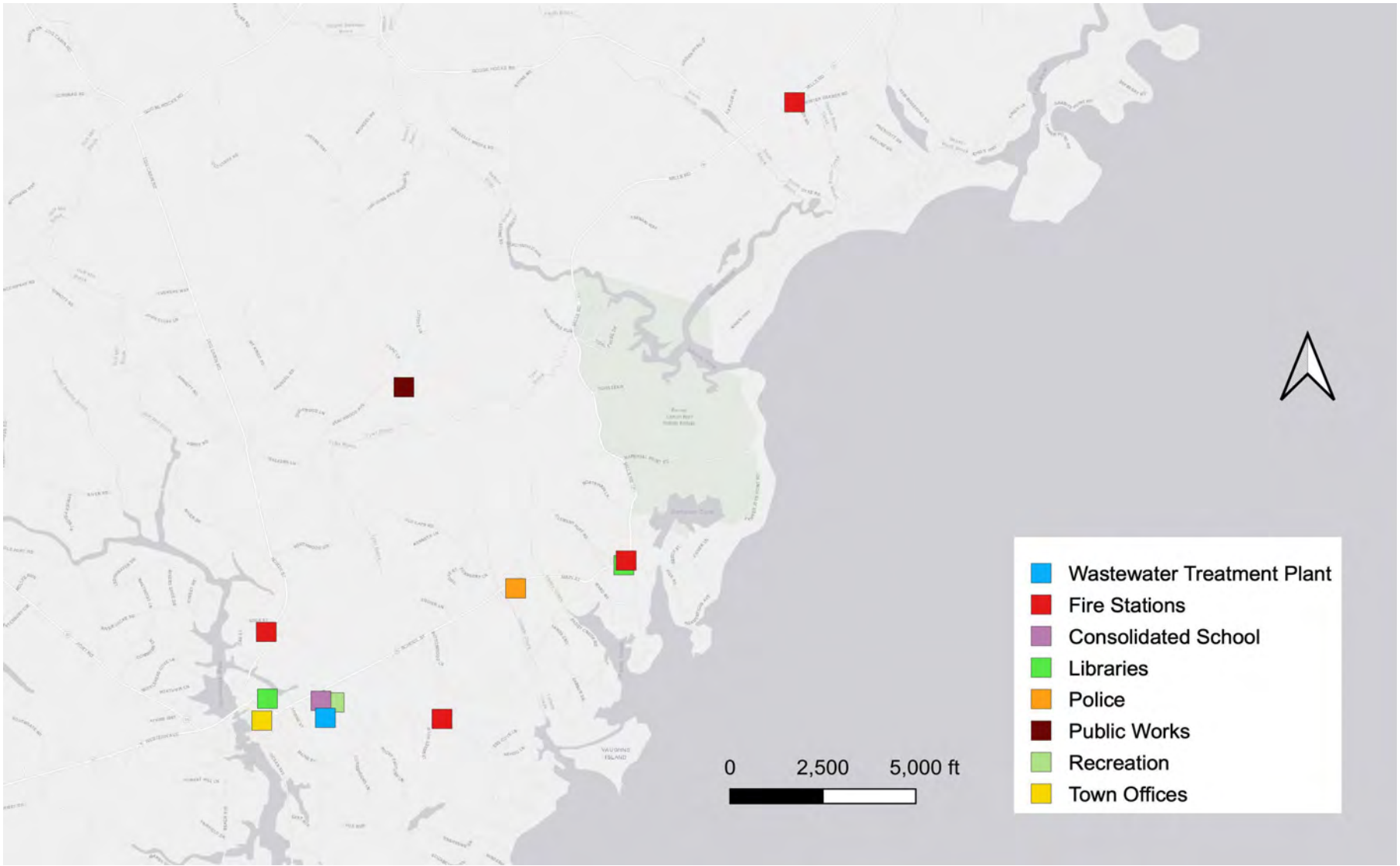
Stormwater

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 MS4 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.[21] 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.

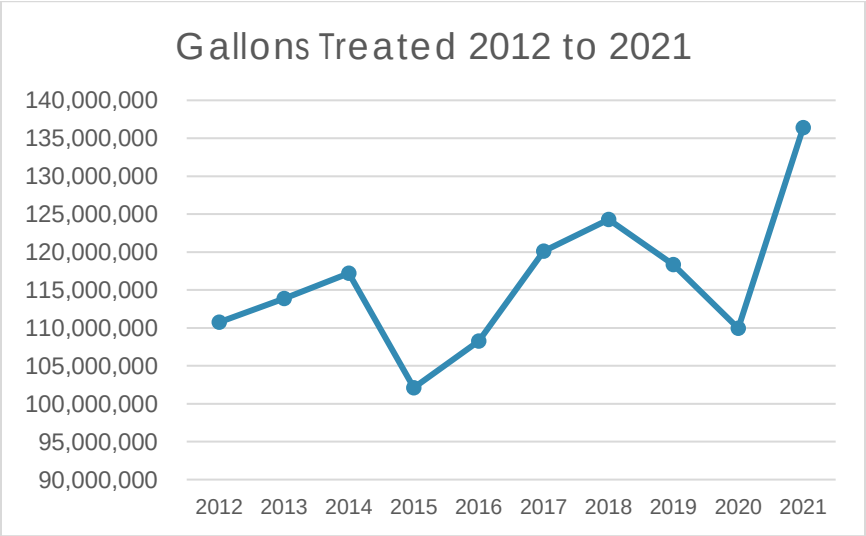


Figure 13-5 Gallons Treated on an Annual Basis. Source: Public Works Department

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.[22] 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.[23]

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.

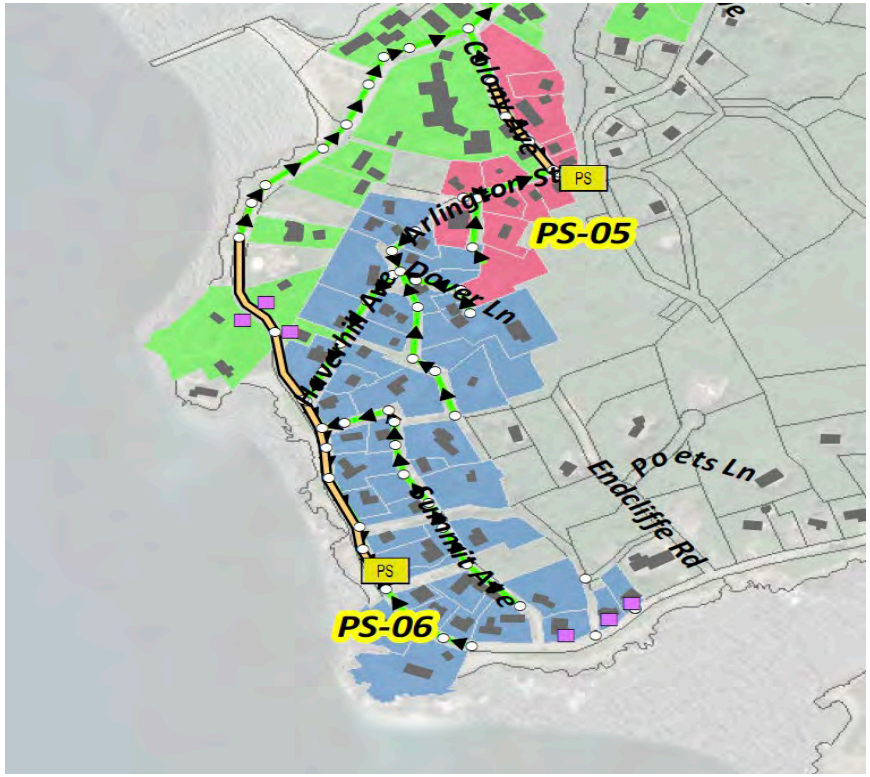
For planning purposes, the department estimates that each sewer unit[24] (e.g., a single-family home, 2 hotel rooms, 10 restaurant sets, etc.) discharges approximately 175 gallons of sewerage into the system on a daily basis.[25] Thus, it would take 1,314 dwelling units, or some combination of a lesser 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".[26]



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).[27]

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.[28]

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.

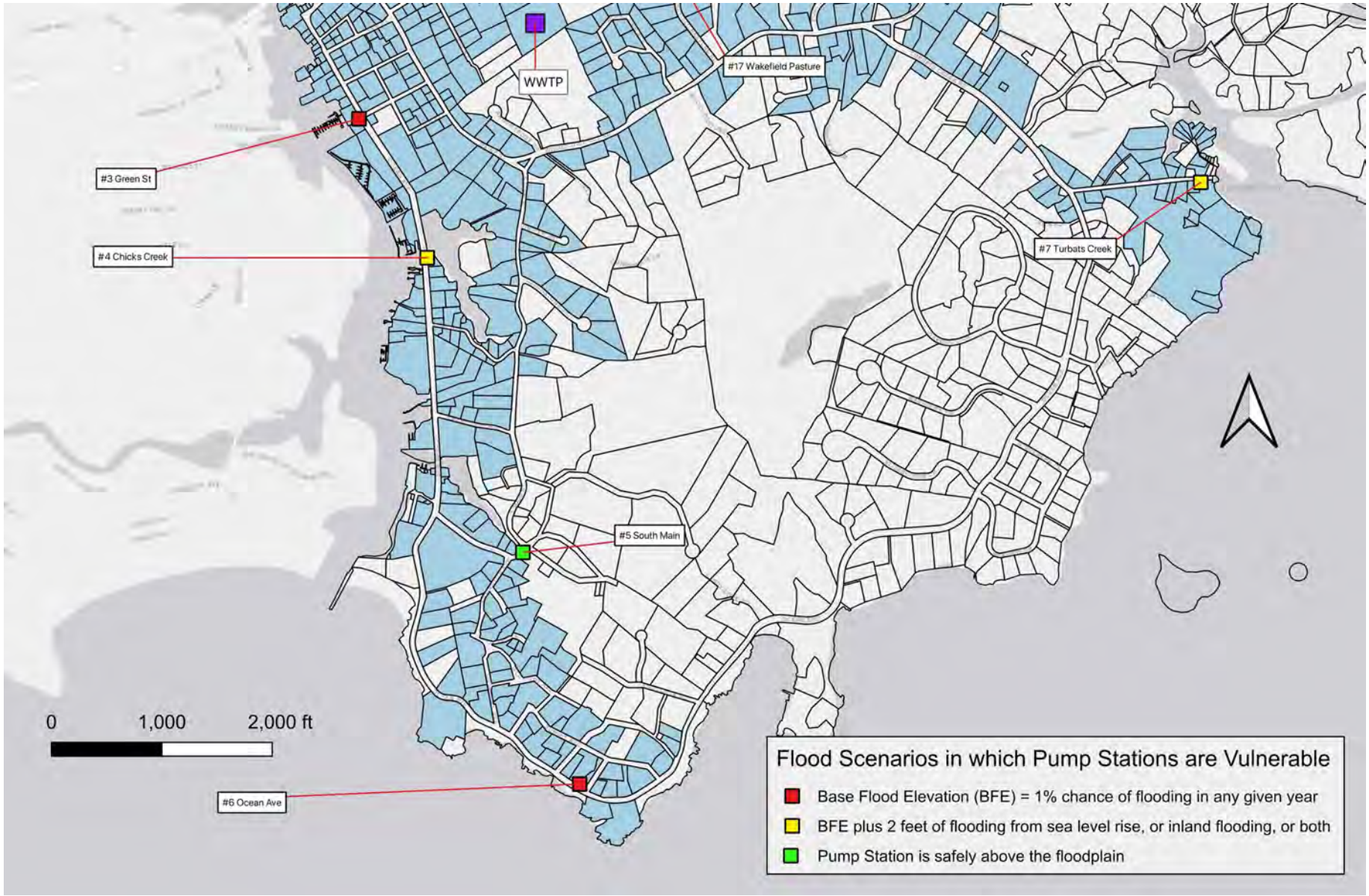
Wright-Pierce relied on NOAA sea level rise (SLR) projections that predict SLR in 2100 to range from 0.66 feet to 6.6 feet. The firm assumes a 1 to 4-foot range to be most likely. The consultants then compared the elevations of Kennebunkport's 16 pump stations and their various components with three 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.

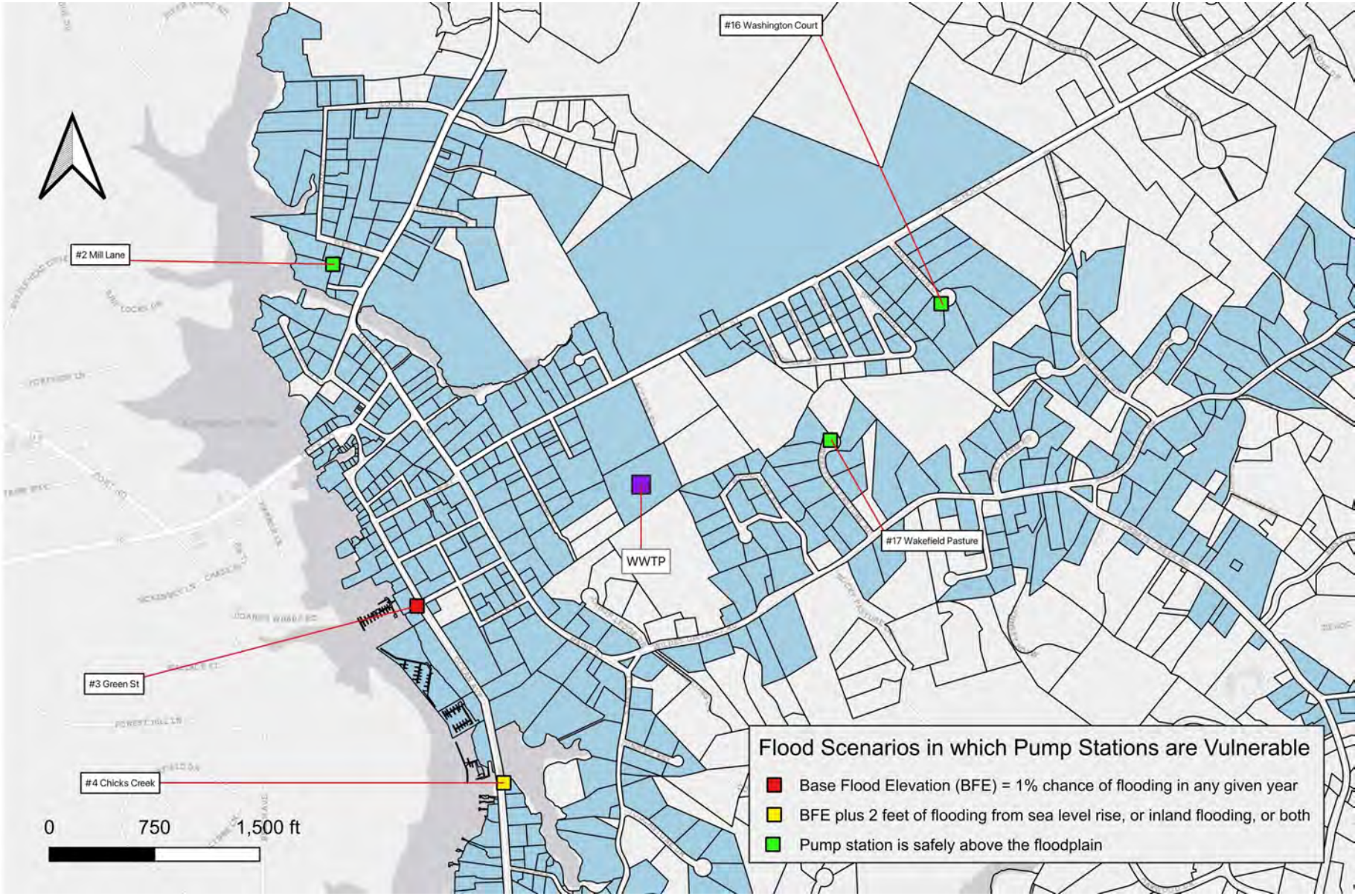
Pump Station	Date Built	Motor Size (Horse Power)	Grade Elevation	Drywall Entrance Elevation	Electrical Panel Elevation	Generator Elevation	Base Flood Elevation (BFE)	BFE + 2'	BFE + 3'
#3 Green Street	1972/2018	10	10	N/A	13	12.5	12	14	15
#4 Chicks Creek	1972/2018	5	13.5	N/A	16.5	14.5	12	14	15
#6 Ocean 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'.

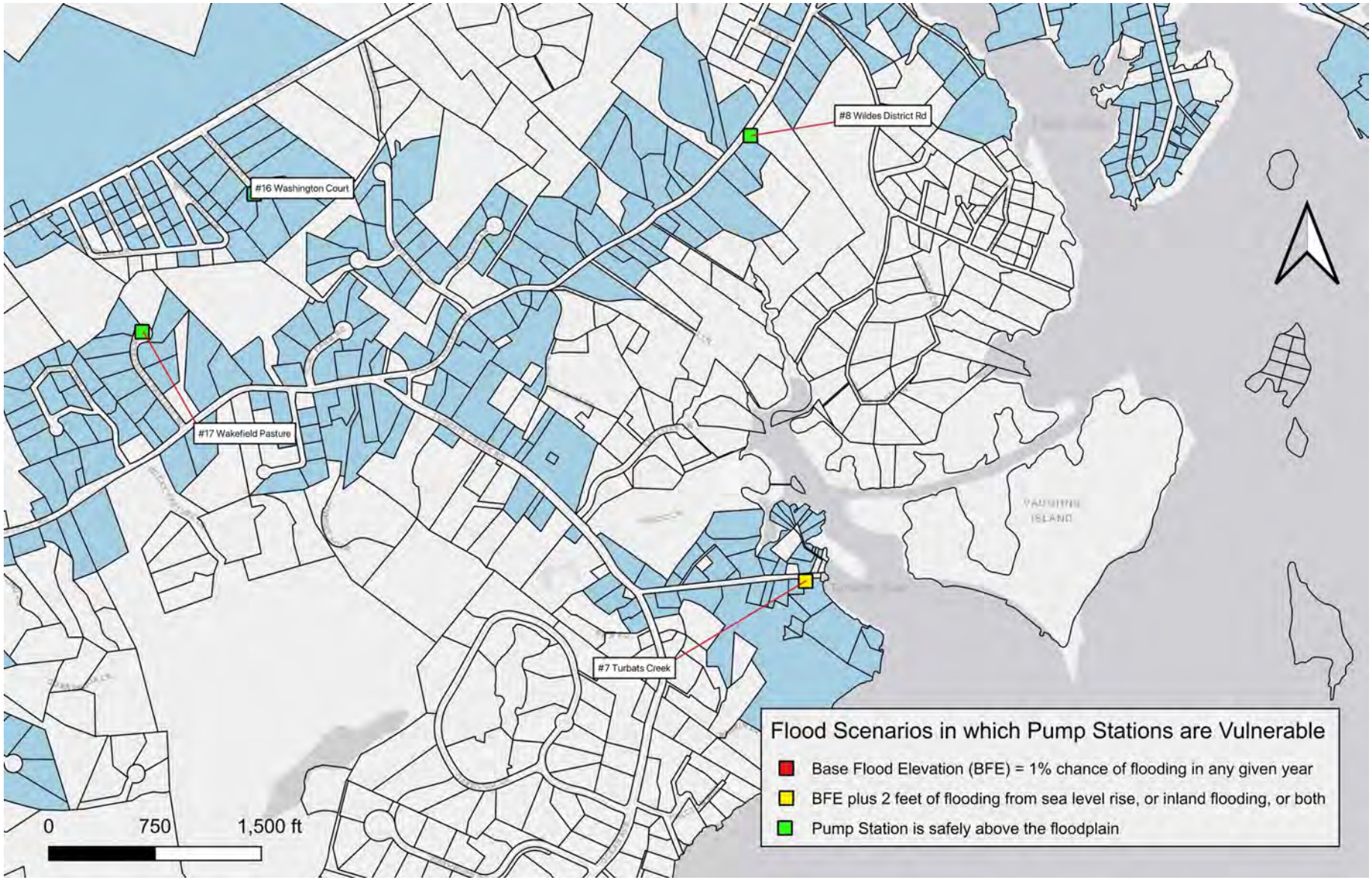
Sewer Pump Station Vulnerability - Cape Arundel



Sewer Pump Station Vulnerability - Dock Square

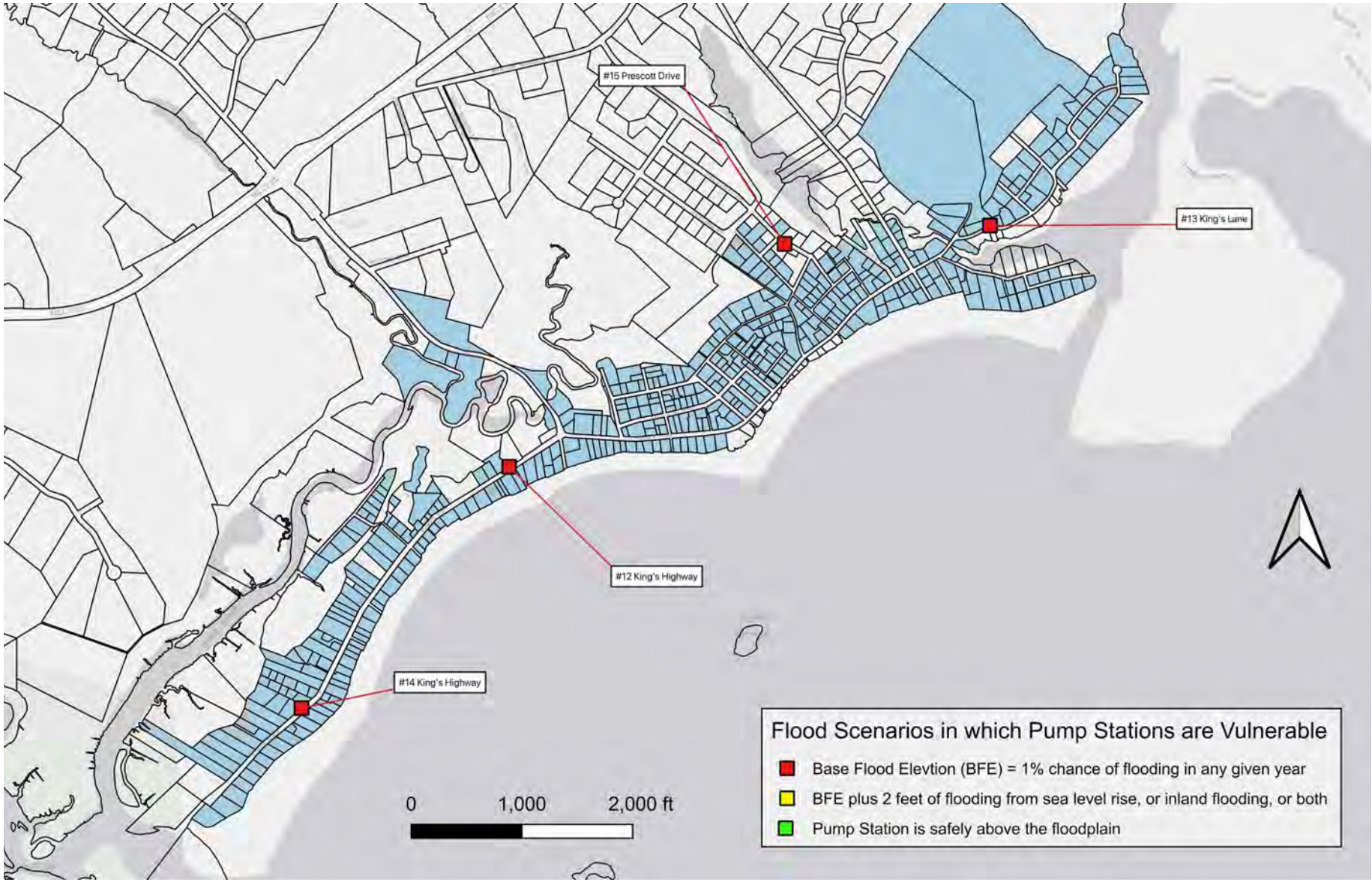


Sewer Pump Station Vulnerability - Wildes District



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 undermined 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 Climate 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."[29]

The Wright-Pierce Adapta-tion 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.[30]

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

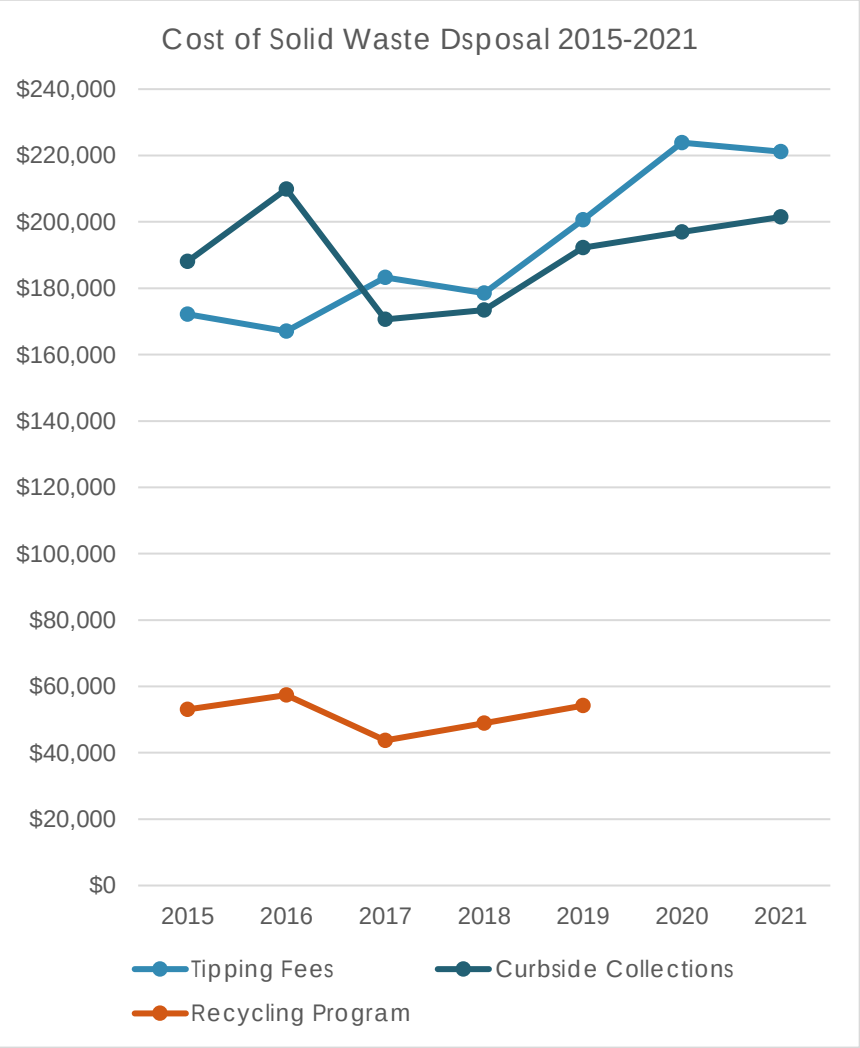


Figure 13-6 Tipping Fees, Curbside Collection, and Recycling Program. Source: Town Reports.

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%.[31]

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.[32] 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.[33]

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:

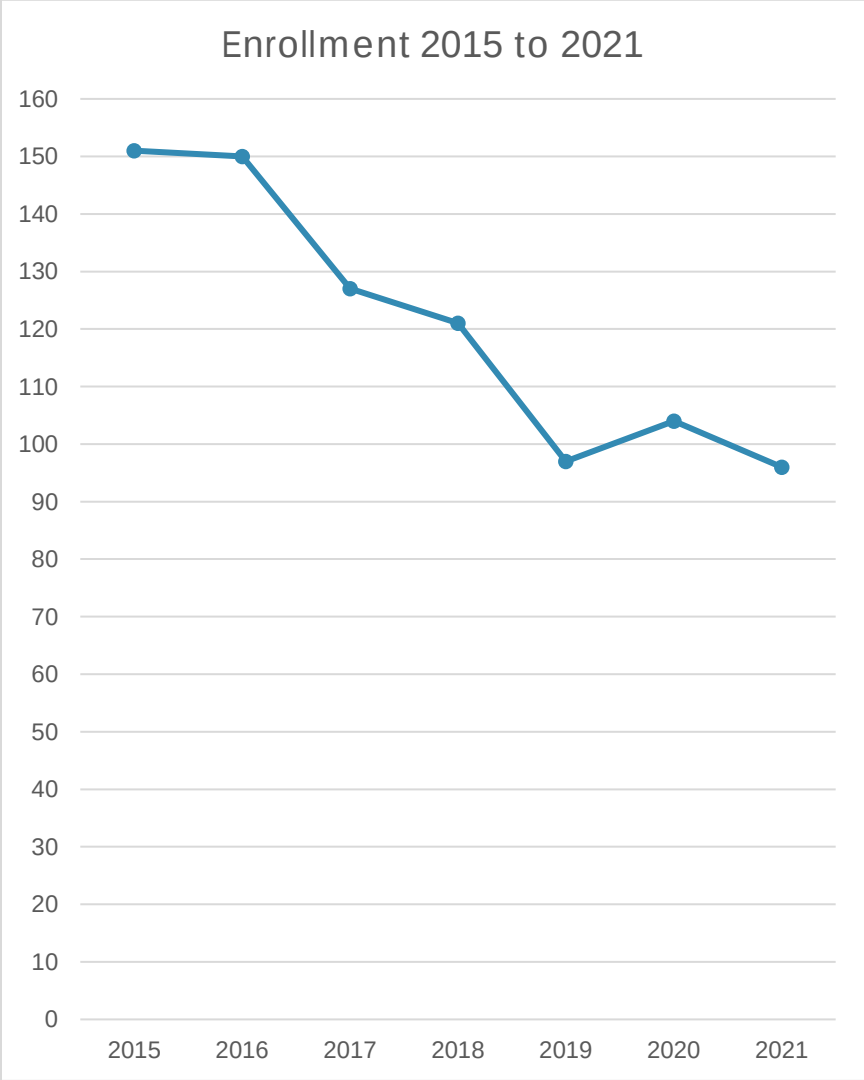


Figure 13-7 Enrollment Trends at the Consolidated School. Source: Town Reports 2015-2021.

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.

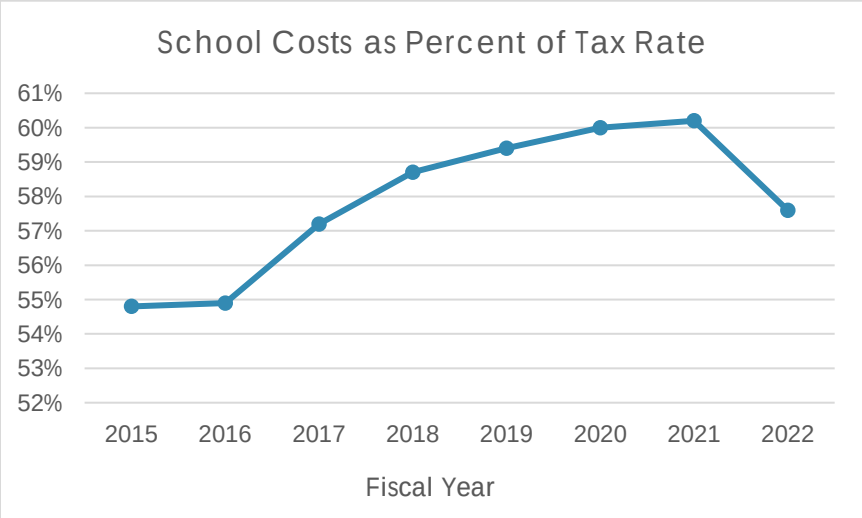


Figure 13-8 Percent of Tax Rate That Funds Public Education. Source: Town Reports.

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.[34]

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.[35] 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.

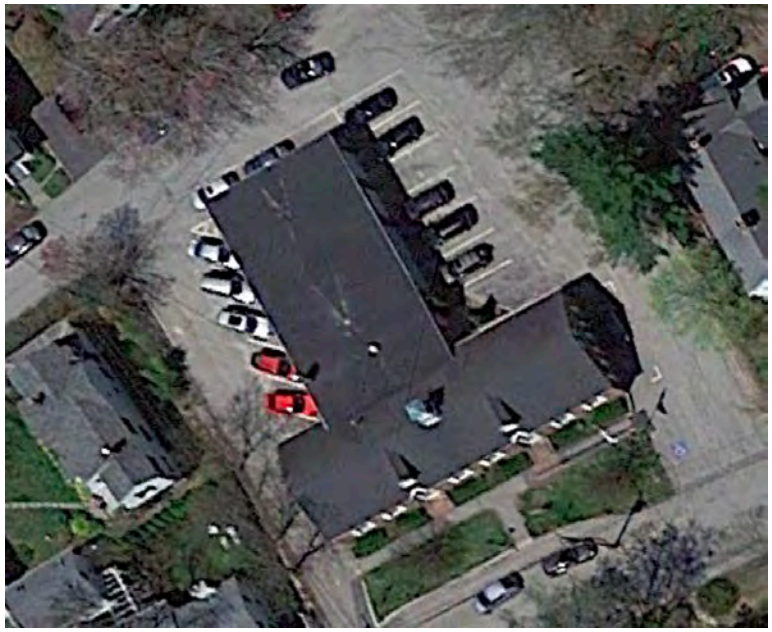
Administrative Services

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.[36]

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.[37]

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.[38]

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.[39]

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.[40]

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.[41]

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.[42]

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.[43]

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.[44] In 2020, the Town purchased all 280 CMP streetlights at a cost of $58,500.[45] 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.[46]

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.[47] 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.[48]

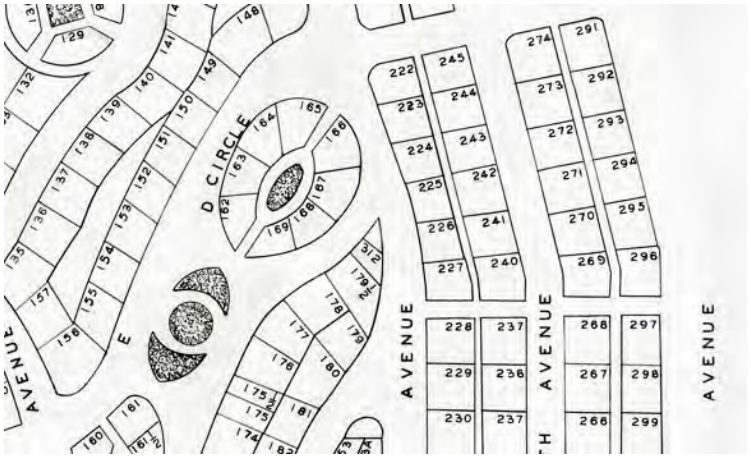


Figure 13-10 Excerpt from a map of the Arundel Cemetery commissioned by the federal Work Projects Administration in the 1930's. Source: Maine State Archives.

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.[49]

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.[50]

End Notes

[1] Town Reports 2015-2019.
[2] Fire Chief John Everett, "A Look to the Future; Stations and Staffing," *Kennebunkport Town Review*, Fall 2019.
[3] Ibid.
[4] Interview with Fire Chief John Everett, January 2021.
[5] Town Reports 2015-2021.
[6] Interview with Police Chief Craig Sanford on January 4, 2021.
[7] Ibid.
[8] Ibid.
[9] Ibid.
[10] Town Reports and a memo from James Stockman and Joseph Carroll dated January 21, 2021.
[11] Town Reports 2015-2019.
[12] Memo from James Stockman and Joseph Carroll dated January 21, 2021.
[13] Ibid.
[14] 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.
[15] Proposal by Woodard & Curran, January 15, 2009.
[16] Town Report 2019, page 51.
[17] Ibid.
[18] Capital Improvement Program.
[19] Estimate by Woodard & Curran, February 5, 2013.
[20] Ibid.
[21] Interview with Public Works Director Michael Claus, January 2021.
[22] Interview with Deputy Public Works Director Chris Simeoni on Jan 13, 2021.
[23] Ibid.
[24] https://www.kennebunkportme.gov/wastewater-department/faq/what-are-sewer-units
[25] See the Town of Kennebunk's website for a detailed description of Sewer Units.
[26] Wright-Pierce Engineers, "Wastewater Collection & Treatment System: Fiscal Sustainability Report," October 2019.
[27] Ibid.
[28] Wright-Pierce Engineers, "Climate Adaptation Plan for the Kennebunkport Wastewater Treatment Facility and Sewer Collection System," July 2019.
[29] Maine Climate Council, "Maine Won't Wait, A Four-Year Plan for Climate Action," December 2020, page 24.
[30] Town Report 2019, page 52.
[31] https://kennebunkportrecycle.com
[32] Ibid.
[33] Town Report 2021, page 72.

[34] Interview with Dawn Pooler, Assistant Director of Business Administration, RSU 21, January 2021.
[35] Ibid.
[36] Town Report 2019, page 111.
[37]https://www.arcgis.com/apps/Styler/index.html?appid=efb79ff9e99c448fb6683ad192324375

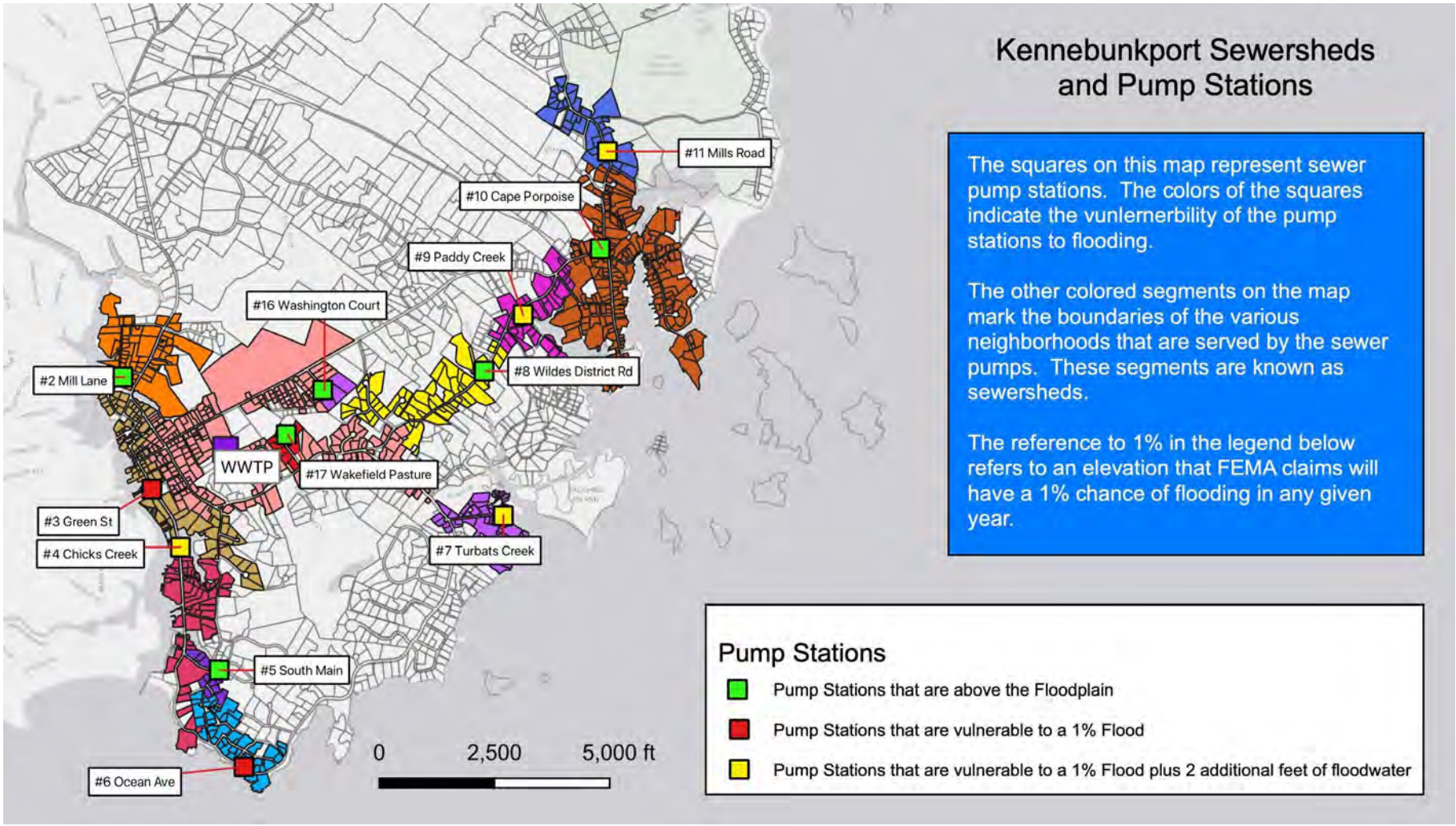
[38] https://www.eia.gov/todayinenergy/detail.php?id=45796#
[39] Ibid.
[40] https://www.themainemonitor.org/power-play-reimagining-electric-transmission-in-maine/
[41] https://www.eia.gov/electricity/state/
[42] Town Reports 2015-2019.
[43] https://skyandtelescope.org/astronomy-resources/how-i-beat-light-pollution-in-my-hometown/
[44] Town Report 2019, page 53.
[45] FY 2021 municipal budget, page 39.
[46] Interview with Lighting Committee Chair James Stockman on Jan. 25, 2021.
[47] Ibid.
[48] Arundel Cemetery, Fall 2020 Newsletter.
[49] Interview with Arundel Cemetery caretaker Carl Walton on Jan. 28, 2021.
[50]https://www.seacoastonline.com/news/20200116/maine-towns-pool-resources-to-fund-coastal-resiliency-coordinator

Chapter 14

Fiscal Capacity

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022



The map above depicts 13 of Kennebunkport's 17 sewer-sheds, all but one of which rely on a pump station to send wastewater toward the treatment plant. Many components of Kennebunkport's 50-year-old sewer system are approaching the limits of their useful life. When renovating and rebuilding such infrastructure, the Town must remain cognizant of the unprecedented impact of sea level rise. Data for the map above was provided by Wright-Pierce Engineers.

Introduction

This chapter is intended to assist the Town in planning for the capital facilities needed to service the future growth and development in the community, and to adapt to a changing climate, and in particular, a rise in sea level. The strategy is designed to:

- Assess the ability of the Town's facilities to accommodate the anticipated growth and to prepare the community for climate change,
- Identify the needs for capital expenditures to service that growth and those preparations, and
- Evaluate the relative priority of the various needs.

In addition to the projects identified in the capital investment strategy, the plan also proposes that the Town support other capital investments that are aimed at improving the quality of life of residents and maintaining the Town's facilities. Those activities will also need to be addressed in the Town's ongoing capital improvements program.

Preparing for Population Growth and Climate Change

The 2012 Comprehensive Plan identified several proposed capital improvements that were subsequently constructed. These include the establishment of an emergency management command center in the police station, the construction of a new recreation center, the rehabilitation of Government Wharf, and the reconstruction of a 670-foot stretch of seawall along Ocean Avenue in the vicinity of Chick's Creek. These improvements are detailed in Chapter 13 of the 2022 Comprehensive Plan entitled Public Facilities & Services.

The 2022 Comprehensive Plan (see chapters 13 & 15) recommends several additional capital improvements, as detailed below, and in chapter 13.

Expansion of the Village Fire Station

The proposed expansion at the Village Fire Station would entail the conversion of the meeting room into offices for department staff and Emergency Medical Services, and bunks for paid staff. The renovation and expansion of the fire station is proposed for 2025 at an estimated cost of $840,000.

Seawalls

Two additional stretches of seawall along Ocean Avenue, one 80 feet in length and the other 163 feet long, will need to be rebuilt at a cost of $2 million.

Municipal Communications Upgrade

The municipal communications equipment has been inadequate for some time. The solution is the replacement of analog communication equipment with a digital system, and the erection of two communication towers at a cost of $1.8 million. The June 2021 Town Meeting appropriated funds to convert the system.

Sewer System

The plant's capacity is more than adequate to handle population growth in the foreseeable future, as detailed in Chapter 13. Historically, the Town's emphasis has been on a gradual expansion of the sewer system. However much of the existing infrastructure is approaching the end of its design life, and it is increasing evident that sea level poses a threat to the integrity of several of the system's 16 pump stations. Consequently, the Town's emphasis in the near term will be protecting existing infrastructure, while postponing major expansions of the system. The first phase of these major investments in the system involves the replacement of worn-out components in the wastewater plant and the reconstruction of three pump stations, at a cost of $6 million. Maine's Revolving Loan Fund will likely offer advantageous terms.

Cape Porpoise Pier

Plans are in the works for the reconstruction of the Cape Porpoise Pier and bait shed. The design will anticipate a rising sea level. The project will be undertaken in three phases over a three-year period (2022 - 2024) at an estimated cost of $2.5 million. The Town will seek financial assistance from Maine's Small Harbor Improvement Program and the federal Economic Development Administration.

Pier Road

The design for the reconstruction of the low-lying Pier Road will account for sea level rise. 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. The length of reconstructed roadway will be 450 feet, and largely involves the section of roadway that runs along the causeway. The project cost is estimated to be $1 million.

New Town Offices Building

The Town's Municipal Facility Needs Study recommends a new 8,200 square foot building off North Street. The study concluded that the facility would accommodate the community's needs through 2040. The estimated cost is $3.2 million.

Public Rest Rooms

Town officials have long discussed the construction of public restrooms at Goose Rocks Beach. Such facilities would help to address water quality issues at the beach and would provide an important service for beach visitors.

Pedestrian Bicycle Network

Town officials have discussed compiling an inventory of walking, bicycle & hiking trails, and devising a plan to increase connectivity.

Land Conservation

The Town should continue to collaborate with the Kennebunkport Conservation Trust to expand the inventory of protected lands. Land conservation's benefits are several: it provides recreational opportunities, protects rare natural habitats, helps to preserve the community's scenic and rural character, while the forested areas efficiently sequester carbon. The conservation of land in low lying areas will reduce future property losses caused by sea level rise.

The Kennebunkport Capital Improvements Program does not include a line item for land conservation; however, it should be noted that the Town maintains an escrow fund that is utilized for trail development, passive recreation, and open space preservation. The fund is periodically replenished by land developers who contribute to the fund in lieu of meeting the open space requirements in the Town's subdivision regulations.

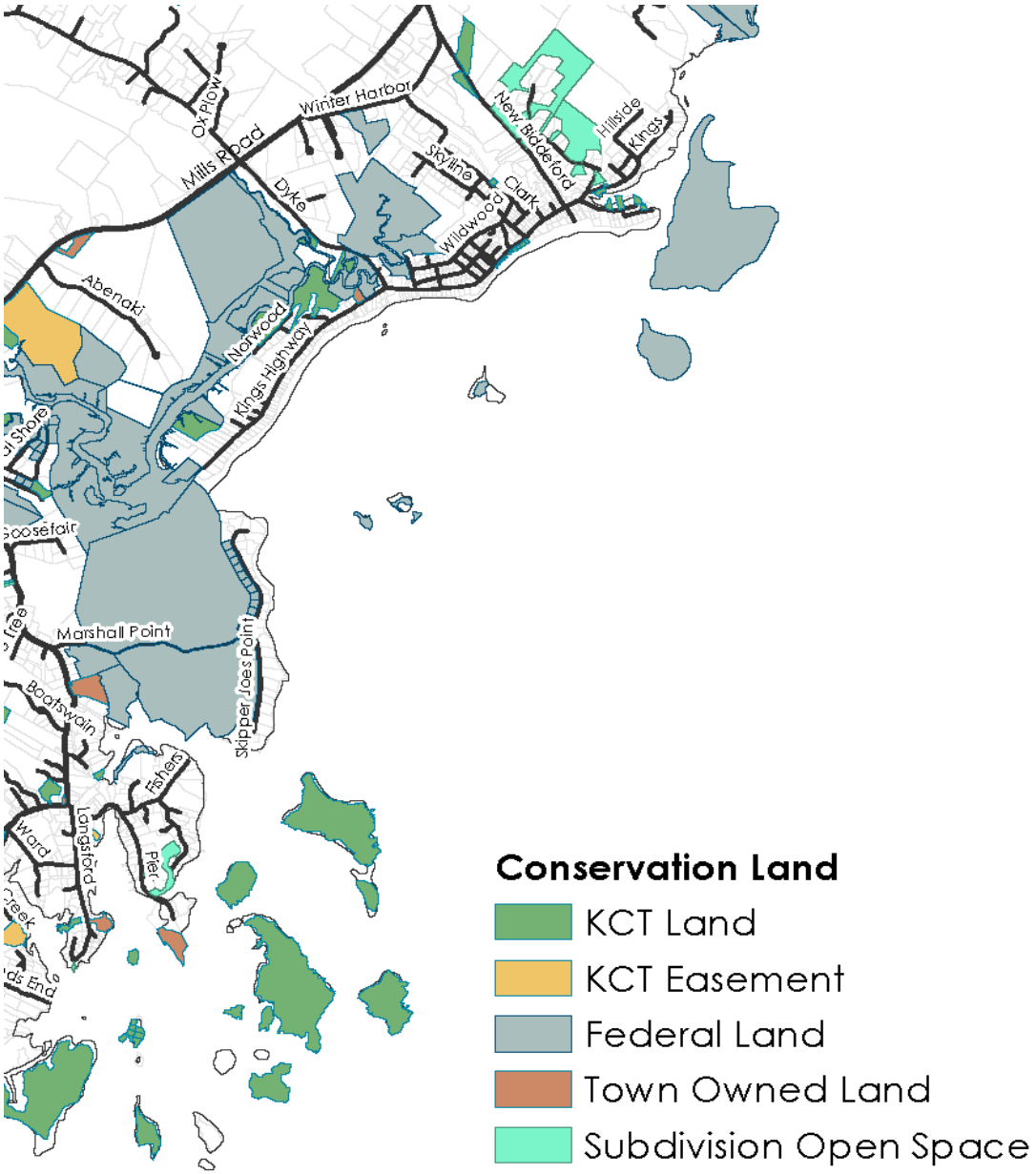


Figure 14-1 Select sample of conservation land in Kennebunkport.

Conditions & Trends

Expenditures by Category 2018 - 2030

Trends in municipal expenditures, both actual and projected, are depicted in the figure below.

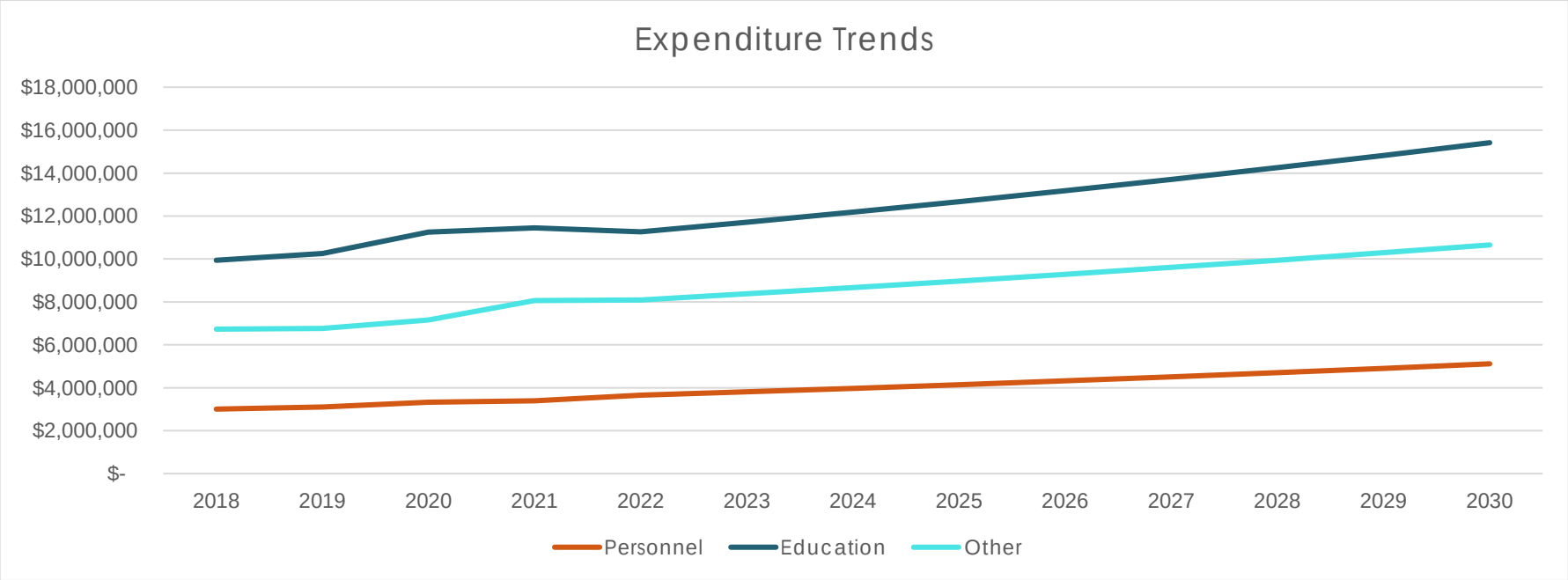


Figure 14-2 Expenditures FY2018-2030. Source for historic data: municipal budgets

The figure above reflects approved budgets through FY2022. The projections after 2022 assume the same annual rate of increase in each category as seen from 2018 through 2022, i.e., 4.3% in personnel costs, 4% in education, and 3.5% in "other" categories. The latter category includes employee benefits, services, supplies, debt service, social services, utilities, insurance, repairs, capital costs, the county assessment, and miscellaneous expenditures.

Expenditures by Category

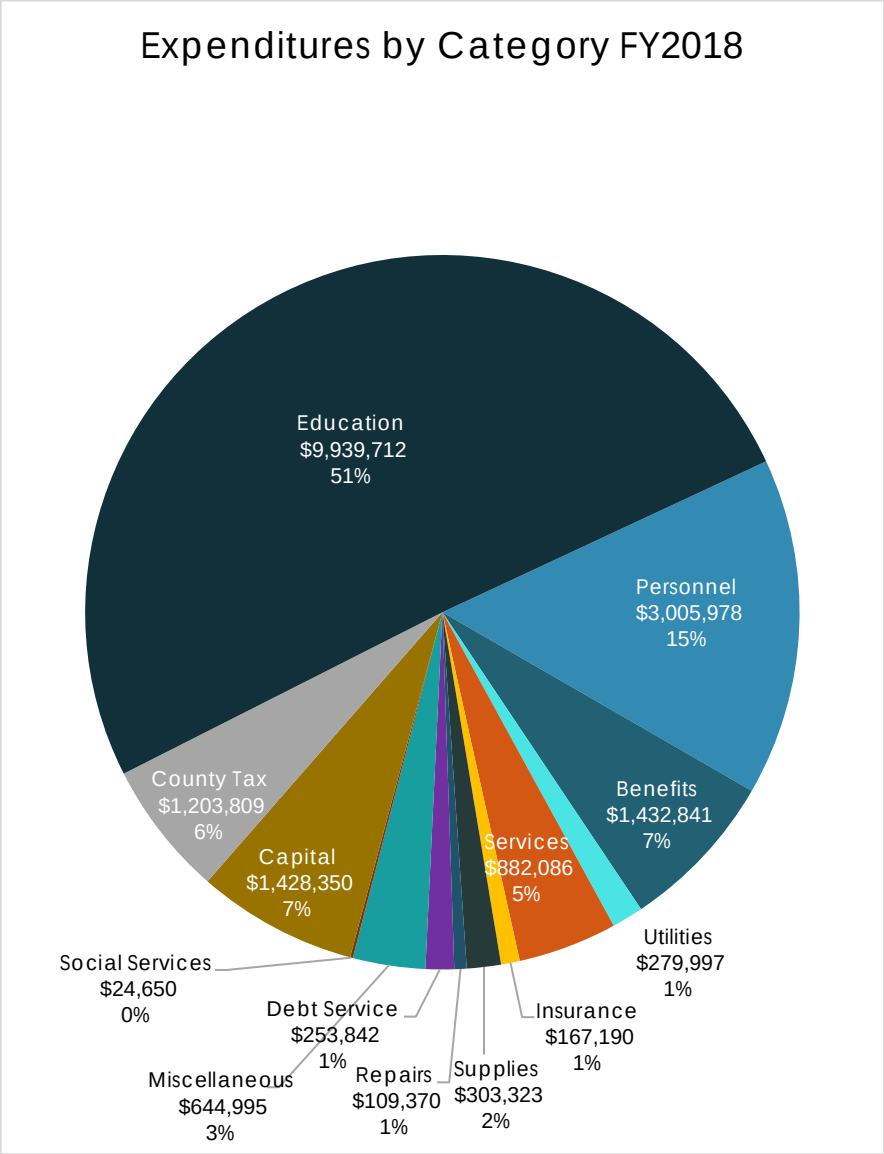


Figure 14-3 Expenditures by Category FY2018. Source: Municipal Budgets.

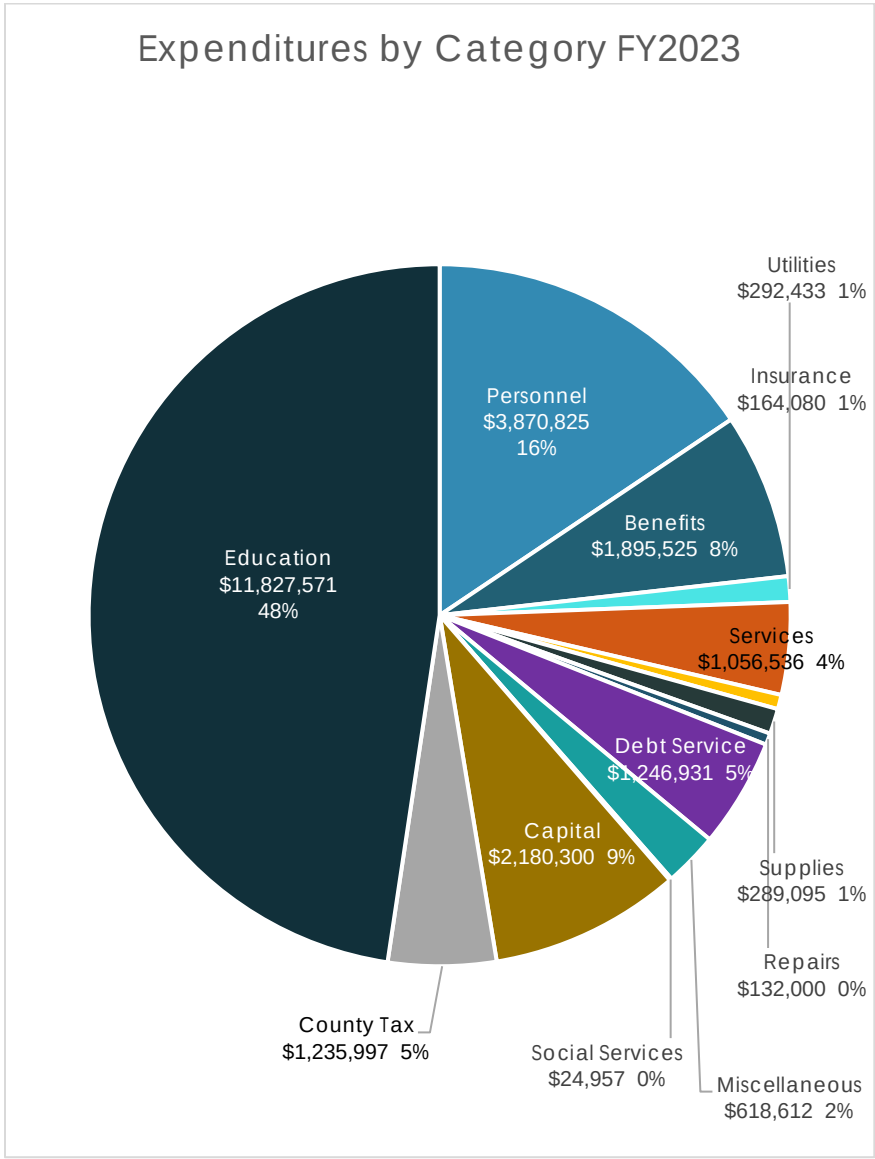


Figure 14-4 Expenditures by Category FY2023. Source: Municipal Budgets.

Revenues & Tax Rate

Trends in municipal revenues and the tax rate are depicted in the figure below.

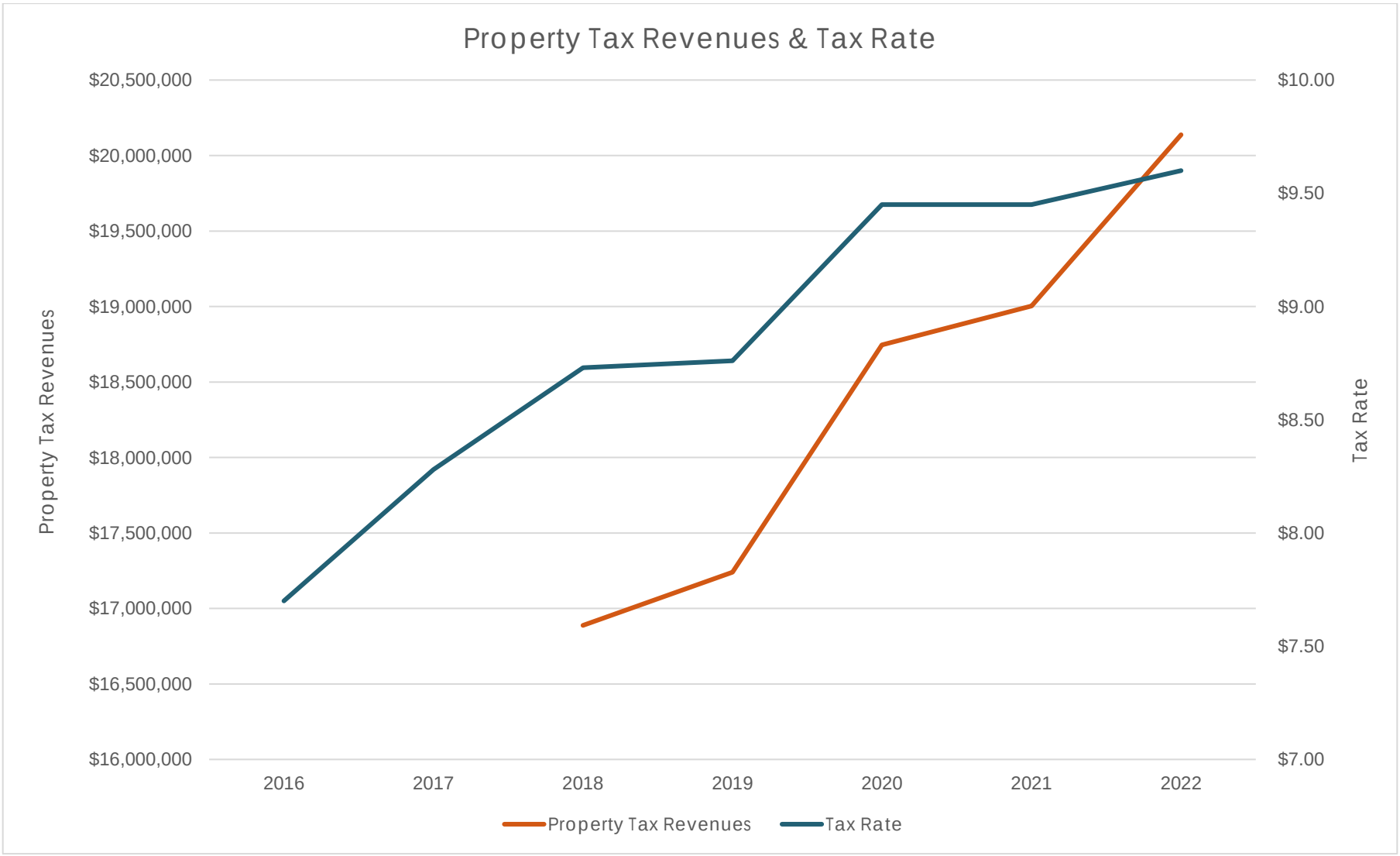


Figure 14-5 Property Tax Revenues & Tax Rates. Source: Municipal Budgets and Town Reports.

Revenues by Category

Revenues, approved and estimated, for FY 2022 & 2023 are shown in Table 14-1 below and Figure 14-6 opposite.

Table 14-1 Estimated Revenues FY2023. Source: Municipal Budgets.

Category	FY2022	FY 2023
Property Taxes	$19,565,377	$20,493,016
Excise Taxes	$1,064,000	$1,114,000
Intergovern-mental	$529,020	$591,918
Charges for Services	$806,600	$1,082,400
Miscellaneous	$1,042,500	$1,728,000
Total	**$23,007,497**	**$25,009,334**

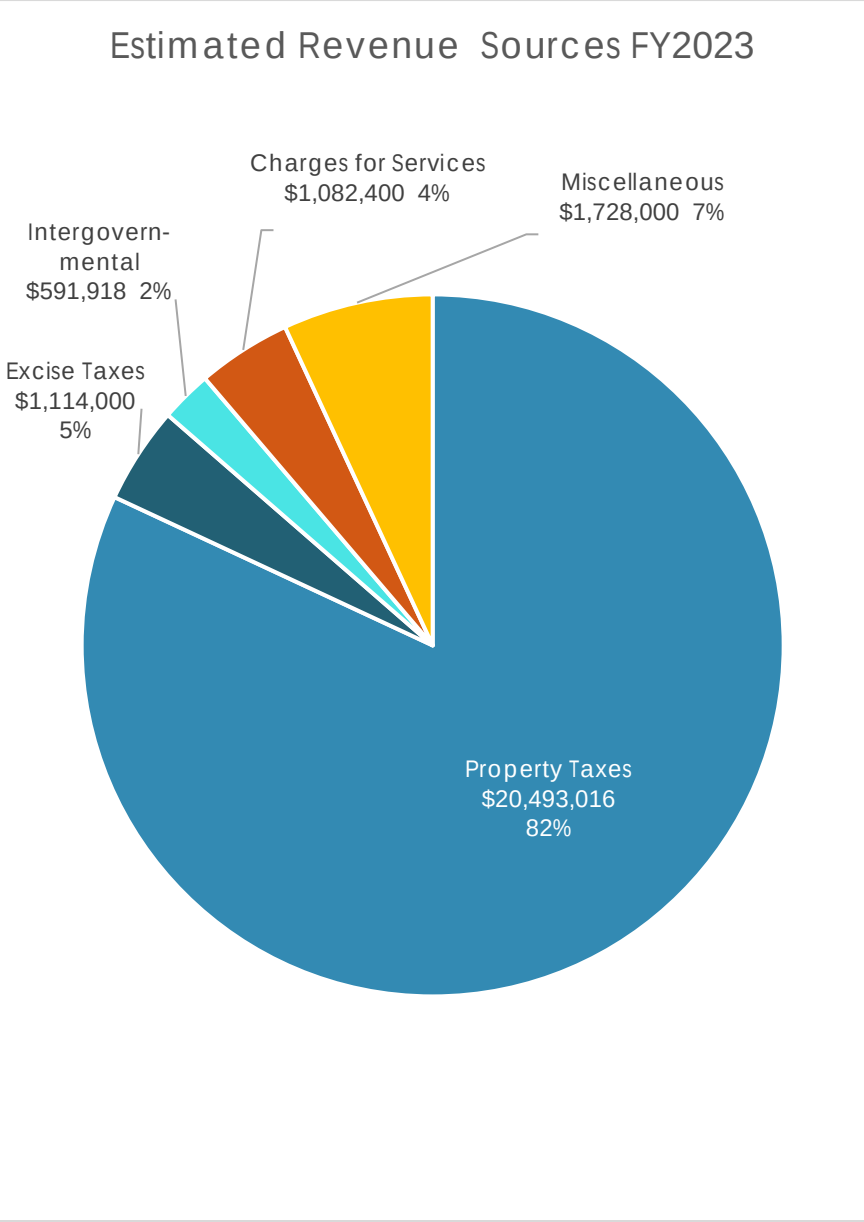


Figure 14-6 Estimated Revenues by Category FY2023. Source: Municipal Budgets.

Tax Rate & Valuation

The components of the FY2022 tax rate are shown in Figure 14-7 below. A healthy increase in the town wide valuation during the period 2016-2022 is evident in Figure 14-8 opposite..

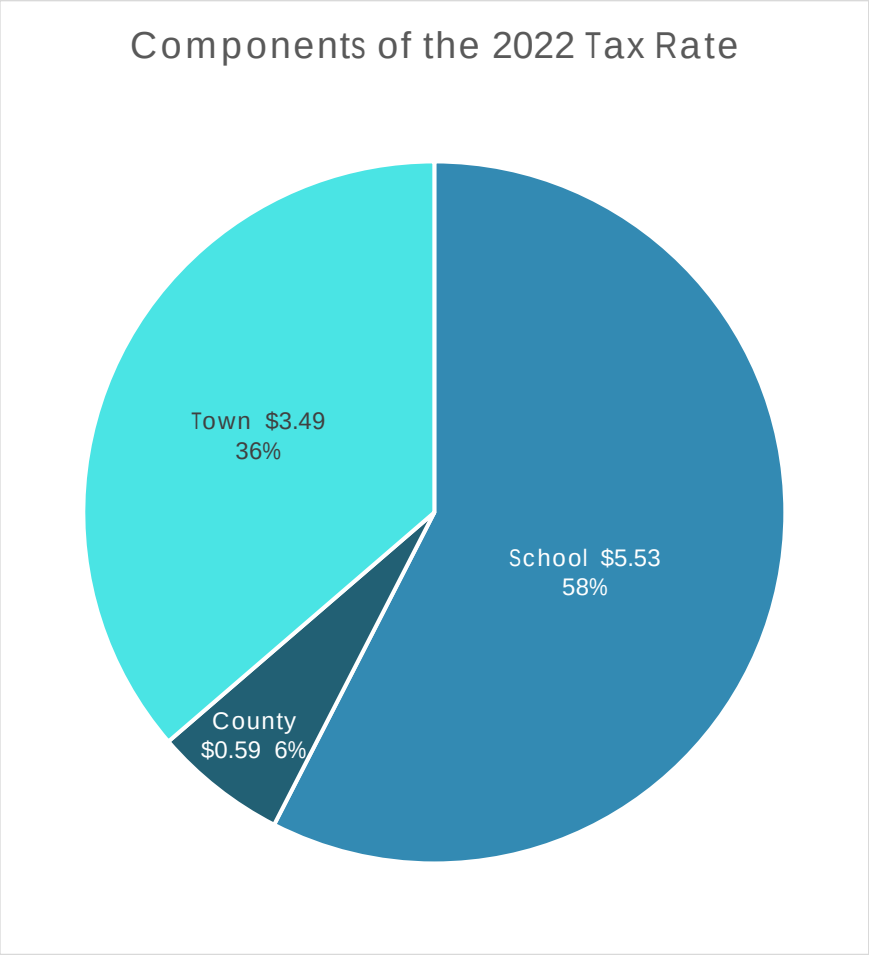


Figure 14-7 2022 Tax Rate. Source: Town Reports.

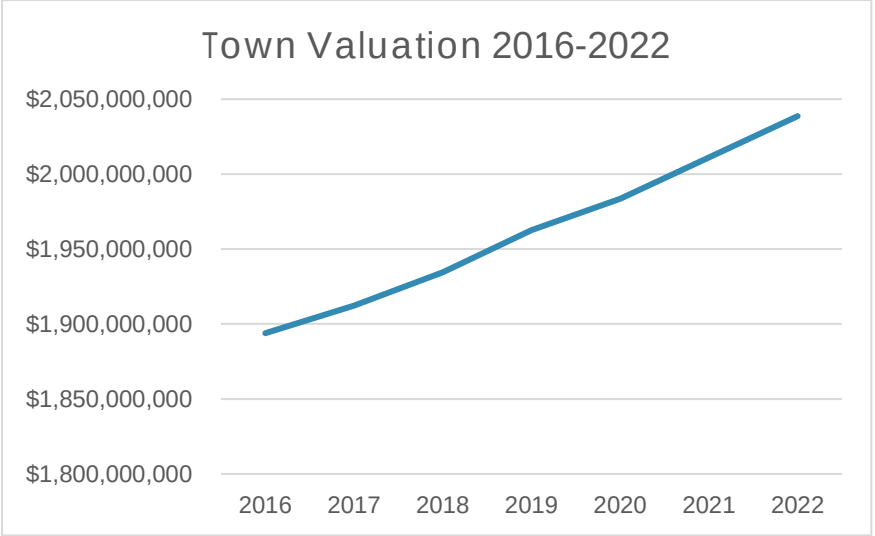


Figure 14-8 Town Valuation 2016-2022. The assessed valuation is at 84%. Source: Town Reports.

Municipal Policies

In order to support the State's goal of planning for, financing and developing an efficient system of public facilities and services to accommodate anticipated growth and economic development, Kennebunkport strives to:

- Finance existing and future facilities and services in a cost-effective manner.
- Explore grants available to assist in the funding of capital investments within the community.
- Reduce Maine's tax burden by staying within the limitations adopted by the State in 2005.

Capital Improvements

Kennebunkport maintains a 5-year capital improvement program that is updated annually. Unlike many other Maine communities, Kennebunkport's plan extends well beyond the requisite five-year horizon. For example, part of the Fire Department's plan goes as far into the future as 2055. In a similar fashion, the Public Works Department is looking out to 2035. The sewer system has likewise been examined in a comprehensive manner. As these three categories of municipal divisions typically account for the most expensive town assets, it is wise and farsighted to look beyond the typical five-year planning horizon.

The capital improvements are funded via a variety of means, including but not limited to capital reserve accounts, federal and state grants, bond issues, and general revenues. For example, the acquisition of major fire apparatus is partially supported by Kittredge Family Fire Equipment Fund and the Clifford Seavey Fund. Likewise, the Town hopes to fund some improvements to the Village Parcel with an earmark from recent federal legislation to aid in economic recovery.

The Town has a solid track record in terms of mixing the sources of funding in a manner that avoids a spike in the tax rate from one year to the next.

Kennebunkport has collaborated in the past with nearby communities to share the capital costs involved with public education (RSU 21), potable water supply, and addressing the impacts of climate change, as detailed in Chapter 17 of this document. The Town commits to furthering such collaboration in the future.

Municipal Debt

Title 30-A Section 5702 limits the amount of debt a municipality may incur. A municipality may not issue debt for purposes other than schools, storm water infrastructure, sewers, or energy facilities that would exceed 7.5% of the municipality's valuation. The overall limit on debt is 15% of the valuation.

As of 2022, Kennebunkport's municipal debt was slightly more than $16 million and the property valuation was just over $2 billion. If one divides the former by the latter, it calculates to a municipal debt to valuation ratio that is well below the statutory limits. When incorporating Kennebunkport's share of debt incurred by RSU 21, York County, and the water district results in a figure that is also well within statutory limits and the Maine Bond Bank's recommended parameters.

A municipal debt at this level leaves Kennebunkport with ample borrowing capacity should more debt be required to fund capital improvements.

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Chapter 15

Recreational & Cultural Resources

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Introduction

Kennebunkport has an array of recreational and cultural resources that contribute significantly to the high quality of life in the community. From its vast conservation land and open space to scenic ocean and riverfront amenities, to recreational programs and activities for children and adults, the Town boasts a variety of opportunities for leisure and physical activity. Cultural facilities and organization provide numerous opportunities entertainment and enrichment for residents and visitors alike. Access to recreational and cultural resources is a key factor in what makes the Town such as desirable place to live and visit.

This chapter highlights key recreational resources in Kennebunkport. It includes an inventory of public and private facilities, trails and open space, and recreational programming. This chapter also provides an overview of the many types of cultural resources within Town. Maintenance needs, anticipated service needs for the future population, and potential impacts to recreational and cultural resources associated with climate change are also discussed.

Image Credit: Tom Morgan

Recreational Resources

Kennebunkport offers a range of both passive and active recreational opportunities. As defined by the US Environmental Protection Agency, *passive recreation* includes "recreational activities that do not require prepared facilities like sports fields or pavilions. Passive recreational activities place minimal stress on the site's resources; as a result, they can provide ecosystem benefits and are highly compatible with natural resource protection." Examples of passive recreation include:

- Walking
- Bird watching
- Historic and archaeological exploration
- Swimming
- Cross-country skiing
- Ice skating
- Bicycling
- Running/jogging
- Horseback riding
- Fishing
- Hunting
- Camping
- Hiking
- Wildlife viewing
- Observing and photographing nature
- Picnicking. [1]

In contrast, active recreation "refers to a structured individual or team activity that requires the use of specific facilities, courses, fields, or equipment." Examples of active recreational activities include:

- Baseball
- Basketball
- Wrestling
- Pickleball
- Football
- Soccer
- Golf
- Hockey
- Tennis
- Downhill skiing
- Skateboarding
- Playgrounds. [2]

Table 15-1 includes many recreational facilities and amenities in Kennebunkport, including parks, beaches, conservation land and open space with trails, scenic and sightseeing destinations, clubs and associations, and other recreational facilities and amenities. Additional maps showing conservation land are included in the Land Use and Natural Resources Chapters.

Table 15-1 Recreational facilities and amenities in Kennebunkport (Source: Town of Kennebunkport, ME GIS, KCT)

Facility	Address	Ownership	Acres	Baseball/Softball	Basketball	Gymnasium	Multi-purpose Field	Tennis Courts	Pickleball Courts	Playground	Small Craft Launch	Golf or Disc Golf	Mountain Biking	Docks	Ice Skating	Programming	Scheduled Events	Public Gathering	Walking Path / ROW	Benches	Picnic Area	Hiking / Trails	Swimming	Fishing	XC Skiing	Birding	Camping	Sightseeing / Vista
			Active															Passive											
Parks																												
Parsons Field	27 School St	Public	4.9	●			●			●							●				●	●						
Cape Porpoise Firefighter's Park	47 Mills Rd	Public	4.8	●						●						●	●				●							●
Silas Perkins Park	53 Ocean Ave	Public	0.25														●			●	●							●
Rotary Park at Beachwood	105 Beachwood Ave	Public	1		●			●	●	●							●				●	●						
Park at Crow Hill	164 Wildes District Rd	Public	4.6												●													
The River Green	Green St	Private	0.56													●		●										
Beaches																												
Kennebunkport Town Beach (Breakwater Beach)	Ocean Ave	Public	1.4								●												●	●				●
Colony Beach	Ocean Ave	Public	1.8																				●					
Goose Rock Beach	Kings Hwy	Private/ Public	~30								●								●				●	●	●	●		●
Other Recreational Facilities																												
Recreation Building- Community Room	20 Recreation Way	Public	-													●												
Consolidated School	25 School St	Public	-			●										●												
Ice Rink	25 School St	Public	-												●													
The Grist Mill	Mill Ln	Private	-								●																	●
Kennebunkport Disc Golf	27 School St	Public	-									●																
Sandy Pines Campground	227 Mills Rs	Private	-							●										●	●						●	
Scenic & Sightseeing Destinations																												
Government Wharf	Off Josiah Curtis Ln	Public	-																									●

Facility	Address	Ownership	Acres	Baseball/Softball	Basketball	Gymnasium	Multi-purpose Field	Tennis Courts	Pickleball Courts	Playground	Small Craft Launch	Golf or Disc Golf	Mountain Biking	Docks	Ice Skating	Programming	Scheduled Events	Public Gathering	Walking Path / ROW	Benches	Picnic Area	Hiking / Trails	Swimming	Fishing	XC Skiing	Birding	Camping	Sightseeing / Vista
			Active															Passive										
Parsons Way	Ocean Ave	Public	-																●									●
Cape Porpoise Pier	81 Pier Rd	Public	-																									●
Cleave's Cove	Off Ocean Ave	Private	-																●				●			●		●
Grist Mill Property	Mill Lane	Private	-																									
Conservation Land & Open Space																												
Rachel Carson Wildlife Refuge	Multiple Locations	Public	500																			●			●	●		
Goat Island Lighthouse	Island	Private	2.5																									●
Tyler Brook Preserve	Off Rt 9	Private	138																			●						
Town Forest	Off Guinea Rd	Private	978																			●						
Vaughn Island	Island	Private	36.6																								●	●
Cape, Redin, Stage and Green Islands	Island	Private	12.1; 5.1, 25.6																									●
Craig Woods	Main St	Private	6.8								●																	
The Emmons-Chick Properties	Gravelly Brook Rd	Private	223.1								●																	
The Edwin L. Smith Preserve	Guinea Rd	Private	1,100										●								●	●						
Cape Porpoise Greenbelt	Clement Huff Rd	Private	6.6 miles																●			●						
James Woods	North St	Private	15																			●						●
Clubs & Associations																												
Cape Arundel Golf Club	19 River Rd	Private										●																
Kennebunk River Club	116 Ocean Ave	Private						●						●		●												●
Arundel Yacht Club	51 Ocean Ave	Private												●		●												
Goose Rocks Beach Association	19 Community House Rd	Private						●			●					●												

Image credit: Tom Morgan

There are four town parks in Kennebunkport:

- Rotary Park at Beachwood is open from 8 AM to sunset and offers tennis courts, a basketball court, a playground, and a picnic area.
- Parsons Field is located next to the Consolidated School and has a baseball/softball diamond, a playground, concession stand, multi-purpose room, commercial kitchen, restrooms, and open space and playing fields.
- Cape Porpoise Firefighter's Park located on Mills Road has a baseball/softball field, picnic area, and small playground.
- Silas Perkins Park offers benches and scenic views of the Kennebunk River.

Image credit: Tom Morgan

Each of these locations can be used by the public for scheduled events. Dogs are not permitted at these parks. [3]

Figure 15-2 Aerial image of Parsons Field and adjacent Consolidated School and Kennebunkport Disc Golf course (left) and Aerial image of Rotary Park at Beachwood. This image was captured before the construction of the new recreation building (Source: Google Earth)

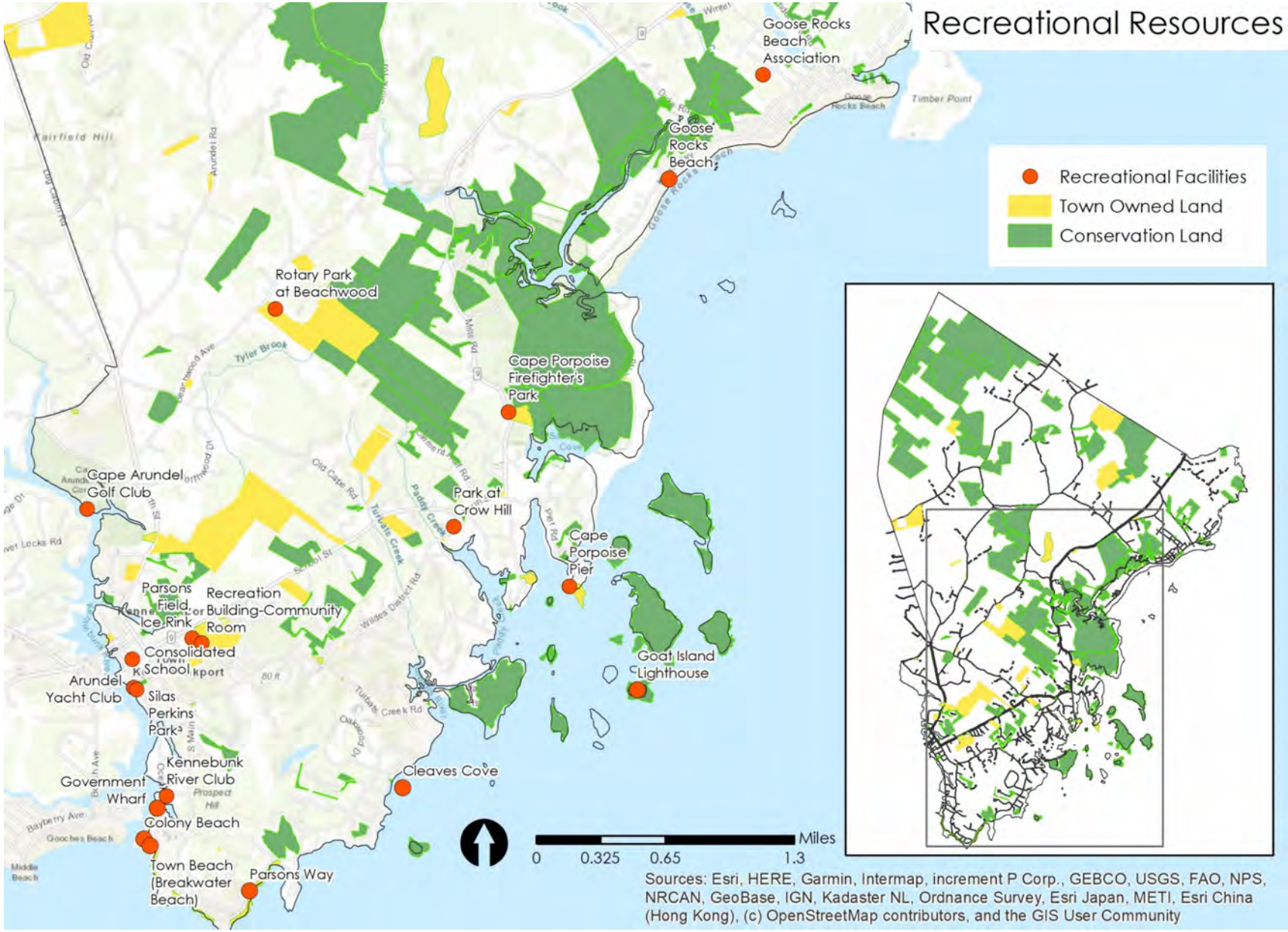

Figure 15-1 Recreational facilities and amenities (Source: MEGIS, Town of Kennebunkport)

One of the premiere recreational sites in Kennebunkport is Goose Rocks Beach (Figure 15-3). This beach is approximately two miles long and offers residents and visitors a range of passive recreational opportunities including sunbathing, swimming, paddle boarding, jogging and walking, fishing, cross country skiing, and horseback riding. Beachgoers can enjoy scenic views of the Atlantic and islands, birdwatching, and even spot harbor seals.

Figure 15-3 Aerial image of Goose Rocks Beach and Timber Point (Source: Google Earth)

Ownership of beach parcels includes a combination of Kennebunkport Conservation Trust (KCT) and other private owners and the Town. Use of Goose Rocks Beach is regulated under the Town Ordinance Chapter 24-11, which allows active and passive recreational and recreational related purposes and activities customarily associated with beaches. Some beachfront property owners are entitled to preferred use of a reserved portion of the beach adjacent to their upland property. Owners may exclude members of the general public from the reserved area, however the public has walking rights to cross the reserve area at any time. Chapter 24-11 prohibits the general public from engaging in a number of activities such as alcohol or tobacco use,

The KCT uses Goose Rocks Beach as an outdoor classroom for their Trust in the Children and Discovery Days programs, which are based out of their headquarters at Emmons Preserve.

camping, launching motorized boats, fires, climbing on rocks or seawalls of adjacent properties, overnight and storage of beach equipment. With permission from upland owners and a permit, mass gatherings may be allowed. Pets must be kept under control of their owner and cleaned up after. Horseback riding is permitted from September 15 through May 14 and regulated by the Town Horseback Riding on Goose Rocks Beach Ordinance (Chapter 24 Article 1). Horses are allowed only on the area below the mean high water mark. The Town has a Beach Advisory Committee charged with providing guidance on management of the beach premises (Town Ordinance Chapter 24 § 10).

Access points to the beach are shown in Figure 15-4, which is available through the Town Clerk's office. The Transportation Chapter provides an overview of the resident and non-resident parking sticker program.

Conservation Land and Open Space

As discussed in Chapter 3 Land Use, Kennebunkport has a significant amount of conservation land and Town-owned land that provide ample opportunities for recreation. [4] Over 2,356 acres of land, including several islands, are permanently protected. Approximately 71% of the total conservation land is held by the KCT. [5] The Town owns an additional 358 acres of land that is not permanently protected but not developable due to temporary easements or existing development such as ball fields.

One unique recreational opportunity in Kennebunkport is island camping. Camping is permitted on Stage Island, Trott Island, Cape Island, and Vaughn Island (Figure 15-5). There is no public transportation out to the islands.

New open space includes the Meadow Woods Preserve, a 48-acre preservation project on the Kennebunkport and Biddeford border, which will provide outdoor gathering space, trials, a dog recreation area, and educational opportunities. It is the KCT's goal for this project to "bridge the gap between conservation and recreation in a new way for our town". [6]

Figure 15-4 Goose Rocks Beach public access points (Source: KCT)

Figure 15-5 Camping locations on the islands (Source: KCT)

A DETAILED DESCRIPTION OF KCT TRAILS AND PRESERVES IS AVAILABLE AT: HTTPS://STATIC1.SQUARESPACE.COM/STATIC/532897CCE4B0BA32C2428CE3/T/5E133D0F88456A2A6F7FB0DE/1578319124760/KCT-PROPERTIESMAP_22.08X11.7-PROOF.PDF.

DETAILED ISLAND CAMPSITE MAPS ARE ALSO AVAILABLE FOR STAGE ISLAND, CAPE ISLAND, TROTT ISLAND, AND VAUGHN ISLAND.

Trail Maintenance

The KCT currently has about 25 mile of trails in Kennebunkport. Most trails consist of natural cleared pathways. The Trust has a total of nearly one mile of bridges in wet areas, which are built and maintained by volunteer Trail Stewards. The KCT reports that there is a constant need for trail maintenance, such as cutting back growth. Many hikers take it upon themselves to assist with keeping trails clear. KCT aims for natural and resilient trails. Trails are closed from time to time for some or all uses, such as mountain biking, when the ground is too wet to support time.[7]

The Trust is also always developing new trails. A trail complex will be built at the recently acquired property that runs from Route 9 and the Oak Ridge Road, as well as adjacent to the Trolley Museum.[8]

An additional 50 acres was added to the Meadow Woods Preserve in 2021, bringing the total acreage of this multi-use conservation land to 371. With this property, KCT aims to "bridge the gap between conservation and recreation in a new way for [the] town.[9]

Land Acquisition

The KCT has a plan that guides future land acquisition. Many properties that the KCT seeks to preserve are parcels that are adjacent to other preserves that increase connectivity and size of wildlife areas. Occasionally the KCT actively seeks out property owners. Preserving land is a balance between opportunity and price. Acquisition of the Trust's most recent five properties occurred simultaneously.[10] The Parks and Recreation Department does not actively seek out new property for recreational purposes at this time.

Cultural Resources

Table 15-2 lists a selection of societies, associations, libraries, churches, and halls located in Kennebunkport. These facilities offer diverse cultural experiences for members and the general public. Among the town's prominent cultural resources are the Kennebunkport Historical Society, Seashore Trolley Museum, Atlantic Hall, and libraries.

The Historical Society, a non-profit, member supported organization founded in 1952, is dedicated to preserving the social, cultural, and architectural history of the town. The Trolley Museum is the oldest and largest electric railway museum in the world. Patrons can explore unique museum exhibits and take a ride down a short stretch of railway track. Atlantic Hall is home to the Cape Porpoise Town Library and has provided a location for weddings, memorials, parties, dances, town meetings, concerts, plays, filmmaking, and more for nearly 100 years.

Table 15-3 lists the halls and meeting rooms that can be used for a range of social, municipal, and business events.

In addition to these resources, there are dozens of art galleries, restaurants, and shops in Kennebunkport and across the river in Kennebunk that provide opportunities for learning, enrichment, and leisure. Regional resources include movie theaters, YMCA, the Arundel Barn Playhouse, art museums, bowling alleys, indoor ice arenas, children's museums, Portland's Symphony Orchestra, concerts and state presentations, amusement parks, and professional sports events. [11]The Kennebunk-Kennebunkport-Arundel Chamber of Commerce provides a one stop shop for accommodations, recreational and cultural resources, and business events. The Chamber's website hosts a detailed calendar with an extensive range of events and activities.

Trolley Museum (Credit: Liz Durfee)

Atlantic Hall (Source: Atlantic Hall website)

Table 15-2 Cultural facilities

Facility	Address
Cape Porpoise Town Library	173 Main St
Church on the Cape (United Methodist)	3 Langsford Rd
First Congregational Church	141 North St
Kennebunkport Historical Society	125 North St
Louis T. Graves Memorial Public Library	18 Maine St
Saint Ann's Episcopal Church	167 Ocean Ave
Seashore Trolley Museum	195 Log Cabin Rd
South Congregational Church UCC	2 North St
Village Baptist Church	6 Maine St

A map of the Trolley Museum Campus is available at: https://trolleymuseum.org/wp-content/uploads/sites/7/2017/04/campus-overview-v2.pdf

Table 15-3 Halls and meeting room

Halls and Meeting Rooms	Address	Capacity
American Legion Hall	102 Main St	100
Atlantic Hall	173 Main St	125
Consolidated School Gymnasium	25 School St	400+
Goose Rocks Fire Station	2 Winter Harbor Rd	100
Louis T. Graves Memorial Public Library	18 Maine St	100 sitting, 140 standing
Police Station Meeting Room	101 Main St	20
South Church Community House	2 North St	120
South Congregational Church UCC	2 North St	300
Village Fire Station Meeting Room	32 North St	70

Festivals and Town Events

Kennebunkport is home to the nationally recognized Christmas Prelude celebration, which has brought together community members and visitors since 1982. The festival was designated as one of the Top 100 Events in North America for 2015 by ABA and voted the #2 Christmas Town in America by HGTV. This two-week-long festival is held in the beginning of December and includes activities and events ranging from fireworks, parades, and candlelight tours to ice carving, bonfires at Fire + Ice at Nonantum Resort, to shopping, chili fest, and sightseeing around town.

Image credit: Liz Durfee

The COIVD-19 pandemic brought a year of change to the programming and festivals offered by the Town in 2020. To avoid large gatherings of people, many Christmas Prelude events were held virtually, including the Hat Parade, cooking and cocktail classes, a tree and wreath festival and Santa reading.

In 2019, the Parks and Recreation Department held its third annual Chalk the 'Port event in September. The event was held at 20 Recreation Way and featured chalk painters from Maine, Pennsylvania, and Florida. The event offers something for all ages. In addition to enjoying the chalk art, the festival included a 5k color run where participants were decorated with chalk as they ran the course, a pancake breakfast, lobster rolls and chowder, and a Chalk the Block Party with beer tent, live music, carnival games, ice cream sundaes, and campfire s'mores.[12] In 2020 a Mini Chalk Festival was held in the Full Circle parking lot.

Other Local Events include:

- February is for Lovers, Paint the Town Red Specials
- Winterfest
- Maine Restaurant Week
- Maine Maple Sunday
- Memorial Day Parades
- Kennebunkport Festival (June)
- Launch Maritime Festival
- George HW Bush Celebrity Golf Classic
- 2nd Friday Art Walks
- Paddle Battle on the Kennebunk River
- Seashore Trolley Speakeasy
- Polar Plunge at Gooch's Beach, Kennebunk
- May Day Festival, Kennebunk
- Farmers' Market, Kennebunk

Source: https://kennebunkportmainelodging.com/events/

Programming and Events

The Kennebunkport Parks & Recreation Department offers a many seasonal and year-round programs, activities, and events for children, seniors, and adults. The new recreation building enabled the Department to double the programs offered in 2019 compared to 2018.[13]

As of January 2021, youth classes and activities include daily school year childcare for pre-K through grade 5 with structured time and support for schoolwork as well as social time and activities. After school Adventure programs for youth from 2:45 to 5pm for children ages pre-K through grade 6 in the Consolidated School Gymnasium for a low cost of $10/day. Senior programs include the senior pen pal program, which provides seniors with the chance to connect with others and get to know new people. Through this program, seniors correspond with a child that attends the Childcare Program. In the summer, free low-impact, joint-friendly tai chi classes are offered on the north side of Parsons Field.

The Town also offers enrichment programs. Due to the COVID-19 pandemic, many offerings are now virtual. For example, community members can participate in a five-session virtual genealogy class to educate about family tree research. KPort Krafters, a meet up group for community members to socialize while working on their personal knitting and kraft projects, is also supported by the Town through monthly Zoom meetings. The Kennebunkport Parks & Recreation website also provides information about and access to a number of educational online games for youth and adults.

Shade Tree Walking Tour

The Town has mapped out a self-guided, 30-minute shade tree walking tour featuring 24 shade trees. The trees in the tour have QR codes attached to them. A brochure is available with descriptions of each tree at: https://www.kennebunkportme.gov/sites/g/files/vyhlif3306/f/uploads/tree_tour_final.pdf

During school vacation in February, the Parks & Recreation Department offers daily winter recreation activities for youth ages kindergarten to grade 7 from 8am-5pm. February Vacation Adventures include snowshoeing, ice skating, movies, and sledding.

The Parks and Recreation Department is currently developing programming for a modified summer camp focused on keeping campers safe in accordance with Center for Disease Control COVID-19 guidelines as well as offering local trips. [14]

The Town's detailed website (https://kennebunkportrec.com/info/default.aspx) provides residents with up-to-date information about recreational facilities, amenities, and events. Recreational opportunities offered through the Parks and Recreation Department as of February 2021 are listed in Table 15-4. The Parks and Recreation Department sponsors and/or allows the following programs to use Department facilities: little league, youth sports spectators, park users, RSU 21 High School "Club Teams".

Past programming has included adult enrichment classes like sushi rolling, smartphone photography, and holiday tablescapes. In 2019, the Department also hosted a 5k color run, family carnival, live music, beer garden, and a zombie dash, which brought in over 200 people. [15]

There are two full time and three part time Parks and Recreation Department staff. Volunteers also assist with running programs. [16] The Town has a Recreation Committee that provides recommendations regarding programming, capital projects, and events. The Committee members play a significant role as volunteers and a source of grassroots marketing. The Town has a rigorous budgeting process and special revenue account that requires that the department critically assess expenses in order to keep net revenues in the positive. [17] This helps to keep the cost of participation in recreational programming and activities low. Scholarships are available for participation in recreation programming. Events like Chalk the Port and the 5k Color run help fund scholarships.

The recreation and culture budget for 2018 through 2022 is displayed in Table 14-5. The total recreation and culture budget increased by approximately 28% during this time. The recreation budget declined by 23%. [18]

Table 15-4 Parks and Recreation Department recreational programs

Sports Teams	Classes & Programs	Events
Adult basketball	All Levels Yoga	Father-Daughter Dance
Adult Soccer	Senior Yoga	Mother-son activity
Floor hockey	Early release Wednesdays	Outdoor Adventure
Hockey	KASA	Senior Citizens Trips
K-1 basketball	New Horizons	Senior Luncheons
2nd grade basketball	Craft classes	Disc Golf tournament
Kindergarten soccer	Specialty Camps	Dodgeball tournament
Softball	STEM Club	Hockey tournament
Spring soccer	Summer Camp	
Tennis	Tai Chi	
Travel Basketball	Vacation adventure	
Youth basketball	Zumba	
Youth soccer	Ski Program	

Table 15-5 Recreation and Culture Budget (Source: Town of Kennebunkport Annual Reports 2018, 2019, 2020, 2021)

Recreation and Culture Budget	2018	2019	2020	2021	2022	% Change 2018-2022
Recreation	$ 360,360	$ 257,493	$ 283,018	$ 279,143	$ 279,143	-23%
Graves Library	$ 126,000	$ 150,000	$ 155,000	$ 155,000	$ 155,000	23%
Cape Porpoise	$ 12,675	$ 13,950	$ 13,950	$ 14,550	$ 14,550	15%
Parsons Way	$ 2,890	$ 2,890	$ 4,000	$ 3,500	$ 3,800	31%
Miscellaneous agencies	$ 38,767	$ 34,101	$ 44,000	$ 46,000	$ 49,165	27%
Goose Rocks Beach Committee	$ 7,747	$ 10,790	$ 10,668	$ 10,663	$ 6,350	-18%
Total	$ 548,439	$ 469,214	$ 510,636	$ 528,814	$ 704,190	28%

Capital Projects, Improvements, and Long-Term Planning Priorities

The Town recently completed two major projects: construction of a new Parks and Recreation building and construction of a new ice rink at Parsons Field.

As of early 2021, the Parks and Recreation Department is engaged in planning and budgeting for a multipurpose facility at Parsons Field. There is significant interest in and demand for pickleball space among adult and senior residents, who comprise a majority of the population of the town. [1] Residents typically use indoor gym space at the Consolidated School or travel to the Waterhouse Center in Kennebunk to play pickleball. The Department is planning to develop a slab that would provide space for three courts and could also be used for other activities such as roller hockey. The tennis courts at Rotary Park have fallen into disrepair and are also due for an upgrade. This project would include relaying the courts and improving the drainage systems. [19] Additional planned improvements include reorienting the softball/baseball field at Parsons Field to avoid significant sun glare during evening games.

The Department's long-term goal for recreational resources is for Parsons Field to be developed into a multi-use space that supports more active recreation in fields that currently provide general open greenspace. Potential additions to this park could include an ADA compliant splash pad, which would be an attractive amenity for residents with children and grandchildren. Staff have also identified installation of hockey boards for roller hockey use on the planned pickleball slab as an additional use at Parsons Field. These amenities would be attractive residents with children and grandchildren. to In the summer of 2020 during the COVID-19 pandemic, the Parks and Recreation Department held drive in concerts. Staff would like to continue to hold these events and offer concessions in the future. [20]

Public restrooms at Goose Rocks and Cape Porpoise are not optimal. The rebuilding of the Cape Porpoise Pier will offer an opportunity to include a restroom.

Other Recreational Opportunities

Many of the recreational and cultural opportunities in Kennebunkport draw in summer visitors and tourists. In addition to visiting the Town's beautiful beaches, visitors and residents alike, can take advantage of the many opportunities to enjoy the waterfront that the Town's coastal and riverfront location offers. For example, water recreation enthusiasts can embark on sightseeing tours, offshore sailing excursions, and whale watching trips. The breakwater at the Kennebunk River mouth is a popular location for saltwater angling. In 2019, the Town issued 84 non-commercial licenses for shellfish harvesting, 75 of which were to Kennebunkport residents. [21] A map of waterfront access points is included in the Transportation Chapter.

Deer, waterfowl, small game, and upland bird hunting is possible in many locations of the town with proper permits and licenses. MRSA Title 14 §159-A limits the liability of property owners and landlords that allow others to pursue recreational or harvesting

[1] Approximately 61% of residents are age 45 or older (American Community Survey 2018 5-year estimates)

activities on privately owned land. As a result, more land is open to the public for recreational use unless posted. There are 27 parcels totaling 860 acres that are in one of four current use programs in Kennebunkport (tree growth, open space, farmland, and working waterfront). [22] There are 555 acres of land within the Rachel Carson National Wildlife Refuge in Kennebunkport. Hunting and fishing are permitted in designated areas of the refuge. Hunting is also allowed on KCT holdings. [23]

2018 Community Input Surveys

Recreational and cultural resources contribute significantly to what makes Kennebunkport a great place to live.

In 2018, the Growth Planning Committee also conducted a community survey in preparation for starting the Comprehensive Plan update process. When asked what they liked about Kennebunkport, responses included:

- Rural character, beach, hiking trails, picturesque downtown
- Peace and quiet interacting with nature.
- The library
- Access to beaches and ocean
- Natural preserves

Additionally, nearly 90% of respondents strongly agreed or agreed with development of bike and pedestrian paths.

Summary of survey results available at:
https://www.kennebunkportme.gov/sites/g/files/vyhlif3306/f/uploads/community_survey_revised_5.21.19_r1.pdf

The Town also collected input on ideas to budget for in 2019. Responses included:

- Increased use of the beach with housing density and increased campsites.
- Do we need more community service officers?
- Do we need to expand patrol in marsh areas?
- A long-standing concern is dwindling public access to the ocean and the Kennebunk River.
- Market the town as a great place to settle as a suburb of Portland or Portsmouth, to raise a family.
- Promote the great schools (Consolidated is a gem), the great Rec program, the lovely library, the abundance of natural recreational opportunities.

Full survey results available at:
https://www.kennebunkportme.gov/sites/g/files/vyhlif3306/f/uploads/public_budget_ideas_2019_summary.01.18.18.pdf

Recreational and Cultural Resource Planning

Level of Service

Parks and recreation level of service standards can use used as part of the Town's overall strategy to evaluate community needs and priorities. Other important sources of information that help inform needs and priorities include surveys, interviews, site visits, and workshops.[24] Level of services standards can also help identify the size and location of future resources and amenities needed to accommodate growth, as well inform code and site plan review regulations.

The most common metric for determining if a community has enough parkland is to acres of parkland per 1,000 residents. Other metrics used for determining whether resources are sufficient include facilities per capita, building square footage per capita, revenue per capita, and operating expenditures per capita.

Acreage of parkland does not accurately reflect the array of recreational opportunities offered in the community. For the purpose of including a metric in this Comprehensive Plan that can serve as a benchmark over time, the budget per capita is included below in Table 15-6.

Table 15-6 Recreation budget per capita

Recreation Budget	Population	Per Capita Spending
$704,190[1]	3,629[2]	$194

[1] 2022 budget from 2021 Annual Report, [2] 2020 Census

Accommodating Future Populations

Residents ages 60 to 69 accounting for approximately 20% of the town's total population.[25] Twenty-nine percent of the population is over age 65, while the population under age 20 comprises 17% of the population. Kennebunkport's population is projected to increase by approximately 13.8% in the period from 2018 through 2038 from 3,639 to 4,140 people.[26] In the county the total share of the population over age 65 is projected to increase from approximately 21% to 31% from 2018 to 2038. At the same time, the school age population (ages 5-19) in the county is projected to decline by 2% from 2018 to 2038.[27] Therefore, while it is important to maintain and enhance recreational facilities for all demographics, the Town will need to ensure that there are sufficient resources for the growing population of adults and seniors. Accessible trails, walking paths with benches, programming and classes, and amenities like pickle ball courts, discussed above, are likely to become increasingly desirable in the community.

Creating Great Public Spaces

Public spaces serve an important role in all communities by providing a place for gathering and contributing to sense of place. Recreational and cultural resources are key public spaces. The Project for Public Spaces offers 11 elements for creating great community places that Kennebunkport can incorporate into recreational planning efforts:

1) The community is the expert
2) Create a place, not a design
3) Look for partners
4) You can see a lot just by observing
5) Have a vision
6) Start with the petunias: lighter, quicker, cheaper

7) Triangulate (provide linkages between people)
8) They always say "it can't be done"
9) Form supports function
10) Money is not the issue
11) You are never finished. [28]

Climate Change Impacts

The mean annual temperature in York County is projected to increase by 2-2.5°F from the period of 1995-2014 to 2035-2054. [29] By mid-century, the number of days when the heat index is 95°F or greater in Portland will average 13.5 days per year, compared to 4.0 days in the early 2000's. This increase in temperature will have impacts on recreational and cultural infrastructure as well as the health and wellbeing of recreators who may be at risk of heat related illness. Impacts to recreational resources may include decreased longevity and increased maintenance needs and increased need for irrigation. Increasing winter temperatures will likely limit opportunities for sledding, skiing, ice skating, and snowshoeing. Changes in precipitation may require more stormwater management and potential flooding of low-lying fields.

The town's beaches are among the resources that will likely be most significantly impacted by sea level rise and coastal storm surge associated with climate change. As sea level rises, the mean high and low tides will move farther inland, infringing on the land that is accessible to the general public as well as coastal property owners. This will impact uses such as horseback riders, who are only allowed on the beach below the mean high water mark.

Future planning considerations to adapt to these changes include:

- Increase the canopy cover at parks to provide shade.
- Incorporate water features such as splash pads to help keep visitors cool.
- Use pervious pavements and other green infrastructure in parks to reduce stormwater runoff.
- Avoid developing new facilities in area that are vulnerable to sea level rise and inland flooding.
- Consider acquiring open space and natural lands in strategic locations to act as a buffer from sea level rise and inland flooding.

[1] US Environmental Protection Agency. Passive vs active recreation. https://semspub.epa.gov/work/11/174083.pdf
[2] Ibid.
[3] Town of Kennebunkport. Parks and Recreation Department. https://www.kennebunkportme.gov/parks-and-recreation/pages/parks
[4] Office of Information Technology. Maine Office of GIS Data Catalog. Conserved Lands shapefile. Last updated July 8, 2019. Available at: https://www.maine.gov/megis/catalog/.
[5] Office of Information Technology. Maine Office of GIS Data Catalog. Conserved Lands shapefile. Last updated July 8, 2019. Available at: https://www.maine.gov/megis/catalog/.
[6] Kennebunkport Conservation Trust. Our Land is Your Land. Available at: https://www.kporttrust.org/land-and-trails
[7] Tom Bradbury, Director, Kennebunkport Conservation Trust, email dated February 4, 2021.
[8] Tom Bradbury, Director, Kennebunkport Conservation Trust, email dated February 4, 2021.
[9] Meadow Woods Preserve. Kennebunkport Conservation Trust. Accessed December 15, 2021. https://www.kporttrust.org/meadow-woods
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[12] Town of Kennebunkport. Parks and Recreation. https://www.kennebunkportme.gov/parks-and-recreation/kport-chalk-port-event-color-run-5k-benefit-our-scholarship-program
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[18] Town of Kennebunkport. Annual Reports for years 2018-2021.
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[23] Kennebunkport Conservation Trust. Trust in Our Town. Available: https://static1.squarespace.com/static/532897cce4b0ba32c2428ce3/t/59766f84197aea4ee2327839/1500934167373/kct+template.pdf
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[25] ACS 2018 5-year estimates
[26] Maine Department of Administrative and Financial Services. State Economist. Demographic Projections. Available: https://www.maine.gov/dafs/economist/demographic-projections
[27] Ibid.
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[29] Fernandez et al. (2015) Maine's Climate Future: 2015 Update. Orono, ME. University of Maine. https://climatechange.umaine.edu/wp-content/uploads/sites/439/2018/08/Maines_Climate_Future_2015_UpdateFinal-1.pdf

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Chapter 16

Hazard Mitigation

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Elevated structure (E. Durfee)

Introduction

As defined by the Federal Emergency Management Agency (FEMA), "natural hazard mitigation planning is a process used by state, tribal, and local governments to engage stakeholders, identify hazards and vulnerabilities, develop a long-term strategy to reduce risk and future losses, and implement the plan, taking advantage of a wide range of resources."

A county-wide hazard mitigation plan was completed by the York County Emergency Management Agency in 2015. The 2015 plan is an update of the previous hazard mitigation plans for York County that were prepared in 2004 and 2010. Hazard mitigation plans are required to be prepared, updated, and submitted to the FEMA every five years to maintain eligibility for certain types of federal non-emergency disaster assistance. The following hazards are considered in the county-wide plan:

- Severe winter storm
- Flood, including dam failure, coastal erosion, landslide
- Severe summer storm, including tornado, hurricane, tropical storm
- Wildfire-urban interface and forest fire.

This comprehensive plan chapter is intended to serve as a supplement to the York County 2015 Hazard Mitigation Plan. Specific emphasis is placed on:

- Documenting coastal hazards
- Exploring the intersection between climate change and hazards
- Evaluating a human-made hazard: pandemics
- Reviewing objectives from the York County Hazard Mitigation Plan that are related to land use planning.

This chapter also includes a brief discussion of emergency management in Kennebunkport.

Preparing the hazard mitigation plan also helps the community:

- Increase education and awareness on natural hazards and community vulnerabilities
- Build partnerships with government, organizations, businesses and the public to reduce risk
- Identify long-term strategies for risk reduction with input from stakeholders and the public
- Identify cost-effective mitigation actions that focus resources on the greatest risks areas
- Integrate planning efforts and risk reduction with other community planning efforts
- Align risk reduction with other state, tribal or community objectives
- Communicate priorities to potential funders resources

(Source: FEMA)

Critical Facilities and Evacuation Routes

Information from additional resources, including the Evacuation Route Signs & Emergency Shelters Report prepared in 2016 by Southern Maine Planning and Development Commission (SMPDC) and York Emergency Management Agency, is incorporated in this plan. Evacuation routes identified in this report are included in Figure 16-1.

The primary evacuation route in Kennebunkport is Route 9. Signage along the road identifies it as an evacuation route. As evident in Figure 1, there are no designated east-west evacuation routes. A study on hurricane evacuation found that the primary evacuation routes in York County (Route 1 and Interstate 95) may be vulnerable to high winds and flooding due to their proximity to the coast. Further, because they run parallel to the coast, their ability to move people away from vulnerable coastal locations may be limited.[1]

Fire stations, law enforcement facilities, schools, and government buildings identified in the State GIS database are also shown in Figure 1. Kennebunkport, Kennebunk, and Arundel have an agreement with RSU 21 in place to use the Kennebunk Middle School as an emergency shelter. The capacity of this shelter is 150 to 200 people.[2] Each town contributes minimal funds to pre-purchase and stage cots, blankets, and required toiletries. The Kennebunkport police station has a room that can function as an Emergency Operations Center.[3]

The Chief of Police serves as the Emergency Management Director. The Town has a Public Safety Committee that includes the Fire Chief, Public Works Superintendent/Wastewater Superintendent, Chief of Police/Emergency Management Director, and Kennebunkport Emergency Medical Services (KEMS)-Chief of Operations. Additional information about emergency response and mutual aid can be found in the Regional Coordination Chapter.

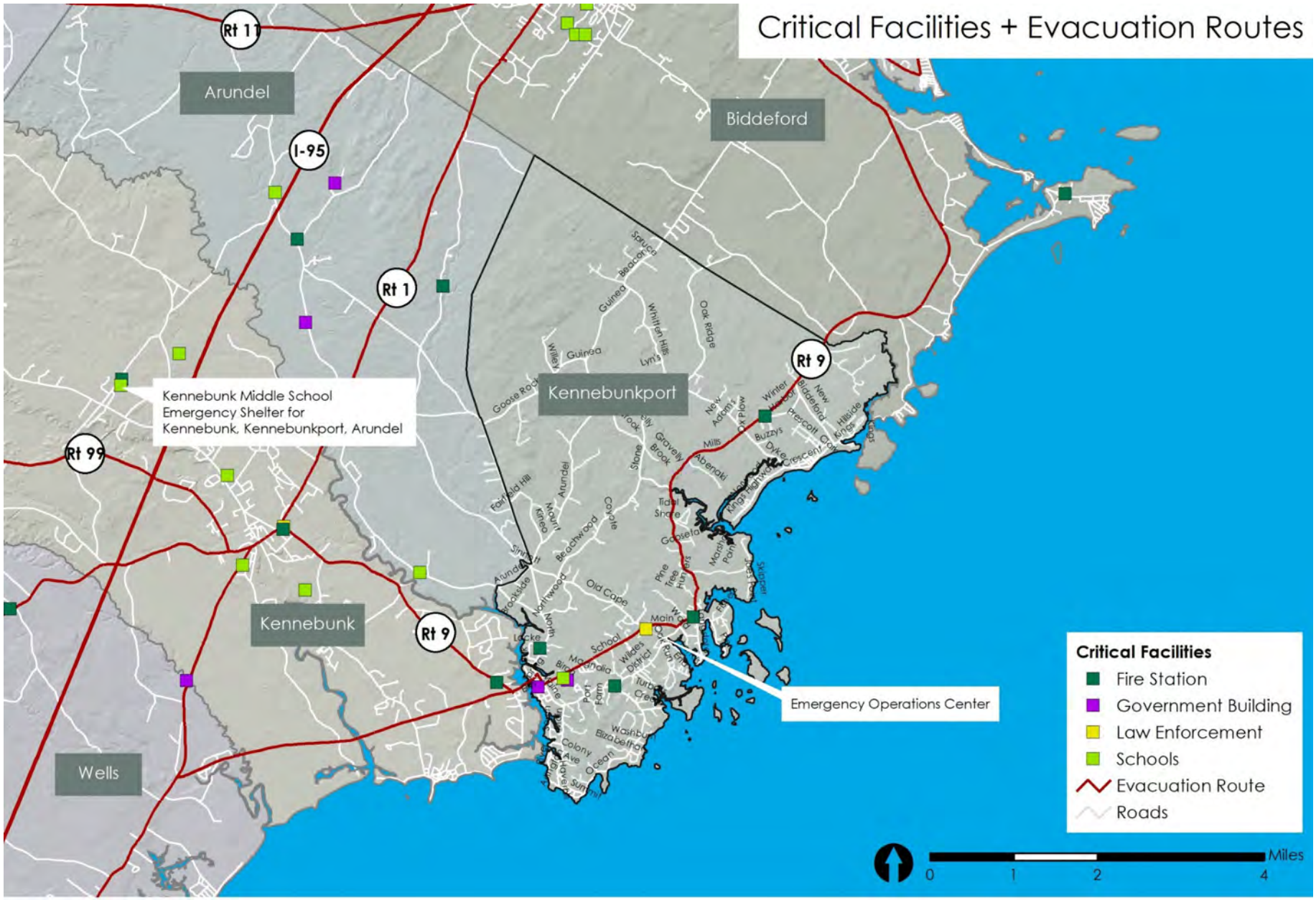

Figure 16-1. Critical facilities and evacuation routes (Source: ME GIS, Maine Geological Survey, SMPDC)

Coastal Hazards

Kennebunkport is vulnerable to coastal hazards including flooding, erosion, storm surge, and sea level rise.

Coastal Flooding

Coastal Flooding is the temporary inundation of beaches and other land areas by the sea, either as a result of coastal storms, hurricanes, or erosion or landslides. (Hazard Mitigation Plan)

Coastal Erosion

Coastal Erosion is or loss of shoreline sediment. It is a complex process that continuously reshapes the shoreline and can threaten coastal property. With approximately 350,000 structures located within 500 feet of the nation's shoreline, erosion is a problem many U.S. coastal communities must address. (NOAA)

Storm Surge

Storm Surge is the abnormal rise in seawater level during a storm, measured as the height of the water above the normal predicted astronomical tide. The surge is caused primarily by a storm's winds pushing water onshore. (NOAA)

Sea Level Rise

Sea Level Rise is the global rising of sea level mostly due to a combination of meltwater from glaciers and ice sheets and thermal expansion of seawater as it warms. (NOAA)

Locations along the coast and Kennebunk River are most vulnerable to coastal flooding. The Federal Emergency Management Agency (FEMA) flood maps identify areas that have a 1% annual chance of flooding (100-year floodplain). The VE FEMA Flood Zone includes coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. Properties within the VE zone have a 26% chance of flooding over the life of a 30-year mortgage.[4] There are approximately 349 parcels (200 acres of land) located within or partially within FEMA Flood Zone VE (preliminary 2017 FEMA flood map). Figure 16-2 shows the flood zones with 1% annual change of flooding (A, AE, VE) as well as the extent of the mean high tide in the vicinity of the Wildes District and Cape Porpoise. The Water Resources Chapter includes a town-wide map of the 100-year floodplain.

There are no coastal bluffs or landslide hazards associated with coastal bluffs in Kennebunkport, however, there are several dune erosion hazard areas. These areas are shown in Figure 16-3

Figure 16-2 Coastal flood hazard in the vicinity of the Wildes District and Cape Porpoise based on the preliminary 2017 FEMA flood maps (Source: FEMA, ME GIS, Town of Kennebunkport, ESRI basemap)

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Figure 16-3. Coastal erosion hazard areas (Source: Maine Geological Survey, ESRI basemap)

The Maine Geological Survey has developed a geographic dataset with the approximate potential extent of inundations of six sea level rise and storm surge scenarios. These scenarios include a 1.2′, 1.6′, 3.9′, 6.1′, 8.8′, and 10.9′ of sea level rise and storm surge on top of the Highest Astronomical Tide, which is the maximum predicted tide. The scenarios represent low (1.2′) to extreme (10.9′) estimates of the extent of sea level by 2100 with a 50% confidence interval.[5] Figure 16-4 displays the extent of the 1.6′, 3.9′ and 8.8′ scenarios. The Maine Climate Council recommends committing to manage for 1.5′ of relative sea-level rise by 2050 and 3.9′ by 2100, as well as preparing to manage for 3′ of sea level rise by 2050 and 8.8′ by 2100 (Figure 16-5).[6]

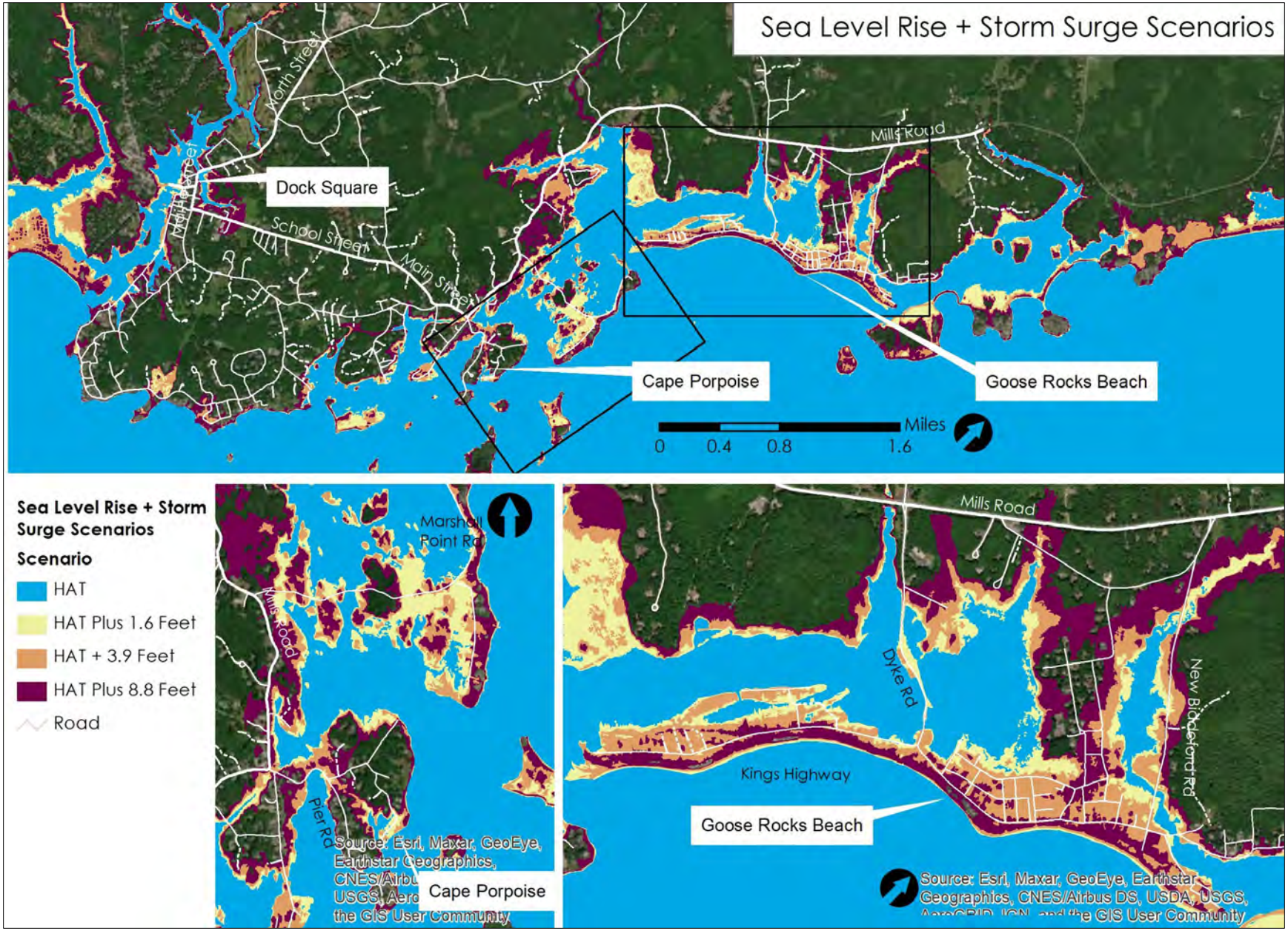

Figure 16-4. Sea level rise and storm surge scenarios (Source: Maine Geological Survey, ESRI basemap)

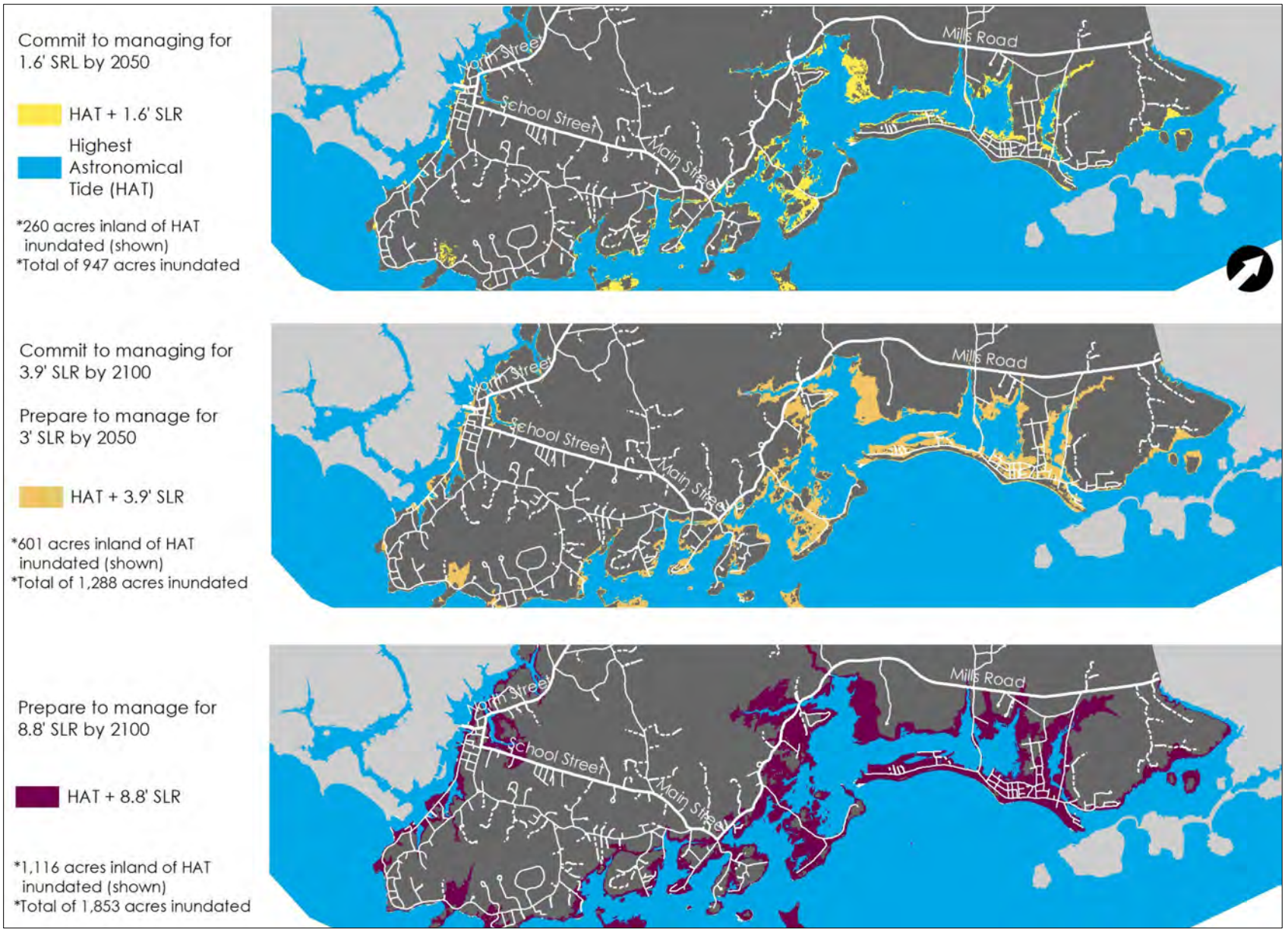

Figure 16-5. Sea level rise and storm surge scenarios (Source: Maine Geological Survey)

Climate Change and Natural Hazards

Climate change exacerbates natural hazards. As noted in the York County Hazard Mitigation Plan:

> *With additional sea level rise, damage from 100-year storms (those storms with a 1 percent chance of occurring in any given year) may be expected to occur on a 10 year interval (a 10% probability in any given year). This is because less surge will be needed to cause damage as sea level increases. As a result, more homes, businesses, public infrastructure such as roads, and entire communities will be subject to more devastating coastal storms, as well as coastal erosion and landslides, on a more frequent basis.*[7]

Both the increase in temperature and heat events and the increase in severe winter weather pose a risk for public health. Residents will need access to cooling centers during extreme heat events, particularly when nighttime temperatures do not cool off. The Kennebunk Middle School can act as a cooling center if needed.[8] Additional locations within Kennebunkport should be identified.

Climate change may also increase the frequency of extreme weather events such as hurricanes or severe wind that cause power outages. Greater capacity at emergency shelters will likely be needed in the future.

Pandemic

The COVID-19 pandemic that struck the U.S. in 2020 revealed the stark lack of planning for such an event at all levels of government. In Kennebunkport, the pandemic has highlighted the need for future planning and commitment for location that could serve in a multitude of situations (i.e. not only medical crises). If an emergency event such as a major storm event were to occur during a pandemic, capacity at shelters would need to be at least halved in order to comply with social distancing requirements. It has highlighted that communication from the state and county to the local levels is less than adequate. Maine and many states rely on local control, however COVID-19 testing and immunization have been controlled at the state and federal level. The result has not been a streamlined response.

While the scope of Hazard Mitigation Plans is often limited to natural hazards, these plans can include human-made disasters such as pandemics. Given the events that unfolded in 2020 and 2021, it is recommended that communities expand their hazard mitigation planning processes to include pandemics.

Land Use Planning

The York County Hazard Mitigation Plan contains several objectives that relate to land use planning. These objectives are listed in Table 16-1. The table also includes a brief summary of how these objectives are met in Kennebunkport. The Town has adopted and continues to refine the Land Use Ordinance (LUO) to discourage residential and commercial development of hazard prone areas and support regulation that further prevents hazard damage.

Table 16-1 Land use planning objectives in the Hazard Mitigation Plan and implementation status in Kennebunkport

Hazard Mitigation Plan Objectives	Status in Kennebunkport LUO
Discourage future residential and commercial development in hazard prone areas	• Land within the flood way or coastal high hazard area on a flood boundary and flood way map or flood insurance rate map prepared by the US Department of Housing and Urban Development or its successor agency is not considered part of the net residential area of a lot or site that is suitable for development
Enact and enforce regulations that reduce the threat of hazard damage	The Town has adopted the following regulations: • Floodplain Management Ordinance • Off-season storage of temporary floats, ramps, or walkways must be on upland areas. Ramps may be stored on piers or docks. All stored items must be properly and safely secured so as not to become a wind or wave borne hazard in a severe storm or hurricane • Docks are not permitted in a VE Zone • Construction (including all new construction, additions, and modifications to existing structures, including piers, docks, wharves, bridges, and causeways) in Flood Hazard Areas (within the 100-year floodplain) shall conform to the Town's Flood Plain Management Ordinance • The Board of Appeals may not grant a variance when strict application of the provisions of the Ordinance would create a practical difficulty if the project is located within or partially within a flood hazard zone as defined by the LUO • Applicants for conditional uses must demonstrate to the Board of Appeals that the proposed use will not result in significant flood hazards or flood damage, drainage problems, ground or surface water contamination, or soil erosion • A site plan may be denied if the design of the site will result in significant flood hazards or flood damage or is not in conformance with applicable flood hazard

Hazard Mitigation Plan Objectives	Status in Kennebunkport LUO
	protection requirements • Permit from the CEO is required for all construction or earth moving activities or other improvements within the 100-year floodplain designated on the FEMA Flood Insurance Rate Maps

The Town continues to improve emergency evacuation routes and plans. Some evacuation signs are posted. Route 9 is considered an evacuation route, however it is vulnerable to sea level rise and flooding. There are no established east-west routes.

In spring of 2021, the Town was in the process of applying for funds through the State Floodplain Management Program as part of a collaboration with the US Army Corps of Engineers Silver Jackets. This project would help guide business owners with determining appropriate flood proofing methods.

When investing in buildings and facilities, the Town considers location and looks to protect critical public facilities by siting them out of vulnerable locations.

The Town has recently collaborated with coastal communities to create a Regional Sustainability and Coastal Resilience Program Sustainability Coordinator, whose position includes conducting vulnerability assessments of businesses, coastal properties, and municipal infrastructure and developing methods to address these vulnerabilities. Additional information about this Southern Maine Regional Planning Commission staff position and work is included in the Regional Coordination Chapter.

High water levels in Dock Square on Jan 20, 2021 (E. Durfee)

The Georgetown Climate Center's Managed Retreat Toolkit includes several regulatory mechanisms to reduce future development and redevelopment in areas that are vulnerable to sea level rise. These include:

- Using overlay zones to impose additional regulations on an existing zone based on special characteristics in that zone, such as for natural, historical, or cultural resources protection.
- Using setbacks and buffers to prohibit property owners from building structures on or immediately adjacent to wetlands in order to protect wetlands and coastal dunes and facilitate coastal ecosystem migration.
- Requiring that owners remove or relocate vulnerable or damaged structures upon the happening or occurrence of a triggering event (such as a permanent movement of the tidal line demarcating public vs private lands) as a condition of a development permit.
- Encouraging the use of living shorelines or other "soft armoring" techniques like wetland restoration or dune creation to avoid the negative impacts of hard armoring structures, including increased flooding and erosion on surrounding properties and beaches.

[1] Evacuation report, and Post, Buckley, Schuh and Jernigan, Inc. 2007. Maine Hurricane Evacuation Study – Transportation Analysis.
[2] Craig Sanford, Chief of Police/Emergency Management Director, via email 2/19/21, 2/26/21.
[3] Ibid.
[4] Federal Emergency Management Agency. Definitions of FEMA Flood Zone Designations. Available at: https://snmapmod.snco.us/fmm/document/fema-flood-zone-definitions.pdf
[5] Maine Department of Agriculture, Conservation and Forestry. Maine Geological Survey. Sea Level Rise/Storm Surge. Available at: https://www.maine.gov/dacf/mgs/hazards/slr_ss/index.shtml
[6] Maine Climate Council. Maine Won't Wait. A four-year plan for climate action. 2020. https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf
[7] York County Emergency Management Agency. York County, Maine, Hazard Mitigation Plan. 2015.
[8] Craig Sanford, Chief of Police/Emergency Management Director, via email 2/19/21, 2/26/21.

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Chapter 17

Regional Coordination

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

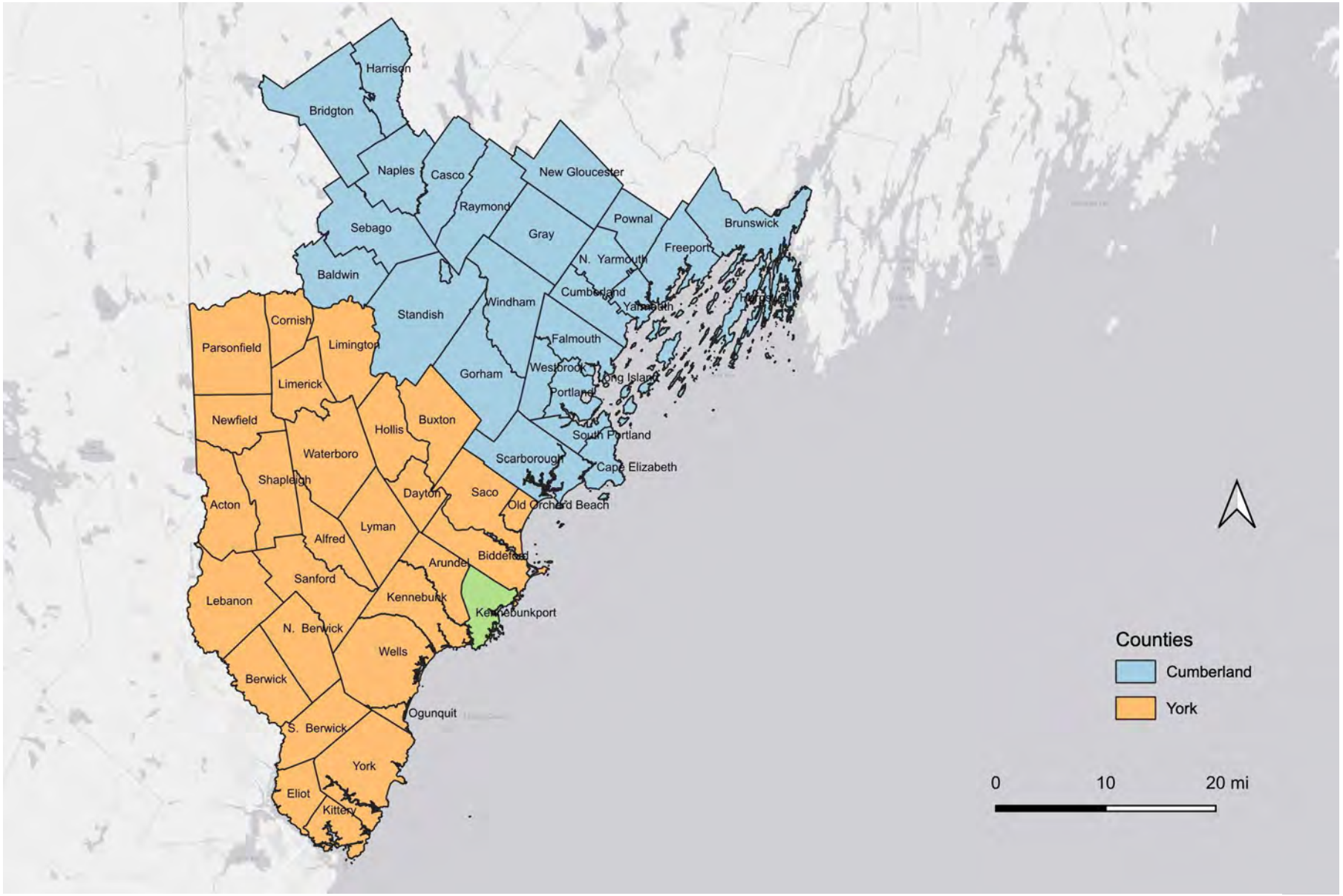

Figure 17-1 Kennebunkport's location within the region. Seen above are the counties of York and Cumberland.

Regional Coordination

The State of Maine's criteria for determining whether a municipal comprehensive plan is consistent with the Growth Management Act (30-A M.R.S.A. §§ 4312-4350) are specified in an administrative rule, commonly referred to as Chapter 208. The rule specifies that a required component of the plan is a Regional Coordination Program.

Regional Coordination Program

Pursuant to 30-A M.R.S.A. §4326(4), a regional coordination program must be pursued with other communities (or Land Use Regulation Commission if the community abuts land under its jurisdiction) to manage shared resources and facilities, including but not limited to lakes, rivers, aquifers, and transportation facilities. The plan must identify any shared resources and facilities, describe any conflicts with neighboring communities' policies and strategies pertaining to shared resources and facilities and describe what approaches the community will take to coordinate management of shared resources and facilities. In addition, the plan must include a summary of regional coordination efforts from all applicable topic areas.

Introduction

Kennebunkport collaborates with other municipalities in the region in a myriad of ways. This intermunicipal cooperation is evidenced by an array of programs, initiatives, and interlocal agreements in areas such as:

- Regional Planning
- Proximity to the Portland Area Comprehensive Transportation System (PACTS)
- Bicycle Routes and Hiking Trails
- Shoreline Explorer (trolley) Network
- Police and Emergency Communications
- Emergency Management
- Fire and Ambulance
- Potable Water Supply
- Regional School Unit #21
- Solid Waste and Recycling
- Household Hazardous Waste Collection
- Undeveloped Habitat Blocks
- Habitat Focus Areas
- Kennebunk River
- Rachel Carson National Wildlife Refuge
- Aquifer Protection
- Water Testing at Little River
- Regional Sustainability & Resilience Program
- Kennebunkport Climate Initiative
- Building Economic Resilience Program
- Regional Chamber of Commerce
- Archaeological Resources

Regional Planning

Southern Maine Planning & Development Commission (SMPDC)

This regional planning commission was established in 1964 to serve York County municipalities, along with ten communities situated in nearby Oxford and Cumberland counties.[1]

SMPDC's principal charge is to coordinate planning in the region, and to take on those planning endeavors that extend beyond municipal boundaries (and that exceed the capacities of individual municipalities) yet are not sufficiently extensive to be a responsibility of the state. SMPDC addresses planning issues in the areas of transportation, energy, aquifer protection, solid waste, economic development, brownfield redevelopment, open space protection, regional trail systems, sustainability, resiliency, and regional response to climate change.

SMPDC provides technical assistance to its member communities. Additionally, one of the agency's most useful functions is providing a forum in which municipal officials can compare notes and share solutions to challenges that they face in common.

Kennebunkport has long been an active member of SMPDC and is represented at the SMPDC by a Town staff member who serves on SMPDC's Executive Committee.

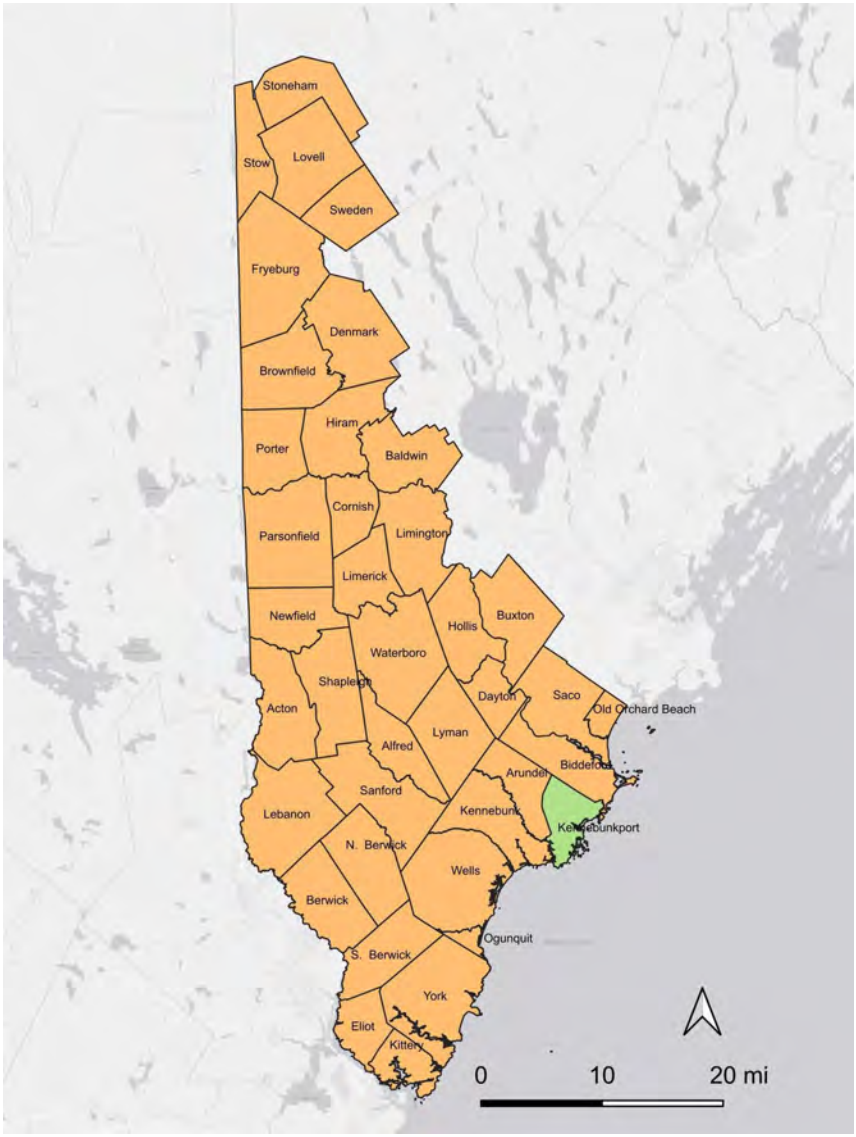

Figure 17-2 Municipalities Served by the SMPDC.

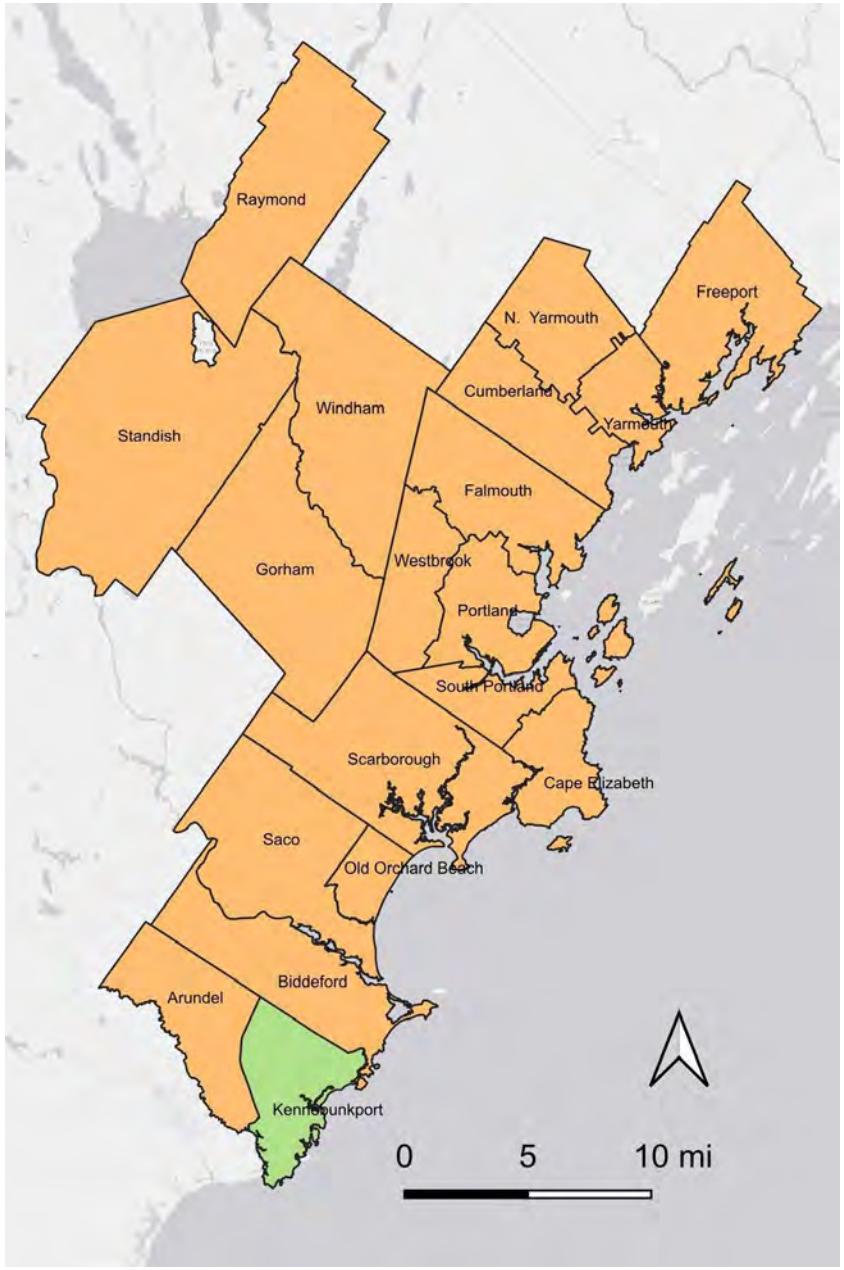

Figure 17-3 PACTS Municipalities (depicted in orange).

Transportation

Proximity to Portland Area Compre-hensive Transportation System (PACTS)

The federal government established Metropolitan Planning Organizations (MPO) to plan and program federally funded transportation projects within a designated Metropolitan Area. PACTS is the name of the Portland area MPO. The extent of the Metropolitan Area changes occasionally in response to the results of the federal decennial census. On an annual basis, PACTS allocates transportation improvement funds in an amount upwards of $25 million.

Kennebunkport is situated just outside of the Portland Metropolitan Area, while the neighboring communities of Arundel and Biddeford are situated within. Kennebunkport's proximity to the MPO bears mentioning due to the potential of MPO decisions to impact the town, and the opportunities this proximity may offer Kennebunkport.

The advent of rideshare services such as Uber and Lyft provide Kennebunkport residents with convenient and reasonably priced transportation to destinations throughout the region, including the Amtrack stations in Wells and Saco, the Portland Jetport, and all transit lines within the PACTS service region.

PACTS member communities are depicted in orange on the map to the left.

Bicycle Routes

The Eastern Trail runs through Kennebunk, Arundel and Biddeford. The trail is readily accessible via Kennebunkport's Log Cabin Road, as is the nearby US Route 1 bike trail. Maine's Department of Transportation promotes three bike tour loops through Kennebunkport, all of which originate at the Wells Intermodal Transportation Center. More investments in Kennebunkport bicycle infrastructure would permit visitors and residents alike to spend more time on bicycles and fewer hours in motor vehicles.

Hiking Trails

The Kennebunkport Conservation Trust maintains an extensive trail system, part of which extends into Arundel and Biddeford. (See Chapter 11 Transportation, and Chapter 15 Recreation for details.)

Parking

Dock Square and Kennebunk Lower Village effectively function as a single commercial center. Accordingly, visitors to one often find it convenient to park at the other, without regard to municipal boundaries.

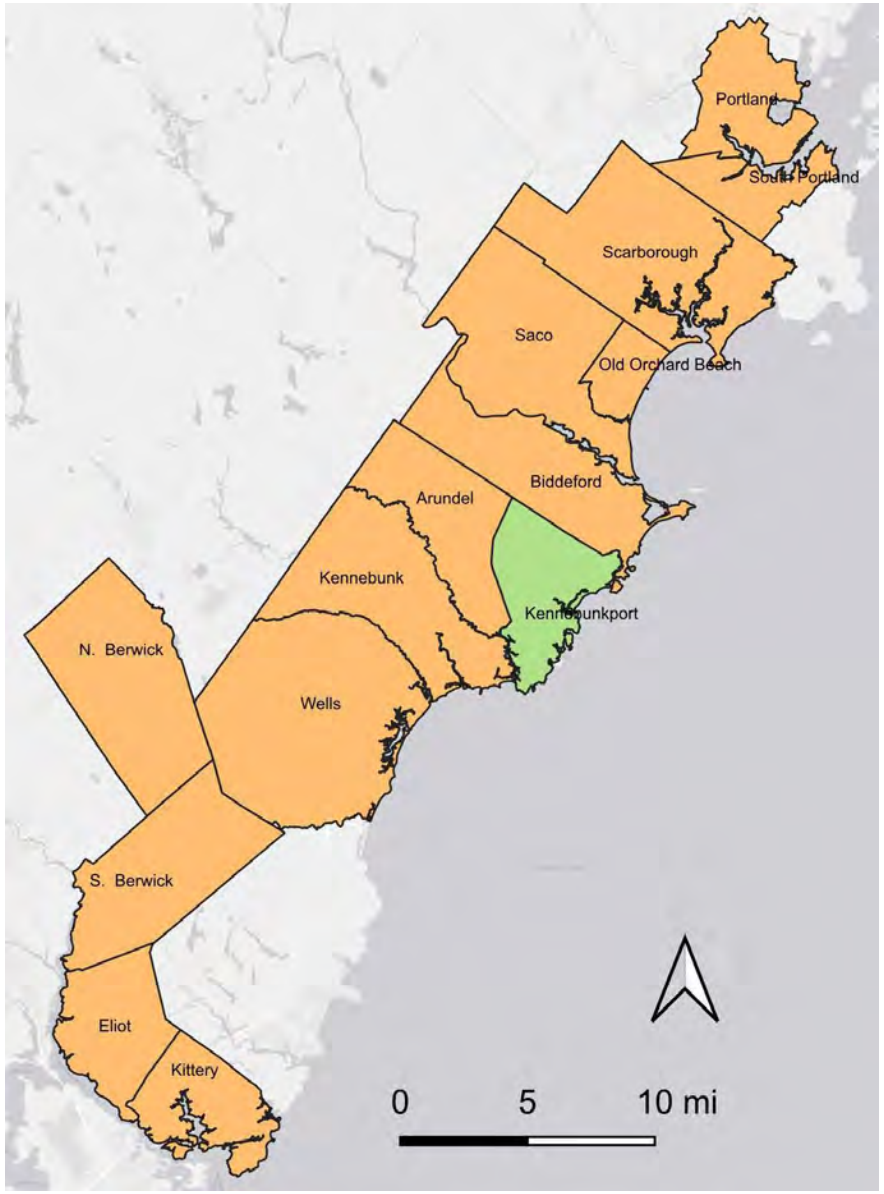

Figure 17-4 Southern Maine Municipalities in the Eastern Trail Corridor (depicted in orange).

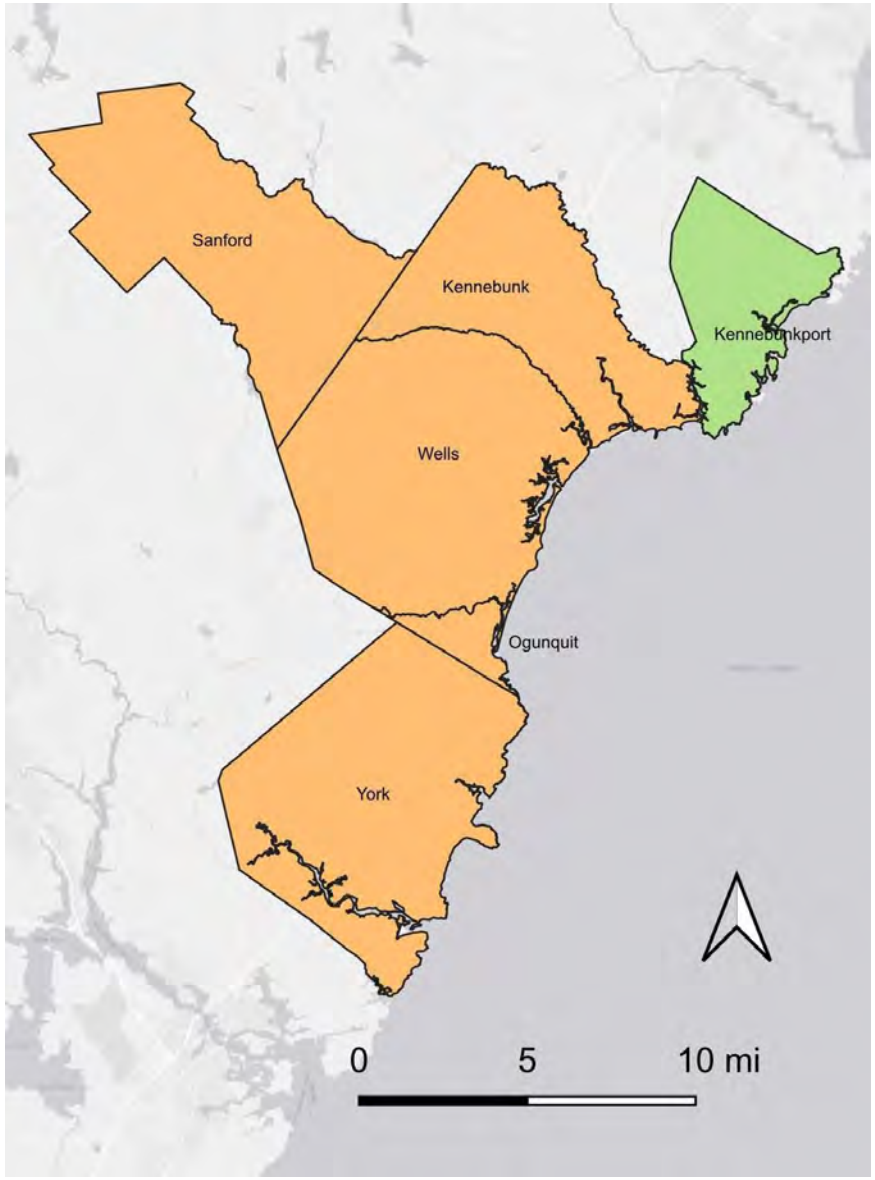

Figure 17-5 Municipalities Served by the Shoreline Explorer Network (depicted in orange and green).

Shoreline Explorer Network

This network of trolley operators provides connecting service to Kennebunk, Wells, Sanford, Ogunquit, and York. (See Chapter 11 Transportation for more detail.)

Shoreline Explorer courtesy photo.

Friends in Service Helping (FISH)

FISH operates out of Kennebunk's Senior Center. The program organizes a cadre a volunteers to transport seniors who have no other means of transport to travel to appointments with health care providers. The program serves seniors in Kennebunk, Kennebunkport, and Arundel.

Emergency Response

Police

Kennebunkport's police department is a signatory to three Memorandums of Understanding (MoU) that outline collaboration with other law enforcement agencies.[2] One MoU details a mutual aid agreement with Kennebunk. The second describes the Town's participation with the Regional Tactical Team that serves York County. The third MoU is a relatively recent development and was initiated by Kennebunkport. This MoU was developed in response to the COVID-19 pandemic and ensures that York County municipalities that suffer police staffing issues due to COVID-19 will be assisted by other York County police departments.

Emergency Communications

All emergency calls are routed to the Town of York's dispatch center where they are screened, and then forwarded to Kennebunkport Dispatch.

Emergency Management

During emergencies, Kennebunkport's emergency management team works closely with its counterparts in other York County communities, and with Maine's Emergency Management Agency. Local operations are guided by a Comprehensive Emergency Plan and supplemented by a hazard mitigation plan for York County that is updated periodically. The most recent version was adopted in 2015.

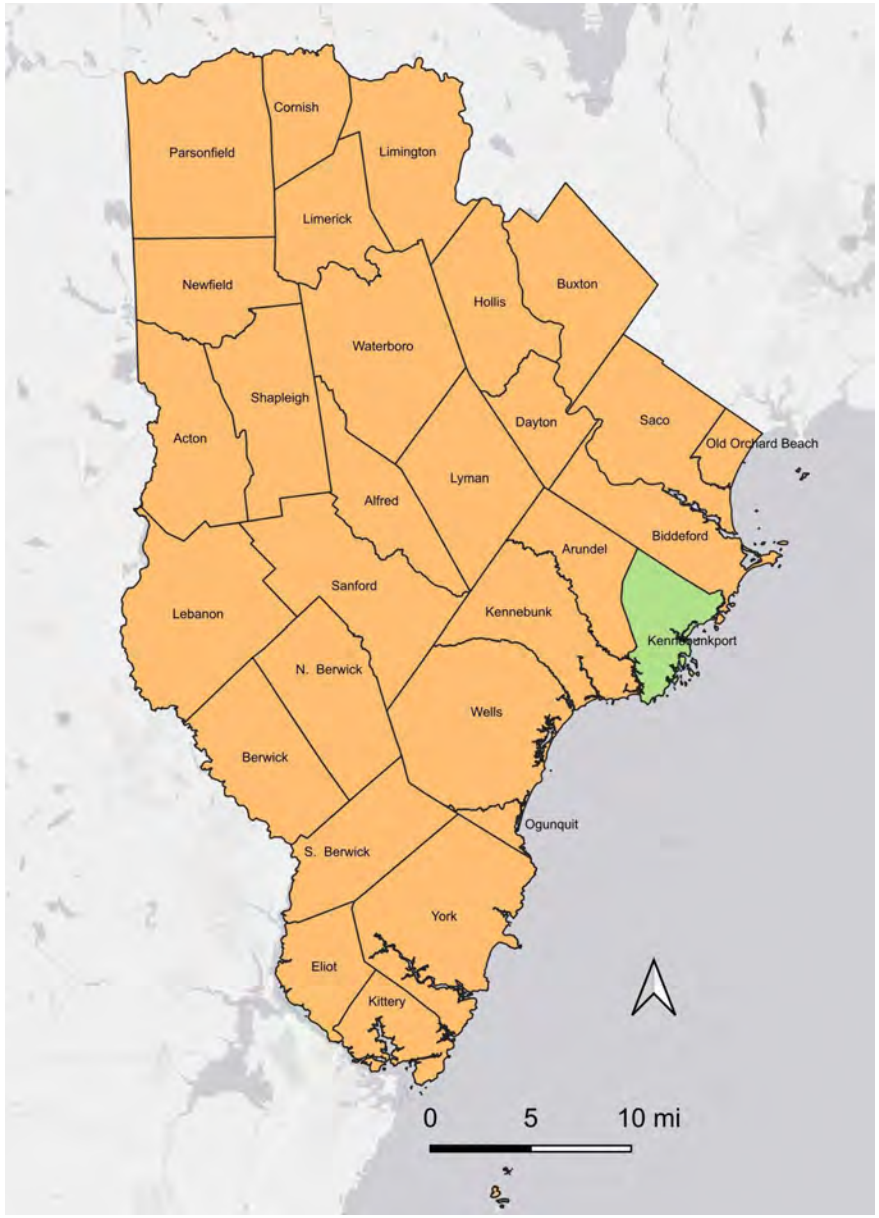

Figure 17-6 York County.

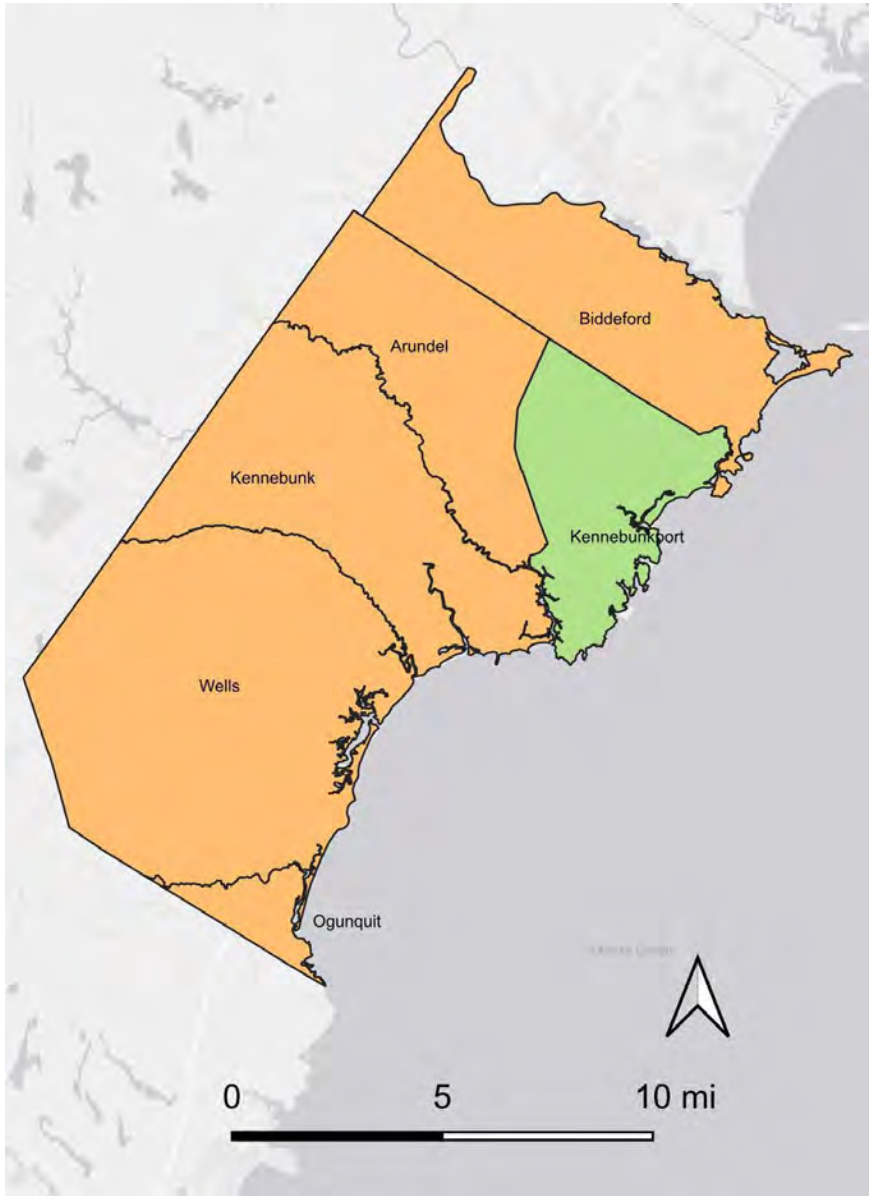

Figure 17-7 Mutual Aid Responses by the Kennebunkport Fire Department in 2019.

Fire

In 2019, Kennebunkport firefighters responded to mutual aid calls from Arundel, Biddeford, Kennebunk, Ogunquit, and Wells. These departments stand ready to provide assistance to Kennebunkport when requested.

The 1947 Fire, photo courtesy of Kennebunkport Fire Department.

Ambulance

Kennebunkport Emergency Medical Services (KEMS) has a mutual aid agreement with Arundel, Biddeford, Kennebunk, and Wells.

Public Facilities & Services

Potable Water Supply

Approximately 40% of the parcels in Kennebunkport are served by the Kennebunk, Kennebunkport & Wells Water District (KKWWD). The district's principal source is Branch Brook, a stream that flows from Sanford to Wells. The district supplements this supply with purchased water from Maine Water and the York Water District. The former sources water from the Saco River in Biddeford, while the latter pumps from Chase's Pond in York.

Public School System

Maine Regional School Unit 21 (RSU 21) provides public education for students in Kennebunkport, Kennebunk, and Arundel. Elementary age children in any of the three towns have the option of attending any of the four schools within their respective age groups: Consolidated School in Kennebunkport (K-5), Kennebunk Elementary School (pre-K through 2), the Sea Road School in Kennebunk (3-5), or the Mildred L. Day School in Arundel (K-5). RSU 21's Middle School and High School are both located in Kennebunk.

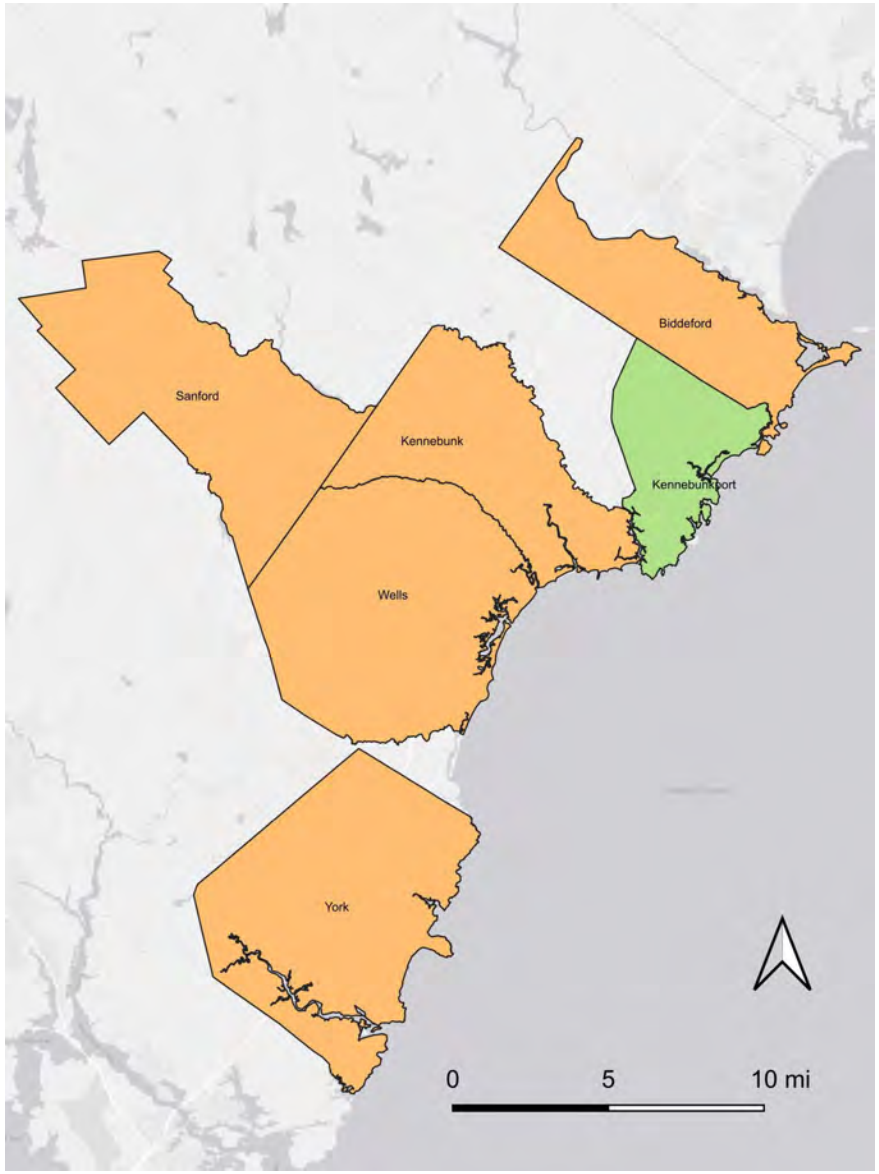

Figure 17-8 Sources of Kennebunkport's Potable Water Supply (depicted in orange).

Solid Waste

Kennebunkport relies on regional facilities to process and transfer its household waste at Cassella Waste Systems facilities in Arundel, Dayton and Westbrook, and household recyclables at ecomaine in Portland.

Staples (Biddeford and South Portland) accepts dry cell batteries, rechargeable batteries, toner cartridges, and electronics. NAPA (Biddeford) accepts lead batteries. Home Depot (Biddeford and South Portland) accepts compact fluorescent light bulbs. Hannaford (York, Scarborough and South Portland) accepts redeemable bottles and single use plastic. The latter is also accepted by Shaws (Saco and Sanford).

Oversize Recyclables

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.

Household Hazardous Waste

Household Hazardous Waste drop-offs are held periodically in conjunction with the area towns of Kennebunk, Arundel and Wells. The event is hosted by Kennebunk at its Sea Road transfer station.

Natural Resources

Undeveloped Habitat Blocks

Undeveloped habitat blocks are large tracts of land that have not been fragmented by roads and development. The largest unfragmented area in town, located to the northwest of Guinea Road, comprises 2,086 acres within the town and is part of a 3,035-acre block that extends into Arundel and Biddeford. Maintaining large undeveloped areas and corridors or connections between these areas will be especially important to helping wildlife respond to changes in climate that impact the suitability of habitat and composition of species in an area (See Chapter 7 Natural Resources).

Beginning With Habitat Focus Areas

The Maine Department of Inland Fisheries and Wildlife (MDIFW) designated 140 focus areas of statewide ecological significance. Two areas are located partially within Kennebunkport: the Biddeford/ Kennebunkport Vernal Pool Complex and the Wells & Ogunquit Marsh. The focus areas are intended to help communities and landowners plan for and conserve priority lands.

Kennebunk River Committee

The towns of Kennebunk and Kennebunkport established the Kennebunk River Committee to manage this shared resource via an inter-local agreement signed in 1995. The committee is comprised of three members from each from Kennebunkport and Kennebunk, and one from Arundel. The committee's primary focus is safety and environmental protection.

Rachel Carson National Wildlife Refuge

Over 550 acres of conservation land in Kennebunkport are part of the Rachel Carson National Wildlife Refuge. The refuge was established in 1966 to protect salt marshes and estuaries for migratory birds. Habitats found within the refuge include forested upland, barrier beach/dune, coastal meadows, tidal salt marsh, and rocky coast. The portion of the refuge that lies in Kennebunkport is part of a 50-mile-long stretch of protected land in York and Cumberland counties.

Aquifer

There are 118 acres of high yield sand and gravel aquifers in Kennebunkport (See Chapter 8 Water). The aquifer is located near the intersection of Guinea Road and Whitten Hill Road, known as Beacon Corner, and at an area off Oak Ridge Road that extends into Biddeford. The portion of the aquifer that underlies Biddeford is protected by the City's Aquifer Protection Overlay District.

Water Testing

Kennebunkport has participated in the Maine Healthy Beach program since 2003 in order to ensure that local beaches are as free as possible from bacteria that causes illness. The program relies on numerous volunteers. Kennebunkport volunteers test the water as far east as the Little River, a water body that marks the boundary between Kennebunkport and Biddeford.

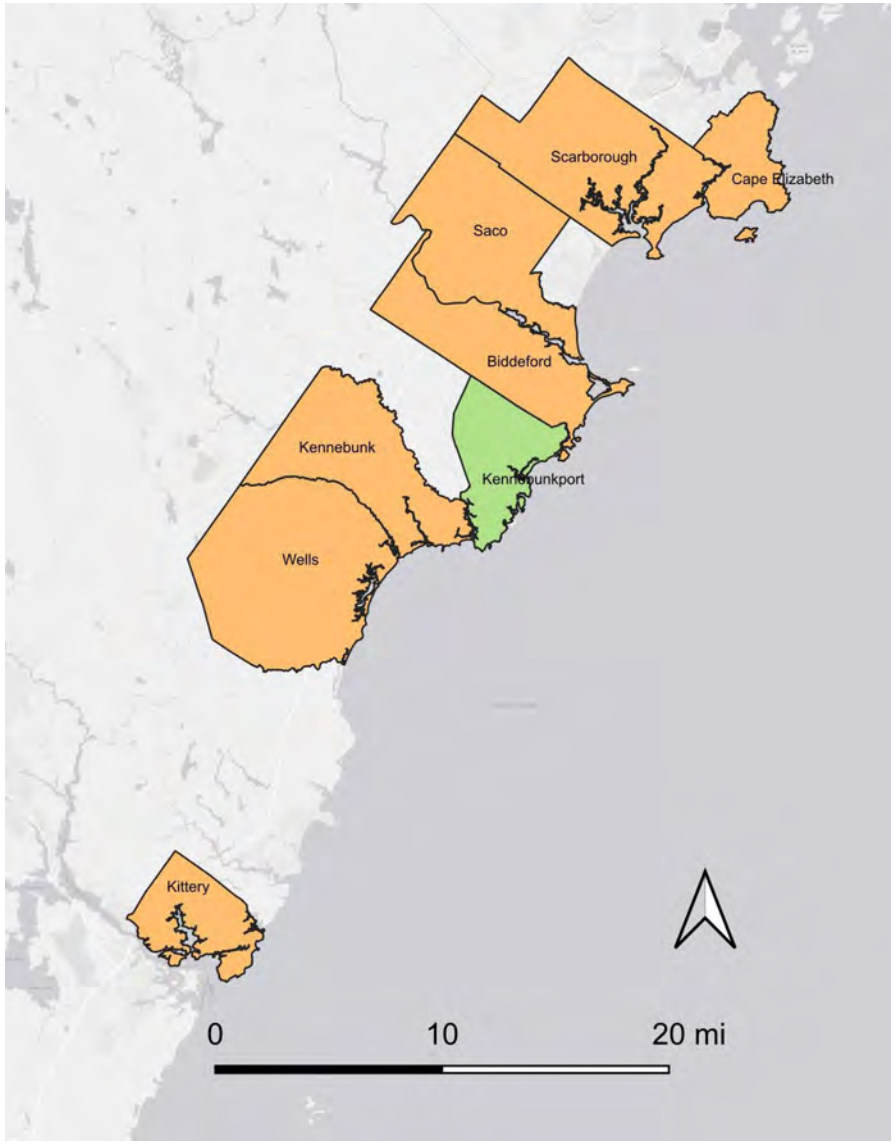

Figure 17-9 Municipalities that Host the Rachel Carson National Wildlife Refuge.

Climate Change

Regional Sustainability & Resilience Program

In 2019, the coastal York County towns of Kittery, Kennebunk, Kennebunkport, Ogunquit, Wells, and York established the Regional Sustainability & Resilience Program. The impetus came from Kennebunkport's Town Manager who recognized the advantage to had by pooling municipal resources in order obtain the technical expertise that no one town could readily afford on its own. This regional approach, one that is unique in Maine, has drawn praise from the Maine Climate Council.[3]

Kennebunkport Climate Initiative

This program was launched in 2020 by the Kennebunkport Conservation Trust (KCT) for the express purpose of educating, empowering and activating young people in the region.[4] The regional nature of this endeavor is evidenced by the identity of its climate network partners: Gulf of Maine Institute in Portland, the University of New England in Biddeford, RSU 21, and the Ecology School in Saco.

The Economy

Building Economic Resilience

The SMPDC will soon commence an assessment of sea level rise and storm impacts and examine strategies for building economic resilience in coastal York County. This endeavor will be funded by a grant from the US Economic Development Administration. The project will be similar to SMPDC's recent Tides, Taxes and New Tactics project in Kennebunk, Wells and York.[5]

Regional Chamber of Commerce

The Kennebunk Kennebunkport Arundel Chamber of Commerce serves the local business community in a multitude of ways, and with considerable enthusiasm.

Archaeology

Cape Porpoise Archaeological Alliance

In 2017, the Kennebunkport Conservation Trust (KCT) and the Brick Store Museum entered into a collaborative partnership for the purpose of conducting research in the vicinity of Cape Porpoise Harbor, supported by experts from the University New England.[6] The Brick Store Museum's stated focus is on "the Kennebunks and surrounding communities."[7]

Summary Table - Regional Coordination & Collaboration

Table 17-1 Municipalities That Coordinate & Collaborate with Kennebunkport.

Municipality	Regional Planning (SMPDC)	Proximity to PACTS	Bicycle Routes	Hiking Trails	Parking	Shoreline Explorer Network	Friends in Service Help	Police	Communications	Emergency Management	Fire	Ambulance	Potable Water Supply	Public School System	Solid Waste	Oversized Recyclables	Household Hazardous Waste	Undeveloped Habitat Blocks	Beginning With Habitat	Kennebunk River	Rachel Carson NWR	Aquifer Protection	Water Testing at Little River	Regional Sustainability	KCT Climate Initiative	Economic Resilience	Chamber of Commerce	Archaeological Alliance
		Transportation						Emergency Response					Public Services					Natural Resources							Climate		Economy		
Arundel	●	●	●	●			●	●		●	●	●		●	●		●	●									●	
Biddeford	●	●	●	●				●		●	●	●	●		●			●	●		●	●	●		●			●
Cape Elizabeth		●																			●							
Dayton	●							●		●					●													
Kennebunk	●		●		●	●	●	●		●	●	●	●	●	●	●	●		●	●	●			●		●	●	●
Kennebunkport	●			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Kittery	●		●					●		●											●			●		●		
Ogunquit	●					●		●		●	●								●					●		●		
Old Orchard Beach	●	●	●					●		●																		
Portland		●	●												●										●			
Saco	●	●	●					●		●					●						●				●			
Sanford	●					●		●		●			●		●													
Scarborough		●	●												●						●							
South Portland		●	●												●													
Wells	●					●		●		●	●	●	●				●		●		●			●		●		
Westbrook		●													●													
York	●					●		●	●	●			●		●									●		●		

[1] https://smpdc.org/region. SMPDC communities beyond the bounds of York County are Baldwin, Hiram, Porter, Brownfield, Denmark, Fryeburg, Sweden, Lovell, Stow, and Stoneham.
[2] Interview with Kennebunkport Police Chief Craig Sanford on February 19, 2021.
[3] Maine Won't Wait - A Four-Year Plan for Climate Action, published by the Maine Climate Council in December 2020, page 94.
[4] https://www.kportclimate.org/about/
[5] https://smpdc.org/coastalprojects
[6] https://www.kporttrust.org/archaeology-1
[7] http://brickstoremuseum.org/about/

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Chapter 18

Future Land Use

KENNEBUNKPORT COMPREHENSIVE PLAN 2030
Volume 2

May 2022

Introduction

The Future Land Use Chapter summarizes information compiled during the process of gathering public input and developing chapters of this comprehensive plan.

This chapter contains the following sections:

- A review of the purpose of managing residential growth through growth management permits
- A discussion of four key planning areas — natural resources, current and proposed infrastructure, development trends, and sea level rise — that inform the where the growth, transition, and rural areas are located
- A summary of the proposed growth management areas.

Additional information about topics in this chapter can be found with the other planning topic chapters of this plan.

Vision Statement

We envision the town of Kennebunkport as a coastal Maine community that is diverse and well balanced. The town will be recognized by residents, visitors and the State of Maine for its integrity and ability to set dynamic priorities and achieve them through comprehensive accountability. Our community will work collaboratively with residents, business owners and regional partners on challenges including sea level rise, diversity, housing, and others that we share in southern Maine. As we adapt, we will preserve Kennebunkport's historic integrity, protect our natural resources, strengthen our unique small-town character while improving economic vitality. Our tree-shaded streets, scenic vistas, unspoiled coastline, classic architecture and beautiful landscapes will continue to inspire visitors and residents alike.

Growth Management

Growth management permits are issued for residential development. Kennebunkport sets the number of building permits for new residential dwellings under Article II of the Land Use Ordinance (LUO). As discussed in Chapter 4 Existing Land Use, a set number of growth management permits are available annually. The permits are allocated by growth area, with more available in growth areas than transitional or rural areas.

The number of permits available is revaluated every two years. The number of permits available is based on the average number of permits issued over the previous ten years but is at least 40. The demand has not exceeded 40 permits and therefore the number available has remained at 40 permits. When setting the number of permits available, the Town does not include permits issued for affordable housing. Ten percent of the total number of permits available are available to affordable housing and not subject to the allocation requirements. However, as discussed in the Residential Development section of this chapter, the term "affordability" is not defined in the LUO.

The LUO identifies several exceptions from the growth management permit requirement. These include:

- The repair, replacement, reconstruction or alteration of any existing building or structure not resulting in additional dwelling units,
- Housing for the elderly which is constructed, operated, subsidized or funded, in whole or in part, by an agency of the state or federal government,
- The construction or alteration of a nonresidential building or structure,
- The construction or alteration of a new accessory apartment.

In recent years, 40 permits have been available. 50% are allocated to growth areas, 30% are allocated to transitional areas, and the remaining 20% are for rural areas.

Permits are available on a first-come-first-serve basis. In the event two or more growth management permit applications are received simultaneously, the LUO gives preference to applicants who are permanent residents of Kennebunkport and are constructing dwelling units on property for which they are the owner of record.

Table 18-1 displays the number of permits available by growth area as well as the acreage of each area. Table 18-2 shows the zoning districts that fall within or partially within each growth area.

Table 18-1 Summary of area and permits available and issued in growth management area

	Size of area Acres (Approximate % of land area)	Number of Growth Permits Available	Percent of Total Growth Permits Issued (2013-2021)
Growth	2,761 (20%)	20	44%
Rural	6,723 (50%)	8	30%
Transition	3,527 (30%)	12	26%

Table 18-2. Zoning districts within each growth management area

Growth Area	Transition Area	Rural Area
Village Residential	Goose Rocks	Goose Rocks
Village Residential East	Cape Porpoise	Cape Porpoise
Dock Square	East	East
Riverfront	Free Enterprise	Free Enterprise
Cape Arundel	Farm and Forest	Farm and Forest
Cape Porpoise West		
Cape Porpoise Square		
Free Enterprise		

Identifying Growth Management Areas

The growth management permit process helps direct residential growth to areas that are served by infrastructure and away from areas where maintaining rural character is desired. This helps to minimize the impact of development on water resources and natural resources.

To review and confirm the growth management areas, the Growth Planning Committee reviewed existing growth management area map (Figure 18-1). The committee reflected on and incorporated input from the public, and assessed:

- Natural resources
- Current and proposed infrastructure
- Development trends
- Sea level rise.

A discussion of these four topics and a description of the growth areas follows.

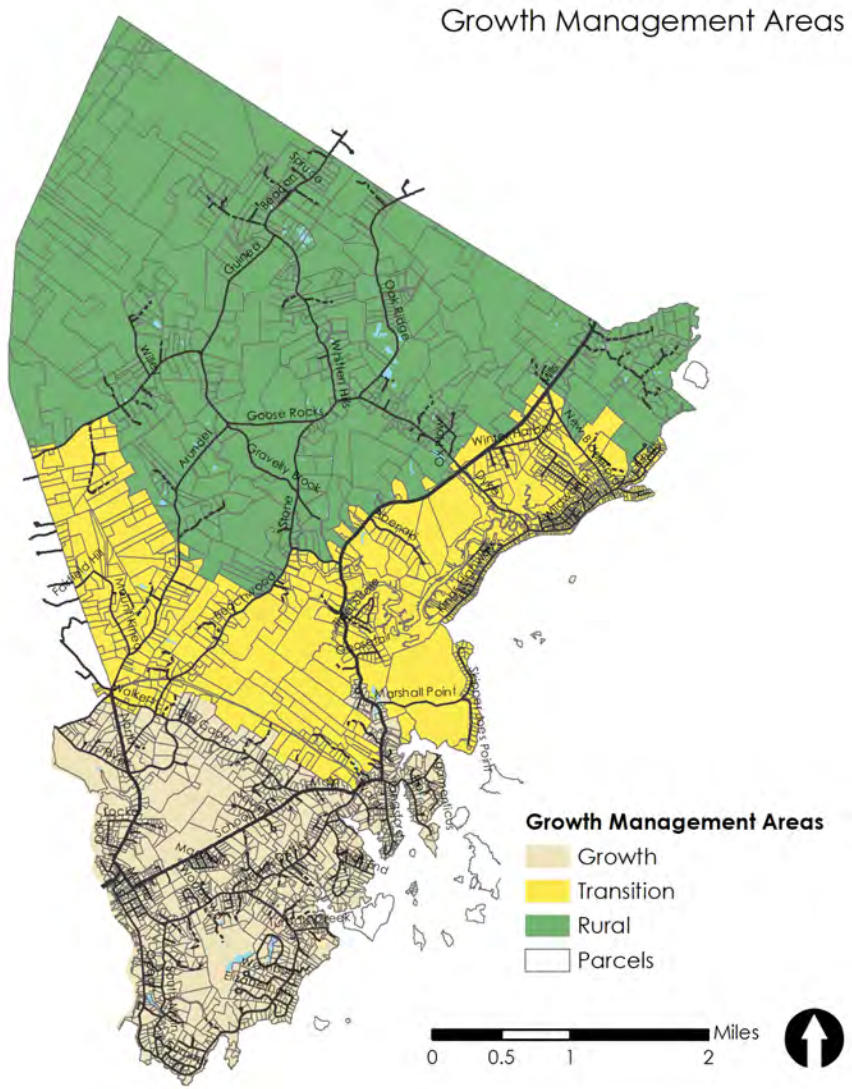


Figure 18-1. Existing growth areas designated in the 2012 Comprehensive Plan and subsequently updated

Natural Resources

Kennebunkport is rich in natural resources and has a strong stewardship ethic. Forests, coastal resources, and the species that inhabit the town's diverse ecosystems are particularly valued. The community's vision for natural resources emphases environmental protection and open space preservation.

The town's coastal location bestows it with unique marsh habitat, birds, and tidal rivers. The Shoreland and Resource Protection Overlay Districts are intended to minimize the impact of development on resources. As discussed in the Land Use Chapter, the abundance of wetlands and existing conservation land constrain development opportunities in town. However, these characteristics also contribute to and safeguard the community's rural character.

Critical natural resources, as defined in Chapter 208 Comprehensive Plan Review Criteria, include a variety of natural resources that warrant protection from the negative impacts of development under federal and state law. These resources, along with conserved land, are displayed in Figure 18-2.

Natural resources are present throughout the community and therefore can be found in all growth rate areas and zoning districts. Kennebunkport's Zoning Ordinance contains provisions to minimize the impact of development on resources and to prevent development within areas that are especially sensitive and noncompatible with development. As discussed in the Land Use Chapter, the shoreland and resource protection zones provide protection to coastal and inland water resources. The uses that are allowed by right within the Shoreland and Resource Zones are limited to uses such as management of natural areas and resources, essential services, timber management, and non-intensive and non-commercial recreation such as fishing or hiking. More invasive uses of land within these zones requires a permit from the Code Enforcement Officer or Planning Board.[1]

> Natural resources are discussed in several chapters of this Comprehensive Plan: Chapter 4 Existing Land Use, Chapter 7 Natural Resources, Chapter 8 Water Resources, and Chapter 9 Marine Resources. Refer to these chapters for detailed information and maps.

Within the Shoreland Zones, all structures must be set back a minimum of 75 feet from the normal high water mark of bodies of water, tributary streams, and the upland edge of a wetland, except in the Dock Square and Riverfront Zones where there is more density of development and intensity of land uses present. The Town created a Shoreland General Development zone that coincides with the Dock Square and Riverfront Areas within the Shoreland Zone, which are both located within the Growth Area. A reduced setback of 25 feet is imposed in this district.[2] Figure 18-3 displays the extent of the Shoreland and Resource Protection Zones. Refer to the Water Resources Chapter for additional information about shoreland zones. The Transportation Chapter contains information about regulations for roads in proximity to the Shoreland and Resource Protection Zones.

Critical Natural Resources Include:

- Resource Protection District areas
- Wetlands of special significance (coastal wetlands, great ponds, wetlands that contain critically imperiled or imperiled community, wetlands that contain significant wildlife habitat, wetlands subject to flooding, location within 250 ft of coastal wetland, peatlands, at least 20,000 sf of aquatic vegetation, wetland within 25 feet of a river)
- Significant wildlife habitat
- Threatened, endangered and special concern animal species habitat
- Significant freshwater fisheries spawning habitat
- Natural communities that are critically imperiled, imperiled, or rare
- Areas containing plant species declared to be threatened or endangered
- Coastal sand dune systems
- Fragile mountain areas
- National Natural Landmark

(Chapter 208 Comprehensive Plan Review Criteria)

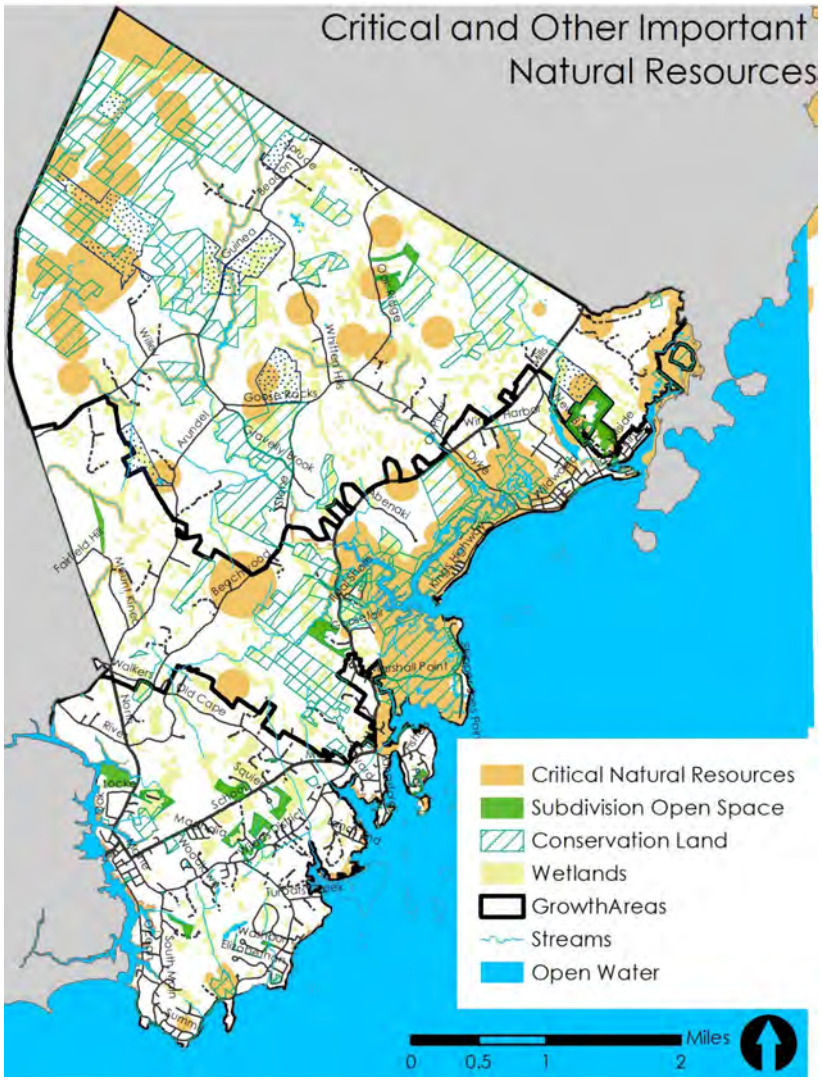


Figure 18-2. Critical natural resources and other important natural resources (Source: Town of Kennebunkport, Maine Department of Inland Fisheries and Wildlife, National Wetlands Inventory)

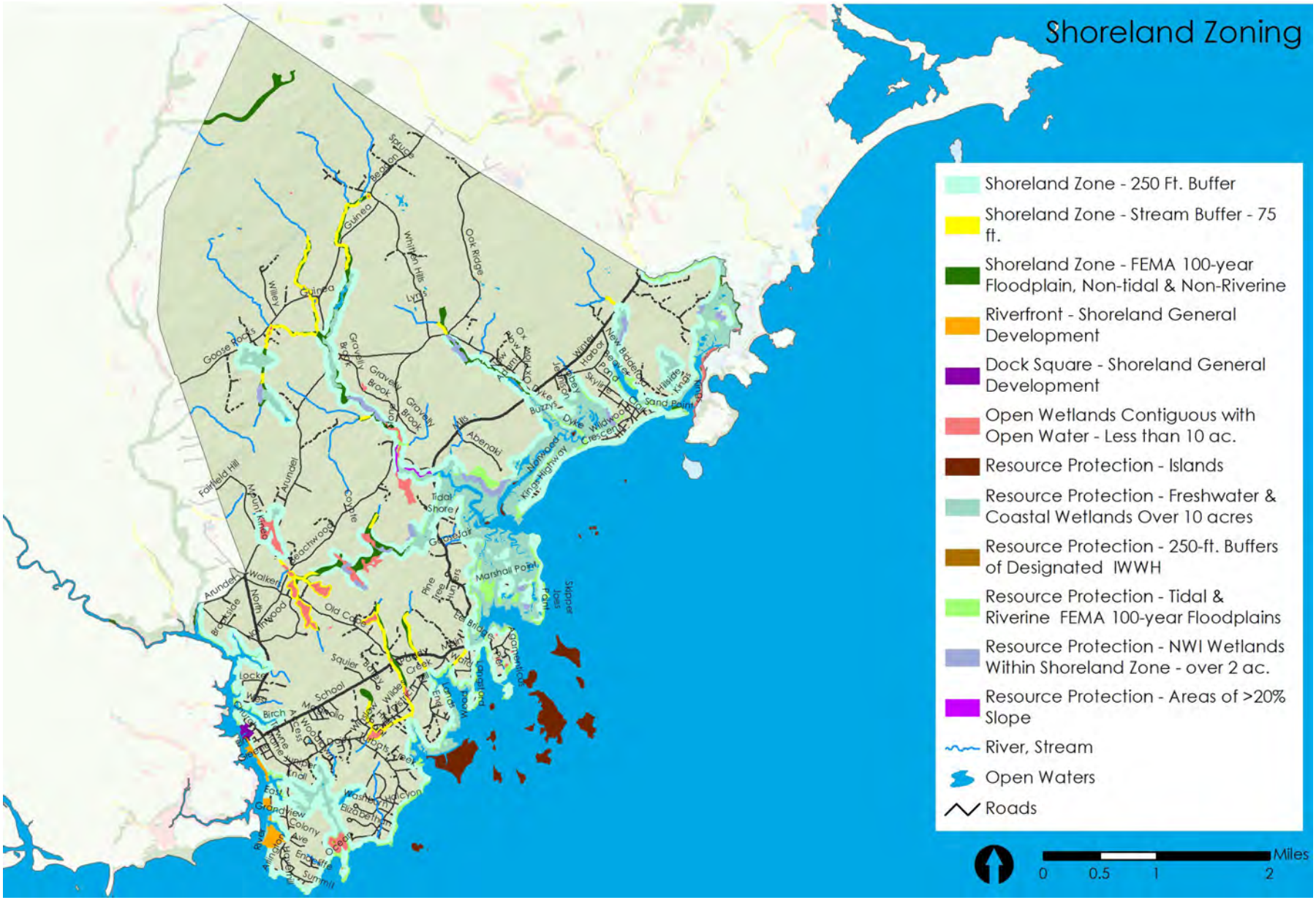


Figure 18-3 Map of the Shoreland and Resource Protection Overlay Districts (Source: Town of Kennebunkport)

Within the Growth Area, critical resources are located along the shoreline and fall within the jurisdiction of the Shoreland and Resources Protection Zones. A majority of the extensive marsh habitat is part of the Rachael Carson Wildlife Refuge. Many of the areas that are identified by the state as recent locations of state listed animals are located within existing conservation land, which provides protected habitat.

In the currently designated growth area, one area that is slated for a combination of development and open space is the Village Parcel. No designated critical natural resources were identified in the Village Parcel using datasets provided by the State's Municipal Planning Assistance Program. However, a site analysis conducted during the Village Parcel planning process identified three vernal pools.[3] Figure 18-4 displays the vernal pools, streams, and wetlands located within this area as well as surrounding conservation land. The parcel is located in proximity to existing conservation land and undeveloped land that offers an opportunity to enhance the connectivity of wildlife corridors.

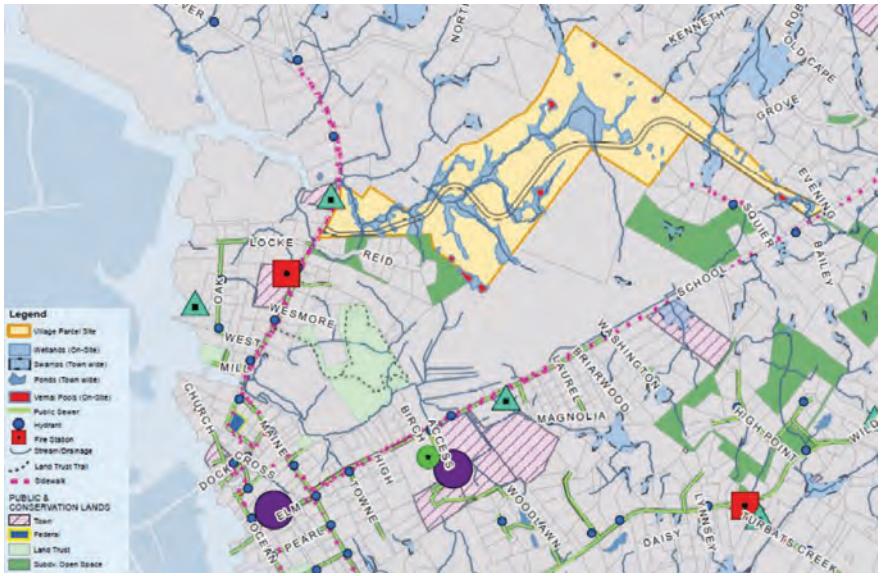


Figure 18-4. Map of Village Parcel and surrounding land (Source: A Vision for the Village Parcel)

Other Resources

The shade trees that line Kennebunkport's streets are among its prized environmental resources. The Shade Tree Committee has logged over 1,300 shade trees into the Town's database and web viewer. The committee's activities center around the 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. Species of particular interest are the elms, chestnuts, and several native flowering species such as dogwoods. Shade trees are generally compatible with development but must be provided sufficient growing space above and below ground and must be protected from road salt and drought in urban environments.

Limited aquifers underly the town. These are located in the northern portion of town near the Biddeford boundary. Open space is the best land use above a high yield aquifer, however limited types of development can be managed with land use standards.

Figure 18-5 displays other natural resources, including forestry and farmland soils, areas of undeveloped land, and parcels that participate in the Maine Tree Growth Tax Program (as of October 2021). Shorebird areas and tidal waterfowl/wading bird habitat, which are important marine resources, are also displayed.

Kennebunkport's existing growth and transitional Areas generally do not conflict with these resources. As the map in Figure 18-5 shows, much of the undeveloped areas and all of the coastal bird habitat that does lie in the transition Area is protected conservation land. There are limited areas of soils classified as 'forestry soils' and very limited area of soils classified as 'farmland soils' in Kennebunkport. These areas are located in the rural area. The preservation of farms within the community is desirable.

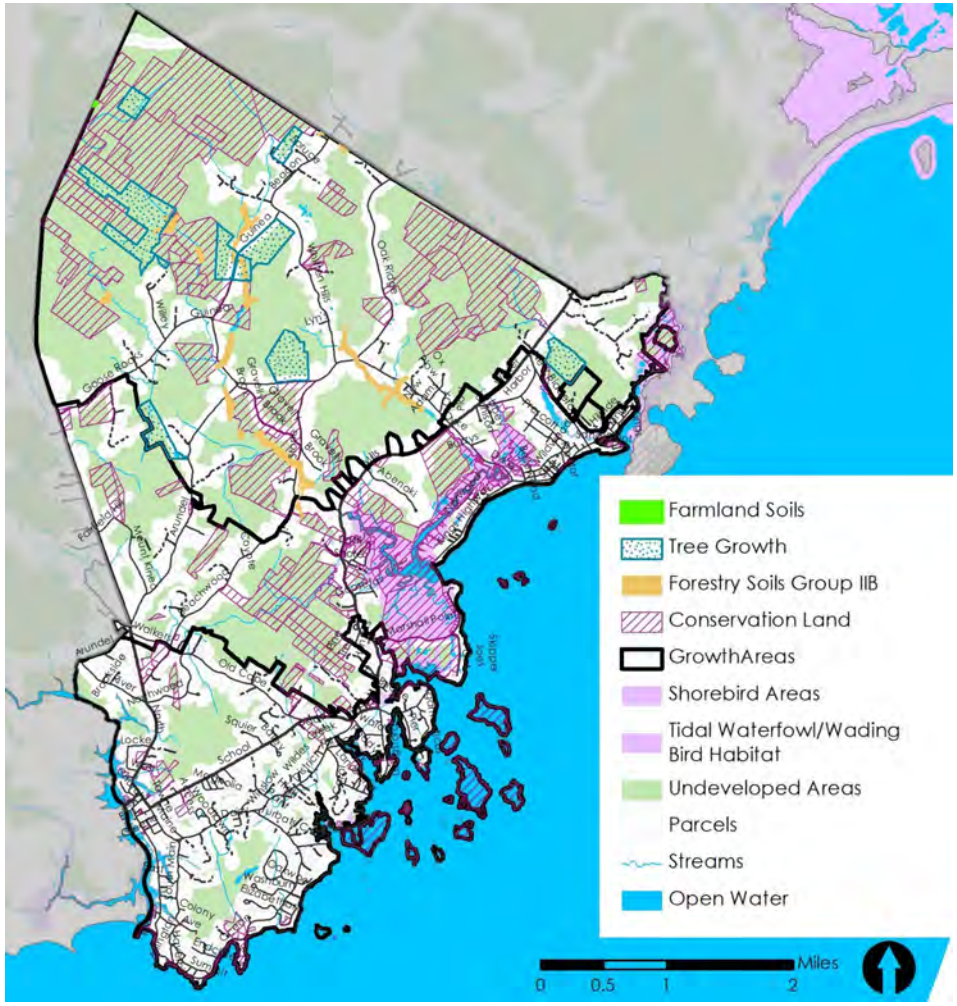


Figure 18-5 Forestry and farmland soils, parcels in ME Tree Growth program, coastal bird habitat, undeveloped land, and protected land (Source: Town of Kennebunkport, ME Department of Inland Fish and Wildlife, Kennebunkport Conservation Trust)

Current and Planned Infrastructure and Public Facilities

Roads and Sidewalks

The Town maintains over 50 miles of roads (Figure 18-6). The capital budget for road improvements and sidewalks has declined, while highway and pier funds have increased in recent years. The estimated future budget for transportation projects is not expected to change significantly in the next five years.[4]

When land is subdivided and new roads are constructed, the developer is required to maintain all improvements and remove snow on streets and sidewalks until either the municipality accepts the improvements or a lot owners' association assumes control of the street (Subdivision Regulations Section 10.1(G)). A street must be considered and accepted at town meeting to become a public way. In 2018, the Town adopted a new street acceptance policy that requires sufficient public benefit to justify perpetual maintenance in order for the street to be considered for acceptance as a public way. A street that meets or exceeds the public service need, pedestrian accommodation, and connectivity requirements is considered to provide this sufficient public benefit. When making this determination, the Selectmen classify roads that are proposed for acceptance in the following categories: a) the street leads to a public facility, b) the road connects to other streets or is a thoroughfare, and c) the street provides other public benefit(s).[5] These regulations and policies ensure that the Town only takes on the burden of new roads upon voter approval and demonstration of public benefit.

The Town's Subdivision Regulations require sidewalks in all new subdivisions within or partially within areas that are designated as growth and transitional areas. In areas outside of growth areas, sidewalks are required to be installed and connected to the existing sidewalk network if adjacent sidewalks are present.

Town-Owned Land

As of May 2022 the Town owns a total of 80 properties totaling 458 acres (Figure 18-6). The Town owns 17 conserved parcels and two parcels that are conserved with an allowance for either fisherman's use or recreational buildings. Conserved properties total approximately 51 acres.

There are 26 small, unbuildable Town-owned lots, which account for just over 3 acres combined. Many of these lots have pumping stations. Some lots are not conserved, but do have development restrictions.

Twenty-six of the Town's properties are classified as not conserved. These lots include municipal building properties, the wharf, parking lot, public safety buildings, and the Town Dump. Some Town-owned land that is not conserved is tax acquired land. Four of these lots (128 acres) are properties formerly known as Town Forest, which have been owned by the Town since the 1930s and 1950s. To preserve and maintain these lands as undeveloped forest land, these properties should be protected through a conservation easement or other deed restriction.

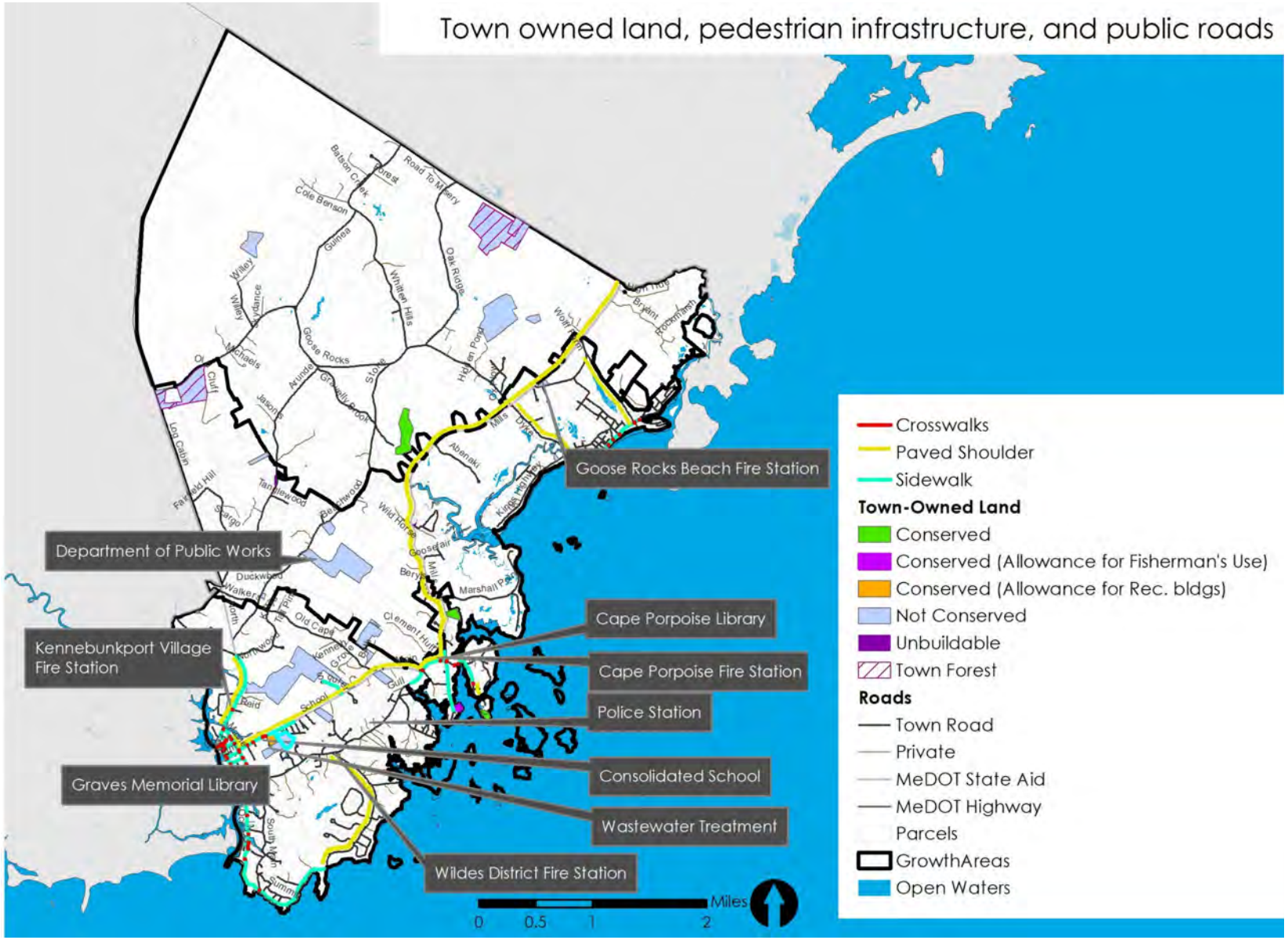


Figure 18-6 Town owned land, pedestrian infrastructure, and public roads (Source: Town of Kennebunkport)

School

The Kennebunkport Consolidated School, the town's only public school, is located in the Growth Area. Enrollment at the Consolidated School (Kindergarten through 5th grade) has trended downward in recent years. Projections indicate that the population will increase slightly to around 160 by 2024.[6] This is well below the 200+ students who were enrolled in 2012. The challenge is therefore not how to accommodate future growth but how to attract younger families to boost enrollment.

Emergency Response

Kennebunkport's emergency management team is headed by a Director and assisted by a Deputy Director. Operations are headquartered in the Police Department building at 101 Main Street in close proximity to a communications tower.

There are currently four firehouses in Kennebunkport. The Town owns the Village and Wildes District firehouses and the Cape Porpoise and Goose Rocks companies own their own buildings and lease them to the Town. 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.

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.[7]

The police station at 101 Main Street was constructed in 1997 and subsequently expanded and modified several times to meet the needs of a growing department and the demands of policing in the 21st century.

In recent years, the reliability of the department's radio communications had 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.

Sewer & Water

Town sewer is available in much of the currently designated growth area (Figure 18-7). The coastal portion of the transition area and just three parcels in the rural area are on Town sewer. There are many unsewered lots in the growth area and the inland areas of the transition area, therefore there is potential for as many as 80% of the annual growth management permits issued to be located on lots that do not have access to Town sewer.

For planning purposes, the department estimates that each sewer unit[a] (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. 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 licensed capacity of 700,000 gallons per day.

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 drinking water supply for Kennebunkport consists of private wells, 6 public water system wells (privately owned but have at least 15 connections or serve over 25 people), and surface and groundwater supplied by the Kennebunk, Kennebunkport, and Wells Water District (KKWWD). Approximately 1,410 parcels (40% of all parcels in town) are served by the KKWWD. All of the water that is provided by the KKWWD is derived from locations outside of Kennebunkport. Sources of finished and unfinished water include the Branch Brook, Biddeford & Saco Water Company, and York Water District. Since 2015, KKWWD's annual water

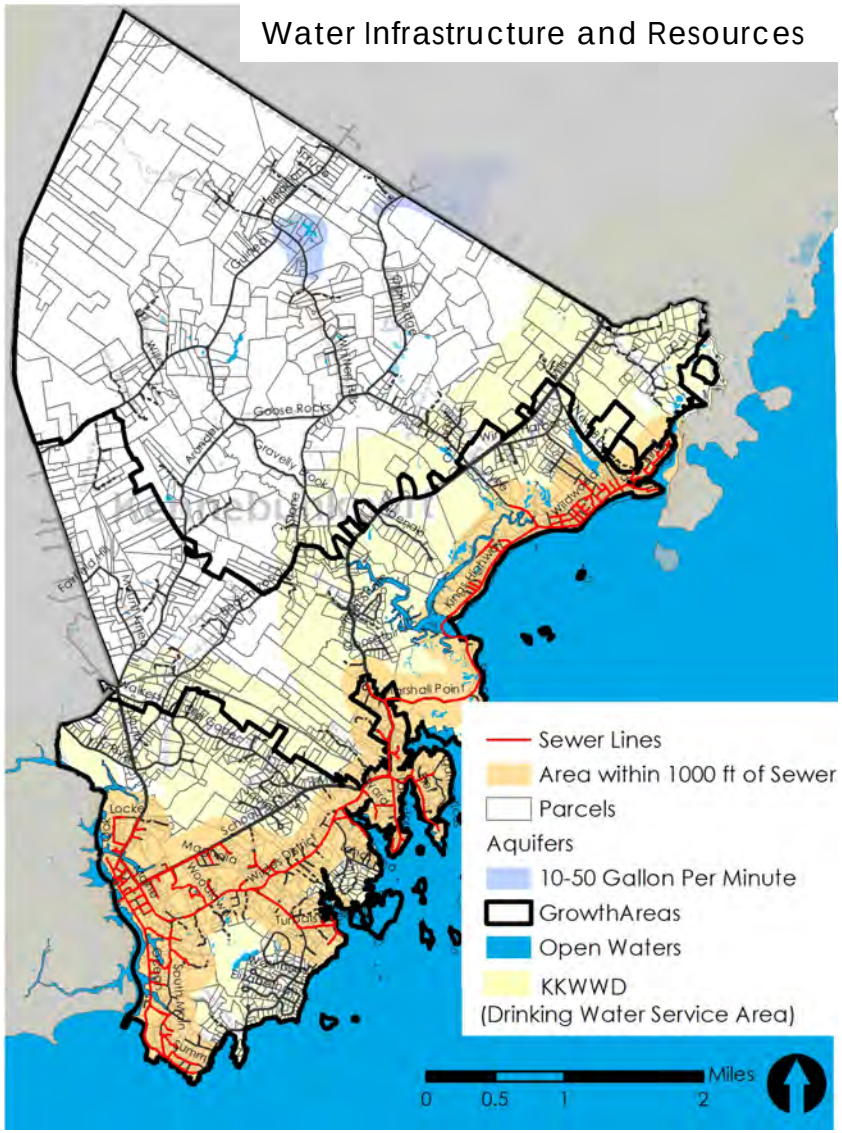


Figure 18-7 Extent of sewer and water infrastructure and location of aquifers (Source: Town of Kennebunkport, KKWWD, ME DACF)

[a] See https://www.kennebunkportme.gov/wastewater-department/faq/what-are-sewer-units for detailed information on sewer units.

production has been around 1,000 – 1,100 million gallons.

The supply to Kennebunkport hovered around 130 million gallons/year from 2015-2018, then increased by over 30% to 200 million gallons in 2019 before dropping to 130 million gallons/year again in 2020 and 2021.[8] Lots that are not served by the privately owned 'public water system' wells or KKWWD are served by private wells. Drinking water wells in Kennebunkport may be vulnerable to increased salinity and/or pollution from sea level rise induced groundwater rise, which can impact locations as much as three miles from the coast.

Much of Kennebunkport's sewer system is half a century old. The system is in a phase of its life cycle when major components need to be replaced. Additionally, the Town is focused on protecting this critical infrastructure from the impact of sea level rise. Expansion of the system will largely be deferred in the near term, as the Town's finite resources will be invested in the replacement of old components and preparing the infrastructure for climate change.

Recent Population and Development Trends

Population

According to decennial census data, the Town's year-round population declined from 3,720 to 3,374 between 2000 and 2010, and then increased to 3,629 in 2020.

The State Economist projected that the Town's population would increase by approximately 10.5% (from 3,571 to 3,946) between 2016 and 2036. The latest available projections show a population increase of 13.8% between 2018 and 2038 by approximately 500 people, or 25 people per year.[9] The current and future demand on services like sewer, water, parking, and emergency response must account for a significantly larger population due to the estimated seasonal population of 12,000. Furthermore, the Town should anticipate a potential influx of new residents who move to Maine to escape worsening drought, wildlife, and flood hazards in other areas of the country. In addition, the COVID-19 pandemic has revealed the effect that remote working had on where people choose to live and the

Population change will be impacted by factors including housing affordability, services and resources, vacant housing, developable land, local and regional job opportunities, the ability to work remotely, birth and death rates, and climate change.

In the coming years, climate change will impact some regions of the United States more severely than others. A state like Maine, with ample water supplies and a temperate climate, could attract migrants fleeing other parts of the US.

Concurrently, a rising sea may also impact the population. Residents may face the need to adapt to higher water levels. For some residents and structures, floodproofing or elevating may be sufficient. Other residents may decide these adaptation strategies are either not feasible or desirable and may move to higher ground within Kennebunkport or to another community.

desirability of places that offer a high quality of life, like Kennebunkport, when the work commute does not have to be factored into one's decision on where to live.

Housing

In recent years, most residential development has occurred in the Goose Rocks, Free Enterprise, and Farm & Forest zoning districts (Figure 18-8). These districts are located in growth, transitional, and rural areas.

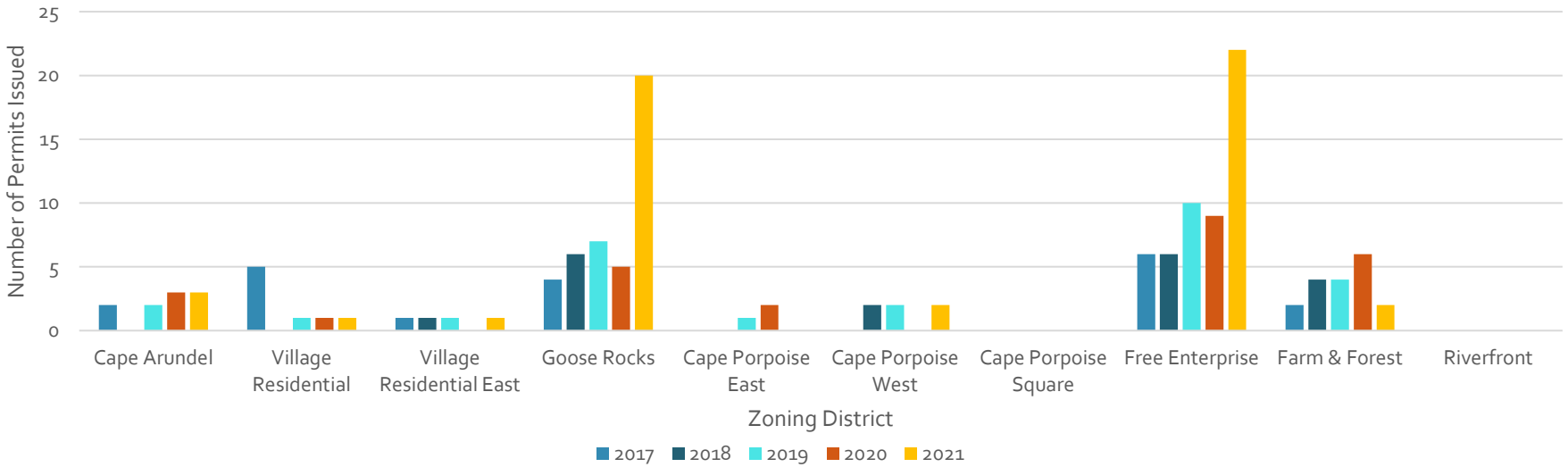


Figure 18-8. Growth management permits issued by zoning district in 2016-2020

Over 90% of the estimated 3,027 housing units in Kennebunkport are 1-unit, detached dwellings (single family homes) (Table 18-2).[10] There are an estimated 105 units in duplexes and 69 units that are part of multiplexes with three or more units. The predominance of single family homes is a contributing factor to the lack of affordable options in Kennebunkport. The size of homes and lots also impacts housing affordability. According to the American Community Survey, nearly one-third of occupied housing units in Kennebunkport have 4 or more bedrooms (Figure 18-9). This data is not available for vacant housing units, of which there are many due to high number of non-year-round homes. Approximately 10% of occupied housing units are renter-occupied.[11]

Residents expressed concern with the lack of affordable housing, growing number of seasonal housing and rentals, and impacts of housing and development on wildlife. Residents would like to see more diverse housing options.

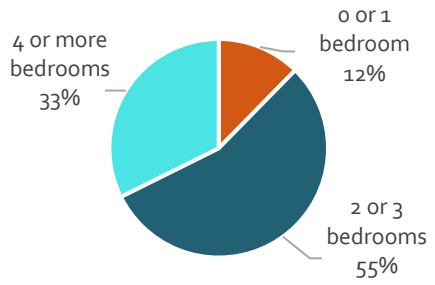


Figure 18-9 Estimated number of bedrooms in occupied housing units in Kennebunkport (ACS 2020 5-year estimates)

Workshop poll results indicate the community's interest in diversifying the housing stock with more smaller homes, condos, apartments, and housing for seniors (Table 18-3).

Table 18-2 Number of dwelling units by units in structure in Kennebunkport (ACS 2020 5-year estimates)

Units in Structure	Number	Percent of Total
1 unit detached	2,714	92.0%
1 unit attached	63	2.1%
2 units	73	2.5%
3 or 4 units	26	0.9%
5 to 9 units	28	0.9%
10 to 19 units	33	1.1%
20+ units	0	0.0%
Mobile home	0	0.0%
Boat, RV, van	13	0.4%
TOTAL	2,950	

Table 18-3 Workshop poll results: What types of housing does Kennebunkport need more of?

Type of Housing	Number of Responses
Smaller homes (1-2 bedroom)	24
Apartments	18
Condominiums that are suitable options for downsizing from larger homes	17
Senior housing	16
Tiny homes (less than 400 square feet)	12
Rentals (long term)	11
Assisted living	4
Larger homes (3+ bedroom)	3
Other	1
Summer rentals	1
Total participants=39, participants could choose all that apply	

What is Affordable Housing?

The term "Affordable Housing" is not currently defined by the LUO. A definition should be added.

According to the Kennebunkport Heritage Housing Trust (KHHT), supporting affordable housing means:

- The local workforce- first responders, teachers, town employees, business owners and their staff, etc.- can afford to live in the town where they work
- Enrollment will grow at our local elementary school- the PRIDE of the 'Port
- We can balance the aging population of Kennebunkport
- Contributing to a vital, diverse, engaged and welcoming year-round community
- Building on the strong heritage of Kennebunkport and ensuring the story of our Town will continue on for years to come.

The KHHT sets income levels based on the project and household size. The first neighborhood (Heritage Woods) has income eligibility guidelines to serve families earning between 80-120% of the area median income.

MRSA Chapter 202 defines affordable housing as "decent, safe and sanitary dwellings, apartment or other living accommodations for low-income and moderate-income households" that includes, but is not limited to:

- Government-assisted housing
- Housing for low-income and moderate-income families
- Manufactured housing
- Multifamily housing, and
- Group and foster care facilities.

The Maine State Housing Authority considers housing to be affordable if the household spends no more than 30% of its income on housing related costs (mortgage or rent, utilities, taxes, insurance, and maintenance).

According to the US Department of Housing and Urban Development (HUD) is generally defined as housing on which the occupant is paying no more than 30% of gross income for housing costs, including utilities.

Camoin Associate's Housing Needs Analysis & Assessment, issued in January 2018, identified a number of key findings, which are discussed in Chapter 6 Housing of this Comprehensive Plan. The findings include:

- Housing unaffordability
- Rising cost of homeownership
- Limited supply of year-round rental options
- Impact of seasonal homes on housing price
- Impact of large lot zoning on construction of high-priced homes
- Short term vacation rental impacts on housing cost.

Implications of the housing situation include:

- Limited income diversity in Town
- Underrepresentation of younger, middle-aged population
- Declining school enrollment
- High degree of cross-commuting
- Lack of housing for Town employees and people who work in town.

The Village Parcel Market Analysis, determined that the housing demand, especially for moderately priced homes, will be robust into the future. Demand is anticipated to range from 330 to 542 units by the year 2024. Forty percent of this demand is for market rate housing ($400,000+) and 60% is from households making $50,000-$100,000. The demand for "affordable" homes for people under age 55 is 125-150 homes.

In 2018, the Kennebunkport Heritage Housing Trust was established to address a shortage of affordable housing in town. The non-profit's initial goal was the construction of 25 affordable homes by 2025. As of 2021, the organization is on track to meet that goal.

The housing study found that undeveloped land in Kennebunkport can accommodate over 2,800 units under current (2021) zoning. Assuming an average household size of 2.19, these units could accommodate approximately 1,280 people, substantially more than the projected population growth. However, the projected demand for between 66 and 108 units per year[12] (2019-2024) exceeds the number of permits available on an annual basis.

Where future development occurs will depend on factors including the location of undeveloped and developable land, zoning regulations, and growth permits.

Figure 18-10 displays the location of parcels that are classified as 'undeveloped residential land' in the Town's assessing database. This land is categorized as developable residential land, potentially developable residential land (due to water or an access issue), or likely undevelopable residential land, which has a low but not impossible likelihood of being developed in the future. Undeveloped residential land accounts for 18% of total land in Kennebunkport (Table 18-4).

According to the assessing data, up to 13% of the designated growth area (approximately 357 acres) is comprised of undeveloped land. A majority of this land is considered developable. The average lot size of the land categorized as developable land in the growth area is 2.7 acres.

There are 43 lots and 290 acres of land classified as undeveloped residential land in the transitional area.

In the rural area, there are nearly 1,350 acres of undeveloped land, of which about half are identified as developable and 20% are potentially developable.

This data provides general information about undeveloped parcels that could be developed as residential uses. However, it does not reveal lots with existing residential development that could be subdivided and further developed. It also does not identify where standards of the LUO would prevent development, such as lots that lack sufficient road frontage to be subdivided.

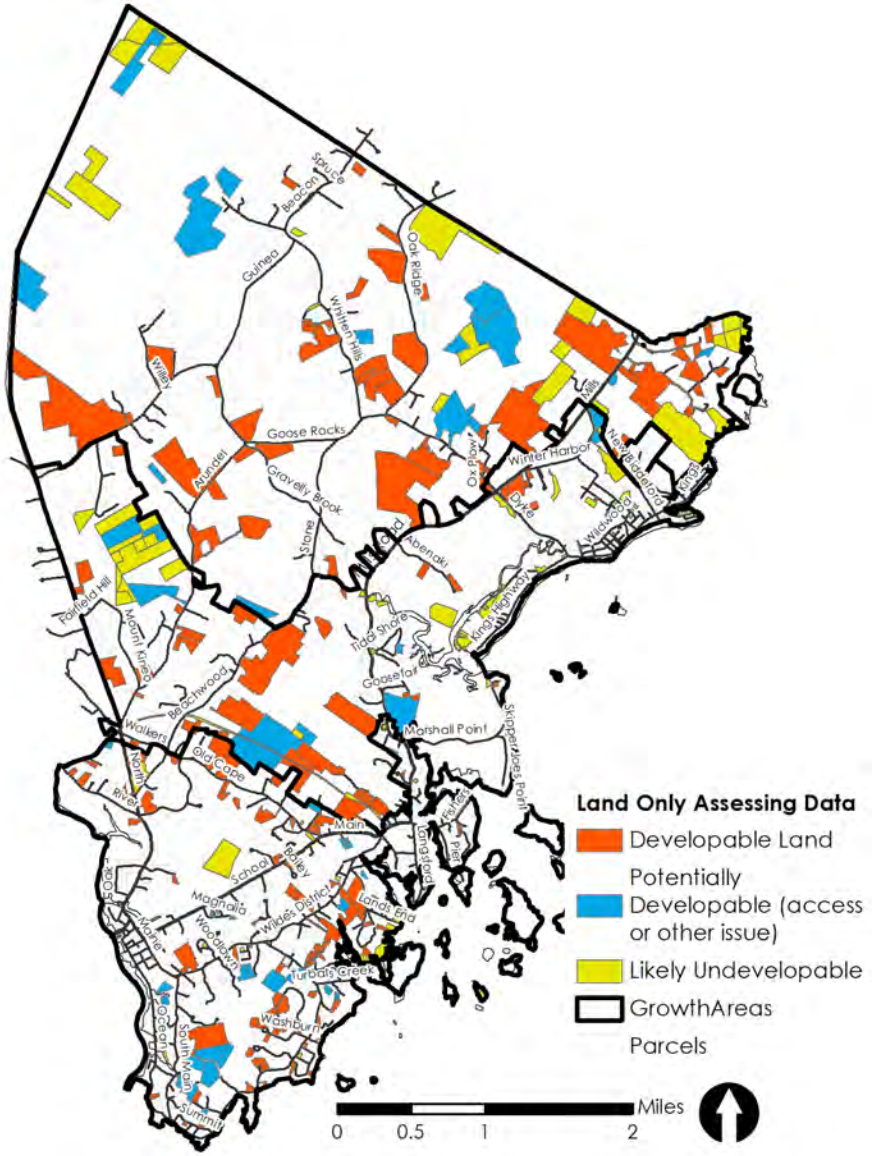


Figure 18-10 Location of undeveloped residential parcels (Source: Town of Kennebunkport Assessing Department)

Table 18-4. Undeveloped residential land by growth area (Source: Town of Kennebunkport Assessing Department)

	Growth Area		Transitional Area		Rural Area		Town-Wide	
	Number Parcels	Acres	Number Parcels	Acres	Number Parcels	Acres	Number Parcels	Acres
Developable Land	81	220.8	43	290.4	48	734.9	172	1,246.1
Potentially Developable Land	30	81.7	16	169.5	16	283.9	62	535.1
Likely Undevelopable Land	33	54.9	65	188.8	25	327.9	185	815.3
Total	**144**	**357.4**	**124**	**648.7**	**89**	**1,346.8**	**357**	**2,352.9**
Percent of Growth Area		**13%**		**18%**		**20%**		**18%**

Housing Affordability and Residential Density

An update to a municipal Comprehensive Plan provides the townspeople with an opportunity to periodically examine the Land Use Ordinance (LUO) to ensure that the regulations continue to be consistent with the community's aspirations and goals. Public input for the current update revealed overwhelming support for the preservation of Kennebunkport's scenic character, natural resources, and open space. Strong support was likewise expressed for removing regulatory barriers that needlessly drive up the cost of new housing. Strategic adjustments to the LUO's density requirements could help to achieve all of these goals.

Kennebunkport adopted its first zoning ordinance in 1961. The current LUO dates to 1972 and has been subsequently amended. The LUO, like the regulations in many other communities in Maine, is rooted in antiquated provisions that were originally intended to protect residential uses from incompatible development and preserve rural character. Today, these provisions undermine the efforts of Maine municipalities that seek to preserve small town village character and large areas of open space due to sprawling development that results from large lot zoning.

The Town has existing regulations that allow for cluster development (LUO Section 240-7.3), which requires a certain amount of open space to be set aside in perpetuity. This helps to mitigate the undesirable impacts of future residential development on natural resources and rural character while also creating walkable neighborhoods.

The Town also permits accessory apartments, which help diversity the housing stock and increase rental opportunities in town and bring in rental income that offsets the cost of homeownership for the property owner. The regulations for accessory apartments could be reviewed to identify opportunities to make it more feasible to create accessory apartments. The Town could also establish an ADU incentive program as was recently done in Kittery.[13] Provisions that limit the ability of having both an accessory apartment and a home occupation could also be reviewed to identify opportunities to use performance standards to regulate the appearance and potential impact of these uses within neighborhoods, as opposed to simply prohibiting the combination of these uses.

Adjustments to the LUO can enable the preservation of Kennebunkport's scenic character, natural resources, and open space, while achieving the goal of lessening the regulatory barriers to housing affordability. A few examples are provided below and additional recommendations are included in the Strategies Chapter of this plan.

For example, reducing the minimum dimensional requirements for lot size, frontage, and setbacks can enable more compact development. This is desirable in areas that have access to sewer and water in the growth and transition areas.

> Zoning codes can be a drag on housing affordability. Because standard Euclidean zoning often over regulates things like density, lot sizes and setback, it ends up prohibiting small and versatile forms of missing middle housing that would actually fit very well within the fabric of a historic neighborhood.
>
> Chuck Marohn, Strong Towns

An unusual feature in the LUO dimensional requirements table is that single family homes and 2-family homes are subject to different front yard, side yard, and rear yard setbacks in some districts. The rationale for this distinction is not plainly evident. In order to render the LUO more defensible, this provision could be reviewed.

Kennebunkport's Subdivision Regulations contain performance standards that require that net residential area be determined by subtracting exclusions listed in the LUO from gross acreage when determining lot size in subdivisions. This provision could be reviewed to determine the effect it has on the viability of development and specifically on development of affordable housing.

A density bonus is another tool the community can consider to incentivize affordable housing. The incentive typically allows and increase in 10 to 20% of the allowed density of the underlying zoning district in exchange for providing affordable housing. This approach may be appropriate in multiple zoning districts.

Non-Residential Land Uses

Parcels that are classified as commercial account for approximately 3% of the area of Kennebunkport. The primary commercial centers in town are Dock Square and Cape Porpoise Square, however commercial uses are permitted in a number of zoning districts in town.

A majority of the new construction permits for commercial development issued between 2009 and 2019 were in the Free Enterprise Zone (Table 18-5). As noted in the table, a number of these permits were for condominiums, rather than businesses. This data provides information on where new development occurred but does not include redevelopment or conversion from one business to another.

Kennebunkport residents were polled on several occasions and asked if there are land uses that are either not currently present or permitted in town that would be desirable. The results of one such poll are displayed in Table 18-6. The Town should consider modifying the LUO to permit the five most popular uses cited in this table.

Small, locally-owned businesses that are geared primarily to serve local residents" was the single most popular response. The LUO should be amended to permit such uses in the Dock Square, Cape Porpoise Square, and Free Enterprise zoning districts. Care should be taken to distinguish these enterprises from convenience store chains that hold no ties to the community.

Table 18-5 New commercial construction permits issued from 2009-2019 by zone (Source: Assessing Department, excludes renovations, additions, repairs)

Zone	2009	2010	2011	2012	2013	2015	2016	2018	2019	Total
Cape Porpoise West							1		1	2
Dock Square				1						1
Goose Rocks/Free Enterprise Dual Zone				16[a]						16
Free Enterprise		1			1	2			10[b]	14
Farm & Forest									1	1
Riverfront								1		1
Village Residential							1	1		2
Total		1		17	1	2	2	2	12	37

[a] 16 2 bedroom condo development at 272 Mills Road, [b] 10 motel cottages at 356 Goose Rocks Road

Likewise, small specialty food stores proved popular, while residents seemed content to travel out of town when in need of a larger food store such as a supermarket. This type of use would be considered a Retail Business, which is a Conditional Use subject to site plan review under the existing LUO in the Dock Square and Cape Porpoise Square Zones and a Conditional Use Subject to Zoning Board of Appeals Review in the Free Enterprise Zone. The LUO should be amended to allow small specialty food stores, subject to Site Plan Review, in the Free Enterprise zoning district. The Town could consider establishing relaxed parking requirements for small specialty food stores, which could make this use more feasible in certain locations.

Table 18-6 Workshop poll results: Which of the following uses would you like to see more of in Kennebunkport?

Use	Number of Responses
Small, locally-owned businesses that are geared primarily to serve local residents	24
Farmers markets	23
Small, specialty food stores	14
Solar farms ranging in size from 5 to 10 acres (1 MW to 2 MW)	13
Mixed use buildings (residential and commercial on the same lot or same building)	11
Personal care businesses such as barbershops and beauty salons	4
Medical or health care	3
Grocery stores (like Hannaford, Shaws, Whole Foods, etc.)	2
Office space	2
Industry or manufacturing	0
Total participants=39, participants could choose all that apply	

Farmers markets proved popular with the public. The fire station parking lot is ideally suited because parking is plentiful, the site is in walking distance of Dock Square and the Village, and the lot is not in close proximity to residential abutters. For the same reasons, the Fire Station parking lot would also be well suited to host a modest food truck operation (one to three trucks) and done so on a rotating schedule so as to vary the menus. An amendment to permit either use should make such operations subject to a Conditional Use permit subject to site plan review. Provisions to protect nearby residents should be a stipulation of the Planning Board review and approval.

Solar farms proved popular as well. The Town does not currently have regulations for solar arrays. Care should be taken not to remove an excessive number of trees so as to ensure that the solar facility's net impact is positive in terms of reducing greenhouse gas emissions. Several resources are available through the Maine Department of Agriculture, Conservation, and Forestry on solar development that is compatible with forest and farmland. Grow Smart Maine has model regulations to support solar energy systems in Maine. The land area covered by these ground mounted solar arrays should not exceed ten acres due to Kennebunkport's limited acreage. That said, a ten acre site could power hundreds of homes, and prove to be more reliable than distant generators. The LUO should be amended to allow such arrays in the Farm & Forest and Free Enterprise zones, subject to a Conditional Use permit.

Poll participants were also interested in mixed-use buildings, which have both residential and non-residential uses, and are often characterized by first floor commercial uses with dwellings above. Such uses are already permitted by the LUO in four zoning districts, subject to a Conditional Use permit through site plan review in the Riverfront and Cape Porpoise East and West Zones or review by the Zoning Board of Appeals in the Free Enterprise Zone. One intent of these provisions is to permit modest dwelling units in mixed use buildings. There are not many such units in Kennebunkport. A relaxation of the LUO's parking requirements might permit greater utilization of this option. The Town could also consider omitting the 60% open space requirement for residential mixed use under LUO 240-7.13 and relying solely on the minimum open space and maximum lot coverage requirements of the zoning districts rather than an added requirement for this specific type of use.

Participants in the 2021 visioning workshop favored commercial uses that are oriented towards year-round residents, as opposed to day visitors.

Interest in additional office or in industrial uses was uniformly low. A large majority favors maintaining the community's rural character and avoiding what they termed "overdevelopment.

The Town has been vigilant in protecting its commercial fishing industry. A healthy working waterfront is integral to the safety and success of the fishing industry. Loss of the working waterfront would have a significant impact on Maine's economy and way of life. Planning and development must prioritize access to the waterfront for commercial fishing and for recreational purposes. Refer to the Marine Resources Chapter for information on working waterfronts. Recreational access to water resources is discussed in the Recreation Chapter.

Village Parcel

In 2018, the Town purchased an 86.67-acre parcel of land (Tax Map 12 Lot 5-12) located in the growth area between North Street and School Street known as the Village Parcel for $10 million dollars. The property was purchased to prevent it from being developed as a private subdivision and to help address short-term and long-term needs. The property has access to public sewer and water. A majority of the site is currently zoned Free Enterprise and a small portion of the site falls within the Village Residential Zone (Mitchell Associates et al., 2020). The property has approximately 52 acres of upland area, approximately 16 acres of forested wetlands, stream segments, and three significant vernal pools (Camoin, 2019). Surrounding land use includes residential subdivisions and large areas of undeveloped land. When the Town purchased the property in 2018, the land had been partially cleared for lots and roadway. Approximately 6,200 feet of roughed in road connects North Street and School Street.

The Board of Selectmen appointed a steering committee to guide the planning process, interact with the community, identify town needs and desires, and develop a plan with assistance from a team of consultants. *A Vision for the Village Parcel*, prepared in July 2020, was the outcome of a 12 month process. This document identifies the following objectives (Mitchell Associates et al., 2020):

- Provide for future town essential services, including municipal facilities to enhance the Kennebunkport experience.
- Include design principles of traditional neighborhoods found in Kennebunkport's village area.
- Parcel should flow as an extension of Kennebunkport's adjacent villages.
- Maintain Kennebunkport's small town character.
- Encourage safe vehicular traffic and pedestrian connectivity.
- Provide for future multigenerational needs.
- Establish mixed uses that complement the needs of the community and each other.
- Encourage passive recreational opportunities.

The site analysis for the Village Parcel identified several key issues (Mitchell Associates et al., 2020):

- The existing forested wetlands, associated streams and vernal pools constrain potential site development.
- Stakeholders and committee members consider the site's ecological resources to be an educational opportunity for the town and an asset to the future development plan as it relates to open space.
- The site provides a significant opportunity to connect North Street and School Street that would likely result in improved response time for public safety services to other parts of the town. This connection may also improve local traffic flow during the high tourist season when the roads in the village area are congested.
- Current zoning does not allow for the residential density of the Dock Square, Riverfront, or Cape Porpoise Square Zone. These districts allows 10,000 square feet per dwelling unit for two family and 20,000 square feet for single family dwellings. Multi-family dwellings are permitted at 10,000 square feet per dwelling unit in Dock Square. Across the river in Kennebunk's Village Residential Zone and Lower Village Business Zone, the permitted density is four times the density than is allowed

in Free Enterprise and Village Residential.

During the planning process, the public expressed interest in the following uses (Mitchell Associates et al., 2020):

- Affordable housing for families and aging population, single-family and apartments
- Moderate-sized homes
- Open space and recreation areas and trails
- Community gardens and public gathering spaces
- Pedestrian-friendly, bicycle-friendly
- Limited commercial, local food
- Town office
- Fire station
- Town green.

Non-residential priorities include:

- Preservation of Open Space for Conservation and Recreation
- Reserving Land for Future Use
- Limited, Near-Term Municipal Uses

Residential priorities include:

- Address the housing needs of young families, town workers and seniors that cannot readily be accommodated in the current Kennebunkport market

A Vision For the Village Parcel recognizes that "To realize the vision of a mixed-income, multigenerational neighborhood, and to facilitate a configuration more on par with a village character, the current zoning for the Parcel would require modification. To establish a proper framework to support the desired development types, zoning amendments will need to include reduced setbacks, smaller lots sizes, greater building coverages, greater density, and perhaps the establishment of design standards." Amendments to zoning could take the form of a contract zone, overlay zone, or new base zone.

The most preferred type of development for the Village Parcel, as indicated by public input and committee members, is traditional neighborhood character, such as Dock Square and Cape Porpoise.

The above referenced reduced setbacks, smaller lot sizes, and greater density are illustrated in the rendering in the plan that was prepared to explore options for development on the Village Parcel (Figure 18-12).

Figure 18-12 Rendering of Traditional Neighborhood Development by Mitchell Associates et al., 2020

Street Connectivity

There are several advantages to a street network that features

multiple interconnections, as compared to cul-de-sac street layouts that have been the norm for the past half century.

- They provide two or more options for evacuation during emergencies.
- Emergency responders have multiple paths to access those in need.
- Such networks are generally more pedestrian & bicycle friendly, and thus tend to strengthen the community's social bonds.
- Roadway maintenance is more efficient, and therefore less costly.

Connected neighborhoods in Kennebunkport include the Village, Dock Square, Goose Rocks Beach, and Cape Arundel. Oftentimes, such neighborhoods were developed not by chance, but rather as a consequence of a deliberate planning effort that was executed on a large scale. The 1873 layout of Cape Arundel (Figure 18-13) is a prominent example. The Boston based speculators behind that endeavor had the resources to acquire a very large tract, and then wisely decided to leave little to chance.

It is noteworthy that the Town-owned, 87-acre Village Parcel is large enough to accommodate a traditional connected neighborhood. The Town would be in a position to control all facets of such a development, including the size and mix and proximity of dwelling units. Buy-in from abutters and the public would be essential before moving forward with such a plan.

Figure 18-13 Development Plan for Cape Arundel, 1873

Sea Level Rise

The Maine Climate Council recommends committing to manage for 1.5' of relative sea-level rise by 2050 and 3.9' by 2100, as well as preparing to manage for 3' of sea level rise by 2050 and 8.8' by 2100 for critical infrastructure (Figure 18-14).[14] Within Kennebunkport, it is estimated that 260 to 1,116 acres of land above the extent of the highest astronomical tide will be impacted, depending on the scenarios. Figure 18-15 displays the location and acreage of land impacted under each of the three scenarios.

Much of the land that is projected to be inundated by sea level rise in the future lies within the Shoreland Protection Overlay District 250-foot buffer. However there are areas of Town, such as near the Consolidated School, which are not located within close proximity to the coast or Kennebunk River that are anticipated to be impacted by sea level rise (Figure 18-16).

As discussed in the Transportation Chapter, a number of roadway segments will be impacted by sea level rise. Flooded roads will have widespread impacts that go beyond the inundated portions of road. Sea level rise will also cause groundwater rise. Pooling groundwater will have impacts on travel as well as the integrity of pavements.

Sea level induced groundwater rise increases the risk of water pollution as groundwater interfaces with septic systems, underground storage tanks, and other potentially hazardous substances. Saltwater intrusion in wells will also impact the drinking water supply. Hydrogeological modeling is needed to determine where groundwater rise may impact roads, structures, and wells.

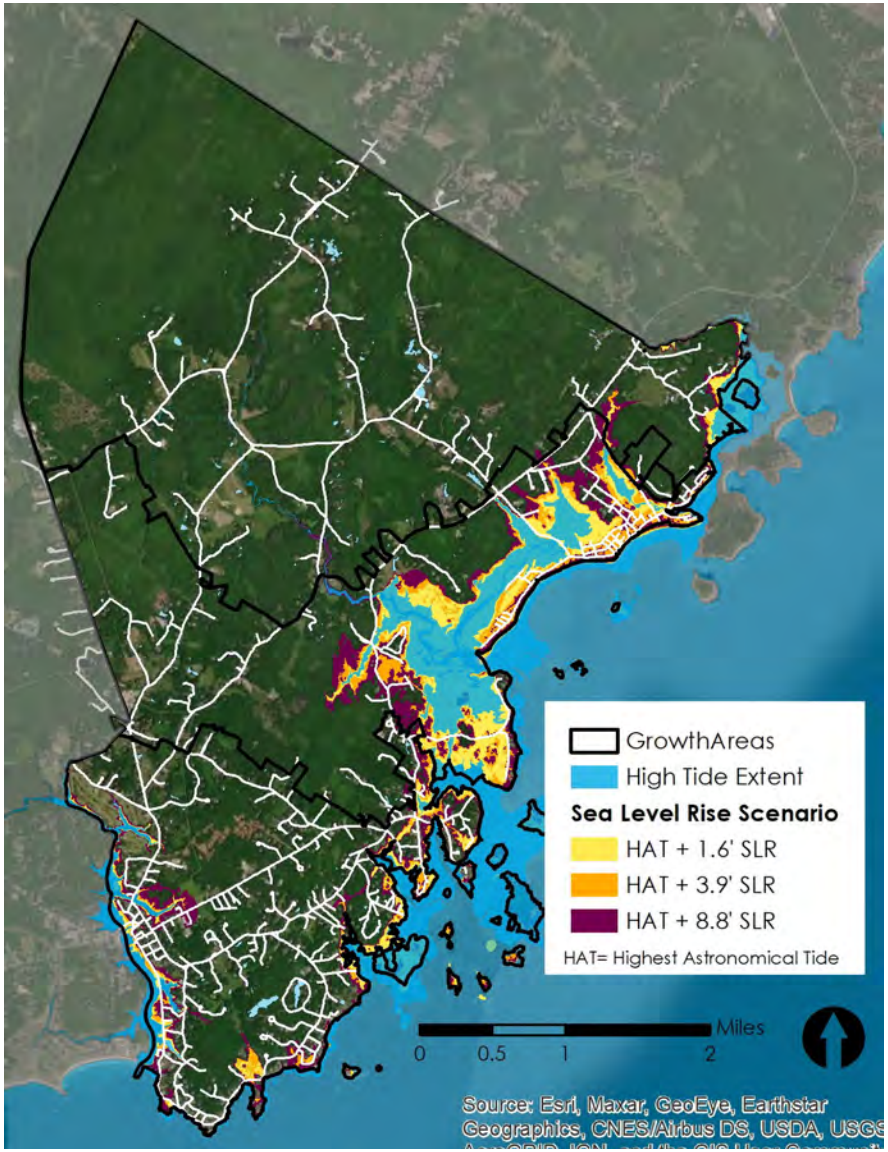


Figure 18-14 Recommended sea level rise scenarios to plan for (Maine Climate Council, ME Geological Survey)

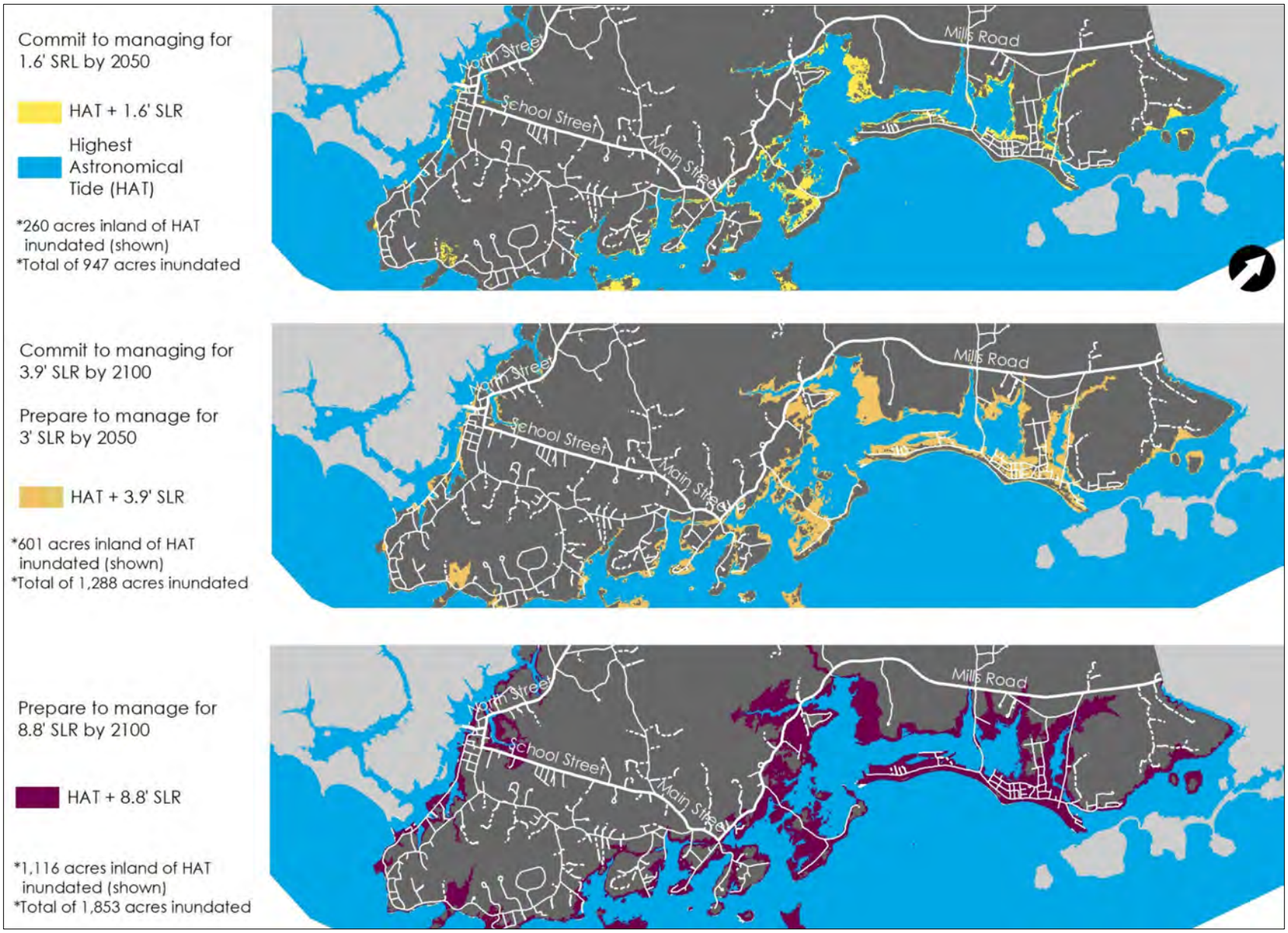


Figure 18-15 Sea level rise scenarios shown with the 250 ft Shoreland buffer (Source: ME Geological Survey, Town of Kennebunkport)

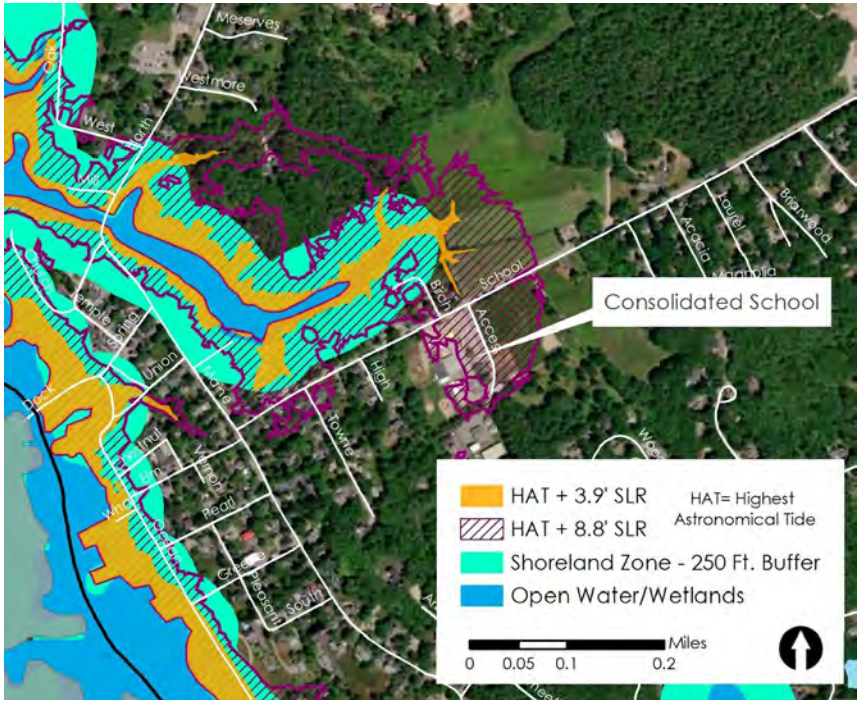


Figure 18-16 Sea level rise scenarios with 250 foot shoreland buffer in the vicinity of the Consolidated School

Sea level rise adaptation planning is an ongoing process. The Town joined a coalition of six Towns in York County as part of a Regional Sustainability and Resilience Program in 2019. In 2020, The Town adopted a set of Climate Change Goals that including measures such as increasing resilience through land use policies that protect valuable natural assets and support resiliency, educating the community about steps they can take to reduce emissions and become more resilient, diversifying the community forest for long term resilience, and integrating sustainability into capital planning.

Future Land Use Workshop participants were polled about what they thought the Town should do to reduce impacts of sea level rise and flooding. Among the top responses were using land use regulations to discourage new development in areas that are likely to be impacted by sea level rise, prohibiting Town-owned structures in locations that are vulnerable to flooding or sea level rise, and increasing stormwater design standards (Table 18-6). This input aligns well with next steps recommendations produced by the Southern Maine Planning and Development Commission in their 2020 Sustainability and Coastal Resilience Assessment for Kennebunkport, which include measures like prohibiting municipal funds from being used for development in existing and future flood hazard areas and considering the creation of a coastal hazard overlay district to establish more stringent regulations in vulnerable locations.

Table 18-6 Workshop poll results: What should the Town do about sea level rise?

Options	Number of Responses
Discourage new development in areas that are likely to be impacted by sea level rise through land use regulations	24
Prohibit Town-owned structures in locations that are vulnerable to flooding and/or sea level rise (except water-dependent structures like piers)	21
Increase stormwater design standards to accommodate more precipitation	20
Initiate a vulnerability assessment and long term planning process for Dock Square	20
Assess the feasibility of elevating roadways that are in vulnerable locations	17
Conduct a study to identify areas in town that are vulnerable to groundwater rise associated with sea level rise	16
Investigate options for buyouts of vulnerable properties	8
Nothing	2
Other	1
Total participants=39, participants could choose all that apply	

Three overall approaches to adapt to changing sea level:
1) Keep water out through floodproofing measures
2) Live with or accommodate water such as by elevating a structure
3) Retreat to higher ground

Portions of the (currently designated 2021) Growth Area, including Dock Square, are vulnerable to sea level rise. Dock Square is a vibrant commercial hub that serves both residents and visitors. It is an economic and cultural asset to the town. The vulnerability of properties to flooding is anticipated to increase over this century and beyond.

Kennebunkport, along with Kennebunk, has initiated a project with the Maine Silver Jackets to provide nonstructural flood mitigation assessments of historic buildings and infrastructure in Dock Square and the Lower Village. The project will identify floodproofing measure to support floodplain management and resiliency of this area.

Proposed Growth Management Areas

After reviewing the existing growth management areas, natural resources, current and proposed infrastructure, development trends, and sea level rise, the Growth Planning Committee determined that the existing growth management areas are appropriate. No modifications to the boundaries of the growth management areas, shown in Figure 18-16, are suggested at this time. A brief summary of the growth, transition, and rural areas follows.

Growth Area

The growth area is based on the area that in 2009 was either serviced by sewer and water or located within 1,000 feet of these services. This area has development that consists of village patterns including residential and commercial development. Eight zoning districts fall within or partially within the growth area.

In order to achieve village-like development throughout the growth area, zoning amendments to reduce lot size and setbacks would be required. It may be necessary to amend the boundaries of zoning districts in order to achieve this desired development as districts like Free Enterprise extend over a large geographic area of town and intersect the growth, transition, and rural areas.

The vision for the growth area includes well connected neighborhoods, commercial centers, waterfront amenities, and trail systems. Small-scale entrepreneurial activity that is compatible with historic resources, natural resources, and residential development is desirable. A variety of affordable

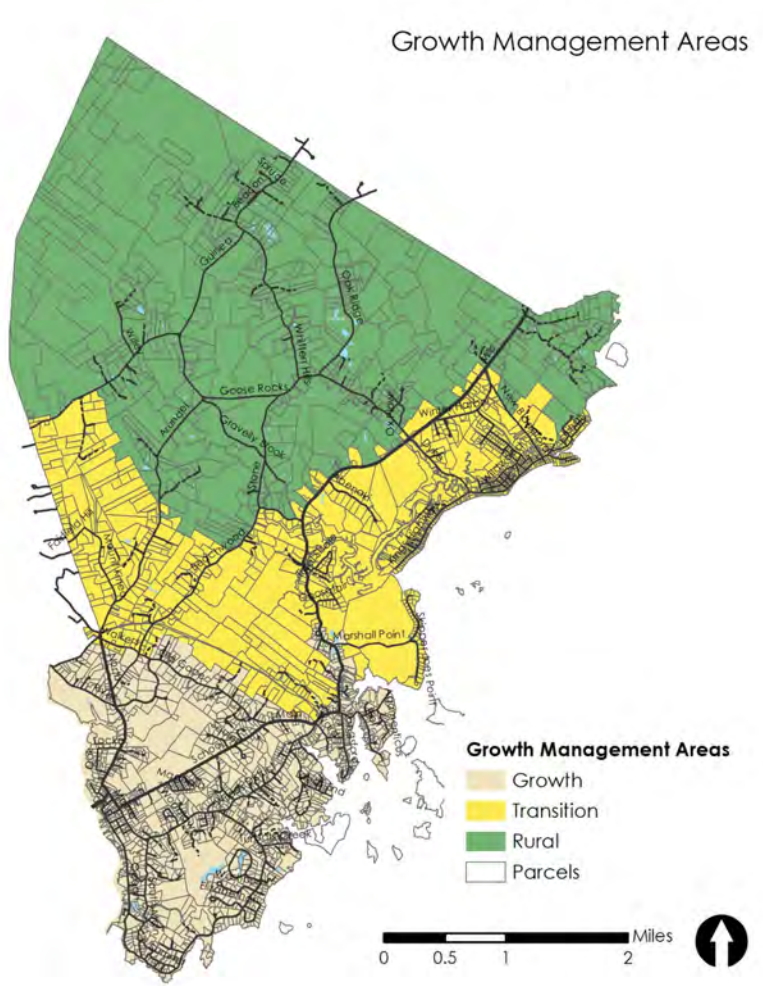


Figure 18-16 Growth management areas

housing options are desirable in the growth area including opportunities for downsizing and aging in place, mixed use, and single, two-family, and multiplex dwellings.

Residential density within the growth area varies by zoning

district and ranges from 10,000 square feet (approximately ¼ acre) per dwelling unit in the Dock Square and Riverfront Zones (for two-family dwellings) to 40,000 square feet for single family homes in the Free Enterprise, Village Residential, Village Residential East, and Cape Arundel Zones.

Twenty growth management permits are available in the growth area annually.

Transition Area

The transition area is located in between the growth and rural areas. The transition area is set to capture 30% of the annual new residential dwellings, or 12 permits. Similar to the growth area, a range of residential and commercial uses are permitted in the transition area.

Four zoning districts fall within the transition area: Goose Rocks, Cape Porpoise East, Free Enterprise, and Farm and Forest. The residential density of these zones ranges from 15,000 square feet (for two-family dwellings) in the Cape Porpoise East Zone to 130,680 square feet (for single family dwellings) in the Farm and Forest Zone.

The transition area includes treasured natural assets like Goose Rocks Beach and the Rachal Carson Wildlife Refuge as well as many scenic vistas that the community seeks to preserve. Desired development patterns include:

- Residential neighborhoods served by sewer and water
- Commercial and civic uses that are compatible with and serve the existing neighborhoods
- Streetscapes that promote walkability and connectivity
- Uses that do not detrimentally impact natural resources.

Rural Area

The rural area comprises approximately 50% of the land area of Kennebunkport and accommodates 20% (8 permits) of the annual growth management permits issued. A majority of the town's conservation land and open space is located in the rural area, as described above in the discussion of natural resources. Development opportunities are curbed in part due to conserved land, as well as the presence of wetlands and the lack of municipal sewer and water. In general, rural areas also lack the pedestrian amenities that are found in the growth and transition areas, however the Town has recognized the need to accommodate pedestrians and cyclists through sidewalk requirements in its subdivision regulations and in road widening efforts, for example.

The rural area includes the same zoning districts as the transition area. The residential density ranges from 15,000 square feet (for two-family dwellings) in the Cape Porpoise East Zone to 130,680 square feet (for single family dwellings) in the Farm and Forest Zone. Most of the land in the rural area is located in the Free Enterprise and Farm and Forest Zones. A wide range of residential and commercial uses are permitted in the rural area.

Land in adjacent communities (Biddeford, Kennebunk, and Arundel) that abuts the rural area in Kennebunkport is also designated as a rural area, therefore no conflicts between land use in neighboring communities are anticipated.

[1] Town of Kennebunkport Land Use Ordinance (LUO). November 6, 2018 Revision.
[2] Town of Kennebunkport Land Use Ordinance (LUO). November 6, 2018 Revision.
[3] Mitchell et al. 2020. Village Parcel Market Analysis. Available: https://www.kennebunkportme.gov/sites/g/files/vyhlif3306/f/uploads/2019.10.29_report_-_village_parcel_market_analysis_-_mitchell_kport.pdf
[4] Communication with Mikel Claus, Department of Public Works, Dec. 16, 2020.
[5] Town of Kennebunkport 2019 Annual Report. Available: https://www.kennebunkportme.gov/sites/g/files/vyhlif3306/f/uploads/2019_kennebunkport_annual_report_6-15-2020_good_one_for_website.pdf
[6] Enrollment data and 2019 projections provided by RSU 21. Birth data provided by the Maine Department of Health & Human Services, Center for Disease Control and Prevention
[7] Interview with Fire Chief John Everett, January 2021.
[8] Data provided by Kennebunk, Kennebunkport and Wells Water District
[9] Maine Department of Administrative and Financial Services. State Economist. Demographic Projections. Available: https://www.maine.gov/dafs/economist/demographic-projections
[10] 2019 American Community Survey 5-year Estimates
[11] 2019 American Community Survey 5-year Estimates
[12] Mitchell et al. 2020. Village Parcel Market Analysis. Available: https://www.kennebunkportme.gov/sites/g/files/vyhlif3306/f/uploads/2019.10.29_report_-_village_parcel_market_analysis_-_mitchell_kport.pdf
[13] https://www.seacoastonline.com/story/news/local/2021/11/24/kittery-accessory-dwelling-units-program-to-help-affordable-housing-crisis-adu/8722457002/
[14] Maine Climate Council. Maine Won't Wait. A four-year plan for climate action. 2020. Available: https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf

Goals, Policies & Strategies

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2 Appendix A

May 2022

Introduction

The table of Goals, Policies, and Strategies that follows summarizes the action steps that are intended to guide implementation of the plan. This table will help the next generation of community leaders and officials understand the desire of the townspeople as they balance the events of the future, budgets, and tax rates. It is a road map for all to use and shall be referenced and utilized frequently as the routine tasks of local government are undertaken.

Although the table presented here has segmented parts corresponding to each Comprehensive Plan chapter, the strategies are as interconnected as the subjects of the chapters. Housing, natural resources, or the local economy may seem distinct and sometimes even counter to each other, however, these elements are inexorably linked and their reciprocal influence over each other blends true distinction. Similarly, the challenges brought by a changing climate cannot be separated out into a section of its own. Instead, adaptation and consideration of climate change has been addressed in each section because its effects will challenge the community in innumerable ways.

This plan aims to work collaboratively with residents, business owners, and regional partners on the challenges of sea-level rise, transportation, housing, and others that we share in southern Maine. Through adaptation we will strive to preserve Kennebunkport's historic integrity, protect natural resources, and strengthen the town's unique small-town character while improving economic vitality.

Responsible Parties List

Entity	Acronym
Assessing Department	AD
Beach Advisory Committee	BAC
Board of Selectmen	BoS
Budget Board	BB
Cemetery Committee	KCC
Cape Porpoise Archaeological Alliance	CPAA
Chamber of Commerce	CoC
Code Enforcement Officer	CEO
Conservation Commission	CC
Emergency Management	EM
Finance Department	FD
Growth Planning Committee	GPC
Harbormasters	HM
Kennebunkport Heritage Housing Trust	KHHT
Kennebunk River Committee	KRC
Kennebunkport Business Association	KBA
Kennebunkport Emergency Medical Services	KEMS
Kennebunkport Conservation Trust	KCT
Kennebunkport Consolidated School	KCS

Entity	Acronym
Kennebunkport Historical Society	KHS
Library Trustees and Staff	L
Parks and Recreation Department	PRD
Planning Board	PB
Planning Department	PD
Police Department	PoD
Public Health Department	PH
Public Safety Committee	PSC
Public Works Department	PW
Recreation Committee	RC
RSU 21	RSU
Shade Tree Committee	STC
Shellfish Conservation Committee	SCC
Solid Waste Committee	SWC
Town Clerk	TC
Town Manager	TM
US Coast Guard	CG
US Fish & Wildlife Service	FWS

Timeframes: Short term = 0-3 years; Medium term = 3-5 years; Long term = 5+ years

		Chapter 3: Historic Resources	Responsible Party	Timeframe
1	**GOAL**	**PROMOTE AND PRESERVE LOCAL HISTORY AND HERITAGE.**		
2	**Policy**	**Promote awareness of the Town's history.**		
3	Strategy	Prioritize Planning Board applicants who have knowledge of architectural history, historic preservation, and archaeology.	BoS	Ongoing
4	Strategy	Continue to teach local history at the Kennebunkport Consolidated School. Coordinate efforts between local historians, residents, parents, friends, and teachers at the Consolidated School.	RSU 21 & KCS	Ongoing
5	Strategy	Undertake a detailed, town wide survey of Kennebunkport's historic structures. Identify historic sites and areas. Identify historic buildings that are threatened by sea level rise and extreme weather events.	KHS	Medium Term
6	Strategy	Promote awareness of historic structures and districts that are listed in the National Register of Historic Places and the Historic American Building Survey.	KHS	Ongoing
7	Strategy	Update the historic building plaque program to include structures and sites dating to the mid-20th century.	KHS	Short Term
8	Strategy	Develop audio recordings of self-guided walking tours of Kennebunkport's historically and architecturally significant sites. Erect interpretive signs.	KHS	Medium Term
9	**GOAL**	**RECOVER DATA FROM PREHISTORIC AND HISTORIC ARCHAEOLOGICAL SITES.**		
10	**Policy**	**Protect and preserve prehistoric and historic sites until such time as data can be recovered by professional archaeologists.**		
11	Strategy	Develop an ordinance to protect archaeological sites.	PD & CPAA	Medium Term
12	Strategy	Educate property owners and developers on the importance of archaeological remains and seek their cooperation to ensure that prehistoric and historic sites are left in an undisturbed state.	PD & CPAA	Ongoing
13	Strategy	Support the Kennebunkport Conservation Trust in its efforts to preserve the sites of historic European fishing settlements and Native American use of the Cape Porpoise area.	PB & KCT	Ongoing

14	**Policy**	**Efforts to recover data from archaeological sites in coastal areas should be accelerated due to the increasing intensity of extreme weather events.**		
15	Strategy	Support the rapid response efforts of the Cape Porpoise Archaeological Alliance and accelerate efforts to recover data from offshore shipwrecks.	PB & CPAA	Ongoing
16	**GOAL**	**PROTECT AND PRESERVE HISTORIC STRUCTURES AND DISTRICTS.**		
17	**Policy**	**Preserve historic and architecturally significant structures and areas.**		
18	Strategy	Educate property owners on tax incentives for the restoration and preservation of income producing property.	PD	Ongoing
19	Strategy	Advise property owners on improving a building's energy efficiency while preserving its historic character.	CEO	Short Term
20	**Policy**	**Protect historic structures that are threatened by sea level rise and extreme weather events.**		
21	Strategy	Work with the Silver Jackets and other experts to devise a plan to protect Dock Square buildings.	PD	Short Term
22	**Goal**	**PRESERVE CEMETERIES AND GRAVEYARDS.**		
23	**Policy**	**Restore, maintain, and protect cemeteries and burial plots.**		
24	Strategy	Research and document all cemeteries and burial plots. Seek permission from private property owners to allow access for restoration, monitoring, and necessary maintenance. Enlist volunteers to work with the Cemetery Committee to restore all sites.	KCC	Medium Term

		Chapter 6: Housing	Responsible Party	Timeline
1	**GOAL**	**MEET THE DEMAND FOR AFFORDABLE HOUSING BY PROVIDING FOR A MIX OF HOUSING TYPES IN A BROAD RANGE OF PRICES.**		
2	**Policy**	**Incentivize the construction of year-round affordable housing units and create standards of eligibility for such units with preference for school and government employees, Kennebunkport residents, and persons employed in the Town.**		
3	Strategy	Amend the LUO to include a definition of affordable housing.	PD	Short Term
4	Strategy	Consider the acquisition or use of Town-owned land for the construction of affordable year-round housing units.	BoS	Ongoing
5	Strategy	Consider amending the LUO to reduce minimum lot size requirements and increase allowable density within Growth Areas.	PB & PD	Short Term
6	Strategy	Encourage clustering of all types of housing units, including duplex and multi-plex units.	PB & PD	Short Term
7	Strategy	In subdivisions of 10+ dwelling units, the developer should set aside 10% as affordable units. In subdivisions of 5 to 9 dwelling units, at least one should be set aside. Alternately, the developer may consider an in-lieu fee.	PB, HHT & PD	Short Term
8	Strategy	Encourage the construction of accessory dwelling units for year-round use.	PB & PD	Ongoing
9	Strategy	Amend the LUO to allow accessory dwelling units (ADU) and home occupations to co-exist and utilize performance standards to regulate the appearance and potential impact of these uses within neighborhoods.	PB & PD	Short Term
10	Strategy	Allow the development of multi-plex (multi-family) housing, including rental units, in designated Growth Areas.	PB & PD	Short Term
11	Strategy	Encourage the development of assisted living and independent living facilities.	PB & PD	Ongoing
12	Strategy	To ensure a timely response by volunteer first responders, the Town should take steps to ensure that in-town housing options are affordable for first responders.	PSC, PB & BoS	Ongoing
13	Strategy	Support the Kennebunkport Heritage Housing Trust.	BoS	Ongoing

14	Strategy	Consider the establishment of a development impact fee to fund affordable housing.	PD	Short Term
15	**GOAL**	**MINIMIZE THE ADVERSE IMPACTS OF CLIMATE CHANGE.**		
16	**Policy**	**Reduce the vulnerability of housing to climate change.**		
17	Strategy	Educate homeowners about flood vulnerability.	CEO & PD	Short Term
18	Strategy	Seek grants from the Federal Emergency Management Agency and other state and federal agencies to assist property owners adapt to climate change.	PD	Ongoing
19	Strategy	Review current zoning codes, regulations, and policies to incorporate natural design elements and building practices such as Low Impact Design standards.	PD & PB	Short Term
20	Strategy	Consider climate impacts when identifying future growth areas.	PD, PB & GPC	Long Term
21	Strategy	Recommend where appropriate the reduction of width standards for roads that serve multiple buildings as a strategy to reduce impervious surfaces.	PD & PB	Medium Term
22	Strategy	Review and make recommendations for off-street parking requirements for residential use.	PD & PB	Medium
23	Strategy	Encourage builders and residents to install and maintain pervious material in appropriate locations.	PD & PB	Ongoing

Chapter 7: Natural Resources, Forest Resources, and Agricultural Resources

			Responsible Party	Timeframe
1	**GOAL**	**PROTECT CRITICAL NATURAL RESOURCES, INCLUDING WETLANDS, TERRESTRIAL AND AQUATIC HABITAT, SAND DUNES, BEACHES, SCENIC VISTAS, AND UNIQUE NATURAL AREAS.**		
2	**Policy**	**Conserve and protect Kennebunkport's critical natural resources through conservation and education.**		
3	Strategy	Support and collaborate with the Kennebunkport Conservation Trust to protect critical and important natural resources through purchase of land or easements from willing sellers.	KCT & CC	Ongoing
4	Strategy	Conduct a natural resources inventory to prioritize conservation and allocation of resources toward conservation, maintenance, and monitoring activities in	CC & PD	Medium Term

		areas with greatest co-occurrence of water features, important natural communities, listed animal and plant species, and undeveloped land.		
5	Strategy	Collaborate with conservation partners to identify and make public a regional database of educational resources and information about critical habitat (including salt marshes), vulnerable species, and the impacts of development and human activity on natural resources.	CC, FWS & PD	Short Term
6	**Policy**	**Minimize the impacts of development and human activity on natural resources.**		
7	Strategy	Require that subdivisions and commercial developments maintain open space to the greatest extent practicable.	PB & PD	Short Term
8	Strategy	Encourage the use of native plants on public and private property.	PB & PD	Short Term
9	Strategy	Encourage developers to install street trees to enhance wildlife habitat and provide shade.	PB & PD	Short Term
10	Strategy	Conduct monitoring to evaluate the impact of pesticides and herbicides on natural resources and water resources and identify strategies to minimize impacts such as through alternative weed and pest controls and regulations as needed.	PD, CC & BAC	Short Term
11	**GOAL**	**PROTECT RARE AND ENDANGERED SPECIES.**		
12	Policy	Educate the public about rare and endangered species.		
13	Strategy	Collaborate with conservation partners to develop an education and outreach program to inform the public about the presence of endangered, rare, and significant species and how to avoid impacting these species.	CC, FWS & PD	Medium Term
14	Strategy	Work with the Maine DOT and Kennebunkport's Public Works Department to accommodate known migratory crossings of endangered reptiles and amphibians as part of road construction and repair projects. Continue to place caution signs at appropriate sites.	PW & PD	Ongoing
15	Strategy	Continue to place signage on beaches during plover nesting season.	PW	Ongoing
16	**GOAL**	**PROTECT FOREST RESOURCES AND FARMLAND FROM THE NEGATIVE IMPACTS OF DEVELOPMENT.**		
17	**Policy**	**Support agricultural and forestry activities.**		

18	Strategy	Support forestry and agricultural uses and activities such as agritourism, backyard chickens, farms, farm stands, and firewood sales.	PD	Short Term
19	Strategy	Review Town ordinances and regulations for consistency with Maine's Right to Farm Law (Title 7 MSRA, Chapter 6) to determine if local ordinances and regulations require strengthening.	PD & PB	Short Term
20	Strategy	Review Town ordinances and regulations for consistency with Article 1 Section 25 Establishing A Right to Food of the Constitution of the State of Maine	PD & PB	Short Term
21	Strategy	Amend the LUO to permit farmers' markets.	PB	Short Term
22	Strategy	Review and amend, as necessary, the LUO and subdivision regulations to develop performance standards to protect forest and farmland resources. Land developers should identify critical natural resources and utilize Beginning with Habitat maps and other data resources.	PD & PB	Short Term
23	**GOAL**	**PROTECT NATURAL RESOURCES WHILE MANAGING FOR LOW IMPACT PUBLIC USE.**		
24	**Policy**	**Maintain and enhance open space recreational assets.**		
25	Strategy	Coordinate with the Kennebunkport Conservation Trust to interconnect public and private conservation lands and trail systems including links to routes and facilities in neighboring communities.	CC & KCT	Medium Term
26	Strategy	Review use of Town-owned conservation lands to ensure activities do not damage or deplete natural resources.	CC & PD	Medium Term
27	Strategy	Periodically review the use of town properties and seek input from residents on uses of properties	CC & BoS	Medium Term
28	**Policy**	**Provide access to conservation land.**		
29	Strategy	Coordinate with the Kennebunkport Conservation Trust to inventory, and improve, as needed, parking, access, and trails at conservation land that is open to the public. When appropriate, support the KCT as it works toward improving accessibility to a range of users, physical abilities, and activities.	CC & KCT	Ongoing
30	Strategy	Form a committee to investigate opportunities to balance protection and enjoyment of natural resources with tourism and recreation opportunities.	CC, KCT & CoC	Short Term
31	**Policy**	**Maintain and enhance scenic resources.**		

32	Strategy	Inventory scenic resources and create an online map of scenic vistas.	PB & PD	Medium Term
33	Strategy	Add protection of scenic views and scenic resources to Site Plan Review Performance Standards.	PB & PD	Medium Term
34	**Goal**	**ADAPT TO CLIMATE CHANGE.**		
35	**Policy**	**Enhance the resiliency of habitats and species.**		
36	Strategy	Identify opportunities to accommodate marsh migration inland to protect this critically important resource from sea level rise.	PB, CC & PD	Short Term
37	Strategy	Encourage conservation of low-lying undeveloped uplands where coastal marshes, beaches, and other intertidal natural communities can migrate inland with sea level rise.	PB, CC, KCT & PD	Short Term
38	Strategy	Identify locations to enhance wildlife corridors to help create places for species to migrate and shift north as temperature increases and protect these areas. The Nature Conservancy's Resilient Lands mapping tool is a good resource for identifying resilient and connected networks.	PB, CC & PD	Medium Term
39	Strategy	Create and implement an invasive species management policy, including public outreach and education, and prepare to manage invasive species on town property.	PW, CC & PD	Short Term
40	Strategy	Educate property owners about impacts of climate change, such as extreme heat, drought, and changes in precipitation on habitats and species. Provide information to new homeowners.	CC & PD	Short Term
41	**Policy**	**Increase community resilience.**		
42	Strategy	Provide education about the role of shade trees in reducing heat and mitigating climate change and impacts.	STC	Short Term
43	Strategy	Engage in efforts to protect and restore protective natural features, such as floodplains, wetlands, marshes, dunes, and dune grass.	CC	Ongoing

Chapter 8: Water Resources

			Responsible Party	Timeframe
1	**GOAL**	**PROTECT THE QUALITY AND QUANTITY OF WATER RESOURCES.**		
2	**Policy**	**Protect drinking water sources.**		
3	Strategy	Collaborate with the City of Biddeford to ensure cross boundary protection of groundwater resources. Create an aquifer protection overlay district.	PB & PD	Medium Term
4	Strategy	Coordinate with the Kennebunk, Kennebunkport & Wells Water District (KKWWD) and area towns to protect regional drinking water resources.	PD	Ongoing
5	Strategy	Periodically review regulations to ensure that freshwater wetlands that provide important groundwater recharge are sufficiently protected.	PD	Medium Term
6	**Policy**	**Protect water resources from the impacts of development and reduce the potential of water quality degradation.**		
7	Strategy	Conduct a comprehensive review of the LUO and Subdivision Regulations to identify opportunities to strengthen provisions for water resource protection.	PB & PD	Medium Term
8	Strategy	Reduce the threshold percentage of impervious surface area that triggers the need for a stormwater management system under site plan review and increase the design standard for stormwater infrastructure to the 100-year storm event.	PB & PD	Medium Term
9	Strategy	Amend stormwater regulations to require that stormwater be managed onsite as opposed to allowing offsite mitigation.	PB & PD	Medium Term
10	Strategy	Amend the LUO and Subdivision Regulations to include green infrastructure and low impact development standards. Encourage complete streets and green streets.	PB & PD	Short Term
11	Strategy	Continue to follow best practices that achieves a balance of low salt application with roadway safety.	PW	Ongoing
12	**Policy**	**Improve aquatic habitat.**		
13	Strategy	When possible, follow Stream Smart road crossing policies to reduce the impact of road crossings on fish and other aquatic species and habitat.	PW& PD	Ongoing
14	**Policy**	**Identify, monitor, and reduce sources of pollution.**		
15	Strategy	Conduct regular water quality monitoring of Little River, Beaver Brook, Smith Brook, Batson River, and the Kennebunk River.	PH & PD	Ongoing

16	Strategy	Continue to monitor the impact of the sewer outfall in the Kennebunk River.	PW	Ongoing
17	**GOAL**	**INCREASE COMMUNITY AWARENESS ABOUT WATER RESOURCE PROTECTION.**		
18	**Policy**	**Educate the public about water resource protection.**		
19	Strategy	Include resources and links to information on water quality best management practices and pollutants (including invasive species, fertilizer, pesticide, herbicide use, septic failure, sedimentation, and hazardous substances) in town-wide mailings and post this information on the Town's website.	CC	Short Term
20	Strategy	Distribute educational material to property owners about the impacts of development, impervious surfaces, and disturbance of banks and riparian habitat on water bodies.	CC	Short Term
21	Strategy	Develop material on natural resource and water quality protection measures for owners of property including rental properties to make available to short term and seasonal renters.	CC	Short Term
22	Strategy	Conduct a public outreach campaign to increase awareness of the impact of septic systems on surface and groundwater.	CEO	Short Term
23	**Policy**	**Manage water resources at a regional and watershed scale.**		
24	Strategy	Collaborate with Kennebunk, Biddeford, Arundel, the York County Soil and Water Conservation District, and the Kennebunk River Committee, and land trusts in neighboring communities to protect water resources.	BoS, CC & KCT	Ongoing
25	**Policy**	**Maintain healthy biological and ecological diversity.**		
26	Strategy	Add a definition of vernal pool to the LUO that is consistent with ME DEP Chapter 335 rules.	PB & PD	Medium Term
27	Strategy	Coordinate with the City of Biddeford to adopt performance standards to protect vernal pools in the Biddeford/Kennebunkport Vernal Pool Complex.	PB & PD	Medium Term
28	**GOAL**	**ADAPT TO THE IMPACTS OF CLIMATE CHANGE.**		
29	**Policy**	**Minimize the impacts of climate change to water resources and water infrastructure.**		
30	Strategy	Adopt water conservation policies for properties on public water and educational measures to conserve water during droughts and encourage conservation and reuse of water resources.	BoS	Short Term

31	Strategy	Identify opportunities to lead, participate, and build from regional climate adaption efforts.	BoS, PB & PD	Ongoing
32	Strategy	Encourage homeowners to test private well water quality and to inform the Town of high salinity levels that may be due to saltwater intrusion.	CEO	Ongoing
33	Strategy	Investigate the vulnerability of public and private wells to sea level rise induced groundwater rise and to drought. Initiate planning for the potential future needs to expand the Town's drinking water and wastewater infrastructure if private wells and/or septic systems become unusable due to drought, salinity, or other contamination.	BoS & PD	Medium Term
34	Strategy	Identify and monitor buried hazards and registered storage tanks that may be impacted by rising groundwater and develop a plan to relocate them as necessary.	PD	Medium Term
35	Strategy	Provide education about climate change impacts such as increased and more frequent flooding of surface water, wetlands, and floodplains, and other low-lying areas.	PD	Short Term

		Chapter 9: Marine Resources	Responsible Party	Timeframe
1	**GOAL**	**ENSURE ACCESS TO COASTAL WATERS NECESSARY FOR COMMERCIAL FISHING, COMMERCIAL MOORING, DOCKINGS, AND RELATED FACILITIES.**		
2	**Policy**	**Cooperate with the Towns of Kennebunk and Arundel in the management of the tidal portions of the Kennebunk River.**		
3	Strategy	Continue active participation in the Kennebunk River Committee as provided by the Inter-local Agreement.	KRC	Ongoing
4	**Policy**	**Ensure safe, well-marked, and unimpeded use to both of the Town's major harbors.**		
5	Strategy	Work with the harbormaster(s) and the Coast Guard to maintain clear markings of the channels.	HM & CG	Ongoing
6	**Policy**	**Provide sufficient regulation to require safe and courteous operation of watercraft and maintenance of moorings.**		

7	Strategy	Provide regulations to encourage the safe operation of watercraft in affected areas.	BoS & HM	Ongoing
8	**Policy**	**Reserve a sufficient number of moorings to meet the needs of the commercial fishing industry.**		
9	Strategy	Maintain separate mooring lists for commercial and pleasure craft to provide access for both uses in the harbors.	BoS & HM	Ongoing
10	Strategy	Continue to assign priority status to commercial fishermen for mooring spaces.	BoS & HM	Ongoing
11	**Policy**	**Protect and support the marine resources industry.**		
12	Strategy	The LUO should continue to allow marine resource uses in appropriate areas.	PD & PB	Ongoing
13	Strategy	Identify and assess appropriate sites for aquaculture.	HM, BoS, KCT & SCC	Medium Term
14	Strategy	Reduce the flow of nitrates into nearshore waters and eel grass habitat by expanding the Town's sewer service area.	PW, CC & PD	Long Term
15	Strategy	As the water temperature rises in the Gulf of Maine, assist local fishermen in transitioning to the harvesting of species that thrive in warmer waters.	PD	Long Term
16	Strategy	Support the provisions of the Land Use Ordinance that support the commercial fishing industry.	PB & PD	Ongoing
17	**Policy**	**Keep Government Wharf & Cape Porpoise Pier well maintained, and Preserve the Working Waterfront**		
18	Strategy	Maintain the Cape Porpoise Pier and Government Wharf and ensure that there is adequate access and amenities for commercial fishermen.	BoS & HM	Ongoing
19	Strategy	Educate individuals engaged in working waterfront activities about the working waterfront current use program.	A	Ongoing
20	**Goal**	**ENSURE ACCESS TO PUBLIC BEACHES BY RESIDENTS AND SUMMER VISITORS, WHILE PROTECTING THE PRIVACY OF PROPERTY OWNERS IN THE VICINITY.**		
21	**Policy**	**Allow residents and visitors to enjoy the use of the Town's beaches.**		
22	Strategy	Maintain signage marking public access to beaches.	PW & BAC	Ongoing
23	Strategy	Provide information regarding use of the beaches with all parking stickers.	BAC & TC	Ongoing
24	Strategy	Continue the use of public safety patrols on the beaches.	PoD	Ongoing

25	**GOAL**	**PROTECT THE WATER QUALITY OF TIDALRIVERS, STREAMS, MARSHES, AND COASTAL BEACHES**		
26	**Policy**	**Protect the health of recreational users of tidal areas and beaches.**		
27	Strategy	Continue the partnership with Maine's Healthy Beaches Program and implement the recommendations in its "Summary Report of Enhanced Monitoring and Pollution Source Tracking Efforts in the Goose Rocks Beach Watershed, Kennebunkport," published in February 2021.	BAC & PD	Short Term
28	**Policy**	**Reduce contamination levels to allow shellfish harvesting and to meet all applicable water quality standards.**		
29	Strategy	Work with the Maine Department of Environmental Protection to monitor and eliminate fecal coliform levels found in tidal waters.	BAC & PD	Ongoing
30	Strategy	Inspect subsurface wastewater disposal systems and enforce the applicable regulations. Enforce overboard discharge regulations.	CEO	Ongoing
31	Strategy	Pump outs should be provided in Cape Porpoise Harbor and the Kennebunk River and educate the public about the importance of the use of the pump outs.	BoS & HM	Short Term
32	**Policy**	**Educate the public about the value of and need to protect salt marshes.**		
33	Strategy	Create educational materials and assess need for regulation to promote regular maintenance on private septic systems, especially within areas adjacent to salt marshes.	CC & FWS	Short Term

Chapter 10: Energy

			Responsible Party	Timeframe
1	**GOAL**	**REDUCE THE VOLUME OF GREENHOUSE GASSES GENERATED IN KENNEBUNKPORT**		
2	**Policy**	**Develop and implement community-wide strategies to reduce greenhouse gas (GHG) emissions.**		
3	Strategy	Review LOU to ensure minimum regulatory hurdles which would allow all properties to install EV chargers.	PD	Short Term

4	Strategy	Investigate the benefits of adopting the state energy stretch code.	PD & CEO	Medium Term
5	Strategy	Remove barriers and encourage commercial development of a certain scale to include EV charging stations and be designed to exceed minimum energy code standards.	PB & PD	Short Term
6	Strategy	Continue to look for opportunities to expand bike and pedestrian paths to lessen dependence on conventional vehicles.	PD & PW	Ongoing
7	**Policy**	**Strive to match or exceed the State of Maine's goals of a 45% reduction in GHG emissions by 2030, and 80% by 2050.**		
	Strategy		BoS	
8	Strategy	Utilize Southern Maine Planning & Development Commission's calculations on Kennebunkport's GHG emissions in the transportation sector as a baseline to measure progress in the future.	PD & Bos	Ongoing
9	Strategy	Measure & monitor GHG emissions from municipal operations, and community wide by establishing a GHG emissions inventory and a plan for reducing emissions.	PD & Bos	Ongoing
10	Strategy	Develop a town wide climate action plan.	BoS & PD	Short Term
11	Strategy	Educate community members about steps they can take to reduce emissions and become more resilient	PD	Ongoing
12	**Policy**	**Prepare the community for a changing climate.**		
13	Strategy	Educate the community about current clean energy incentives and options.	PD	Ongoing
14	Strategy	Educate community members about how to prepare their property for the effects of a changing climate.	PD	Short Term
15	**Policy**	**Reduce municipal fossil fuel consumption and implement municipal energy efficiency measures.**		
16	Strategy	Continue to budget and plan for long-term energy efficiency equipment upgrades.	TM, BB, BoS	Medium Term
17	Strategy	Review the potential to install and operate renewable energy systems at municipal facilities.	BoS	Medium Term

18	Strategy	Continue to support the procurement of renewable energy for public facilities using bundled or unbundled Renewable Energy Certificates (RECs).	BoS	Ongoing
19	Strategy	Continue to collaborate with other municipalities to install and operate renewable energy systems for municipal and community use.	BoS & PD	Ongoing
20	Strategy	Track and benchmark building energy consumption and seek ways to improve energy efficiency in all facilities.	TM, Fin Dept.	Medium Term
21	**GOAL**	**IMPROVE THE RELIABILITY OF KENNEBUNKPORT'S ELECTRICAL POWER SUPPLY**		
22	**Policy**	**Encourage local generation of renewable energy and decentralization of the electrical grid.**		
23	Strategy	Amend the LOU to allow solar arrays (up to 10 acres) in appropriate locations with appropriate performance standards.	PB & PD	Medium Term
24	Strategy	Review LUO for hinderances to renewable energy systems and recommend amendments.	CEO & PD	Short Term

		Chapter 11: Transportation	Responsible Party	Timeframe
1	**GOAL**	**ENSURE THE TOWN'S TRANSPORTATION SYSTEM PROVIDES EFFICIENT, SAFE, AND CONNECTED ACCESS FOR THE COMMUNITY**		
2	**Policy**	**Maintain and improve transportation infrastructure and provide adequate facilities and equipment to do so.**		
3	Strategy	Continue to update, prioritize, and fund the Town's plan for transportation improvements, maintenance, and repairs.	TM	Ongoing
4	Strategy	Maintain the Town's Street Acceptance Policy that requires sufficient public benefit for a street to be considered for acceptance as a public way.	BoS	Ongoing
5	Strategy	Maintain and invest in Town roads, including all necessary ditches, streams, culverts, and drainage structures, as well as capacity to accommodate pedestrian and bicycle use.	PW	Ongoing
6	**Policy**	**Support a safe, efficient, and optimal use of the regional transportation system.**		

7	Strategy	Collaborate with regional partners to identify solutions to meet needs of community.	BoS	Ongoing
8	Strategy	Work with the Maine Department of Transportation (MDOT) to improve pedestrian and bicycle connections between Cape Porpoise Square and Dock Square.	PD	Ongoing
9	**Policy**	**Plan and prepare to accommodate electric vehicles (EV).**		
10	Strategy	Identify locations for EV charging stations, according to Maine Clean Community recommendations, that would benefit the community.	PD	Short Term
11	Strategy	Ensure there are no unnecessary regulatory hurdles to installing EV charging stations on public or private property and support their procurement.	PB & PD	Short Term
12	**Policy**	**Reduce traffic congestion.**		
13	Strategy	Consider a traffic study to identify opportunities to reduce congestion in Dock Square.	BoS & PD	Medium Term
14	Strategy	Evaluate the need for new traffic patterns when considering higher density development in the growth areas.	PD	Long Term
15	Strategy	Evaluate the need for additional parking to service Dock Square.	BoS	Medium Term
16	Strategy	Advertise alternative transportation means for sightseeing and recreation to visitors of Kennebunkport.	CoC	Short Term
17	**GOAL**	**INCREASE MULTI-MODAL TRANSPORTATION OPTIONS**		
18	**Policy**	**Meet the diverse transportation and public health needs of all residents and visitors by providing a safe, efficient, and adequate transportation network for all types of users.**		
19	Strategy	Review complete street practices for relevant tools and ideas for Kennebunkport.	PD, PW	Medium Term
20	Strategy	Develop a long-term vision for a network of bicycle routes to serve the community and link to routes and facilities in neighboring communities.	PD, KCT, PW, PRD	Medium Term
21	Strategy	Consider a standard minimum sidewalk width for public streets. Identify areas of high pedestrian traffic in need of sidewalks.	PW & PD	Medium Term
22	**Policy**	**Prioritize safety for pedestrians and bicyclists.**		

23	Strategy	Identify and resolve any safety issues or concerns within the vicinity of the consolidated school.	RSU, Police, PW	Short Term
24	Strategy	Identify locations where a reduction in speed will minimize the potential pedestrian and bicycle fatalities and serious injuries.	PD, Police, PW	Short Term
25	Strategy	Request Maine DOT install bike routes near the school and along state roads.	BoS	Short Term
26	Strategy	Seek opportunities to integrate traffic calming methods into roadway improvements.	PD, PW	Ongoing
27	**Policy**	**Provide amenities for bicyclists.**		
28	Strategy	Encourage commercial property owners to install bike racks.	PB & PD	Ongoing
29	Strategy	Inventory existing public bike racks and identify locations where additional public racks are needed.	PD, PRD	Short Term
30	**GOAL**	**INTEGRATE TRANSPORTATION AND LAND USE PLANNING**		
31	**Policy**	**Develop a connected network of streets and destinations.**		
32	Strategy	Work with the Kennebunkport Conservation Trust to enhance trail connectivity.	PRD, KCT & PD	Ongoing
33	Strategy	Add criteria in subdivision regs that promote shared driveways and require developers to show future connectivity to adjacent parcels including roads and trails.	PB & PD	Short Term
34	**Policy**	**Enhance access to waterfront, recreation, and other amenities.**		
35	Strategy	Continue to issue beach parking stickers to residents and visitors.	BoS, Clerk	Ongoing
36	**Policy**	**Maintain compatibility between transportation infrastructure and surroundings.**		
37	Strategy	Coordinate with MDOT to ensure that transportation improvement projects on Route 9 and North Street are consistent with the character of the neighborhood.	PW	Ongoing
38	Strategy	Investigate the merits of separate roadway design standards for designated rural and growth areas for subdivisions.	PB & PD	Medium Term
39	Strategy	Consider identifying scenic byways for future preservation.	PB & PD	Medium Term
40	**GOAL**	**REDUCE IMPACTS TO INFRASTRUCTURE FROM TO CLIMATE CHANGE**		

41	**Policy**	**Integrate climate risk assessment and adaptation planning into prospective transportation projects.**		
42	Strategy	Conduct a comprehensive transportation vulnerability assessment to identify vulnerable assets and loss of connectivity due to sea level rise.	PD	Short Term
43	Strategy	Investigate impacts of groundwater rise and extreme heat on transportation infrastructure.	PD	Short Term
44	Strategy	Continue to upgrade culverts to withstand extreme weather events and greater precipitation.	PW	Ongoing
45	Strategy	Continue to upgrade and repair publicly owned seawalls.	BoS, PW	Ongoing
46	Strategy	Plan for the possibility that some town roads or segments of town roads may require elevation to avoid inundation due to sea level rise.	PD, BoS, PW, TM	Short Term

Chapter 12: Economy

			Responsible Party	Timeframe
1	**GOAL**	**ACHIEVE A SUSTAINABLE BALANCE BETWEEN TOURISM AND MAINTAINING THE TOWN'S CHARACTER AND QUALITY OF LIFE FOR ALL ITS RESIDENTS**		
2	**Policy**	**Recognize the importance of seasonal visitors while maintaining Kennebunkport's scenic beauty and architectural heritage for the enjoyment of all.**		
3	Strategy	Incorporate placemaking signage to designate specific points of interest.	PW & CoC	Medium Term
4	Strategy	Support the needs of the business community to attract tourists while at the same time assuring a high quality of life for residents.	PD & CoC	Ongoing
5	**Policy**	**Recognize the important contributions by non-resident taxpayers.**		
6	Strategy	Encourage involvement by non-resident taxpayers in community forums and other venues.	TM	Ongoing
7	**GOAL**	**PROMOTE THE DEVELOPMENT AND VIABILITY OF LOCAL BUSINESSES.**		
8	**Policy**	**Develop and maintain local jobs for residents of all ages and backgrounds.**		

9	Strategy	Update and simplify ordinance provisions governing home occupations.	CEO & PD	Short Term
10	Strategy	Investigate appropriate locations for food trucks and provide recommendations for ordinance amendments.	PD	Medium Term
11	Strategy	Explore innovative approaches to housing the tourist industry's seasonal workforce.	PD, CoC, KBA	Medium Term
12	Strategy	Create and promote a community brand featuring natural resources and cultural characteristics of the community.	PD & CoC	Medium Term
13	**GOAL**	**MITIGATE POTENTIAL IMPACTS OF COMMERCIAL USES ON SURROUNDING NEIGHBORHOODS**		
14	**Policy**	**Manage commercial development and associated tourism to ensure the safety and enjoyment of residents and visitors.**		
15	Strategy	Review past PB conditions of approval to identify commonly added standards that address specific adverse effects on residential neighborhoods to determine if the LUO adequately protects residential use and enjoyment.	PB & PD	Medium Term
16	Strategy	Encourage the PB to develop an ongoing reporting requirement for conditions of approval when appropriate	PB & PD	Medium Term
17	Strategy	Develop standards for businesses and small-scale professional offices so that they reflect the scale and character of the community.	PB & PD	Medium Term
18	Strategy	Review current policies for parking and traffic flow control provisions to ensure reduced congestion and provide a healthful, safe, and peaceful environment for residents and visitors.	PB & PD	Short Term
19	Strategy	Collaborate with the Town of Kennebunk and the business communities in Dock Square and Kennebunk Lower Village to manage tourism to ensure the safety and enjoyment of residents and visitors.	BoS, CoC & KBA	Ongoing
20	Strategy	Investigate and recommend standards for commercial enterprises that provide goods and services catered to a year-round community	PB & PD	Medium Term

		Chapter 13: Public Facilities & Services	Responsible Party	Timeframe
1	GOAL	**MAINTAIN A LOCALLY BASED PUBLIC-SCHOOL FACILITY.**		
2	Policy	**Continue to have a local public-school facility in Kennebunkport.**		
3	Strategy	Ensure that Kennebunkport's municipal cost share for RSU 21 continues to support and maintain staff and facilities at consolidated school.	BoS	Ongoing
4	GOAL	**ENSURE ADEQUATE MUNICIPAL OFFICE SPACE AND TECHNOLOGY FOR TOWN GOVERNMENT AND RELATED SERVICES.**		
5	Policy	**Provide adequate facilities for local government.**		
6	Strategy	Continue to offer online municipal services to better serve the public, while maintaining an efficient workforce.	BoS	Ongoing
7	Strategy	Consider facility and staff needs assessment to be kept up to date with current and future internal and external needs.	TM, BoS, Dept. Heads	Medium Term
8	GOAL	**PROVIDE PUBLIC SEWER SERVICE IN AREAS DESIGNATED AS GROWTH AREAS AND WHERE SEWER EXPANSION WILL BENEFIT ENVIRONMENTALLY SENSITIVE AREAS.**		
9	Policy	**Monitor and prepare for the need for sewage facilities in growth areas and where sewer expansion will benefit environmentally sensitive areas.**		
10	Strategy	Assessment of existing wastewater infrastructure for both current and future design flows	PW	Medium Term
11	Strategy	Continually re-evaluate the rate of impact fees and user fees.	BoS & PW	Ongoing
12	Strategy	Ensure that the maintenance of aging sewer infrastructure is a priority.	BoS & PW	Ongoing
13	Strategy	Evaluate adding existing developed areas in environmentally sensitive locations onto public sewer	PW	Medium Term
14	Strategy	Adhere to the Maine Climate Council's recommendation to locate new critical infrastructures, such as pump stations and other wastewater infrastructure, away from areas that are at-risk from sea level rise and flooding.	BoS & PW	Ongoing
15	GOAL	**PROVIDE ADEQUATE FACILITIES AND SERVICES TO MEET PUBLIC SAFETY NEEDS.**		

16	**Policy**	**Maintain an adequate police, fire, and ambulance service to protect the community and properties of Kennebunkport.**		
17	Strategy	Support the continued needs of the Town's evolving fire service.	FC & BoS	Ongoing
18	Strategy	Ensure that adequate capital is appropriated for buildings, trucks, and equipment.	TM	Ongoing
19	Strategy	Continue to support mutual aid agreements for fire and ambulance service.	PSC, PC & BoS	Ongoing
20	**GOAL**	**MAINTAIN KENNEBUNKPORT AS A TREE CITY USA COMMUNITY.**		
21	**Policy**	**Maintain an active Shade Tree Program.**		
22	Strategy	When specified, require developers to plant shade trees in a manner consistent with a town-wide plan (specifications to be developed by the Shade Tree Committee) prioritizing the public roadways.	Shade Tree Committee, PB & PD	Medium Term
23	Strategy	Review and revise, if necessary, the town's current shade tree program to ensure adequate installation, maintenance, and replacement policies.	PB, STC & PD	Short Term
24	Strategy	Maintain large trees that provide shade	PW & STC	Ongoing
25	Strategy	Encourage the PB to maintain existing large trees that provide shade.	PB	Ongoing
26	**GOAL**	**REDUCE SOLID WASTE.**		
27	**Policy**	**Encourage the reduction of solid waste and support and sustain a viable and creative recycling program.**		
28	Strategy	Maintain a consistent and continuing educational program to keep citizens informed of recycling, hazardous waste disposal, composting, and other programs available for them to use.	PW, BoS	Ongoing
29	Strategy	Develop a program to assist commercial properties to actively participate in recycling programs.	PW, BoS	Short Term
30	Strategy	Reduce solid waste and increase composting and recycling by investigating things such as increasing the frequency of recycling pick-ups, supporting composting, pay-by-the bag solid waste, public recycling bins, etc.	PW, BoS Fin. Dept, PW	Short Term
31	Strategy	Encourage commercial businesses to implement a dedicated recycling policy.	PD, CoC	Short Term

32	**GOAL**	**STRIVE FOR MUNICIPAL OPERATIONS THAT ARE SUSTAINABLE & RESILIENT.**		
33	**Policy**	**Lead by demonstrating sustainable values and practices.**		
34	Strategy	Strive toward net zero by incorporating green building standards into RFPs and other consideration for public building projects.	BoS & PD	Ongoing
35	Strategy	Create an environmental impact policy when planning special town events to establish minimum standards.	BoS, TM, Dept. Heads	Short Term
36	Strategy	Integrate sustainability criteria into capital planning.	TM, BoS, Dept. Heads, BB	Ongoing
37	**Policy**	**Operate a safe, clean, and efficient fleet of vehicles.**		
38	Strategy	Prioritize carbon emissions reduction when purchasing new vehicles	BoS, PSC & PW	Short Term
39	Strategy	Develop anti-idling policies for public fleet vehicles, contractors, suppliers, and vendors, when appropriate to reduce carbon emissions.	BoS, Dept. Heads, TM, BoS	Short Term
40	**Policy**	**Incorporate climate change risk assessment and adaptation into public facilities and services planning**		
41	Strategy	Develop criteria to include climate change vulnerability and risk assessment of projects that are proposed for inclusion in the capital improvement program.	TM, BoS	Short Term
42	Strategy	Develop a policy to utilize the Maine Climate Council's guidance on planning and preparing for sea level rise when identifying appropriate sites for new construction or redevelopment of town-owned structures and critical infrastructure.	PW, TM, BoS	Short Term

	Chapter 14: Fiscal Capacity		Responsible Party	Timeframe
1	**GOAL**	**CONTINUE TO PLAN FOR AND FINANCE PUBLIC FACILITIES AND SERVICES TO ACCOMMODATE ANTICIPATED GROWTH AND ECONOMIC DEVELOPMENT.**		
2	**Policy**	**Finance existing and future facilities and services in a cost-effective manner.**		
3	Strategy	Identify cost effective opportunities when extending public sewer, water, and sidewalks when reviewing development proposals.	PB & PD	Ongoing
4	Strategy	Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	TM	Ongoing

	Chapter 15: Recreation & Cultural Resources		Responsible Party	Timeframe
1	**GOAL**	**PROVIDE HIGH QUALITY PARKS AND RECREATIONAL FACILITIES AND THE FINEST PROGRAMS, ATHLETICS, EVENTS, AND LEISURE ACTIVITIES.**		
2	**Policy**	**Continue to offer an array of recreational and cultural programs, classes, and opportunities for residents of all ages and identify opportunities to enhance recreational and cultural resources.**		
3	Strategy	Support the creation of a Parks Master Plan.	RC & PRD	Short Term
4	Strategy	Maintain and expand virtual recreation and cultural opportunities.	RC & PRD	Ongoing
5	Strategy	Identify locations for programs such as splash pad, sports fields, roller hockey, pickle ball, and other uses identified by the Parks and Recreation Department and residents as part of a Parks Master Plan.	RC & PRD	Short Term
6	Strategy	Identify public locations that could be used year-round for community gatherings as a part of a Parks Master Plan	RC & PRD	Short Term

7	Strategy	Involve residents in long-term recreational and cultural resource planning efforts.	RC & PRD	Ongoing
8	Strategy	Continue to support the Recreation Department in programming and facilities needs.	RC & BoS	Ongoing
9	Strategy	Encourage businesses, non-profits, and the RSU 21 to better communicate with residents and others about cultural programs in an organized and central location such as a community calendar.	L	Short Term
10	Strategy	Continue to host seasonal events that provide social and cultural opportunities for residents and visitors.	RC, L, KHS, CoC, KBA	Ongoing
11	**GOAL**	**MAINTAIN AND EXPAND ACCESS TO THE SHORE AND RIVERS FOR RECREATIONAL USES.**		
12	**Policy**	**Enhance public access to the water for recreational use.**		
13	Strategy	Create a public boat launch.	BoS, CC	Medium Term
14	Strategy	Where parking is appropriate, install signs that indicate points of interest, parking, and public rights-of-way to the water.	RC, PW	Medium Term
15	**GOAL**	**PREPARE FOR CLIMATE CHANGE.**		
16	**Policy**	**Integrate climate vulnerability and adaptation into recreational planning efforts.**		
17	Strategy	Identify undeveloped land that is vulnerable to sea-level rise and make recommendations on acquisition to act as flooding buffer.	CC & BoS	Short Term
18	Strategy	Identify recreational assets that are vulnerable to sea level rise.	RC, PRD & PD	Short Term
19	**Policy**	**Incorporate adaptation strategies into facility design.**		
20	Strategy	Review parks for adequate canopy cover and plant additional shade trees when necessary.	RC & STC	Ongoing
21	Strategy	Evaluate the use of pervious surfaces and other green infrastructure in parks to reduce stormwater runoff.	RC & PW	Ongoing

	Chapter 16: Hazard Mitigation		Responsible Party	Timeframe
1	**GOAL**	**MITIGATE VULNERABILITY TO NATURAL HAZARDS, HUMAN-MADE HAZARDS, AND CLIMATE CHANGE.**		
2	**Policy**	**Plan and prepare for hazards.**		
3	Strategy	Continue to participate in multi-hazard mitigation plan updates and encourage public participation in this process.	PSC	Ongoing
4	Strategy	Continue to partner with regional entities and communities to enhance evacuation route planning and community education on evacuation routes.	PSC	Ongoing
5	Strategy	Continue to partner with regional entities and communities to identify additional options for shelters.	PSC	Ongoing
6	Strategy	Incorporate planning for pandemics into existing hazard mitigation and emergency operations plans to increase preparedness for future pandemics.	EM & PH	Ongoing
7	Strategy	Encourage participation in the National Flood Insurance Program.	CEO, PD	Ongoing
8	Strategy	Evaluate the applicability of the Community Rating System in Kennebunkport.	CEO & BoS	Medium Term
9	Strategy	Educate the public about hazards and strategies to avoid potential damage and injury.	EM & PD	Ongoing
10	Strategy	Keep the Town's emergency operations plan current.	EMA	Ongoing
11	Strategy	Review and update as needed a disaster recovery policy to maintain municipal operations.	BoS, EM, HD	Ongoing
12	**Policy**	**Increase community resilience to climate change impacts.**		
13	Strategy	Complete the Maine Flood Resilience Checklist to assess coastal vulnerabilities.	PD	Short Term
14	Strategy	As part of the Climate Action Plan, assess non-coastal vulnerabilities to establish a comprehensive understanding of current and future climate change impacts to people, infrastructure, and natural resources.	PD	Short Term
15	Strategy	Seek applicable grant opportunities that will fund projects that will increase understanding of vulnerability and mitigate vulnerability.	PD	Ongoing

16	Strategy	Continue to participate in regional efforts to assess and mitigate vulnerability.	BoS & PD	Ongoing
17	Strategy	Continue to incorporate climate adaptation into future updates to the Comprehensive Plan.	GPC	Ongoing
18	Strategy	Incorporate hazard mitigation analysis review into planning and zoning reviews.	PB & PD	Medium Term
19	Strategy	Ensure adequate funding for emergency services, critical infrastructure protection, public health services, and hazard identification and mitigation.	BoS, BB, TM	Ongoing

Chapter 17: Regional Coordination

			Responsible Party	Timeframe
1	**GOAL**	**COORDINATE WITH OTHER COMMUNITIES IN THE REGION**		
2	**Policy**	**Maintain cooperative agreements with nearby communities that are mutually beneficial.**		
3	Strategy	Continue to participate in partnerships that support sustainability and resilience, multi-model transportation, river management, aquifer protection, and other regional considerations.	BoS	Ongoing
4	Strategy	Continue to participate in regional partnerships that support public safety, education, communication, emergency management, and other basic services.	BoS	Ongoing

Chapter 18: Future Land Use

			Responsible Party	Timeframe
1	**GOAL**	**KEEP THE LAND USE ORDINANCE CURRENT AND ALIGNED WITH THE COMPREHENSIVE PLAN**		
2	**Policy**	**Regularly review and amend the LUO.**		
3	Strategy	Identify necessary amendments to the LUO on an annual or regular basis.	PB & PD	Ongoing
4	Strategy	Perform a review of the LUO for consistency with the comprehensive plan and make recommendations for warrant articles.	PD	Medium Term

5	Strategy	Review uses in Free Enterprise and Farm and Forest Zones and make recommendations for warrant articles.	PD	Medium Term
6	Strategy	Create educational curriculum for boards and committees that are responsible for land use decisions and make available to the public.	PD	Short Term
7	**GOAL**	**ENSURE ORDERLY GROWTH AND PREVENT SPRAWL.**		
8	**Policy**	**Encourage growth adjacent to current village centers. Growth should be compatible with and integrated with the existing infrastructure and built environment.**		
9	Strategy	Conduct a build-out analysis on a periodic basis to understand opportunities and constraints to growth.	PD	Long Term
10	Strategy	Review the impact of Growth Management permits on a periodic basis to determine its effectiveness in directing growth in a manner that is consistent with this Comprehensive Plan.	GPC & PD	Short Term
11	Strategy	Develop a long-term plan for sewer and water expansion to accommodate future growth.	PW & PD	Long Term
12	Strategy	Incorporate Traditional Neighborhood Design (TND) principals in the subdivision regulations for growth areas.	PB & PD	Medium Term
13	Strategy	Review LUO to ensure consistency with LD 2003, An Act To Implement the Recommendations of the Commission To Increase Housing Opportunities in Maine by Studying Zoning and Land Use Restrictions.	PD	Short Term
14	**GOAL**	**ENSURE PUBLIC ACCESS TO THE COAST.**		
15	**Policy**	**Establish new public access points.**		
16	Strategy	Identify coastal properties that may be appropriate for more public access.	RC & PD	Medium Term
17	Strategy	Promote land acquisition for the establishment of access for small watercraft.	BoS	Medium Term
18	**GOAL**	**PRESERVE KENNEBUNKPORT'S OPEN SPACE AND RURAL CHARACTER**		
19	**Policy**	**Identify land that warrants protection and set priorities.**		

20	Strategy	In collaboration with the Kennebunkport Conservation Trust, identify goals and a process for land conservation and planning for climate change and present recommendations to Selectboard.	KCT, PD & CC	Ongoing
21	Strategy	Support Kennebunkport Conservation Trust in its goals of connecting open space to allow habitat for wildlife and endangered species, and the enjoyment of the natural environment.	PB & PD	Ongoing
22	Strategy	Educate the public about the benefits of conservation easements.	CC	Ongoing
23	Strategy	Establish a development impact fee to fund land conservation and recreation.	PD, TM & BoS	Medium Term
24	**GOAL**	**MAINTAIN KENNEBUNKPORT'S SMALL TOWN CHARACTER.**		
25	**Policy**	**Maintain the aesthetic, historic, and architectural character of Kennebunkport's neighborhoods.**		
26	Strategy	Encourage connecting streets, a pedestrian-friendly environment, and small-scale, neighborhood commercial services that are geared toward serving local residents.	PB & PD	Ongoing
27	Strategy	Preserve Goose Rocks Beach as a safe, limited use, and family-oriented beach.	BoS & BAC	Ongoing
28	Strategy	Develop the Village Parcel in a manner that is consistent with Kennebunkport's small-town character.	PB & PD	Medium Term
29	**GOAL**	**PLAN FOR A CHANGING CLIMATE.**		
30	**Policy**	**Steer growth away from areas that will be vulnerable to hazards caused by climate change.**		
31	Strategy	Develop standards for new development in areas that are vulnerable to sea level rise (SLR) and ground water rise that is induced by SLR.	PB & PD	Medium Term
32	Strategy	Complete and maintain the inventory of Town-owned parcels and research allowed uses. Climate change impacts should be considered for future uses.	BoS & PD	Short Term

Land Use Law

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2 Appendix B

May 2022

The Constitutional Basis for Land Use Regulation

The Evolution of Land Use Regulation in Kennebunkport

It was August 1961, and in Kennebunkport more than just the weather was hot. Lines were being drawn, both on maps and between citizens. The issue was zoning, and for the first time, townspeople were being faced with the prospect of having restrictions placed on the use of their land.

In more than 300 years of local history, in time of wealth and in times of deep poverty, one fact had never changed: Citizens had a right to do with their land just as they pleased. People whose families had struggled for generations to make a living from the sea were an independent lot. They guarded their liberties jealously and didn't take kindly to this kind of rulemaking. And yet, a new issue was facing the community. Those "from away" were moving into town in ever-increasing numbers. The town was changing, and many argued that some individual rights would have to be sacrificed for the good of all.

Where exactly did this concept of land use regulation come from? And what are the legal constraints to regulation?

The 10th amendment to the US Constitution delegates all powers not specifically assigned to the federal government to the States "or to the people." It was customary under English common law that these municipal "police powers" include the authority to regulate health, safety, morals, and the general welfare.

The Constitution's 5th amendment granted certain rights to property owners, as it states in part: "No person shall…be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation."

In 1868, the 14th amendment was adopted in order to grant protection to recently emancipated slaves. The 14th states, in part, "nor shall any State…deny to any person within its jurisdiction the equal protection of the laws". This clause was subsequently widely employed to protect property rights. The 14th amendment also includes a due process clause that prohibits the government from depriving people of property rights in the absence of a fair process.

Freed Slaves in1865. Photo courtesy of the Library of Congress.

By the end of the 19th century, industry was thriving in US cities, along with its attendant pollution, noise, vibrations, dust, odors, and hazards. Proposals were put forth to require setbacks from nearby residents, and to separate incompatible land uses.

In 1922, the village of Euclid, Ohio adopted a zoning ordinance that prevented industries in nearby Cleveland from expanding into Euclid.

Four years later, the US Supreme Court ruled that Euclid's ordinance was consistent with the US Constitution.

The decision marked the first instance in which the Supreme Court upheld a zoning ordinance. Justice Sutherland, writing for the majority, famously noted that there is nothing wrong with industry per se, but that like "a pig in the parlor instead of the barnyard" the right use in the wrong place can create a nuisance.

In 1926, the York Harbor Village Corporation adopted a rudimentary zoning ordinance that divided the village into two districts, Zone A & Zone B.

In Zone B, a local resident by the name of Libby proceeded to establish a "camping ground conducted for private gain." The corporation brought suit, and in a 1928 ruling, Maine's Supreme Judicial Court declared for the first time that municipal zoning is consistent with the state's constitution.

Libby's Campground c.1945.

Kenneth Roberts, a nationally renowned author and Kennebunkport summer resident, applauded York Harbor's "determination to be free of billboards, tourist camps, dance halls and other cheapening manifestations of the herd instinct" (Trending into Maine, 1938).

A key finding by the US Supreme Court was that Euclid's ordinance was neither

arbitrary nor unreasonable. In 1943, Maine's legislature enacted a law that requires municipal zoning to have a basis in a comprehensive plan so as minimize the possibility of an ordinance that is arbitrary or unreasonable.

BERMAN VS. PARKER

"The values it represents are spiritual as well as physical, aesthetic as well as monetary... It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as carefully patrolled."

- Justice William O. Douglass

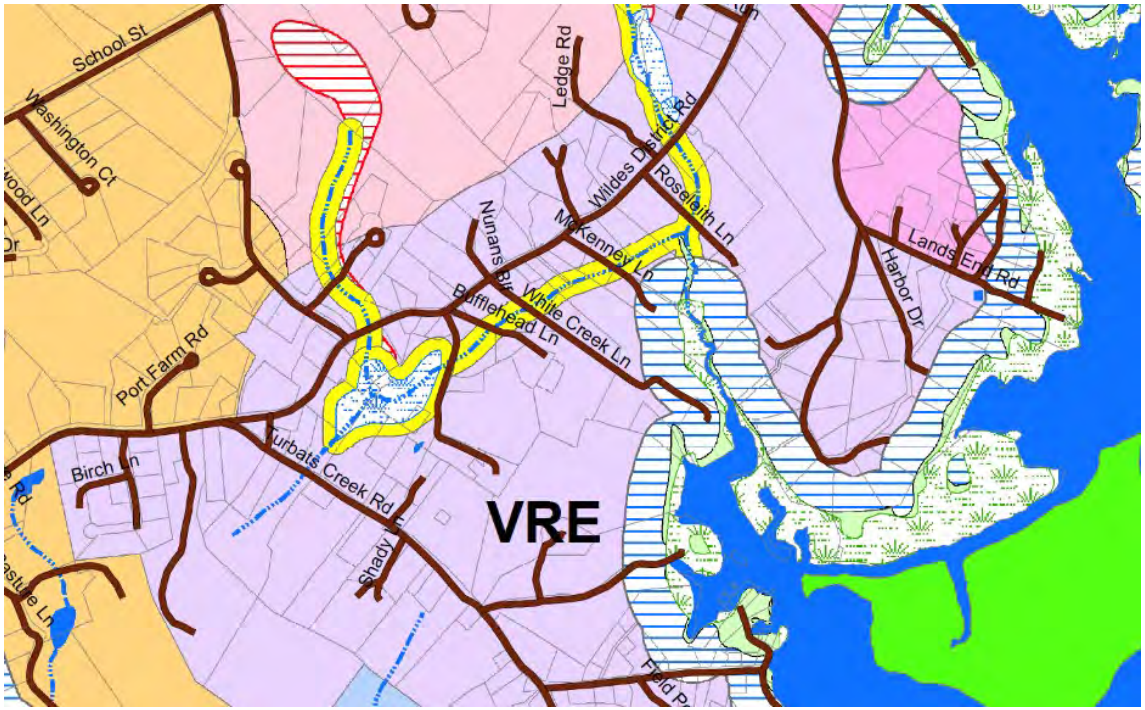
The Public Welfare

In 1954, US Supreme Court Justice William O. Douglass took a "broad and inclusive" view of the public welfare in the case of Berman vs. Parker.

This ruling effectively expanded a municipality's authority to protect natural and historic resources within its bounds.

Kennebunkport Enacts Zoning

Kennebunkport's current zoning ordinance was adopted in 1972, and subsequently amended on numerous occasions. A Growth Management Ordinance was adopted in 2002.



A segment of the Kennebunkport Zoning Map

Healthy Beaches Recommendations

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2 Appendix C

May 2022

Healthy Beaches Recommendations

The Maine Healthy Beaches (MHB) program website describes the endeavor as "a partnership between the Maine Department of Environmental Protection and local municipalities." The program is funded primarily by the US EPA. In February 2021, MHB issued a report summarizing its investigation of pollution in the vicinity of Goose Rocks Beach. The report is entitled "*Summary Report of Enhanced Monitoring and Pollution Source Tracking Efforts in the Goose Rocks Beach Watershed, Maine Department of Environmental Protection."* The report's recommendations are as follows:

6.1 Maintain Watershed Water Quality Monitoring Program

Continue annual baseline water quality monitoring, increasing monitoring frequency and further bracketing suspect sources when possible. Consider using source-specific tools (when available) to target possible sources of human fecal contamination. This work will help verify that implementation of projects is successful, including the Town's remediation and education/outreach efforts. This data can also be used to support prioritizations of future investigative and source removal efforts and help identify new bacteria issues. As time and resources allow, MHB suggests expanding the scope of current water quality monitoring efforts to better understand bacteria impairments in the watershed and more effectively target public outreach. Examples of additional monitoring efforts include:

A) Expanding rainfall monitoring to track bacteria concentrations during dry and wet weather events. This information can be used to better understand when contamination is most likely to occur for river mouths and main beach sites and further refine the Town's preemptive rainfall advisory notification threshold (currently 1 inch of rain in 24 hours) for Kennebunkport's beaches.

B) Increasing monitoring efforts of GRB's stormwater infrastructure to identify the extent of stormwater contributions to water quality issues near Beaver Pond site BP-1, Smith Brook site SB-3, and at downstream beaches.

C) Incorporating monitoring efforts over various tidal cycles, specifically targeting spring and neap high tides to better understand the effect of tidal inundation and associated flushing of upstream marshes and tidal waterbodies on downstream water quality.

D) Integrating wind speed, direction, and wave height into beach monitoring efforts to determine any effects of sea state on FIB levels (*See Slovinski and Dickinson, 2005*). This information can be used to better inform beach management decisions including the issuance of public health advisories.

6.2 Prioritize Identification and Remediation of Human Fecal Sources

Continued integration of source specific analyses for suspect areas is recommended to support the prioritization of resources towards addressing sources of human fecal contamination. Of particular concern are the priority regions with potential wastewater issues indicated by consistently elevated FIB concentrations and the presence of human fecal DNA.

A number of source-specific test methods exist to accomplish this work. MHB recommends that Kennebunkport continues implementing PCR and qPCR methods in partnership with UNH or a similar entity using comparable methods to provide consistency in data sets, allowing for year-to-year comparisons. When possible, this approach should include further bracketing of monitoring sites in suspect areas and the use of qPCR methods track the relative strength of the DNA source markers and better isolate contamination sources. To reduce overall project costs and prioritize limited resources, MST methods should only be used once traditional and less expensive methods to identify potential suspect areas have been conducted (FIB monitoring, stormwater toolkit, etc.). A number of samples collected during the 2018-2020 monitoring seasons, but not prioritized for immediate lab submission, remain available for analysis. Although analyzing these samples may help project partners better understand DNA source distributions and concentrations over the course of those three monitoring seasons, MHB recommends prioritizing resources for new sample collections as bacteria sources often change over time and under varying environmental conditions.

6.3 Wastewater Infrastructure Investigations and Upgrades

MHB recommends the Town continue routine maintenance and investigations of the integrity of wastewater disposal systems servicing GRB properties, particularly those in close proximity to documented priority areas where human DNA sources have been detected. Where feasible, consider expanding areas within the watershed serviced by municipal sewer to decrease the number of aging, and possibly malfunctioning, subsurface systems potentially contributing to water quality impairments. Continued maintenance of inspection and infrastructure inventory files generated over the course of this project is recommended to support future planning and assessment efforts. These actions will support current watershed water quality improvement goals and assist with preventing future pollution issues. As part of these efforts, consider:

A) Municipal Sewer

- Encouraging property owners to connect to the municipal sewer system when available by providing education regarding the impacts of failing septic systems on GRB water quality and public health. Consider financial incentives, when possible, to support participation by offsetting costs to connect.
- Continuing monitoring of municipal sewer system for any compromised infrastructure or infiltration/ exfiltration into or out of the system.

B) Private Subsurface (Septic) Systems

- Expanding current review of parcels serviced by septic systems near priority regions and continuing property surveys for suspect properties.
- Investigating septic replacement grants where applicable (See *4. Pursue Funding Opportunities – Small Community Grant Program* below).
- Encouraging regular septic system pump-outs, including the consideration of offering a septic pump-out reimbursement and/or inspection tax credit as an incentive. Examples include *Old Orchard Beach:* Reimbursement of septic waste hauler charges towards real or

personal property taxes, and the *State of Massachusetts:* Credit for repair or replacement of a failed cesspool or septic system to comply with state sewer system requirements.

6.4 Stormwater Infrastructure Inspections and Upgrades

As time and resources allow, it is recommended that Kennebunkport continues routine maintenance of stormwater infrastructure servicing areas of the GRB watershed, including the consideration of possible expansions to areas currently not serviced and upgrades of aging structures to ensure management strategies are effective at minimizing impacts to both watershed and downstream beach water quality. Efforts to map all stormwater system structures (outfalls, basins, pipes, etc.) and maintenance of inventory and property inspection files generated over the course of this project should continue to aid with future planning and assessment efforts. When feasible, consider water quality testing of identified basins and outfalls to help identify possible illicit connections or illegal dumping activities.

6.5 Establish and Maintain Collaborative Partnerships

The development and implementation of a successful management plan for the GRB watershed moving forward will be largely dependent on effective collaboration between project partners and stakeholders. By soliciting expertise from members of the community, state and federal partners, and local organizations (conservation commissions, planning and select boards, land trusts, universities etc.), Kennebunkport can increase their understanding of the GRB watershed and leverage limited resources to develop effective strategies to protect and restore water quality in the GRB watershed. Consider collaborative efforts with the City of Biddeford to identify potential pollution sources in Biddeford's portion of the GRB watershed.

6.6 Pursue Funding Opportunities

Investigate and pursue funding opportunities to support interns, continue baseline water quality monitoring and additional source tracking work, and incorporate innovative resource management and water quality monitoring strategies. Consider working with local experts and stakeholders to research opportunities and develop applications. When possible, MHB recommends enlisting the support of a local conservation district or environmental consultant to assist with these efforts as funding applications are extensive and very competitive. Depending on the grant program, municipalities may need to work with a sponsoring agency to be eligible to receive funds. Examples of existing funding opportunities include:

A) Nonpoint Source Water Pollution Control Grants – Maine Department of Environmental Protection (Maine DEP)36. Grants awarded to support communities with restoring or protecting waterbodies identified as NPS Priority Watersheds. Funding opportunities include: 604(b): Grants to develop a watershed-based management plan, and 319(h): Grants to implement a watershed-based management plan.

B) Coastal Community Grant Program (Municipal Planning Assistance Program) – Maine Department of

Agriculture Conservation and Forestry (DACF). Grant program geared towards providing technical and financial assistance to municipalities to improve Maine's economy. Examples of funded projects include but are not limited to those focused on sustainable development, water quality and land use improvements, restoring and preserving coastal habitats, and coastal resiliency.

C) Maine Outdoor Heritage Fund Grant Program – Maine Department of Inland Fisheries and Wildlife. Grant program awarding funds for projects that fall into four distinct categories including promoting conservation of fish and wildlife habitat, acquisition and management of public lands, conservation of endangered species, and conservation law enforcement. This program requires sponsorship from a Qualified Sponsoring Agency to submit an application.

D) Small Community Grant Program – Maine DEP. Grants awarded to municipalities to support replacement of malfunctioning septic systems. Proof of an existing pollution problem is required to qualify. Grants to property owners are based on annual income.

6.7 Expand Education and Outreach Initiatives

Expand current education and outreach efforts to communicate water quality findings and best practices to the general public, residents, and other interested stakeholders. This transparency will facilitate informed decision making for resource managers and beach users and will be instrumental in supporting Kennebunkport's efforts to bring awareness to water quality issues, address suspected pollution sources, and protect public health at GRB. To accomplish these objectives, MHB suggests Kennebunkport continues to work with partners (e.g., MHB, GRB Advisory Committee, Maine DEP, local K-12 schools and universities, the Conservation Commission) on outreach and education campaigns promoting best practices such as septic system maintenance, responsible pet stewardship, and stormwater management. Examples of outreach initiatives include:

A) Promoting septic system maintenance and best practices: Continue distribution of EPA factsheet, septic magnets, and other relevant materials to property owners throughout the watershed (See *Local Actions to Improve Water Quality – Education and Outreach*) and given the increase in the number of homes being utilized as rental properties in recent years, documenting these usage differences can support more effective targeting of outreach material distributions. It is possible that seasonal visitors to the area may not understand how to properly maintain a septic system if they've never owned one themselves.

B) Expand pet waste management education campaign. Continue pet waste education efforts throughout the watershed, specifically targeting regions where DNA results indicate the presence of canine DNA. These positive detections were observed for portions of each of the three GRB subwatersheds and included downstream sites (BR-1, GR-5, SB-3, CG-1, BP-1, GR-1), Sandy Pines Campground site CG-2, and several upstream locations (BR-3, LR-1). As part of these efforts, consider:

Properties at Goose Rocks that are connected to the municipal sewer system (depicted in blue) as of 2019.

Implementing pet waste specific signage or modify existing signage to educate the public regarding the impacts of undisposed of pet waste on water quality; Installing pet waste bag stations and trash cans, particularly at beach entrances, to encourage pet waste disposal; and collaborating with Sandy Pines Campground to provide pet waste best practices information to seasonal visitors.

C) Initiate stormwater public outreach program to raise awareness and educate the public regarding the benefits of stormwater management and water quality issues related to stormwater runoff. Implementing this type of program in conjunction with a pet waste education campaign is advantageous as many of the pet waste threats to water quality impairments are exacerbated by stormwater runoff. In addition to improved signage, storm drain stenciling is a simple, low-cost method to create public awareness regarding the goal to reduce stormwater pollution.

6.8 Continue Implementing Precautionary Advisories

Given the history of impaired water quality at Goose Rocks Beach, it is recommended that Kennebunkport continues to post precautionary rainfall advisories when local precipitation levels exceed 1 inch within 24 hrs. MHB recommends the advisory remains in place for at least 24 hrs. after the rainfall ends or if water quality monitoring conducted after the advisory is issued demonstrates bacteria levels below the EPA safety threshold. MHB recommends the Town continues to post permanent signage until bacteria results are consistently below the safety threshold at the high-risk portions of GRB (GR-1: mouth of the Little River and GR-5: mouth of the Batson River) where the effluent of the rivers has the greatest potential to negatively impact water quality. In 2020, Kennebunkport updated their swim advisory signs to include specific language pertaining to the swimming beaches located at the mouths of the Batson and Little Rivers.

6.9 Promote Best Practices

Kennebunkport is encouraged to implement low impact development (LID) practices throughout the watershed such as reducing impervious surfaces to allow rainwater to naturally percolate into the ground, preserving and recreating natural landscapes to treat polluted runoff, protecting natural water flow, restoring vegetative buffers (sections of vegetation adjacent to bodies of water used to minimize runoff effects), etc. Where suitable, Kennebunkport should consider implementing stormwater best management practices (BMPs) to minimize the negative impacts of storm water runoff on downstream water quality. Examples of these BMPs include, but are not limited to, biofilters, wet ponds, drywells/infiltration basins, and vegetated swales/ditches.

Public Input Documentation

KENNEBUNKPORT COMPREHENSIVE PLAN 2030

Volume 2 Appendix D

May 2022

Contents

Outreach Summary

Outreach Summary

Public GPC Meetings. The GPC dedicated meeting time to review and discuss the Comprehensive Plan, including chapter content, outreach and engagement, and the process of developing the chapter twice a month from September 2019 through March 2020 and October 2020 through February 2022. The GPC did not meet in April 2020 through September 2020 due to the COVID-19 pandemic. All meetings were recorded and shown on the local public access channels. From October 2020 through February 2022 meetings were held over Zoom. Public comment was welcomed during GPC meetings.

Website and Advertising. A project website (www.kennebunkportcp.info) was developed and updated throughout the duration of the plan preparation. The website provided information about the plan and update process including public outreach events, draft chapters, and maps. Information and announcement about the plan were also posted on the Town's website. Public input events were advertised on the websites, via press releases in the Portland Press Herald and York Coast Star, through email distribution lists, flyers, announcements on public access channels and on social media. GPC members also tabled at a recycling event.

Climate 101 & the Comp Plan. The GPC hosted a presentation and Q&A session titled Climate 101 and the Comp Plan On November 19, 2021. Climatologist Dr. Cameron Wake presented on climate change projections for the region. This was followed by a discussion about the comprehensive plan and the implications of climate change on long term planning in the community. This event served as a preliminary strategy to inform the community of the plan update and process as well as to educate about climate change. Approximately 50 people attended.

Christmas Prelude Tabling. GPC members and the project consultants tabled at the Christmas Prelude event in December 2019. This provided the opportunity to share information about the comprehensive plan and gather informal input through a sticky dot poll on topics including climate change and natural resources.

Mini-Surveys. From January 2021-June 2021 five mini-surveys were conducted to engage the community and collect input on key issues that the GPC sought input on. The surveys remained open until August 12, 2020. There were a total of 748 respondents to the surveys. The information collected in the surveys directly informed the Vision Chapter of the Plan. Survey input also informed the topics selected for the July 26, 2021 Public Input Workshop, as well as the workshop format, time, and location.

Groundwater Rising. The GPC hosted a presentation and discussion on how sea level rise will cause groundwater rise. The event featured a presentation and Q&A by Dr. Jayne Knott, a groundwater and water supply modeling and remediation expert. Dr. Knott shared her cutting edge research on groundwater rise and modeling results in the northeast. The event included a discussion on what the implications of groundwater rise are for municipal infrastructure planning, septic systems, drinking water wells, and water quality. Approximately 20 people attended this event, which was held over Zoom due to the COVID-19 pandemic.

Public Input Workshop. An in person public input workshop was held outside at the Nonantum Resort on July 26, 2021 to accommodate the seasonal population. A total of 58 people plus GPC members and Town staff attended the event. The workshop featured a Strengths, Weaknesses, Opportunities, and Threats (SWOT) activity during which attendees responded to questions on six topics. Participants were asked to consider sustainability and climate change during each session. Input was recorded on large worksheets and maps that accompanied the worksheet for each topic. Participants also had the opportunity to respond to a dot poll survey at the workshop. A set of chapter summary factsheets was developed for participants in advance of the workshop.

Future Land Use Workshop. On September 27, 2021, the GPC hosted a virtual workshop to collect input on topics including zoning standards and permitted uses, residential development trends and needs, and implications of sea level rise. The workshop format allowed for educational presentations, live polling, and a question and answer session for each of the three overarching topics. The live polling survey results and discussion notes were summarized following the event. Approximately 40 people attended this event.

Climate 101 and the Comp Plan

Climate 101 & the Comp Plan

November 21, 2019
6-8pm
32 North Road, Kennebunkport

The Growth Planning Committee hosted a presentation and discussion on climate change and comprehensive planning. The event featured a presentation and Q&A by nationally recognized climatologist Dr. Cameron Wake. Dr. Wake shared climate change projections for the region. Following this, the Comprehensive Plan consultants presented an introduction to the Comprehensive Plan and an overview of the implications of climate change on comprehensive planning. The event provided the opportunity educate and engage the community in a topic of interest – climate change – that is woven throughout the Comprehensive Plan.

Approximately 50 people attended this event.

Christmas Prelude Tabling

Christmas Prelude Tabling

December 14, 2019
11am-3pm
32 North Road, Kennebunkport

Comp Plan consultants Liz Durfee and Tom Morgan, along with Growth Planning Committee (GPC) members, held an informal public outreach event at the Fire Station during Christmas Prelude (12/14/19). From 11am-3pm, consultants and GPC members engaged the public and staff in discussions about the Comprehensive Plan update and process, conducted a brief dot poll/survey, and distributed informational post cards.

The dot poll was presented on 24x36" poster board and was designed to catch the public's attention and encourage discussion and Q&A about the Comprehensive Plan. An estimated thirty people participated in the dot poll survey. Some participants placed multiple dots per question and as a result, and some participants opted not to respond to every question. As a result, there were between 29 and 51 dots under each question.

The survey had four multiple choice questions:

1. What is your connection to Kennebunkport?
2. What is your top concern related to natural resources?
3. What is your top concern related to climate change?
4. What would you like to see more of in Kennebunkport?

A majority of people who took the survey were either year-round or part time residents of Kennebunkport. Participants' greatest concern related to natural resources was *conservation land*, followed closely by *continued viability of the fishing industry* and *water quality or pollution*. *Sea level rise and coastal flooding* ranked well above other concerns of climate change. Survey participants were split on what they would like to see more of in Kennebunkport; *places to live* emerged as the top response, with *diversity of population, businesses and services for residents, and Kennebunkport doesn't need more of anything* close behind. The full survey results are presented in Table 1.

Table 1. Christmas Prelude Dot Poll Survey Results

	Number of Dots	Percent of Responses
1. What is your connection to Kennebunkport?		
I live in Kennebunkport year-round	14	40%
I live in Kennebunkport for part of the year	11	31%
I own a business in Kennebunkport	0	0%
I live in a neighboring community	1	3%
I work in Kennebunkport	3	9%
None of the above	6	17%
TOTAL	**35**	**100%**

	Number of Dots	Percent of Responses
3. What is your top concern related to climate change?		
Sea level rise and coastal flooding	18	62%
Heavy rainfall and flooding	5	17%
Higher temperatures	0	0%
Impacts to the fishing industry	4	14%
Other impacts of climate change	2	7%
I have no concerns	0	0%
TOTAL	**29**	**100%**

	Number of Dots	Percent of Responses
2. What is your top concern related to Natural Resources?		
Conservation land	14	27%
Continued viability of the fishing industry	11	22%
Water quality or pollution	11	22%
Invasive species	2	4%
Public access to water/ water access	6	12%
loss of open space	7	14%
TOTAL	**51**	**100%**

	Number of Dots	Percent of Responses
4. What would you like to see more of in Kennebunkport?		
Places to live	9	31%
Places to play	1	3%
Places to work	1	3%
Diversity of population	6	21%
Businesses and services for residents	6	21%
Kennebunkport doesn't need more of anything	6	21%
TOTAL	**29**	**100%**

Mini-Surveys

Mini-Surveys

From January 2021-June 2021 five mini-surveys were conducted to engage the community and collect input on key issues that the GPC sought input on. The surveys remained open until August 12, 2020. There were a total of 748 respondents to the surveys. The information collected in the surveys directly informed the Vision Chapter of the Plan. Survey input also informed the topics selected for the July 26, 2021 Public Input Workshop, as well as the workshop format, time, and location.

Public Input Workshop / SWOT
January 2021 – August 2021

Five mini-surveys were conducted to engage the community and collect input on key issues. The questions included in each survey are listed in the table below. The surveys remained open until August 12, 2020. There were a total of 748 respondents to the surveys.

The information collected in the surveys directly informed the Vision Chapter of the Plan. Survey input also informed the topics selected for the July 26, 2021 Public Input Workshop, as well as the workshop format, time, and location.

Responses to each survey follow.

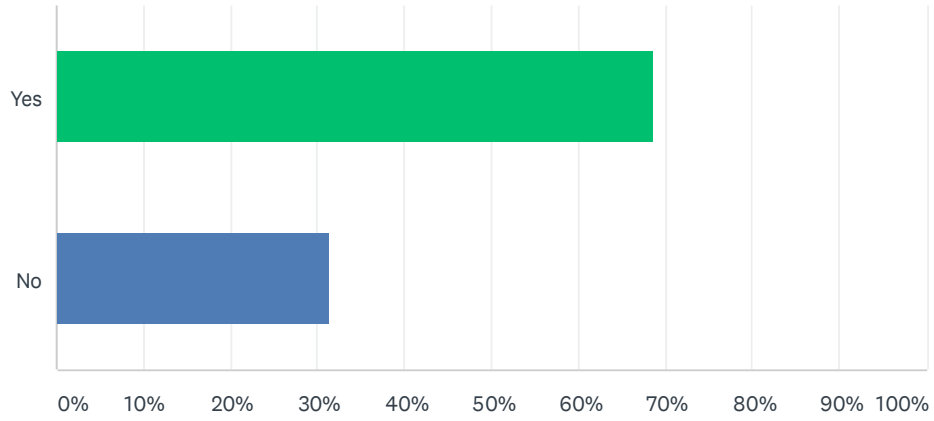
Survey	Date Opened	Questions	Total Responses
1	January 2021	1. Do you support establishing an area in town for businesses that cater to local residents (e.g. specialty food shops, health care, coffee shops, and personal care services such as barbershops and beauty salons)? (multiple choice) 2. Should food trucks be allowed in certain areas of town? (multiple choice) 3. What location(s) in town would be best for a farmers market? (open ended) 4. If you are currently working remotely, will you continue to do so after the COVID-19 pandemic (multiple choice) 5. When a municipal vehicle is due for replacement, it should be replaced with a (multiple choice) 6. Do you support development of large scale solar arrays (solar farms) in Kennebunkport? (multiple choice)	287
2	March 2021	1. Have you had an opportunity to respond to Mini-Survey #1? (multiple choice) 2. Are there locations in town that are hazardous to pedestrians? If so, please list the locations (open ended) 3. Where would you like to have dedicated pathways for bicyclists and pedestrians? Include both roadside locations and places that are not alongside existing roadways. (open ended) 4. How would you rate your access to: -Docks and boat launches -Places to launch small watercraft -Beaches -Places to sightsee and take in scenic water views (1-5 scale) 5. What types of recreational and cultural facilities would you like to see more of in Kennebunkport? The draft	142

Survey	Date Opened	Questions	Total Responses
		Recreational and Cultural Resources Chapter (link) lists existing facilities (open ended)	
3	April 2020	1. Have you had an opportunity to respond to Mini-Survey #1 and Mini-Survey #2? (multiple choice) 2. If you needed to evacuate due to a storm, extended power outage, or other reason, where would you go? (multiple choice) 3. Would you have difficulty evacuation during to a lack of transportation? (multiple choice) 4. Would someone you know in Kennebunkport have difficulty evacuation due to a lack of transportation? (multiple choice) 5. Has flooding due to storm events and/or high tides impacted you in any of the following ways? Choose all that apply (multiple choice) 6. Is your property located within the FEMA 100 year floodplain? Floodmaps are available on the Town's website (click 'layers;', then check 'floodmaps'). Official floodmaps are available on FEMA's website (link) (multiple choice) 7. Has your well water ever had high salinity? (multiple choice) 8. How familiar are you with sea level rise projections that have been issued by the Maine Climate Council? (see Maine Won't Wait pg 24) (multiple choice)	107
4	May 2020	1. Have you had an opportunity to respond to Mini-Surveys #1, 2, and 3? (multiple choice) 2. Which of the following are you more likely to attend (multiple choice) 3. Please rate your comfort level with attending a gathering with up to 50 individuals that is outside under at tent? (scale) 4. Which times of the date are you more likely to attend a public input session in July (whether remote or in person)? Please choose all that apply (multiple choice) 5. Which of the following are you most likely to attend? (multiple choice) 6. Which topics are you most interested in learning about and discussing? Please choose up to 3 (multiple choice)	116
5	May 2020	1. Have you had an opportunity to respond to Mini-Surveys #1-4? (multiple choice) 2. What are your 3 favorite places in Kennebunkport? (open ended) 3. What 3 words would you choose to describe Kennebunkport today? (open ended) 4. What 3 words would you choose to describe how you would like the community to be in 2030? (open ended)	96

Mini-Survey #1

Q1 Do you support establishing an area in town for businesses that cater to local residents (e.g. specialty food shops, health care, coffee shops, and personal care services such as barbershops and beauty salons)?

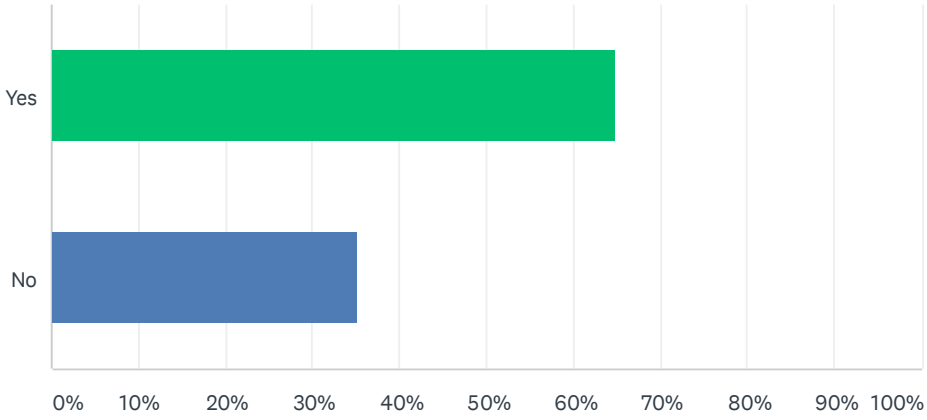
Answered: 278 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	68.71%	191
No	31.29%	87
TOTAL		278

Q2 Should food trucks be allowed in certain areas of town?

Answered: 285 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	64.91%	185
No	35.09%	100
TOTAL		285

Q3 What location(s) in town would be best for a farmers market?

Answered: 233 Skipped: 54

#	RESPONSES	DATE
1	North St parking lot next to fire station	7/16/2021 12:12 PM
2	Fire station, historical society property, consolidated school	7/16/2021 5:37 AM
3	Monastery, across the street from Bradbury's, the park in cape porpoise near the play fire truck	7/14/2021 6:00 PM
4	river green	6/25/2021 7:04 PM
5	Consolidated School	6/19/2021 9:00 PM
6	Depending on day of week and hours, possibly Consolidated School	6/7/2021 3:39 PM
7	School Street area	6/7/2021 1:22 PM
8	NOT downtown Kennebunkport. Most avoid this area in the summer/growing season.	6/7/2021 10:41 AM
9	Where it is being held	6/7/2021 9:46 AM
10	KCT / Consolidated School	6/3/2021 3:42 PM
11	Kennebunkport Conservation Trust, 57 Gravelly Brook Rd, Kennebunkport OR Kennebunkport Fire Station 32 North St, Kennebunkport	5/29/2021 8:16 PM
12	North street lot	5/29/2021 7:40 AM
13	Consolidated School	5/5/2021 5:04 PM
14	None - Farmer's Market in Kennebunk already.	5/3/2021 3:58 PM
15	None. It would take away from the larger Kennebunk market	5/3/2021 11:49 AM
16	North street	5/2/2021 8:27 PM
17	Village Green	5/1/2021 12:16 PM
18	North st firestation parking lot, if at all.	4/30/2021 7:23 PM
19	Lords inn green	4/29/2021 6:07 PM
20	consolidated school field,	4/29/2021 4:57 PM
21	Fireman’s Field	4/29/2021 4:32 PM
22	North Street Fire Station Parking lot	4/29/2021 4:09 PM
23	Probably Consolidated School?	4/29/2021 3:38 PM
24	where free parking would be close by	4/29/2021 12:18 PM
25	?	4/29/2021 10:01 AM
26	Dock Square or North Street Parking lots	4/29/2021 8:06 AM
27	ocean ave on green park	4/29/2021 6:51 AM
28	The street in front of the big church	4/29/2021 6:28 AM
29	Consolidated school parking area and adjacent field	4/28/2021 11:41 PM
30	Fire station on North St	4/28/2021 9:47 PM
31	School field	4/28/2021 9:01 PM
32	North Street fire station parking or entrance to village parcel.	4/28/2021 8:43 PM

33	Parking lot at the town fire station	4/28/2021 8:42 PM
34	86-acre parcel	4/28/2021 7:59 PM
35	Public parking area, school area	4/28/2021 6:52 PM
36	On rte. 9	4/28/2021 6:45 PM
37	North st pkg near fire station	4/28/2021 6:32 PM
38	Best to support the one in Kennebunk	4/28/2021 6:31 PM
39	Downtown	4/28/2021 6:29 PM
40	The field next to the school (town owned?) or The property across the street, privately owned.	4/28/2021 6:22 PM
41	Town green	4/28/2021 5:57 PM
42	Cape porpoise	4/28/2021 5:40 PM
43	Consolidated School parking lot or field or perhaps the parking lot next to fire station	4/28/2021 5:28 PM
44	None. There is a good one in Kennebunk.	4/28/2021 5:25 PM
45	Consolidated School grounds	4/28/2021 5:12 PM
46	Parking lot at Fire Station on North St	4/28/2021 5:02 PM
47	Fire station on North Street, Consolidated School parking lot	4/28/2021 4:49 PM
48	Ocean Ave park	4/28/2021 4:49 PM
49	The Green	4/28/2021 4:24 PM
50	Fire/ town hall parking lot	4/28/2021 3:53 PM
51	School grounds	4/28/2021 3:50 PM
52	Town green or KCS.	4/28/2021 3:33 PM
53	Town green	4/28/2021 3:31 PM
54	Any of the large parking lots or South Church	4/28/2021 3:27 PM
55	North Street (Patten's Berry farm area), School St.	4/28/2021 3:24 PM
56	At the field near the Parks & Rec Dept as it's a wide open space with plenty of available parking	4/28/2021 3:23 PM
57	Parking Lot by Police station	4/28/2021 3:20 PM
58	Waterhouse Pavilion - shared with Kennebunk	4/28/2021 3:15 PM
59	Consolidated school grounds	4/28/2021 3:12 PM
60	Lower Vilkage kennebunk	4/28/2021 2:42 PM
61	Log Cabin Road? North Street?	4/28/2021 2:34 PM
62	Consolidated School	4/28/2021 2:32 PM
63	Nowhere.	4/28/2021 2:29 PM
64	Village Green	4/28/2021 2:27 PM
65	Out by the Arundel line or towards GRB - NOT Dock Square	3/17/2021 6:51 PM
66	Parking lot near the fire station	3/14/2021 11:49 AM
67	Consolidated field or Firefighters park?	3/14/2021 11:45 AM
68	Where St. Martha's used to be (fire station on North Street)	3/13/2021 8:27 PM
69	Just outside the square, e.g., the parking lot by fire station on North St.	3/13/2021 10:48 AM
70	North St parking lot green area	3/13/2021 10:01 AM

71	North St parking lot	3/13/2021 7:59 AM
72	Public Parking Lot by Fire Station or Consolidated School	3/12/2021 11:24 AM
73	Municipal parking lot on North Street	3/12/2021 10:23 AM
74	North Street parking lots	3/12/2021 10:05 AM
75	North Street Village Parcel or Consolidated School	3/11/2021 6:57 PM
76	riverside park, consolidated school parking, fireman's park in cape porpoise, north st firestation, beachwood park area	3/11/2021 11:45 AM
77	none	3/11/2021 11:23 AM
78	Center	3/11/2021 10:46 AM
79	None	3/11/2021 9:49 AM
80	Consolidated School	3/11/2021 9:44 AM
81	town parking t fire station	3/11/2021 9:18 AM
82	Somewhere on North St.;	3/11/2021 7:55 AM
83	Consolidate School	3/11/2021 6:47 AM
84	Kennebunk	3/10/2021 9:56 PM
85	Consolidated School when not in session seems about the largest area available with parking	3/10/2021 7:56 PM
86	Near the consolidated school	3/10/2021 7:16 PM
87	Consolidated school	3/10/2021 7:16 PM
88	North St Fire Station	3/10/2021 7:11 PM
89	NORTH STREET PARKING LOT	3/10/2021 7:07 PM
90	Consolidated school parking lot	3/10/2021 6:46 PM
91	Consolidated School	3/10/2021 6:21 PM
92	Town parking lot	3/10/2021 6:07 PM
93	consolidated school	3/10/2021 5:38 PM
94	Parking lot near Fire Station	3/10/2021 5:25 PM
95	Off North St or School St. anywhere but in the Port	3/10/2021 5:09 PM
96	North Street Parking lot	3/10/2021 5:02 PM
97	fire station parking lot; parking lot behind Bradbury	3/10/2021 4:46 PM
98	rsu 21 grounds	3/10/2021 4:41 PM
99	north street fire station	3/10/2021 4:26 PM
100	Consolidated School parking lot	3/10/2021 4:22 PM
101	Open park area on Ocean Ave	3/10/2021 4:08 PM
102	The undeveloped town property	3/10/2021 4:04 PM
103	Consolidated Scool	3/10/2021 3:57 PM
104	Town parking lot behind Alisons Restaurant.	3/10/2021 3:55 PM
105	Parking lot next to fire station on North Street.	3/10/2021 3:50 PM
106	Somewhere with ample parking. Maybe the lot on North Street?	3/10/2021 3:46 PM
107	School parking lot on weekends	3/10/2021 3:33 PM
108	Upper Mills Road or on School St.	3/10/2021 3:31 PM

109	Municipal Parking Area adjacent to fire station	3/10/2021 3:29 PM
110	Parking lot behind Alisson's or the Fire Station on North St	3/10/2021 3:24 PM
111	Town parcel, River Green	3/10/2021 3:11 PM
112	Consolidated School on Sat. or Sun.,Firestation on North St	2/17/2021 5:35 PM
113	The new parcel	2/14/2021 1:03 PM
114	Consolidated School, town parking by fire station	2/8/2021 1:25 PM
115	Village green	2/4/2021 6:55 PM
116	Fireman’s field	2/4/2021 7:18 AM
117	KCS	2/3/2021 10:00 PM
118	Consolidated or Rec field	2/3/2021 5:55 PM
119	Village green	2/3/2021 2:19 PM
120	Municipal parking lot behind Allison’s, consolidated school	2/3/2021 12:18 PM
121	I would think somewhere on the out skirts of town.	2/3/2021 8:29 AM
122	North St parking lot, Consolidated School	2/2/2021 7:48 PM
123	Conservation trust property	1/31/2021 8:52 AM
124	Parsons Field	1/31/2021 8:18 AM
125	Consolidated parking lot, lot near fire station	1/30/2021 4:02 PM
126	The Green	1/28/2021 10:03 PM
127	Near first congregational church	1/25/2021 10:46 PM
128	Not sure we have enough space/demand to compete with Kennebunk farmers market	1/25/2021 8:53 PM
129	Parking lot by the fire station	1/24/2021 5:12 PM
130	Kennebunk	1/24/2021 11:07 AM
131	Away from congested areas with ample parking	1/24/2021 7:52 AM
132	Cape Porpoise ball field or North st. parking lot. Level spots with good parking. Vendors should be able to sell from their vehicles too.	1/23/2021 9:54 PM
133	Port as it will get support from Kennebunk as well.	1/23/2021 8:05 PM
134	Consolidated School	1/23/2021 9:05 AM
135	north street parking area	1/22/2021 5:23 PM
136	Consolidated School Parking Lot	1/22/2021 3:16 PM
137	muni parking lot..north st pking, Cape porpoise....possible space in new property planning to be developed??	1/22/2021 2:32 PM
138	Consolidated parking lot	1/22/2021 2:24 PM
139	North St parking lot next to fire station	1/22/2021 2:11 PM
140	Bradbury cape porpoise	1/22/2021 12:57 PM
141	The North Street area recently purchased by the Town at great expense.	1/22/2021 12:38 PM
142	The field next to the school (town owned?) or THe propeerty ntht wa Pattons Farm. Privately owned now. Parking a probllem.	1/22/2021 11:17 AM
143	Firestation or Consolidated School	1/22/2021 11:16 AM
144	Parking lot at village fire station	1/22/2021 10:45 AM

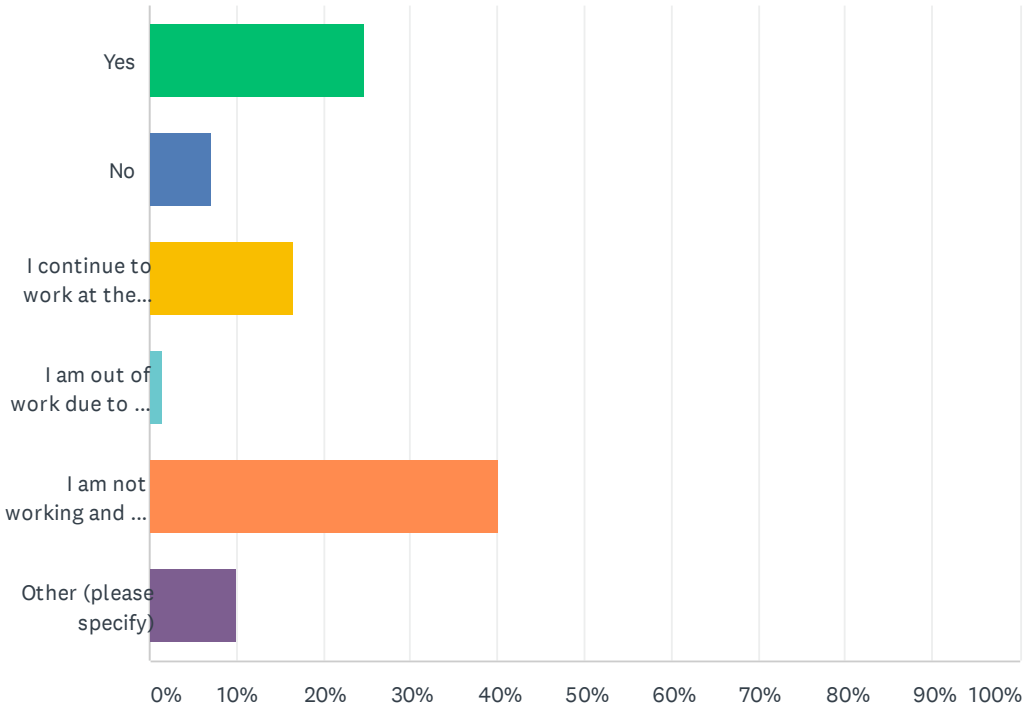
145	any easy parking area	1/22/2021 10:43 AM
146	near Trolley Museum, Legion Hall, Beachwood Ice Cream	1/22/2021 10:38 AM
147	In the Consolidated School parking lot	1/22/2021 10:16 AM
148	Municipal parking lot by the fire station	1/22/2021 9:56 AM
149	near available parking, eg North St Fire Station	1/22/2021 9:03 AM
150	Former Bush helipad	1/21/2021 11:33 PM
151	The town Parcel. Currently it's a vacant lot we paid 10 mil for. Ramming the Parcel through by driving fear into the residents only to have the parcel sit with plan... yes, a farmers market would be a great addition	1/21/2021 10:37 PM
152	Conservation Trust	1/21/2021 10:03 PM
153	Cape porpoise	1/21/2021 8:17 PM
154	In thje sumer by the junier high	1/21/2021 7:29 PM
155	North Street Parking Lot	1/21/2021 7:03 PM
156	86 acre parcel across from fire station	1/21/2021 6:51 PM
157	consolidated school	1/21/2021 6:49 PM
158	Town parking lots!	1/21/2021 6:37 PM
159	Town Wharf Parking Lot, North Street Parking Lot	1/21/2021 6:35 PM
160	Fire Station lot	1/21/2021 6:28 PM
161	Near main fire station	1/21/2021 5:51 PM
162	Town parking lot near fire station	1/21/2021 5:50 PM
163	Firehouse parking lot - or Consolidated School parking lot	1/21/2021 5:50 PM
164	.The parking lot by Goose Rocks Dairy in front of the restaurant or Consolidated School	1/21/2021 5:44 PM
165	The Town owned prpoerty adjacent to Consolidated School ball field	1/21/2021 5:40 PM
166	New 86-acre plot across from fire station	1/21/2021 5:34 PM
167	Fireman's park in cape porpoise	1/21/2021 4:55 PM
168	Village Green, parking lot on North Street	1/21/2021 4:13 PM
169	Town parking lot on North Street	1/21/2021 2:30 PM
170	Village Parcel near to new Town Hall	1/21/2021 1:00 PM
171	consolidated school	1/21/2021 12:04 PM
172	30 North Street and/or Consolidated School athletic fields	1/21/2021 11:18 AM
173	KCS, Rotary Park on Beachwood	1/21/2021 9:43 AM
174	North street fire station parking lot	1/21/2021 9:35 AM
175	green at capt lord	1/21/2021 8:51 AM
176	trolley museum, village fire station,	1/21/2021 8:28 AM
177	Kennebunkport North St extension	1/21/2021 8:21 AM
178	Village Green	1/21/2021 8:10 AM
179	Route 9 between lower village and Wells	1/21/2021 8:04 AM
180	Town green in front of Catain Lord Mansion	1/21/2021 7:52 AM
181	North Street Village Parcel or Consolidated School	1/21/2021 7:27 AM

182	firemans park	1/21/2021 6:54 AM
183	The Parks & Rec area adjacent to the Consolidated School	1/21/2021 6:25 AM
184	North Street Parking Lot	1/20/2021 10:35 PM
185	North street parking lot	1/20/2021 10:18 PM
186	Consolidated School field of parking lot	1/20/2021 9:10 PM
187	Outside th center where there is more parking	1/20/2021 9:10 PM
188	Park	1/20/2021 8:57 PM
189	Village Green	1/20/2021 8:23 PM
190	Cape porpoise	1/20/2021 8:16 PM
191	Not sure	1/20/2021 8:13 PM
192	not sure	1/20/2021 8:09 PM
193	Cape Porpoise or Beachwood	1/20/2021 8:09 PM
194	Consolidated school	1/20/2021 7:54 PM
195	Consolidated School	1/20/2021 7:41 PM
196	Consolidated School	1/20/2021 7:30 PM
197	In town parking lot behind Alisson’s	1/20/2021 7:26 PM
198	Consolidated School parking lot, field by Rec building	1/20/2021 6:46 PM
199	None. Don’t compete with Kennebunk.	1/20/2021 6:32 PM
200	main parking lot near fire station?	1/20/2021 5:23 PM
201	School parking lot?	1/20/2021 5:06 PM
202	All over town	1/20/2021 5:04 PM
203	Near the public parking by the fire station or over by the open area by the elementary school.	1/20/2021 5:04 PM
204	North street fire station, fireman’s park.	1/20/2021 5:01 PM
205	town green or river green, consolidated school,	1/20/2021 4:52 PM
206	Is there room by town garage? Consolidated School?	1/20/2021 4:51 PM
207	30 North St	1/20/2021 4:49 PM
208	Where the old Grist Mill used to be on Mill Ln	1/20/2021 4:39 PM
209	Consolidated parking lot	1/20/2021 4:27 PM
210	former Pattens area	1/20/2021 4:25 PM
211	Fireman's Field or Consolidated School /REc Dept.	1/20/2021 4:13 PM
212	Consolidated School parking lot	1/20/2021 4:11 PM
213	Consolidated/Fireman's Park/KCT/30 North Street	1/20/2021 4:10 PM
214	No. Street parking lot, Consol School	1/20/2021 4:09 PM
215	Parks and Rec	1/20/2021 4:02 PM
216	Consolidated School, Fire Station	1/20/2021 3:49 PM
217	School area	1/20/2021 3:47 PM
218	Consolidated parking lot? North St fire station lot?	1/20/2021 3:46 PM
219	New town area on School St	1/20/2021 3:44 PM

220	Town plot out on North Street	1/20/2021 3:42 PM
221	Consolidated School lot.	1/20/2021 3:33 PM
222	New village parcel	1/20/2021 3:30 PM
223	village green, Consolidated field	1/20/2021 3:29 PM
224	As with questions #1, it would depend on the zoning limitations, accessibility, traffic, disruption to neighbors, etc. This question would be easier to answer if viable options were presented.	1/20/2021 3:26 PM
225	Nowhere - go to Kennebunk	1/20/2021 3:25 PM
226	Parson's Field, Silas Perkins Park,Firefighters Park	1/20/2021 3:22 PM
227	Fire Station parking lot (North Street)	1/20/2021 3:20 PM
228	A thought - Consolidated School	1/20/2021 3:18 PM
229	30 North Street	1/20/2021 3:16 PM
230	The Village Green (next to Dock Square parking lot)	1/20/2021 3:16 PM
231	Parking lot next to fire station on North St or a lot on the other side of town that has plenty of spaces.	1/20/2021 3:16 PM
232	Kennebunkport Consolidated School, Park behind the fire station	1/20/2021 3:14 PM
233	Consolidated School	1/20/2021 3:03 PM

Q4 If you are you currently working remotely, will you continue to do so after the COVID-19 pandemic?

Answered: 279 Skipped: 8



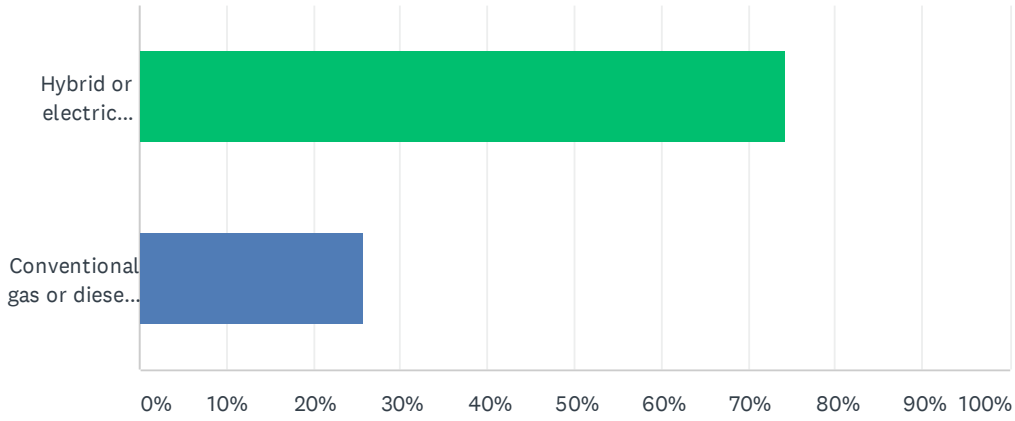
ANSWER CHOICES	RESPONSES	
Yes	24.73%	69
No	7.17%	20
I continue to work at the location I was working prior to the pandemic.	16.49%	46
I am out of work due to the pandemic.	1.43%	4
I am not working and was not working prior to the pandemic.	40.14%	112
Other (please specify)	10.04%	28
TOTAL		279

#	OTHER (PLEASE SPECIFY)	DATE
1	to be determined	6/25/2021 7:04 PM
2	Retired	5/10/2021 4:41 PM
3	not working remotely	5/4/2021 3:31 PM
4	Retired	4/29/2021 6:07 PM
5	retired	4/29/2021 4:57 PM
6	Retired	4/28/2021 9:47 PM
7	Retired	4/28/2021 9:01 PM

8	Worked the whole time	4/28/2021 6:56 PM
9	Probably a mix of remote and on-site	4/28/2021 2:32 PM
10	Hybrid, some in new office location and some remotely	3/12/2021 11:24 AM
11	Yes but I do not live full-time in Kennebunkport	3/12/2021 10:23 AM
12	Work is remote due to the pandemic, and will be partly remote after the pandemic.	3/10/2021 10:56 PM
13	Retired	3/10/2021 7:16 PM
14	Retired	3/10/2021 6:21 PM
15	Retired	3/10/2021 3:29 PM
16	I may have the opportunity to continue remote work	2/3/2021 5:55 PM
17	Many unknowns around employment	2/2/2021 8:05 PM
18	Retired many years ago.	1/22/2021 10:38 AM
19	Retired	1/21/2021 5:51 PM
20	Sometimes but not always	1/21/2021 4:13 PM
21	I retired at end of 2020	1/20/2021 8:09 PM
22	Retired	1/20/2021 7:54 PM
23	Retired	1/20/2021 6:14 PM
24	Not working took a layoff package retired April 27	1/20/2021 5:06 PM
25	Retired	1/20/2021 5:01 PM
26	Unsure, depends on what my employer mandates.	1/20/2021 4:02 PM
27	Retired	1/20/2021 4:02 PM
28	Not sure yet, but I hope so.	1/20/2021 3:46 PM

Q5 When a municipal vehicle is due for replacement, it should be replaced with a:

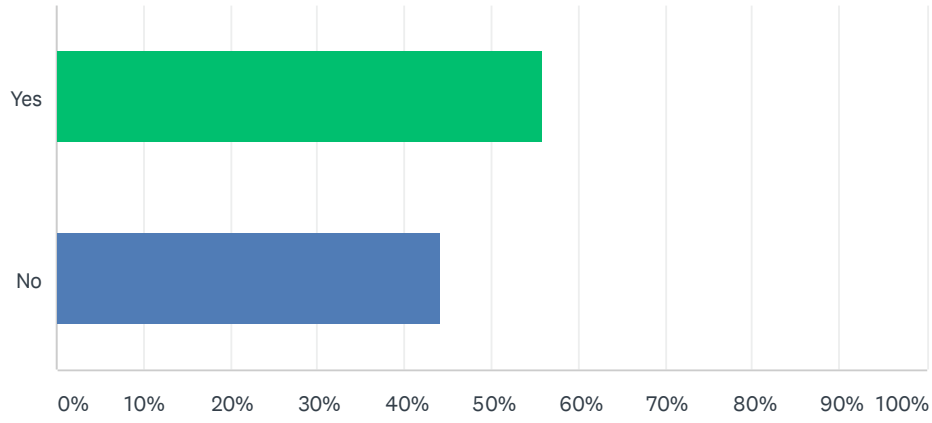
Answered: 269 Skipped: 18



ANSWER CHOICES	RESPONSES	
Hybrid or electric vehicle	74.35%	200
Conventional gas or diesel vehicle	25.65%	69
TOTAL		269

Q6 Do you support development of large scale solar arrays (solar farms) in Kennebunkport?

Answered: 279 Skipped: 8

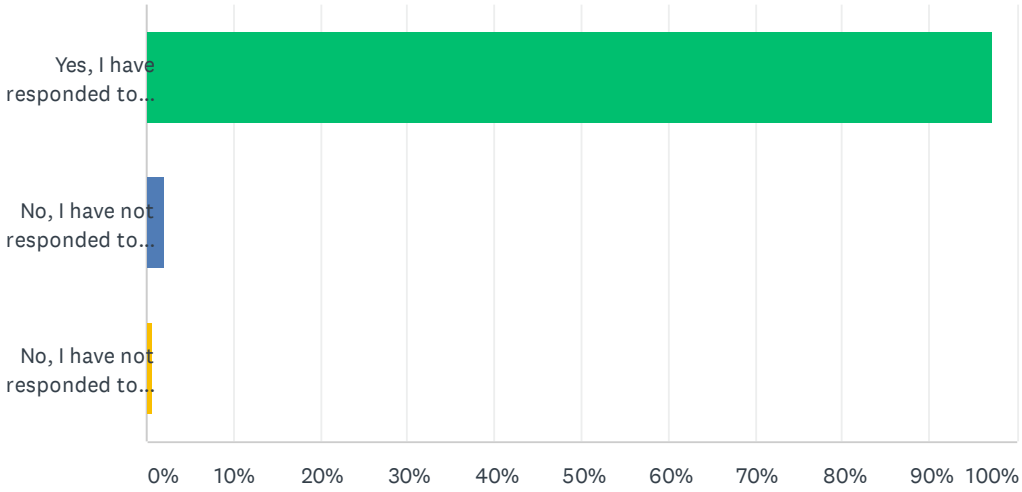


ANSWER CHOICES	RESPONSES	
Yes	55.91%	156
No	44.09%	123
TOTAL		279

Mini-Survey #2

Q1 Have you had an opportunity to respond to Mini-Survey #1?

Answered: 142 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, I have responded to Mini-Survey #1.	97.18%	138
No, I have not responded to Mini-Survey #1 but intend to. [Click here to go to the survey]	2.11%	3
No, I have not responded to Mini-Survey #1 and do not intend to.	0.70%	1
TOTAL		142

Q2 Are there location in town that are hazardous to pedestrians? If so, please list the locations.

Answered: 98 Skipped: 44

#	RESPONSES	DATE
1	Many of our roads have a high traffic load in the summer. At GRB, Kings Highway and Wildwood Ave. have tractor trailer delivery trucks (mainly going to the Tides), shuttle busses along with families walking and on bikes.	7/27/2021 5:04 PM
2	Wildes District Road	7/21/2021 10:08 AM
3	School St. where there isn't a sidewalk; from the hill beyond Consolidated School to/through Cape Porpoise.	7/16/2021 12:17 PM
4	Narrow section of Main Street near Wildes district, the eastern side of Wildes district	7/16/2021 5:34 AM
5	no areas if pedestrians follow laws.	7/8/2021 11:15 AM
6	The intersection of Wilde’s District Rd and Rt-9	6/19/2021 10:14 PM
7	(1) Fork of Wildes District road and School street; (2) Curve, in front of Cape Porpoise kitchen. (3) In general, there is a lot of disregard of speed limits and the fact that resident homes are all along the roadways. Speed bumps on Ward Road would be good too.	6/9/2021 8:38 AM
8	Wildes district rd	6/8/2021 8:45 PM
9	Dock Square can be tricky but I'm not sure how you make it better. Ocean Ave has a bike path but it is crowded for bikes and pedestrians.	6/8/2021 7:44 AM
10	Most crosswalks can be a concern as vehicles not always traveling at speed limit posted. This can be a true hazard if you are pushing children in any type of stroller as you frequently are coming out from cars parked on curbside. Possibly consider road cones in street to help identify crosswalk? Also at night we always carrying a flashlight to help safely cross roads at crosswalks	6/7/2021 3:46 PM
11	Goose Rocks Beach - granted some of this is stupid people walking where ever they please, but it's also because of the lack of road space and irritable drivers.	6/7/2021 10:48 AM
12	No	6/7/2021 9:49 AM
13	Goose Rocks Road, Arundel Road	6/3/2021 3:48 PM
14	YES! Crow Hill (RT 9) in Cape Porpoise!	5/29/2021 8:30 PM
15	none	5/20/2021 7:03 AM
16	Ross Rd., Sinnot Rd.	5/11/2021 8:31 PM
17	need more Handicap parking of drop off pick up locations generally	5/10/2021 6:51 PM
18	downtown	5/10/2021 4:50 PM
19	Rte 9and Wilde’s District rd intersection. Difficult to cross either street safely.	5/3/2021 7:29 PM
20	Dock Square	5/3/2021 11:52 AM
21	Wilde’s District Rd	5/2/2021 8:30 PM
22	Crosswalk at Colony Hotel Crosswalk at Green Street	5/2/2021 8:22 AM
23	Tourists think they are in Disney World and step into the street at arbitrary locations but there's not much that can be done about that!	5/1/2021 12:19 PM
24	No	4/29/2021 6:10 PM

25	No sidewalk from Consolidated school to Cape Porpoise - folks are walking on side of the road and it's dangerous around curves, etc.	4/29/2021 4:57 PM
26	Sidewalk on Temple Street and the street from Temple to North Street need repair	4/29/2021 4:12 PM
27	Intersection of Dyke Rd and Kings Hwy in summer; Dock Sq.; center of Cape Porpoise	4/29/2021 4:03 PM
28	Kings Highway/Wildwood	4/29/2021 10:05 AM
29	Any street that does not have sidewalks or wide shoulders, e.g., South Main. North Street has only one crosswalk with Warning Lights. Crossing anywhere from River Road to the warning lights at Mill Pond is risky.	4/29/2021 8:26 AM
30	Dock Square	4/29/2021 7:50 AM
31	yes, north st	4/29/2021 6:55 AM
32	Mills rd, North Main St from fire department to masonic hall has no sidewalk and no pedestrian lightning. It was in budget a few years ago and voted down by selfish residents.	4/28/2021 11:59 PM
33	I think hazardous is pretty strong. I see biking as more of an issue.a	4/28/2021 9:16 PM
34	School street. Needs proper sidewalks.	4/28/2021 8:55 PM
35	Dock Square	4/28/2021 8:07 PM
36	School Street, when the sidewalk ends heading to Cape Porpoise.	4/28/2021 7:14 PM
37	Wilde’s District	4/28/2021 6:59 PM
38	Seems ok	4/28/2021 6:42 PM
39	South Main Street, Dock square	4/28/2021 5:39 PM
40	Crossing north street at parking lot.	4/28/2021 5:38 PM
41	Walking on South Main and Wildes District is hazardous, sidewalks would be great	4/28/2021 5:30 PM
42	Goose Rocks Road, Beachwood Avenue, Arundel Road, Stone Road all have regular walkers and bicyclists with little to no shoulder space when there is auto traffic.	4/28/2021 5:15 PM
43	School St beyond Consolidated heading away from town	4/28/2021 5:04 PM
44	Ocean Ave by Dannah’s	4/28/2021 4:58 PM
45	Wildes District Road between cape Porpoise and Dock Square	4/28/2021 4:53 PM
46	no	4/28/2021 4:46 PM
47	There are several blind spots along South Main. There are numerous walkers and many trade vehicles that use this route.	4/28/2021 4:29 PM
48	The sidewalk on Pearl Street is terrible!	4/28/2021 4:27 PM
49	River Road (along golf course),	4/28/2021 4:05 PM
50	The walkways from the parking lot by the fire station and that corner to downtown to the shops.	4/28/2021 3:53 PM
51	Yes, dock square by the Ocean Ave monument	4/28/2021 3:40 PM
52	Crosswalks around town square. Also the sidewalk on Pearl Street…it's very broken and lumpy	4/28/2021 3:39 PM
53	GRB (mainly summer) Kings Hwy (speeding pre-high season); people in street and vehicle doors open; commercial vehicles & jitneys/vans dropping off passengers. Getting more hazardous recently.	4/28/2021 3:36 PM
54	Dyke Road in Summer. People park well beyond the last legal spot and simply don’t care. Now that the Chief has authority to tow, needs to exercise that authority. Needs more enforcement.	4/28/2021 3:34 PM
55	Rt 9/School St/ Main st	4/28/2021 3:28 PM
56	None that I am aware of as most drivers are very respectful of pedestrians	4/28/2021 3:27 PM
57	The unlit sidewalk on North street from the Fire House to Dock Square. The sidewalk on the	4/28/2021 3:26 PM

	right side of ocean Avenue as you fiancé Kennebunkport Inn. Better markings needed for crosswalks.	
58	Log Cabin Rd	4/28/2021 3:21 PM
59	Wildes Disrict Rd	4/28/2021 3:19 PM
60	Spring street at Temple st. crosswalk is not lighted at night	4/28/2021 3:17 PM
61	Cape Porpoise area along Route 9 from Wildes District to around the corner from Kitchen Chicks	4/28/2021 3:14 PM
62	Some sidewalks	4/28/2021 2:47 PM
63	Goose Rocks Road, Arundel Road, Log Cabin Road, Whitten Hill Road - these and other roads that have higher traffic and higher speeds. There are no sidewalks or road shoulders to walk on. Mills Road is better now after the widening.	4/28/2021 2:38 PM
64	Along School St, Main St where there are no sidewalks, Old Cape Rd.	4/28/2021 2:37 PM
65	Pedestrian crossing at Ocean Avenue and the Village Green. Just in front of the Arundel Yacht Club.	3/21/2021 2:12 PM
66	School Street - all three crosswalks. Speeding on School St. Night walking on Maine St. especially crosswalks	3/17/2021 10:41 AM
67	Crosswalks on School Street, especially by Consolidated School.	3/17/2021 9:28 AM
68	Ward Road, Mills. Road, Wilde's District crosswalk / intersection	3/14/2021 11:55 AM
69	Mills Rd, Wilde's District Rd, Ward Rd intersection. Also the bend where Maine St becomes South Maine. Down town in season.....would be great if traffic could be restricted somehow.	3/14/2021 11:54 AM
70	Walking from Consolidated School to Cape Porpoise on Route 9 - would love a sidewalk for the full stretch.	3/13/2021 8:39 PM
71	1. Crossing North St after parking. 2. Walking on narrow roads in general 3. Crosswalk removed at the end of East St. Why? 4. Uneven bricks on Ocean Ave	3/13/2021 10:17 AM
72	Old Cape Rd, parts of School St.	3/13/2021 8:09 AM
73	Route 9 intersection in Cape Porpoise Village, North Street where it turns to the three way intersection, GRB in the summer with cars parked in every space with two way traffic. Road is not wide enough.	3/12/2021 11:29 AM
74	Route 9	3/12/2021 10:11 AM
75	Crosswalk Ocean Ave at end of Colony Ave. Crosswalk Colony Beach	3/11/2021 8:38 PM
76	Intersection of Dyke Road and Kings Highway Route 9 from Sandy Pines Campground to Dyke Road	3/11/2021 5:33 PM
77	No	3/11/2021 1:28 PM
78	So Main St	3/11/2021 12:37 PM
79	not particularly	3/11/2021 11:53 AM
80	Goose Rocks Road, Beachwood	3/11/2021 9:51 AM
81	The crossing in front of the Masonic Hall/near the post office.	3/10/2021 11:04 PM
82	School st between cape porpoise square and consolidated	3/10/2021 9:51 PM
83	Heading west on Rt.9 into Cape Porpoise center and then trying to turn left onto Pier road while on a curve in the road.	3/10/2021 8:14 PM
84	Any place with no sidewalks because people don't seem to drive slowly even on winding roads.	3/10/2021 8:01 PM
85	Dock saquare	3/10/2021 7:38 PM
86	Crosswalks in town square	3/10/2021 7:15 PM
87	Maine Street	3/10/2021 7:13 PM

88	Getting in and out of the Port. Traffic volume is unsafe and longer term plans should be made to cross the river elsewhere.	3/10/2021 5:18 PM
89	crossing at temple street at night	3/10/2021 4:48 PM
90	Route 9	3/10/2021 4:28 PM
91	goose rocks road - speed limit is too high. walkers from KLT and lots of bikers.	3/10/2021 4:28 PM
92	I wish the sidewalks or bike lane from dock square to Cape Porpoise were wider.	3/10/2021 4:11 PM
93	Temple St.	3/10/2021 4:06 PM
94	Wildes District Road but the town has done a good job with the stretch closer to town.	3/10/2021 4:01 PM
95	Wildes District Road. I like to walk the loop from Colony Beach, through Dock Square, Maine Street, Wildes District to Ocean Ave. The Wildes District section is dodgy.	3/10/2021 3:52 PM
96	, Route 9	3/10/2021 3:45 PM
97	North Street, River Road	3/10/2021 3:36 PM
98	North and Maine Streets	3/10/2021 3:30 PM

Q3 Where would you like to have dedicated pathways for bicyclists and pedestrians? Include both roadside locations and places that are not alongside existing roadways.

Answered: 86 Skipped: 56

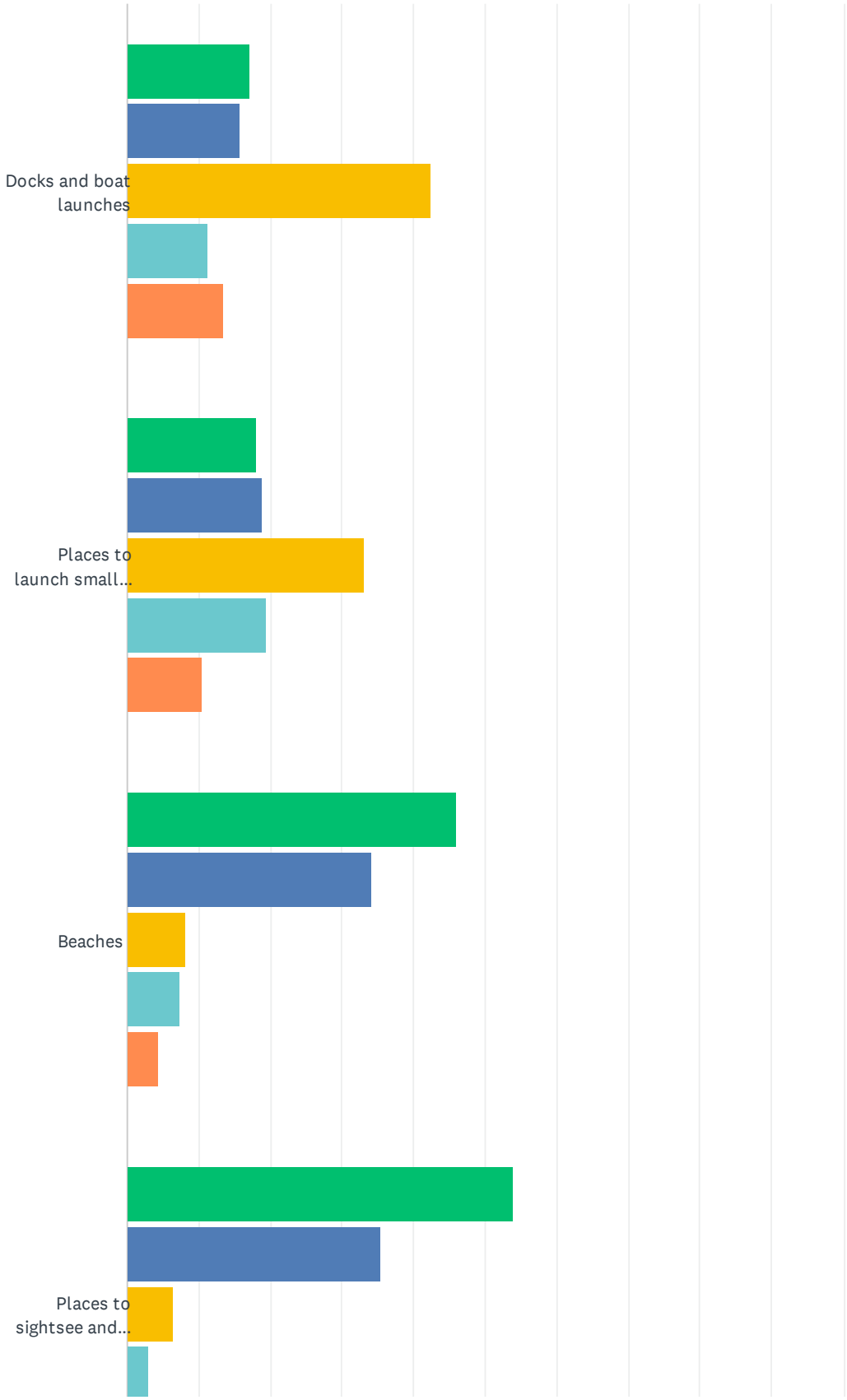
#	RESPONSES	DATE
1	no strong opinion	7/27/2021 5:04 PM
2	Wildes District Road	7/21/2021 10:08 AM
3	In the town parcel between School Street and North Street. But make them nature trails please - no pavement, gravel, etc.! Also on Rte. 9.	7/16/2021 12:17 PM
4	See above	7/16/2021 5:34 AM
5	School Street (from town to Bradbury's) and Port Road	7/14/2021 6:11 PM
6	Vehicles and bicyclists can share the roadway.	7/8/2021 11:15 AM
7	not sure, seems OK as-is; but a bike lane on route 9 would be nice	6/25/2021 7:11 PM
8	Cape porpoise east to Consolidated School	6/19/2021 10:14 PM
9	Wildes district rd, school st (route 9) between dock square and cape porpoise	6/8/2021 8:45 PM
10	We have far too many cyclists on these roads - it's scary! It would be nice to have paths close to downtown to cycle near the water and shops, but that is not realistic.	6/7/2021 10:48 AM
11	The old car tracks, Mills Road to GRB, Goose Rocks Road to GRB	6/3/2021 3:48 PM
12	Wildes District Road and Ocean Ave.	5/29/2021 8:30 PM
13	Yes, I support separating pedestrians and bicyclists from motor vehicles. Yes, I think Kennebunkport is doing a good job of this. I often ride SR 9 east of dock square up to Biddeford. The wide shoulders are very good.	5/20/2021 7:03 AM
14	Must be where roads are large enough to accommodate both car traffic and bicyclist and pedestrians...for safety reasons everywhere in KPT	5/10/2021 6:51 PM
15	don't support	5/10/2021 4:50 PM
16	Ocean Ave, if possible - Mills Rd especially the area leading to the new post office boxes at Firefighters Park.	5/3/2021 7:29 PM
17	Country roads	5/3/2021 11:52 AM
18	Goose Rocks Rd, Beachwood Avenue, Village Parcel, Meadow Woods Preserve, River Road	5/2/2021 8:22 AM
19	See answer above about Route 9 into Cape Porpoise. Also, we need a bike path on Old Cape. Bikers and pedestrians don't have enough room, especially with so many blind curves.	4/29/2021 4:57 PM
20	through Dock Square	4/29/2021 4:12 PM
21	?	4/29/2021 10:05 AM
22	South Main Street, Ocean Avenue (Bicycles), North Street, River Road, Beachwood Avenue.	4/29/2021 8:26 AM
23	Wooded areas	4/29/2021 7:50 AM
24	North Street Mills Rd Arundel Rd	4/29/2021 7:40 AM
25	off of north st huge land next after Reid Lane	4/29/2021 6:55 AM
26	YES!!!!!	4/28/2021 11:59 PM

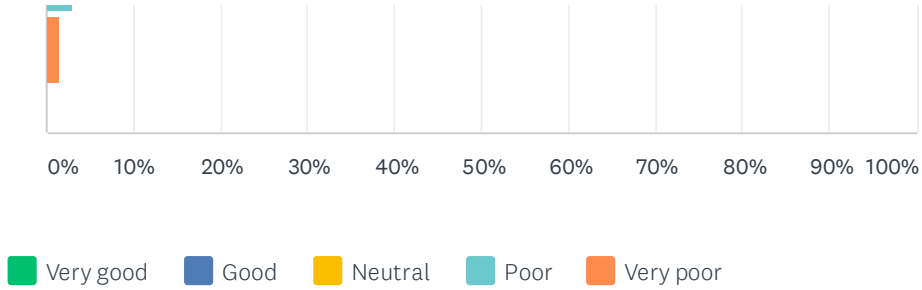
27	All major roads in Kport should have bike paths.	4/28/2021 9:16 PM
28	School St	4/28/2021 8:55 PM
29	86-acre parcel	4/28/2021 8:07 PM
30	Summer St. Dock Square. Actually all roDs	4/28/2021 7:00 PM
31	Oh boy. Tough one. Love ocean Ave but seems impossible . Conservation trust land seems right and good to partner with them.	4/28/2021 6:42 PM
32	Sidewalk on both sides all the way to Winks	4/28/2021 6:31 PM
33	South Main Street	4/28/2021 5:39 PM
34	South Main, Wildes District	4/28/2021 5:30 PM
35	See above.	4/28/2021 5:15 PM
36	All of School St.	4/28/2021 5:04 PM
37	Beechwood Road and Stone Road would be a great accompaniment to KCT trails.	4/28/2021 5:01 PM
38	Wildes District road, Cape Porpoise, and near Goose Rocks Beach	4/28/2021 4:53 PM
39	Ocean Avenue, school Street,	4/28/2021 4:52 PM
40	some of the busier roads such as Beachwood and School, and North.	4/28/2021 4:46 PM
41	Sidewalk for pedestrians on River Road	4/28/2021 4:05 PM
42	Yes, it would great to have a Connection to the greenway.	4/28/2021 3:53 PM
43	Ocean Ave would be great	4/28/2021 3:40 PM
44	Ocean Ave from the Boathouse to Silas Perkins Park. Also, way too many guests ride their bikes on the sidewalks and they're often the wide-handled cruzers from the Inns/rental. I'd like to see some signage on the main roads directing bikers to the road or bike paths on Ocean and Beach Ave where there are lots of walkers	4/28/2021 3:39 PM
45	Goose Rocks Rd. & Shore Rd.	4/28/2021 3:36 PM
46	Rt9 / School St/ Main st	4/28/2021 3:28 PM
47	I think we should continue adding bike lanes and sidewalks on all town -owned roads	4/28/2021 3:27 PM
48	Maine St, Wilde’s District Rd, Maine St in Cape Porpoise, North St.	4/28/2021 3:26 PM
49	Route 9	4/28/2021 3:14 PM
50	Tow too small for dedicated pathways ; keep town pristine & simple	4/28/2021 2:47 PM
51	Roads mentioned above. Goose Rocks Road, Arundel Road, Log Cabin Road, Whitten Hills Road, any other high traffic road where vehicles speed.	4/28/2021 2:38 PM
52	Along School Street(ped)	4/28/2021 2:37 PM
53	In the town parcel off North Street budding Wallace woods	4/28/2021 2:32 PM
54	In areas that have scenic potential.	3/17/2021 9:28 AM
55	Beyond “where” is educational means for both drivers, and bikers as well as pedestrians. As opposed to pathways (which we have plenty) people need to know where and how to travel by foot or bike. I’ve been riding / walking around town for 40:years and have no issues.	3/14/2021 11:55 AM
56	Mills road, especially since the CP mailboxes are now there. Would love more walking/biking trails, perhaps on town property between North St and school.	3/14/2021 11:54 AM
57	See above. I'm not a biker so can't comment on where to put those paths, although as a driver having a bike path on Old Cape Road would be helpful. Dangerous curves and no shoulder for bikers.	3/13/2021 8:39 PM
58	Route 9 between K'Port can Cape Porpoise	3/13/2021 10:51 AM

59	This is a semi rural area and bikeways are mostly not feasible due to narrow roads. Older adults feel unsafe around speeding bikes. The sidewalks on School St should be extended to Cape Porpoise. Cape Porpoise itself is an unsafe traffic nightmare and should be redesigned. Same for area around intersection of North and Walker Roads.	3/13/2021 10:17 AM
60	Village parcel trail, old cape rd, school st, pier rd.	3/13/2021 8:09 AM
61	Almost anywhere would be an improvement from the almost none today.	3/12/2021 11:29 AM
62	North Street	3/12/2021 10:28 AM
63	Route 9	3/12/2021 10:11 AM
64	North Street, Ocean Ave	3/11/2021 8:38 PM
65	Route 9 from Sandy Pines Campground to Dyke Road	3/11/2021 5:33 PM
66	None	3/11/2021 1:28 PM
67	not a good judge on such matters	3/11/2021 11:53 AM
68	Goose Rocks Road, Beachwood, Main Street, North Street, School Street, Old Cape Road, all these roads would be great to have bike paths	3/11/2021 7:05 AM
69	Make a bike lane going through the 87 acre parcel so there is a short cut from Cape Porpoise to downtown .	3/10/2021 8:14 PM
70	River Road	3/10/2021 8:01 PM
71	School Street	3/10/2021 7:52 PM
72	Along North Street and Log Cabin Road Along River Road	3/10/2021 7:38 PM
73	Goose Rocks Road.	3/10/2021 7:24 PM
74	Also my South Maine	3/10/2021 7:21 PM
75	Ocean Avenue; North Street; South Maine Street	3/10/2021 7:15 PM
76	Traversing the Port	3/10/2021 5:18 PM
77	Goose rocks road. There is walking, running and bike traffic all year long	3/10/2021 4:55 PM
78	Route 9	3/10/2021 4:28 PM
79	connecting land trust tracts of land, beaches (Goose Rocks Beach) and Dock Square area,	3/10/2021 4:28 PM
80	I wish the sidewalks or bike lane from dock square to Cape Porpoise were wider. I also wish there were more bike trails	3/10/2021 4:11 PM
81	School st	3/10/2021 4:06 PM
82	Wildes District Rd. We would LOVE to see a small skateboard park for the kids (and adults) at Fireman's park. I have reached out to the Parks and Rec Dept but I haven't heard anything back yet.	3/10/2021 4:01 PM
83	Definitely cyclist pathways along Beachwood and Mills Road. It's hazardous to both motorists and cyclists currently.	3/10/2021 3:52 PM
84	Route 9, Maybe Osk Ridge and Goose Rocks Rd	3/10/2021 3:45 PM
85	River road, North St.	3/10/2021 3:36 PM
86	Kings Highway and Route 9 from the narrower part of Mills Road through to Ocean Avenue	3/10/2021 3:30 PM

Q4 How would you rate your access to:

Answered: 139 Skipped: 3





	VERY GOOD	GOOD	NEUTRAL	POOR	VERY POOR	TOTAL
Docks and boat launches	17.16% 23	15.67% 21	42.54% 57	11.19% 15	13.43% 18	134
Places to launch small watercraft such as kayaks or paddle boards	18.05% 24	18.80% 25	33.08% 44	19.55% 26	10.53% 14	133
Beaches	45.93% 62	34.07% 46	8.15% 11	7.41% 10	4.44% 6	135
Places to sightsee and take in scenic water views	53.96% 75	35.25% 49	6.47% 9	2.88% 4	1.44% 2	139

Q5 What types of recreational and cultural facilities would you like to see more of in Kennebunkport? The draft Recreational and Cultural Resources Chapter available here lists existing facilities.

Answered: 72 Skipped: 70

#	RESPONSES	DATE
1	Kennebunkport should continue to support and strengthen our excellent artistic community. So many wonderful artists live here. Beach areas should be protected for townspeople by putting a cap on tourist oriented development. I have easy access to the beach because I live at one. People in the Port have decreasing access to beaches due to heavy tourist traffic.	7/27/2021 5:04 PM
2	More access to waterfront, especially the river.	7/21/2021 10:08 AM
3	indoor options for sports - more access to school gyms - especially in the winter.	7/16/2021 12:17 PM
4	Public golf course or at least some arrangement for year round locals to have reduced fees	7/16/2021 5:34 AM
5	Comprehensive playground for all ages, trails with a focus on being kid-friendly (like Trust Book Trail), dog park (not on a beach)	7/14/2021 6:11 PM
6	more pubic lands always good (e.g, KCT properties)	6/25/2021 7:11 PM
7	More development in firefighter's park	6/19/2021 10:14 PM
8	Those extant now are perfect.	6/9/2021 8:38 AM
9	I would like to see a picnic pavilion - we have been looking for a place to have a group of family and friends meet and there is nothing in the area. A nice picnic spot would be wonderful. Accessible of course. Near the water is a huge bonus.	6/7/2021 10:48 AM
10	Acoustic music, speaker series, fairs, farmers markets	6/3/2021 3:48 PM
11	Use of water, with use of canoes, small boats, kayaks and paddle boards.	5/29/2021 8:30 PM
12	It would be nice to have a performance venue that was not a bar/restaurant.	5/20/2021 7:03 AM
13	Bowling, theater (musicals or plays).	5/11/2021 8:31 PM
14	the town can make more money with seasonal parking only in lots that are available and don't risk danger to habitats...will pay for seasonal workers at beaches and towns...	5/10/2021 6:51 PM
15	Walking trails, but not much more. Kennebunkport is already becoming an "event" town. Quiet is good too.	5/4/2021 3:36 PM
16	I would like to see natural land conservation - less on facilities , more on preserving land and wildlife, with paths for hikers and bikers available on some of the property. Pickle ball courts on existing park or already paved areas would be great (but don't cut down trees to add more). Outdoor music venues in existing public areas would be great.	5/3/2021 7:29 PM
17	Already have an extensive array	5/3/2021 11:52 AM
18	PICKLEBALL- indoor AND outdoor. Fastest growing sport.	5/2/2021 8:22 AM
19	More outdoor concerts, more access to rivers and harbors for kayaks	4/29/2021 4:57 PM
20	walking path like the one being constructed at the Consolidated School (I think)	4/29/2021 4:12 PM
21	Loved the concerts on Parsons Field last summer. Would like to see more events like that during the off-season that cater more to local residents than summer visitors. Maybe also something like the Waterhouse Center. Again, need more for full-time residents than seasonal visitors.	4/29/2021 4:03 PM
22	concerts on the lawn	4/29/2021 10:05 AM

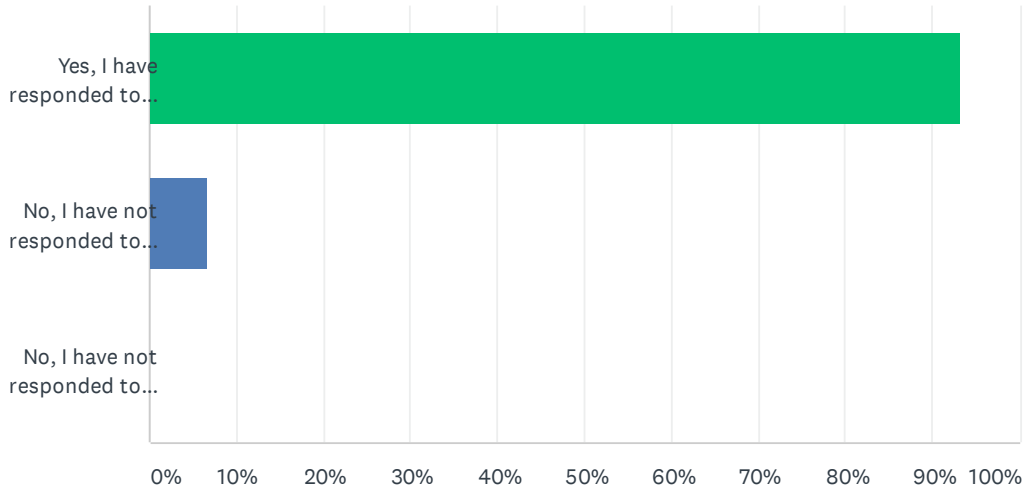
23	More basketball and tennis courts. A walking track/trail that is well maintained (paved, plowed, de-iced) so that people can walk safely year round.	4/29/2021 8:26 AM
24	more access for town residents to launch small boats(kayaks) or small motor boats at a launch. There are none and no parking.	4/29/2021 8:02 AM
25	Theater	4/28/2021 11:59 PM
26	Pickleball court	4/28/2021 8:55 PM
27	Town run kayak, paddle boards on the River. Concert or two with deal with st Ann's or in/off parking lot.	4/28/2021 6:42 PM
28	It'd be nice to have garbage cans along ocean ave, used to and the new company removed them. We see way more trash and dog waste as a result.	4/28/2021 5:39 PM
29	Live music	4/28/2021 5:30 PM
30	Playgrounds for children	4/28/2021 5:04 PM
31	Gym or fitness center.	4/28/2021 4:46 PM
32	Would love to see a summer stock theatre company set up here in town.	4/28/2021 4:29 PM
33	More walking trails, places to sit by the ocean.	4/28/2021 3:53 PM
34	Dog parks. Cross country skiing/shoe shoeing	4/28/2021 3:36 PM
35	available boat launch facilities, Beach parking at Goose Rocks.	4/28/2021 3:28 PM
36	Bathroom facilities, similar to what is available at Kennebunk Beach, are needed at Goose Rocks.	4/28/2021 3:26 PM
37	Skateboard park would be great for the kids in our community.	4/28/2021 3:19 PM
38	Parking at Goose Rocks is really difficult and it will be the only beach open this summer. With the tremendous growth in KPT , parking will be even more difficult for residents.	4/28/2021 2:37 PM
39	Walking trails	4/28/2021 2:32 PM
40	Concerts on the Green. Events at the Rec Center Green. How about some fun events ON THE BEACH with food trucks...We never do that...unless it's fireworks. More Trails for walking.	3/17/2021 10:41 AM
41	Places to gather for events like concert space in front of the Captain Lord Mansion.	3/17/2021 9:28 AM
42	I think the KCT has done a tremendous job.	3/14/2021 11:55 AM
43	Pickle ball area	3/14/2021 11:54 AM
44	Maybe more picnic grounds with tables, some for enjoying water views. Added walking trails in the Village Parcel until it gets further developed.	3/13/2021 8:39 PM
45	1. A sledding hill 2. Walkways or paths to facilitate a loop walk of four to five miles.	3/13/2021 10:17 AM
46	More ability to use indoor space in winter for sports (basketball, Futsal, volleyball, etc)	3/13/2021 8:09 AM
47	No opinion	3/12/2021 11:29 AM
48	I think the town has an incredible offering for a town of its size and would not support the use of tax dollars to increase the offering.	3/12/2021 10:28 AM
49	Would like more locations to launch small watercraft.	3/11/2021 8:38 PM
50	Summer Sailing Lessons (Programs) for Children and Adults Resume Summer Tennis Lessons for Children and Adults	3/11/2021 5:33 PM
51	An indoor venue for Little Theater and musical performances would be the first step. Let's face it: Kpt is a cultural desert. So sad.	3/11/2021 4:43 PM
52	None	3/11/2021 1:28 PM
53	Town should have its own public Kennebunk River dock for visiting boaters, etc.	3/11/2021 12:37 PM
54	As a retiree, thinking about our kids and grandkids…who seem pretty satisfied when they	3/11/2021 11:53 AM

	visit...never in winter, however...	
55	Would love a local theater for plays and music/artistic performances. Thanks for doing these. (However, I don't think you can call it a mini-survey if you have to read 23 pages to answer the question...).	3/10/2021 11:04 PM
56	Resident beach access, parking lot at Goise Rocks beach Small craft launch areas with resident parking	3/10/2021 9:51 PM
57	A facility for concerts and entertainment at least during the summer.Perhaps an outdoor band shell like the Hatch Shell in Boston but small scale.	3/10/2021 8:14 PM
58	Place for cross-country skiing	3/10/2021 8:01 PM
59	Need more and larger kayak launch areas on the Kennebunk River and at Cape Porpoise .	3/10/2021 7:52 PM
60	More open space.	3/10/2021 7:38 PM
61	Water access.	3/10/2021 7:21 PM
62	Dredged canal connecting new 86 acre plot to adjacent waterway	3/10/2021 7:15 PM
63	More parking for beach access and small craft launching. Larger park & rec areas to visit with kids, such as parks with play and refreshment facilities.	3/10/2021 5:18 PM
64	Locations that support a gas, coal or wood bbq for cooking and small pavilions for picnics and family gatherings	3/10/2021 4:55 PM
65	Resident access to Goose Rocks Beach	3/10/2021 4:28 PM
66	More shopping and salon areas. A dog park, more hiking and bike trails.	3/10/2021 4:11 PM
67	Affordable place to launch boats for locals.	3/10/2021 4:03 PM
68	Same as comments in #3: We would LOVE to see a small skateboard park for the kids (and adults) at Fireman's park. I have reached out to the Parks and Rec Dept but I haven't heard anything back yet. The town of Kennebunk dropped the ball on building a new one. Let's take the lead!!	3/10/2021 4:01 PM
69	Public restrooms (or at least port a potties) at the beaches CLOSE to different beach access points.	3/10/2021 3:52 PM
70	Just need to promote what we have.	3/10/2021 3:45 PM
71	Garden plots, Senior center	3/10/2021 3:36 PM
72	Walking paths, parking for views, parking for beaches, easy bike paths for older people,	3/10/2021 3:30 PM

Mini-Survey #3

Q1 Have you had an opportunity to respond to Mini-Survey #1 and Mini-Survey #2?

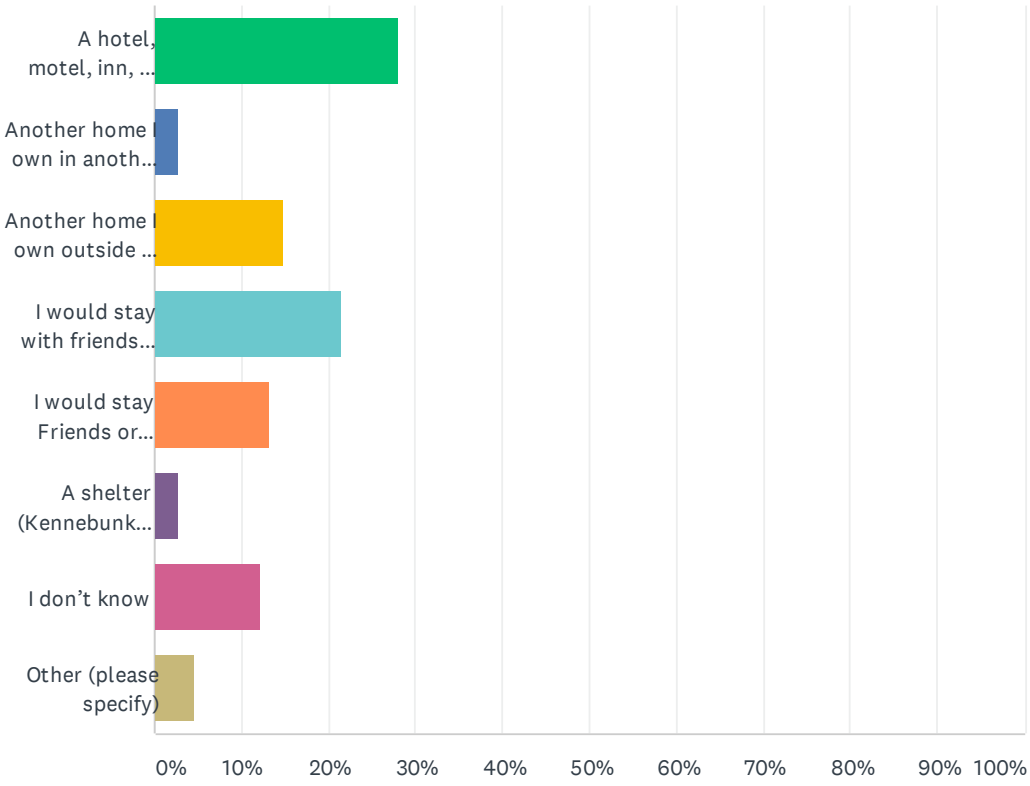
Answered: 104 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes, I have responded to Mini-Survey #1 and #2.	93.27%	97
No, I have not responded to Mini-Survey #1 and #2 but intend to. [Click here to go to Mini-Survey #1, Click here to go to Mini-Survey #2]	6.73%	7
No, I have not responded to either surveys and do not intend to.	0.00%	0
TOTAL		104

Q2 If you needed to evacuate due to a storm, extended power outage, or other reason, where would you go?

Answered: 107 Skipped: 0



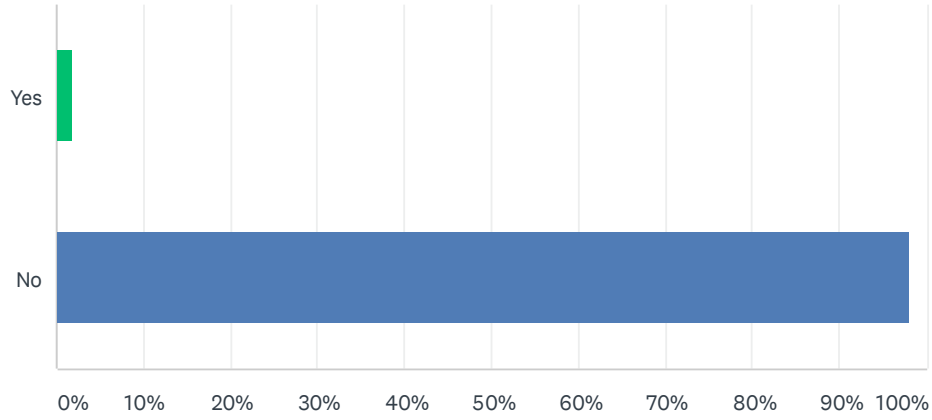
ANSWER CHOICES	RESPONSES	
A hotel, motel, inn, or short rental (i.e. AirBnB)	28.04%	30
Another home I own in another municipality in Maine	2.80%	3
Another home I own outside of Maine	14.95%	16
I would stay with friends or family in another municipality in Maine	21.50%	23
I would stay Friends or family in another state	13.08%	14
A shelter (Kennebunk Middle School)	2.80%	3
I don't know	12.15%	13
Other (please specify)	4.67%	5
TOTAL		107

#	OTHER (PLEASE SPECIFY)	DATE
1	would depend on type of storm	5/7/2021 8:58 PM
2	Depends on the severity and length of time I would need to be away	4/30/2021 4:51 AM
3	Depends for how long. Hotel (short) or family out of ME (long)	4/29/2021 4:59 PM

4	Family/friends in state, and or out of state, or maybe the shelter	4/29/2021 8:05 AM
5	To my assigned duty station	4/28/2021 9:14 PM

Q3 Would you have difficulty evacuating due to a lack of transportation?

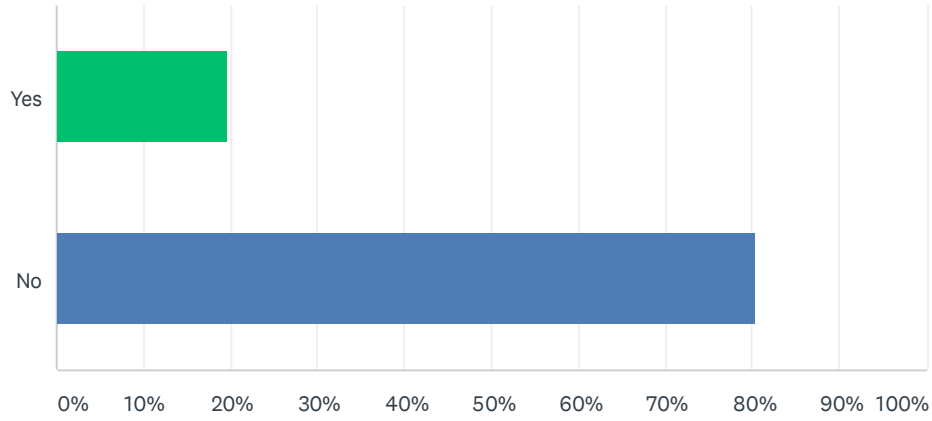
Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	1.89%	2
No	98.11%	104
TOTAL		106

Q4 Would someone you know in Kennebunkport have difficulty evacuating due to a lack of transportation?

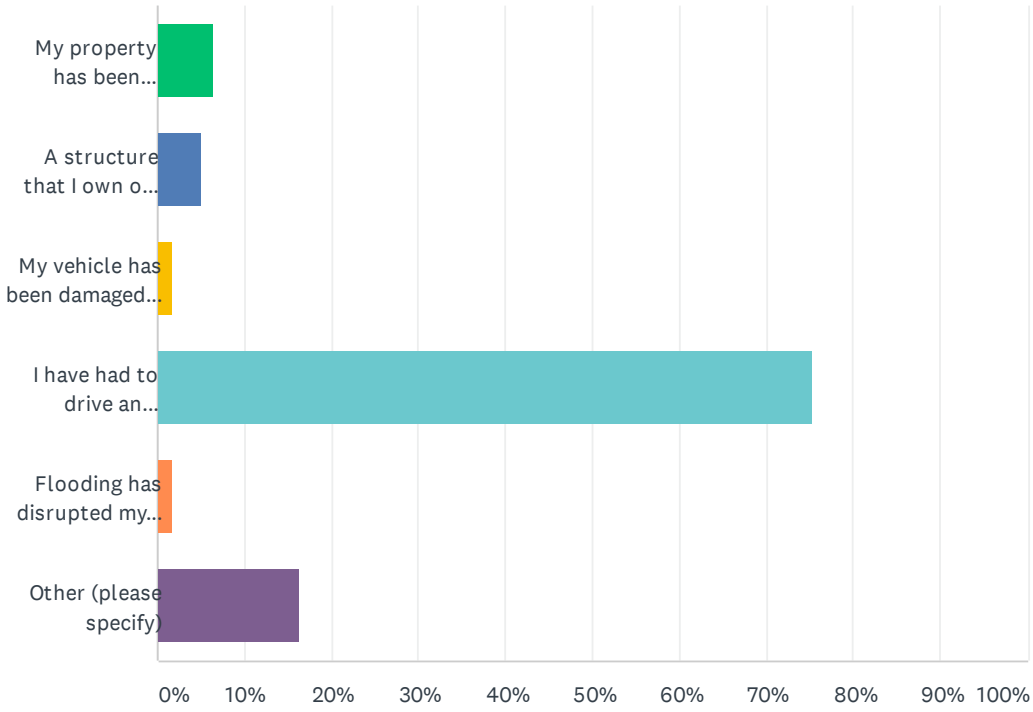
Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	19.63%	21
No	80.37%	86
TOTAL		107

Q5 Has flooding due to storm events and/or high tides impacted you in any of the following ways? Choose all that apply.

Answered: 61 Skipped: 46



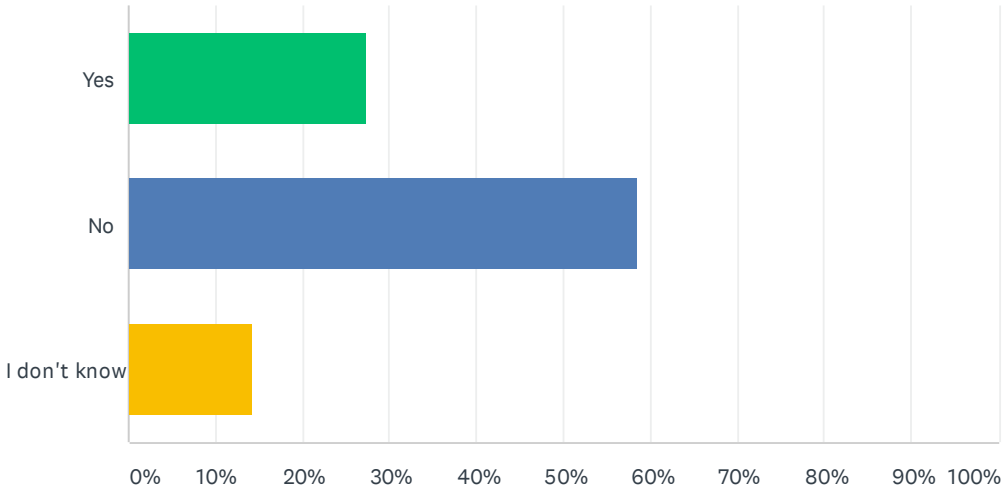
ANSWER CHOICES	RESPONSES	
My property has been inundated by floodwater	6.56%	4
A structure that I own or rent, such as a home or business, has been damaged by floodwaters	4.92%	3
My vehicle has been damaged due to flooding	1.64%	1
I have had to drive an alternate route due to a flooded roadway	75.41%	46
Flooding has disrupted my business	1.64%	1
Other (please specify)	16.39%	10
Total Respondents: 61		

#	OTHER (PLEASE SPECIFY)	DATE
1	On a couple of occasion I have had to wait for the tide to recede before being able to get home	5/3/2021 7:34 PM
2	None of the above	5/3/2021 11:54 AM
3	Lot gets flooded at far end	4/29/2021 6:16 PM
4	Road floods near my house and there is no other way to get in or out.	4/29/2021 4:41 PM
5	N/A	4/29/2021 8:05 AM
6	n/a	4/28/2021 6:24 PM
7	No impact	4/28/2021 3:56 PM

8	No impact	4/28/2021 3:44 PM
9	No damage	4/28/2021 2:50 PM
10	Never	4/28/2021 2:37 PM

Q6 Is your property located within the FEMA 100 year floodplain Floodmaps are available on the Town's website here (click 'layers,' then check 'floodmaps). Official floodmaps are available on FEMA's website here.

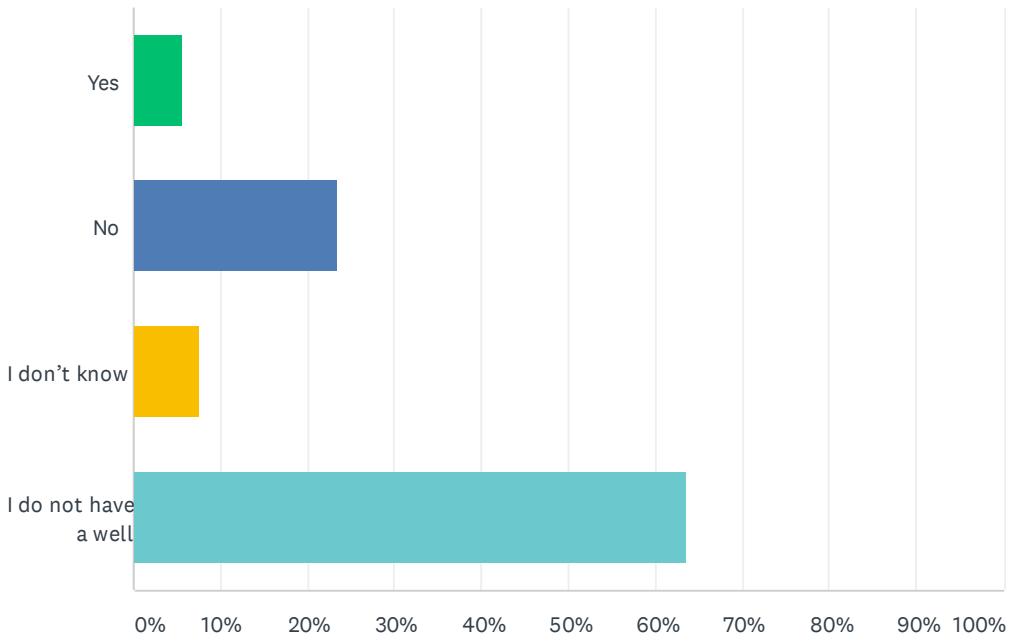
Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	27.36%	29
No	58.49%	62
I don't know	14.15%	15
TOTAL		106

Q7 Has your well water ever had high salinity?

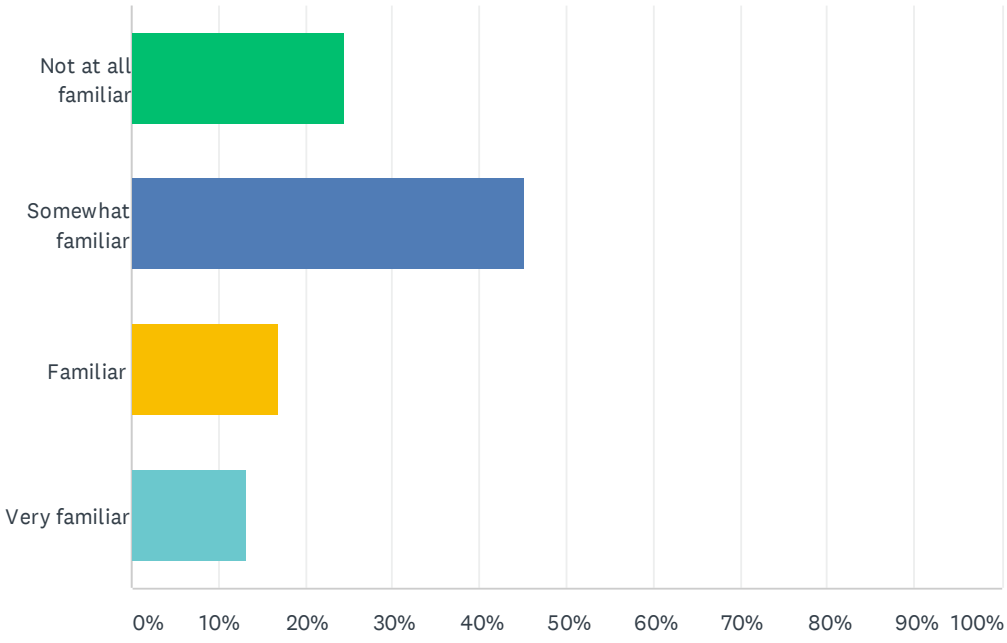
Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	5.61%	6
No	23.36%	25
I don't know	7.48%	8
I do not have a well	63.55%	68
TOTAL		107

Q8 How familiar are you with sea level rise projections that have been issued by the Maine Climate Council? (see Maine Won't Wait pg 24)

Answered: 106 Skipped: 1

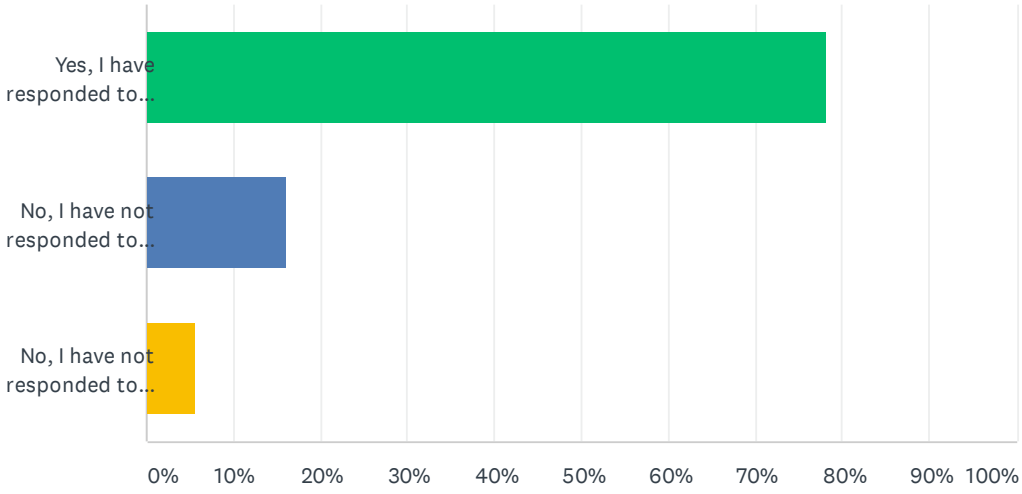


ANSWER CHOICES	RESPONSES	
Not at all familiar	24.53%	26
Somewhat familiar	45.28%	48
Familiar	16.98%	18
Very familiar	13.21%	14
TOTAL		106

Mini-Survey #4

Q1 Have you had an opportunity to respond to Mini-Surveys #1, 2 and 3?

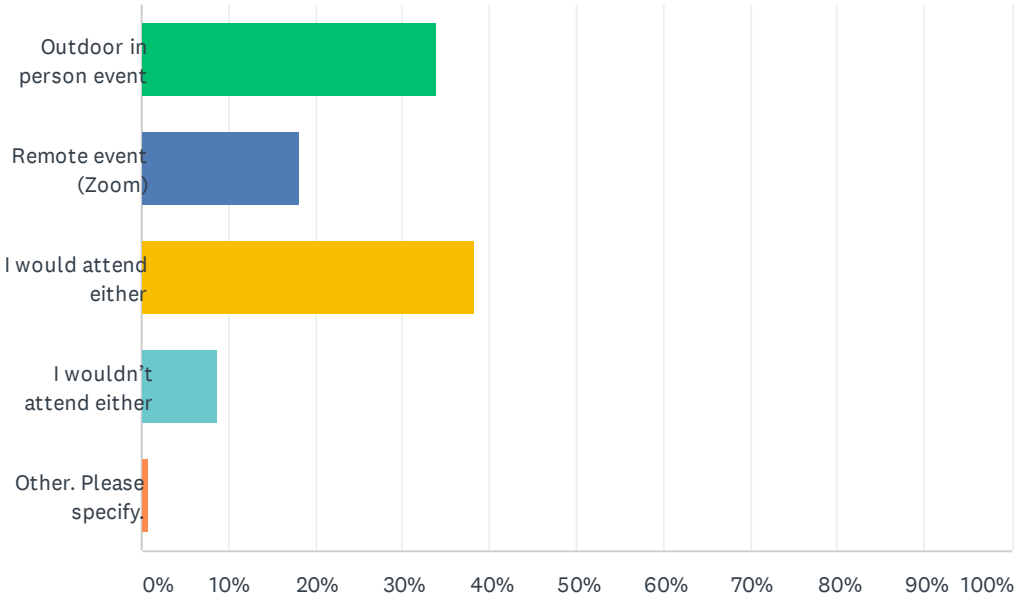
Answered: 106 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes, I have responded to Mini-Survey #1, 2, and 3.	78.30%	83
No, I have not responded to Mini-Survey #1, 2, and 3 but intend to. [Click here to go to Mini-Survey #1, Click here to go to Mini-Survey #2, Click here to go to Mini-Survey #3]	16.04%	17
No, I have not responded to previous surveys and do not intend to.	5.66%	6
TOTAL		106

Q2 Which of the following are you more likely to attend:

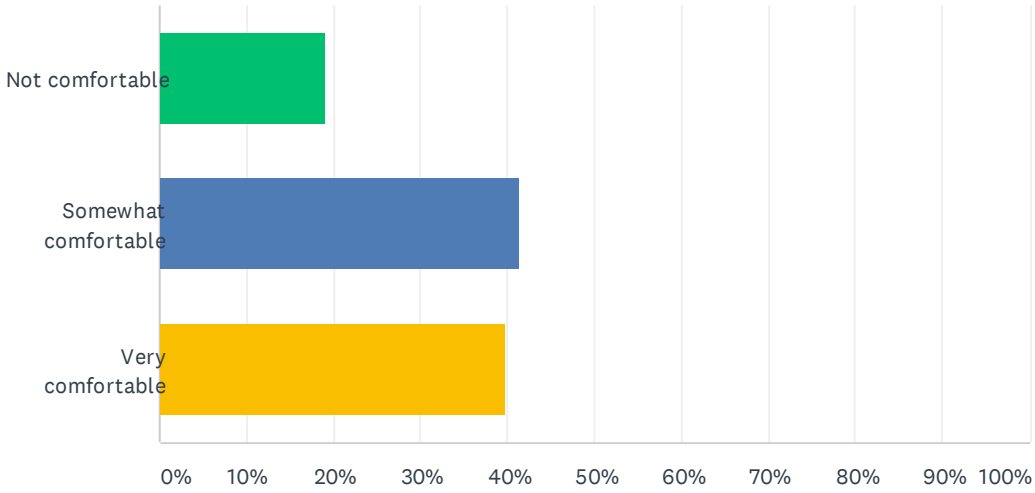
Answered: 115 Skipped: 1



ANSWER CHOICES	RESPONSES	
Outdoor in person event	33.91%	39
Remote event (Zoom)	18.26%	21
I would attend either	38.26%	44
I wouldn't attend either	8.70%	10
Other. Please specify.	0.87%	1
TOTAL		115

Q3 Please rate your comfort level with attending a gathering with up to 50 individuals that is outside under a tent.

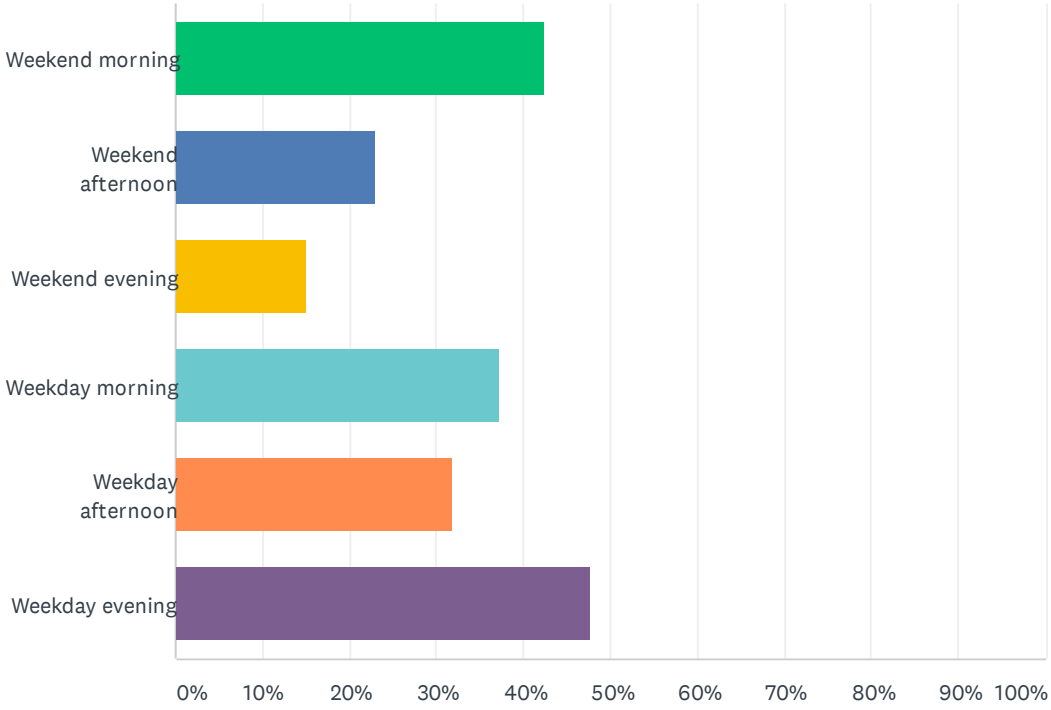
Answered: 116 Skipped: 0



ANSWER CHOICES	RESPONSES	
Not comfortable	18.97%	22
Somewhat comfortable	41.38%	48
Very comfortable	39.66%	46
TOTAL		116

Q4 Which times of the day are you more likely to attend a public input session in July (whether remote or in person)? Please choose all that apply.

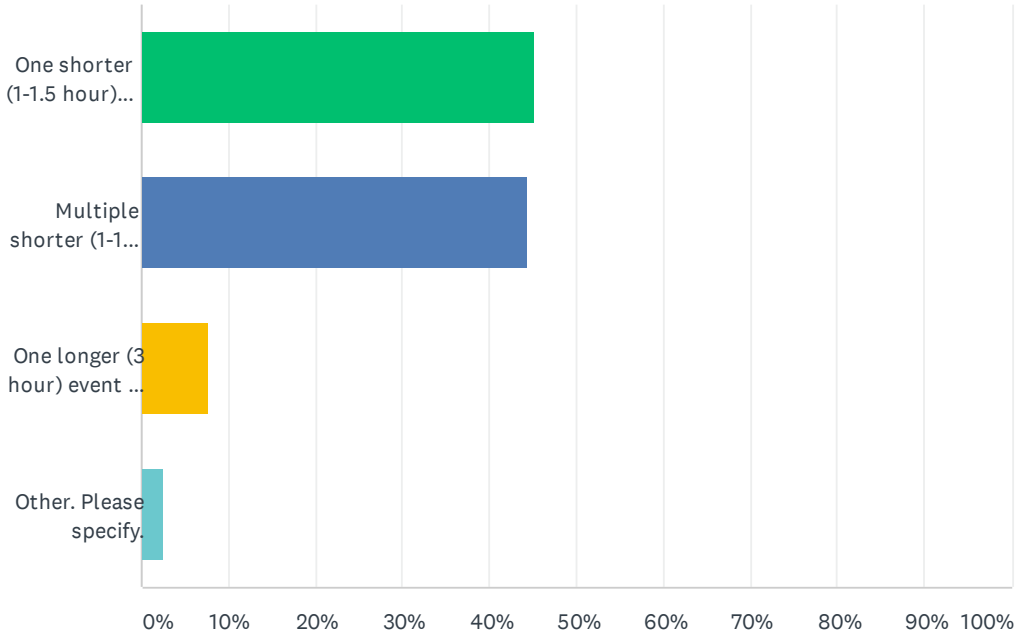
Answered: 113 Skipped: 3



ANSWER CHOICES	RESPONSES	
Weekend morning	42.48%	48
Weekend afternoon	23.01%	26
Weekend evening	15.04%	17
Weekday morning	37.17%	42
Weekday afternoon	31.86%	36
Weekday evening	47.79%	54
Total Respondents: 113		

Q5 Which of the following are you most likely to attend?

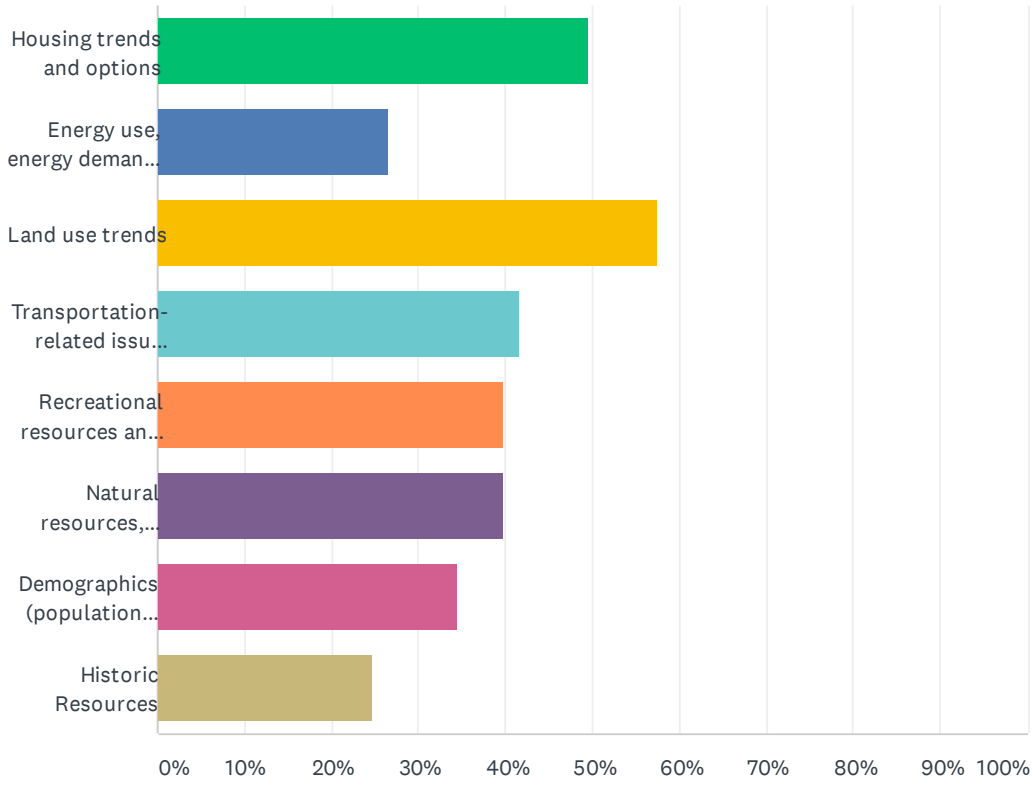
Answered: 115 Skipped: 1



ANSWER CHOICES	RESPONSES	
One shorter (1-1.5 hour) event on one topic	45.22%	52
Multiple shorter (1-1.5 hour) events on different topics	44.35%	51
One longer (3 hour) event on multiple topics	7.83%	9
Other. Please specify.	2.61%	3
TOTAL		115

Q6 Which topics are you most interested in learning about and discussing? Please choose up to 3.

Answered: 113 Skipped: 3

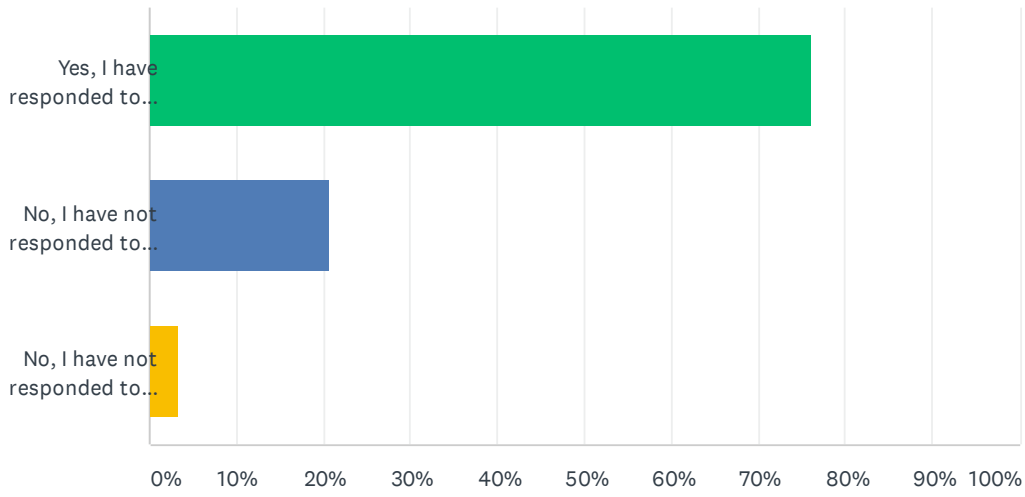


ANSWER CHOICES	RESPONSES	
Housing trends and options	49.56%	56
Energy use, energy demand, and energy sources	26.55%	30
Land use trends	57.52%	65
Transportation-related issues such as connectivity, safety, and bike/pedestrian planning	41.59%	47
Recreational resources and needs	39.82%	45
Natural resources, water resources and/or marine resources	39.82%	45
Demographics (population trends, age, income)	34.51%	39
Historic Resources	24.78%	28
Total Respondents: 113		

Mini-Survey #5

Q1 Have you had an opportunity to respond to Mini-Surveys #1-4?

Answered: 92 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes, I have responded to Mini-Surveys #1-4.	76.09%	70
No, I have not responded to Mini-Surveys #1-4 but intend to. [Click here to access these surveys on the project website]	20.65%	19
No, I have not responded to previous surveys and do not intend to.	3.26%	3
TOTAL		92

Q2 What are your 3 favorite places in Kennebunkport?

Answered: 94 Skipped: 2

ANSWER CHOICES	RESPONSES	
1	100.00%	94
2	97.87%	92
3	93.62%	88

#	1	DATE
1	The walk at Ocean Avenue (NOT to the Bush estate)	7/21/2021 12:21 PM
2	Goose Rocks	7/16/2021 5:15 AM
3	Emmons Trail	7/14/2021 6:19 PM
4	Dock Square	7/8/2021 11:05 AM
5	kennebunk river club	6/25/2021 7:03 PM
6	Preserve system	6/19/2021 10:30 PM
7	Goose Rocks Beach	6/14/2021 6:41 PM
8	Colony Beach	6/14/2021 10:30 AM
9	Parsons Way	6/14/2021 7:20 AM
10	Goose Rocks Beach	6/13/2021 7:22 AM
11	Perkins Way on Ocean Ave	6/9/2021 5:58 PM
12	Cape Porpoise wharf	6/9/2021 9:00 AM
13	Ocean Avenue	6/9/2021 8:57 AM
14	Parsons Beach	6/9/2021 7:42 AM
15	Cape porpoise pier	6/9/2021 6:15 AM
16	There are only 44 respondants	6/9/2021 5:40 AM
17	Goose Rocks Beach	6/9/2021 5:08 AM
18	Dock square.	6/8/2021 11:05 PM
19	Goose Rocks Beach	6/8/2021 10:14 PM
20	Turbats Creek	6/8/2021 10:08 PM
21	Gooserocks Beach	6/8/2021 10:08 PM
22	GRB	6/8/2021 9:49 PM
23	The conservation trust trails and preserves	6/8/2021 8:58 PM
24	St. Ann's Church	6/8/2021 4:27 PM
25	GRB	6/8/2021 12:53 PM
26	St. Annie's Episcopal Church	6/8/2021 10:30 AM
27	the pier	6/8/2021 9:04 AM
28	A bench somewhere on Ocean Avenue	6/8/2021 8:25 AM

29	Ocean Avenue	6/8/2021 7:38 AM
30	Goose Rocks Beach	6/8/2021 7:03 AM
31	Breakwater	6/8/2021 6:37 AM
32	Goose Rocks Beach	6/7/2021 11:00 PM
33	GRB	6/7/2021 10:45 PM
34	Goose rocks beach	6/7/2021 10:41 PM
35	Goose Rocks Beach	6/7/2021 10:15 PM
36	Goose Rocks Beach	6/7/2021 9:57 PM
37	Graves Library	6/7/2021 6:59 PM
38	Goose Rocks Beach	6/7/2021 6:44 PM
39	Goose Rocks Beach	6/7/2021 6:43 PM
40	Goose Rocks Beach	6/7/2021 6:40 PM
41	Goose Rocks Beach	6/7/2021 5:53 PM
42	ocean ave	6/7/2021 5:13 PM
43	GRB	6/7/2021 5:12 PM
44	Shore drive	6/7/2021 4:35 PM
45	Goose Rocks Beach	6/7/2021 4:32 PM
46	Goose Rocks Beach	6/7/2021 4:18 PM
47	Goose rocks beach	6/7/2021 3:48 PM
48	Colony Beach	6/7/2021 3:48 PM
49	Goose Rocks	6/7/2021 3:47 PM
50	Waterfronts	6/7/2021 3:40 PM
51	Cape Porpoise islands and harbor	6/7/2021 3:34 PM
52	Graves Library	6/7/2021 3:32 PM
53	Ocean ave	6/7/2021 3:25 PM
54	Goose Rocks Beach	6/7/2021 3:19 PM
55	The Pier	6/7/2021 3:02 PM
56	Goose Rocks Beach	6/7/2021 2:58 PM
57	Goose Rocks beach	6/7/2021 2:51 PM
58	Vaughn Island	6/7/2021 2:47 PM
59	Goose Rocks Beach	6/7/2021 2:39 PM
60	GRB	6/7/2021 2:30 PM
61	Goose Rocks Beach	6/7/2021 2:29 PM
62	Kennebunkport beach	6/7/2021 2:25 PM
63	Seashore Trolley Museum	6/7/2021 2:11 PM
64	Goose Rocks Beach	6/7/2021 2:03 PM
65	Colony beach and jetty	6/7/2021 2:03 PM
66	Goose Rocks Beach	6/7/2021 1:59 PM

67	All of the conservation land	6/7/2021 1:57 PM
68	Goose Rocks	6/7/2021 1:53 PM
69	Goose Rocks Beach	6/7/2021 1:53 PM
70	GRB	6/7/2021 1:41 PM
71	The shore and ocean	6/7/2021 1:41 PM
72	Goose Rocks Beach	6/7/2021 1:40 PM
73	Goose Rocks Beach	6/7/2021 1:40 PM
74	Historic village outside Dock Square	6/7/2021 1:35 PM
75	Colony Beach	6/7/2021 1:35 PM
76	Cape porpoise pier	6/7/2021 1:31 PM
77	conservation trust lands	6/7/2021 1:27 PM
78	Goose Rocks Beach	6/7/2021 1:26 PM
79	Goose rocks beach	6/7/2021 1:22 PM
80	Goose Rocks Beach	6/7/2021 1:21 PM
81	Goose Rocks Beach	6/7/2021 1:19 PM
82	my home	6/7/2021 1:18 PM
83	GRB	6/7/2021 1:16 PM
84	Goose Rocks Beach	6/7/2021 1:16 PM
85	Goose Rocks Beach	6/7/2021 1:10 PM
86	Goose rocks beach	6/7/2021 11:06 AM
87	Cape Porpoise	6/7/2021 11:01 AM
88	Goose Rocks Beach	6/7/2021 11:00 AM
89	Beaches	6/7/2021 9:55 AM
90	Goose rocks beach	6/7/2021 9:39 AM
91	Goose Rocks Beach area	6/7/2021 9:10 AM
92	Goose Rocks Beach	6/7/2021 9:04 AM
93	Conservation Land	6/3/2021 3:40 PM
94	Cape Porpoise Harbor/Pier	5/31/2021 10:40 PM
#	**2**	**DATE**
1	Kennebunkport Conservation Trust Properties	7/21/2021 12:21 PM
2	Tyler Brook	7/16/2021 5:15 AM
3	Vaughn Island & Stage (Fort) Island	7/14/2021 6:19 PM
4	Arundel Wharf	7/8/2021 11:05 AM
5	cape porpoise islands	6/25/2021 7:03 PM
6	Goose Rocks Beach	6/19/2021 10:30 PM
7	KCT trails	6/14/2021 6:41 PM
8	Dock Square	6/14/2021 7:20 AM
9	Ocean Avenue walk	6/13/2021 7:22 AM

10	Silas Perkins Park	6/9/2021 5:58 PM
11	North Street	6/9/2021 9:00 AM
12	GR Beach	6/9/2021 8:57 AM
13	Pier - Cape Porpoise	6/9/2021 7:42 AM
14	Ocean Av walk	6/9/2021 6:15 AM
15	To these surveys, which ask pretty fluffy questions	6/9/2021 5:40 AM
16	Cape Porpoise	6/9/2021 5:08 AM
17	KCT gravelly brook	6/8/2021 11:05 PM
18	Conservation Trust Land/Trails/ Islands	6/8/2021 10:14 PM
19	Governments Wharf	6/8/2021 10:08 PM
20	Cape Porpoise Pier	6/8/2021 10:08 PM
21	Nature trails	6/8/2021 9:49 PM
22	Goose rocks beach	6/8/2021 8:58 PM
23	Ocean Avenue	6/8/2021 4:27 PM
24	Pier Road	6/8/2021 12:53 PM
25	Dock Square	6/8/2021 10:30 AM
26	Colony Beach	6/8/2021 9:04 AM
27	The upstairs balcony over the Copper Candle	6/8/2021 8:25 AM
28	Goose Rocks	6/8/2021 7:38 AM
29	DockSquare	6/8/2021 6:37 AM
30	Colony Beach/Breakwater	6/7/2021 11:00 PM
31	Dock Square	6/7/2021 10:45 PM
32	Cape Porpoise	6/7/2021 10:41 PM
33	Cape Porpoise Harbor	6/7/2021 10:15 PM
34	Graves library	6/7/2021 9:57 PM
35	Village Green/Ganny’s Garden	6/7/2021 6:59 PM
36	K’port Conservation trails	6/7/2021 6:44 PM
37	Emmons Preserve (KCT)	6/7/2021 6:43 PM
38	Colony	6/7/2021 6:40 PM
39	Conservation Trust	6/7/2021 5:53 PM
40	conservation trust	6/7/2021 5:13 PM
41	Ocean Ave.	6/7/2021 5:12 PM
42	The port	6/7/2021 4:35 PM
43	Colony Beach	6/7/2021 4:32 PM
44	Bradbury Brothers	6/7/2021 4:18 PM
45	Smith Preserve	6/7/2021 3:48 PM
46	Dock Square	6/7/2021 3:48 PM
47	Cape Porpoise	6/7/2021 3:47 PM

48	Town	6/7/2021 3:40 PM
49	Conservation Trust lands	6/7/2021 3:34 PM
50	Colony Beach	6/7/2021 3:32 PM
51	Cape pier	6/7/2021 3:25 PM
52	Cape Porpoise	6/7/2021 3:19 PM
53	Colony Beach	6/7/2021 3:02 PM
54	Dock Square	6/7/2021 2:58 PM
55	Colony Beach	6/7/2021 2:51 PM
56	Steele Trail	6/7/2021 2:47 PM
57	Cape Porpoise	6/7/2021 2:39 PM
58	Conservation Trust trails	6/7/2021 2:30 PM
59	Cape Porpoise —square and pierquainy	6/7/2021 2:29 PM
60	Nature trails	6/7/2021 2:25 PM
61	The beaches	6/7/2021 2:11 PM
62	KCT Trails	6/7/2021 2:03 PM
63	Dock square	6/7/2021 2:03 PM
64	KCT properties	6/7/2021 1:59 PM
65	Goose Rocks Beach	6/7/2021 1:57 PM
66	Cape Porpoise	6/7/2021 1:53 PM
67	St. Ann's Church	6/7/2021 1:53 PM
68	Cape Porpoise	6/7/2021 1:41 PM
69	the Village area	6/7/2021 1:41 PM
70	Sea Shore Trolley Museum	6/7/2021 1:40 PM
71	Ocean Ave for walking	6/7/2021 1:40 PM
72	Library	6/7/2021 1:35 PM
73	Dock Square	6/7/2021 1:35 PM
74	Goose rocks beach	6/7/2021 1:31 PM
75	the pier	6/7/2021 1:27 PM
76	Colony Beach	6/7/2021 1:26 PM
77	dock square	6/7/2021 1:22 PM
78	Kayaking around Vaughn’s island & Turbatts Creek	6/7/2021 1:21 PM
79	Cape Porpoise	6/7/2021 1:19 PM
80	woods	6/7/2021 1:18 PM
81	Colony Beach	6/7/2021 1:16 PM
82	Dock Square	6/7/2021 1:16 PM
83	Bluff overlooking Colony Beach	6/7/2021 1:10 PM
84	JAK Designs	6/7/2021 11:06 AM
85	Village Residential Area	6/7/2021 11:01 AM

86	Kennebunkport Conservation Trust	6/7/2021 11:00 AM
87	Dock Square	6/7/2021 9:55 AM
88	Colony beach	6/7/2021 9:39 AM
89	Dock Square	6/7/2021 9:10 AM
90	Graves Library	6/7/2021 9:04 AM
91	Stage Harbor & Surrounding Islands	6/3/2021 3:40 PM
92	Town Square	5/31/2021 10:40 PM
#	**3**	**DATE**
1	Goose Rocks Beach	7/21/2021 12:21 PM
2	Smith preserve	7/16/2021 5:15 AM
3	timber point	6/25/2021 7:03 PM
4	Colony Beach	6/19/2021 10:30 PM
5	Parsons Way Walk	6/14/2021 6:41 PM
6	Goose Rocks Beach	6/14/2021 7:20 AM
7	KCT TRAILS	6/13/2021 7:22 AM
8	St. Anne's Episcopal Church	6/9/2021 5:58 PM
9	Dock Square	6/9/2021 9:00 AM
10	Dock Square	6/9/2021 8:57 AM
11	KCT Trails	6/9/2021 7:42 AM
12	The Colony Inn	6/9/2021 6:15 AM
13	The draft of the plan is already completed!	6/9/2021 5:40 AM
14	Downtown	6/9/2021 5:08 AM
15	Colony beach	6/8/2021 11:05 PM
16	Downtown	6/8/2021 10:14 PM
17	GRB	6/8/2021 10:08 PM
18	Dock Square	6/8/2021 10:08 PM
19	Cape porpoise Harbor islands	6/8/2021 9:49 PM
20	The cape porpoise pier area	6/8/2021 8:58 PM
21	Colony Beach	6/8/2021 4:27 PM
22	My home	6/8/2021 12:53 PM
23	Cape Porpoise pier	6/8/2021 10:30 AM
24	Dock Square	6/8/2021 9:04 AM
25	Goose Rocks Beach	6/8/2021 8:25 AM
26	Conservation trust trails	6/8/2021 7:38 AM
27	Conservation parcels	6/8/2021 6:37 AM
28	Conservation Trust Headquarters	6/7/2021 11:00 PM
29	Ocean Ave	6/7/2021 10:45 PM
30	Colony beacy	6/7/2021 10:41 PM

31	Dock Square	6/7/2021 10:15 PM
32	Restaurants	6/7/2021 9:57 PM
33	Goose Tovks Brach	6/7/2021 6:59 PM
34	Colony BeachOvercrowded	6/7/2021 6:44 PM
35	My home	6/7/2021 6:43 PM
36	Colony Beach	6/7/2021 6:40 PM
37	Graves Library	6/7/2021 5:53 PM
38	goose rocks beach	6/7/2021 5:13 PM
39	Cape Porpoise	6/7/2021 5:12 PM
40	The old houses	6/7/2021 4:35 PM
41	Ocean Ave.	6/7/2021 4:32 PM
42	Walk along Ocean Ave past St. Anne’s	6/7/2021 4:18 PM
43	Meadow Woods Preserve	6/7/2021 3:48 PM
44	Walking Ocean Ave	6/7/2021 3:48 PM
45	Ocean ave	6/7/2021 3:47 PM
46	Cape Porpoise	6/7/2021 3:40 PM
47	Dock Square	6/7/2021 3:34 PM
48	Kpt Conservation Trust	6/7/2021 3:32 PM
49	Grb	6/7/2021 3:25 PM
50	Dock Square	6/7/2021 3:19 PM
51	Maine St. Mansions,architecture	6/7/2021 3:02 PM
52	Ocean Avenue	6/7/2021 2:58 PM
53	Dock square	6/7/2021 2:51 PM
54	Dock Square	6/7/2021 2:47 PM
55	Dock Square	6/7/2021 2:39 PM
56	Cape Porpoise	6/7/2021 2:30 PM
57	Dock Square	6/7/2021 2:29 PM
58	Back roads	6/7/2021 2:25 PM
59	Library	6/7/2021 2:03 PM
60	Library	6/7/2021 2:03 PM
61	Dock Square	6/7/2021 1:59 PM
62	Colony Beach	6/7/2021 1:57 PM
63	Dock Square	6/7/2021 1:53 PM
64	Seashore Trolley Museum	6/7/2021 1:53 PM
65	Dock Square	6/7/2021 1:41 PM
66	Conservation land	6/7/2021 1:41 PM
67	Kennebunk River	6/7/2021 1:40 PM
68	Colony Beach	6/7/2021 1:40 PM

69	Rural roads including Arundel and Goose Rocks Roads	6/7/2021 1:35 PM
70	Cape Porpoise	6/7/2021 1:35 PM
71	Colony beach	6/7/2021 1:31 PM
72	ocean ave	6/7/2021 1:27 PM
73	Dock Square	6/7/2021 1:26 PM
74	Ocean Avenue	6/7/2021 1:22 PM
75	Downtown area	6/7/2021 1:21 PM
76	Ocean Avenue	6/7/2021 1:19 PM
77	Kennebunk river	6/7/2021 1:18 PM
78	Dock Square	6/7/2021 1:16 PM
79	Colony Beach	6/7/2021 1:16 PM
80	Downtown	6/7/2021 1:10 PM
81	Fine Print Booksellers	6/7/2021 11:06 AM
82	Dock Square	6/7/2021 11:01 AM
83	Walks along Ocean Ave	6/7/2021 11:00 AM
84	Dock square	6/7/2021 9:39 AM
85	Cape Porpoise	6/7/2021 9:10 AM
86	Dock Square	6/7/2021 9:04 AM
87	Dock Square	6/3/2021 3:40 PM
88	Five Acre Farm	5/31/2021 10:40 PM

Q3 What 3 words would you choose to describe Kennebunkport today?

Answered: 94 Skipped: 2

ANSWER CHOICES	RESPONSES	
1	100.00%	94
2	98.94%	93
3	96.81%	91

#	1	DATE
1	Over-developed	7/21/2021 12:21 PM
2	Quaint	7/16/2021 5:15 AM
3	White	7/14/2021 6:19 PM
4	Charming	7/8/2021 11:05 AM
5	beautiful	6/25/2021 7:03 PM
6	Classic	6/19/2021 10:30 PM
7	Quaint	6/14/2021 6:41 PM
8	Changing	6/14/2021 7:20 AM
9	Too much development	6/13/2021 7:22 AM
10	TRAFFIC	6/11/2021 9:01 AM
11	Rich	6/9/2021 5:58 PM
12	Paradise	6/9/2021 9:00 AM
13	Progressively worsening bus intrusion	6/9/2021 8:57 AM
14	Growing too quickly	6/9/2021 7:42 AM
15	Crowded	6/9/2021 6:15 AM
16	Corrupt	6/9/2021 5:40 AM
17	Growing	6/9/2021 5:08 AM
18	Crowded	6/8/2021 11:05 PM
19	Developing	6/8/2021 10:14 PM
20	Turnover	6/8/2021 10:08 PM
21	Quaint	6/8/2021 10:08 PM
22	Beauty	6/8/2021 9:49 PM
23	Progressive (changing with the times)	6/8/2021 8:58 PM
24	Grounding	6/8/2021 4:27 PM
25	Tourists /Traffic	6/8/2021 12:53 PM
26	friendly	6/8/2021 10:30 AM
27	snobby	6/8/2021 9:04 AM
28	Crowded	6/8/2021 8:25 AM

29	lost community	6/8/2021 7:38 AM
30	Rich	6/8/2021 7:03 AM
31	Thriving	6/8/2021 6:37 AM
32	beach	6/7/2021 11:00 PM
33	still beautiful but....	6/7/2021 10:45 PM
34	Homophobic	6/7/2021 10:41 PM
35	Vibrant	6/7/2021 10:15 PM
36	Charming	6/7/2021 9:57 PM
37	Upscale	6/7/2021 6:59 PM
38	Peaceful	6/7/2021 6:44 PM
39	Short-term rental-ed to excess	6/7/2021 6:43 PM
40	Clean	6/7/2021 6:40 PM
41	Charming	6/7/2021 5:53 PM
42	crowded	6/7/2021 5:13 PM
43	Beautiful	6/7/2021 5:12 PM
44	Charming	6/7/2021 4:35 PM
45	Relaxing	6/7/2021 4:32 PM
46	Expensive	6/7/2021 4:18 PM
47	Wealthy	6/7/2021 3:48 PM
48	Friendly	6/7/2021 3:48 PM
49	Crowded	6/7/2021 3:47 PM
50	Naturally beautiful	6/7/2021 3:40 PM
51	Bustling	6/7/2021 3:34 PM
52	Tourist-oriented	6/7/2021 3:32 PM
53	Overpriced	6/7/2021 3:25 PM
54	congested	6/7/2021 3:19 PM
55	Beautiful	6/7/2021 3:02 PM
56	charming	6/7/2021 2:58 PM
57	Quaint	6/7/2021 2:51 PM
58	Community	6/7/2021 2:47 PM
59	Heavenly	6/7/2021 2:39 PM
60	Safe	6/7/2021 2:30 PM
61	quiant	6/7/2021 2:29 PM
62	Busy	6/7/2021 2:25 PM
63	upper class	6/7/2021 2:11 PM
64	Winter: Quaint; Summer: Touristy	6/7/2021 2:03 PM
65	Beautiful	6/7/2021 2:03 PM
66	crowd	6/7/2021 1:59 PM

67	Loud	6/7/2021 1:57 PM
68	Beautiful	6/7/2021 1:53 PM
69	Touristy	6/7/2021 1:53 PM
70	Quaint	6/7/2021 1:41 PM
71	At	6/7/2021 1:41 PM
72	Changing	6/7/2021 1:40 PM
73	Influx	6/7/2021 1:40 PM
74	Safe	6/7/2021 1:35 PM
75	Historic	6/7/2021 1:35 PM
76	Busy	6/7/2021 1:31 PM
77	exclusive	6/7/2021 1:27 PM
78	Quaint	6/7/2021 1:26 PM
79	changing	6/7/2021 1:22 PM
80	Beautiful	6/7/2021 1:21 PM
81	Over-developed	6/7/2021 1:19 PM
82	mansionized	6/7/2021 1:18 PM
83	Overpriced	6/7/2021 1:16 PM
84	Lovely	6/7/2021 1:16 PM
85	Beautiful	6/7/2021 1:10 PM
86	Clean	6/7/2021 11:06 AM
87	Too Many Tourists	6/7/2021 11:01 AM
88	Touristy	6/7/2021 11:00 AM
89	Crowded	6/7/2021 9:55 AM
90	Beautiful	6/7/2021 9:39 AM
91	Artsy	6/7/2021 9:10 AM
92	Historic	6/7/2021 9:04 AM
93	Naturally beautiful	6/3/2021 3:40 PM
94	Expensive	5/31/2021 10:40 PM

#	2	DATE
1	Not diverse	7/21/2021 12:21 PM
2	Expensive	7/16/2021 5:15 AM
3	Wealthy	7/14/2021 6:19 PM
4	Quaint	7/8/2021 11:05 AM
5	expensive	6/25/2021 7:03 PM
6	Charming	6/19/2021 10:30 PM
7	Friendly residents and businesses	6/14/2021 6:41 PM
8	Upscale	6/14/2021 7:20 AM
9	Friendly	6/13/2021 7:22 AM

10	NOISE	6/11/2021 9:01 AM
11	Fun	6/9/2021 5:58 PM
12	Overcrowded	6/9/2021 9:00 AM
13	Still pretty	6/9/2021 8:57 AM
14	Beautiful	6/9/2021 7:42 AM
15	Expensive	6/9/2021 6:15 AM
16	Myopic	6/9/2021 5:40 AM
17	Developing	6/9/2021 5:08 AM
18	Overpopulated	6/8/2021 11:05 PM
19	Beautiful	6/8/2021 10:14 PM
20	Seasonal	6/8/2021 10:08 PM
21	Charming	6/8/2021 10:08 PM
22	History	6/8/2021 9:49 PM
23	Unique	6/8/2021 8:58 PM
24	Soulful	6/8/2021 4:27 PM
25	Busy	6/8/2021 12:53 PM
26	Caucasian	6/8/2021 10:30 AM
27	vibrant	6/8/2021 9:04 AM
28	Welcoming	6/8/2021 8:25 AM
29	overpriced	6/8/2021 7:38 AM
30	Far Left Progressive	6/8/2021 7:03 AM
31	Popular	6/8/2021 6:37 AM
32	small town	6/7/2021 11:00 PM
33	catered to tourists, not locals	6/7/2021 10:45 PM
34	Growing	6/7/2021 10:41 PM
35	Quintessential - Maine	6/7/2021 10:15 PM
36	Caring	6/7/2021 9:57 PM
37	Touristy	6/7/2021 6:59 PM
38	Caring	6/7/2021 6:44 PM
39	Old	6/7/2021 6:43 PM
40	Safe	6/7/2021 6:40 PM
41	Touristy	6/7/2021 5:53 PM
42	beautiful	6/7/2021 5:13 PM
43	Destination	6/7/2021 5:12 PM
44	Welcoming	6/7/2021 4:35 PM
45	Paradise	6/7/2021 4:32 PM
46	Touristy	6/7/2021 4:18 PM
47	Conservationists	6/7/2021 3:48 PM

48	Safe	6/7/2021 3:48 PM
49	Too well known	6/7/2021 3:47 PM
50	Well cared for	6/7/2021 3:40 PM
51	Attractive	6/7/2021 3:34 PM
52	Expensive	6/7/2021 3:32 PM
53	Congested	6/7/2021 3:25 PM
54	welcoming	6/7/2021 3:19 PM
55	Safe	6/7/2021 3:02 PM
56	tourist oriented	6/7/2021 2:58 PM
57	Pristine	6/7/2021 2:51 PM
58	Growing	6/7/2021 2:47 PM
59	Restful	6/7/2021 2:39 PM
60	Lacking diversity	6/7/2021 2:30 PM
61	crowded	6/7/2021 2:29 PM
62	Congested	6/7/2021 2:25 PM
63	clean	6/7/2021 2:11 PM
64	Crowded	6/7/2021 2:03 PM
65	Friendly	6/7/2021 2:03 PM
66	entitled	6/7/2021 1:59 PM
67	Busy	6/7/2021 1:57 PM
68	Crowded	6/7/2021 1:53 PM
69	Corporate	6/7/2021 1:53 PM
70	Beautiful	6/7/2021 1:41 PM
71	a	6/7/2021 1:41 PM
72	Touristy	6/7/2021 1:40 PM
73	Growing	6/7/2021 1:40 PM
74	Scenic	6/7/2021 1:35 PM
75	Evolving	6/7/2021 1:35 PM
76	Expensive	6/7/2021 1:31 PM
77	wealthy	6/7/2021 1:27 PM
78	Coastal	6/7/2021 1:26 PM
79	perhaps not for the best	6/7/2021 1:22 PM
80	Vibrant	6/7/2021 1:21 PM
81	Moneyed	6/7/2021 1:19 PM
82	overpopulated	6/7/2021 1:18 PM
83	Tourist destination	6/7/2021 1:16 PM
84	crowded	6/7/2021 1:16 PM
85	Diverse	6/7/2021 1:10 PM

86	Resort	6/7/2021 11:06 AM
87	Country	6/7/2021 11:00 AM
88	Parking issues	6/7/2021 9:55 AM
89	Expensive	6/7/2021 9:39 AM
90	Eclectic	6/7/2021 9:10 AM
91	Clean	6/7/2021 9:04 AM
92	Rural	6/3/2021 3:40 PM
93	Retirement	5/31/2021 10:40 PM
#	**3**	**DATE**
1	At risk	7/21/2021 12:21 PM
2	Inaccessible	7/16/2021 5:15 AM
3	Elderly/Retirement	7/14/2021 6:19 PM
4	Safe	7/8/2021 11:05 AM
5	relaxing	6/25/2021 7:03 PM
6	Beautiful	6/19/2021 10:30 PM
7	Growing	6/14/2021 6:41 PM
8	Safe	6/14/2021 7:20 AM
9	Crowded	6/13/2021 7:22 AM
10	CROWDED	6/11/2021 9:01 AM
11	Friendly	6/9/2021 5:58 PM
12	Expensive	6/9/2021 9:00 AM
13	Challenged by aggressive summer tourism	6/9/2021 8:57 AM
14	Quaint off season	6/9/2021 6:15 AM
15	Run by greed	6/9/2021 5:40 AM
16	Expanding	6/9/2021 5:08 AM
17	Dirty	6/8/2021 11:05 PM
18	Affluent	6/8/2021 10:14 PM
19	Strangers	6/8/2021 10:08 PM
20	Home	6/8/2021 10:08 PM
21	Changing	6/8/2021 9:49 PM
22	Enjoyable	6/8/2021 8:58 PM
23	Peace-filled	6/8/2021 4:27 PM
24	Enchanting	6/8/2021 12:53 PM
25	expensive	6/8/2021 10:30 AM
26	expensive	6/8/2021 9:04 AM
27	Charming	6/8/2021 8:25 AM
28	Hamptons	6/8/2021 7:38 AM
29	Dishonest	6/8/2021 7:03 AM

30	Peaceful	6/8/2021 6:37 AM
31	natural	6/7/2021 11:00 PM
32	generations of locals forced to sell (too expensive to keep properties)	6/7/2021 10:45 PM
33	Overpriced	6/7/2021 10:41 PM
34	Community	6/7/2021 10:15 PM
35	Consciences	6/7/2021 9:57 PM
36	Historic	6/7/2021 6:59 PM
37	Overcrowded	6/7/2021 6:44 PM
38	Seasonal	6/7/2021 6:43 PM
39	Uncontrolled growth	6/7/2021 6:40 PM
40	Pricey	6/7/2021 5:53 PM
41	friendly	6/7/2021 5:13 PM
42	Friendly	6/7/2021 5:12 PM
43	Historic	6/7/2021 4:35 PM
44	Restful/Calming	6/7/2021 4:32 PM
45	Overbuilt	6/7/2021 4:18 PM
46	Preservationist	6/7/2021 3:48 PM
47	Clean	6/7/2021 3:48 PM
48	Tourist focused	6/7/2021 3:47 PM
49	Small town	6/7/2021 3:40 PM
50	Friendly	6/7/2021 3:34 PM
51	Commercial	6/7/2021 3:32 PM
52	Gov unresponsive	6/7/2021 3:25 PM
53	affluent	6/7/2021 3:19 PM
54	Historic	6/7/2021 3:02 PM
55	welcoming	6/7/2021 2:58 PM
56	Friendly	6/7/2021 2:51 PM
57	Friendly	6/7/2021 2:47 PM
58	Coastal	6/7/2021 2:39 PM
59	Lacking playgrounds	6/7/2021 2:30 PM
60	hypocritical pro-	6/7/2021 2:29 PM
61	Loud	6/7/2021 2:25 PM
62	upbeat	6/7/2021 2:11 PM
63	Hamptons	6/7/2021 2:03 PM
64	Touristy	6/7/2021 2:03 PM
65	uncaring for the environment	6/7/2021 1:59 PM
66	Congested	6/7/2021 1:57 PM
67	Expensive	6/7/2021 1:53 PM

68	Pretentious	6/7/2021 1:53 PM
69	Friendly	6/7/2021 1:41 PM
70	crossroad	6/7/2021 1:41 PM
71	Monotone retail	6/7/2021 1:40 PM
72	Changing	6/7/2021 1:40 PM
73	Historic	6/7/2021 1:35 PM
74	Changing	6/7/2021 1:35 PM
75	Touristy	6/7/2021 1:31 PM
76	too crowded	6/7/2021 1:27 PM
77	Crowded	6/7/2021 1:26 PM
78	keep our history	6/7/2021 1:22 PM
79	“Tony”	6/7/2021 1:21 PM
80	Crowded	6/7/2021 1:19 PM
81	beautifully treed	6/7/2021 1:18 PM
82	Losing touch	6/7/2021 1:16 PM
83	touristy	6/7/2021 1:16 PM
84	Tourists	6/7/2021 1:10 PM
85	Stylish	6/7/2021 11:06 AM
86	expensive	6/7/2021 11:00 AM
87	Non-inclusive	6/7/2021 9:39 AM
88	Right-sized	6/7/2021 9:10 AM
89	Not family focused	6/7/2021 9:04 AM
90	Affluent	6/3/2021 3:40 PM
91	Vacation	5/31/2021 10:40 PM

Q4 What 3 words would you choose to describe how you would like the community to be in 2030?

Answered: 93 Skipped: 3

ANSWER CHOICES	RESPONSES	
1	100.00%	93
2	97.85%	91
3	93.55%	87

#	1	DATE
1	Eco-destination	7/21/2021 12:21 PM
2	Quaint	7/16/2021 5:15 AM
3	Diverse	7/14/2021 6:19 PM
4	Charming	7/8/2021 11:05 AM
5	authentic	6/25/2021 7:03 PM
6	Beautiful	6/19/2021 10:30 PM
7	Quaint	6/14/2021 6:41 PM
8	Small town	6/14/2021 7:20 AM
9	Preserve land	6/13/2021 7:22 AM
10	QUIET	6/11/2021 9:01 AM
11	Diverse	6/9/2021 5:58 PM
12	Sustainable	6/9/2021 9:00 AM
13	Quieter -- fewer trucks; quieter vehicles	6/9/2021 8:57 AM
14	Greater diversity	6/9/2021 7:42 AM
15	Inclusive	6/9/2021 6:15 AM
16	A town where the residents are included in decision making	6/9/2021 5:40 AM
17	Charming	6/9/2021 5:08 AM
18	Calm	6/8/2021 11:05 PM
19	Reflective	6/8/2021 10:14 PM
20	Local	6/8/2021 10:08 PM
21	Quaint	6/8/2021 10:08 PM
22	Environmentally responsible/forward thinking	6/8/2021 9:49 PM
23	Progressive (changing with the times)	6/8/2021 8:58 PM
24	Giving	6/8/2021 4:27 PM
25	Historically Preserved	6/8/2021 12:53 PM
26	friendlier	6/8/2021 10:30 AM
27	reasonably-priced	6/8/2021 9:04 AM

28	Quaint	6/8/2021 8:25 AM
29	family oriented	6/8/2021 7:38 AM
30	Honest	6/8/2021 7:03 AM
31	Peaceful	6/8/2021 6:37 AM
32	beach	6/7/2021 11:00 PM
33	more year round residents	6/7/2021 10:45 PM
34	Welcoming	6/7/2021 10:41 PM
35	Present	6/7/2021 10:15 PM
36	Preserved	6/7/2021 9:57 PM
37	Lots of green space/ parks	6/7/2021 6:59 PM
38	Small	6/7/2021 6:44 PM
39	More diverse population, in age and backgrounds	6/7/2021 6:43 PM
40	Clean	6/7/2021 6:40 PM
41	Above water	6/7/2021 5:53 PM
42	spacious	6/7/2021 5:13 PM
43	Happy	6/7/2021 5:12 PM
44	The same look	6/7/2021 4:35 PM
45	Relaxing	6/7/2021 4:32 PM
46	Family-oriented	6/7/2021 4:18 PM
47	Wealthy	6/7/2021 3:48 PM
48	Healthy	6/7/2021 3:48 PM
49	Less development	6/7/2021 3:47 PM
50	Naturally beautiful	6/7/2021 3:40 PM
51	Quiet	6/7/2021 3:34 PM
52	Authentic	6/7/2021 3:32 PM
53	More responsive	6/7/2021 3:25 PM
54	welcoming	6/7/2021 3:19 PM
55	Preserved	6/7/2021 3:02 PM
56	charming	6/7/2021 2:58 PM
57	Quaint	6/7/2021 2:51 PM
58	Safe	6/7/2021 2:47 PM
59	Heavenly	6/7/2021 2:39 PM
60	Diverse	6/7/2021 2:30 PM
61	pro-resident	6/7/2021 2:29 PM
62	Less congested	6/7/2021 2:25 PM
63	welcoming to all	6/7/2021 2:11 PM
64	Stable for 19 years	6/7/2021 2:03 PM
65	Friendly	6/7/2021 2:03 PM

66	ecofriendly	6/7/2021 1:59 PM
67	Less congestion, especially at post office/temple st/spring st intersection.	6/7/2021 1:57 PM
68	Beautiful	6/7/2021 1:53 PM
69	quaint	6/7/2021 1:53 PM
70	Quaint	6/7/2021 1:41 PM
71	Village	6/7/2021 1:41 PM
72	Economically diverse	6/7/2021 1:40 PM
73	Year round residents	6/7/2021 1:40 PM
74	Safe	6/7/2021 1:35 PM
75	Tolerant	6/7/2021 1:35 PM
76	Quaint	6/7/2021 1:31 PM
77	beautiful	6/7/2021 1:27 PM
78	Quaint	6/7/2021 1:26 PM
79	similar to now	6/7/2021 1:22 PM
80	Diverse	6/7/2021 1:21 PM
81	Balanced	6/7/2021 1:19 PM
82	treed	6/7/2021 1:18 PM
83	Year round community	6/7/2021 1:16 PM
84	quieter	6/7/2021 1:16 PM
85	Independent	6/7/2021 11:06 AM
86	Reamain Same as Today	6/7/2021 11:01 AM
87	local/neighborhood	6/7/2021 11:00 AM
88	Less crowded	6/7/2021 9:55 AM
89	Beautiful	6/7/2021 9:39 AM
90	Artsy	6/7/2021 9:10 AM
91	Environmentally Conscious	6/7/2021 9:04 AM
92	Naturally beautiful	6/3/2021 3:40 PM
93	Farm Friendly	5/31/2021 10:40 PM
#	**2**	**DATE**
1	Collaborative	7/21/2021 12:21 PM
2	Reasonable priced	7/16/2021 5:15 AM
3	Thriving	7/14/2021 6:19 PM
4	Quaint	7/8/2021 11:05 AM
5	unchanged	6/25/2021 7:03 PM
6	Pristine	6/19/2021 10:30 PM
7	Friendly	6/14/2021 6:41 PM
8	Friendly	6/14/2021 7:20 AM
9	Less development	6/13/2021 7:22 AM

10	LIVABLE	6/11/2021 9:01 AM
11	Younger	6/9/2021 5:58 PM
12	Quaint	6/9/2021 9:00 AM
13	Not overdeveloped	6/9/2021 8:57 AM
14	Same	6/9/2021 7:42 AM
15	Affordable	6/9/2021 6:15 AM
16	A town where you don’t need a lawyer to get anything done in planning office	6/9/2021 5:40 AM
17	Hometown	6/9/2021 5:08 AM
18	Relaxed	6/8/2021 11:05 PM
19	Proactive	6/8/2021 10:14 PM
20	Year round	6/8/2021 10:08 PM
21	Charming	6/8/2021 10:08 PM
22	Inclusive	6/8/2021 9:49 PM
23	Unique	6/8/2021 8:58 PM
24	Grace-filled	6/8/2021 4:27 PM
25	Regulated	6/8/2021 12:53 PM
26	Integrated	6/8/2021 10:30 AM
27	vibrant	6/8/2021 9:04 AM
28	Quiet	6/8/2021 8:25 AM
29	year around community	6/8/2021 7:38 AM
30	Less Government	6/8/2021 7:03 AM
31	Sustainable	6/8/2021 6:37 AM
32	small town	6/7/2021 11:00 PM
33	less part time summer residents	6/7/2021 10:45 PM
34	Diverse	6/7/2021 10:41 PM
35	Dry	6/7/2021 10:15 PM
36	Controlled	6/7/2021 9:57 PM
37	Caring more for quality of life than tourism	6/7/2021 6:59 PM
38	Caring	6/7/2021 6:44 PM
39	More bike lanes and sidewalks	6/7/2021 6:43 PM
40	Safe	6/7/2021 6:40 PM
41	Diverse	6/7/2021 5:53 PM
42	beautiful	6/7/2021 5:13 PM
43	Clean	6/7/2021 5:12 PM
44	More welcomeing	6/7/2021 4:35 PM
45	Thriving	6/7/2021 4:32 PM
46	Authentic	6/7/2021 4:18 PM
47	Affordable	6/7/2021 3:48 PM

48	Age friendly	6/7/2021 3:48 PM
49	More focus on RESIDENT taxpayers, less on tourists	6/7/2021 3:47 PM
50	Well cared for	6/7/2021 3:40 PM
51	Cultural	6/7/2021 3:34 PM
52	Diverse	6/7/2021 3:32 PM
53	Budget conscious	6/7/2021 3:25 PM
54	uncrowded	6/7/2021 3:19 PM
55	Undeveloped	6/7/2021 3:02 PM
56	welcoming	6/7/2021 2:58 PM
57	Pristine	6/7/2021 2:51 PM
58	Clean	6/7/2021 2:47 PM
59	Restful	6/7/2021 2:39 PM
60	Sustainable	6/7/2021 2:30 PM
61	low-tax	6/7/2021 2:29 PM
62	Quiet	6/7/2021 2:25 PM
63	Less crowded	6/7/2021 2:03 PM
64	Supportive	6/7/2021 2:03 PM
65	community	6/7/2021 1:59 PM
66	Above sea level	6/7/2021 1:57 PM
67	Family friendly	6/7/2021 1:53 PM
68	friendly	6/7/2021 1:53 PM
69	Beautiful	6/7/2021 1:41 PM
70	welcoming	6/7/2021 1:41 PM
71	Supportive	6/7/2021 1:40 PM
72	Diverse population	6/7/2021 1:40 PM
73	Scenic	6/7/2021 1:35 PM
74	Historic	6/7/2021 1:35 PM
75	Quiet	6/7/2021 1:31 PM
76	preserved	6/7/2021 1:27 PM
77	Coastal	6/7/2021 1:26 PM
78	Considerate	6/7/2021 1:21 PM
79	Cost-minded	6/7/2021 1:19 PM
80	smaller family homes	6/7/2021 1:18 PM
81	Local people and businesses	6/7/2021 1:16 PM
82	friendly	6/7/2021 1:16 PM
83	Artistic	6/7/2021 11:06 AM
84	Fewer Short Term Rentals	6/7/2021 11:01 AM
85	comfortable	6/7/2021 11:00 AM

86	Parking resolved	6/7/2021 9:55 AM
87	Affordable	6/7/2021 9:39 AM
88	Eclectic	6/7/2021 9:10 AM
89	Diverse	6/7/2021 9:04 AM
90	Rural	6/3/2021 3:40 PM
91	Affordable	5/31/2021 10:40 PM
#	**3**	**DATE**
1	Nature-based	7/21/2021 12:21 PM
2	More public roads	7/16/2021 5:15 AM
3	Culture/ Arts (murals)	7/14/2021 6:19 PM
4	Safe	7/8/2021 11:05 AM
5	free of new houses	6/25/2021 7:03 PM
6	Recreational	6/19/2021 10:30 PM
7	Open space	6/14/2021 6:41 PM
8	Safe	6/14/2021 7:20 AM
9	More senior housing	6/13/2021 7:22 AM
10	COMMUNITY	6/11/2021 9:01 AM
11	Progressive	6/9/2021 5:58 PM
12	Historic	6/9/2021 9:00 AM
13	Slower	6/9/2021 8:57 AM
14	Family centered	6/9/2021 6:15 AM
15	Term limits on selectmen	6/9/2021 5:40 AM
16	Quieter	6/9/2021 5:08 AM
17	Peaceful	6/8/2021 11:05 PM
18	Caring	6/8/2021 10:14 PM
19	Quiet	6/8/2021 10:08 PM
20	Unchanged	6/8/2021 10:08 PM
21	Proactive	6/8/2021 9:49 PM
22	Enjoyable	6/8/2021 8:58 PM
23	Optimal Outreach	6/8/2021 4:27 PM
24	Managed	6/8/2021 12:53 PM
25	innovative	6/8/2021 10:30 AM
26	local	6/8/2021 9:04 AM
27	Welcoming	6/8/2021 8:25 AM
28	affordable	6/8/2021 7:38 AM
29	Much Less Government	6/8/2021 7:03 AM
30	Small town	6/8/2021 6:37 AM
31	natural	6/7/2021 11:00 PM

32	reduced short term rentals with huge turnover of tourists	6/7/2021 10:45 PM
33	Affordable	6/7/2021 10:41 PM
34	Vibrant	6/7/2021 10:15 PM
35	Energy efficient	6/7/2021 9:57 PM
36	No short term rentals such as VRBO	6/7/2021 6:59 PM
37	Un-crowded	6/7/2021 6:44 PM
38	More year-round retail	6/7/2021 6:43 PM
39	Quaint	6/7/2021 6:40 PM
40	Safe	6/7/2021 5:53 PM
41	friendly	6/7/2021 5:13 PM
42	Efficient	6/7/2021 5:12 PM
43	Treat part timers better	6/7/2021 4:35 PM
44	Tolerant	6/7/2021 4:32 PM
45	Inclusive	6/7/2021 4:18 PM
46	Electrified	6/7/2021 3:48 PM
47	Inclusive	6/7/2021 3:48 PM
48	QUIET	6/7/2021 3:47 PM
49	Small town	6/7/2021 3:40 PM
50	Natural	6/7/2021 3:34 PM
51	Locals-oriented	6/7/2021 3:32 PM
52	..	6/7/2021 3:25 PM
53	conserving	6/7/2021 3:19 PM
54	Accessible	6/7/2021 3:02 PM
55	not more commercialized	6/7/2021 2:58 PM
56	Friendly	6/7/2021 2:51 PM
57	Preserved	6/7/2021 2:47 PM
58	Coastal	6/7/2021 2:39 PM
59	Safe	6/7/2021 2:30 PM
60	same-size	6/7/2021 2:29 PM
61	Policed	6/7/2021 2:25 PM
62	Vibrant	6/7/2021 2:03 PM
63	balance of nature	6/7/2021 1:59 PM
64	Still kind	6/7/2021 1:57 PM
65	Diverse	6/7/2021 1:53 PM
66	relaxed	6/7/2021 1:53 PM
67	Friendly	6/7/2021 1:41 PM
68	affordable	6/7/2021 1:41 PM
69	Grounded	6/7/2021 1:40 PM

70	Resident oriented	6/7/2021 1:40 PM
71	Historic	6/7/2021 1:35 PM
72	Innovative	6/7/2021 1:35 PM
73	Friendly	6/7/2021 1:31 PM
74	affordable	6/7/2021 1:27 PM
75	Old fashioned	6/7/2021 1:26 PM
76	Vibrant	6/7/2021 1:21 PM
77	Heritage	6/7/2021 1:19 PM
78	more children	6/7/2021 1:18 PM
79	More diversity	6/7/2021 1:16 PM
80	less seasonal	6/7/2021 1:16 PM
81	Unique	6/7/2021 11:06 AM
82	caring	6/7/2021 11:00 AM
83	Accessible for all	6/7/2021 9:39 AM
84	Right-sized	6/7/2021 9:10 AM
85	Family friendly	6/7/2021 9:04 AM
86	Undisturbed	6/3/2021 3:40 PM
87	Pesticide free	5/31/2021 10:40 PM

Public Input Documentation

Summary: What are your 3 favorite places in Kennebunkport?	Number of Responses
Goose Rocks Beach	60
Dock Square	39
Cape Porpoise Harbor/Pier	32
Conservation Trust Lands, including specific properties and trails	29
Ocean Ave	21
Colony Beach / Jetty / Breakwater	25
Graves Library	8
Islands	7
St Anns Church	4
My home	3
Seashore Trolley Museum	3
Kennebunk River	2
Parsons Way	2
Turbatts Creet	2
Village Residential Area	2
Back roads	1
Beaches	1
Bluff overlooking Colony Beach	1
Bradbury Brothers	1
Fine Print Booksellers	1
Five Acre Farm	1
Governments Wharf	1
Historic village outside Dock Square	1
JAK Designs	1
kennebunk river club	1
Kennebunkport beach	1
Maine St. Mansions,architecture	1
North Street	1
Parsons Beach	1
Pier Road	1
Restaurants	1
Rural roads including Arundel and Goose Rocks Roads	1
Shore drive	1
Silas Perkins Park	1
The beaches	1
The Colony Inn	1
The old houses	1
The port	1
The shore and ocean	1
The upstairs balcony over the Copper Candle	1
Timber Point	1

Village Green/Ganny's Garden	1
Waterfronts	1

Summary: What 3 words would you choose to describe Kennebunkport today?	**Number of Responses**
Crowded/crowd/overcrowded/too crowded	18
Expesive/overpriced /pricey	18
Touristy/Tourist destination/tourist focused/tourist oriented/tourists/too many tourists /Summer touristy	17
Beautiful/Beauty/Attractive /still pretty	16
Charming / Quaint /Winter Quaint	14
Friendly	11
Affluent/rich/wealthy	7
Expanding / Growing	7
Historic / History	7
Changing	6
Safe	6
Bustling / Busy	5
Clean	5
Congested	4
Overbuilt / over-developed/too much development/ uncontrolled growth	4
Rural / Small town/Country	4
Welcoming	4
Loud / Noise	3
Peace-filled / Peaceful	3
Vibrant	3
Caring	2
Coastal	2
Community	2
Developing	2
Hamptons	2
Naturally beautiful	2
Overpopulated	2
Paradise	2
Relaxing	2
Restful/Calming	2
Seasonal	2
Traffic	2
Upscale	2
Artsy	1
At a crossroads	1
beach	1
beautifully treed	1

Summary: What 3 words would you choose to describe Kennebunkport today?	Number of Responses
catered to tourists, not locals	1
Caucasian	1
Challenged by aggressive summer tourism	1
Classic	1
Commercial	1
Consciences	1
Conservationists	1
Corporate	1
Corrupt	1
crossroad	1
Destination	1
Dirty	1
Dishonest	1
Diverse	1
Eclectic	1
Enchanting	1
Enjoyable	1
entitled	1
Evolving	1
exclusive	1
Far Left Progressive	1
Friendly residents and businesses	1
Fun	1
generations of locals forced to sell (too expensive to keep properties)	1
Gov unresponsive	1
Grounding	1
Heavenly	1
Home	1
Homophobic	1
hypocritical pro-	1
Influx	1
keep our history	1
Lacking diversity	1
Lacking playgrounds	1
Losing touch	1
lost community	1
Lovely	1
mansionized	1
Moneyed	1
Monotone retail	1
Myopic	1

Summary: What 3 words would you choose to describe Kennebunkport today?	Number of Responses
natural	1
Non-inclusive	1
Not family focused	1
Old	1
Parking issues	1
Popular	1
Preservationist	1
Pretentious	1
Pristine	1
Progressive (changing with the times)	1
Progressively worsening bus intrusion	1
Quintessential - Maine	1
Resort	1
Retirement	1
Right-sized	1
Run by greed	1
Scenic	1
Short-term rental-ed to excess	1
snobby	1
Soulful	1
still beautiful but....	1
Strangers	1
Stylish	1
Thriving	1
Too well known	1
Turnover	1
uncaring for the environment	1
Unique	1
upbeat	1
upper class	1
Vacation	1
Well cared for	1

Summary of most common responses: What 3 words would you use to describe how you want the community to be in 2030	Number of Responses
Diverse	12
Friendly, welcoming, inclusive	10
Quaint	10
Quiet	10
Affordable	8
Year-round resident-oriented	8

Beautiful	6
Unchanged/similar to today	6
Safe	6
Small town	6
Family-oriented	6
Historic	5
Local	5
Preserved land and greenspace	5
Relaxed	5
Vibrant	4
Uncrowded	4
Energy efficient	4
Authentic	4
Sustainable	4
Not overdeveloped	4
Accessible	4
Community	4
Forward thinking / Innovative	3
Budget consious	3
Above sea level	3
Other	

Groundwater Rising

Groundwater Rising

June 1, 2021
6-8pm
Zoom

The Growth Planning Committee hosted a presentation and discussion on how sea level rise will cause groundwater rise. The event featured a presentation and Q&A by a Dr. Jayne Knott, a groundwater and water supply modeling and remediation expert. Dr. Knott shared her cutting edge research on groundwater rise and modeling results in the northeast. The event included a discussion on what the implications of groundwater rise are for municipal infrastructure planning, septic systems, drinking water wells, and water quality.

Approximately 20 people attended this event. The event was held over Zoom due to the COVID-19 pandemic.

Strengths, Weaknesses, Opportunities & Threats (SWOT) Workshop

Strengths, Weaknesses, Opportunities & Threats (SWOT) Workshop

July 26, 2021
5:45pm-8:00pm
95 Ocean Ave, Nonantum Resort, Kennebunkport

Growth Planning Committee (GPC) members, Town Planner Werner Gilliam, and Comprehensive Plan consultants Liz Durfee and Tom Morgan hosted an in person public input workshop at the Nonantum Resort on July 26, 2021.

A total of 58 people plus GPC members and Town staff attended the event. The public input workshop featured an activity known as Strengths, Weaknesses, Opportunities, and Threats analysis. During this creative brainstorming sessions, workshop attendees responded to questions on six topics:

1. Vision & Community Character
2. Infrastructure
3. Connectivity & Access to Amenities
4. Housing
5. Tourism
6. Natural & Cultural Resources

Participants were asked to consider sustainability and climate change during each session.

Participants recorded their input on large worksheets and maps that accompanied the worksheet for each topic. Full documentation of the input received at the event follows.

Attendees also had the opportunity to respond to a dot poll survey at the workshop. This survey built off input received in a mini-survey about the desired future of the community. Participants were given 5 sticky dots and asked to use the dots to vote on how they would like the community to be in 2030 by placing a dot(s) in next to a selection of words that were derived from survey responses. The words and the total dots placed next to each are displayed below.

Word/Phrase	Number of Dots	Percent of Total Dots
Not Overdeveloped	26	13%
Year-Round Residential Oriented	19	9%
Preserved Open Space	16	8%
Small Town	15	7%
Sustainable	14	7%
Diverse	12	6%
Affordable	12	6%
Family-Oriented	11	5%
Safe	10	5%
Friendly, Welcoming	9	4%
Uncrowded	9	4%
Beautiful	6	3%
Quiet	6	3%
Authentic	6	3%
Historic	6	3%
Local	5	2%
Energy Efficient	5	2%
Budget Conscious	5	2%
Quaint	4	2%
Above Sea Level	3	1%
Accessible To All	2	1%
Forward Thinking, Innovative	2	1%
Unchanged	1	0%
Vibrant	1	0%
TOTAL	205	100%

THIS EVENT WILL BE HELD OUTSIDE UNDER A TENT A

NONANTUM RESORT
95 OCEAN AVENUE, KENNEBUNKPORT, ME

JULY 26, 2021
5:45PM-8:00PM

COMPREHENSIVE PLAN
PUBLIC INPUT WORKSHOP

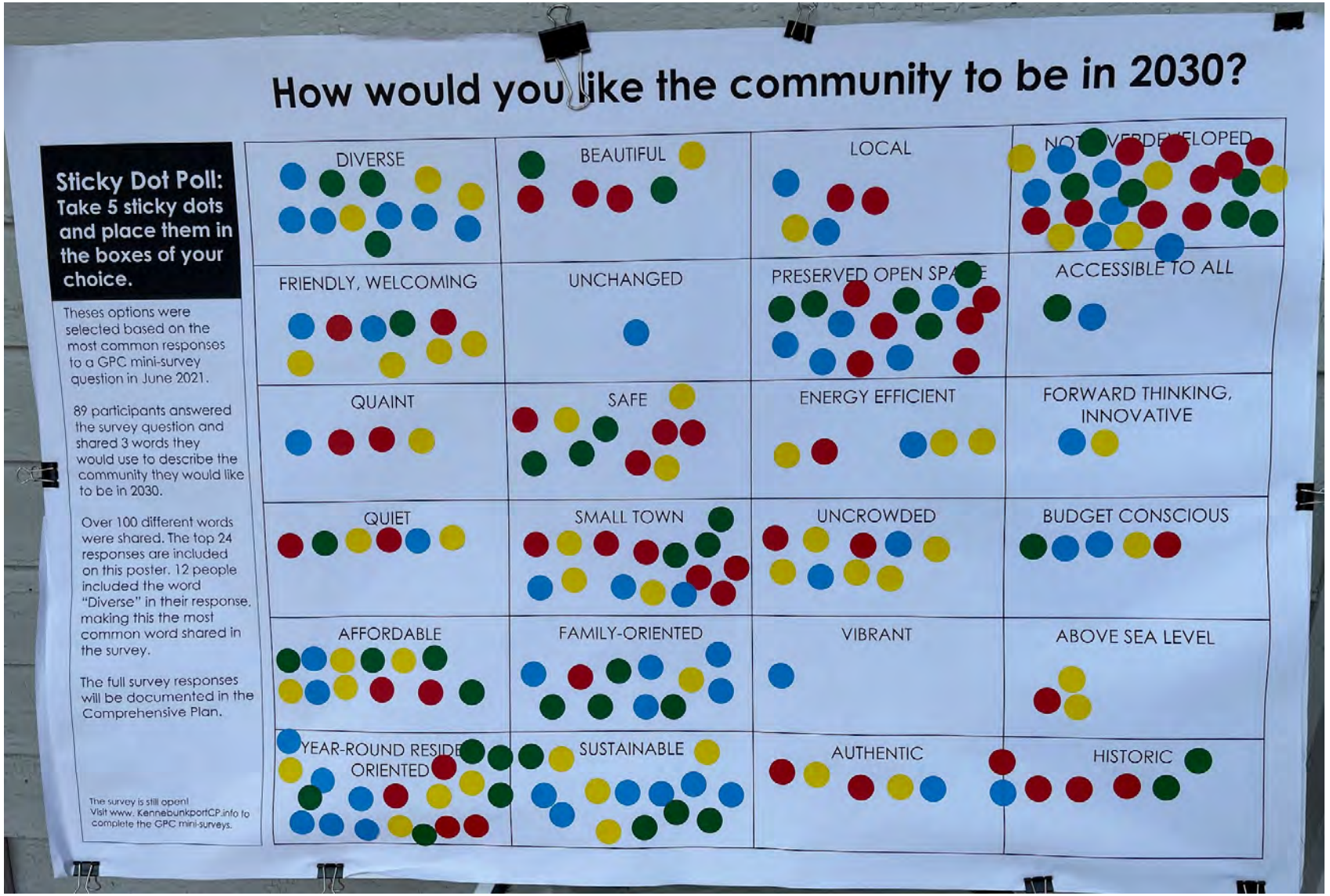
AGENDA

5:45 PM - 6:00 PM	Sign In
6:00 PM - 6:05 PM	Welcome & Introductions
6:05 PM - 6:10 PM	Comprehensive Plan 101 and Update Process
6:10 PM - 6:15 PM	SWOT Instructions
6:20 PM - 6:40 PM	Session 1 Group Discussion
6:40 PM - 6:50 PM	Break
6:50 PM - 7:10 PM	Session 2 Group Discussion
7:15 PM - 7:35 PM	Session 3 Group Discussion
7:40 PM - 8:00 PM	Report Out
8:00 PM	Adjourn

LIGHT REFRESHMENTS WILL BE PROVIDED DURING THE MEETING!
SOCIAL HOUR AT NONANTUM'S BAR AFTER THE EVENT

PLEASE REGISTER BY JULY 16, 2021 AT WWW.KENNEBUNKPORTCP.INFO

TOWN OF KENNEBUNKPORT, MAINE


How would you like the community to be in 2030?
Sticky Dot Poll:
Take 5 sticky dots and place them in the boxes of your choice.
Theses options were selected based on the most common responses to a GPC mini-survey question in June 2021.
89 participants answered the survey question and shared 3 words they would use to describe the community they would like to be in 2030.
Over 100 different words were shared. The top 24 responses are included on this poster. 12 people included the word "Diverse" in their response, making this the most common word shared in the survey.
The full survey responses will be documented in the Comprehensive Plan.
The survey is still open!
Visit www. KennebunkportCP.info to complete the GPC mini-surveys.
DIVERSE
BEAUTIFUL
LOCAL
FRIENDLY, WELCOMING
UNCHANGED
ACCESSIBLE TO ALL
QUAINT
SAFE
ENERGY EFFICIENT
FORWARD THINKING, INNOVATIVE
QUIET
SMALL TOWN
UNCROWDED
BUDGET CONSCIOUS
AFFORDABLE
FAMILY-ORIENTED
VIBRANT
ABOVE SEA LEVEL
SUSTAINABLE
AUTHENTIC
HISTORIC

TOPIC 1: Community Character and Vision

Topic 1: Community Character and Vision

1. Review the list of favorite places identified by the community in the pre-workshop mini-survey. (Goose Rocks Beach, Dock Square, Cape Porpoise Harbor/Pier, Conservation Trust Lands & Trails, Ocean Avenue, Colony Beach/Jetty/Breakwater, Graves Library, Islands Expand on this list, if needed. Choose 2 or 3 to discuss tonight. Two different groups chose GRB, Dock Square and Cape Porpoise as their top three.

    - Why are these places important to the character of the community?
        - Natural beauty
        - Working waterfront
        - Visual character – sense of place
        - Preservation of open spaces/natural resources/canopy
        - Dock Square probably single most important place…maintain by not changing, look, structures, size, parking, roads. Provide trollies (careful not to encourage large busloads of people
        - Public transportation
        - GRB - recreation, serene vistas, nature studies
        - Dock Square - dining, lodging, historic character, revenue generator amidst residential area
        - CP - dining, biking, vistas
        - Pier is to be perceived as a working pier, not a take-out joint
        - Goose Rocks Beach is a beautiful and unique environment that needs protection (not just the plovers)

    - Are there any threats to these special places?
        - Overbuilding
        - Overdevelopment
        - More demand
        - Overuse of land
        - Development – lack of respect for historical character
        - Not enough public access to water: ie kayaking, boat launching, no public beach with parking/bathroom
        - High taxes pushed out fishermen
        - Climate change – flooding and erosion
        - Organic waste in waterways
        - Cape Porpoise pier is a working location – we don't want to threaten that. Parking is an issue – dirty
        - Restaurant cleanliness should be looked at
        - Eco tourism a must – ban toxic chemical use

- Goose Rocks Beach is becoming more transient, increased car traffic, short term rentals, becoming a monopoly, limit growth by KRC
- YES!
- Access, traffic, parking, bathrooms (lack thereof), noise is unpleasant, light pollution, safety is threatened
- Pollution unacceptable in both rivers at Goose Rocks. Need to find source & fix.
- Hidden Pond - Noise pollution and busing to beach
- Too many lights left on at night
- New Dock Sq. ordinance to fill second stories will ruin character of HISTORIC BUILDINGS

2. List 2 or 3 ways that the community has changed over the last 10 years. What are the positive outcomes of these changes?
    - Conservation Trust Land Trails
    - KCT trail increase
    - Islands
    - More bike lanes – has been improved but need more
    - More conservation land has been preserved
    - Village parcel purchase
    - Recycling increase
    - School programming – conservation, climate, outdoors
    - Road maintenance – summer and winter
    - Regional approach to climate change
    - Green vehicles (town)
    - Online services
    - Health department "personal outreach"
    - Speed bumps @ GRB
    - Flashing crosswalks
    - Blinking speed signs - need more
    - More conserved land
    - Recycling is BACK - Should have never left without voter notice

    Negative changes: large developers/companies KRC; out of state developers buying up properties ie captains houses

3. What is your vision for climate resiliency in Kennebunkport?
    - Support green options
    - Charging stations for green vehicles

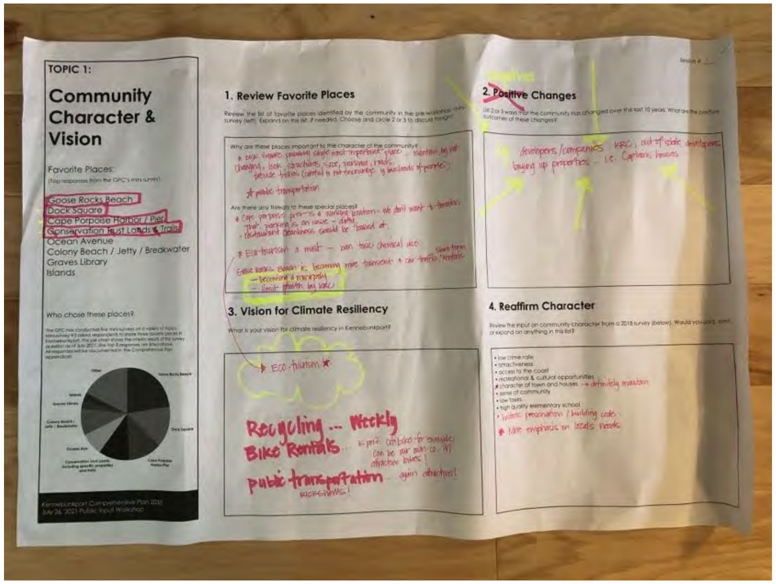
- More electric car stations
- Ordinance for idling cars
- Need/want town compost
- Recycling is back
- Recycling…weekly
- Can town offer incentives for green buildings
- Amend building code near water to make foundations higher
- Additional environmental restrictions for land use and other impacts
- Private septic regulation
- Well and septic inspection service for leaks
- Raise the height of low lying roads (Pier Causeway, Ward Rd)
- Eliminate pesticide and herbicide use
- Shade trees and streetscape
- Increase outdoor education
- Bike rentals – Kport citibike for example can be our own co. with attractive bikes!
- Public transportation …again attractive! rickshaws!
- Rising H_2O is a threat
- Energy audit of public buildings
- Solar on public buildings, solar farm
- Pesticide & herbicide control. Protect pollinators.
- No overdevelopment
- Preserve wildlife corridors
- Maintain no drive thru status
- 10,000,000 V Parcel should be preserved for wildlife under pressure from over development

4. Review the input on community character from a 2018 survey (below). Would you add, omit, or expand on anything in this list?
    - Low crime rate
        - yes, but could change, & vacant homes
    - Attractiveness
    - Access to the coast
        - Public? Local public?
        - Need more public access

    - expand
- Recreational & cultural opportunities
- Character of town and houses
    - More important than ever with all the development
    - Historic houses
    - Definitely maintain
    - Allowance of view destruction. Enforce good neighbor policies.
    - Noise
- Sense of community
    - threatened by influx of seasonal homeowners who pay taxes but don't contribute to the day to day life or volunteer activities or things that make our town have character
- Low taxes
- High quality elementary school

Added:

- Lots of ancient trees
- Gardens
- No box stores or commercialization – only small businesses
- Not a "beach town"
- Walkability
- Historic preservation/building code
- More emphasis on locals needs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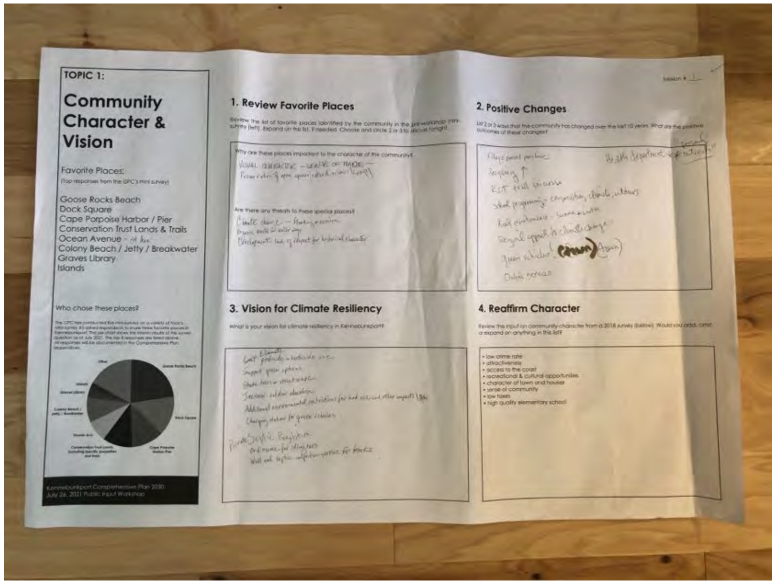
Community Character & Vision
1. Review Favorite Places
2. Positive Changes
3. Vision for Climate Resiliency
4. Reaffirm Character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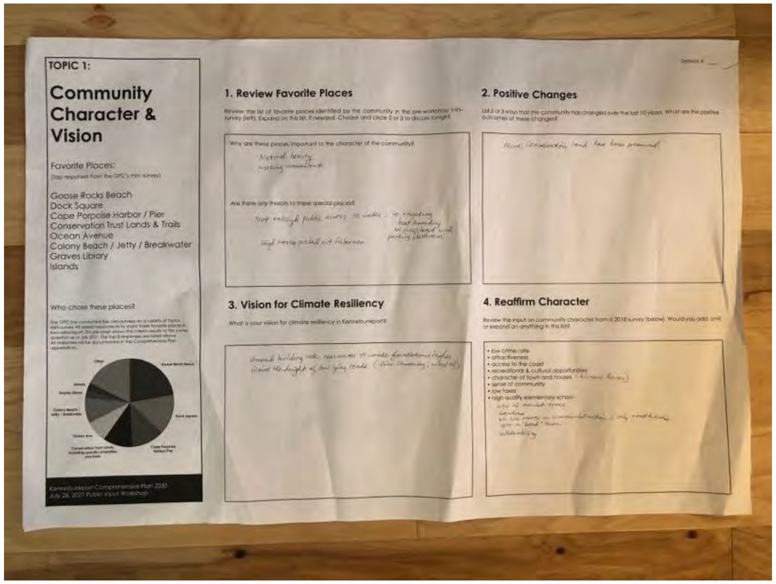
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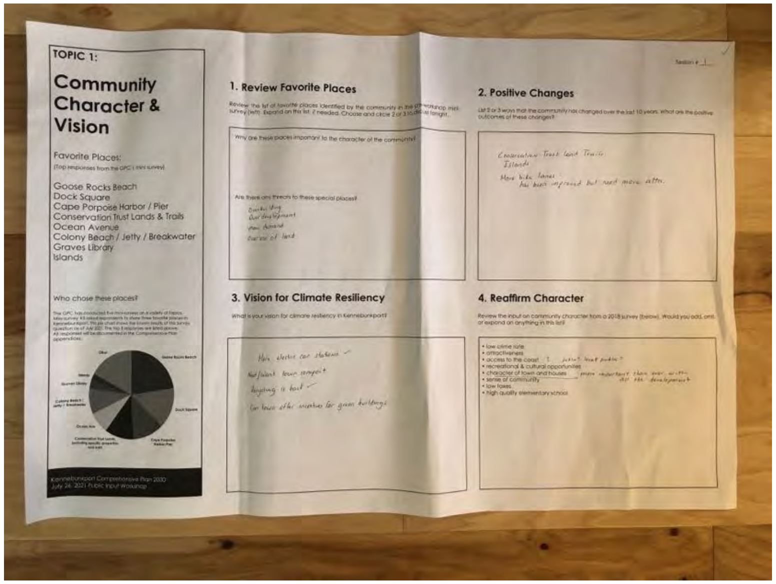
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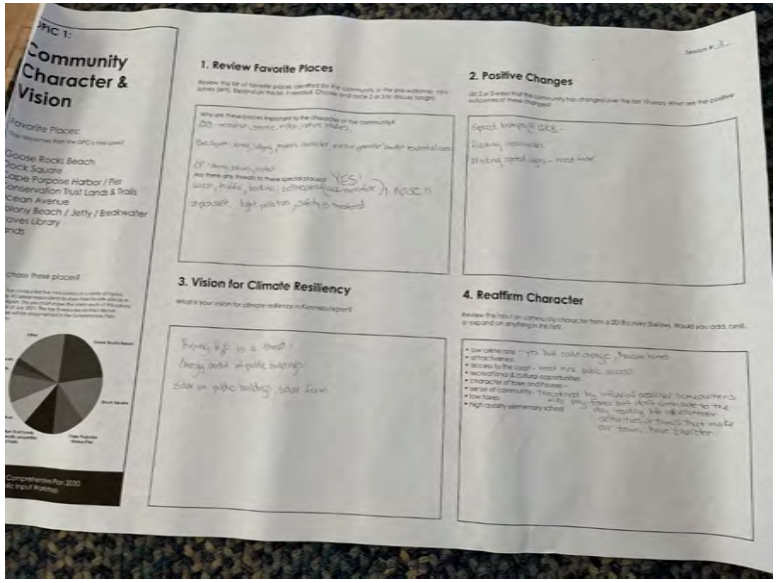
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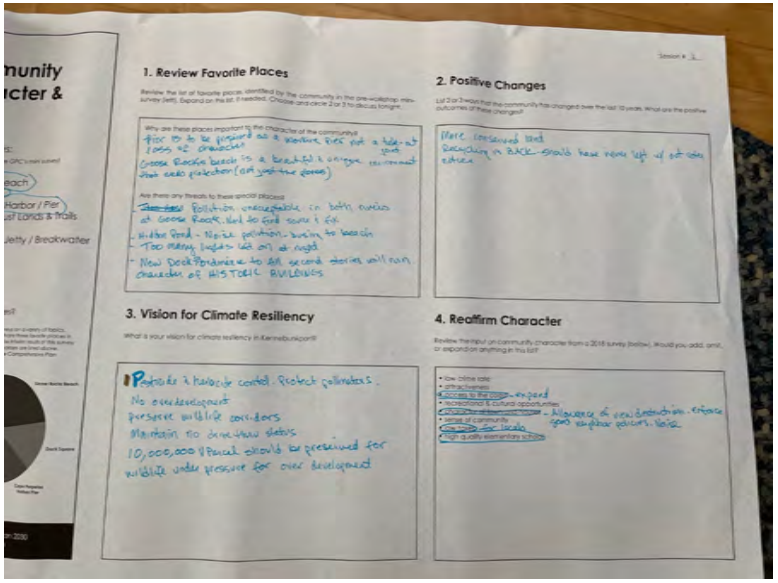
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TOPIC 2: Infrastructure

TOPIC 2: Infrastructure

1. List the strengths and opportunities associated with different types of infrastructure. Consider climate change impacts and sustainability. If applicable, draw a circle around this infrastructure and label it on the map.
    - Keep cost low by not overdeveloping, especially the sewer system, as to not increase taxes
    - Would like to see a real public launch for water access that is independent from working waterfront piers
    - Docks – no need to expand
    - Preserve our historic buildings in original form
    - Good preservation of historic buildings
    - Continue to maintain and protect historical buildings whether they are deemed "historical" or not
    - Historic buildings and architecture
    - If development continues we will need to require a percentage of (new builds) on green energy
    - Opportunity – solar fields
    - Forward thinking to have charging stations
    - Put solar panels on all public buildings
    - Do energy audits on all public buildings
    - Electric vehicle charging stations – more! Encourage electric cars = ecotourism
    - Green energy is an opportunity
    - Fire station and police are assets and are adequate as is
    - Spread out Fire Stations is an asset to access fire calls
    - Roads, bridges are adequate. Patching preferred.
    - Bridges and culverts – continue to maintain
    - Bridges – good for the most part
    - Sidewalks and Bike paths – good but we need more
    - Roads and sidewalks – bumpy and small keeps people at a respectable pace
    - Not too many sidewalks so we don't look suburbanized
    - Good sidewalks and bike paths
    - Timed crosswalk systems needed
    - Drinking water is good
    - Water tastes good
    - Water testing of wells
    - ?? Wastewater- sufficient??
    - ?? Pollution Controls??
    - Playgrounds are adequate
    - Playgrounds! All great but don't need more

- 3 nice playgrounds, Trust Properties, beaches
- Outside space preserved adequately at this time
- Ocean
- Land Trusts
- Good job starting to make affordable housing
- Parcel might be a place to move some of Dock Square businesses to
- Opportunity – 2nd home owners pay higher tax!
- Opportunity – tourism tax businesses and rentals should help maintain our infrastructure/ecosystem, protect our beaches
- ? Is our water system and energy grid appropriate for continued growth
- Put solar panels on all public buildings
- Do energy audits on all public buildings
- Good job starting to make affordable housing

Map: Two bridges on Ocean Ave are circled, as a culvert in Dock Square and one under Dyke Road near the King's Highway. An unrelated note near the Rec Center states "Town Hall public water & sewer in place."

2. List the weaknesses and threats associated with different types of infrastructure. Consider climate change impacts and sustainability. If applicable, draw a square around this infrastructure and label it on the map.

- Do not want to have to much increase in fire and police, budget
- Please maintain tennis courts and existing recreational areas before building new ones. Use resources wisely.
- Use existing building for needed storage of town records before building new building
- Tim Harrigton – Biggest threat to Kport and its historic character
- Flooding of Roads – Dyke, Ocean Ave, Pier Rd Parking Lots – Dock square
- Need more sidewalks
- Culvert # increasing to prevent flooding
- Broken windmill @ Police Station
- Lack of historic preservation guidelines
- Energy grid is at risk and could be improved to weather- go underground if possible
- Need more electric vehicle charging stations for a fee $
- No (public) boat launch or kayak launch area with enough parking
- No public restroom or porta potty at Goose Rocks Beach or Colony Beach

- Do not close neighborhood fire stations
- Poor quality internet, no other choices but spectrum
- Some roads are very low and flood (causeway to pier, Ward Rd)
- Need a public shelter in case of storms, emergency with a stand alone generator and bathroom facilities
- Secure our water supply, electric supply, cyber security, all public buildings
- No public gathering place for concerts, etc
- Cape Porpoise square is a traffic nightmare (4 way intersection on a curve)
- Dock Square 3 way intersection
- RV Parking
- No Senior housing now; need developers to put a small percentage of senior housing in each of their new developments
- Make an indoor recreation area in village parcel
- ?? Wastewater- sufficient??
- ?? Pollution Controls??
- ? Is our water system and energy grid appropriate for continued growth
- Need more bike paths
- Chemical use (residential) toxifying the waters. More eco-friendly options
- Ocean
- Sewer system needs major upgrade
- Need another public boat launch
- Bridges need repair
- Need stop line School St and Maine speed limits need to be enforced
- Dock Square street parking causes congestion
- Roads, surfaces need to be repaired regularly

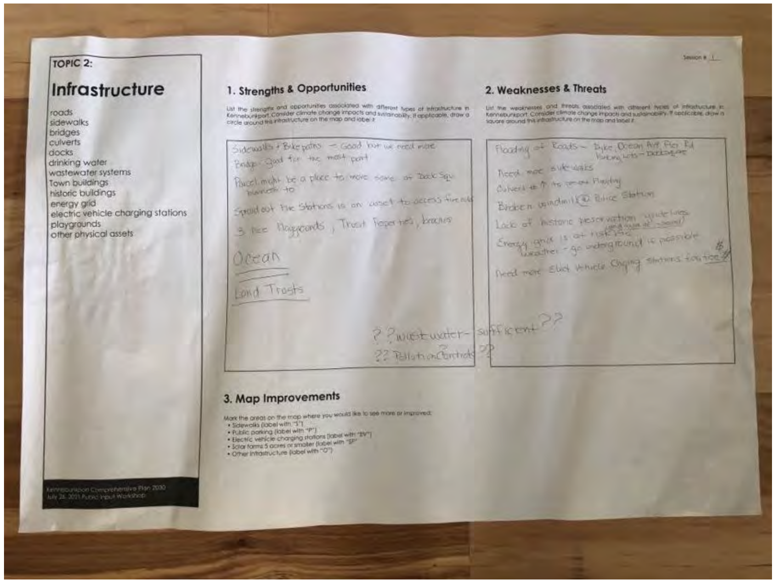
Map: A note at the Village parcel reads: "No Town Hall, traffic issue..Dumb Idea!" Another writer agrees. At GRB, a note reads "Pave all ocean front and side roads that are public use." Another writer offers a differing opinion: "Disagree, will encourage fast driving and runoff."

Consider:

- Roads
- Sidewalks
- Bridges

- Culverts
- Docks
- Water and wastewater systems
- Town buildings
- Historic buildings
- Energy grid
- Electric vehicle charging stations
- Playgrounds
- Internet (added in by participants)

3. Mark the areas on the map where you would like to see more or improved:
    - Sidewalks (label with "S")
    - Public parking (label with "P")
    - Electric vehicle charging stations (label with "EV")
    - Solar Farms - 5 acres or smaller (label with "SF")
    - Other infrastructure that would be useful & desirable (label with "O")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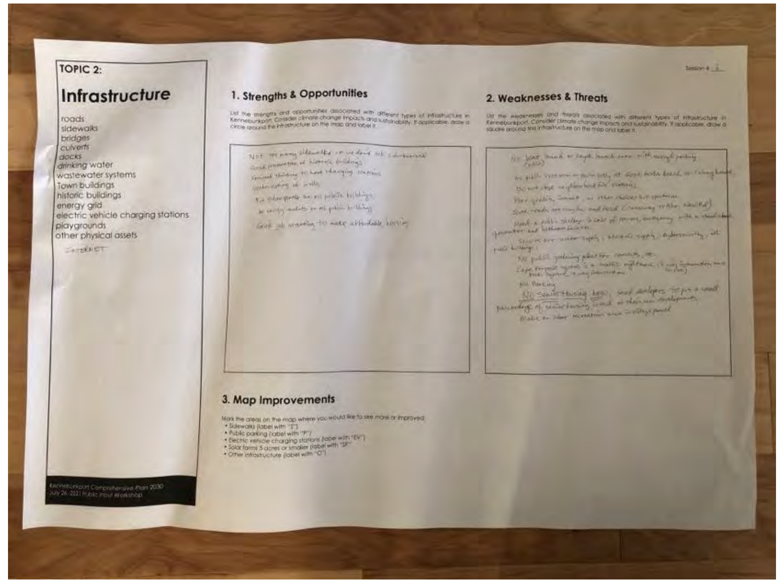
Infrastructure
1. Strengths & Opportunities
2. Weaknesses & Threats
3. Map Improvements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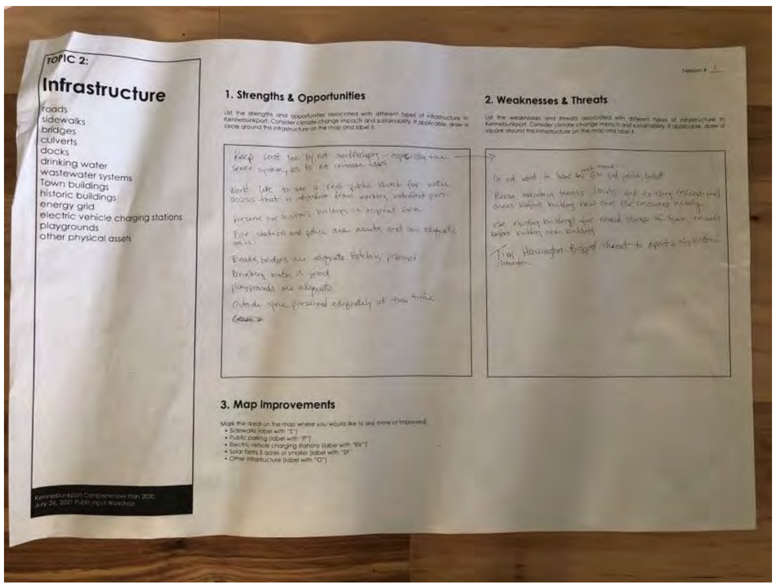
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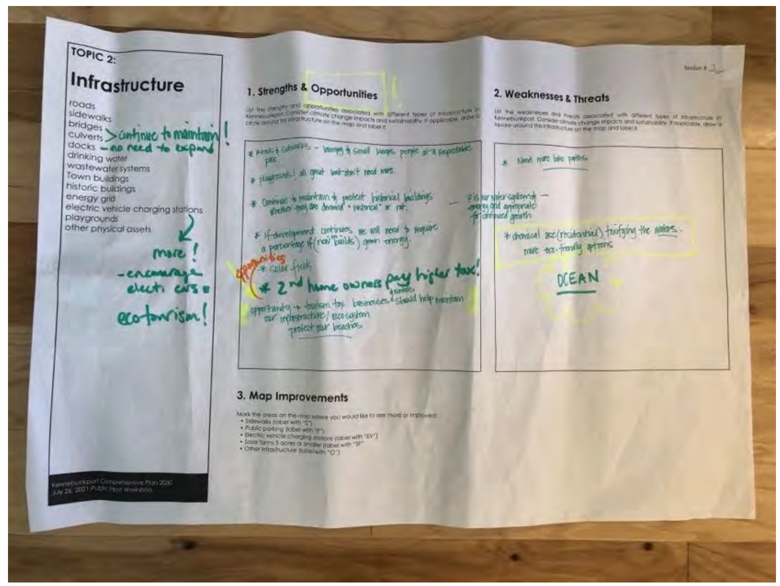
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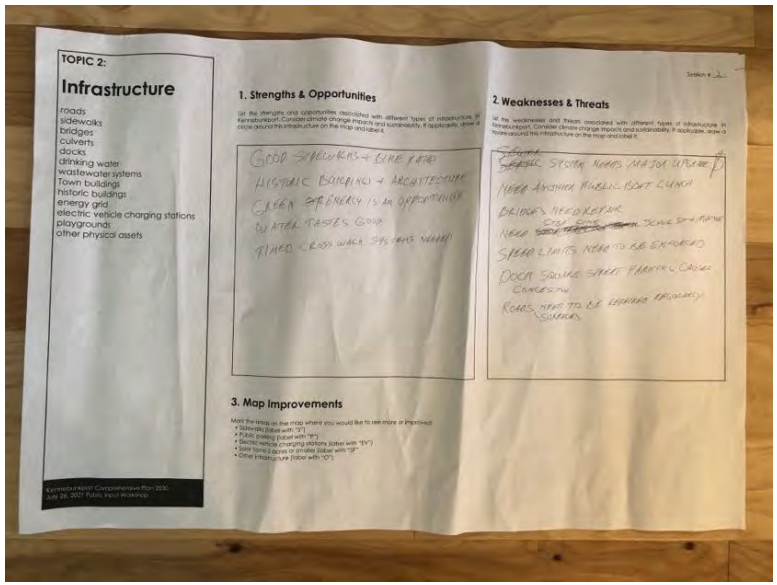
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roads
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other physical assets
1. Strengths & Opportunities
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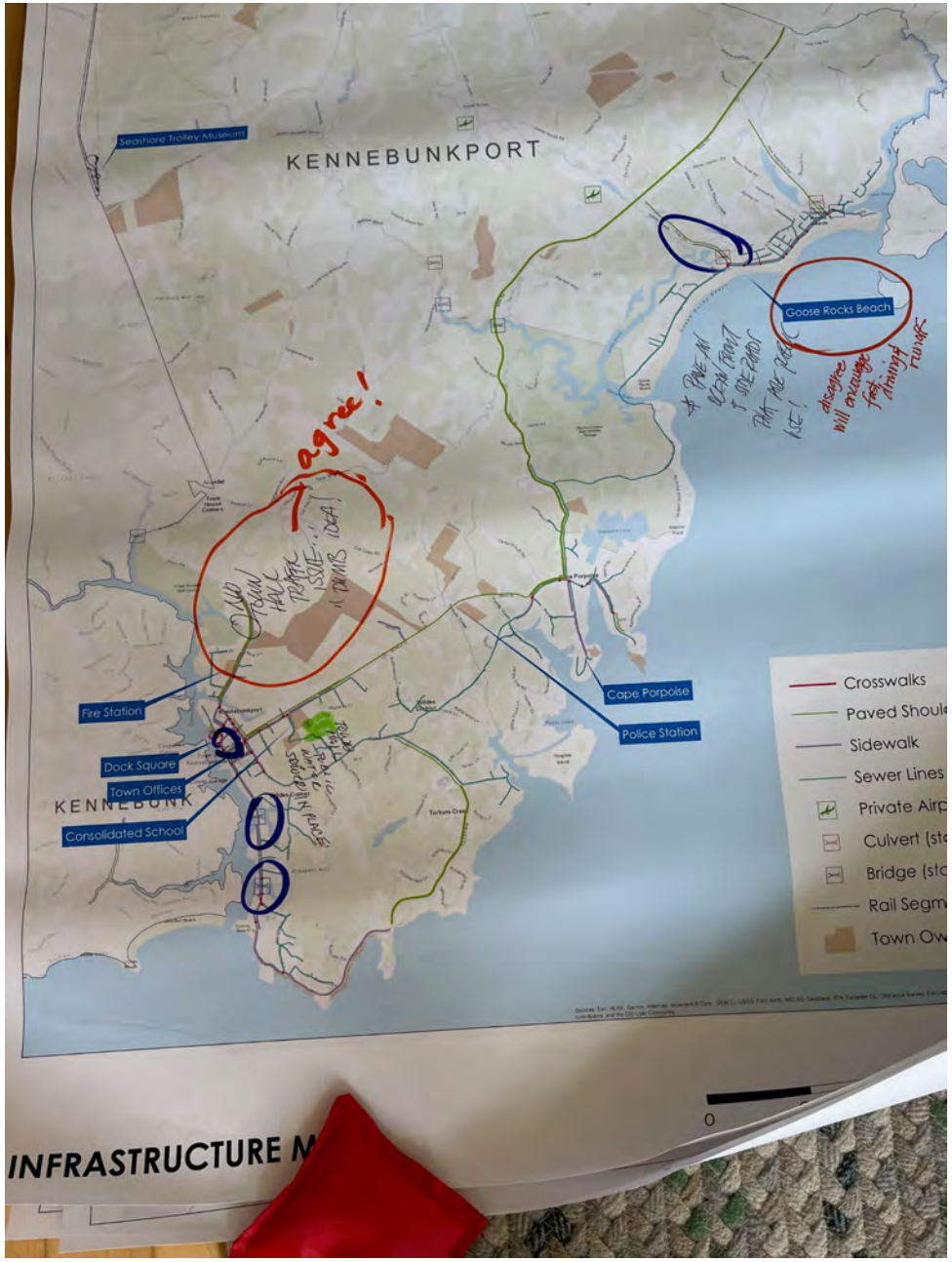
KENNEBUNKPORT
Seashore Trolley Museum
Goose Rocks Beach
agree!
Fire Station
Dock Square
Town Offices
Consolidated School
Cape Porpoise
Police Station
KENNEBUNK
Crosswalks
Sidewalk
Sewer Lines
Rail Segm
Town Ow
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INFRASTRUCTURE M

TOPIC 3: Connectivity and Access to Amenities

TOPIC 3: Connectivity and Access to Amenities

1. Review the map, add missing assets and amenities (for example: water access points, conservation land, recreational facilities, and other places you like to visit). Add labels to the assets and amenities you identify.

   Map: Water access proposed 1) in the vicinity of Mill Lane, 2) the east side of Pier Road just north of Bickford Island, 3) southern tip of GRB, 4) GRB opposite Sunset Lane, and 5) off the Little River near the trailhead of the Timber Point Trail, in Biddeford.

2. List the strengths and opportunities associated with getting to and from these assets and amenities. Consider climate change impacts and sustainability getting to assets. If applicable, draw a circle around the routes and the assets and amenities you identify and label them.

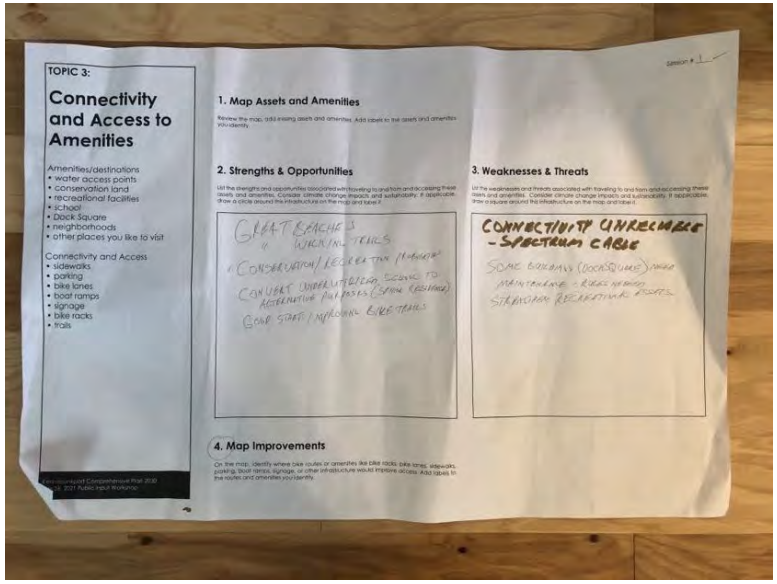
   - Great beaches
   - Great walking trails
   - Conservation/recreation properties
   - Convert underutilized school to alternative purposes (senior residence)
   - Good start improving bike trails
   - KCT – properties – great access to trails/land/properties
   - Tom Bradbury – what/who next as a visionary?!
   - New build at Parson's field for recreation
   - Connectivity to Rt 1 – access 95
   - Improved access to Biddeford Airport
   - School good but enrollment/family #s down
   - Hotels-amenities to attract younger/year round
   - Strong internet access – opportunity to work from home – be here
   - Opportunity – through zoning to create areas for families
   - Changes to traffic flows

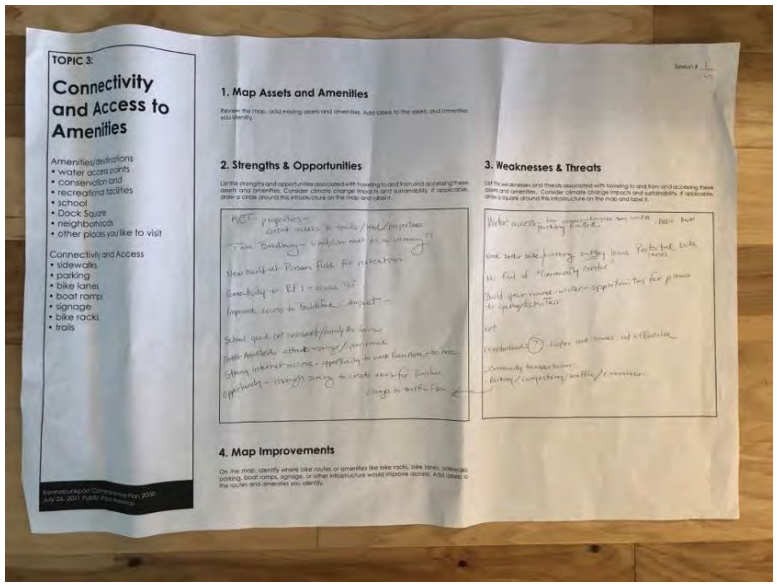
   Map: Two amenities that are circled are parking lots behind Alison's and adjacent to the Village Fire Station. A preferred location for EV chargers are the old Town barn off Beachwood (Do these chargers already exist?). The Clock Farm is marked, but without an explanatory note.

3. List the weaknesses and threats associated with getting to and from these assets and amenities. Consider climate change impacts and sustainability getting to assets. If applicable, draw a square around the routes and the assets and amenities you identify and label them.
    - Connectivity unreliable- spectrum cable
    - Some buildings (Dock Square) need
    - Maintenance – rules needed
    - Strengthen recreational assets
    - Water access – for canoes – kayaks – small crafts, parking limited, public docks
    - Need better bike/walking safety lanes, protected bike lanes
    - No feel of "Community Center"
    - Build year round-winter-opportunities for places to gather/activities
    - Not
    - Neighborhoods (?) – higher end houses – not affordable
    - Community transportation
    - Parking/congestion/traffic/emissions

    Map: Objects to building a new Town Hall on the Village parcel due to traffic issues in the vicinity associated with Parks & Rec. This group recommends the police station property as a more suitable location for new Town offices. They also recommend that the tennis courts be improved.

4. On the map, identify where bike routes or amenities like bike racks, bike lanes, sidewalks, parking, boat ramps, signage, or other infrastructure would improve access. Add labels to the routes and amenities you identify.


TOPIC 3:
Connectivity and Access to Amenities
Amenities/destinations
• water access points
• conservation land
• recreational facilities
• school
• Dock Square
• neighborhoods
• other places you like to visit
Connectivity and Access
• sidewalks
• parking
• bike lanes
• boat ramps
• signage
• bike racks
• trails
1. Map Assets and Amenities
2. Strengths & Opportunities
3. Weaknesses & Threats
4. Map Improvements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KENNEBUNKPORT
KENNEBUNK
Adams Corner
Trolley Museum
Goose Rocks Beach
Cape Porpoise Pier
Wildes District
Dock Square
Turbats Creek
Cleaves Cove
Kennebunk River Club
Colony Beach
Town Beach (Breakwater Beach)
Parsons Way
Cape Arundel
Recreational Facilities
Crosswalks
Sidewalk
CONNECTIVITY & ASSET MAP
0
0.5
1

TOPIC 4: Housing

TOPIC 4: Housing

1. List the strengths and opportunities associated with housing. Consider climate change impacts and sustainability. If applicable, draw a circle around and label strengths and opportunities on the map.
    - Broad range
    - Beautiful classic residences
    - Limited building permit – controlled growth
    - Sell available parcels of town owned land – add to tax roll
    - Low taxes
    - Location – easy to Portland/Boston, train, roads, airport, beautiful coast, housing is desirable
    - Opportunity: public employee housing. Public/private venture.
    - Opportunity to keep aging residents in town
    - Goal of affordability access – accessory apartment or backyard tiny home
    - Fund by tax benefit for residents
    - There are no strengths
    - Appeal to state for progressive taxation
    - Provide a different tax rate based on residency (should pay less) based on minimum time of full time residency
    - Proximity to timber resources
    - Attractive area – location – coastline
    - Conservation areas – green space
    - Land trust
    - Land use ordinance
    - HUD funding – KHHT used
    - Eliminate future 2nd property ownership (require KPT, make residency as primary home)
    - We have the opportunity with the 87 acre parcel to <u>make senior housing</u>, affordable housing There are currently <u>none</u> listed.
    - Pass ordinance to require developers to have a certain percentage of units that are affordable.
    - Build more affordable housing, multiunit, on town owned land for seniors and Section 8 families to <u>rent</u>
    - Allow homeowners to rent spare rooms to seasonal workers
    - Mobile home parks can be placed in areas with large parcels that may be bordering wetlands because no foundations needed like on the 87-acre parcel.

2. List the weaknesses and threats associated with housing. If applicable, draw a square around and label weaknesses and threats on the map.

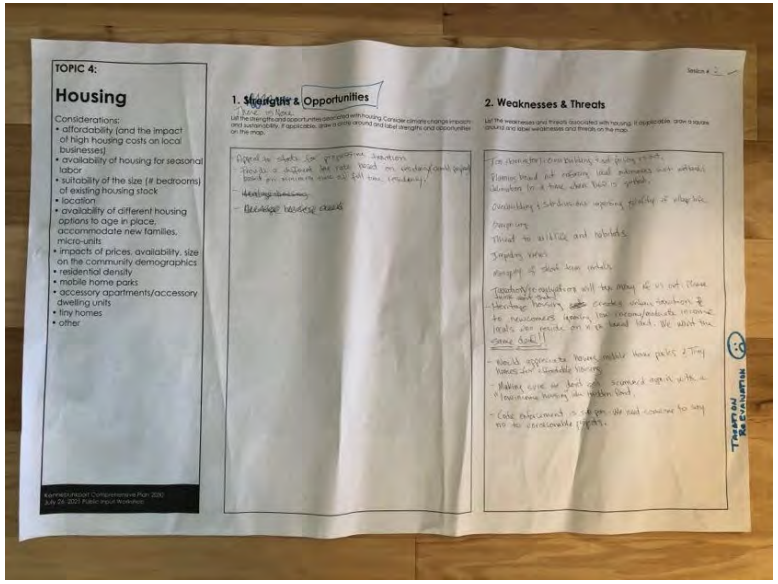
- Aging population – lack of suitable (single floor) options
- Infrastructure does not support growth (sewer system in need of major upgrade)
- Too many transient rentals
- Visitors do not contribute tax revenue to local economy
- Zoning limitations
- Younger families – need path into town – affordability challenge
- Infrastructure cost demands of growth
- Time Harrington – overbuilding and not pricing us out
- Planning board not enforcing local ordinances such wetlands delineation. In a time when DEP is gutted.
- Overpricing
- Threat to wildlife and habitats
- Impeding views
- Monopoly of short term rentals
- Taxation/re-evaluation will tax many of us out. Please think about that.
- Heritage housing creates unfair taxation to newcomers ignoring low income/moderate income locals who reside on high taxed land. We want the same deal!!
- Would appreciate having mobile home parks and tiny homes for affordable housing
- Making sure we don't get scammed again with a "low income housing" like Hidden Pond
- Code enforcement is sub-par. We need someone to say no to unreasonable projects.
- Taxation reevaluation ☹
- Affordability
- Need for economic opportunity to increase $ and consequent affordability
- Demographic – aging
- Accommodation co-located with associated service (Fire, 1st responders)
- Current market for real estate
- Land use ordinance
- HUD improvement and requirement (AFFH)
- Monopoly on property ownership
- Short term renters
- Materials cost
- Labor cost
- Rising sea levels
- Traffic-induced pollution
- No affordable housing to <u>rent</u>, not own

- No senior housing to rent, not own
- No affordable housing to own
- Too many big developers gentrifying the town and pushing locals out.
- Do not ruin short term rentals - we will not have enough housing for our tourists to stimulate the local economy.

Map: One place on the map has a rectangle inserted: Langsford Road, between Main Street & Langsford Road Lobster & Fish

Consider:

- Affordability (and the impact of high housing costs on local businesses)
- Availability of housing for seasonal labor
- Suitability of the size (# bedrooms) of existing housing stock
- Location
- Availability of different housing options to age in place, accommodate new families, micro-units
- Impacts of prices, availability, size on the community demographics
- Residential density
- Mobile home parks
- Accessory apartments/accessory dwelling units
- Tiny homes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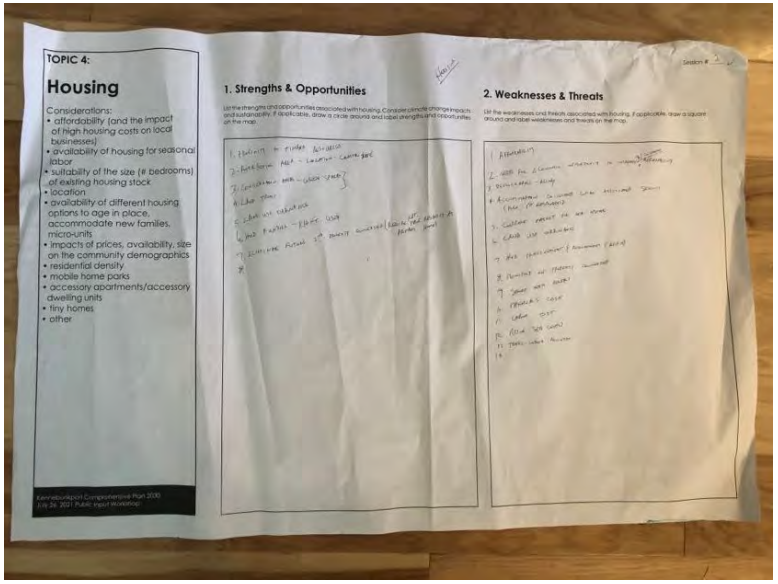
• impacts of prices, availability, size on the community demographics
• residential density
• mobile home parks
• accessory apartments/accessory dwelling units
• tiny homes
• other
1. Strengths & Opportunities
2. Weaknesses & Threads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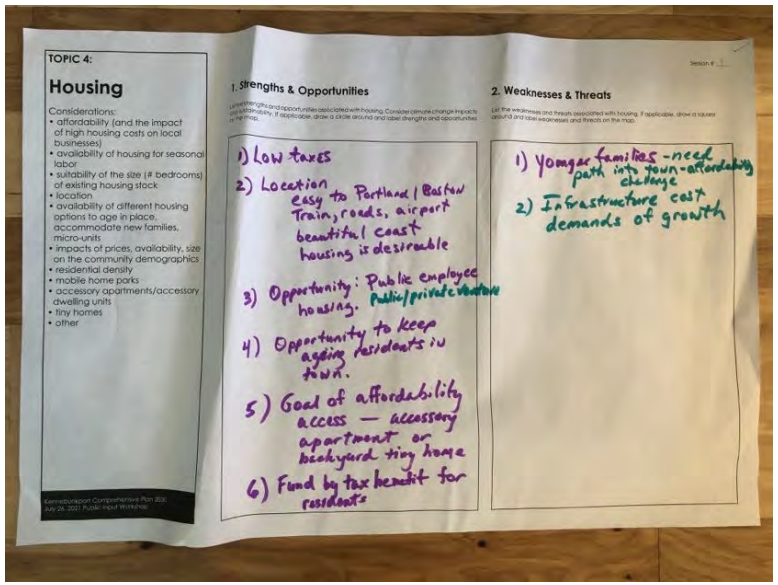
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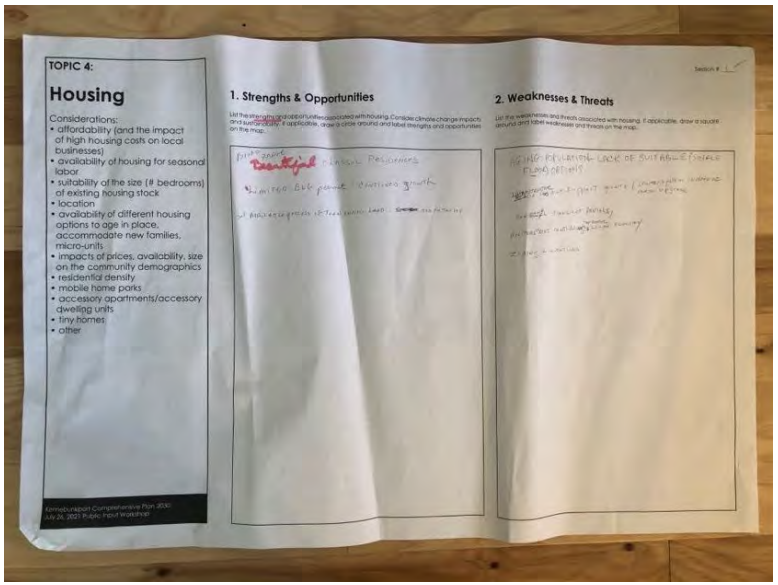
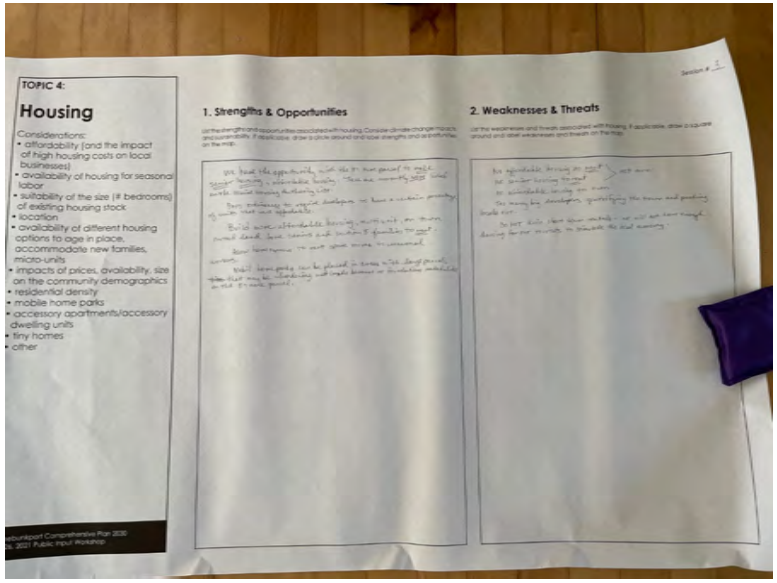
1. Strengths & Opportunities
1) Low taxes
2) Location easy to Portland / Boston Train, roads, airport beautiful coast housing is desirable
3) Opportunity: Public employee housing.
4) Opportunity to keep aging residents in town.
5) Goal of affordability access — accessory apartment or backyard tiny home
6) Fund by tax benefit for residents
2. Weaknesses & Threads
1) Younger families - need path into town - affordability challenge
2) Infrastructure cost demands of growth


TOPIC 4:
Housing
Considerations:
• affordability (and the impact of high housing costs on local businesses)
• availability of housing for seasonal labor
• suitability of the size (# bedrooms) of existing housing stock
• location
• availability of different housing options to age in place, accommodate new families, micro-units
• impacts of prices, availability, size on the community demographics
• residential density
• mobile home parks
• accessory apartments/accessory dwelling units
• tiny homes
• other
1. Strengths & Opportunities
2. Weaknesses & Threads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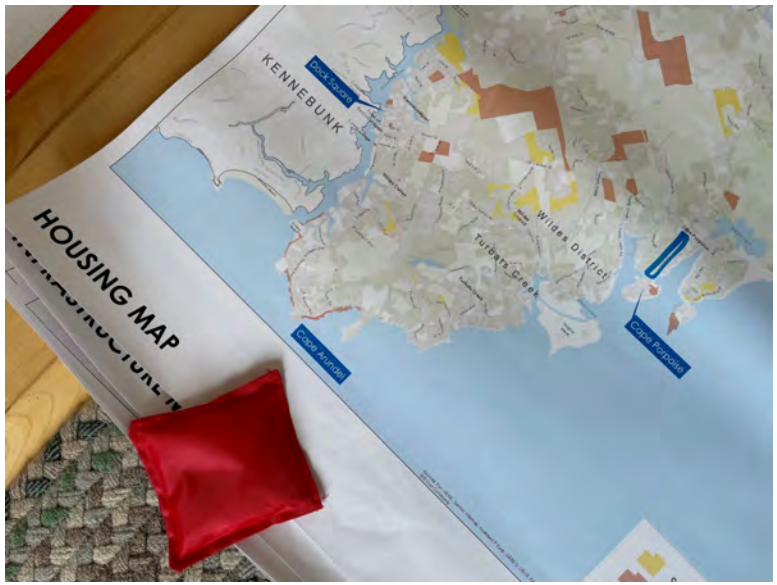
HOUSING MAP
KENNEBUNK
Dock Square
Wildes District
Turbats Creek
Cape Arundel
Cape Porpoise

TOPIC 5: Tourism

TOPIC 5: Tourism

1. List the strengths and opportunities associated with Tourism. Consider climate change impacts and sustainability. If applicable, draw a circle around and label the strengths and opportunities on the map.
    - Economic benefits
    - Maintain natural resources and protect the integrity by leading in ecotourism. Attractive trolley or shuttle (nominal charge, free for residents).
    - Change legislation to allow local tourism taxing, i.e. tourism tax with hotel stay
    - Continue to focus on history and attractions already here – don't add more. Again focus on ecotourism
    - Opportunity when resurfacing roads add specific labeled bike lanes!!
    - We like residential opportunities in Dock Square
    - Short term rentals – limiting #s?
    - Overall favorable for tourists
    - Beautiful = beaches, Dock Square, Conservation Trust
    - Safety based on short term rental - # of licenses for short term rental in each area
    - Taxes from short term rentals do not stay in town
    - Year round tourism
    - Diverse – restaurants/activities
    - Promote from North to South
    - Lack of Parking
    - Public transportation
    - Diversity-affordable
    - More year round amenities – services for year round residents
    - Continue short term rentals so we don't run out of housing and locals can earn money
    - Supports local businesses - local tax base
    - Coastal community
    - Shade tree canopy - village tree walking tour
    - Vitality of local businesses - tourism
    - Warm & welcoming community
    - Expand opportunities for eco-tourism
    - Library sustained (in part) by tourism
    - Short term rental - more people can enjoy KPT

Map: Three places are circled on the map: GRB, Cape Porpoise south of Atlantic Hall, and Gooch's Beach

2. List the weaknesses and threats associated with Tourism. Consider climate change impacts and sustainability. If applicable, draw a square around and label the weaknesses and threats on the map.
    - Lack of retail and services for full time residents
    - Use of our own resources…beaches. Residents of the Kennebunks should be able to purchase season passes for both beaches
    - More bike/walk paths
    - Short term rentals – cap # of licenses issued for the whole community. Full time/ year round residents take priority
    - With increase in tourists/children we need more police presence and enforcement of speed and traffic safety
    - Too much gentrification
    - Climate change and sustainability
    - Short term rentals
    - Economic dependence on tourism
    - Advantages of diversifying the economy
    - Retail goods and services for residents
    - Mixed use development with residential and commercial uses in the same building (this is similar to 19th century development in Dock Square)

Consider:

- Climate change and sustainability
- Short term rentals
- Economic dependence on tourism
- Advantages of diversifying the economy
- Retail goods and services for residents
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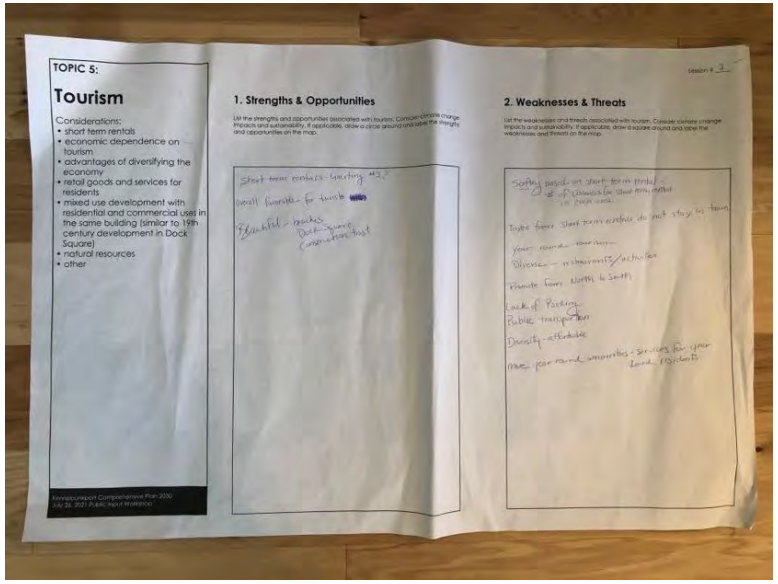
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• natural resources
• other
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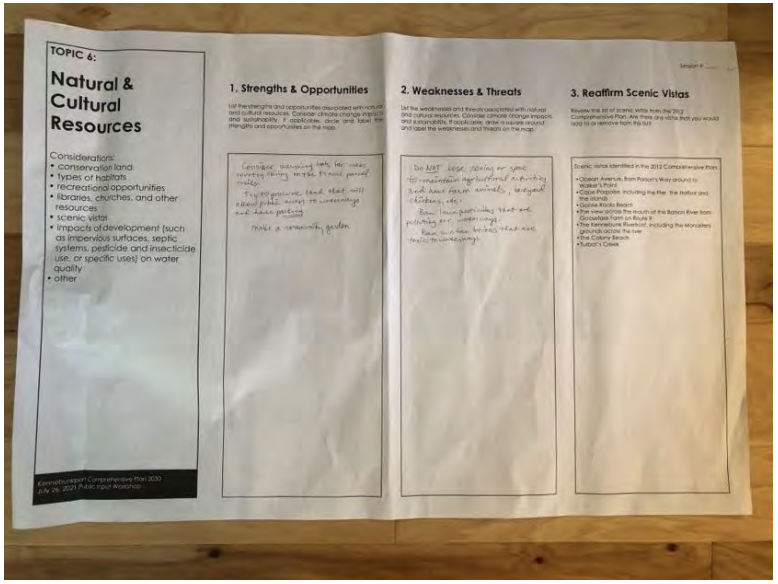
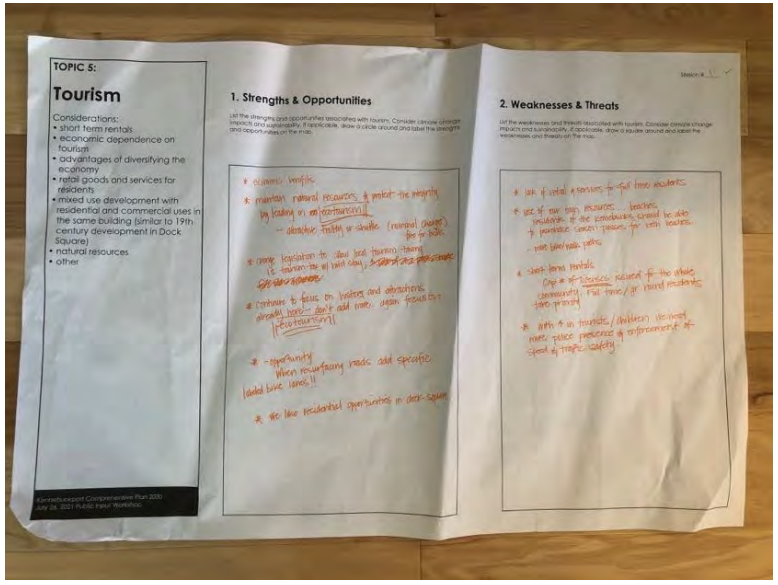
2. Weaknesses & Threats


TOPIC 6:
Natural & Cultural Resources
Considerations:
• conservation land
• types of habitats
• recreational opportunities
• libraries, churches, and other resources
• scenic vistas
• impacts of development (such as impervious surfaces, septic systems, pesticide and insecticide use, or specific uses) on water quality
• other
1. Strengths & Opportunities
2. Weaknesses & Threats
3. Reaffirm Scenic Vistas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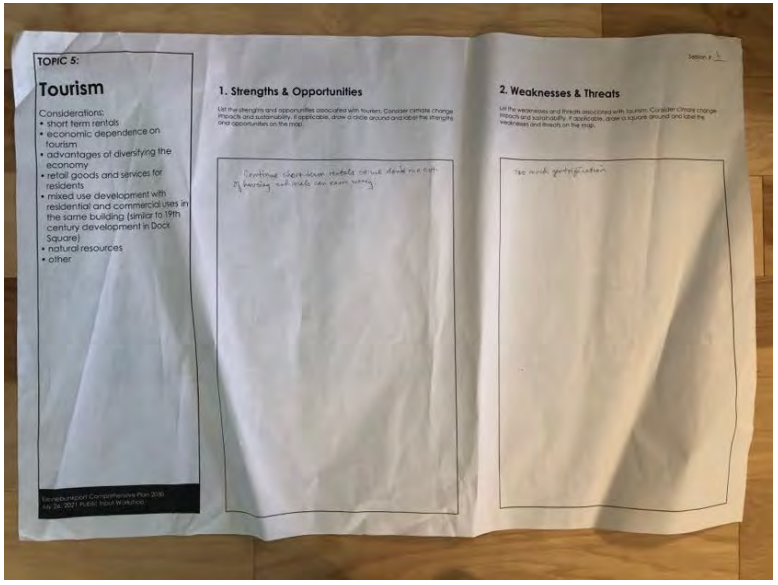
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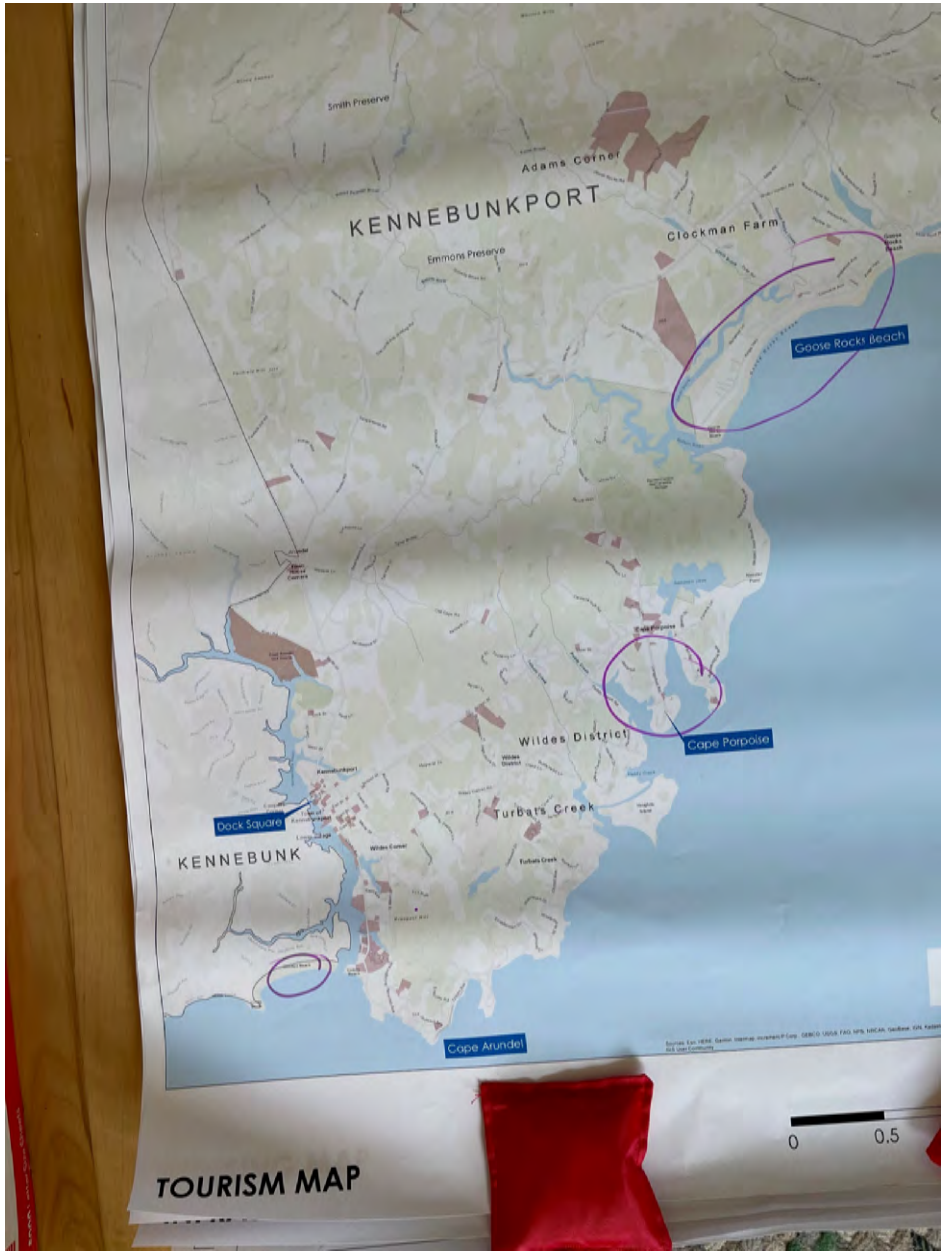
Smith Preserve
Adams Corner
KENNEBUNKPORT
Clockman Farm
Emmons Preserve
Goose Rocks Beach
Wildes District
Cape Porpoise
Dock Square
Turbats Creek
KENNEBUNK
Cape Arundel
0
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TOURISM MAP

TOPIC 6: Natural and Cultural Resources

TOPIC 6: Natural and Cultural Resources

1. List the strengths and opportunities associated with natural and cultural resources. Consider climate change impacts and sustainability. If applicable, circle and label the strengths and opportunities on the map.
    - Status quo – ownership
    - Rachel Carson
    - MDEP
    - EPA
    - Conservation Trust
    - Historical Society – KPT
    - Traditional Architecture
    - Inventory historical houses and buildings
    - Local organizations/resources
    - Library, Historical Society, Land Trust – provide education
    - Conservation communities, Rachel Carson (open space) – scenic
    - Goose Rock/Cape Porpoise – scenic
    - Shade Tree Committee – promote climate change
    - Local support/awareness of conservation importance
    - Sustainability
    - Recycle
    - Possible community garden/ parcel on north
    - Local historian – authentic
    - Conservation land – ample and well maintained – more welcome
    - Many habitats- shade tree commission, conservation commission
    - Recreational opportunities plentiful and varied and all seasons, land and water
    - Libraries are A+, all denominations of churches
    - Consider warming huts for cross country skiing on the 87 acre parcel trails
    - Try to procure land that will allow public access to waterways and have parking
    - Make a community garden

    Map: Four sites are circled: Town House Corner, Goat Island, vicinity of the Cape Porpoise Pier, and Clock Farm.

2. List the weaknesses and threats associated with natural and cultural resources. Consider climate change impacts and sustainability. If applicable, draw a square around and label the weaknesses and threats on the map.

- Funding – threat
- Condition of older buildings
- Increasing commercialization
- Climate change – sea level change
- Severe winters
- Nuisance flooding
- Flooding septic systems – sea water quality issue
- More traffic
- Sidewalk access
- Bike lanes
- Over development
- Lack of biodiversity
- Lack of ordinances related to tree removal
- More education about all regulations, use of pesticides and other chemicals
- Recycle organic within KPT
- Publish DNA/pollution results of water tests from beach
- More environmental protection of our resources, guidelines for pesticides, beach H2O quality reported has been poor often
- Historical bylaws, preserve history of town
- Need to adhere to strict impervious surface guideline
- Need to protect estuaries, marshland
- We need to just say "NO" to extensive development in environmentally delicate areas
- Water use ordinances need
- List of insecticides, pesticides that have the least amount of impact on environment – tiered description
- We need educational programs for protecting environment
- Do not lose zoning or space to maintain agricultural activities and have farm animals, backyard chickens, etc
- Ban lawn pesticides that are polluting our waterways
- Ban sun tan lotions that are toxic to waterways

Consider:

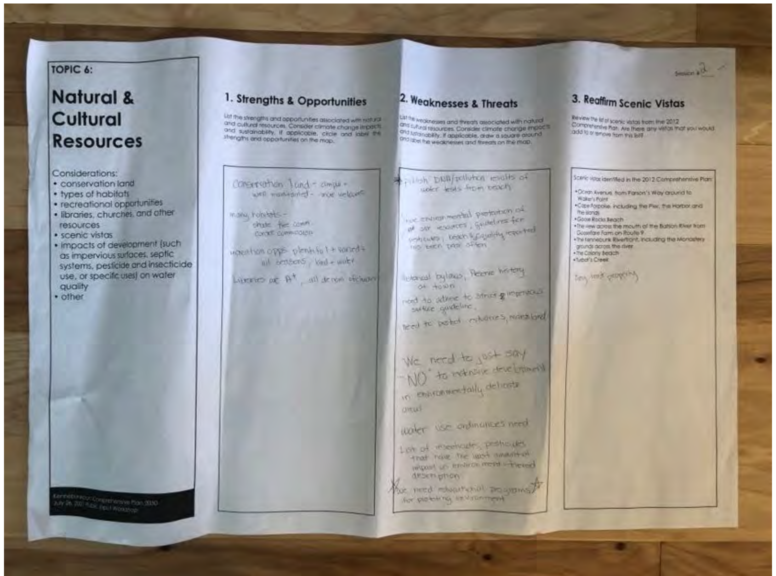
- Conservation land
- Types of habitats
- Recreational opportunities
- Libraries, churches, and other resources

- Scenic vistas
- The impacts of development (such as impervious surfaces, septic systems, pesticide and insecticide use, or specific uses) on water quality

3. Review the list of scenic vistas from the 2012 Comprehensive Plan. Are there any vistas that you would add to or remove from this list?
   - *Ocean Avenue, from Parson's Way around to Walker's Point.*
   - *Cape Porpoise, including the Pier, the Harbor and the islands.*
   - *Goose Rocks Beach*
   - *The view across the mouth of the Batson River from Goosefare Farm on Route 9.*
   - *The Kennebunk Riverfront, including the Monastery grounds across the river.*
   - *The Colony Beach*
   - *Turbat's Creek*

Participants Added:

- Mast Cove
- South Congregational Church (2nd Congregational Church)
- Grist Mill Area
- Grist Mill
- James Woods (Land Trust)
- Locke Street
- Nott House
- Baptist Church
- St Anne's Church
- Graves Library
- Arundel Golf Course
- Cape Porpoise Pier
- Clockman Farm
- Goat Island
- Durrells Bridge
- Every Trust property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2. Weaknesses & Threats
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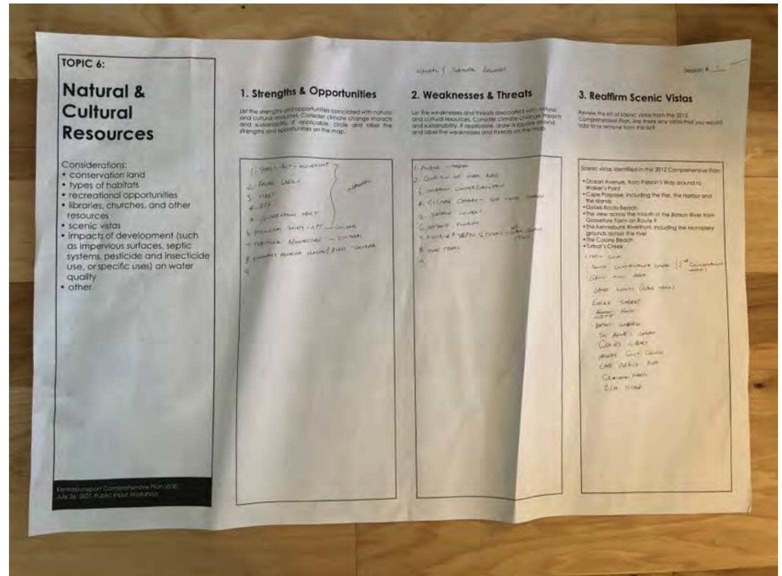
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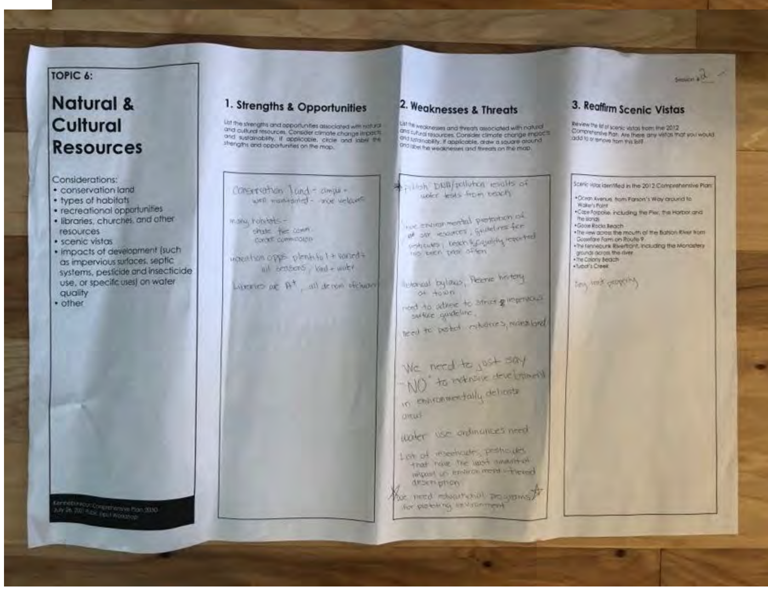
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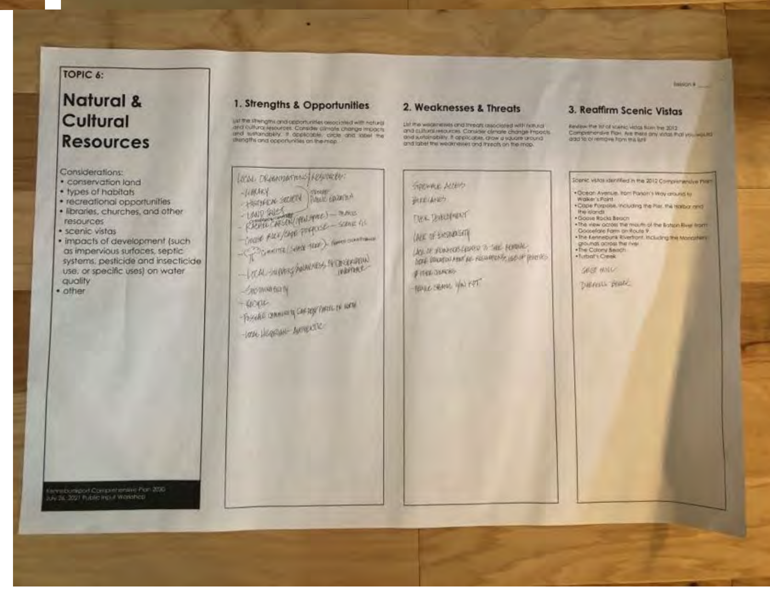
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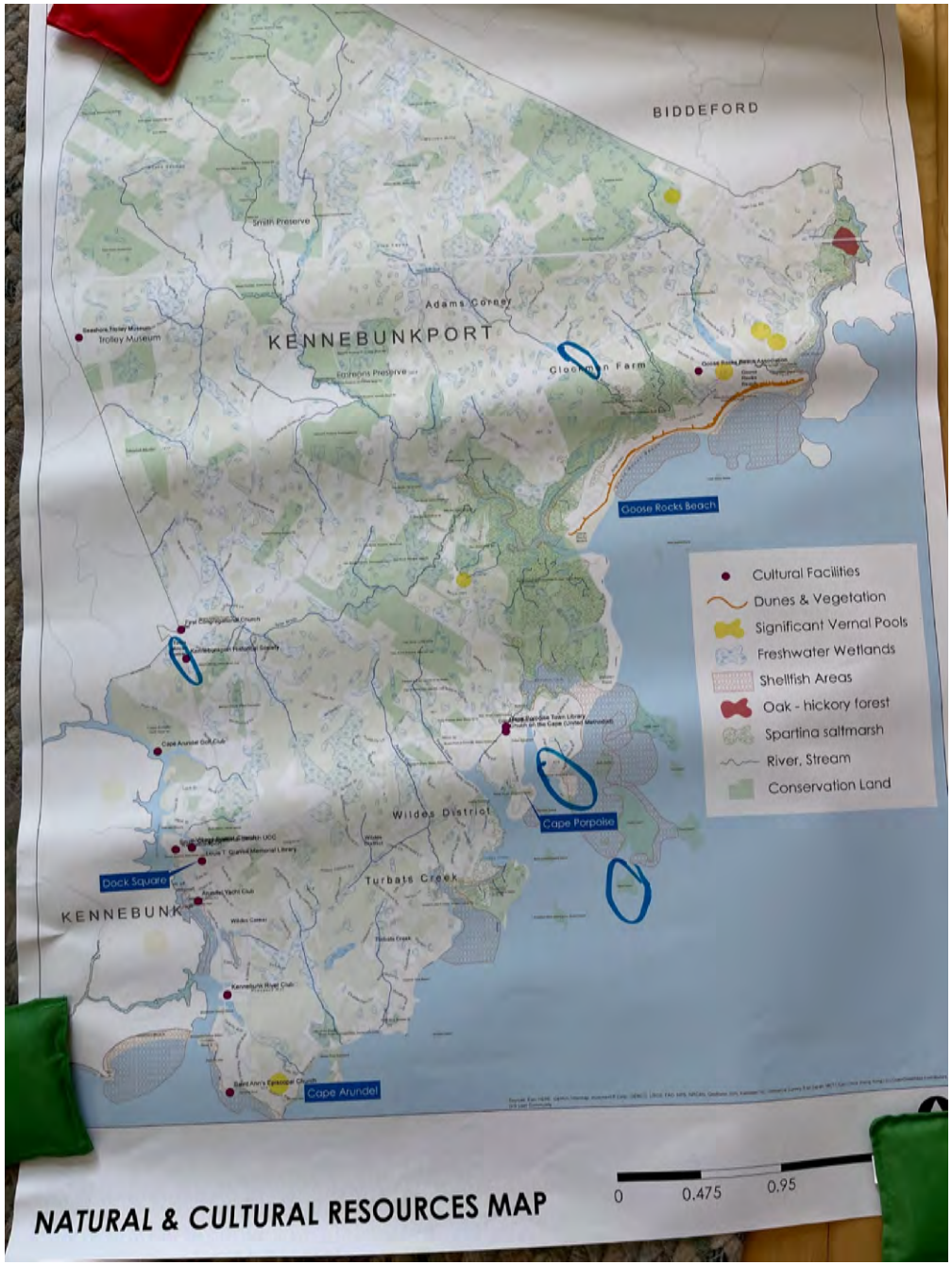
BIDDEFORD
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Adams Corner
KENNEBUNKPORT
Trolley Museum
Emmons Preserve
Goose Rocks Beach
Cultural Facilities
Dunes & Vegetation
Significant Vernal Pools
Freshwater Wetlands
Shellfish Areas
Oak - hickory forest
Spartina saltmarsh
River, Stream
Conservation Land
Wildes District
Cape Porpoise
Dock Square
Turbats Creek
KENNEBUNK
Cape Arundel
NATURAL & CULTURAL RESOURCES MAP
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Future Land Use Workshop

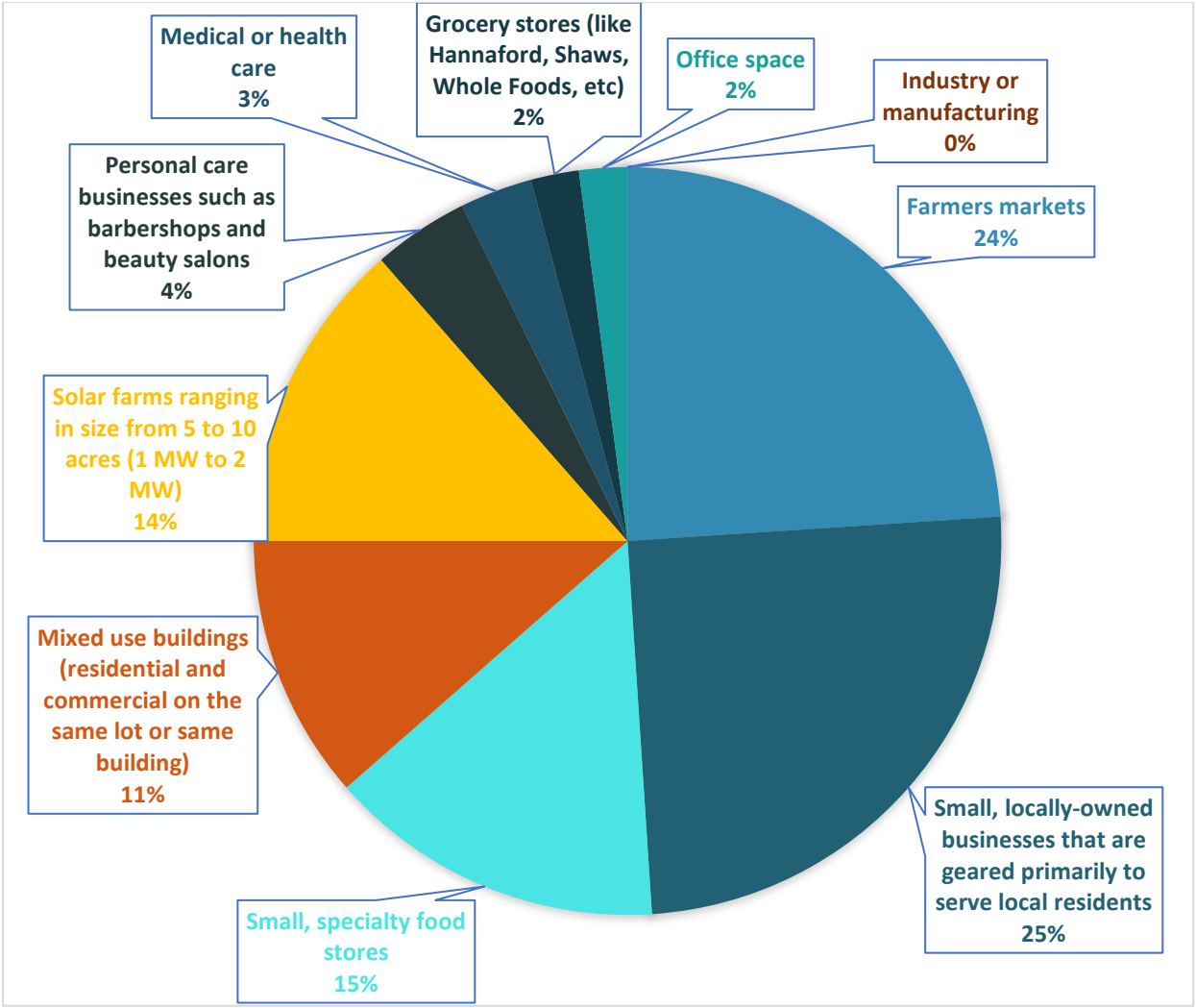
Future Land Use Workshop

September 27, 2021
6-8pm
Zoom

Future Land Use Workshop. On September 27, 2021, the GPC hosted a virtual workshop to collect input on topics including zoning standards and permitted uses, residential development trends and needs, and implications of sea level rise. The workshop format allowed for educational presentations, live polling, and a question and answer session for each of the three overarching topics. The live polling survey results and discussion notes were summarized following the event. Approximately 40 people attended this event

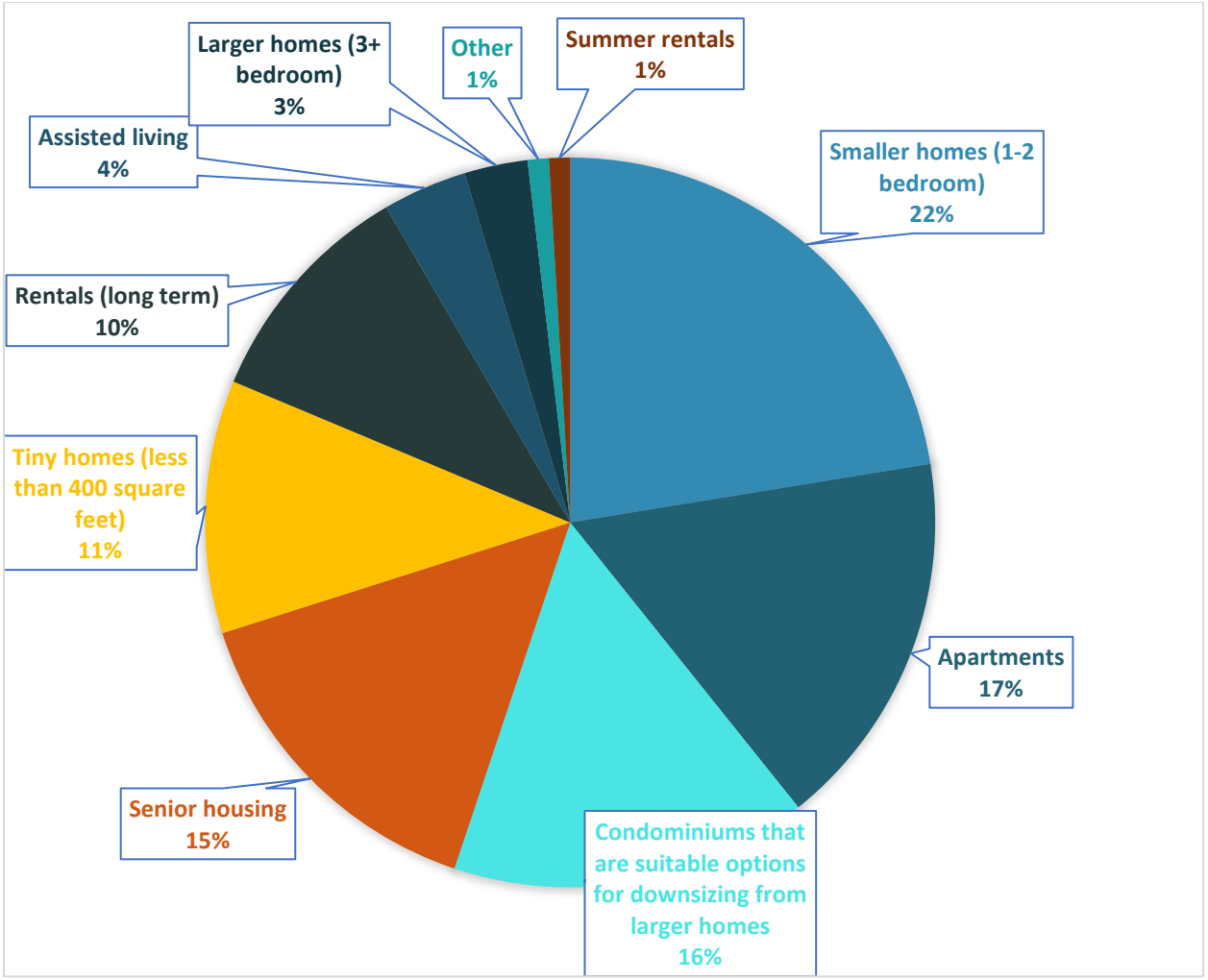
Poll Question 1: Which of the Following uses would you like to see more of in Kennebunkport? (choose all that apply)

32 people responded.



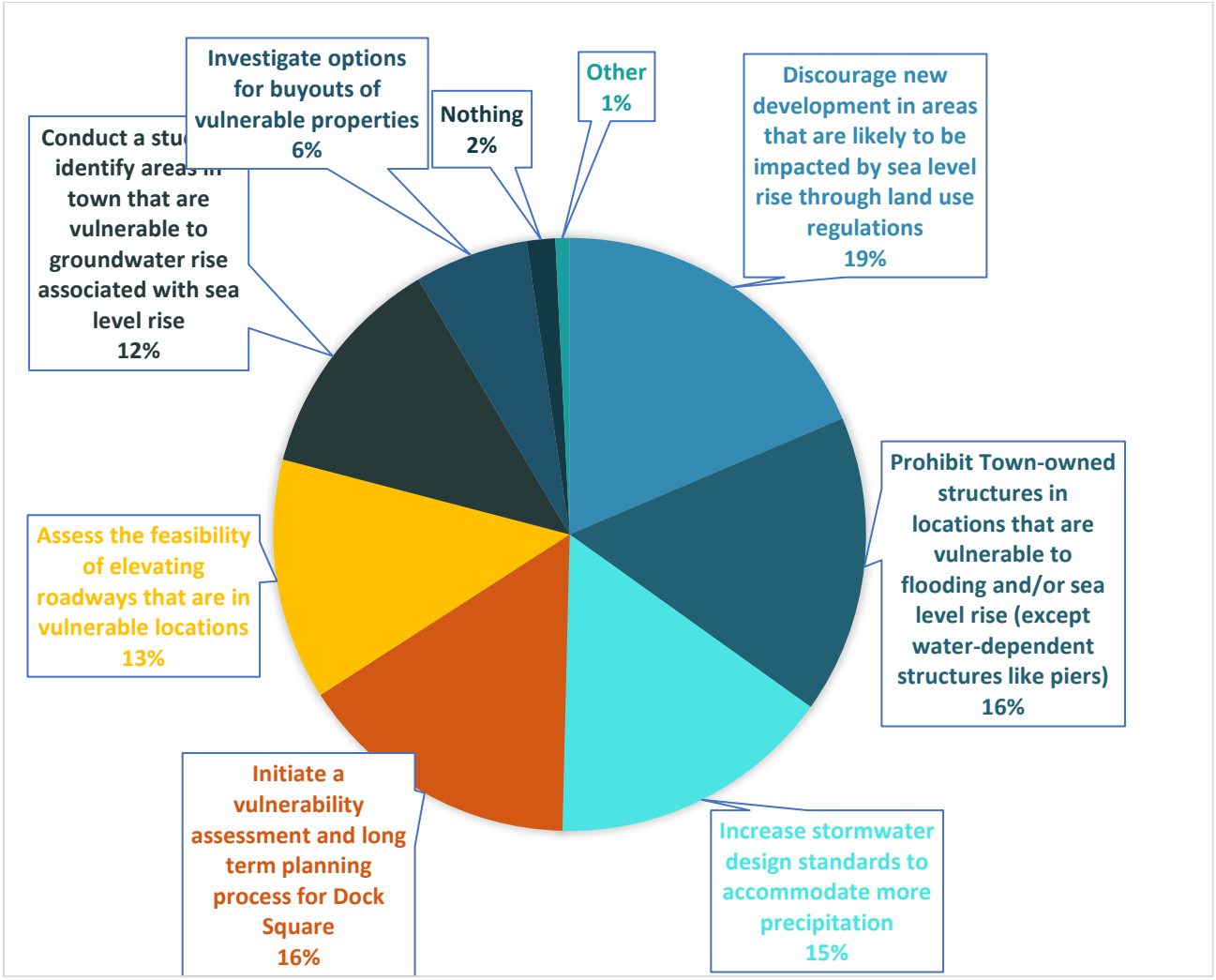
Poll Question 2: What types of housing does Kennebunkport need more of? (choose all that apply)

32 people responded.



Question 3: What should the Town do to reduce the impacts of sea level rise and flooding? (choose all that apply)

28 people responded.



Housing				
Topic	**Comments**			
Entry Level	I agree with the need for more moderate and entry level houses.	How will this type of housing be funded?	Important not to put all "entry level housing" in one location. If financially feasible, should be scattered throughout community *I agree.*	
Affordability	Regarding affordable housing, I encourage everyone to check out the website for the Kennebunkport Heritage Housing Trust - it may answer a lot of questions regarding funding, goals, location etc.	In other, I would include affordable housing for low and middle income households.	I agree. This would help ensure a diverse look to affordable housing instead of project looking homes as we see is being pursued now.	Yes. If we want to include affordable housing AND protect habitat for wildlife - and recreation - we have to think a bit differently.
Building Reuse	How about instead of demolishing perfectly good homes, the town buys them and turns them into affordable housing? *I second that.* *I third (that). There must be more options.* *I agree. Let's be a little more creative about affordable housing.*	I understand what you're saying but the longer time goes on the less original homes will be left to convert to affordable housing.	If you're going to put buildings in there (or anywhere) why not use existing buildings that are to be torn down?	Is the town tearing houses down? If so, where is this occurring?
Year-round Residential Housing vs. Seasonal	Please discuss how moderate income housing could be encouraged and limited to full time residents, not seasonal housing.	Agree to save open space/woods, and limit the development of mega-mansions and focus on middle/lower income full time families.	In 2018, we were 47% seasonal. I'm guessing that might be higher now. Werner might be able to tell us.	I'm curious how much of Binnacle is residents vs. seasonal owners. *Don't the homeowners at Binnacle Hill pay taxes like everyone else? How do you "control" what a*

Housing				
Topic	**Comments**			
				homeowner does with their house?
Growth & Density	i thought there were 36 permits last year. I would appreciate a comment from Werner. *At the last planning session, the most circle stickers were on not overdevelopment. why has this not been discussed.*	I'm all for smaller lot sizes. *Suburban style zoning is what has created sprawl.*	In the big picture…With the space in Kport decreasing (climate change) and the population increasing (covid migration), there must be finite development unless we want to become a crowded suburb or even a true city.	We need to balance high end coastal development with higher density development near existing services.
Dwelling Size	The designation of "larger" homes should be greater than 3 bedrooms. A 3 BR house is the right size for many families. *Agree - larger than 3 or 3 and smaller is a better spilt.*	It's part of our work to balance out the growth while allowing folks to live the American dream and be self-reliant. That may include folks building a large house of their dreams. We should not be in the business controlling the market as part of government.	It came up during Tom's slides about small population size home and not many workers living in town. If there were more starter/tiny homes, then we could have workers, young families living in town.	Love the possibility of tiny homes! Maine Congress passed tiny home provision earlier this year. *Yes, we did!*

Office Uses	
Comments	close to highway systems and in designated business parks. Office space, at least currently, is less important

Natural Resources				
Topic	**Comments**			
Protecting Open Space & Wildlife Corridors	Your poll is biased toward humans. Why don't you have options such as parks, wildlife corridors, etc. *I agree. Save space for wildlife.*	Agree re wildlife and trails. If it's not kept wild and natural, it will sooner or later be developed.	I like the idea of preserving open space and recreational facilities.	With KCT owning 20% of acreage, does the town need more space for wildlife and trails? *IMO yes!!*
Carrying Capacity	There is a concept called "Sustainable Carrying Capacity" that I have recently read some information about. It is a tool for Environmental Management and defined as "the growth limits an area can accommodate without violating environmental capacity loads." This includes tourist carrying capacity. Are you familiar with such studies and would this kind of study be valuable for planning future use and potential densities that could impact the various natural resources that we value in Kport?			
Trees	Why is there no mention of trees, no plan for shade tree and municipal forest management? Trees are part of essential infrastructure, reducing soil erosion, reducing pollutants in stream and rivers and municipal sewer system, cooling homes and the municipal environment in general, and in light of climate change the need to focus on CO2 sequestration and absorption of pollutants and retention of soils. Also, trees contribute directly to value of homes and indirectly general attractiveness of KPT for business, shoppers and residents. *Yes*			Is that a housing stock issue?

Town Facilities				
Topic	**Comments**			
Sewer	I'm curious about which areas the town owns that have the necessary improvements?	All of the pumping stations are currently in the process of being upgraded.		
Parks & Recreation	uses that bring the community together- recreation facilities, outdoor meeting space.	I was assuming a question about development was not intended to include parks and recreational land, which might come under a different question? I don't consider those "development" but perhaps I misunderstood.		
Taxes	i would like to see more focus on how to make sure long term locals are not taxed out. *Aren't you trying grow the tax base?*	If the town loses Dock Square and Goose Rocks due to sea-level rise what will that do to the Tax Base?	It might be useful for the GPC to look at how changes inland use impacts property taxes.	How are we planning to cover the costs of the enhancements needed to roads, dock square etc? We should be building up the tax base for this.
Village Parcel	Will a plan for the Village Parcel be part of the Comprehensive Plan?	How can we improve access to the town hall and post office in summertime? Would it work to move town	I do not think the Village Parcel planning should be automatically included in our comprehensive plan.	village parcel has no road, sewer, etc. The city owns other land with all these improvements.

Town Facilities				
Topic	**Comments**			
	Great question. I was wondering about the Village Parcel as there is no current news in this area.	hall and post office to Village Parcel?	*I agree.*	
	I'd like the town to develop Village Parcel first that was a $10MM cost before it even considers buying big homes to convert. I'm putting on my KPT Budget Board hat for this comment		The infrastructure costs for the village parcel will be huge - perhaps that was not a great $10mil investment. Taxes will need to be raised to pay for this infrastructure. Also, are you forgetting about own town's huge debt?	

Sea Level Rise				
Topic	**Comments**			
Data	Where do the sea level rise projections come from?			
Marsh Migration	We do follow the shoreland zoning which does have a setup of 75 to 250 feet and marshes are including in that so there is an accommodation for marsh to migrate if the sea levels rise.			
Elevating Buildings	A local lobsterman owns this home. Very cool.	he is no lobsterman.	my mistake, thanks.	was waiting for that __ 😅
	someone with a lot of money built it and said it was a fish house.	His kids are working lobsterman.	spot on.	
Dock Square	Dock square bridge was built high... raise the road and building to match - or move to the land across from Consolidated school (or elsewhere?). *Good points!!*	I think the land across from Consolidated is going to be in the flood zone. *Raise it or move it!*	*and it's privately owned.* *Nothing $$ can't solve.* *money can't solve everything*	The impacts indicate that we need to think about how the town thinks of Emergency management. *Good point about emergency management*
Education	We can also educate folks that own the private property on how to develop and build in an area that may have sea level rising.			
Regional Collaboration	Is part of this SLR planning also regional with other coastal towns nearby? *Yes*			

Closing Comments	While this shows us there are no easy answers, thank you all on the committee for working to ask and address all these issues.	Thanks, Growth Planning folks! *we can't stop change, but we can hope to control it*	As a new resident to Kennebunkport the vision and work on this is impressive. Important questions and solutioning!	Thank you all! I need to log off. Good night