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## Town of Stonington Maine Comprehensive Plan

Stonington, Me

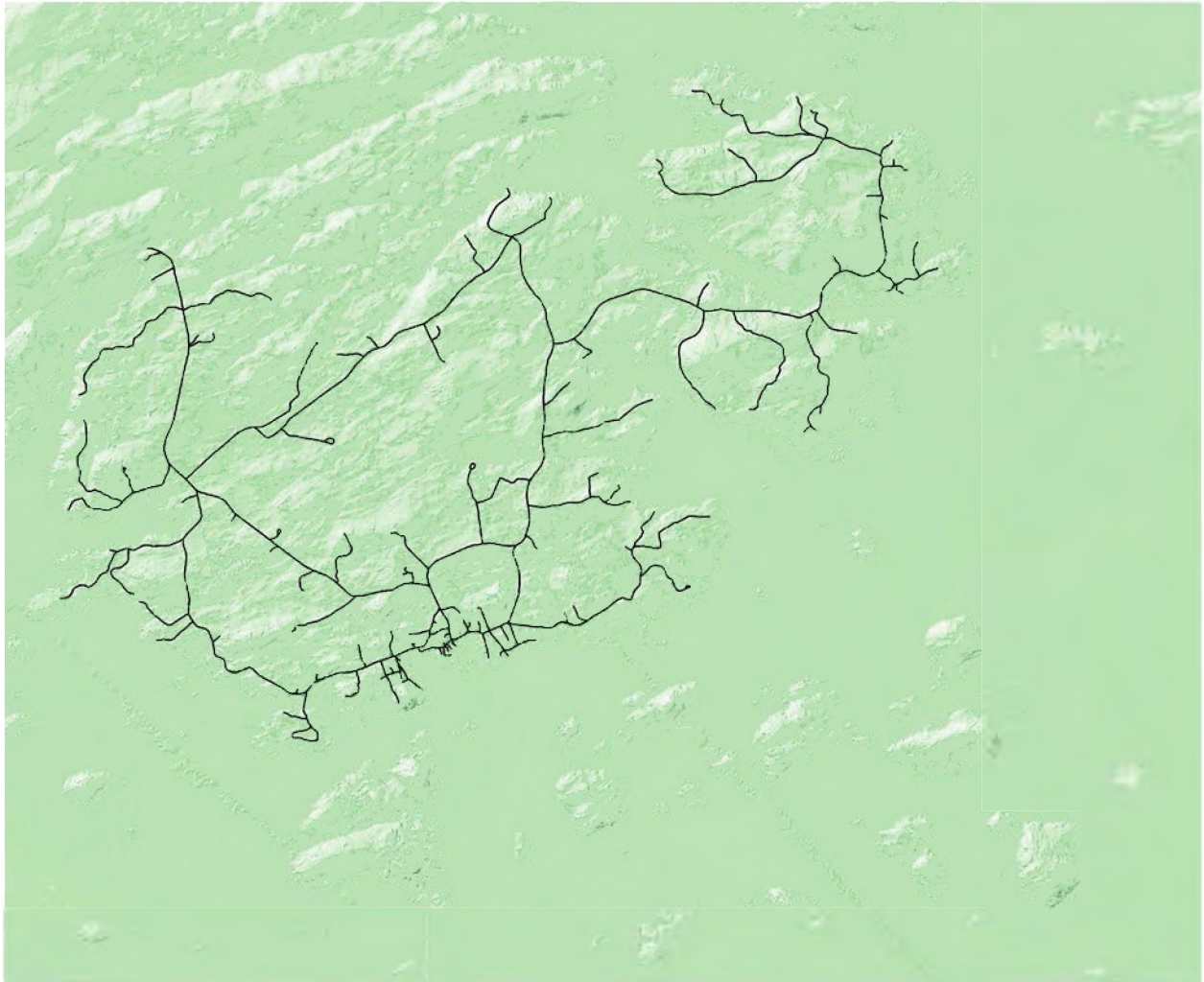
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# **TOWN OF STONINGTON COMPREHENSIVE PLAN**

**MARCH 5, 2018**



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## 1.0 Introduction and Executive Summary

### 1.1 Introduction

This is the 2018 Revision of the 2004 Stonington Comprehensive Plan. The 2004 Plan represented a large effort on the part of the community, but it was ultimately rejected by what was at that time the State Planning Office. It was rejected because it was not responsive to the State Statute and related Rule (105 C.M.R. 208) that prescribe standards and requirements for municipal comprehensive plans in Maine. The rule is long and comprehensive. To meet the requirements of the rule requires review and analysis of information provided to the Town in the form of “State Data Sets”, census and economic data analysis, advanced mapping skills, and decisions on the part of the Town. The Town is not eligible for certain State grant programs unless it has a State-approved comprehensive plan.

This plan lacks the flare and depth of some sections of the 2004 plan because this plan is very focused on meeting the requirements of the State Rule governing comprehensive plans. This plan uses and displays data provided to us by the State and that we have developed independently with the primary purpose of adhering to the State Rule. Because so much information is required by the State, this plan is as economical as possible in presenting that information. The text is as brief as possible and gives succinct answers to the State Rule questions. Because the State Rule asks the same questions many times throughout its various topical sections, this plan uses extensive cross-referencing to the section or data where the answer should best be provided. Where data could be presented in both the form of tables and figures, figures (or graphic representations) alone were used in 90% of the cases to present the information in a fashion such that the content can be grasped quickly and compared with other related data. In a few cases, a table was used instead of a figure because it represented a better medium for transmitting information.

All maps were created in ArcGIS, UTM coordinate system, and presented in an 8½”x11” printed format. This was done to keep the costs of reproduction to a minimum and keep the size of the document (both its PDF size and its printed copy size) to the absolute minimum necessary to meet the State Rule requirements so as not to discourage the citizens of Stonington from reading and using the document. USGS topographic maps were used as the base map of choice in most cases because using an orthophoto-based or raised relief map base would have created a much larger digital document. The maps were kept as uncluttered as possible, while still presenting the essential required information. The sources of the data in the tables and figures are listed in **Appendix A**. Because the maps were created with ArcGIS, it is possible to use that program to zoom in on any detail and overlay whatever data layers are desired. Also, larger format paper copies can be printed of any maps that the Town might want to use on a regular basis. Data such as a 2-foot contour map produced from LiDAR are not shown on the maps here (due to scale restraints), but can be used as a tool in doing certain analyses.

The Town real estate tax database was turned into an Excel file and linked to a shapefile of the Town tax maps to assist in some of the analyses required. This is a tool that should be improved and maintained.

The format of this plan may seem somewhat awkward, but it is designed to make the State's job as easy as possible in reviewing and approving this plan. The State Rule was analyzed at the start and all the required information was summarized and put into a spreadsheet as a series of questions. Within each Section, each question or piece of data requested is listed inside of a box to highlight it as a required element of the plan. Immediately below the box, the answer or data requested is provided, often with a reference to a table or figure that most succinctly provides the information. The Tables and Figures immediately follow the full text that responds to all the Rule requirements. In addition, there are **Appendices** that provide supporting information. These appendices provide information on the source of table and figure data, summaries of all ordinance amendment recommendations, summaries of all data the Town is committed to providing to the public, a compilation of the minutes of all the planning meetings and public hearing, and summaries of the public opinion survey conducted this summer.

The Town will produce a limited number of hard copies of this plan, but the document will be most useful when downloaded as a PDF document. That document has a complete set of bookmarks that make quick navigation around the document possible. The PDF document can be very widely distributed and saved indefinitely as a digital version Comprehensive Plan. This will make it easier to update and revise in the future.

## 1.2 The Planning Committee and its Process

**Section 2.2** describes the public participation process. This planning process was built around a compressed meeting schedule with quick production of a draft plan section following each meeting. The Facilitator was Robert Gerber, a Licensed Professional Engineer and Certified Geologist in Maine. Mr. Gerber has been a civil engineering and geologic consultant in Maine since 1976. He worked as a planning consultant for 2 years, has worked as an engineer for a large investor-owned water company, has designed roads, sewer, and water infrastructure, and has specialized in groundwater resource development and hydrologic modeling. He has served on Freeport's Planning Board and Isle au Haut's Planning Board, and has been a Code Enforcement Officer. He has worked on comprehensive plans for both Freeport and Isle au Haut and has contributed portions of comprehensive plans for many other municipalities, particularly relating to water resource protection. He has been using ArcGIS for over 20 years. He worked as a consultant in the municipal law group of Bernstein Shur for almost 10 years. Mr. Gerber produced the text and maps of this Plan using the State Data Sets, other data sources, and information gathered from the Stonington citizens who came to the weekly planning sessions.

There were 38 different participants who left email addresses at the weekly meetings, and a few more that came without adding an email address to the distribution list. In addition, Mr. Gerber responded by email to five other people that did not attend but had questions or wanted to contribute. The core group of volunteers that appeared at most of the weekly meetings included: Kathleen Billings, Henry Teverow (who served as staff for the group), Roger Bergen, Susan Robinson, Stroud Watson, Jeannine Buckminster, and Evelyn Duncan. Other Town and School officials contributed valuable data and those individuals included: Raelene Pert, Christian Elkington, Gay Atkinson, Jeannie Hatch, Benjamin Pitts, Lucy Bradshaw, and Judy Jenkins.

### 1.3 Executive Summary

Stonington's year-round resident population has been on a long decline that has averaged about 10% every decade for the past 3 decades. Most of this loss of year-round population is due to conversion of year-round housing to seasonal housing (year-round residents selling to non-residents). Almost half of the land and housing stock of Stonington is now owned by non-resident owners. School populations also continue to decline and they have declined to a level where the school cannot afford to offer all the programs a college-bound student would like to have. This creates a vicious cycle of discouraging new families from moving to or staying in the Town, further decreasing the population. The Town has a great need for low- to moderate-income housing, including workforce housing. The lack of local housing of this type creates a need for many sternmen and other business employees to travel many miles daily to Stonington from towns outside of Deer Isle. The lack of affordable housing is also affecting the school system, which, as mentioned here, then feeds back in a negative reinforcing loop to discourage more families from moving to Stonington.

The Town has a very limited water supply. This discourages any new industries that need process water from moving into the Town. The Town is concerned that a rapid decrease in the lobster harvest could cause a drastic change in the Town's economy (lobster landings constitute about 76% of the overall economy of the Town) and overall standard of living. Although such a decrease does not appear imminent, the purpose of a plan is to plan for that type of eventuality. To prepare for that is very challenging, especially given the limited water supply capacity. Given the essential need for most businesses to have a high-speed internet connection and reliable fast cell phone service, the Town needs to improve that capability in many parts of towns in order to create diversified economic opportunities.

The attraction of the harbor area to tourists as an historic working waterfront causes conflicts, most notably with traffic movements and parking in the summer months when tourists flood the Town. The Town has recently issued a major revision of its parking ordinance, but more seasonal parking is needed in the harbor area for both fisherman and tourists.

The State regulations require that Stonington's land use ordinances address specific issues. This plan recommends some amendments to existing ordinances to bring these ordinances in line with State requirements. None of these recommended changes are major and none of them create "zoning" where none now exists. There should be no disruption to normal land use permitting activities as a result of these changes.

The State requires that one or more areas within the Town be designated as "growth areas" where at least 75% of future capital improvements are made. This Plan recommends that two areas be designated and they include the traditional village area served by public water and sewer and an area along Airport Road including the Town land there, the airport, and some adjacent land showing promise for future affordable housing and a business park. A 10-year capital budget plan has been developed to address certain deficiencies in current infrastructure as well as creating some new housing and business opportunities.

A public opinion survey was conducted this summer in both on-line and paper form. There was a total of 363 responses of which about 45% came from year-round residents. Seventy-seven percent were older than 45 years of age. Thirteen percent were involved in lobstering. Fifty-nine percent wanted to increase the population in the next 10 years by at least 10%. Forty-four percent guessed that the lobster harvest would decrease in the next 10 years and 39% thought that other viable forms of earning a living by fishing would not be found.

More than half the survey respondents thought that parking in the village needed improvement, more affordable housing options were needed, and more employment opportunities were needed. The three most common suggestions of ways to maintain or increase year-round population were to provide affordable housing options, increase the resources to the schools, and create more job opportunities that pay a living wage.

Although adaptation to climate change and sea level rise was not a theme of the State regulations dictating the content of comprehensive plans, this topic needs attention in later updates of this plan. In addition to the potentially detrimental effects on the lobster fishery, the buildings and infrastructure of Stonington's main village will be at risk of physical damage or destruction, threatening the ability to serve tourists as well as fisherman. Some means need to be found to prevent, delay, and/or mitigate these potentially major effects.

## 2.1 Vision

*The Town of Stonington shall be an affordable and desirable place to live, work, and raise a family. The traditional marine-based fisheries and industries shall continue to thrive and be supported by the Town. The Town shall retain its scenic resources, working waterfront, culture, natural environment, and the historical buildings that give the Town its distinctive character. Tourism and non-marine related industry and businesses shall gradually increase to provide new employment opportunities and a hedge against potential fishery stock reductions. The Town shall have quality housing options for low and middle-income families, senior citizens, those requiring long-term care, and seasonal workers. The Town shall have quality education opportunities in the community.*

## 2.2 Public Participation Summary

The Town hosted public meetings every Thursday afternoon at the Town Offices for 15 consecutive weeks from June 15 through September 21, 2017, inclusive, to collect data and discuss approaches to the requirements of the State Rule (105 C.M.R. §208) for the development of a municipal Comprehensive Plan. Each meeting dealt with a separate topic of the State Rule. The schedule of meetings was posted on the Town website at the beginning of the process and published twice in the local newspapers. Attendance was taken at each meeting and a running cumulative email distribution list compiled. Within 3 days after the end of each meeting, the minutes of the meeting were sent to the email distribution list by the Facilitator, Robert Gerber, along with a copy of the State Rule section that applied to the topic of the next meeting, and any other background data on that section that was available (including from the “State Dataset”). In addition, a draft of the text, figures, and tables created to respond to the State Rule requirements discussed during the previous week was emailed to the distribution list and posted on a section of the Town website dealing with the Comprehensive Plan. Further, a public opinion survey was taken both by paper copy and using the web-based program Survey Monkey™. A Public Hearing, after due public notice, was held on October 25, 2017 (see **Appendix D**).

**Appendix B** contains the minutes of each of the public planning meetings.

**Appendix C** summarizes the results of the public opinion survey.

**Appendix D** summarizes the attendance and comments received at the Public Hearing.

## 2.3 Regional Coordination

There are specific items throughout the plan that address the issues involving regional coordination. Please refer to those specific items. Stonington’s immediate neighbor is the Town of Deer Isle. Deer Isle and Stonington are remote from the mainland, connected by the Deer Isle Bridge since 1939. Stonington is also connected to the Town of Isle au Haut through the Isle au Haut ferry and joint ownership of a piece of shore access in Stonington that is managed by a committee composed of representatives from both Towns. Other forms of regional coordination are much weaker than with Deer Isle and Isle au Haut, primarily due to geographic separation.

## 2.4 Future Land Use Plan

See **Section 4** of this Plan.

## 2.5 Topic Areas

All of the sections required to be included in the Plan by State Statute and Rule are included. Please refer to the specific sections, which use the same numbering system used in 105 C.M.R. §208.

### 2.5.1 Required Policies

The State Rule lists policies that are required to be adopted by each municipality. These policies are combined and listed here. These policies will become the policies of the Town with the adoption of this Plan.

#### ***Sec. 3.1 Historic/Archaeological***

*Protect to the greatest extent practicable the significant historic and archaeological resources in the community.*

#### ***Sec. 3.2 Water Resources***

- (1) To protect current and potential drinking water sources.*
- (2) To protect significant surface water resources from pollution and improve water quality where needed.*
- (3) To protect water resources in growth areas while promoting more intensive development in those areas.*
- (4) To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.*
- (5) To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.*

#### ***Sec. 3.3 Natural Resources***

- (1) To conserve critical natural resources in the community.*
- (2) To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.*

#### ***Sec. 3.4 Agriculture & Forest Resources***

- (1) To safeguard lands identified as prime farmland or capable of supporting commercial forestry.*
- (2) To support farming and forestry and encourage their economic viability*

#### ***Sec. 3.5 Marine Resources***

- a. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation;*
- b. To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources;*
- c. To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources;*

- d. To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety;*
- e. To encourage and support cooperative state and municipal management of coastal resources;*
- f. To protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs;*
- g. To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development;*
- h. To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and,*
- i. To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.*

- (1) To protect, maintain and, where warranted, improve marine habitat and water quality.*
- (2) To foster water-dependent land uses and balance them with other complementary land uses.*
- (3) To maintain and, where warranted, improve harbor management and facilities.*
- (4) To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.*

### ***Sec. 3.7 Economy***

- (1) To support the type of economic development activity the community desires, reflecting the community's role in the region.*
- (2) To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.*
- (3) To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.*

### ***Sec. 3.8 Housing***

- (1) To encourage and promote adequate workforce housing to support the community's and region's economic development.*
- (2) To ensure that land use controls encourage the development of quality affordable housing, including rental housing.*
- (3) To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.*

### ***Sec. 3.9 Recreation***

- (1) To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.*
- (2) To preserve open space for recreational use as appropriate.*

- (3) *To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.*

#### **Sec. 3.10 Transportation**

- (1) *To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.*
- (2) *To safely and efficiently preserve or improve the transportation system.*
- (3) *To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.*
- (4) *To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).*
- (5) *To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.*

#### **Sec. 3.11 Public Facilities & Services**

- (1) *To efficiently meet identified public facility and service needs.*
- (2) *To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.*

#### **Sec. 3.12 Fiscal Capacity & Capital Investment Plan**

- (1) *To finance existing and future facilities and services in a cost effective manner.*
- (2) *To explore grants available to assist in the funding of capital investments within the community.*
- (3) *To reduce Maine's tax burden by staying within LD 1 spending limitations.*

#### **Sec. 4 Future Land Use Plan**

- (1) *To coordinate the community's land use strategies with other local and regional land use planning efforts.*
- (2) *To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.*
- (3) *To support the level of financial commitment necessary to provide needed infrastructure in growth areas.*
- (4) *To establish efficient permitting procedures, especially in growth areas.*
- (5) *To protect critical rural and critical waterfront areas from the impacts of development.*

#### **1.6 Applicability**

Where we consider the required elements of the plan not to be applicable, we have provided the reasons for that in the specific section where that occurs.

### 2.8 Certification

I certify that this comprehensive plan was prepared with the intent of complying with the *Growth Management Act* (30 M.R.S.A. §§ 4312 - 4350.), that it includes all of the applicable required elements of the Maine Comprehensive Plan Review Criteria Rule (07-105 CMR 208), and that it is true and accurate.

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Kathleen Billings, Town Manager, Stonington, ME

## 3.1 Historical and Archaeological Resources

### 3.1.2 Analysis

Are historic patterns of settlement still evident in the community?

The Town has compared the current 911 road network with the road networks that existed at the times shown by the 1860 Wallen Survey and 1881 Colby Atlas. Most of the current road network and nuclei of neighborhoods were already established by 1860. **Figure 1** shows the comparison of the current road network (in red) with the 1881 Colby Atlas map. All the major roads were in place by 1881.

What protective measures currently exist for historic and archaeological resources and are they effective?

The Town has provisions in several of its land use regulations that recognize the importance of historical and archaeological resources:

### Floodplain Management Ordinance

- E. Variances may be issued for the repair, reconstruction, rehabilitation, or restoration of Historic Structures upon the determination that:
1. the development meets the criteria of Article X, paragraphs A. through D. above; and,
  2. the proposed repair, reconstruction, rehabilitation, or restoration will not preclude the structure's continued designation as a Historic Structure and the variance is the minimum necessary to preserve the historic character and design of the structure.

**Historic Structure** - means any structure that is:

- a. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- b. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary of the Interior to qualify as a registered historic district;
- c. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- d. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:

1. By an approved state program as determined by the Secretary of the Interior, or
  2. Directly by the Secretary of the Interior in states without approved programs.
- b. Any alteration of a Historic Structure, provided that the alteration will not preclude the structure's continued designation as a historic structure, and a variance is obtained from the Board of Appeals.

## Shoreland Zoning Ordinance

The purposes of this Ordinance are... to protect archaeological and historic resources

Any proposed land use activity involving structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on the National Register of Historic Places, as determined by the permitting authority, shall be submitted by the applicant to the Maine Historic Preservation Commission for review and comment, at least twenty (20) days prior to action being taken by the permitting authority. The permitting authority shall consider comments received from the Commission prior to rendering a decision on the application.

- (2) A permit is not required for an archaeological excavation as long as the excavation is conducted by an archaeologist listed on the State Historic Preservation Officer's level 1 or level 2 approved list, and unreasonable erosion and sedimentation is prevented by means of adequate and timely temporary and permanent stabilization measures.

After the submission of a complete application to the Planning Board, the Board shall approve an application or approve it with conditions if it makes a positive finding based on the information presented that the proposed use:

- (6) Will protect archaeological and historic resources as designated in the comprehensive plan;

## Site Plan Review Ordinance

The following standards are to be used by the Planning Board in judging applications for site plan review and shall serve as minimum requirements for approval of the site plan. In all instances, the burden of proof shall be on the applicant and such burden of proof shall include the production of evidence necessary for the Planning Board to review the application.

- A. **Scenic/Natural Beauty:** Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas.

Add the definition:

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**HISTORIC OR ARCHAEOLOGICAL RESOURCES:** Areas identified by a governmental agency such as the Maine Historic Preservation Commission as having significant value as an historic or archaeological resource and any areas identified in the municipality's comprehensive plan.

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In some areas of Town, there are historical buildings in decline; however, in the Stonington harbor area most historical buildings have been retained and are being kept up by the owners. The Town does not know whether pre-historic archaeological resources are being preserved. Probably sea level rise and bank erosion from wave action is doing the most harm to those resources.

Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?

The Town has a Subdivision Ordinance. It also relies on the State Statute, 30-A M.R.S.A. §4401 et seq. as the standards for subdivision review. The Town would require compliance with the standard in §4404(8) that requires:

**8. Aesthetic, cultural and natural values.** The proposed subdivision will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the Department of Inland Fisheries and Wildlife or the municipality, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline;

None of the other Town Ordinances require a survey of historical or archaeological resources to be done prior to site work. This may be because, until now, there was no definitive identification of these resources.

Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?

The Town currently has no funds or other means to preserve the value of historical resources. It must rely on the efforts of private owners to maintain the character of historic buildings. Through time, there has been a significant effort to maintain the character of the historic buildings in the harbor area as this area is important to the tourism trade, which in turn is based in large measure on the historical character of the working waterfront.

8.5 Buildings and Town

The community's Comprehensive Planning Historic Preservation Data Set prepared and provided to the community by the Historic Preservation Commission, and the Office, or their designees.

In April 2017 the State provided the Town with the Data Set pertaining to this topic. The maps provided by the Historic Preservation Commission were not in ArcGIS format (the format of all

the maps in this plan). Therefore, the Town's consultant digitized the data and synthesized the data into two maps, **Figures 2 & 3**. **Figure 2** combines four separate data sets (mapped in March 2011) provided by the State showing "sensitive historical and pre-historical archaeology," "historical shipwrecks," and "known pre-historic archaeology." The latter two categories have been given to us by the Commission as only squares of general extent so as not to pinpoint the actual sites (which might enhance the chances of looting if detailed site locations were known). The first two categories are areas where experts have identified potential locations of resources of significance through preliminary surveys and identification of particular landscape elements that are often associated with significant resources.

**Figure 3** is a map of the Stonington Harbor area where a 2015 State survey identified a number of buildings of historical significance (highlighted in yellow), along with a smaller area that the State believes is eligible for registration on the National Register as a Historic District (NHD). **Figure 4** is a map of the cemetery locations within the Town that have been mapped. **Table 1** is a legend for **Figure 4** that gives the names of each of the mapped cemeteries. In addition, the State provided additional notes on historical buildings in Stonington, as follows:

The following property is currently listed in the National Register of Historic Places:

Stonington Opera House, Main St. and School St. (formerly Russ Hill Road)

A reconnaissance level architectural survey conducted in Stonington in 2014-15, resulted in the completion of 477 survey forms for buildings that were visible from a public right-of-way and that were at least 50 years old. Although the survey was intended to be comprehensive, some private roads were inaccessible and the buildings served by them, if any, were not recorded. Based on the survey results, the following properties appear to be eligible for listing in the National Register, although further information will be needed to confirm these preliminary determinations:

Settlement Quarry

Oceanville Baptist Church, 458 Oceanville Road

Oceanville School House, 470 Oceanville Road

Steven Pace House, 90 Indian Point Road

Portland Packing Company Cannery, 51 Fifield Point Road

Needs for further survey, inventory, and analysis:

Further study of the compound of modernist houses along Crockett Cove designed by or associated with Emily Lansingh Muir is warranted.

Further study of Stonington Village is warranted to determine if some or all of the area is eligible for listing in the Register as a historic district.

An outline of the community's history, including a brief description of historic settlement patterns and events contributing to the development and character of the community and its surroundings.

Stonington's history began far back in geologic time when the "Deer Isle granites" that underlie the Town formed about 400 million years ago during the Devonian Period of geologic history during the collision of the North American continent with the Avalon plate. The next major event of significance to the Town was the Laurentide Advance of the Wisconsin continental glaciation during the period 22,000 to 15,500 years ago. During this glacial buildup and advance, the mile-thick ice sheet scoured any weak and weathered rock away, and deposited a

patchy thin mantle of what is called ground moraine over the rock's surface. Most of this soil is a heterogeneous mixture of silt, sand, gravel, cobble and boulders. In some places water flowed through the soil as the glacial ice was melting, leaving the sediments somewhat sorted into distinct beds. In other places, the ocean formed raised beach deposits up to 240' above present sea level. This occurred because the land surface had been depressed by the weight of glacial ice (through a process called isostasy) and the sea level was 240' above its current elevation at Stonington 13,500 years ago. By that time the ice sheet had retreated from its maximum extent on Georges Bank back to the position of the Town. In areas sheltered from open ocean waves, clays and silts settled in pockets on the land, much as modern "mudflats" form today. The ice melted rapidly and retreated northward across Maine in the space of a few thousand years. Between about 13,500 and 11,000 years ago the sea level position decreased from its high stand of 240' above present mean sea level to about 180' below present sea level. During the next thousand years, it rose to a relative position of about 50' below present sea level. Between 5000 and 10,000 years ago, the relative sea level was relatively stable, then it began a gradual rise to its present position.

Some archaeologists believe that man may have made his first appearance in Maine about 10,000 years ago. Native Americans had camped on the shoreline as early as 5000 years ago based on age dating of midden deposits. Most of the dated midden deposits are from a period of about 250 to 500 years ago. Many older midden deposits are now below present day sea level, since sea level has been gradually rising over 50' during the past 5000 years.

Academic and State archaeologists have mapped many shoreline midden deposits along the coastline of Stonington as shown on the brown squares on **Figure 2**. To discourage people from going to and possibly disturbing these known archaeological sites, the exact locations are not shown; instead, the general locations are indicated by the squares. Based on studies of Native American use of the Maine coastline, archaeologists have also identified locations (the magenta colored areas on **Figure 2**) that have not been studied but have a reasonable probability of having been occupied in pre-historic times. ("Pre-historic" means times when no written records of what happened were created.) Some of these magenta-colored areas are shown along interior streams and brooks, which may have been occupied at times by Native Americans because they were fresh water sources and provided habitats for freshwater fish and small mammals that live in or near streams.

The historic record of settlement by humans of European origin begins in the 1760s. The early history of Stonington is tied to the overall history of Deer Isle, of which it was a part until 1897. Even Isle au Haut was part of Deer Isle until 1874. Deer Isle was generally settled from north to south, and the earliest farms were along Eggemoggin Reach. The first center of commerce and social life was on the shores of Northwest Harbor, which came to be called Deer Isle village. Deer Isle was incorporated within the State of Massachusetts in 1789 (Maine did not become a separate state until 1820). The period of 1800 to about 1860 was one of rapid settlement of the island. The earliest industries were sawmills and gristmills near Northwest Harbor and Southeast Harbor. Since many of the trees were cut early in the settlement history and farming was marginal due to generally thin and sterile soil, settlers soon turned to shipbuilding and fishing.

Cod was a focus of the earliest fishing efforts but the total catch in the Gulf of Maine decreased rapidly after 1880, due in part to European fishing along the northeastern coast of North America (the Europeans had depleted their own coastal fish stocks by the end of the 1700s). Mackerel became a major target of Deer Isle fishermen, many of whom made long boat trips to the Gulf of St. Lawrence and the Bay de Chaleur to fill their holds. Mackerel landings on the eastern coast of the United States were quite variable from year to year. The early peak in landings was 1828. After the second peak in 1884, the total landings decreased drastically to less than 20% of the peak years. Salted soft-shell clams were the bait of choice for cod fishing and most of these clams came from the Maine coast. In 1852 Deer Isle fishermen, knowing that bait was indispensable and that clams were scarce, began using menhaden sometimes as bait. In 1853 Deer Islanders petitioned the legislature to allow state residents to get permits to dig clams anywhere within the state. They also asked the legislature to institute a closed digging season from June 1<sup>st</sup> to September 20<sup>th</sup>. The petitions were not successful, but they pointed to the need for conservation of the clam resource.

New England's overall inshore fish densities seem to have peaked in the 1850s, and some states began applying conservation measures soon afterwards. Lobstering began in the 1850s, and canning factories were built in Oceanville, Green's Landing (current center of Stonington village), and on Isle au Haut. During the heydays of fishing from 1830 to 1860, South Deer Isle on Southeast Harbor and Oceanville were busy communities with stores, churches, schools, sail lofts and a customhouse for collecting duties on salt imported from Spain.

The 1860 Walling Map of Hancock County showed 32 dwellings in Oceanville. There were about 85 fishing vessels fishing from Deer Isle at this time,, and they were primarily berthed in this area around Southeast Harbor and Oceanville. There were other settled areas on Deer Isle by the mid-1800s, including the Reach, Mountainville, Stinson's Neck, Sunrise (now called Sunshine) on the eastern shore, and Sunset on the western shore (along with Little Deer Isle). Each District had its own school, one or more stores, and sometimes its own church. Many of the larger offshore islands were also settled—usually with extended families—in the period of 1800-1850, including Bare, Bold, Camp, Coombs, Crotch, Devil, Green, McGlathery, Round, Russ, Saddleback, and Wreck.

The one sector of Deer Isle that was not significantly settled in the first three-quarters of the nineteenth century was the rocky southern shore of Stonington, the only real settlement being Green's Landing. But by the end of the 1870s, granite quarrying had generated a thriving settlement at Green's Landing. Job Goss and his son John L. Goss were the pioneers of quarrying in Stonington, and they established a quarry on Crotch Island that outlasted most similar quarries in Maine. Crotch Island had a complex ownership history. As early as 1798 there was a working sawmill, powered by a tide pond in the "crotch". David Thurlow came to the island before 1800 and eventually acquired title to the entire island before his death in 1857. He started a boatyard, and the first of 17 vessels built on the island was launched in 1805. There were other families on the island in the early 1800s; Deer Isle established a school district on the island in 1828. Job Goss began quarrying on Crotch about 1870. Several different quarrying companies formed, and work was steady through 1900. Casey and Sherwood bought the northern shore operation and then eventually sold to Benvenue Company. Ryan and Parker construction company bought out Goss and Small in 1901 and introduced modern pneumatic

drills. The 1880 census showed 40 people living on Crotch, spread among 5 households (but this did not include the immigrant quarrymen, which often numbered in the hundreds on the island). Dr. Benjamin Noyes, the early historian of Stonington, recorded oral histories (e.g., in 1908) of the heydays of Crotch Island. The Crotch Island school closed in 1908.

Benvenue ceased operations on Crotch Island in 1910; Ryan and Parker shut down in 1914. The John L. Goss Company then bought the equipment of both companies and reorganized into the Deer Isle Granite Corporation. The Corporation continued intermittent operations at both Crotch Island and the Settlement quarry from the 1920s until the last contract in 1965. This last contract for Crotch Island was for fifteen hundred pieces of “Sherwood pink” for the grave of John F. Kennedy at Arlington Memorial Cemetery. Minor intermittent quarrying activity on Crotch Island has been revived by the current owner Tony Ramos who uses the granite of the island primarily for products such as granite countertops. The granite of Crotch Island is famous for both its color and for the massive pieces of rock that can be removed in single intact blocks (one solid block of granite 50’x50’x50’ was reported once to have been removed intact).

The peak of the quarrying era was from 1880-1900 when Green’s Landing housed stonecutters, blacksmiths, teamsters, and other enterprises to support quarrying and the men who did the work. On the ledges above the harbor rough dwellings sprang up for married quarrymen, boardinghouses for single workers, two rival music halls (Green’s “Eureka” and Eaton’s “Olympic”), and many stores. The population (including immigrant workers) is estimated to have been about 5000 within the current confines of Stonington. Green’s Landing became a regular stop for steam ferries carrying passengers from Rockland to points north and east. In this period the character of what is now Stonington changed so much and became so different from North Deer Isle that the towns split in two by mutual consent in 1897. It is interesting to note that the 1880 census shows no quarrymen, because no local residents had yet learned the trade: the original stonecutters were brought in by the quarry owners from afar, and they were considered transients by census takers.

The census of 1910 developed the first detailed profile of Stonington’s economy. There were 658 individuals identified as having one of sixteen listed occupations. The most popular professions were quarrying (173), fishing (123), and businessmen (64). Of note is the number of yachtsmen (27) and master mariners (20) listed. (Although the skill of the Deer Isle mariners was well respected, the 1880 census stated that “Deer Isle owns the poorest class of vessels of any town on the entire coast.”) Deer Isle and Stonington crew sailed the victorious *Defender* in the America’s Cup race of 1895. All of the crew of the *Columbia*, which won the race in 1899, were also from Deer Isle and Stonington.

At the tail-end of the 19<sup>th</sup> century, the first stirrings of the seasonal tourism industry took shape. Starting in the mid-1800s steamers began transporting passengers and freight between Rockland and Deer Isle. The Point Lookout summer colony developed on Isle au Haut about 1882. Although there were neighborhoods of summer cottages built and occupied in the 1890s on Deer Isle, no mention of summer colonies appears for the Stonington portion in that time period. Summer cottage life for Stonington formed as one oceanview house was sold to “people from away.”

The peak period of prosperity in the 20<sup>th</sup> century was around 1910 when Stonington (counted as its own Town and not part of Deer Isle) had an all-time high population of 2038. A serious recession hit the US about 1912 and then World War I began, sending the population plummeting to 1353 in 1920. The “Roaring Twenties” brought back the population only slightly to 1418 by 1930, but it inched up a little more to 1493 in 1940. The granite industry flourished in Stonington into the 1930s, then quarrying declined considerably as steel and concrete became preferred building materials to replace granite. American prosperity following World War II brought the population of the Town back to its second highest level of 1660 by the 1950s. From there, the population has been in a long decline, with 10% decreases per decade beginning in 1990, even though Deer Isle was connected to the mainland in 1939 by the Deer Isle suspension bridge, which should have made it easier to live and work on Deer Isle. The bridge serves as a very important element of the economy, and it is frightening to think what would have become of the Town without the bridge, as our society increasingly demands instant delivery of every kind of service. The capability of air service came to Stonington in 1950 with the construction of an air strip in the northern part of Town; however, there has been no significant use of the airport except for private plane use.

Over the years, basic manufacturing (like the sardine factory on Seabreeze Ave.), quarrying, and a diverse fishing industry slowly faded out for various reasons. The economy slowly became a service economy on land and one dedicated mostly to lobster fishing on the water. Billings Marine remains a major employer in its boat and yachting services. Some eco-tourist activities, like the ocean adventures run out of Old Quarry, slowly crept in. Summer tourism (beyond the summer colonies, which seem to have been inhabited by a much smaller group of people from the northeastern US that return summer after summer to the same house) became popular on the Maine coast in the 1960s and 1970s. Professionals and union workers that worked in or near the larger eastern US cities earned premium wages and were looking for rural escapes during the summer. The term “leisure class” used to be reserved for only the wealthiest of people, but now a much larger percentage of the population had both time and money to spend and a desire to “get away from it all.” In the latter part of the twentieth century, Stonington real estate (or just a week’s vacation in a rented camp) would have appeared to be very affordable for the new leisure class. Stonington developed a unique niche as a classic working waterfront village with old, attractive buildings overlooking the harbor. Tourism has become a reality of the Town, but it is unclear how it will evolve from here.

To summarize the history of Stonington and its significance to current life:

- a) Stonington’s history is in large part formed by its geographic position on granite ledges overlooking the ocean. The ocean, which was once rich in finfish and shellfish and is still rich in lobster, and the granite quarries, which, for a 50-year period spanning the beginning of the 20<sup>th</sup> century, brought many people and much commerce to the Town, are crucial to understanding Stonington.
- b) Because it was a summering place for Native Americans for most of the last 5000 years, there are many valuable pre-historic artifacts and information to be gathered from the abundant shell middens along Stonington’s coast.

- c) Rugged individualists first settled Deer Isle and the surrounding small islands, and that same type of rugged independence is visible today in the form of lobster fishermen and other craftsmen.
- d) Stonington has a lot of history stored amongst buildings in Oceanville, the downtown area, and other village areas around the Town. This rich architectural history lends much character to the Town and particularly the main village.
- e) Most of Stonington's main road network was established by 1860 (even though cars did not appear on the island until about 1912).
- f) The Town is entering a new era in which transient residents and summer tourism in general are becoming bigger economic players than before. Although much of this tourism is based on its historical working waterfront, the question is whether the working waterfront and other local industries can be sustained, and whether year-round residents will be forced off the island as real-estate prices are hiked up by seasonal residents.

An inventory of the location, condition, and use of any historical or archaeological resource that is of local importance.

The only inventory of this type has been conducted by or through the Maine Historic Preservation Commission. The inventory of the historic buildings of Stonington is located at the offices of the Deer Isle-Stonington Historical Society.

A brief description of threats to local historic resource and to those of state and national significance as identified by the Maine Historic Preservation Commission.

There are three main threats to historic resources of national significance. The first is the natural phenomenon of sea level rise and concomitant damage to shoreline structures and midden deposits. Stonington plans to work next year on a plan to mitigate damage of this type in the main harbor area. The second threat is deterioration and lack of care of cemeteries in the Town. Many of the gravestones—particularly the ones made of marble—are deteriorating due to acid rain and general weathering that tends to obscure the carvings over time. Also, cemeteries are not receiving as much care and attention in general as once occurred. The third threat is a deterioration in the condition of historic buildings that are no longer used and appear to be too expensive to maintain or re-habilitate. An example is the Baptist Church in Oceanville. In a few instances, there has been pressure to either demolish and build new structures on the land, or to remodel without regard to important features of the architecture that make an historic building distinctive. The old factory on Seabreeze Avenue was demolished after a structural survey found that it was on the brink of collapse and could not be economically re-used.

### 3.1.E.1 Proposed Ordinance Language to Enhance Protections

This Plan recommends the following language additions to several Stonington land use ordinances in order to enhance protections of historical and archaeological resources:

To the Buildings Permit Ordinance:

- Add to purpose of ordinance to minimize impact on historic and archaeological resources
- Add definition of historic and archaeological resources
- Add that a permit is required for any demolition of a historic building

Add to Criteria that the project shall not have a significant adverse impact on archaeological resources or historic buildings as identified in this Plan, reserving the right for the CEO to require an archaeological or historic survey if deemed necessary

To the Site Plan Review Ordinance:

Add in Section III(B)1 that the ordinance applies to demolition, too

Add to Section VI(L) that the project shall not have a significant adverse impact on archaeological resources or historic buildings as identified in this Plan, reserving the right for the Planning Board to require an archaeological or historic survey if deemed necessary

Add to Section VI(P) “archaeological”

#### 3.1.E.2 Incorporate State Maps

This has been done in **Figures 2 and 3**.

#### 3.1.E.3 Assess Need for Survey

This topic is addressed above in **Section 3.1.C**.

## 3.2 Water Resources

### 3.2.4 Analyses

Are there point sources (direct discharges) of pollution in the community?  
If so, is the community taking steps to eliminate them?

**Figure 5** shows the remaining overboard direct discharges within Stonington. The community has steadily been reducing the number of remaining direct discharges over the past several decades and will continue to encourage, and assist where possible, the closure of the remaining discharges. The largest discharge, causing the largest area of shellfish harvesting closure, is the discharge of the Stonington Sewer District in the main harbor area. That discharge is not likely to be closed in the foreseeable future.

Are there non-point sources of pollution? If so, is the community taking steps to eliminate them?

There are three significant non-point sources of pollution: 1) the main village area next to the harbor; 2) Billings Diesel & Marine Services on Moose Island (see “boatyard” on **Figure 9**); and 3) the municipal garage area and salt storage facility (see “sand/salt storage” on **Figure 9**). Billings Diesel & Marine has a non-point discharge permit. Nothing is presently being done to manage stormwater discharge in the village area but no visible issues occur during major runoff events. Salt storage at the municipal garage/salt storage area has caused groundwater in the municipal garage well to become “salty.” There is a plan to drill a new well in an area outside the salt plume created by the salt storage pile. The Town is currently planning to construct a salt shed for indoor storage of winter road deicing salt.

Billings Diesel & Marine Services has implemented a plan to prevent pollution from sandblasting and painting from reaching the bay waters.

The impervious areas within Stonington are shown on **Figure 6**. With the exception of the three significant sources mentioned above, the remainder of the impervious areas are small and widely dispersed. The protection area for the Burntland Pond surface water supply is also shown on this figure, as are the probable recharge areas for the Water Company wells.

How are groundwater and surface water supplies and their recharge areas protected?

**Figure 7** shows the protection radii around the commercial and municipal wells in Stonington, watershed boundaries, mapped wetlands, mapped streams and ponds. All 7 wells are 300’ to 420’ deep in bedrock. All wells have the standard 300-foot radius used by the Maine Department of Health and Human Services to protect wells for which detailed wellhead protection studies have not been performed. Within the 300-foot radii, there are state rules and Protection Zone 1 of the Stonington Water Supply Protection Ordinance that regulate certain land uses that could potentially pollute the wells. Burntland Pond is the former major source of the Stonington Water Company before it switched to drilled wells. The Pond is still maintained as a standby emergency water source and is protected by Protection Zone 2 (as shown on **Figure 8**). The Shoreland Zones around Burntland Pond are also shown on **Figure 8**, with over half of this zone being Resource Protection and the remainder being Limited Residential. The

Stonington Water Supply Protection Ordinance sets strict rules for land uses within the two Protection zones. Essentially all new construction requires a Planning Board Special Permit in Zone 1, and anything except new single-family houses requires a Planning Board Special Permit in Zone 2. **Figure 8** shows additional area that the Maine Department of Health and Human Services believes may include recharge areas for the Water Company wells and land owned by the Water Company or that has an easement granted to the Water Company. Also shown on **Figure 8** is the 1000-foot radius around the Pond intake position. This 1000-foot radius is established by the State and gives the Water Company certain authority to prevent swimming and boat traffic on the Pond within this radius.

Potential ground and/or surface water contamination sources are shown on **Figure 9**. A variety of sources are compiled here. Most have been “remediated” by the Maine Department of Environmental Protection or declared to be in a “no action required” status. The municipal landfill has been closed and capped and the groundwater quality around the landfill is being monitored.

Do public works crews and contractors use best management practices to protect water resources in their daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?

The key personnel of the public works crew have been trained in the standard methods of sediment and erosion control. They have been Certified by the Nonpoint Source Training & Resource Center in Erosion Control Practices.

Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?

For a brief period up until several years ago, there was a volunteer group called the Deer Isle Partners in Monitoring that sampled and tested water quality as shown on **Figure 10**. Currently, the only two groups known to monitor water quality in Stonington are the Maine Department of Marine Resources, which monitors bacterial counts, phytoplankton, and the dinoflagellates causing red tide, and the Water District, which monitors the drinking water quality parameters of its well water according to the Safe Drinking Water Act.

The Water Company partners with Maine Rural Water Association, which provides training and literature on best management practices for operation of small water systems. The Maine Drinking Water Program has also been very helpful in providing information on how to protect the water sources.

## 3.2.2 Conditions and Trends

The community’s Comprehensive Planning Water Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, the Department of Environmental Protection and the Office, or their designees.

The data provided to us by the State has been incorporated into this Plan. All the essential information has been transferred to the **Figures** that are part of this plan. The actual data

supplied to the Town will be kept on compact discs at the Town Office and available for inspection and copying by the public. The total volume of information provided in the State Data Set goes far beyond the ability of the Town to include in its comprehensive plan both in terms of printing costs and because producing such a large document would discourage most people from attempting to review and understand the whole plan.

A description of each great pond, river, surface drinking water supply, and other water bodies of local interest including: ecological value; threats to water quality/quantity; water quality & invasive species problems

There are two “great ponds” in Stonington (freshwater surface water bodies greater than 10 acres of natural pond or 30 acres of man-made pond): Burntland Pond and Georges Pond. Burntland Pond is shallow. “Pond Surveys” from Maine Department of Inland Fisheries and Wildlife are only available for Burntland Pond. Burntland Pond has a maximum depth of 8’ with an average depth of about 6’. The water is highly acidic (4.5 – 5.5 pH) and next to a large wetland area. The water quality is poor, and in drought years the pond water level has gotten very low. The Water Company developed a series of 7 bedrock wells to improve water quality and provide a better opportunity to weather drought conditions. More details about the Water Company operation can be found in **Section 3.11**. No depth or water quality information is available on the other two ponds (Georges and Holt). Holt Pond is brackish due to tidal influence. No invasive species have been reported in the Town’s freshwater surface waters.

All streams in Stonington are small, with small watersheds. No water quality data exist for these streams, except for some summer 2014 and 2015 data at the outlet of the stream that discharges into Stonington Harbor, just west of Stinson Park. As noted on **Figure 6**, the stream segments marked on that map are classified by Maine Statute as Class B. All saltwater surrounding the Town is classified as SB. More information on the meaning of these classifications can be found in the State Data Set, Water Resource section.

The major challenge to the Town water supply is the limited yield potential. The granitic bedrock and thin depth of soil in Stonington results in a small precipitation recharge potential to the wells. The shallow bedrock also makes it very expensive to extend transmission lines farther north into the center of the Town to try to develop additional groundwater supply. The surface topography of Stonington is very hummocky, with many scattered wetlands created within the low areas. These wetlands create poor water quality (highly colored and high in iron and manganese) and water that is difficult and expensive to treat to remove color and organic materials from the water.

There are historical threats to surface and groundwater quality in the town in terms of man-induced problems, as shown on **Figure 9**. Most of the issues are concentrated near the southern shore and are not a threat to the public water supply. The threats to the Water Company water supply are the presence of Route 15 close to the Pond, with the possibility of a vehicle accident that could release petroleum, and the presence of Dean’s Automotive (which handles petroleum products and small quantities of solvents) less than 1000’ from the Pond. A monitoring well has been established between the Water Company well field and Dean’s Automotive to monitor for potential releases from Dean’s. The remainder of the threats are widely scattered throughout the Town and are not considered major issues. The one other portion of town with more substantial

potential threats to water in general is the northern area, north of Airport Road, where the closed Town landfill and current transfer station, and the sand/salt storage area and Town garage are located. Population is sparse in this section of Town. Groundwater flow is northward toward Holt Pond in this area.

A summary of past and present activities to monitor, assess, and/or improve water quality, mitigate sources of pollution, and control or prevent the spread of invasive species.

The Water Company has expended considerable funds since 1990 to improve the drinking water quality. The public water supply in the village is now served by drilled bedrock wells. As noted above, many overboard discharges have been eliminated. All known leaking petroleum tanks and other uncontrolled sites have been dealt with. No freshwater invasive species have been documented in the Town.

The routine testing performed by the Department of Marine Resources has been previously mentioned and their water quality monitoring sites are shown on **Figure 5**. The outlet of Ames Pond is tested for coliform bacteria.

MERI conducted some local marine water quality testing during a brief period in the summers of 2014 and 2015. Besides some basic weekly testing of temperature, salinity, conductivity, pH, chlorophyll-a, turbidity, and the density of micro-plastics at the stream exiting into the harbor west of Stinson Park, MERI also tested similar parameters near the Fish Pier, near the outfall of the Stonington treatment plant in the Harbor, south of the old Quarry dock, on the east side of Crotch Island, and on the west side of Green Island. The basic purpose of the program was to identify relative densities of this evolving study of micro-plastic occurrences in the aqueous environment. The basic finding is that the freshwater discharge into Stonington Harbor had an average density of 3.7 times higher than at Crotch and Green Islands. The density of micro-plastics is about 3 times higher near the Stonington wastewater treatment plant outfall than near Crotch Island and Green Island.

A description of the location and nature of significant threats to aquifer drinking water supplies.

The locations of potential threats are shown on **Figure 9**, and the threats are described in the text above.

A summary of existing lake, pond, river, stream, and drinking water protection and preservation measures, including local ordinances.

The public drinking water sources are protected by a very thorough and comprehensive Town Ordinance called the Stonington Municipal Water Protection Ordinance. The shoreland zoned areas (within 250 feet of saltwater and Burntland Pond) also provide substantial protection against contamination. **Figures 6, 7, and 8** show the various protection zones involved. The Site Plan Review Ordinance has, as one of its stated purposes, to address potential water quality impacts. Finally, there is a Floodplain Management Ordinance that controls potential water quality hazards in the 100-year floodplain. The map showing the area determined by FEMA to be in the 100-year floodplain is shown in **Figure 11**. In addition, there are state statutes and rules that provide additional protections against contamination, as described above. The Maine

Natural Resource Protection Act provides for buffers and measures to protect water quality of the tidal waters, streams, wetlands, and great ponds.

#### 3.2.E.1 Make local regulations consistent with State rules on Stormwater Management

Although the Shoreland Zoning Ordinance does refer to DEP standards on Best Management Practices, the Building Permits Ordinance, Site Plan Review Ordinance, Subdivision Ordinance, and Water Supply Protection Ordinance do not. Therefore, it is the recommendation of this plan that these Town ordinances be amended to incorporate by reference the Maine Department of Environmental Protection agency's "Best Management Practices" for stormwater and erosion and sediment control as the standard to be followed when any ground is being disturbed or earthwork being performed that is subject to any of the ordinances.

#### 3.2.E.4 WHP Ordinance

The Town enacted a comprehensive wellhead protection ordinance in February 2003. This Ordinance, called the Stonington Water Supply Protection Ordinance, can be found on the Town's website.

#### 3.2.E.5 Publicize guidelines for protection of water quality

The Town will post on its website links to several key sources of information on the protection of water quality:

- a) Maine Department of Environmental Protection (DEP) erosion and sediment control measures
- b) Maine Forest Services best management practices for forestry
- c) The DEP manual on best management practices for gravel road maintenance
- d) Maine Department of Agriculture best management practices for agriculture

#### 3.2.E.6 Require sediment and erosion control practices in Ordinances

The Town crews already understand and use Best Management Practices (BMPs) in their work. As indicated in **Section 3.2.E.1** above, this plan proposes to amend local ordinances to make the requirement to use BMPs in all work requiring a Town land use permit.

#### 3.2.E.7 Monitor, Protect, Improve

The Town follows very closely the Department of Marine Resources water quality testing in shellfish areas. The Water Company performs all the required testing of the federal Drinking Water Act and the associated Maine Rules of the Maine Drinking Water Program. The Town has provided financial assistance in the past to convert overboard discharges to land-based subsurface sewage disposal systems although there is no current funding for that effort. The Town supports efforts to monitor and improve water quality but has no current funds to support it financially.

#### 3.2.E.8 Provide aquatic invasive species literature

The Town will provide on its website literature on aquatic invasive species. No freshwater invasive species has been reported to date for Stonington. There are some marine invasive species such as the green crab.

The availability of high quality habitat for plants, animals, and fish is essential to maintaining abundant and diverse populations for ecological, economic, and recreational purposes. Stonington has a significant amount of land that offers quality habitat for a variety of species. Beginning with Habitat (BwH), a collaborative program of federal, state and local agencies and non-governmental organizations, is a habitat-based approach to conserving wildlife and plant habitat on a landscape scale. The goal of the program is to maintain sufficient habitat to support all native plant and animal species currently breeding in Maine. BwH compiles habitat information from multiple sources, integrates it into one package, and makes it accessible to towns, land trusts, conservation organizations and others to use proactively.

Stonington supports Tidal Waterfowl and Wading Bird Habitat, Shorebird Roosting and Feeding Areas, several Bald Eagle nests, a Great Blue Heron colony, and Purple Sandpipers. There is also a Salt-Hay Saltmarsh that is primarily in Deer Isle but extends into Stonington at Holt Pond, and the rare plant Mountain Sandwort has been found at Spruce Island.

|  |
|--|
| Are any of the community's critical natural resources threatened by development, overuse, or other activities? |
|--|

Most of the Town's critical natural resources are secure and protected via Shoreland Zoning and conservation ownership, and most of the impacts that concern the Town are to other natural resources important to the economic base of the Town. Some of the potential shellfish harvesting areas are still closed due to the nearby presence of overboard discharges. Some species of shellfish and finfish have been overharvested either locally or in other areas where they spend part of their life cycle, and fishing of those species has been greatly curtailed or even stopped. The invasive green crab has also been affecting the abundance of some shellfish species (e.g., softshell clam) and eelgrass beds.

Shellfish harvesting opportunities are also being limited by new shoreline development that cuts off land-based access to shellfish harvesters. New shoreline development is largely by summer people who are not so tolerant of public trespass across their land as long-term residents are.

The drinking water supply is very limited in Stonington. There is very little surface supply potential, and what is available requires a very expensive level of treatment. The groundwater supply is limited, too. The recharge potential is low due to the lack of permeable overburden to capture, store, and transmit recharge to bedrock. This means that to mine what recharge does occur requires spreading out the supply wells geographically, but that, in turn, means very expensive land acquisition costs and transmission main extension in terrain requiring blasting to bury the mains. The Town does not have any significant capacity to support manufacturing or processing development that requires large rates of water supply. Ultimately, the Town may have to turn to desalinization of seawater as a source of public water supply.

Some gravel pit operations and clear-cutting in the Town have created some sediment issues in local streams, leading to Penobscot Bay, and this, in turn, can transport nutrients to the Bay.

Are local shoreland zone standards consistent with state guidelines and with the standards placed on adjacent shorelands in neighboring communities?

The current Shoreland Zoning Ordinance was adopted in 1998 and last amended by the Town in 2009. Therefore, it does not incorporate the changes in the State rule revision that was issued in 2015 (06-096 C.M.R. Ch. 1000). There are several major differences between the existing Ordinance and the Shoreland Zone Guidelines. Classified streams in the Town are not included on the official Zoning Map, but words in the Ordinance provide for the 75-foot buffer zones from streams. The alternative 30% expansion rule for non-conforming structures is not included in the existing ordinance. Certain wetlands such as wetlands associated with 100-year inland floodplain areas are not included as Resource Protection zones in the current Ordinance. The current Ordinance does not include the new definition of “functionally water-dependent use” (the new Rule removes boat storage areas from this definition). New water crossing standards and sizing of bridges and culverts are not included in the existing Ordinance.

What regulatory and non-regulatory measures has the community taken or can the community take to protect critical natural resources and important natural resources?

The Town Code Enforcement Officer and Planning Board should aggressively use its Site Plan Review Ordinance to control commercial timber harvesting and gravel pit and quarry operations. Current operations are grandfathered under the Ordinance, but new activities can be controlled. This Plan recommends that the Ordinance be amended to require not only the Best Management Practices (BMPs) for sediment and erosion control, but also require BMPs for timber harvesting, gravel road construction and maintenance, and agriculture, according to the links given in **Section 3.2.E.5** of this Plan.

The Town has a Site Plan Review Ordinance that provides some level of protection, but this revision of the Comprehensive Plan will assist in highlighting the resources needing protection. The Shoreland Zone Ordinance also provides some level of protection for natural resources and some critical natural resources that are within 250’ of the ocean. Land trusts operating locally have been gradually buying land important to local habitat preservation.

The Town would benefit by having more water quality monitoring of its streams and shoreline and having this data either publicized directly on its website or through links on its website to the source of the data.

The sand/salt storage area in the northern section of Town is creating salt contamination of the groundwater there. The Town is planning to construct a sand/salt storage building in the future (see **Section 4.4.D.3** of this Plan) to reduce the groundwater impact of this storage area.

The Town's Sewer District discharge into the main harbor area of the village results in a large shellfish closure area and can create multiple effects on marine water quality in that area. Eventually the Town will have to reduce the pollutant load that is discharged there.

Is there current regional cooperation or planning underway to protect shared critical natural resources? Are there opportunities to partner with local or regional groups?

Land trusts such as The Nature Conservancy, Maine Coast Heritage Trust, and Island Heritage Trust have been actively acquiring land in both fee and easement form to protect critical natural resources. About 17.7% of the Town's land area is currently in a protected status. The average percentage of conserved land per town for the entire coast of Maine is 13.6%.

### 3.3.E.1 Land and Town

The community's Comprehensive Planning Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection and the Office, or their designees.

The State Data Set, plus other selected and important data related to natural resources, have been summarized in the maps and text of this Section. The full State Data Set will be kept on disk at the Town Office for review and copying by interested parties. **Figure 12** shows important bird habitat. It is possible that several species of bats that are either protected by Maine's Endangered Species Act or labeled as State Endangered or Threatened may reside or migrate through Stonington. Developments such as wind turbines that could affect bats should perform site-specific evaluations of bat impact as part of their town permit process. **Figure 13** shows bird habitats of special concern or that need protection. **Figure 14** shows the location of Rare and Exemplary Natural Communities and Rare Plants. **Figure 15** shows shellfish habitat. **Figure 16** shows conserved lands. **Figure 17** shows the current Shoreland Zoning Map. **Figure 18** shows wetland classifications. **Figure 19** shows wetland functions. **Figure 20** shows buffers for streams, and for wetlands and great ponds over 10 acres. **Figure 21** shows areas important to species migration over and under roads. **Figure 22** shows large blocks of undeveloped land.

A map or description of scenic areas and scenic views of local importance, and regional or statewide importance, if available.

**Figure 23** shows areas with high value view potential. This figure was derived from the 1990 study called "Scenic Inventory, Mainland Sites, Penobscot Bay" by Terrence J. DeWan & Associates and Bristol Design and Planning for the Critical Areas Program of the Maine State Planning Office.

#### 3.3.E.1 Align Town Ordinances with State Statutes

The Town Shoreland Zoning Ordinance is not aligned with the latest version of the State Shoreland Zoning Guidelines. It is the recommendation of this plan that the Planning Board work with the Shoreland Zone Coordinator in the Bangor office of the Maine Department of Environmental Protection to work on an amendment that will bring the Town Ordinance into satisfactory alignment with the State Guidelines. As the State knows, the State must approve any amendments to the Shoreland Zoning Ordinance, so the procedure will be to obtain State

permission first to a draft amendment, then the amendment would go to the Town Meeting for voter approval.

### 3.3.E.2 Map and Designate Critical Resources in the Plan

This plan has mapped all critical resources made known to us by the State Data Set and other sources of similar information.

### 3.3.E.3 Require Subdivisions and Commercial Developers to Locate and Protect Critical Resources

The Town has its own Subdivision Ordinance, last amended in March 2006. The Ordinance incorporates by references and utilizes the criteria of the State Statute, 30-A M.R.S.A. §4401-4408 in review and approval of subdivisions. In relation to critical natural resources, it uses §4404(8), but also refers to subsections 9, 14, 15, and 18. As required in subsection 9, the Planning Board will insure that critical resources shown in this plan are evaluated if it appears the subdivision activity would harm those resources, and plan for mitigation if harm is likely. Section VI(H&I) of the Town Subdivision Ordinance state:

*H. Aesthetic, Cultural and Inherent Assets - The proposed subdivision will not have any undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, wildlife habitat as identified by the Department of Inland Fisheries and Wildlife or by the Town of Stonington; unique areas; and any public rights for physical or visual access to the shoreline.*

*I. Conformity with Town Ordinances and Plans The proposed subdivision conforms with this Ordinance and with the Comprehensive Plan. In making this determination, the Planning Board may interpret this Ordinance and the Comprehensive Plan.*

By referring to this Plan, the Planning Board can utilize these sections of the Subdivision Ordinance to insure that the impact on mapped critical resources is minimized.

It is the recommendation of this Plan that the Town Site Plan Review Ordinance be amended to add the words “*and critical natural resources*” at the end of the second sentence within Section I, Purpose. It is further recommended that additional criteria be added in Section VI, as follows:

*P. (Amend the first sentence to say), “Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, or historical, archaeological, and critical natural resources as identified in the Comprehensive Plan. Any structures proposed to be located within the viewsheds defined in the Comprehensive Plan as ‘high value scenic vistas’ shall be located and constructed so as to maintain the important values of that scenic viewshed.”*

This plan recommends that Section VI(H) of the Subdivision Ordinance be amended to read as follows (adding the words in bold):

*H. Aesthetic, Cultural and Inherent Assets - The proposed subdivision will not have any undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, wildlife habitat as identified by the Department of Inland Fisheries and Wildlife or by the Town of*

*Stonington in its Comprehensive Plan; unique areas; and any public rights for physical or visual access to the shoreline*

#### 3.3.E.4 Require Planning Board and Codes Enforcement Officer to Consult BwH Maps

The Beginning with Habitat Maps that are pertinent to Stonington are included in this plan. The proposed amendments discussed in **Section 3.3.E** of this Plan will require reference to this Plan.

#### 3.3.E.5 Participate in Regional Efforts to Protect Critical Natural Resources

The Town is very involved with the Maine Department of Marine Resources in the protection of critical marine resources. Land conservation groups such as The Nature Conservancy, Maine Coast Heritage Trust, Island Heritage Trust, Maine Department of Inland Fisheries & Wildlife, US Fish & Wildlife, and the Maine Department of Agriculture, Conservation and Forestry-Bureau of Parks and Lands have taken the lead in protecting land and resources within the Town, due to the high ecological and scenic value of the Stonington shoreline. The Town has such high infrastructure needs that it cannot currently afford to spend money on land purchase solely for the purpose of land conservation.

#### 3.3.E.6 Pursue public/private partnerships to protect critical natural resources

As stated in **Section 3.3.E.5**, other than its aggressive protection efforts around marine resources, the Town has let land trusts and state and government agencies take the lead in protecting other natural resources. Given the Town's continuing declining population and fear of a possible collapse of the lobster industry, the Town has had to focus its financial resources and efforts on diversifying its economy and improving infrastructure.

#### 3.3.E.7 Make Information Available on Critical Natural Resources and Laws that Protect Them

The Town will put its own land use ordinances on the Town website. It will also put this Plan on the Town website. The Town will also identify the fact that the State Dataset will be available at the Town offices to view and copy by interested parties.

### 3.4 Agriculture and Forest Resources

#### 3.4.1 Analysis

How important is agriculture and/or forestry and are these activities growing, stable, or declining?

Agriculture and forestry, as commercial businesses, have a very minor role in Stonington's economy. **Table 2** is a summary of 20 years of forest harvesting data for Stonington. Although agriculture and forestry were very important in the 1800s and first half of the 20<sup>th</sup> century, it has been only a minor component of the Town's land use and economy since then. However, the role of small home gardens has probably been increasing in the past 20 years. Marijuana growing may become a cash crop of significance in the future. **Figure 24** shows the few parcels of land where forestry or farming are done on a commercial basis. There are several constraints that frustrate the development of agriculture and forestry land uses:

- A) The soil over most of Stonington is very thin and acidic and not naturally suited to most crops.
- B) The forest is primarily softwood and most of that is spruce that has reached an old age state and has become diseased and susceptible to blowdown. With the loss of the Bucksport paper mill, there is no local market for pulp wood. Most tree harvesting is done for saw logs or firewood.
- C) The Town has a very limited water supply. Modern agriculture is highly dependent on water for irrigation and for processing and, currently, there is almost no water available for large scale agriculture use.

Is the community currently taking regulatory and/or non-regulatory steps to protect productive farming and forestry lands? Are there local or regional land trusts actively working to protect farms or forest lands in the community?

The answer to the first question is no. As to the second question, the prime objectives of the local land trusts is to preserve land with coastal frontage for aesthetic and habitat value. There is no land trust acquiring land in Stonington with the primary goal of preserving a working forest.

Are farm and forest land owners taking advantage of the state's current use tax laws?

There are some parcels of land in tree growth, as shown in **Figure 25**. Land registered as part of the tree growth program is the only land that is currently taking advantage of any of the State's current use taxation programs, except for the 11 parcels in Open Space, which total 116.8 acres..

Has proximity of new homes or other incompatible uses affected the normal farming and logging operations?

The Town is not aware of development or incompatible uses affecting normal farming and logging operations.

Are there large tracts of agricultural or industrial forest land that have been or may be sold for development in the foreseeable future? If so, what impact would this have on the community?

The Town is not aware of any large tracts of land being proposed to be sold for development.

Does the community support community forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture)? If so, how?

The Town does support one of the largest farmer's markets in the State by allowing the market to be held on Town land in the summer months on Fridays. This farmer's market usually has about 30 vendors selling agriculture products or prepared foods and another 20 vendors selling non-food items. On the Town-owned land leading to the waste transfer station north of Airport Road, the Town allows harvesting of apples from an old orchard there, by permission. In addition, there is a community garden on the same Town-owned parcel.

Edible Island Culinary and Ecological Center offers unique culinary experiences as well as educational opportunities in Deer Isle and Stonington. This non-profit teaches food-based business skills to the local school students, hosts home-cooking classes, produces educational materials, leads tours to point out local edible plants, and acts as an online seller of locally-produced food products.

Does the community have town or public woodlands under management, or that would benefit from forest management?

There are no public woodlands under management.

### 3.4.C Conditions and Trends

The community's Comprehensive Planning Agriculture and Forestry Data Set prepared and provided to the community by the Department of Agriculture, the Maine Forest Service, and the Office, or their designees.

All of the maps and information provided in the State Data Set relevant to Agriculture and Forestry are included in this section. **Figure 26** shows the land cover types in Stonington as interpreted from satellite images taken in 2004 with minor edits to update parts of the map. **Table 3** is a legend for the color coding on **Figure 26**. **Figure 27** shows land with soils of Statewide Significance for Farming and soils rated as Prime Farmland soils.

A map and/or description of the community's farms, farmland, and managed forest lands and a brief description of any that are under threat.

**Figure 24** shows a forestry parcel and several farm parcels that are known to the Town as commercial operations or part of the community garden program. **Figure 25** shows land registered in the tree growth current use taxation program. None of the parcels identified on these figures are currently considered to be under threat of development.

Information on the number of parcels and acres of farmland, tree growth, and open space enrolled in the state's farm, tree growth, and open space law taxation programs, including changes in enrollment over the past 10 years.

**Table 4** shows the current land enrolled in the State tree growth program as of 2017. There are currently 609 acres in the plan spread across 22 parcels ranging in size from 1.5 acres to 74.3 acres. The 2004 Stonington Comprehensive Plan described the history of parcels in tree growth up to 2003 as follows:

1985—345 acres in Tree Growth  
1989—329 acres in 11 parcels  
2003—467 acres in 21 parcels

Despite the increase from 2003 of 467 acres to the current total of 609 acres in tree growth, the amount of land in tree growth had decreased slightly of late due to land being taken out for home development. There have been 2 parcels totaling 18.6 acres removed from Tree Growth.

There are currently 11 parcels totaling 116.8 acres of land in the Open Space category. The open space has been primarily defined on land where easements have been given to land conservation groups or are on parcels owned by land conservation groups.

A description of any community farming and forestry activities (e.g. community garden, farmer's market, or community forest).

See the discussion above in **Section 3.4.B**.

The Town will send any proposed Town Ordinance amendments relating to forestry practices to the Maine Forest Service Forester for comment as required by 12 M.R.S.A. §8869 prior to taking the amendments to Town Meeting for approval.

The Town will consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.

The Town is not currently planning to designate any "critical rural areas". There is very little area of "prime farmland soils" in the Town and those areas of soils are widely-scattered. There are no "bottomlands" or other areas typical of prime growing areas. There is currently little development pressure on the inland areas of the Town.

The Town is not currently planning to designate any "critical rural areas". There is currently little development pressure on the inland areas of the Town.

#### *3.4.3.3. Current Use Taxation Programs*

The Town will place literature on Current Use Taxation Programs on its website. The Town believes that the property owners are already aware of these programs but are not using them because they do not want to face the later penalties for removing the properties from these programs. Many year-round landowners have much of their wealth in their real estate and want to be able to sell their land for the going market rate without penalty if they need to sell.

#### *3.4.3.4. General Agricultural and Forestry Land Use*

Although permits are required for most commercial land uses under the Site Plan Review Ordinance, there are no restrictions on the types of businesses that can use the land as long as the Ordinance performance criteria are met.

#### *3.4.3.5. General Agricultural and Forestry Land Use*

See **Section 3.7**.

### 3.5 Marine Resources

#### 3.5.2 Analysis

Is coastal water quality being monitored on a regular basis?

See **Section 3.2.C**.

Is there a local or regional plan in place to identify and eliminate pollution sources?

There is no current plan that the Town is aware of. The Town used State funds for assisting land owners to replace overboard discharges while those funds lasted, but there is currently no funding from any source.

Has closing of clam or worm flats threatened the shellfishing industry, and are sources of contamination known? If so, are sources point (direct discharge) or nonpoint sources?

There are small areas of closures due to overboard discharges but none of these are in critical shellfish harvesting areas. See **Figure 5**. Nonpoint sources are believed to be insignificant threats to shellfish harvesting areas.

Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?

Traditional water-dependent uses are declining due to loss of access—particularly to shellfish harvesters—to the water. This loss of access is related to the sale of properties to seasonal residents of land that has been traditionally owned by families who owned shoreline through many generations and allowed access from public roads across their lands to get to the bay. In ten years, the Town may see a 10% decline in the number of shoreline access points.

Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?

The Comprehensive Plan Committee does not believe there is a reasonable balance between water-dependent uses and other uses. They believe that access to the water for commercial fishing should be the first priority for water access and recreational uses should come second. That being said, they recognize the seasonal income potential of recreational users and want to provide recreational water users access, as well. The commercial fisherman need additional area for grounding, skiff tie-ups, and gear storage and transfer spaces. At the end of the fishing day, there are currently long lines of boats at the several fish piers and coops that take the day's catch. There is only one public boat launching site with one ramp, and it can be crowded on some days. The popularity of kayaking and providing local summer water tours is increasing, and the lack of adequate parking close to the waterfront is a problem for both commercial fisherman and recreational users of the water.

As noted above, conversion of year-round structures on the waterfront to seasonal dwellings is resulting in a gradual loss of water access.

How does local zoning treat land around working harbors?

See **Figure 17** for the Shoreland Zoning Map. Although the prime working waterfront is properly zoned to allow working waterfront uses, there are a number of grand-fathered residential dwellings within these areas that are restricting the full realization of the working waterfront potential.

Is there a local or regional harbor or bay management plan? If not, is one needed?

There is no local or regional harbor or bay management plan, such as exists in the Casco Bay area. Whether one is needed would depend on whether there would be any funding available to implement such a plan. Without funding, the plan would not accomplish much.

Are there local dredging needs? If so, how will they be addressed?

Dredging is needed around both sides of the Fish Pier and around the floats at the public landing (Hagen dock). The Town has used grant money for this in the past and will be actively seeking grant money in the future to meet these needs.

Is there adequate access, including parking, for commercial fishermen and members of the public? Are there opportunities for improved access?

Issues revolving around access to the water are described above in this section. Availability of parking spots is very limited in the summer months in the main harbor area. There is a need for another 15 to 20 parking spaces for commercial fisherman. Parking for local residents doing business in the village and for tourists is also very tight in the summer months.

The Town recently had an opportunity to purchase a commercial building and large parking lot on Sea Breeze Avenue and had a grant to pay for half the cost, but the appropriation for the remaining funds was voted down at Town Meeting.

One suggestion for creating more parking space for fisherman and locals is to move the fire station to another part of Town and turn the large two-story building at the Hagen dock site currently used by the fire department into a two-level parking garage.

Are important points of visual access identified and protected?

See **Figure 23** and **Section 3.3.E.5**. Heretofore, the points of visual access have not been formally mapped by the Town. Visual access can be controlled to some degree through the Shoreland Zoning Ordinance and the Site Plan Review Ordinance. However, outside the Shoreland Zone, residential uses only need a permit from the Codes Enforcement Officer under the Town Building Ordinance. The Town Building Ordinance does not include any aesthetic or view-related standards.

The community's Comprehensive Planning Marine Resources Data Set prepared and provided to the community by the Department of Marine Resources, and the Office, or their designees.

All of the maps and data provided to the Town as part of the State Data Set have been incorporated into this plan. The Town requested that a representative of the Department of Marine Resources attend the meeting at which Marine Resources was scheduled to be discussed; however, no representative attended the meeting.

Although not asked for in any of the other requirements of this section, we provide the following tables and figures from the State Data Set:

**Table 5**—2012-2016 Top Ten Ports by Ex-vessel Value (showing Stonington as the top port for the last five years in a row).

**Figure 28**—Maine Commercial Fish Landings 1964-2016

**Table 6**—Marine Fish and Shellfish Licenses for Stonington

**Table 7**—Aquaculture Leases in Stonington

Also, see **Figure 15** for the shellfish habitat map.

A map and / or description of water-dependent uses.

See **Figure 29**.

A brief summary of current regulations influencing land use patterns on or near the shoreline.

See **Sections 3.3.B** and **3.3.C** for general descriptions of Ordinance protections and recommendations to improve those. The Shoreland Zoning Ordinance (see **Figure 17**) is the major determinant of future land uses within the Shoreland Zone (within 250' of the shore). The existing highly developed areas, including the water-dependent uses, are zoned to permit high density uses and commercial activities related to fishing. The Town Site Plan Review Ordinance requires review of all new commercial land uses in the Town and includes most of the standards that are in the Shoreland Zoning Ordinance.

A description of any local or regional harbor or bay management plans or planning efforts.

There are no regional harbor or bay management plans. The locations and use of moorings within the Town of Stonington are regulated by the Harbormaster to provide for safe mooring conditions and a system for permitting new boat owners to secure a mooring location.

The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.

**Figure 29** shows commercial and recreational facilities on the shore. Billings Marine on Moose Island (shown as a full-service marina on **Figure 29**) is the only pump out facility within the Town. There are no regional plans to improve the facilities. The Town is actively working to secure grants to improve the Fish Pier, Public Landing, and the Colwell Ramp (shown as the municipal launch ramp on the inset on **Figure 29**).

A description or map showing public access points to the shore. Include a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.

See **Figure 29**. Those facilities shown as Working Fishing Docks, the Fish Pier, Lobster Pounds, and Aquaculture sites are not available for public access. The other points noted on the figure are available as noted. The facilities on the east side of Webb Cove may be used for a fee. The only public toilets are located at Hagen dock, in the basement of the current fire department building, next to the Municipal Floats. There are no current plans to add to the toilet capacity. There are plans to dredge around the Fish Pier and Municipal Floats, and to generally improve the Fish Pier and Colwell Ramp, as described above.

A list of scenic resources along the shoreline, including current ownership (public or private) and any protections.

See **Figure 23**. All lands within the designated areas on **Figure 23** are privately owned with the exception of those locations shown on **Figure 29** as “public” or “municipal”, the Small Cove Recreation Park, and the Fish Pier. Also, as noted on **Figure 23**, **Figure 16** shows the conserved lands, many of which have shorefront and also include many islands or portions of islands within the Town that allow public access to the water.

#### 3.5.E.1 Identify Needs for Additional Shore Access

The Town has identified the need to expand the Fish Pier, Public Landing, and the facilities at Colwell Ramp to provide more skiff tie-up space and a second launch ramp. In addition, there is a need to provide 15 to 20 additional parking spaces near the main harbor for commercial fisherman parking.

#### 3.5.E.2 Encourage Marine Businesses to Participate in Clean Marina/boatyard Programs

There is only one boat yard/marina in the Town (Billings Marine on Moose Island). This marina does provide pump-out facilities and has been made aware of the “clean marina/boatyard” programs. It has implemented plans to capture sandblast grit and paint chips and dust from entering the bay.

#### 3.5.E.3 Provide Information on Working Waterfront Tax Program

The working fishing docks are generally aware of this program and have chosen not to use it. However, the Town will provide literature on its website concerning the program.

#### 3.5.E.4 Support Implementation of Bay Management Plans

If and when a bay management plan is developed, the Town will do its best to implement it locally.

A standard part of most bay management plans is the collection of waste oil. The Town offers collection of waste oil and it is used to heat the Town garage. However, the volume of waste oil generated by the marine and fishing industry exceeds the ability of the Town to use it. Additional planning is needed to manage all the waste oil properly.

Another part of a normal bay management plan is to provide an ability to respond quickly to petroleum spills on the water. The Town maintains petroleum spill recovery equipment and the Harbormaster has a plan of how to respond to marine petroleum spills.

#### 3.5.E.5 Provide Funding for Harbormaster and Harbor Commission

The management of the waterfront activities could be done more comprehensively if there were additional funds for the Harbormaster.

#### 3.5.E.6 Work to Support Protection of Physical & Visual Access to Water

The Town is doing its best to obtain grant monies in this regard. The Town voters have not been willing to appropriate monies for the needs identified in this section of the plan, but the Town has been successful in obtaining many grants that have provided incremental improvements over time. The Town intends to continue to apply for grants to make further improvements.

As noted in previous sections, the Town has deferred to groups like The Nature Conservancy, Maine Coast Heritage Trust, and Island Heritage Trust to acquire parcels of land that have shorefront. As noted on **Figure 29**, **Figure 16** shows all the conserved lands that also provide shorefront access where the ownership by the conservation groups extends to the shoreline. The Town currently leases Sand Beach on a yearly basis.

## 3.6 Population and Demographics

### 3.6.2 Analysis

Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?

See **Figure 30**. This shows the past history of population in the Town based on US Census data and projections provided to the Town in the State Data Set through 2035. A continued decline in resident population is projected but at a slightly slower rate than in the past. The decline in population in the past few decades has been due to sale of prior year-round residential housing to non-resident seasonal dwellers. The school population is also declining, and the size of the school is shrinking, making it harder to provide a wide range of school programs. Because of the recent closure of the lobster fishing Zone C, there are no new opportunities for adding to the lobster fishing fleet. Unless other industries are brought in to offer new jobs and new affordable housing is provided, the continued decline in resident population is inevitable.

What will be the likely demand for housing and municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?

There has been an increase in the need for affordable housing and a decrease in what the school system can offer for program alternatives due to the continued decrease in resident population and rapid increase in real estate prices. The Island Institute “Waypoints 2017” publication has indicated that over the years 2000-2014, the average age of Stonington residents is 47.9 years which is not much different from the average age for all coastal Maine towns of 47.6 years. The distribution of age classes in Stonington is given in **Section 3.6.C**. There is a need to increase affordable housing opportunities in order to keep younger age classes in the Town.

Does your community have a significant seasonal population, is the nature of that population changing? What is the community's dependence on seasonal visitors?

There is a large seasonal population, both in terms of those owning their own housing in Stonington and in terms of transient tourists. Year-round residents own only 41% of the land area within the Town. Year-round residents own 56% of the total assessed building value but only 39% of the total assessed land value. This represents year-round residents owning only 45% of the combined assessed value of building and land in the Town. New construction and remodeling has become a significant component of the economy devoted to the seasonal resident population. The economic impact of tourism is discussed in **Section 3.7**. The decadal population declines since 1960 are expected to continue at least for the next decade or two unless there is major intervention of public policy and public finance to alter the trend.

If your community is a service center or has a major employer, are additional efforts required to serve a daytime population that is larger than its resident population?

The major effort needed is to provide additional parking for lobster fishermen, many of whom commute to Stonington daily from out of town.

### 3.6.5 COMMUNITY DATA

The community's Comprehensive Planning Population and Demographic Data Set (including relevant local, regional, and statewide data) prepared and provided to the community by the Office or its designee.

The State Data Set was very sparse, and, instead, included links to census data bases that required a lot of processing. Fortunately, the Island Institute, in its recently published "Waypoints 2017", and Cubit™ have performed most of the important analysis, which is summarized here. Housing data are summarized in **Section 3.8**. Economic data are summarized in **Section 3.7**.

The population history and projections to 2035 are included in **Figure 30**. The distribution of age groups, by sex, is shown in **Figure 31**. **Figure 32** shows the breakdown of 2015 population by race and origin. **Figure 33** shows the level of educational attainment of the 2015 Stonington population. For the coast of Maine, the average high school graduation rate was 88.8% in 2015. **Figure 34** shows the rates of Deer Isle High School graduation for the years 2008 through 2015.

The historical and projected Deer Isle/Stonington School Union populations are shown in **Figure 35**. As one can see from the figure, school populations are decreasing and expected to continue to decrease for the foreseeable future.

## 3.2 Economy

### 3.2.2 Analysis

Is the economy experiencing significant change, and how does this, or might this, affect the local population, employment, and municipal tax base?

The Stonington economy is still largely driven by the value of the lobster fishery, which was worth \$65,390,450 in 2016. Herring, scallops and sea urchins added several more million to the Stonington fishery catch value in 2016, and all other species were much less. The total value of all marine species harvested in Stonington in 2016 is estimated by the Maine Department of Marine Resources to have been \$68,033,990. This represents about 76% of the income generated within Stonington in 2016. What is not known is how much of the value of the fish and shellfish landed at Stonington goes into the Stonington economy. Note that 25 commercial lobster licenses and 25 commercial fishing vessels were registered with the State by Stonington residents in 2016. However, there were 506 mooring permits issued in Stonington in 2016 and a cursory scan of June 22, 2014 Google Earth photos show on the order of 100 fishing boats on moorings within Stonington. So it is likely that much of the net income going directly to lobstermen landing their catch in Stonington is not going directly to the Stonington economy.

As shown in **Figure 36**, the value of the lobster fishery has generally been increasing since 2010, when the lobster catch was worth \$44,260,092. The history of the lobster landing, in pounds, is shown on **Figure 37**. The value of the softshell clamming on Deer Isle is shown on **Figure 38**. Retail sales, including food and lodging, were relatively flat for several years until 2016, when there was a definite upswing. Retail and business operation sales totaled about \$17,000,000 in 2016 as shown on **Figure 39**. Construction is the other major component of the Stonington economy. Averaging the value of the last three years of building permit figures, the annual construction value in Stonington is estimated at \$2,767,560. However, 2016 was 33% higher than this average and if the economy continues to prosper, the value of construction will probably exceed \$3,000,000 annually in the near future. Assuming that most of the materials for the construction are purchased out of town but that most of the labor comes from the Town, and that about 30% of the construction value is labor, there is about \$900,000 per year added to the Stonington economy from construction.

The value of the “tourist” economy is largely felt in terms of retail sales (including food and lodging) and housing rentals. The retail sales component of tourism can be estimated by comparing 1<sup>st</sup> quarter sales (January, February, and March) with 3<sup>rd</sup> quarter sales (July, August, and September). The 1<sup>st</sup> quarter sales (**Figure 40**) represents the base economy of the town without a tourist component. The 3<sup>rd</sup> quarter sales (**Figure 41**) is the height of the tourist season. Sales in 2016 were about \$2,300,000 in the 1<sup>st</sup> quarter and \$8,100,000 in the 3<sup>rd</sup> quarter. By subtracting the base local demand (1<sup>st</sup> quarter sales) from all the other quarter sales, we can back-calculate the effect of tourism. **Figure 42** shows the percentage of retail sales in Stonington by year-round residents as a percentage of total sales. In 2016 year-round residents contributed about 54% of total sales volume and tourists the remainder. **Figure 39** shows total retail sales in Stonington to be about \$17,500,000 in 2016. So the total economy of Stonington in 2016 was composed of roughly the following:

|                                     |                  |
|-------------------------------------|------------------|
| Fisheries                           | \$68,033,990     |
| Retail Sales                        | 17,500,000       |
| Construction Labor                  | 1,107,240        |
| Misc (government; unreported, etc.) | <u>2,000,000</u> |
| TOTAL                               | \$88,641,230     |

Tourism and second home owners probably constituted about 12% of the Stonington economy in 2016.

The economy is not experiencing “significant” change. The changes appear in recent years to be more incremental with the lobster fishery continuing to expand in value up through 2016 and representing about 76%. Tourism and even local retail sales had an upswing in 2016. Although the numbers suggest that tourism is still only a small part of the economy, there is a feeling that the numbers do not reflect the real impact of tourism in the Town. As described in **Sections 3.6 and 3.8**, the major change that is taking place is a demographic change, where the year-round population is declining and the seasonal homeowner population is increasing. This is accompanied by a reduction in the percentage of land (particularly shorefront land) owned by year-round residents. This factor is the most significant, as there is a limit to the amount of shorefront access available to expand the fishery and there is less and less workforce housing available. So, both the fishery and the tourism market will run into limits that can stop the expansion of the economy.

Does the community have defined priorities for economic development?  
Are these priorities reflected in regional economic development plans?

The community’s defined priorities for economic development are as follows:

- a) Support the fisheries and fishery diversification
- b) Enhance economic diversity
- c) Increase the supply of workforce and low- and moderate-income housing
- d) Improve the public water supply capacity
- e) Create more economic opportunities in the “shoulder” seasons
- f) Enhance the local telecommunications capabilities

These priorities are very much local priorities and would not necessarily be reflective of the regional economic development plans.

If there is a traditional downtown or village center(s) in the community? If so, are they deteriorating or thriving?

There is a traditional village area on Main Street that runs roughly from Greenhead Lane to Granite Street and focused on the harbor in the southern part of Stonington. The economic downturn of 2008 created some difficult times, but most of the buildings were kept up. In the last year or so, the local economy markedly improved and the 2017 summer tourist season was very busy. The village area is only lightly populated, however, in the winter months and business is slow during that time. The situation is more “feast or famine”. Although the village is holding on to its architecture and character as a working waterfront, the retail income is very much affected by changes of the seasons.

Is tourism an important part of the local economy? If so, what steps has the community taken to support this industry?

As described above, tourism represents about 12% of the local economy and it appears to be on the increase in the past year or so. Tourism was growing at a rapid rate before the economic downturn of 2008, then it declined and has only recently rebounded to former levels in the past several years.

To support the local tourism industry, the community has taken the following steps, among others:

- a) Reconstructed Hagen dock and re-configured parking there
- b) Improved the sidewalk in the village area
- c) Created Small Cove Park
- d) Created the Farmer's Market during the tourist season
- e) Funded a part-time Economic Development Director
- f) Supported the local Chamber of Commerce
- g) Supported the Opera House and excellent local arts community
- h) Created a microloan program (a revolving loan program with a current balance around \$125,000 which loans a maximum amount of \$25,000) to assist businesses

Do/should home occupations play a role in the community?

Home occupations were much more prominent 10 to 15 years ago. The 2004 Comprehensive Plan contained a long list of businesses operated out of the home, many of which had to do with seafood handling and processing. Strict health regulations, however, created a situation where it was too expensive to purchase and maintain the necessary structures and equipment to sustain those cottage food industries, so many are no longer in business. The trend today is toward internet-based home businesses. In 2015, about 10% of Stonington residents worked at home. There is an increasing trend in this direction, particularly as telecommuting is increasing as a whole in rural Maine.

Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?

Although it would be logical to assume that these uses could occur within the village area on the harbor where there is public sewer and water, there are several major constraints there: 1) a lack of large tracts of buildable land; 2) a lack of a large excess water supply capacity; and 3) traffic congestion in the summer months. The Town is looking to encourage that type of development along Airport Road, but that area currently lacks some of the infrastructure it needs to attract development to that area. The current zoning and building regulations in the Town are comprehensive, but flexible. Given the long history of Stonington as a working waterfront and granite mining town, the long-term residents are used to living side-by-side with commercial and industrial land uses. The conflicts will occur with new seasonal residents that do not have an appreciation of the culture and history of the Town.

Are public facilities, including sewer, water, broadband access or three-phase power, needed to support the projected location, type, and amount of economic activity, and what are the issues involved in providing them?

These topics were covered in **Section 3.11**.

If there are local or regional economic development incentives such as TIF districting, do they encourage development in growth areas?

To date, Stonington has not used TIFs (Tax Increment Finance Districts). The Stonington land use ordinances (other than the Shoreland Zoning Ordinance, which is state-limited) do not discourage economic development, but still exert an ability to control impacts. Most of the recent infrastructure work in the Town has used grant funding to upgrade its sewer, water, and transportation infrastructure in the village area. More work remains to be done in that regard, and, as mentioned above, the water supply limitation is one of the major limits to commercial growth in the village area. The Town does offer a microloan program to assist new and expanding businesses.

How can/does the community use its unique assets such as recreational opportunities, historic architecture, civic events, etc. for economic growth?

Stonington's most unique asset is the large amount of water frontage and access to productive lobster fishing grounds. This is the primary driver of the local economy. A secondary component of the economy is the tourism/second home industry. The village attracts a type of tourist that wants to see a traditional New England fishing village operate. Stonington has maintained much of its 19<sup>th</sup> century architecture and character and that, in itself, is a tourist draw. There is a large 4<sup>th</sup> of July celebration, Fisherman's Day, and the summer Friday Farmer's Market that attract both local and tourist interest. The Opera House, Old Quarry Ocean Adventures, a strong arts community, and special retail shops all assist in attracting tourism.

### 3.7.C Conditions & Trends

The community's Comprehensive Planning Economic Data Set prepared and provided to the community by the Office or its designee.

The internet links were reviewed and pertinent data are summarized here and in the first few paragraphs of this **Section 3.7**. There are other statistics in **Sections 3.6** and **3.8**. **Figure 43** shows the percentage of Stonington workers involved in various work categories. Forty percent are involved in fishing, construction, and care-taking. **Figure 44** shows the various modes of travel to work for Stonington residents (traveling to jobs in Stonington and also to jobs outside of Stonington). Sixty-eight percent travel alone by car or truck; only 13% of residents carpool. **Figure 45** shows the amount of commuting time incurred by Stonington residents. Over 80% live less than 20 minutes travel time to work. **Figure 33** shows the level of educational attainment achieved by Stonington residents. Eleven percent have not graduated from high school. Twenty-four percent have a Bachelor's Degree or above. In 2015, it was estimated that 11.7% of Stonington families earned below the poverty level.

A brief historical perspective on how and why the current economy of the community and region developed.

Please see the summary of Stonington’s history included in **Section 3.1**. The economy of Stonington developed from its ready access to fishing grounds and sea-going trading routes in the 19<sup>th</sup> century, and the mining of granite in the latter part of the 19<sup>th</sup> century and early part of the 20<sup>th</sup> century. Tourism began in the form of “rusticators” as early as the late 1800s.

A list of local and regional economic development plans developed over the past five years, which include the community.

The following local economic development plans have been developed in the past five years:

- a) “Strategic Economic Development Plan—Stonington, Maine—November, 2014” prepared by the Town. 19 pages
- b) “Town of Stonington Downtown Revitalization Plan, December 2015” prepared by the Town, 15 pages

The following regional economic development plan has been prepared in the past 5 years:

- a) “2016 Comprehensive Economic Development Strategy” prepared by Eastern Maine Development Corporation (Hancock County is part of the area covered by EMDC), 34 pages

Where does the community’s population work and where do employees in your community reside? A description of the major employers in the community and labor market area and their outlook for the future.

Based on the data in **Figure 45**, over 80% of Stonington residents work right on Deer Isle. A few work as far afield as Ellsworth, Bucksport and even Bangor, but that is a small percentage of the work force. The major commuters into Stonington are sternmen. These men come from as close as Deer Isle and as far away as Bangor. The Stonington employers are listed on **Table 8**. There are no other large employers in close proximity to Stonington. All of the Stonington employers that have 5 or more employees have good prospects for the future.

A description of any economic development incentive districts, such as tax increment financing districts, in the community.

There are currently no economic development incentive districts in Stonington.

**3.7.E.1 Provide support to economic development activity**

**3.7.E.2 amend ordinances to reflect type of economic development wanted**

The current ordinances are as flexible as possible, consistent with the State Shoreland Zoning Guidelines and the State Minimum Lot Size Statute.

**3.7.E.3 Describe public investment mechanisms**

The Town has historically used the following public investment mechanisms:

- a) Grants

- b) Use of reserve accounts
- c) Equipment leases on major pieces of equipment
- d) Bank borrowing

## 3.8 Housing

### 3.8.4 Analysis

How many additional housing units (if any), including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?

Since population is decreasing and is expected to continue to decrease over the next 10 years, there should be no need of additional housing units in the next 10 years. However, since about 50% or more of the existing housing stock sales are being made to out-of-town people that remain seasonal residents, there is a need to replace lost housing stock to support the existing population. In addition, there is a need to provide workforce housing as the loss of traditional housing has forced large employers to provide their own workforce housing, and small employers, including lobstermen, increasingly have to hire help that commutes daily from areas outside of Stonington. The Comprehensive Plan Committee estimates that there will be a near-term need for about 30 housing units for working families in the 18 to 60 year-old class. There is a general consensus that elderly housing needs are currently being met and will probably continue to be met in the near-term, although some elderly continuing to live at home are probably living in what might be called “sub-standard housing”. If the Town is unable to produce housing for young families and workforce housing, then year-round population will continue to decline and the continued sell-out to seasonal residents will continue or even accelerate.

The Comprehensive Plan Committee’s best estimate of near-term needs for low to moderate income housing is 10 rentals, 5 starter homes or mobile homes, and a dormitory space for 15 to 20 seasonal workers.

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? If not, review local and regional efforts to address issue.

The 2011-2015 American Community Survey (ACS) 5-year estimates put the Stonington renter median income at \$26,700 and a median income for overall households at \$42,083 (\$51,250 for owner-occupied housing) that occupy housing units year-round. The ACS estimates the number of year-round occupied housing units to be 551 in Stonington and the number of renters to be 178. Thus, renters occupy 32% of year-round housing units (**Figure 46**).

The ACS estimates of 80% of median incomes for renters, overall year-round, and owner-occupied year-round households would be: \$21,360; \$33,666; and \$41,000 respectively. Using these numbers, 30% of monthly income would correspondingly be: \$534; \$842; and \$1025 respectively. Using **Figure 47**, Stonington Household Monthly Housing Costs by Occupant Type, we see that the median monthly renter cost is \$800 to \$1000 per month for renters, which far exceeds the \$534 that represents what a household earning 80% of the median income (and \$667 per month for those renters earning the median income) should be spending for housing. Using the same **Figure 47**, the median monthly owner-occupied housing cost is \$800 to \$1000 per month, which is affordable based on a household earning 80% of the median income and

certainly affordable for those owner-occupied households earning the median income. The conclusion is that although current owners can afford to pay their housing costs according to standard rules-of-thumb, **Figure 48** shows that 35% of renters pay gross rent of more than 30% of their income. **Figure 49** shows the distribution of income for both owner-occupied and renter-occupied resident housing in Stonington.

It is instructive to see how rents in Hancock County and the income of renters in Hancock County have varied with time since the year 2000 (**Figure 50**). Notice that the renter income has been flat since 2011 although rents have increased since 2012.

Are seasonal homes being converted to year-round use or vice-versa?  
What impact does this have on the community?

As described in several other parts of this Comprehensive Plan, there is a strong trend toward year-round housing being converted to seasonal homes. The population declines shown in **Figure 30** from 1980 to present are not due to a destruction of existing housing but rather from sale of year-round housing to seasonal residents. The school population, as shown in **Figure 35**, has declined at a slightly faster rate than the year-round population. There is a negative synergism resulting from sale of existing homes to seasonal residents willing and able to pay more than Stonington households can pay, decrease in year-round population, and decrease in number of school children. **Figure 51** shows the current distribution of land still owned by Stonington residents. Areas not colored are owned by non-residents.

Will additional low and moderate income family, senior, or assisted living housing be necessary to meet projected needs for the community? Will these needs be met locally or regionally?

As of 2013 there were 16 senior subsidized housing units and 8 family subsidized units in Stonington.

As described above, additional low and moderate-income family housing is needed if Stonington is to retain the character and culture that it has had for the past 50 years. It appears these needs will need to be met locally to preserve year-round population. Some worker housing needs are currently being met regionally with many workers commuting daily, with the resultant decrease in overall population and decrease in school population. Many commuters come from very long distances on poor quality roads. To retain its character and critical mass as a vibrant town to live in, more families need to be brought into Stonington.

Are there other major housing issues in the community, such as substandard housing?

The major housing issue is to get more housing available and affordable to working families in Stonington. Other issues are not “major” in comparison. The Town is small enough that it is not required to enforce the State Building Code, so there is no direct way of knowing exactly what the condition of housing is in the Town. There are undoubtedly houses with substandard electrical systems and insufficient insulation and substandard plumbing (only 3 occupied housing units of 551 are estimated to lack complete plumbing facilities). It is estimated that 6 households do not have access to telephone service. Otherwise, there do not appear to be unusual numbers of fires and illnesses relating to substandard housing.

How do existing local regulations encourage or discourage the development of affordable/workforce housing?

Existing local regulations outside of the Shoreland Zone and outside the service areas of public water and public sewer are governed by the State Minimum Lot Size law. Clustering is permitted as long as the total land area is 20,000 square feet per dwelling unit in areas not served by the Sewer District. The Shoreland Zoning Ordinance, in areas of Limited Residential, has large setback requirements and minimum lot size of 30,000 square feet so the Shoreland Zone is not the focus of providing affordable or workforce housing.

### 3.8.C Conditions & Trends

The community's Comprehensive Planning Housing Data Set prepared and provided to the community by the Maine State Housing Authority, and the Office, or their designees.

As with many of these state-provided "data sets", the data consists primarily of links to large data bases such as US Census data, and leaves it to the Town to sift through large volumes of data to determine what data are most pertinent and reasonable to include in a comprehensive plan.

A graph that summarizes monthly housing costs by occupant type is shown in **Figure 47**. **Figure 49** shows household income categories by homeowners versus renters. **Figure 52** shows the percent of households of owner-occupied housing that have mortgages. **Figure 53** shows the percent of owner-occupied houses by categories of house value. **Figure 54** presents a chart showing the number of vehicles available per housing unit. **Figure 55** shows the age of housing by range of years in which housing has been built. **Figure 56** shows the number of housing units per structure. **Figure 57** shows the types of fuels or energy sources used to heat Stonington year-round housing units.

The Affordability Index for Hancock County and Stonington is described in **Table 9**. This table shows data from 2016 sales data and some outdated median income data. As shown in the note at the bottom of the table, a more representative Affordability Index for Stonington would be 0.65, which is still quite low and shows that purchasing a house in Stonington is out of the reach of many year-round residents. It is rather shocking to note, however, that the median sales price of 14 homes sold in Stonington in 2016 was \$362,500 and if future median house sale values continue at this level or higher, very few year-round residents will be able to afford to buy a home.

Information on existing local and regional affordable/workforce housing coalitions or similar efforts.

The Town is not aware of any existing local or regional affordable/workforce housing coalitions or similar efforts that could help the Town provide additional housing of this type.

A summary of local regulations that affect the development of affordable/workforce housing.

As stated above, the existing Town land use regulations outside of the shoreland zone and the area served by public water and sewer are as flexible as they can be within the constraints of the State Minimum Lot Size statute. The land in the Shoreland Zone is too valuable for this use, based on simple economic demand and state Shoreland Zoning Guidelines that are not written with affordable housing in mind.

**3.8.E.1 Provide regulatory incentives to develop affordable & workforce housing**

The only regulatory incentive that the Town can provide, other than what it is currently constrained by State laws and regulations, is to require that 10% of new proposed subdivision lots, apartment units, or condominium units be made available for low- to moderate-income housing. The Comprehensive Plan Committee recommends that changes to this effect be made in the Subdivision Ordinance and Site Plan Review Ordinance.

**3.8.E.2 Allow at least one accessory apartment per DU**

This provision is not included in the Shoreland Zoning Ordinance and cannot be added without State approval. Although this has apparently been permitted by custom in the area of Town outside the Shoreland Zone (with the provision that any septic system is properly sized), it is not explicitly included in the Building Permits Ordinance. The Committee recommends that this change be made in the Building Permits Ordinance to deal with this issue explicitly.

**3.8.E.3 Support local affordable housing support group**

The Town will provide support for a local affordable housing group when one emerges.

**3.8.E.4 Designate areas where mobile home parks and manufactured housing permitted**

There are no restrictions on where mobile home parks and manufactured housing are permitted, except as contained in the Floodplain Management Ordinance and as controlled in the Shoreland Zoning Ordinance.

**3.8.E.5 Support local and regional coalitions in addressing affordable & workforce housing**

The Town will support any such coalition when they form and appear to be able to provide specific assistance as part of their programs to Stonington.

**3.8.E.6 Seek to achieve >10% of new housing as affordable**

As described above, this Plan recommends that the Subdivision Ordinance and Site Plan Review Ordinance be amended to require that future developments creating 10 or more lots or dwelling units reserve 10% of those lots or units for low- to moderate-income housing. Further, this plan recommends that the Town, with the permission of the voters, consider offering land and other assistance to any non-profit housing entity that may appear and be capable of financing and securing the construction of low- to moderate-income housing and/or workforce housing.

### 3.3 Recreation

#### 3.3.3 Analysis

Will existing recreational facilities and programs in the community and region accommodate projected growth or changes in age groups in your community?

It is the opinion of the Comprehensive Plan Committee and Island Community Director Jeannie Hatch that the facilities and programs in the community and on Deer Isle (the “region”) will accommodate projected needs and changes. The two main reasons are: 1) the Town population is declining, so the number of people served on a year-round basis is decreasing; and 2) the community has a robust recreation program now and the community has been successful in adapting to changing needs in the past.

Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?

There will be a need to add new senior programs, including those that only meet during the daylight hours. The playground next to the Community Center needs refurbishing (which will be a significant cost) and there is always a need to maintain and make incremental improvements on existing programs and facilities.

Are important tracts of open space commonly used for recreation publicly-owned or otherwise permanently conserved?

The Committee identified Sand Beach as the single recreation location that needs permanent protection for public use as a beach. The land is currently leased by the Town on a year-to-year basis, and the loss of that resource to the Town as a recreation location would be very significant. All other very important tracts of land used for recreation have been secured, either by the Town or by a non-profit land conservation group, although the infrastructure at some locations may need improvement.

Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?

As mentioned in previous sections, the Town has primarily relied on land conservation groups such as Maine Coast Heritage Trust to acquire land for open space and access sites. However, on occasion, the Town has partnered with these groups on an ad-hoc basis to acquire land. An example is Small Cove Park on Atlantic Avenue, which was a parcel acquired by the Town through the assistance of Maine Coast Heritage Trust.

Does the public have access to each of the community’s significant water bodies?

The Town only considers Penobscot Bay and Burntland Pond to be “significant” water bodies. As shown on **Figure 29**, there are many access points to Penobscot Bay, although not all of them are municipally-owned. Burntland Pond is a backup drinking water source for the Town and

much of the Pond is covered by a 1000-foot protection zone around the intake pipe that prevents public access. Because of the importance of water supply to the Town, there is currently no public recreational access to the Pond, although there are some private residences on the Pond. No motorized water vessels are allowed on the Pond.

Holt Mill Pond is a tidal estuary of Penobscot Bay and there is public access to the “pond” through the land shown on **Figure 16** (which is cross-referenced on **Figure 29**).

Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?

There are a large number of hiking trails on the conserved lands shown on **Figure 16**. There are no publicly-maintained trails for ATV or snowmobiles. There has been little community interest in forming clubs or other organized groups that would acquire trail rights and be willing to maintain common trails. ATV use is ad-hoc and often causes damage to soils on private lands.

Is traditional access to private lands being restricted?

Traditional access to private lands is becoming more and more restricted for two reasons: 1) as noted in **Section 3.5**, new recreational homeowners from away often restrict land access because that is the culture from which they come from and they do not understand nor appreciate the benefits to all of allowing limited access to the public on or across their lands; 2) there has been an increasing tendency for people using other peoples’ lands to abuse the privilege by being loud, tearing up the soils with ATVs, or leaving trash around.

The community’s Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation, and the Office, or their designees.

All of the information provided to us in the State Data Set is included in this Comprehensive Plan.

A description of important public and private active recreation programs, land and water recreation areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs.

With only a few exceptions, the “region” is considered to be the island of Deer Isle. Some Stonington residents use the YMCA pool in Ellsworth, and there is snowmobile use of public trails that begin in Ellsworth.

Field sports activities primarily revolve around the Deer Isle/Stonington school complex, which has regular athletic fields that support a number of different field sports. There is a girls’ softball field across the street from the Deer Isle/Stonington School. There is a Little League (part of the Coastal Little League) field near the old Deer Isle school building. There is a country club (golf and tennis) on Deer Isle that offers a golf camp each summer. Indoor sports, including YMCA basketball for K-4<sup>th</sup> graders and YMCA indoor soccer for K-5<sup>th</sup> graders, are held at the Deer

Isle/Stonington school indoor facilities. There is also some court space in the former school gym that is part of the Community Center, where such things as “pickle ball” games are played. There is the large kiddie playground next to the Community Center in Stonington.

There are many outdoor hiking opportunities (see **Figure 16**). The Island Heritage Trust conducts a nature camp in the spring for young students.

Besides many opportunities to swim in Penobscot Bay during the summer (particularly at Sand Beach, **Figure 16**), swimming lessons are held in the summer on the IHT property at Lily Pond in Deer Isle.

There are two primary sources of organized recreational activity in Stonington: 1) the Island Community Center, Inc., in Stonington; and 2) the Island Recreation Board, which is a joint Deer Isle/Stonington committee. The activities of both groups are summarized in the Stonington Annual Report. The Island Recreation Board is geared more to young people. The Community Center offers many programs for seniors. The Community Center has a physical building where it holds many activities.

The Opera House has programs for seniors once a month. The Island Community Center (ICC) holds a four-week summer camp for children called Camp Kooky. There is the Stonington library that holds a Saturday morning reading group and where people meet for educational gaming.

Local recreational fishing is primarily in the ocean. It can be done by rod and reel or hand line off the Hagen dock, Colwell Ramp, and by permission at local commercial fishing piers. Small boats can be launched and pulled at Colwell Ramp for free and at Old Quarry for a fee.

There is not a lot of hunting activity in the Town, but since there are no Town, State, or Federal game lands within the Town, hunting is on private property by permission.

An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.

As mentioned above, Burntland Pond is the only significant freshwater body in the Town and that is protected for water supply use, so public access is not encouraged.

Penobscot Bay is the obvious focus of this Town for water recreation. Existing public access and public access needs on Penobscot Bay are discussed in **Section 3.5.C**.

A description of local and regional trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking, or hiking.

As described above, there are no motorized trail systems in Stonington. The only trail systems are those provided for hikers and nature observers by land conservation organizations at those locations shown in **Figure 16**. Trail maps are generally only available, if available at all, at the trailheads at the land preserves.

There is an island-to-island trail that can be followed by boat that is maintained by the Maine Island Trail Association (MITA). There are a lot of islands within and near the municipal boundaries of Stonington that are on the trail system. The available islands change year-to-year depending on whether the owners of the islands are willing to allow this use. Some islands only offer day use; some offer overnight camping to MITA members. MITA has a list of rules and regulations for the use of the island properties for which MITA members have permission to use. There is a general ethic of carry-in, carry-out and leave no trace. MITA has a sophisticated mobile phone app that allows one to identify the locations, capacities, and particular rules that govern each location on the trail system. MITA members also receive an annual book containing maps and information on the entire island trail system within Maine.

A map or list of important publicly-used open spaces and their associated facilities, such as parking and toilet facilities.

**Figure 16** shows conserved lands which allow public access. None of these lands provide public toilets. The only public toilets in Stonington are: 1) at the Hagen Dock facility within the Fire Department building (summer months only, see **Figure 29**); 2) several Porta-Pottis (July only) on the Fish Pier (also shown on **Figure 29**); and 3) in the Community Center (2 ladies and one men's toilets). Restaurants, motels, and a few other private businesses provide toilets for patrons.

There are 257 public parking spaces (includes 50 on the "ballfield") in Stonington village on the harbor. There are 57 spaces reserved for commercial fisherman only. There are another 235 private spaces, many of which are rented by the day or week to seasonal visitors, particularly those going to Isle au Haut. The harbor is a focus of a lot of casual walking, shopping, lodging, and eating by tourists arriving by land. Hagen dock and Colwell Ramp offer the only public float access for those arriving by boat. A proposed parking plan to reallocate use of existing spaces and create new spaces has been recently enacted by the Selectmen and went into force late July 2017. The current public parking provided at common recreation points is as follows:

Holt Mill Pond Preserve—2 spaces  
Hagen Dock—51 spaces  
Small Cove—11 spaces  
Sand Beach—15 spaces  
Community Center—50 spaces  
Memorial Lane Parking on south side of Community Center—20 spaces  
Old Quarry IHT preserve—4 spaces  
Crockett Cove preserve owned by The Nature Conservancy—3

There are private parking areas, some of which are provided solely for employees, and some provided for a fee to summer visitors. The largest parking areas in the latter category are Greenlaw parking (40 spaces) at the corner of North Main and Indian Point Road, and the Isle au Haut Boat Company (80 spaces) at the end of Seabreeze Avenue. Parking is primarily only a problem in July, August, and September, but August provides quite a challenge to find a parking space anywhere near the village. The Town has recently made the "ballfield" area on School Street, across from the Community Center, available for 7-day parking.

#### 3.9.E.1 create recreation needs lists & group to work to achieve goals

The Community Center staff have identified the need for additional parking and toilet facilities for use during the summer months. There is a need to refurbish the kiddie playground next to the Community Center. There is a need for more floats on the harbor for both locally-owned skiffs to tie up and for visiting yachtsmen to come ashore for supplies.

The Community Center staff is already an organized group that is working to define and meet the recreational needs of the Town.

#### 3.9.E.2 work with partners to develop trails

As described in several places above, the Town has let the land conservation organizations and groups like MITA take the lead in developing trails. The Town does not have the resources to purchase, own, or maintain land just for trail use.

#### 3.9.E.3 Work with land conservation groups to protect recreation land

As described above, the Town does not have any formal partnerships with land conservation groups to protect recreation land. The Town has in the past (and may in the future) work on an ad-hoc basis with groups such as Maine Coast Heritage Trust (e.g., as on the Small Cove Park) to obtain and protect certain lands. The Town may need to team with such groups in the future, if, for example, Sand Beach comes up for sale.

#### 3.9.E.4 Provide info to encourage recreational access to private property

The Town will provide internet links on its website for literature such as the Maine statutes that provide liability protection to owners of lands that permit recreational use.

### 3.10 Transportation

#### 3.10.1 Analysis

What are the transportation system concerns in the community and region? What, if any, plans exist to address these concerns?

The main transportation concerns are: 1) the narrow and poor base of Rt 15 and Rt 15A makes it perennially rough and of inadequate width to provide shoulder parking, let alone safe bike and pedestrian passage; 2) there is only one day a week in winter (2 days a week in summer) when quasi-public transportation is provided (one trip on Friday morning out of town; one trip back from Ellsworth on Friday afternoon). The Town has no plans to address these concerns and as far as can be determined, the state has no plans to improve either the state or state-aid roads, nor improve the access to public transportation.

Are conflicts caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?

Yes. State Rt 15 runs directly through the main commercial area of the harbor village of Stonington. This means through-traffic to the west wide of Stonington is directed to travel directly through the village. Locals know enough to use Cemetery Road to circumvent the village if they are passing from east to west in the southern part of Stonington and do not need to stop in the village.

To what extent do sidewalks connect residential areas with schools, neighborhood shopping areas, and other daily destinations?

There are no longer any schools in Stonington. There are few “neighborhoods” in Stonington. The main neighborhood is the village area around the harbor. In this area there are two sidewalks. The first sidewalk (re-built in the past year) runs on the north side of Main Street from Seabreeze Avenue on the east to School Street on the west. The second sidewalk connects Pink Street with the Community Center and is a much friendlier way to get from the village to the Community Center on foot than trying to walk up School Street.

How are walking and bicycling integrated into the community’s transportation network (including access to schools, parks, and other community destinations)?

See the description in the above paragraph for sidewalk connectivity. The street network of Stonington was largely in place as early as 1860 and originally built for walking and for horse and buggy transportation. The street width was very narrow in 1860 and buildings were built almost up to the edge of the traveled way. The streets were never made wider and to do so would require the demolition or moving of many buildings in the village area. The current street widths are barely suitable for two cars to pass going in opposite directions in parts of Main Street. There is no space for bicycle paths. Walking on Main Street generally conforms to the sidewalk on the north side; however, many people still walk in the street on the south side of Main Street if they are not traveling far, making for conflicts with vehicular traffic. There is not room enough to put a continuous sidewalk on the south side of Main Street.

How do state and regional transportation plans relate to your community?

The most recent State highway maintenance plan provided in the State Data Set does not show any planned work in Stonington, other than replacement of the Oceanville bridge. A skim surface paving coat was added last year on the State roads within the Town. The latest regional transit plan was prepared in March 2015. Stonington is at the extreme southwest corner of Maine Transit Region 2, and, where cited by County, as part of Hancock County. In Hancock County in 2012, the report states that 16% of the average annual land-based trip needs were provided by public transit. If the figures were available for Stonington, it would be a much lower percentage. The 2012 report only mentions Stonington as part of the Downeast Transportation network. Suffice it to say that Stonington is not really part of any State or regional transportation plan.

What is the community's current and approximate future budget for road maintenance and improvement?

The Stonington 2017 direct cost budgets for summer and winter road maintenance are \$170,450 and \$191,950, respectively, totaling \$362,400 (not including debt service and general equipment costs). The Town Manager expects costs to increase over the next 10 years incrementally such that the 2027 budget will be \$100,000 greater than the current total budget. For 2016, the public works equipment operating and maintenance budget was \$41,134.35, and the proposed 2017 budget is \$44,200. For 2016, the debt service for the equipment was \$40,064. For 2017, estimated debt on equipment dedicated largely to road maintenance will increase to \$43,518.

Are there parking issues in the community? If so what are they?

The primary parking issues are: 1) a lack of spaces close to the docks for all commercial fishermen (a deficit of about 15 to 20 spaces); 2) a lack of space for loading and unloading large trucks to the business establishments on Main Street in the village area; and, 3) a lack of overnight and long-term parking close to the docks and motels and inns on Main Street during July, August, and September for tourists staying in the village area and using the Isle au Haut ferry.

If there are parking standards, do they discourage development in village or downtown areas?

There are parking standards for parking space use and they are contained in the Town of Stonington Parking Ordinance, as amended July 2017. The parking restrictions apply only to the village area. The parking ordinance favors town residents, employees in the village area, and day-tripping tourists. It pushes people needing overnight and long-term parking to the "ballfield", which is a long walk from Main Street. The present parking policies may discourage the development of additional overnight accommodations on Main Street in the village area unless those new uses could provide their own on-site parking.

Do available transit services meet the current and foreseeable needs of community residents? If transit services are not adequate, how will the community address the needs?

The one-trip-a-week in and out of town transit scheme that serves Stonington in the winter (twice a week in the summer) is important to a small segment of the population, but because it does not allow any flexibility in planning of out-of-town appointments and Bangor airport connections, it does not meet local needs of the community residents. The community has adapted to these needs by: 1) the creation of several taxi services that will drive people just about anywhere for a price; 2) friends and family taking time off work to carry their family members and neighbors to essential appointments; and 3) the creation of a “Friends in Action” program that provides free transportation to seniors and disabled people needing transportation to medical appointments as far away as Portland.

If the community hosts a transportation terminal, such as an airport, passenger rail station, or ferry terminal, how does it connect to other transportation modes (e.g. automobile, pedestrian, bicycle, transit)?

There is no rail service. The ferry terminal provides service back and forth to the Town of Isle au Haut. Most people traveling to and from the ferry terminal drive their own car. Isle au Haut residents keep cars on the mainland at or as close to the ferry terminal as they can. Some seasonal residents and visitors to Isle au Haut utilize taxi service to get to and from the Bangor International airport.

When Penobscot Air or private plane owners land or take off from the airport, they are usually served by taxi drivers but sometimes by volunteers.

If the community hosts or abuts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?

There are no private airports in Stonington. The publicly-owned airport is not protected by any special zoning that would protect airspace. There is, however, an ordinance that controls the location of telecommunication towers. The ordinance requires a permit for any wireless communication facility. However, this ordinance, plus the Site Plan Review Ordinance, would be used by the Planning Board to evaluate and prevent interference with the airport air space.

If you are a coastal community are land-side or water-side transportation facilities needed? How will the community address these needs?

There are already several forms of water-side transportation. This includes the Isle au Haut Boat Company, which services Isle au Haut with regular passenger and freight service, plus special excursions during the summer months in Penobscot Bay. Old Quarry also runs a summer water taxi and excursion service. There are several other captains and boats in the area that are licensed to carry passengers.

Does the community have local access management or traffic permitting measures in place?

Currently the Road Commissioner, in consultation with the Codes Enforcement Officer, determines the location of new driveway entrances (i.e., “curb cuts”) onto Town roads. All

property owners must obtain permission from the Maine Department of Transportation (MDOT) for curb cuts on Routes 15 and 15A. There is no Town Ordinance language that clearly defines the authority of the Road Commissioner to issue curb cut permits, so this Plan recommends that the Building Ordinance and Site Plan Review Ordinances be amended to include language requiring new entrances on Town roads to obtain a permit from the Road Commissioner.

Do the local road design standards support the community's desired land use pattern?

The Subdivision Ordinance utilizes the generic traffic standard in the State Subdivision Statute. The Shoreland Zoning Ordinance and Building Ordinance do not contain road design standards. Road standards have historically been set by the issuing permitting authority and have been consistent with the historical pattern of roads in the Town.

Do the local road design standards support bicycle and pedestrian transportation?

There are no written local road design standards. There is no requirement in local permitting to provide for bicycle or pedestrian ways within new development.

Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?

There have only been four subdivisions approved in recent memory of the Planning Board and they have been small. One of the two subdivisions minimized their length of road by using a cul-de-sac design. The Planning Board is cognizant of the desirability of providing for means of connecting through to other streets to create local networks of local streets and will insist on that type of design if and when the opportunity rises.

### 3.10.C Conditions & Trends

The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation, and the Office, or their designees.

All the pertinent information from the State Data Set is summarized here. State Route 15 is a Priority 3 Road. Where Route 15 turns to Route 15A at the junction of Main Street and School Street and extends to the Burnt Cove Area, the State priority ranking decreases to 5. **Figure 58** shows the State bridge locations, Town airport location, road type and latest Annual Average Daily Traffic (AADT) counts at various places within the Town. **Figure 59** shows the change in AADT with year at various locations within the Town. **Figure 60** shows the Maine Department of Transportation (MDOT) safety rating of Stonington roads. **Figure 61** shows the MDOT rating of level of service of Stonington roads. **Figure 62** shows the MDOT rating of pavement condition and ride quality. **Figure 63** shows crash locations within Stonington. **Figures 64-79** show MDOT analysis of Stonington crash data, sorted by a large number of variables.

Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.

**Figure 58** shows the location of the two State bridges. **Table 10** summarizes the data on these two bridges. The only sidewalks in Town are in the village area and were recently rebuilt. Only a few more minor additions are needed to make them fully ADA-compliant. There are no bicycle facilities. The roads are identified on **Figure 58**.

Identify potential on and off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.

Other than the existing sidewalks mentioned above, no other potential on or off-road connections for pedestrians and bicycles have been identified. There are no schools in Stonington. There is one major waterfront area of high activity and that is the “village” area. Until and unless the roads in the village area could be significantly widened, there are no safe opportunities to provide additional sidewalks and no opportunities for safe bicycle lanes. This is a village area that has maintained the same right-of-way configurations since 1860.

Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities, etc. and related hours of their operations.

The major traffic generators are: 1) the Fish Pier (0400-1400); 2) Hagen Dock and nearby stores and restaurants (0800-1800); 3) businesses and fishing docks along Atlantic Avenue (0400-1800); 4) Isle au Haut Boat Company at the end of Seabreeze Ave. (0700-1800); 5) Billings Diesel (0600-1600); 6) businesses, motels, inns, and restaurants along Main Street in the village (0600-2000); 7) special events at the Community Center such as Farmer’s Market (daytime and evening); 8) Fisherman’s Day (daytime) and 4<sup>th</sup> of July fireworks in the harbor (0800-2200); and, 9) Burnt Cove Market and adjacent businesses (0800-2000).

Identify policies and standards for the design, construction and maintenance of public and private roads.

There are no written standards for the design, construction, and maintenance of public and private roads. The Road Commissioner, who consults as necessary with the Road Foreman and Codes Enforcement Officer, determines what needs to be done on a case-by-case basis.

List and locate municipal parking areas including capacity, and usage.

See **Figure 80** and **Table 11**.

Identify airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances your community has in place.

See **Figure 58** for the location of the airport. There is no specific airport zoning and airspace protection. There are controls on where telecommunication towers can be located. If the Planning Board were reviewing a proposed commercial development under the Site Plan Review Ordinance, they would not let a new structure interfere with airport operation.

Identify bus or van services.

There is only one van service (Downeast Transportation) that comes to Stonington and its schedule is as follows in the winter (in 2017 the service expanded to two days a week for the summer):

#### STONINGTON BUS

This bus operates on Fridays.

##### Morning Service

|                           |            |
|---------------------------|------------|
| <b>ELLSWORTH</b>          |            |
| City Hall                 | 7:20 a.m.  |
| <b>BLUE HILL</b>          |            |
| Bay School                | 7:50 a.m.  |
| <b>DEER ISLE</b>          |            |
| Little Deer Isle          | 8:05 a.m.  |
| Eaton's Plumbing          | R          |
| <b>STONINGTON</b>         |            |
| Burnt Cove                | 8:04 a.m.  |
| Stonington Manor          | 8:26 a.m.  |
| Pencobscoot Bay Press     | 8:32 a.m.  |
| Ron's Mobil               | 8:37 a.m.  |
| <b>DEER ISLE</b>          |            |
| Deer Run Apartments       | 8:47 a.m.  |
| Nursing Home              | R          |
| Little Deer Isle          | 8:56 a.m.  |
| <b>SEDGWICK</b>           |            |
| Sargentville              | 9:02 a.m.  |
| Benjamin River Apartments | 9:09 a.m.  |
| <b>BROOKLIN</b>           |            |
| General Store             | 9:20 a.m.  |
| North Brooklin            | 9:27 a.m.  |
| <b>BLUE HILL</b>          |            |
| Town Hall                 | 9:44 a.m.  |
| Hospital                  | R          |
| <b>ELLSWORTH</b>          |            |
| City Hall                 | 10:00 a.m. |
| Wal-Mart                  | 10:15 a.m. |

R indicates stops on request.

##### Afternoon service

|                           |            |
|---------------------------|------------|
| <b>ELLSWORTH</b>          |            |
| Wal-Mart                  | 12:15 p.m. |
| City Hall                 | 12:25 p.m. |
| <b>BLUE HILL</b>          |            |
| Hospital                  | R          |
| Town Hall                 | 1:07 p.m.  |
| <b>BROOKLIN</b>           |            |
| North Brooklin            | 1:17 p.m.  |
| General Store             | 1:23 p.m.  |
| <b>SEDGWICK</b>           |            |
| Benjamin River Apartments | 1:36 p.m.  |
| Sargentville              | 1:40 p.m.  |
| <b>DEER ISLE</b>          |            |
| Little Deer Isle          | 1:46 p.m.  |
| Nursing Home              | R          |
| Deer Run Apartments       | 1:53 p.m.  |
| Eaton's Plumbing          | R          |
| <b>STONINGTON</b>         |            |
| Burnt Cove                | 2:01 p.m.  |
| Stonington Manor          | 2:03 p.m.  |
| Pencobscoot Bay Press     | 2:05 p.m.  |
| Ron's Mobile              | 2:08 p.m.  |
| <b>DEER ISLE</b>          |            |
| Little Deer Isle          | 2:16 p.m.  |
| <b>BLUE HILL</b>          |            |
| Bay School                | 2:55 p.m.  |
| <b>ELLSWORTH</b>          |            |
| City Hall                 | 3:25 p.m.  |

R indicates stops on request.

Fares are \$1 within one town, \$2.50 between neighboring towns, and \$5 for longer Hancock County rides. For people who have boarded in outlying towns, there is no additional charge to ride the midday Ellsworth shuttle.

Identify existing and proposed marine and rail terminals within your community including potential expansions.

There is no rail terminal. There is one ferry terminal, Isle au Haut Boat Company, that serves Isle au Haut. See its location on **Figure 29**. There is no planned expansion of the Isle au Haut Boat Company ferry service.

If coastal communities identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related water-side (docks/piers/wharves) and land-side (parking) facilities.

See **Figure 29**.

#### 3.10.E.1 Develop prioritized maintenance for transportation network

There are no major planned reconstructions or maintenance planned by the Stonington road crew. Work is done on an as-needed basis based on priorities set by the Town Manager. The Maine Department of Transportation is planning a reconstruction of the Oceanville Bridge and that is the only planned MDOT event.

#### 3.10.E.2 participate in regional transportation planning

There currently is no regional transportation planning to participate in. The Town buys salt through the Hancock County Regional Planning Commission combined town bidding process.

#### 3.10.E.3 review ordinances to ensure no conflict with State Transportation statutes

As the Town understands it, it must determine whether the Town Ordinances are consistent with the following Maine Statutes: 23 M.R.S.A. §73; 23 M.R.S.A. §704 & §704-A. The Stonington Ordinances do not identify the need for commercial developers located on a State Road and producing 100 or more passenger car equivalents at peak hour to obtain a permit from the MDOT. This State requirement should be added to the Site Plan Review Ordinance.

The Building Ordinance and Site Plan Review Ordinance should both be amended to identify the need for an access permit for any driveway being constructed off a State or State-aid road.

To the extent the Town is able, its policies and ordinances are consistent with 23 M.R.S.A. §73(3).

#### 3.10.E.4 Plan development so it will create an efficient road network

The Town created a parking lot at Sand Beach in order to minimize the number of cars parked along the road in that area. The Planning Board has only approved four subdivisions in recent memory and is cognizant of the benefits of providing for through-road connections where those opportunities might present themselves.

### 3.11 Public Facilities & Services

#### 3.11.1 Analysis

Are municipal services adequate to meeting changes in population and demographics?

Most services are adequate, particularly in light of the decreasing population. The Fire Department and Ambulance Corps could use more volunteers and an increase in annual budget. It would be desirable to move the Fire Department operations to another town-owned property. It would be desirable to expand parking capacity in the village area for the summer tourist season.

Has the community partnered with neighboring communities to share services, reduce costs and/or improve services? In what ways?

The Town Fire Department and Ambulance Corps has a joint assistance program with Deer Isle, Sedgwick, and Brooklyn. Deer Isle and Stonington form the School Union #13. Stonington shares a Codes Enforcement Officer with Deer Isle, Blue Hill, and two other towns. Stonington shares an animal control officer with Deer Isle. Stonington and Deer Isle share the Historical Society. The Stonington Airport also serves Deer Isle. Island Heritage Trust operates in both Stonington and Deer Isle. Stonington and Deer Isle share a Chamber of Commerce. Colwell Ramp is shared by Stonington and Isle au Haut. Isle au Haut has a cooperative agreement to bring its trash and recycling to the Stonington Transfer Station and Recycling Center. Stonington buys winter salt through the Hancock County Regional Planning Commission. Stonington and Deer Isle share a Clam Warden.

The Town contracts with the Hancock County Sheriff's department for services including summer parking ordinance enforcement.

If the community has a public sewer system, what issues or concerns are there currently and/or anticipated in the future? Is the sanitary district extension policy consistent with the Future Land Use Plan as required by (38 M.R.S.A. §1163), or will it be?

Future considerations with the Stonington Sanitary District include: a) minimizing cost as the sewer system has a very limited amount of users, causing higher rates per customer than a larger system; b) ongoing changes in regulations and a new draft discharge permit that may require addition of chlorine all year long and additional costs for water quality testing; c) ongoing upgrades to the sewer system due to infiltration and inflow which causes sewer flow rates to increase when there is one inch or more of rain; d) future rising sea levels that may impact the system (but at this time, the severity of these impacts are not fully understood); and, e) over time, upgrades to the present system will be required and the District will continue working hard to maintain its waiver of the need to provide secondary wastewater treatment.

The current sewer system is shown on **Figure 81**. The sewer system is a sewer district run by a Board of Trustees separate from the Town government. It is not a combined sewer and stormwater system. It discharges a total of about 25,000 to 30,000 gallons per day (gpd) in winter and 35,000 to 55,000 gpd in summer. There are 290 septic tanks at the point of

generation (on individual properties) and 300 property customers. There has been very slow growth in discharge rate. The discharge is via a pipe discharging into the harbor at the location shown on **Figure 81**. The discharge is currently only chlorinated in the summer but may be required to go to a year-round regimen. The contents of the septic tanks that are part of the District system are pumped on a frequency of typically 3 to 5 years for residential customers (more frequent for restaurants) and spread on Town-owned land north of Airport Road twice a year. A current typical residential user fee is \$170 per quarter. These rates will likely increase over time due to the small user base and rising costs for operation and maintenance.

The Sanitary District Ordinance has been reviewed for compliance with 38 M.R.S.A. §1163. The critical elements of the Statute are given below:

*1. Assurance. A sanitary district may not construct any sewer extension unless it acquires from the municipal officers or the designee of the municipal officers of any municipality through which the sewer extension will pass written assurance that:*

*A. Any development, lot or unit intended to be served by the sewer extension is in conformity with any adopted municipal plans and ordinances regulating land use; and [1995, c. 636, §1 (RPR) .]*

*B. The sewer extension is consistent with adopted municipal plans and ordinances regulating land use. [1995, c. 636, §1 (RPR) .]*

*If the municipal officers fail to issue a response to a written request from a district for written assurance within 45 calendar days of receiving the request in writing, the written assurance is deemed granted.*

*Not less than 7 days prior to the meeting at which the trustees will take final action on whether to proceed with the extension, the trustees of the district shall publish notice of the proposed extension in a newspaper having a general circulation that includes all municipalities through which the sewer extension will pass.*

The Ordinance does provide for the 7 days written public notice. However, it does not provide for the written assurances that the parties to be served are in conformity with any adopted municipal plans and land use ordinances, and that the sewer extension itself is in conformance with any adopted municipal plans and ordinances. This comprehensive plan suggests that these requirements be inserted in Section 5.03 of the Sanitary District Ordinance.

If the community has a public water system are any public water supply expansions anticipated? If so, have suitable sources been identified and protected? Is the water district extension policy consistent with the Future Land Use Plan?

The Water Company is planning a main replacement and a small extension of about 550' in the fall of 2017. This extension will only pick up a few residential customers. Other improvements to the system that may occur in the future, given enough money to finance the improvements, will include: a) adding a second storage tank of about 500,000 gallons; b) replacing old piping; and, c) developing additional water supply through getting more out of existing wells, locating new water supply wells, or decreasing its unaccounted for water.

The expansion of the Water Company system is greatly restrained by its production capability. No new sources are currently known and there are currently no plans to locate new supplies, due to the costs of exploration and costs of extension of water transmission mains.

The public water is provided by a Water Company wholly owned by the Town. It is governed by a set of Trustees separate from Town government (although the Trustees also serve as Selectpersons of the Town). In 2016, the company produced 11,100,000 gallons. The history of monthly pumping for the past 3 years is shown on **Figure 82**. In the summer of 2016 the system operated close to its safe yield. About 45% of the produced water in 2016 was unaccounted for non-revenue water. The map of the distribution system is shown on **Figure 83**. The treatment plant is located on the southwest shore of Burntland Pond. There is an emergency intake in Burntland Pond that can be activated if necessary, but the Company has to issue a “boil water” order when that happens. The system is financed by collection of payment for the use of water. Most customers have a water meter. Total revenues in 2015 were \$216,703. The Water Company has very little ability to produce more water and add new customers. In the near term, it is focusing on reducing water loss by replacing old piping and valves as a way to add more sales capacity. More information is contained in **Section 3.2**.

The Water Company extension policy is relatively straight forward according to the Water Company Terms and Conditions. Anyone can apply for a main extension but it must be approved by the Trustees. Requirements for main extensions are referenced directly to Maine Public Utilities Commission Rules and Regulations. There are two issues relating to Water Company expansion: 1) there is a limited ability to serve new commercial users or significant expansion of residential use; and, 2) the Company cannot currently serve areas remote from the harbor village area. However, if a new source of water can be found near any Airport Road proposed growth area, it does have the legal ability to serve that area.

If the town does not have a public sewer or water system, is this preventing the community from accommodating current and projected growth?

The major restriction to growth in the village area is a limited water supply production capability. The existing sewer system could handle a doubling of its currently flow rate. However, the Sanitary District Ordinance prohibits it from accepting commercial/industrial customers producing over 10,000 gallons per day. If the Water Company were to serve any defined growth area in the Airport Road area, a new source of water supply in that area would have to be developed.

Are existing stormwater management facilities adequately maintained? What improvements are needed? How might future development affect the existing system?

There are very few stormwater facilities. The Town cleans out its few catch basins twice a year and checks catch basin and ditches after bad storms. The Codes Enforcement Officer and Planning Board control the design of stormwater systems in new developments.

How do residents dispose of septic tank waste? Are there issues or concerns regarding septic tank waste?

The description of pumping and disposal of septic wastes that are part of the Stonington Sanitary District is provided above. Those not served by the sewer district must contract for pumping from private companies that provide that service and transport the wastes by truck out of town to licensed sewage treatment plants.

Is school construction or expansion anticipated during the planning period? Are there opportunities to promote new residential development around existing and proposed schools?

School population in the Deer Isle/Stonington school union is decreasing. No new school construction is planned in Stonington.

Is the community's emergency response system adequate? Are improvements needed?

Stonington citizens generally consider current emergency response systems to be adequate, but these systems depend heavily on volunteer efforts. Because of declining population and changing demographics, the Town is concerned it will be more difficult to get volunteers in the future.

The Town has had to finance many of its own improvements and participation in training and mitigation planning. It also has to bear significant costs to respond to major storm damage. Radio communications for emergency response are difficult and the Town needs more repeaters and/or towers plus better cellular coverage to help facilitate roaming signals for responders. A big portion of the village area is underserved both by radio communications and cell service for emergency needs.

Moving the Fire Department facilities out of the congested village area would help improve their response times.

Is the solid waste management system meeting current needs? Is the community reducing the reliance on waste disposal and increasing recycling opportunities? Are improvements needed to meet future demand?

Stonington has a transfer station that currently takes its waste to the incinerator in Orrington. Stonington is in the process of replacing its 27-year-old compactor with a new one. The recycling committee is collecting information to do some cost comparisons as to whether to continue to use Town labor wages and benefits to bale the town materials and sell them on the market or to go to other methods such as Zero Sort and take recycling materials out of the tipping waste stream for \$84 per ton or Zero Sort at \$50 per ton plus the cost of trucking. Recycling prices have taken a dramatic downturn, so all towns are scrambling to figure out what options work best for them and meet State goals of reducing landfill needs and recycling guidelines.

The rate of waste delivery to the transfer station recently began increasing. The Stonington current standard contract with the Orrington incinerator (PERC) is for 1000 tons per year. From 2003 to about 2007 the annual waste delivery was greater than 1000 tons per year but after 2007 the waste tonnage decreased to about 700 tons per year due to the economic downturn. For 2016-2017 fiscal year, the tonnage was 1265 tons per year due to an increase in household trash and frozen bait boxes as lobstermen have had to import more bait.

Are improvements needed in the telecommunications and energy infrastructure?

As described above, cell phone service is needed in the village area. Broadband speed internet is technically available everywhere in Stonington, but there is very limited cable access, so new customers have to pay a lot of money to extend the cable to their sites. Part of the village area is not served by 3-phase power.

Are local and regional health care facilities and public health and social service programs adequate to meet the needs of the community?

The Town is fortunate in having its own medical center on Airport Road that has 2 resident dentists, 3 doctors, and a nurse practitioner. Most emergency medical services are handled by the Blue Hill Hospital. Serious cases requiring hospitalization often go to Eastern Maine Medical.

Although the Town, given its size and location, generally considers its local health care facilities to be adequate, the opioid crisis has started to exceed local abilities to deal with it. There is inadequate local treatment capability and new support groups/counseling in the community are starting to form to address the problem (e.g., Opiate-Free Island Partnership, Inc.). The Town Annual report includes separate reports from 10 different agencies/groups focused in some way on providing better health care to different segments of the local population.

Consolidation by regional hospital networks may have some benefits but have taxed some staffers, State Medicaid support for the elderly and poor may decrease, particularly for funding for nursing care, pushing for telecare and aging in-home; however, lack of good coverage for telecommunications and cell service in the Town means these new directions for treating those problems do not work well locally. Although there are local programs to provide transportation to medical appointments for the elderly and disabled, there are great demands on many families to have to take time off to deal with family medical issues.

Will other public facilities, such as town offices, libraries, and cemeteries accommodate projected growth?

The Town offices and the library (the library is not a town facility) appear adequate for the foreseeable future. There is very little cemetery capacity left, but most people are now going to cremation and either do not need cemetery space, or use much less space (such as sharing of a family plot for placement of cremation remains).

To what extent are investments in facility improvements directed to growth areas?

See **Section 3.12.**

Does the community have a street tree program?

The Town does not have a street tree program and there are no plans to start one.

### **3.11.C Conditions & Trends**

location of facilities and service areas (mapped as appropriate);

See **Figure 29** for coastal facilities. See **Figure 84** for Town facilities not associated with coastal access. See **Figure 81** for the sewer district service area. The Water Company is authorized by the Private and Special Laws of Maine (Chapter 240) to serve the entire Town of Stonington. See **Figure 4** for the location of cemeteries.

general physical condition of facilities and equipment;

The Town Office is in good condition. The first and second floors were restored in 2003-2005; only the 3<sup>rd</sup> floor remains to be done. The building needs an elevator, which would be easier for ADA compliance. The roof was re-done in 2017. The building will need another boiler in 10 years, and some outside painting work on trim is needed. The emergency generator is adequate.

The Fire Station is in good condition. The overhead doors are being replaced for sensor needs as part of the town insurance plan/budget agreement. The emergency generator is new and furnaces upstairs and down were new in 2015. The metal roof is good.

The Water Company pump station is in good condition. The facility has a new generator. The brick work is good although some places need pointing up. The interior is currently having some work done. New inside upgrades are being done with grant funding. Some improvements are being made in the well system to enhance production.

The steel 490,000 gallon water storage tank is being inspected in 2017. The Town will need to replace the existing new standpipe in 20-25 years, and may need an additional standpipe sooner to help the system get through summer peak demands.

The gym at the Community Center is in good condition. Windows and doors are being replaced. The heating system is adequate. A new boiler will be needed in about 10 years. A new emergency power generator was installed in 2015. The building will serve as a shelter or warming center in winter if needed. The roof needs to be shingled next year (\$75,000). Siding is being replaced gradually with vinyl siding to reduce future painting costs, and insulation is being added as the siding is placed. The fire escape needs to be sand blasted and painted. The parking area will eventually need paving. The Town has a lease agreement with the Island Community Center and they renovate their spaces as their budget allows and the Town takes care of maintenance/care of outside building needs with the exception of the boiler system.

The old school/office building (used as the Community Center) is in good condition. It has all vinyl siding, a new roof and windows and an insulated basement. The building needs some inside cosmetic painting. The building may need a new boiler in about 10 years. The building needs an emergency power generator. The building needs an elevator for ADA needs. The wheelchair ramp and front porch entrance need redesign and replacement along with current ADA ramp. Only the first floor is ADA-compliant and the building is currently grandfathered under that. The parking area will need paving upgrades in 5 years and some drainage work around the building and pointing up of granite foundation on the outside. The fire escape needs sandblasting and painting.

The airport is in good shape. The airstrip was repaved in 2016 with surplus and donated funds, The terminal building is in great shape and kept up with volunteer help by the airport committee which also provides mowing and other maintenance services.

At the Transfer Station the current building is good. When the new compactor is installed, it will be re-roofed to merge with new compactor unit. The new roof will be a metal roof and have more durable metal siding. A well is being added with a small bathroom. A drainage system will be installed to collect leachate under the compactors. The access and vehicle areas will be repaved. The rest of facility is being evaluated for future recycling needs, demo debris containment roll offs, and a potential new road. An evaluation of a possible composting facility is underway but the feasibility may be affected by the presence of the nearby airport (compost facilities attract birds that might collide with aircraft).

The Town Garage is in good condition. It provides the ability to keep all the trucks heated inside in the winter. The facility uses a waste oil burner with a tank system that stores lobster boat oil so the Town saves heating oil money and has a way to recycle used oil. The building is a metal building built in 2003. The roof is good (metal) and just needs sealing once in a while. The public works department is fully functional with welding, hydraulic fitting-making machine, plasma cutter, various mechanic tools and equipment to work on heavy trucks. There is a maintenance program in place for equipment to keep it up. The Town has three 14-yard dump trucks for plowing/summer road maintenance, a new Cat backhoe, forklifts, and Bobcat for transfer station work. There is a smaller vehicle that plows out small roads that the large trucks cannot maneuver on; this vehicle will be replaced this year. Other large trucks get replaced as the Town can afford.

The library is in good condition but needs an ADA-compliant bathroom.

Utility system capacity and anticipated demand during the planning period;

The current sewer and water system demands are described above. As described above, the sewer system could serve approximately double its current discharge rate which would be more than adequate of the next 10+ year period. Also, as described above, the water system is basically very near its capacity and can only add a few additional residences and maybe one more restaurant. The form of business organization that owns and operates each system is also described above.

Identification of who owns/manages the systems;

The ownership and management of the utilities and Town services have been described above.

estimated costs of needed capital improvements to public facilities;

See **Section 3.12.**

Sewerage and/or Water Supply – Identify number and types of users, and percent of households served

The water and sewer systems serve basically the same clientele except that the sewer district does not serve Billings Diesel (Billings is served water via a summer water line). The two

utilities share employees since similar skills are needed in each utility. The PUC report for the Water Company lists 4 employees. The engineering work is done by a consultant. In 2015 the Water Company had a total of 263 customers, of which 218 were residential, 35 were commercial, and 10 were governmental. The Sanitary District has about 300 customers with the same percentage of residential, commercial, and governmental.

Given that the 2015 population of Stonington was 1031 and the average household size was 2.29 persons per household, and that 56.5% of households in Stonington are year-round, the Water Company serves about 48% of the year-round housing and about 27% of the total housing stock in the Town (assuming there is the same mix of year-round and seasonal housing in the village as in the Town as a whole).

Septage – Identify any community policies or regulations regarding septage collection and disposal.

The policies for septic tanks that are part of the Sanitary District system have been described above. The Town does not permit spreading of non-Sanitary District customer septage on its spreading land. The Maine Department of Environmental Protection does permitting of septage spreading and septage disposal in general. Non-Sanitary District customers must have their septage hauled out of Town to licensed treatment plants or licensed land disposal facilities.

Solid Waste – Describe the community's solid waste management system. Identify types and amounts of municipal solid waste and recycled materials for the past five (5) years.

The Town runs a transfer station and currently ships waste to PERC in Orrington. Recycled wastes are stored and sold based on market considerations. **Figure 85** shows the waste shipped for the past five years. **Figure 86** shows the recycled materials shipped from Stonington for the past 5 years. As a percentage of the total waste and recycled materials shipped from Stonington in the past 5 years, the recycled materials represent 3.4%, 5.8%, 6.5%, 7.5%, 5.0%, respectively, for the years 2012, 2013, 2014, 2015, and 2016. This is an averaged recycling rate of 5.6% by weight.

Stormwater Management – Identify combined sewer overflows. For Municipal Separate Stormwater System (MS4) communities, describe plan and status of the major goals of the MS4 requirements.

There are no combined sewer overflows.

Power and Communications – Availability of 3-phase power, Internet (including broadband), and cable within the community.

Broadband cable is advertised as being available everywhere in Stonington, but it primarily only exists along the Route 15 and Route 15A corridor. Spectrum will cover the costs up to \$500 to extend cable from Route 15, but the expense of extensions much beyond one or two lots off Route 15 would be prohibitive to most people. DSL service is available to those with landline service in parts of Stonington, but the northernmost part of Oceanville Road and the westernmost part of Airport Road have no DSL. The offered DSL service does not meet the State definition of “broadband” service. Cell service is poor or non-existent in many parts of the Town,

including the village. As noted above, part of the village does not have 3-phase power, from Atlantic Avenue to the Fish Pier. Three-phase power does extend up Childs Road from Route 15A. It extends from Route 15 onto Settlement Road. It goes down Atlantic Avenue.

Emergency Response System –Average call response times for fire, police, and emergency/rescue.

According to the Hancock County dispatcher, the average response time for police calls made by Stonington is 40 minutes. Average response time for local fire department calls is 10 minutes; the average response time for local ambulance calls is 15 minutes.

Education – Identify school administrative unit. Include primary/secondary school system enrollment for the most recent year information is available and for the ten (10) years after the anticipated adoption of plan.

Stonington is part of School Union #13. See **Figure 35** for school enrollment history.

Health Care - Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy.

See **Section 3.9** for a description of some social service programs that have recreational programs. The health care facilities are described in **Section 3.11.B**, above. The 2016 Town Annual Report contains detailed descriptions of all social and health-related services supported by municipal subsidy.

Municipal Government Facilities and Services – Describe facilities and staffing for municipal administrative, enforcement, and public works operations.

Municipal facilities are described above. Staffing for municipal administrative and public works operations is as follows (equivalence to full-time wage or salary)

- 3 public works employees
- 1.5 transfer station employees
- 1 harbormaster
- 0.5 assistant harbormaster
- 1 Town Manager
- 3 town office admin staff

Code Enforcement is provided by a woman that visits Stonington one day a week and processes permits and enforcement issues on those days. The CEO is certified to process enforcement issues in District Court. Law enforcement is through a contract with the Hancock County Sheriff's Department.

Street Tree Program - Describe the community's street tree program.

The Town has no street tree program.

### 3.11.E.1 Identify Capital improvements needed

See **Section 3.12.**

3.11.E.2 Plan to locate 75% of new public investment in Growth Zone

See **Section 4.**

3.11.E.3 Plan sewer and water extensions within growth & transition zones

See **Section 4.**

3.11.E.4 Identify & protect water sources

Existing water supply sources have been identified and protected as described in **Section 3.2.** The Water Company is currently focusing on reducing non-revenue water sources such as pipe leaks from old piping systems and has no current plans to look for new water sources.

### 3.12 Fiscal Capacity & Capital Investment Plan

#### 3.12.B Analysis

How will future capital investments identified in the plan be funded?

Future capital investments will be funded by one or more of the following methods:

- 1) Reserve accounts (founded through municipal taxation)
- 2) Bank borrowing
- 3) Grants
- 4) Private-Public Partnerships
- 5) Bonding
- 6) TIFs (Tax Increment Financing)

If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?

Yes. Stonington has no outstanding bonds and very low non-current liability balance (see **Fig. 87**).

Have efforts been made by the community to participate in or explore sharing capital investments with neighboring communities? If so, what efforts have been made?

See **Sections 4.4.D.4** and **3.11.B**.

#### 3.12.C Conditions & Trends

Identify community revenues and expenditures by category for the last five (5) years and explain trends.

See **Figures 87** and **88**. The increases in total revenues and current assets are due in large measure to some large grants totaling about a million dollars over the past 5 years and a continuing build-up of reserve funds. Increases in expenses have generally been small. The major increases have been in public works, where the Town has had to match some of the grant funds and provide on-the-ground support of a lot of infrastructure work in the past few years.

Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.

Past capital investments have been funded by one or more of the following methods:

- 1) Reserve accounts (funded through municipal taxation)
- 2) Bank borrowing
- 3) Grants (MDOT, and a variety of other state agency grant programs)

Identify local and state valuations and local mil rates for the last five (5) years.

See **Figure 89**.

How does total municipal debt (including shares of county, school and utility) compare with the statutory and Maine Bond Bank recommended limits on such debt?

The current Town debt is all short-term and will actually all be paid off in 2022, assuming no new debt is added. The Town has a very large capacity for future borrowing (about \$16,000,000 currently, based on 31-A M.R.S.A. §5702), but the Town does not have a history of borrowing large amounts.

3.12.E.1 Explore opportunities to do shared improvements with Deer Isle

See **Sections 4.4.D.4 and 3.11.B.**

3.12.F.1 develop capital investment plan to achieve goals of Comp Plan

See **Table 12**, which covers the Town's hopes for infrastructure investment over at least the next 10 years.

3.12.F.2 Establish funding priorities

See **Table 12**.

3.12.F.3 Identify potential funding mechanisms

See **Table 12**.

### 3.13 Existing Land Use

#### 3.13.B Analysis

Is most of the recent development occurring: lot by lot; in subdivisions; or in planned developments? Is recent development consistent with the community's vision?

Most development is occurring lot by lot. Recent development is not consistent with the community's vision because it is happening in the form of construction of second homes and a transition of year-round housing to seasonal housing (often associated with major renovation work). This is driving up land prices and making land less affordable to those wanting to stay in Stonington as year-round residents. This, in turn, results in a reduction in the year-round population and a reduction in the school population.

What regulatory and non-regulatory measures would help promote development of a character, and in locations that are consistent with the community's vision?

The only measures that the Town believes will promote development consistent with the community's vision is encouragement of the development of more affordable housing including mobile homes. This encouragement may have to come from the Town donating some of its land to be made available for affordable housing, the creation of a non-profit to assist in the development of affordable housing, and other incentives that will lead to the development of more affordable housing.

Is the community's administrative capacity adequate to manage its land use regulation program, including planning board and code enforcement officer?

Yes, it is, particularly since there is no major increase in land use activity anticipated.

Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced? Is the floodplain management ordinance consistent with state and federal standards?

Floodplains were redefined and new maps made Effective in July 2016 in Hancock County. The Town participates in the NFIP. The Floodplain Management Ordinance was updated last year and is up-to-date and consistently enforced. The Floodplain Management Ordinance was found consistent with state and federal standards.

#### **3.13.C Conditions & Trends**

An existing land use map, by land use classification (such as mixed-use, residential, commercial, institutional, industrial, agricultural, commercial forests, marine, park/recreational, conserved, and undeveloped land).

See **Figure 90**. This figure is an amalgam of many other figures provided previously in this report. When so many things are required to be put on one figure, some things get masked. See the figures in earlier parts of this report for more detail on individual parts of the requested combined map.

|   |
|---|
| A summary of current lot dimensional standards. |
|---|

Outside the Shoreland Zone and outside of those lots served by the Sewer District, the minimum lot size is 20,000 square feet, with a 10-foot setback from the road and any lot line. In the Shoreland Zone the main standards are, as follows:

**A. Minimum Lot Standards**

|              |  | <i>Minimum Lot</i>    | <i>Minimum</i>             |
|--------------|--|-----------------------|----------------------------|
|              |  | <i>Area (sq. ft.)</i> | <i>ShoreFrontage (ft.)</i> |
| <i>(1.)</i>  | <i>Residential per dwelling unit</i>   |                       |                            |
| <i>(i)</i>   | <i>Within the Shoreland Zone</i>   |                       |                            |
|              | <i>Adjacent to Tidal Areas</i>   | <i>30,000</i>         | <i>150</i>                 |
| <i>(ii)</i>  | <i>Within the Shoreland Zone</i>   |                       |                            |
|              | <i>Adjacent to Non-Tidal Areas</i>   | <i>40,000</i>         | <i>200</i>                 |
| <i>(b)</i>   | <i>Governmental, Institutional, Commercial or Industrial per principal structure</i> |                       |                            |
| <i>(i)</i>   | <i>Within the Shoreland Zone</i>   |                       |                            |
|              | <i>Adjacent to Tidal Areas, Exclusive</i>  |                       |                            |
|              | <i>of Those Areas Zoned for</i>  |                       |                            |
|              | <i>Commercial Fisheries and</i>  |                       |                            |
|              | <i>Maritime Activities</i>   | <i>40,000</i>         | <i>200</i>                 |
| <i>(ii)</i>  | <i>Within the Shoreland Zone</i>   |                       |                            |
|              | <i>Adjacent to Tidal Areas Zoned</i>   |                       |                            |
|              | <i>for Commercial Fisheries and</i>  |                       |                            |
|              | <i>Maritime Activities</i>   | <i>NONE</i>           | <i>NONE</i>                |
| <i>(iii)</i> | <i>Within the Shoreland Zone</i>   |                       |                            |
|              | <i>Adjacent to Non-tidal Areas</i>   | <i>60,000</i>         | <i>300</i>                 |
| <i>(c)</i>   | <i>Public and Private Recreational Facilities</i>                                    |                       |                            |
| <i>(i)</i>   | <i>Within the Shoreland Zone Adjacent</i>  |                       |                            |
|              | <i>to Tidal and Non-Tidal Areas</i>  | <i>40,000</i>         | <i>200</i>                 |

(2) *Land below the normal high-water line of a water body or upland edge of a wetland and land beneath roads serving more than two (2) lots shall not be included toward calculating minimum lot area.*

(3) *Lots located on opposite sides of a public or private road shall be considered each a separate tract or parcel of land unless such road was established by the owner of land on both sides thereof after September 22, 1971.*

(4) *The minimum width of any portion of any lot within one hundred (100) feet, horizontal distance, of the normal high-water line of a water body or upland edge of a wetland shall be equal to or greater than the shore frontage requirement for a lot with the proposed use.*

(5) *If more than one residential dwelling unit, principal governmental, institutional, commercial or industrial structure or use, or combination thereof, is constructed or established on a single parcel, all dimensional requirements shall be met for each additional dwelling unit, principal structure, or use.*

#### **B. Principal and Accessory Structures**

(1) *All new principal and accessory structures shall be set back at least one hundred (100) feet, horizontal distance, from the normal high-water line of great ponds, and seventy-five (75) feet, horizontal distance, from the normal high-water line of other water bodies, tributary streams, or the upland edge of a wetland, except that in the General Development I District the setback from the normal high-water line shall be at least twenty five (25) feet, horizontal distance, and in the Commercial Fisheries/Maritime Activities District there shall be no minimum setback. In the Resource Protection District the setback requirement shall be 250 feet, horizontal distance, except for structures, roads, parking spaces or other regulated objects specifically allowed in that district in which case the setback requirements specified above shall apply.*

A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development.

See **Figure 91**. This includes only new significant land development such as new commercial buildings, and new residences, including new mobile homes in the past 10 years. Additions and renovations to existing buildings are not included. The map highlights the tax map lots recorded on building permit applications, but does not mean to suggest that the entire lot has been developed. In essentially all cases only one new residence or commercial building was added to each lot shown, although there may be accessory structures related to the primary structure.

Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review, and zoning ordinances.

The Town employs a Codes Enforcement Officer (CEO) to administer most of its permitting requirements and enforce the ordinances and permit requirements. A Planning Board issues

certain permits under the Shoreland Zoning Ordinance, issues subdivision permits under the Subdivision Ordinance, and issues non-residential permits under the Site Plan Review Ordinance. Simple residential permits outside the shoreland zone are managed by the Building Permits Ordinance and those permits are largely managed by the CEO. The Municipal Water Protection Ordinance controls impacts to Burntland Pond and the Water Company wells, and sets up buffer zones and permit requirements. There is a Floodplain Management Ordinance that sets up a permit system and manages development in the 100-year floodplain areas. An Appeals Board hears appeals to the previous list of ordinances. There is a Harbor Ordinance that manages mooring locations and municipal interfaces with the harbor. There is a telecommunications ordinance that controls the location and permitting of telecommunications towers. There is a Fish Pier Ordinance that controls the use of the municipal fish pier. A Parking Ordinance controls location and use of parking spaces in the village area. The Stonington Sanitary District Sewer Use Ordinance controls sewage disposal in the Town. The Terms and Conditions of the Water Company control water line extensions and hookups to the Water Company system.

**Section 3.2.C** describes ordinance protections to water quality, drinking water, critical natural resources, and scenic views. **Section 3.5.B** describes the zoning of the working waterfront. **Section 3.10.B** describes road design standards, traffic control, and state transportation statutes. The ordinance dimensional standards are described above in this section.

|  |
|--|
| Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least ten (10) years into the future. |
|--|

From a pragmatic viewpoint, and given the declining population, little to no land is needed for development in the next 10 years. Over the past 10 years, there have been a total of 59 permits issued for new residential and commercial development, and, of this, only 5 were permits for new commercial development. Most development in the recent past has been renovation of existing buildings. Therefore, the amount of land needed is primarily for second home development, assuming that the past trend in seasonal home development continues. If all this land occurs in the Shoreland Limited Residential Zone next to the ocean, then the minimum land needed would be about 45 acres. There is more than enough vacant land to satisfy this demand in the Shoreland Zone. If all the residential demand occurs outside the Shoreland Zone, then the minimum amount of residential land required would be 30 acres. Again, there are more than enough vacant inland acres to satisfy this need.

There is no expected new industrial land use nor new institutional land demand in the next 10 years. There will probably be a small demand for commercial land. Based on past experience, the commercial land demand can probably be satisfied with 10 acres of developable land. Again, this is a small amount of land, which is available.

## 4 Future Land Use Plan

### 4.3.A Define Growth Areas

Stonington has elected to define two growth areas as shown on **Figures 92, 93, and 94**:

- 1) Around the traditional village area on the harbor on the southern coast of the town where public sewer and water are available, mixed uses occur that support the fishery, retail trade, and tourism, and where the main concentration of historically and architecturally important buildings occur.
- 2) Along Airport Road where the Town airport lies, the Town garage is placed, the Town recycling center exists, the medical center lies, the area has been a long-term host to a mobile home park, and it is next to a small business park that has already developed. This area is better situated for expanding mixed uses that include commercial uses that need land, concentrated low- to moderate-income housing and workforce housing, and light industrial uses not using large amounts of water.

Growth Areas #1 includes some coastal 100-year flood zones and a few small wetlands.

Growth Area #2 does have a defined stream and small areas of wetlands within its boundaries

### 4.3.B Rural Areas

Stonington has defined its “rural areas” on **Figure 92**. Rural Areas will occupy 46% of the land area of Stonington. This land includes land defined as “Critical Natural Resources” (**Figure 95**), land currently used for agricultural purposes, conserved lands, land in tree growth and other land in active forest management, riparian buffers for Great Ponds, streams, wetlands over 10 acres, “wetlands of special significance” (**Figure 96**), land owned by or easements granted to the Water Company and the Protection District 2 around the Water Company water supplies, 100-year flood zones, and land zoned as Resource Protection in the Shoreland Zone.

“Curb cuts” on State Routes 15 and 15A are done only by State MDOT permit. On all other roads in Stonington, the Road Commissioner determines in consultation with the Codes Enforcement Officer where curb cuts can be placed.

Natural buffers in the form of water bodies separate Deer Isle from Stonington.

### 4.3.C Critical Natural Resources

As described above, **Figure 95** shows the Critical Natural Resources in Stonington as defined in 07-205 C.M.R. 208(2)(M). These areas are protected as follows:

- 1) Resource Protection Districts of Shoreland Zoning Ordinance—protected as prescribed in the State Shoreland Zoning Guidelines in force at the time the Town Ordinance was accepted by Maine DEP.
- 2) Wetlands of Special Significance (according to the definition in 06-096 C.M.R. 310(4)) are shown in **Figure 96**. These wetlands are protected through a variety of state

regulatory programs administered by the Maine Department of Environmental Protection, including:

- a. Natural Resources Protection Act (NRPA)
- b. Site Location of Development Act
- c. Stormwater Management Law
- d. Mandatory Shoreland Zoning
- e. Performance Standards for Excavations for Borrow, Clay, Topsoil or Silt
- f. Performance Standards for Quarries
- g. Water Classification Program

There is also the Maine Endangered Species Act program overseen by the Maine Department of Inland Fisheries & Wildlife program.

In addition, there are federal permitting programs that may come into play such as permitting jurisdiction of the Army Corps of Engineers over many wetland alteration, filling, or dredging activities, and the Endangered Species Act administered by the US Fish & Wildlife agency.

In addition, the Town has detailed maps of its wetlands and the Codes Enforcement Officer pays particular attention to activities in and near wetlands and insures that proper state and federal permits are obtained. The Floodplain Management Ordinance greatly restricts and controls what land uses can be added or modified in the 100-year floodplain, which is a part of Wetlands of Special Significance, which is in turn part of Critical Natural Resources.

- 3) Significant Wildlife Habitat—these habitats are identified on **Figures 12-15**. In addition to the protections provided by the NRPA permitting program, the Town protections are described in **Section 3.3.B**.
- 4) Threatened, endangered and special concern animal species habitat—protections for this exist primarily with the State and federal government programs that manage the respective Endangered Species Acts. Maps of these known occurrences are included in this document and are readily available and updated online. The Codes Enforcement Officer is knowledgeable about the requirements of the acts.
- 5) Significant freshwater fisheries spawning habitat—none have been mapped in Stonington.
- 6) Natural communities that are critically imperiled or rare. Stonington has one mapped rare natural community, a Salt-hay Saltmarsh at Holt Pond. This area is largely protected by a Shoreland Resource Protection Zone and by a large area of conserved land along the southern shoreline of Holt Pond.
- 7) Areas containing rare, threatened, or endangered plant species. There is one rare plant species mapped in Stonington-Mountain Sandwort at Spruce Island. This is typically a species of alpine habitats, though it has been found in similar low-elevation granitic outcrops in Downeast Maine.

### 3.3.5 Critical Rural Areas and Critical Waterfront Areas

Stonington will not be designating any critical rural areas or critical waterfront areas at this time.

#### 4.4.A Analysis

Does the Future Land Use Plan align and/or conflict with the community's vision statement?

The following lists words from the Vision Statement in **Section 2.1** and describes how the plan aligns or conflicts with the Statement:

| <b>Vision Statement Concept</b>                     | <b>Plan Alignment</b>  | <b>Plan Conflict</b> |
|---|--|----------------------|
| Affordable place to live                            | Growth Area 2 will encourage low- to moderate- and workforce housing   | None                 |
| Continue marine-based fisheries                     | Growth Area 1 will continue to put public investment into this support; Area #2 may provide room for fishery support industry  | None                 |
| Retain scenic resources                             | Much coastal land will be defined as "rural area"; Growth Area #1 will promote retaining historic character, which is a scenic resource  | None                 |
| Retain working waterfront and historic buildings    | Growth Area #1 will continue to put public investment into this support  | None                 |
| Gradual increase in tourism and non-marine business | Improving the appearance and infrastructure in Growth Area #1 will enhance tourism; Growth Area #2 will enhance the prospects for non-marine businesses  | None                 |
| Provide quality housing options                     | Providing low- to moderate- and workforce housing in Growth Area #2 will help to slow or reverse the decline in resident population  | None                 |
| Provide quality education                           | Providing new housing opportunities in Growth Area #2 will slow or reverse the decline in resident population, therefore increasing school population and allowing for more school programs being provided | None                 |

Is the configuration of the growth area(s) shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development)? The location of public facilities? The transportation network?

Growth Area #1 is shaped by the fact that it has the major existing concentration of both land and marine-related infrastructure, and the fact that this is the major historical village center of the Town. Growth Area #2 is shaped by the fact that it is at the north end of Town where the land is flatter, generally has less exposed bedrock, and has easy access in and out of Town.

How does the Future Land Use Plan relate to recent development trends?

As shown on **Figure 91** in **Section 3.13**, the pattern of development in the past 10 years has been both random and light.

Given current regulations, development trends, and population projections, estimate how many new residential units and how much commercial, institutional, and/or industrial development will likely occur in the planning period? Where is this development likely to go?

This topic is covered in **Sections 3.8 and 3.13**. Although the population decline suggests no new housing is needed for year-round residents, the Town hopes to add low- to moderate-income housing of 10 rentals, 5 starter homes or mobile homes, and a dormitory space for 15 to 20 seasonal workers. No new institutional development is expected. As for new commercial land, the estimate is that 30 acres of usable land outside the Shoreland Zone can satisfy the need.

The Town hopes to put most of this new development in Growth Area #2.

How can critical natural resources and important natural resources be effectively protected from future development impacts?

This question has been asked many times throughout the State Rule governing the creation of municipal comprehensive plans. See **Section 4.3.F** above.

#### 4.4.B Maps and Narrative describing Future Land Use Plan

**Figure 92** defines the growth areas, rural areas, and transitional areas. Growth Area #1 has Shoreland Zoning in part of the Area, as shown on **Figure 17**. The description of the Rural Areas is provided in **Section 4.3.E**, above.

**Figure 92**, which defines the “rural areas” consists totally of land where development is either prohibited or severely constrained by existing municipal, state, or federal regulatory programs. Transitional Areas meet the definition of 30-A M.R.S.A. §4326(3-A)(A)(3) which is as follows:

*(3) A municipality or multi-municipal region may also designate as a transitional area any portion of land area that does not meet the definition of either a growth area or a rural area. Such an area may be appropriate for medium density development that does not require expansion of municipal facilities and does not include significant rural resources.*

**Figure 93** shows a detail of the land use districts in Growth Area #1. There are multiple Shoreland Zoning districts, reflecting the multiple land uses within this Growth Area. The area is served by public sewer and water. The dimensional standards of the Shoreland Zoning Ordinance are included in **Section 3.13.C**. All Shoreland Zone districts except Resource Protection and Limited Residential are included. This is directly related to the community Vision Statement in **Section 2.1** that emphasizes keeping this area as a Working Waterfront. The types and densities of continued use in this District will remain similar to the existing mix of types and densities. In those areas outside of the Shoreland Zoning Districts and served by the Sewer District, there is no minimum lot size. The district’s major constraint is the Floodplain Management Ordinance, which makes construction difficult, expensive, or even prohibitive in

the 100-year floodplain. Sea level rise will also present a challenge that the Town will be planning for in the near future in this Growth District.

Growth Area #2 (**Figure 94**) is largely outside of regulatory land use districts except for the Shoreland Zoning requirements that govern the small area of streams, wetlands, and 100-year floodplain within its boundaries. This area is governed by the State Minimum Lot Size Law (20,000 square feet per residential unit) and State Plumbing Code dealing with subsurface disposal systems. Commercial and multi-family developments must be reviewed by the Planning Board under the Site Plan Review Ordinance. The Town eventually hopes to develop and extend public water supply within Growth Area #2. Sewage disposal would be by onsite septic systems.

Current uses in Growth Area #1 are highly mixed. Current uses in Growth Area #2 are also highly mixed, including a medical center, town garage and recycling facilities, airport, and former mobile home park. No buffers or architectural design standards are planned for Growth Area #2. The Town Planning Board exerts some control over the aesthetics, bulk, and placement of new commercial buildings built in Growth Areas #1 & #2 through the Site Plan Review Ordinance.

Proposed future capital investments in these growth areas are discussed in **Section 3.12**. Almost all (much more than 75%) of the proposed capital investments in the next 10 years will occur within the defined growth areas.

#### 4.4.D.1 Assign Comp Plan implementation to appropriate officials

The Selectmen will be responsible for preparing annual budgets to present to Town Meeting to assist in the infrastructure development of the growth areas. The Town Meeting is responsible for passing the budgets. The Town Manager will be responsible for carrying out the directives of the Selectmen, using whatever budgets and plans are passed at Town Meeting. The Codes Enforcement Officer will be responsible for checking new building permit and development applications against the information in this Comprehensive Plan. Similarly, the Planning Board, in its duties under the Shoreland Zoning, Site Plan Review, and Subdivision Ordinance, will be responsible for referring to this Comprehensive Plan to insure compatibility of the proposed development with the Plan.

The Road Commissioner shall take this Plan into account when issuing curb cut permits.

#### 4.4.D.2 Amend local ordinances to accomplish plan goals

Throughout this Comprehensive Plan, there have been proposals made to amend local ordinances to help achieve the Plan's goals. Those recommendations are summarized in **Appendix E**.

The scale and intensity of development is already largely established in Growth Area #1 and it is restricted by the State Minimum Lot Size in Growth Area #2, and by the Planning Board decisions on the design of commercial development in Growth Area #2.

The Town already has fair and efficient permitting procedures and there is no need to streamline them.

The question concerning how to protect critical and important natural resources has already been asked and answered numerous times. See the discussions above in this **Section 4**.

There are no proposed critical rural areas or critical waterfront areas.

#### 4.4.D.3 Capital investment plan

See **Section 3.12**.

#### 4.4.D.4 Meet with Deer Isle to coordinate

Evelyn Duncan, Stonington Selectperson, contacted Lew Ellis, Selectman for Deer Isle, to present Deer Isle with Stonington's proposed Future Land Use Plan as described in this section. Deer Isle was informed that Stonington was working on their comprehensive plan and that as part of that plan that Stonington will work with Deer Isle in the event of a development occurring along adjacent Town lines. Deer Isle is aware of the fact that most of the common boundary line is separated by surface water bodies. Deer Isle is also aware that the two towns share the same Code Enforcement Officer and that any development applications would be known by the authorities of both towns. The two towns also discussed how the towns should work together on any MDOT proposals as they affect both towns. See **Section 3.11.B** for a discussion of where the two towns currently cooperate.

#### 4.4.D.5 Provide CEO with tools needed to enforce Ordinance

The Stonington Codes Enforcement Officer is state-certified and well trained and has the support of the Town necessary to enforce the Ordinances. She is also certified to prosecute enforcement cases in District Court.

#### 4.4.D.6 Track new development by type and location

The Codes Enforcement Officer keeps a spreadsheet of every permit application according to type and Tax Map and Lot Number. These spreadsheets have been kept for over ten years.

#### 4.4.D.7 Direct 75% of new growth-related capital investment in Growth Zone

See **Section 3.12**.

#### 4.4.D.8 Evaluate Plan Implementation every 5 years

The Town will schedule a review of this plan 5 years after it is approved by the State as being in conformance with the State Rules for municipal comprehensive plans.

**Table 1--Stonington Cemeteries**

| <b><u># on Map</u></b> | <b><u>Name</u></b>    |
|------------------------|-----------------------|
| 0                      | Forest Cemetery       |
| 1                      | Greenwood, Oceanville |
| 2                      | Frink                 |
| 3                      | Mount Rest            |
| 4                      | Knowlton Cemetery     |
| 5                      | Ames Cemetery         |
| 6                      | Dunham                |
| 7                      | Hatch                 |
| 8                      | Coles Point Cemetery  |
| 9                      | Baptist               |
| 10                     | St. Mary's            |
| 11                     | McGlathery Island     |
| 12                     | Devil Island          |
| 13                     | Sturdee & Joyce       |
| 14                     | Woodlawn              |
| 15                     | Kinchler & Sawyer     |
| 16                     | Samuel Webb           |
| 17                     | Evergreen Catholic    |
| 18                     | Greenlaw              |
| 19                     | Buckminster           |
| 20                     | Kiah Island           |
| 21                     | Colby Foster          |
| 22                     | Welch Children        |
| 23                     | Judkins               |
| 24                     | Barbour Farm          |
| 25                     | Mathews Fifield       |
| 26                     | Weedfield             |

Note: Refer to **Figure 4** for the locations of the cemeteries

Table 2

Summary of Timber Harvest Information for the town of: **Stonington**

| YEAR      | Selection<br>harvest,<br>acres | Shelterwood<br>harvest,<br>acres | Clearcut<br>harvest,<br>acres | Total<br>Harvest,<br>acres | Change of<br>land use,<br>acres | Number of<br>active<br>Notifications |
|-----------|--------------------------------|----------------------------------|-------------------------------|----------------------------|---------------------------------|--------------------------------------|
| 1994-1995 | 89                             | 0                                | 6                             | 95                         | 2                               | 6                                    |
| 1996-1997 | 90                             | 0                                | 0                             | 90                         | 0                               | 6                                    |
| 1998      | 34                             | 36                               | 12                            | 82                         | 1                               | 6                                    |
| 1999      | 21                             | 49                               | 0                             | 70                         | 1                               | 9                                    |
| 2000      | 21                             | 7                                | 0                             | 28                         | 0                               | 13                                   |
| 2001      | 14                             | 0                                | 0                             | 14                         | 0                               | 8                                    |
| 2002      | 19                             | 25                               | 1                             | 45                         | 20                              | 6                                    |
| 2003      | 77                             | 0                                | 0                             | 77                         | 9                               | 6                                    |
| 2004      | 20                             | 0                                | 0                             | 20                         | 1                               | 8                                    |
| 2005      | 30                             | 25                               | 10                            | 65                         | 1                               | 7                                    |
| 2006      | 10                             | 15                               | 0                             | 25                         | 1                               | 7                                    |
| 2007      | 12                             | 0                                | 0                             | 12                         | 0                               | 8                                    |
| 2008      | 14                             | 0                                | 0                             | 14                         | 0                               | 8                                    |
| 2009      | 17                             | 0                                | 0                             | 17                         | 0                               | 8                                    |
| 2010      | 17                             | 0                                | 0                             | 17                         | 0                               | 10                                   |
| 2011      | 17.25                          | 15                               | 0                             | 32.25                      | 0                               | 10                                   |
| 2012      | 0                              | 18                               | 0                             | 18                         | 2                               | 6                                    |
| 2013      | 0.5                            | 0                                | 0                             | 0.5                        | 3                               | 5                                    |
| 2014      | 0.5                            | 0                                | 0                             | 0.5                        | 0                               | 3                                    |
| Total     | 503.25                         | 190                              | 29                            | 722.25                     | 41                              | 140                                  |
| Average   | 26                             | 10                               | 2                             | 38                         | 2                               | 7                                    |

Data compiled from Confidential Year End Landowner Reports to Maine Forest Service.

Department of Agriculture, Conservation and Forestry - Maine Forest Service

*We help you make informed decisions about Maine's forests*

***\* To protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town***

**Table 3—Land Use Cover Type Legend**

| <b>Map #</b> | <b>Land Use Cover Type</b>        |
|--------------|-----------------------------------|
| 2            | Developed, High Intensity         |
| 3            | Developed, Medium Intensity       |
| 4            | Developed, Low Intensity          |
| 5            | Developed, Open Space             |
| 8            | Grassland/Herbaceous              |
| 9            | Deciduous Forest                  |
| 10           | Evergreen Forest                  |
| 11           | Mixed Forest                      |
| 12           | Scrub/Shrub                       |
| 13           | Wetland Forest                    |
| 15           | Wetlands                          |
| 16           | Impervious                        |
| 19           | Intertidal shoreline, non-bedrock |
| 20           | Bare Land                         |
| 21           | Open Water (no color)             |
| 23           | Recent Clearcut                   |
| 24           | Light Partial Cut                 |
| 25           | Heavy Partial Cut                 |
| 26           | Forest Regeneration               |
|              |                                   |

**See Figure 26 to which this legend applies.**

**Table 4**  
**Land Registered in the Tree Growth Current Use Taxation Program in Stonington as of 2017**

| NAME   | MAP/LOT       | ACRES  | ADDRESS                |
|--|---------------|--------|------------------------|
| Jane Proctor                                       | 01-059        | 27.5   | 16 Warr Road           |
| Carlton Woodward                                   | 01-062        | 48     | 241 Burnt Cove Road    |
| Dennis Saindon                                     | 02-002        | 22     | LO Georges Pond Road   |
| Stonington Timber Co. & Michael Moncavage          | 02-27&28      | 61.3   | 91 N. Stonington Road  |
| Stanlely Myers                                     | 02-091        | 19     | 63 Margaret Lane       |
| Michael and Mary Steinharter                       | 02-091-A      | 15     | 53 Margaret Lane       |
| Frank Gotwals Trust                                | 03-007-A      | 51     | LO Oceanville Road     |
| Harlow & Edith Camerson                            | 03-018        | 17     | 591 Oceanville Road    |
| David Emerson                                      | 03-099        | 45     | LO Oceanville Road     |
| Robert Roth  | 06-076-B      | 17.8   | 28 Muir Woods Road     |
| Stephaine Lee                                      | 06-076-A      | 43.4   | 104 Lee Hill Road      |
| Sitting Pretty Stonington LLC c/o The Ayco Company | 06-076        | 14.6   | 67 Muir Woods Road     |
| Margaret Babcock & Melissa and Jeffery Buxton      | 04A-017-A     | 4.9    | LO Sand Beach Road     |
| Margaret Babcock & Melissa and Jeffery Buxton      | 04A-017-B     | 1.5    | LO Sand Beach Road     |
| Jeffery & Melissa Buxton                           | 04A-023       | 11.8   | 00 Buxton Lane         |
| Donna and Milford Jackson & Jean Reed              | 04A-031-1     | 47.5   | 141 Sand Beach Road    |
| Donna and Milford Jackson & Jean Reed              | 04-031A       | 5.5    | Sand Beach Road        |
| Robert & Joanne Farrar                             | 04A-048       | 2.8    | 1 Bettys Lane          |
| Spruce Island Assication and Colum P. O'Donnell    | 09-028        | 74.3   | Spruce Island          |
| Roger and Clara Stone                              | 03-044        | 17.47  | 22 Coles Point Road    |
| Palei Family trust                                 | 03-072        | 35.3   | Oceanville Road        |
| Mark Rogers  | 03-097        | 26.7   | Buckmister Point Road. |
|  |               |        |                        |
|  | TOTAL ACREAGE | 609.37 |                        |

## Table 5

**2012-2016\* Top Ten Ports By Ex-vessel Value (Millions of Dollars)**

| 2012               | 2013                | 2014                     | 2015                 | 2016*               |
|--------------------|---------------------|--------------------------|----------------------|---------------------|
| Stonington - 47.2  | Stonington - 48.94  | Stonington - 60.31       | Stonington - 64.03   | Stonington - 67.68  |
| Portland - 35.14   | Portland - 31.76    | Vinalhaven - 35.67       | Vinalhaven - 39.68   | Vinalhaven - 42.27  |
| Vinalhaven - 28.25 | Vinalhaven - 30.69  | Portland - 31.42         | Portland - 34.52     | Portland - 37.56    |
| Rockland - 14.72   | Beals - 15.15       | Beals - 22.12            | Friendship - 21.82   | Beals - 23.28       |
| Friendship - 14.17 | Friendship - 14.93  | Rockland - 19.79         | Beals - 20.69        | Rockland - 21.03    |
| Jonesport - 12.76  | Rockland - 14.89    | Friendship - 17.98       | Rockland - 17.97     | Friendship - 19.7   |
| Beals - 11.46      | Jonesport - 11.44   | Spruce Head - 14.68      | Spruce Head - 16.54  | Spruce Head - 16.15 |
| Port Clyde - 9.62  | Spruce Head - 11.37 | Jonesport - 14.46        | Jonesport - 14.13    | Jonesport - 14.8    |
| Spruce Head - 9.56 | Port Clyde - 9.22   | Southwest Harbor - 10.88 | Milbridge - 11.34    | Owls Head - 14.23   |
| Milbridge - 8.75   | Cutler - 9.04       | Milbridge - 10.48        | Swans Island - 11.16 | Bass Harbor - 12.72 |

\*2016 data are preliminary; updated 2/21/17

**Table 6**

SHEET 2 OF 2

**Marine Fish and Shellfish Licenses by Type and Municipality**

|  | STONINGTON |
|--|------------|
| Commercial Fishing Crew (CFC)                  |            |
| Commercial Fishing Non Resident (NCF)          |            |
| Commercial Fishing Single (CFS)                |            |
| Commercial Pelagic and Anadramous Single (CPS) | 1          |
| Lobster/Crab +70 (LCO)                         |            |
| Lobster/Crab Class 1 (LC1)                     | 6          |
| Lobster/Crab Class 2 (LC2)                     | 1          |
| Lobster/Crab Non Commercial (LNC)              | 3          |
| Lobster/Crab student (LCS)                     | 3          |
| Mussel Dragger (MD)                            |            |
| Scallop Dragger (SD)                           | 7          |
| Sea Urchin Dragger (SUB)                       | 2          |
| Sea Urchin with Tender (SUWT)                  | 1          |
| Wholesale no lobster (W)                       | 1          |
| Wholesale with lobster (WL)                    |            |
| <b>Grand Total</b>                             | <b>25</b>  |

## State of Maine Aquaculture Leases in Stonington

**Table 7**

| PRIMARYSP    | STATUS | LEASE_TYPE | LEASEHOLDE                  | CONTACT           | TELEPHONE    | LOCATION                 | EXPIRATION | Acres |
|--------------|--------|------------|-----------------------------|-------------------|--------------|--------------------------|------------|-------|
|              |        |            |                             |                   |              |                          |            |       |
| blue mussels | T      | S          | Downeast Aquaculture LLC.   | Edward Hutchinson | 207-367-5154 | St. Helena Island, Merch | 3/15/2016  | 3.76  |
| blue mussels | A      | S          | Pemaquid Mussel Farms, LLC. | Peter Fischer     | 207-563-8085 | Deer Isle Thorofare      | 1/26/2020  | 1.87  |

**Table 8**  
**Stonington Employers**

| <b>Employer</b>                         | <b>Range of Employees</b> | <b>Employer</b>                    | <b>Range of Employees</b> |
|---|---------------------------|------------------------------------|---------------------------|
| Billings Diesel & Marine                | 50-99                     | Galilean Gospel Temple Church      | 1-4                       |
| Burnt Cove Market                       | 20-49                     | Geoffrey Warner Designer           | 1-4                       |
| Damon Lobster Co & Cold Water Seafood   | 20-29                     | Granite Museum                     | 1-4                       |
| Green Head Lobster Co                   | 20-29                     | Greentree Communication            | 1-4                       |
| Island Family Medicine                  | 20-29                     | Harbor Tours                       | 1-4                       |
| Aragosta                                | 10-19                     | Island Accommodations              | 1-4                       |
| Daniel Coombs Camp                      | 10-19                     | Island Approaches                  | 1-4                       |
| Harbor Cafe                             | 10-19                     | Island Childcare                   | 1-4                       |
| Inn On the Harbor                       | 10-19                     | Island Community Ctr               | 1-4                       |
| Island Ad-Vantages & Pen Bay Press      | 10-19                     | Island Culinary & Ecological       | 1-4                       |
| Isle-Au-Haut Boat Company               | 10-19                     | J C Coombs Auto Repair             | 1-4                       |
| Maine Ctr for Coastal Fisheries         | 10-19                     | Jill Hoy Gallery                   | 1-4                       |
| Old Quarry Ocean Adventures             | 10-19                     | John Steed Law Office              | 1-4                       |
| Stonecutter Kitchen & Harbor View Store | 10-19                     | Leighton's Welding & Hydrlics      | 1-4                       |
| Stonington Lobster Co - Op              | 10-19                     | Lily's Cafe                        | 1-4                       |
| Stonington Town Off (& Stipends)        | 10-19                     | Marlanspike                        | 1-4                       |
| 44 North Coffee                         | 5-9                       | Modernmaine                        | 1-4                       |
| Boyce's Motel                           | 5-9                       | Nancy Greene                       | 1-4                       |
| Camden National Bank                    | 5-9                       | New England Marine& Indl           | 1-4                       |
| Curtis L Haskell Electricians           | 5-9                       | New England Teaching               | 1-4                       |
| Deans Automotive & Small Engine Repair  | 5-9                       | Norton Family Chiropractic         | 1-4                       |
| Exoteric Systems                        | 5-9                       | Prints & Reprints                  | 1-4                       |
| Island Agency                           | 5-9                       | Red Barn Farm & Donna's Upholstery | 1-4                       |
| Island Fishing Gear & NAPA Auto parts   | 5-9                       | Ron's Mobil                        | 1-4                       |
| Little Bay Lobster                      | 5-9                       | Rosborough Financial Inc           | 1-4                       |
| Opera House Arts                        | 5-9                       | Schoolhouse Productions            | 1-4                       |
| R L Greenlaw & Son Inc                  | 5-9                       | Seaside Pharmacy                   | 1-4                       |
| Sunshine Seafood LLC                    | 5-9                       | Stephen Pace Hse Me Clg of Art     | 1-4                       |
| V&S Variety Store                       | 5-9                       | Stonington Fish Pier               | 1-4                       |
| Blackmore Electronics                   | 1-4                       | Stonington Nazarene Church         | 1-4                       |
| Buxton Boats                            | 1-4                       | Stonington Public Library          | 1-4                       |
| Cal's Trap Shop                         | 1-4                       | Stonington Public Works            | 1-4                       |
| Carters Seafood                         | 1-4                       | Stonington Sanitary District       | 1-4                       |
| Charlie's Garage & Towing               | 1-4                       | Stonington Transfer Station        | 1-4                       |
| Christopher Group LLC                   | 1-4                       | Stonington United Methodist Church | 1-4                       |
| Community of Christ Church              | 1-4                       | Stonington Water Company           | 1-4                       |
| Dockside Books & Gifts                  | 1-4                       | Suzy's Scissors Shack              | 1-4                       |
| Dry Dock                                | 1-4                       | Tempest in a Teapot                | 1-4                       |
| Eaton's Business SVC                    | 1-4                       | US Post Office                     | 1-4                       |
| Elkil, Philip Ian, MD                   | 1-4                       | Van Emmerik, Brian P. DDS          | 1-4                       |
| Fifield Lobster Co                      | 1-4                       | Water Edge Wines                   | 1-4                       |
| G Watson Gal & Ston Ice Cr              | 1-4                       |                                    |                           |

**Table 9**

**2016 Housing Facts and Affordability Index  
for Hancock County**

**Unattainable Homes as a Percentage of Homes Sold**

| <u>Location</u>  | <u>Percentage of<br/>Unattainable Homes</u> | <u>Affordable<br/>Homes Sold</u> | <u>Unattainable<br/>Homes Sold</u> |
|------------------|---|----------------------------------|------------------------------------|
| Castine          | 94.1%                                       | 1                                | 16                                 |
| Stonington       | 92.9%                                       | 1                                | 13                                 |
| Blue Hill        | 91.7%                                       | 3                                | 33                                 |
| Southwest Harbor | 87.9%                                       | 4                                | 29                                 |
| Tremont          | 83.3%                                       | 4                                | 20                                 |
| Bar Harbor       | 81.2%                                       | 13                               | 56                                 |
| Penobscot        | 73.3%                                       | 4                                | 11                                 |
| Surry            | 73.1%                                       | 7                                | 19                                 |
| Mount Desert     | 70.6%                                       | 10                               | 24                                 |
| Brooklin         | 66.7%                                       | 6                                | 12                                 |
| Hancock          | 63.2%                                       | 7                                | 12                                 |
| Deer Isle        | 62.5%                                       | 12                               | 20                                 |

**Households Unable to Afford Median Home**

| <u>Location</u>  | <u>Households<br/>Unable to Afford<br/>Median Home</u> |               | <u>Total<br/>Households</u> | <u>Median<br/>Home Price</u> | <u>Income Needed<br/>to Afford<br/>Median Home</u> |               |
|------------------|--|---------------|-----------------------------|------------------------------|--|---------------|
|                  | <u>Percent</u>   | <u>Number</u> |                             |                              | <u>Annual</u>                                      | <u>Hourly</u> |
| Stonington       | 89.0%  | 452           | 508                         | \$362,500                    | \$101,834  | \$48.96       |
| Tremont          | 80.3%  | 563           | 726                         | \$295,000                    | \$78,450   | \$37.72       |
| Southwest Harbor | 78.5%  | 628           | 800                         | \$238,200                    | \$67,539   | \$32.47       |
| Blue Hill        | 77.9%  | 1,056         | 1,355                       | \$245,000                    | \$65,942   | \$31.70       |
| Castine          | 75.7%  | 283           | 374                         | \$385,000                    | \$103,266  | \$49.65       |
| Trenton          | 74.8%  | 522           | 697                         | \$302,500                    | \$81,463   | \$39.16       |
| Mount Desert     | 70.6%  | 671           | 950                         | \$424,500                    | \$108,764  | \$52.29       |
| Bar Harbor       | 69.5%  | 1,788         | 2,573                       | \$313,500                    | \$84,175   | \$40.47       |
| Brooklin         | 68.2%  | 279           | 403                         | \$280,750                    | \$72,518   | \$34.86       |
| Hancock          | 62.6%  | 654           | 1,046                       | \$188,000                    | \$51,437   | \$24.73       |
| Deer Isle        | 62.3%  | 609           | 977                         | \$196,500                    | \$53,229   | \$25.59       |

**Table 10--Stonington Bridge  
Data for Bridges Maintained by  
MDOT**

| BRDG_NAME  | FACILITY        | YEARBUILT | MAXSPAN-ft | DECK_AREA-ft2 | LENGTH-ft | DECKWIDTH-ft | IRLOAD-tons |
|------------|-----------------|-----------|------------|---------------|-----------|--------------|-------------|
| OCEANVILLE | OCEANVILLE ROAD | 1940      | 39.0       | 966.0         | 42.0      | 23.0         | 11.2        |
| MILL HILL  | ROUTE 15        | 1939      | 40.0       | 1075.0        | 43.0      | 25.0         | 26.6        |

| BRDG_NAME  | ORLOAD-tons | SUFF_RATE | DESIGNMA_1         | MATERIAL_1 | DKRATING_D | SUPRATING_ | SUBRATING_     |
|------------|-------------|-----------|--------------------|------------|------------|------------|----------------|
| OCEANVILLE | 14.4        | 6.0       | 02 Stringer/Girder | 3 Steel    | 4 Poor     | 5 Fair     | 4 Poor         |
| MILL HILL  | 34.6        | 39.0      | 04 Tee Beam        | 1 Concrete | 4 Poor     | 4 Poor     | 6 Satisfactory |

| BRDG_NAME  | CHANRATI_1         | SCOURCRIT_             | AADT | TRUCKPCT | BYPASSLEN | ROADWIDTH-ft |
|------------|--------------------|------------------------|------|----------|-----------|--------------|
| OCEANVILLE | 5 Bank Prot Eroded | 8 Stable Above Footing | 970  | 5        | 99.9      | 22.0         |
| MILL HILL  | 7 Minor Damage     | 8 Stable Above Footing | 2450 | 8        | 4.3       | 22.0         |

**Table 11**  
**Stonington Village Parking Capacity**

| <b>Id #</b> | <b>Location of Parking</b>    | <b>Car Capacity</b> | <b>Parking Restrictions</b> |
|-------------|-------------------------------|---------------------|-----------------------------|
| 1           | Ballfield                     | 50                  | 7 Day                       |
| 2           | Community Ctr NW              | 13                  | 4 Hour                      |
| 3           | Community Ctr N               | 19                  | 4 Hour                      |
| 4           | Community Ctr NE              | 15                  | 4 Hour                      |
| 5           | Memorial Lane                 | 19                  | 4 Hour                      |
| 6           | Pink Street                   | 15                  | 4 Hour                      |
| 7           | Town Offices Parking          | 7                   | 4 Hour                      |
| 8           | Town Mgr Space                | 1                   | Municipal                   |
| 9           | Main St/Opera House           | 9                   | 4 Hour                      |
| 10          | Main St N & east Op. Hse      | 5                   | 4 Hour                      |
| 11          | Main St S & east Op. Hse      | 5                   | 4 Hour                      |
| 12          | Main St S--middle west        | 3                   | 4 Hour                      |
| 13          | Main St S--middle             | 3                   | 4 Hour                      |
| 14          | Main St S--middle east        | 3                   | 4 Hour                      |
| 15          | Main St S--south Pink St      | 1                   | 4 Hour                      |
| 16          | Main St S--east               | 2                   | 4 Hour                      |
| 17          | Main St. S--Granite museum    | 1                   | 4 Hour                      |
| 18          | Main St N--west               | 3                   | 4 Hour                      |
| 19          | Main St N--Town Hall          | 3                   | 0.5 Hour                    |
| 20          | Main St N--Harbor Cafe        | 1                   | 4 Hour                      |
| 21          | Main St N--Boyce's            | 5                   | 4 Hour                      |
| 22          | Main St. N- NE of granite mus | 3                   | 4 Hour                      |
| 23          | Main St N--library            | 2                   | 1 Hour                      |
| 24          | Main St N--ice cream shop     | 3                   | 1 Hour                      |
| 25          | Stinson Pk                    | 10                  | 4 Hour                      |
| 26          | Hagen Dock--public            | 35                  | 4 Hour                      |
| 27          | Hagen dock--com. fisherman    | 6                   | Commercial Fisherman        |
| 28          | Atlantic Ave--bank            | 2                   | 4 Hour                      |
| 29          | Atlantic Ave--Small Cv Pk     | 6                   | 4 Hour                      |
| 30          | Pink St--Boyce Motel          | 8                   | Private                     |
| 31          | School St--Opera Hse          | 5                   | Private                     |
| 32          | Rhode Island Ave              | 4                   | Private                     |
| 33          | Main St- S-S of Johnny's Ln   | 3                   | Private                     |
| 34          | Main St S--Island Fishing     | 4                   | Private                     |
| 35          | Fish Pier NE (SE)             | 7                   | Commercial Fisherman        |
| 36          | Fish Pier NE (NW)             | 4                   | Commercial Fisherman        |
| 37          | Fish Pier NW                  | 26                  | Commercial Fisherman        |
| 38          | Fish Pier W                   | 4                   | Commercial Fisherman        |
| 39          | Fish Pier S                   | 10                  | Commercial Fisherman        |
| 40          | Fisherman Friend              | 7                   | Private                     |
| 41          | Stinson Pk                    | 2                   | 4 Hour                      |
| 42          | Camden National               | 20                  | Private                     |
| 43          | Atlantic Ave--S end           | 25                  | Private                     |
| 44          | IAH ferry                     | 80                  | Private                     |
| 45          | IAH ferry ticket office       | 6                   | Private                     |
| 46          | Colwell Ramp                  | 5                   | 45 Minute                   |
| 47          | Bayview Ave                   | 2                   | Private                     |
| 48          | Bayview Ave--west of Granite  | 3                   | No Overnight                |
| 49          | Bayview Ave--east of Seabr    | 4                   | No Overnight                |
| 50          | Main & Seabreeze              | 25                  | Private                     |
| 51          | Bayview St--east              | 6                   | Private                     |
| 52          | Greenlaw                      | 40                  | Private                     |

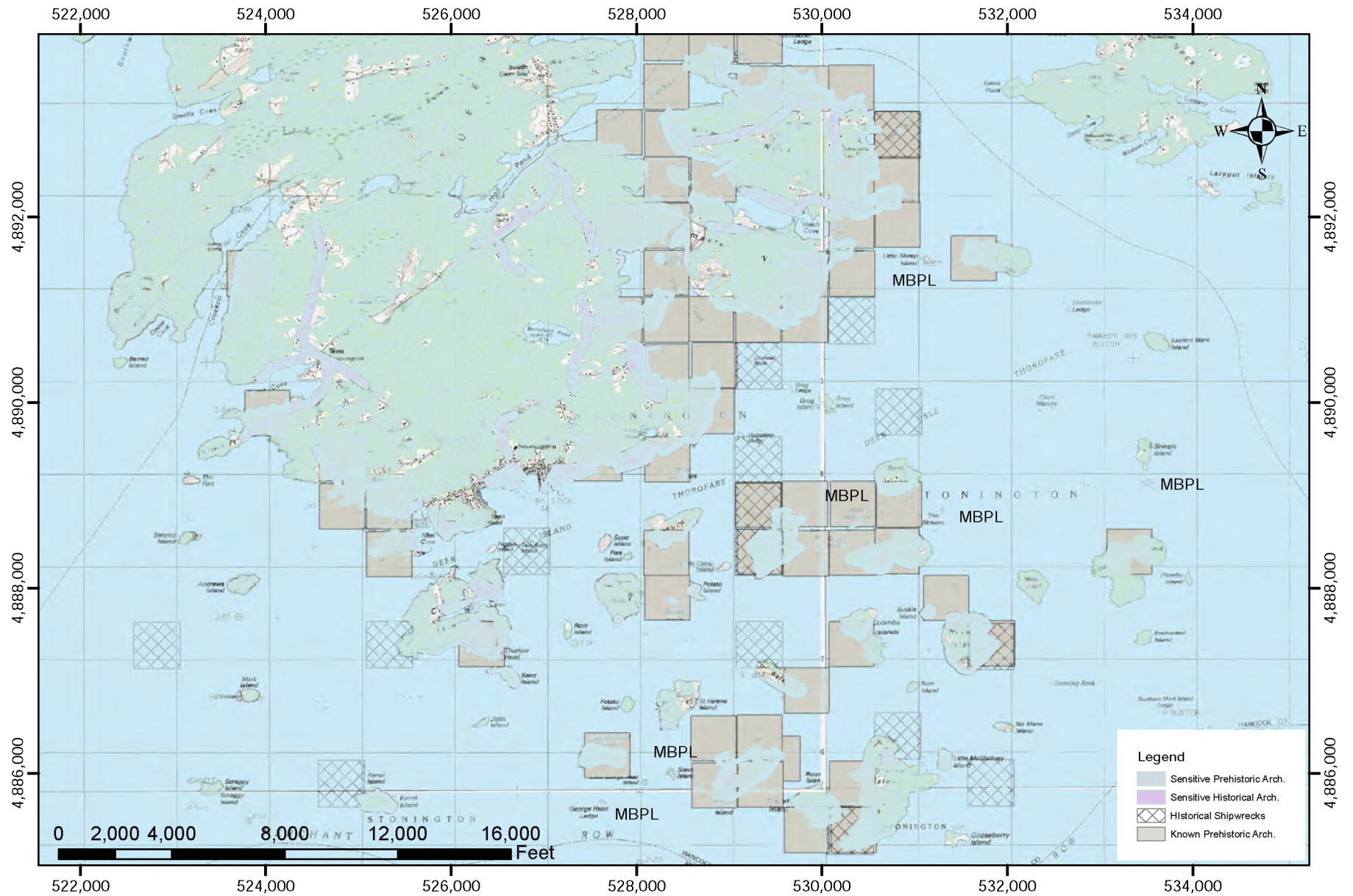
**Table 12**  
**Prioritized Capital Budget for the Next 10 Years**

| Priority | Budget Item   | Total Cost,<br>Including<br>Grants | Town<br>Portion | Other Funding  | Likely Town Method of Financing            |
|----------|---|------------------------------------|-----------------|--|--|
| 1        | Improvements to Town<br>Transfer Station  | \$250,000                          | \$0             | Reserve Fund<br>(contributed by<br>PERC)             | Take from Reserve fund contributed by PERC |
| 2        | Provide Seed Money to start<br>Low- to Moderate Income<br>Housing project off Airport<br>Rd | \$100,000                          | \$100,000       |  | Reserves and Bank Borrowing                |
| 3        | Construct new Salt Storage<br>Shed  | \$400,000                          | \$400,000       |  | Reserves & Bank Borrowing                  |
| 4        | Increase Fisherman Access<br>to Shore   | \$250,000                          | \$125,000       | Shoreline Access<br>Grants                           | Reserves & Bank Borrowing                  |
| 5        | Expand Parking in Village<br>Area   | \$125,000                          | \$100,000       | Block grant  | Reserves & Bank Borrowing                  |
| 6        | Re-locate Fire House within<br>Village Area   | \$500,000                          | \$400,000       | Block grant  | Bonding                                    |
| 7        | Expand Broadband Coverage   | \$150,000                          | \$75,000        | Island Inst. Grant;<br>possible Rural Dev.<br>Grant  | Reserves & Bank Borrowing                  |
| 8        | Colwell Ramp Completion   | \$150,000                          | \$100,000       | Block grant; Town<br>of Isle au Haut<br>Contribution | Reserves and Bank Borrowing                |
| 9        | Bayview Street<br>Reconstruction  | \$500,000                          | \$300,000       | Block grant  | Reserves and Bank Borrowing                |
| 10       | Start Infrastructure for<br>Business Park off Airport Rd                                    | \$50,000                           | \$50,000        | possible Rural Dev.<br>Grant                         | Reserves and Bank Borrowing                |
| 11       | Increase Water Company<br>Storage Capacity  | \$700,000                          |                 | Grants; Revolving<br>Loan Fund                       |  |



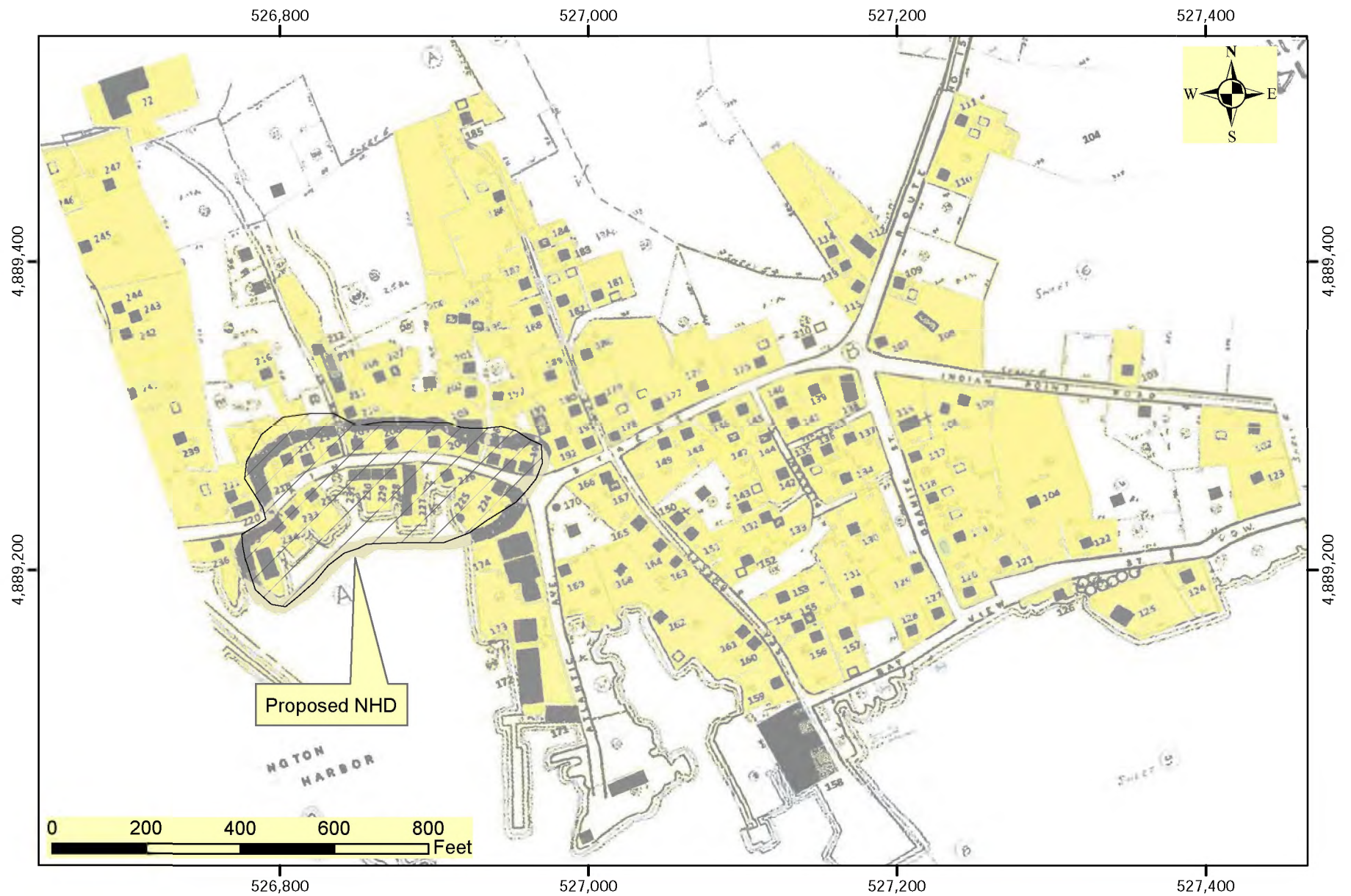
1881 Colby Atlas  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/16/17

Figure 1



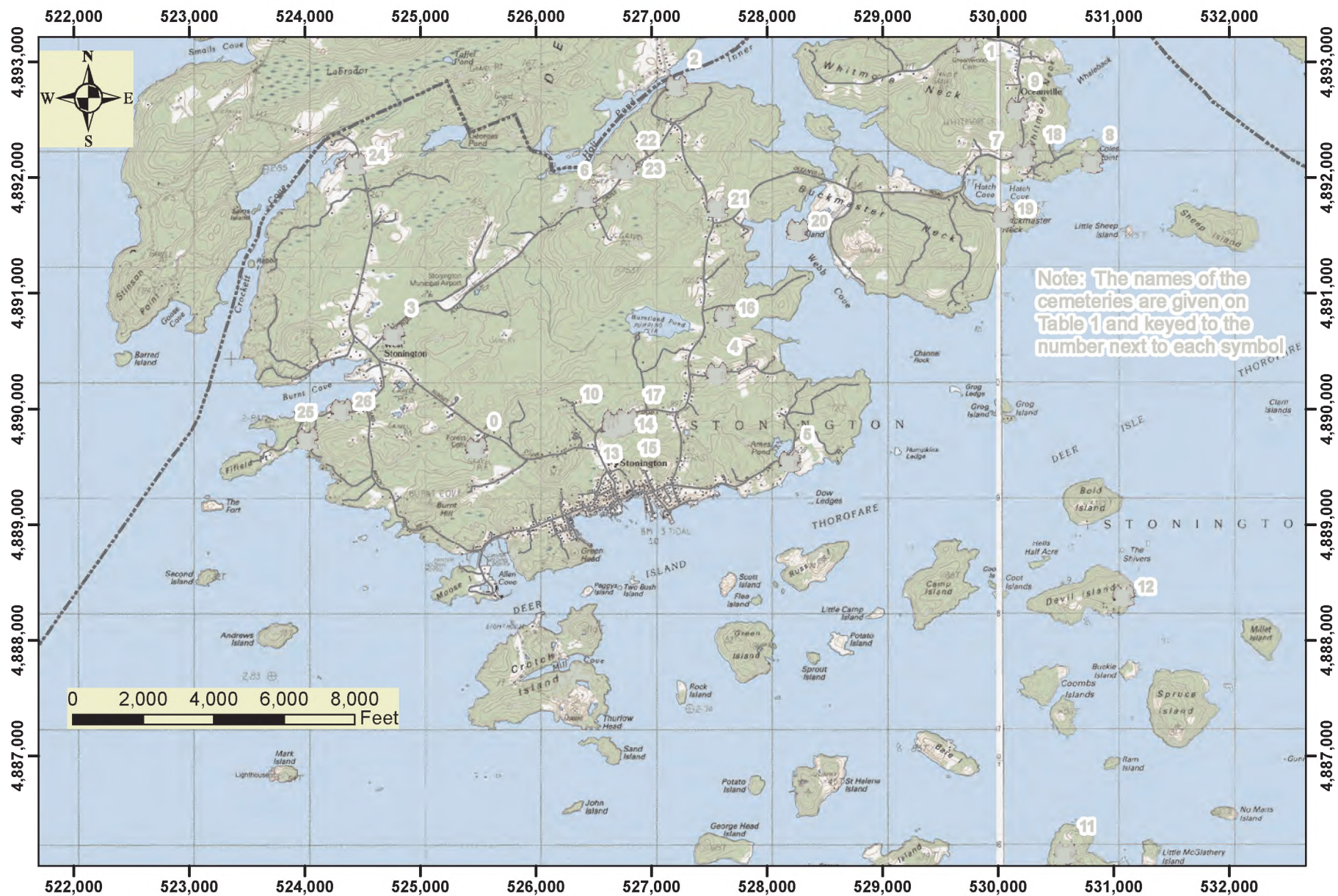
Historical & Pre-historical Archaeology  
 Town of Stonington Comprehensive Plan  
 Base Maps are USGS 7.5' Topographic Maps  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 5/23/17

Figure 2



Area of Significant Historical Buildings and Recommended National Historic District  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/23/17

Figure 3



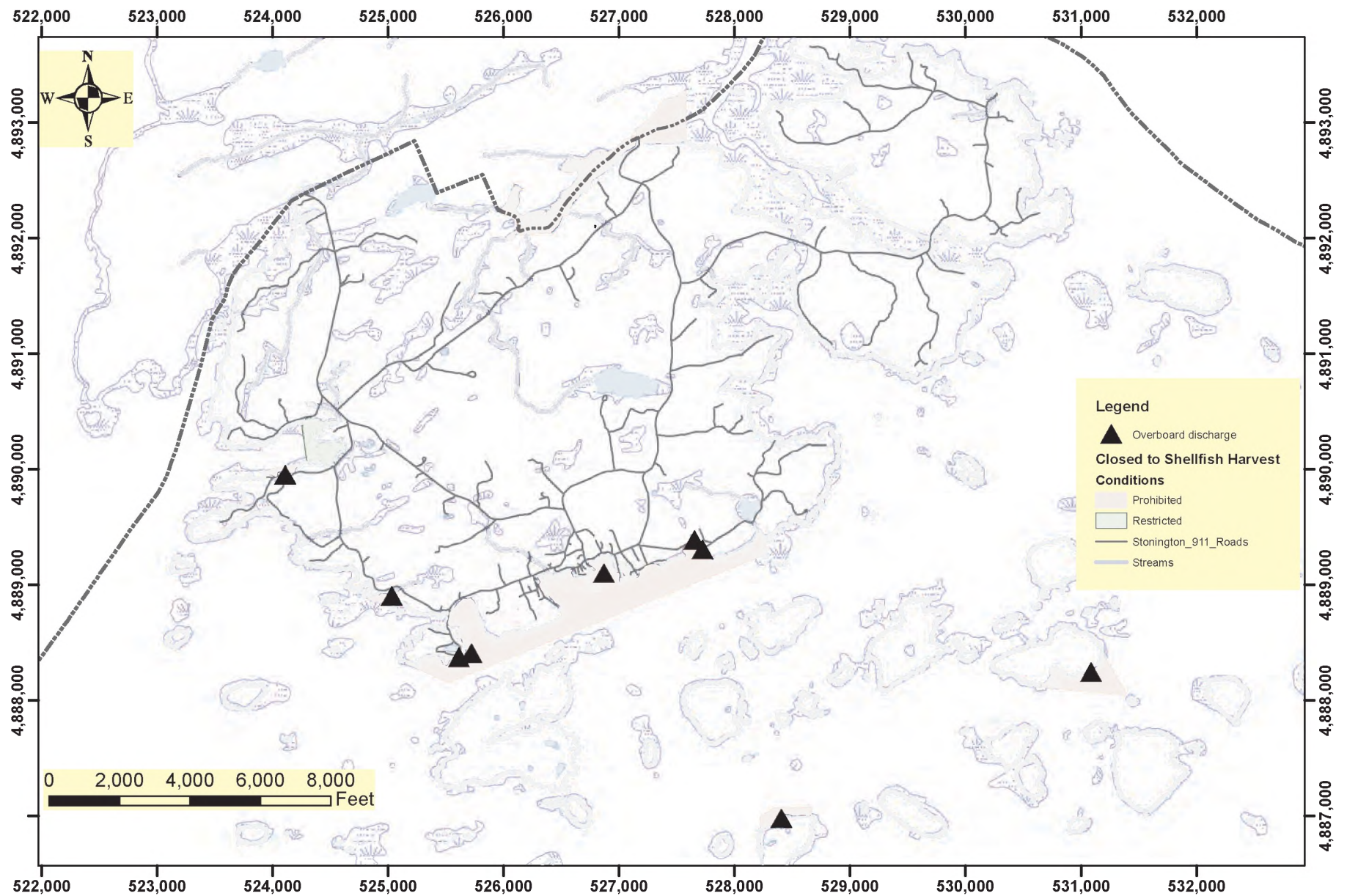
### Cemeteries

Town of Stonington Comprehensive Plan

Grid is UTM, NAD83, Zone 19N, meters

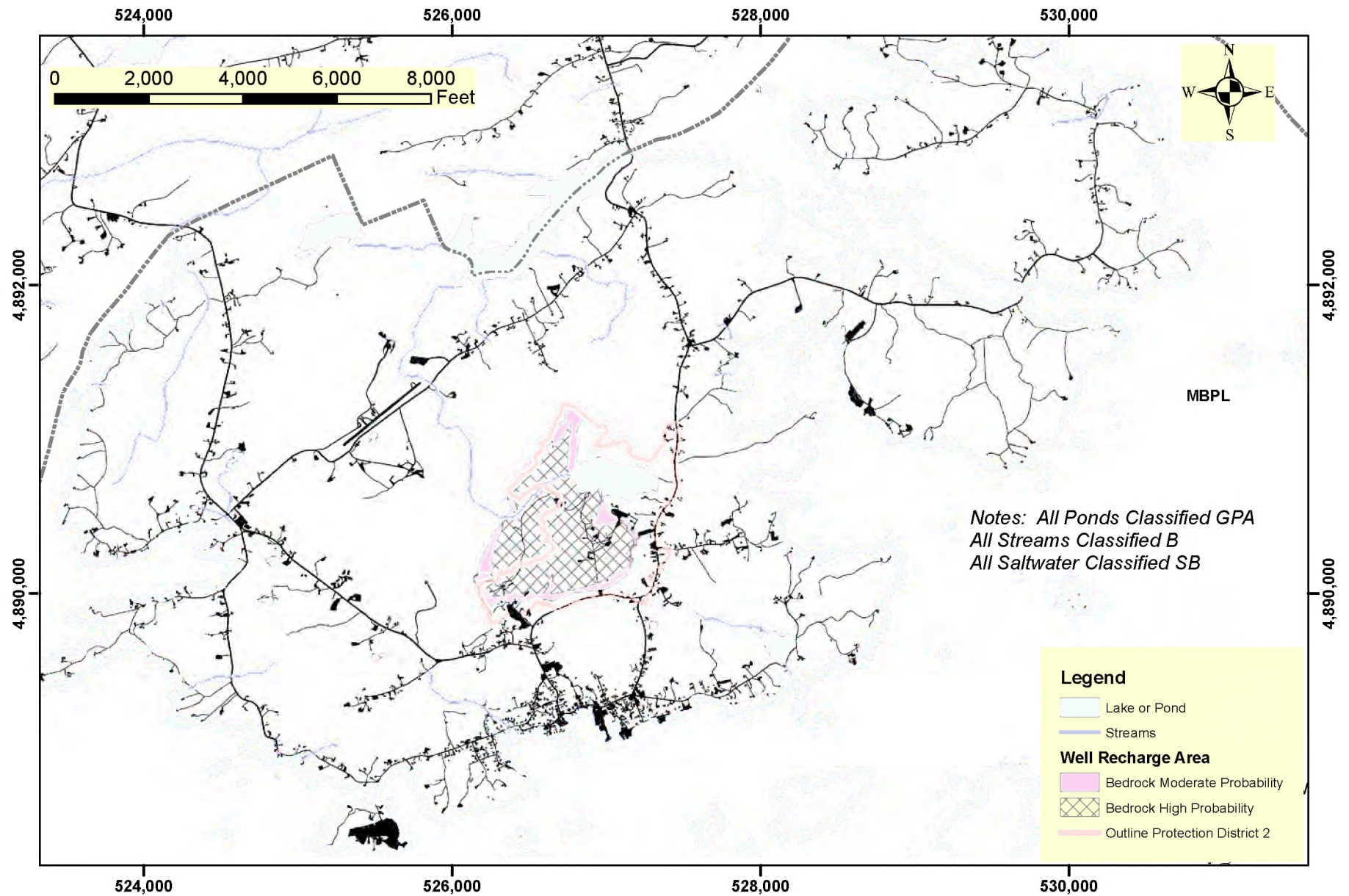
RGG 6/30/17

Figure 4



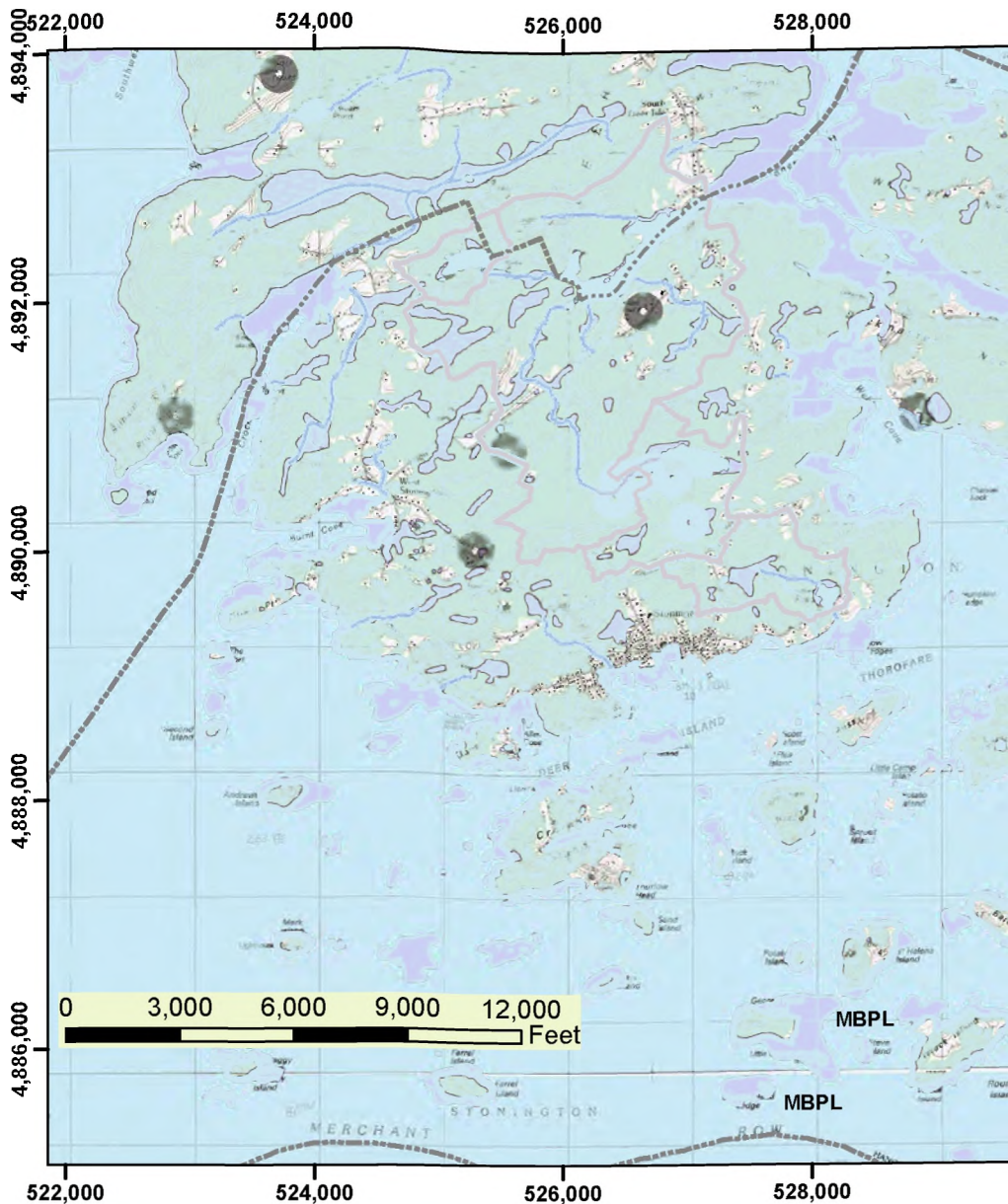
Areas Closed to Shellfish Harvest and Remaining Overboard Discharges  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/29/17

Figure 5



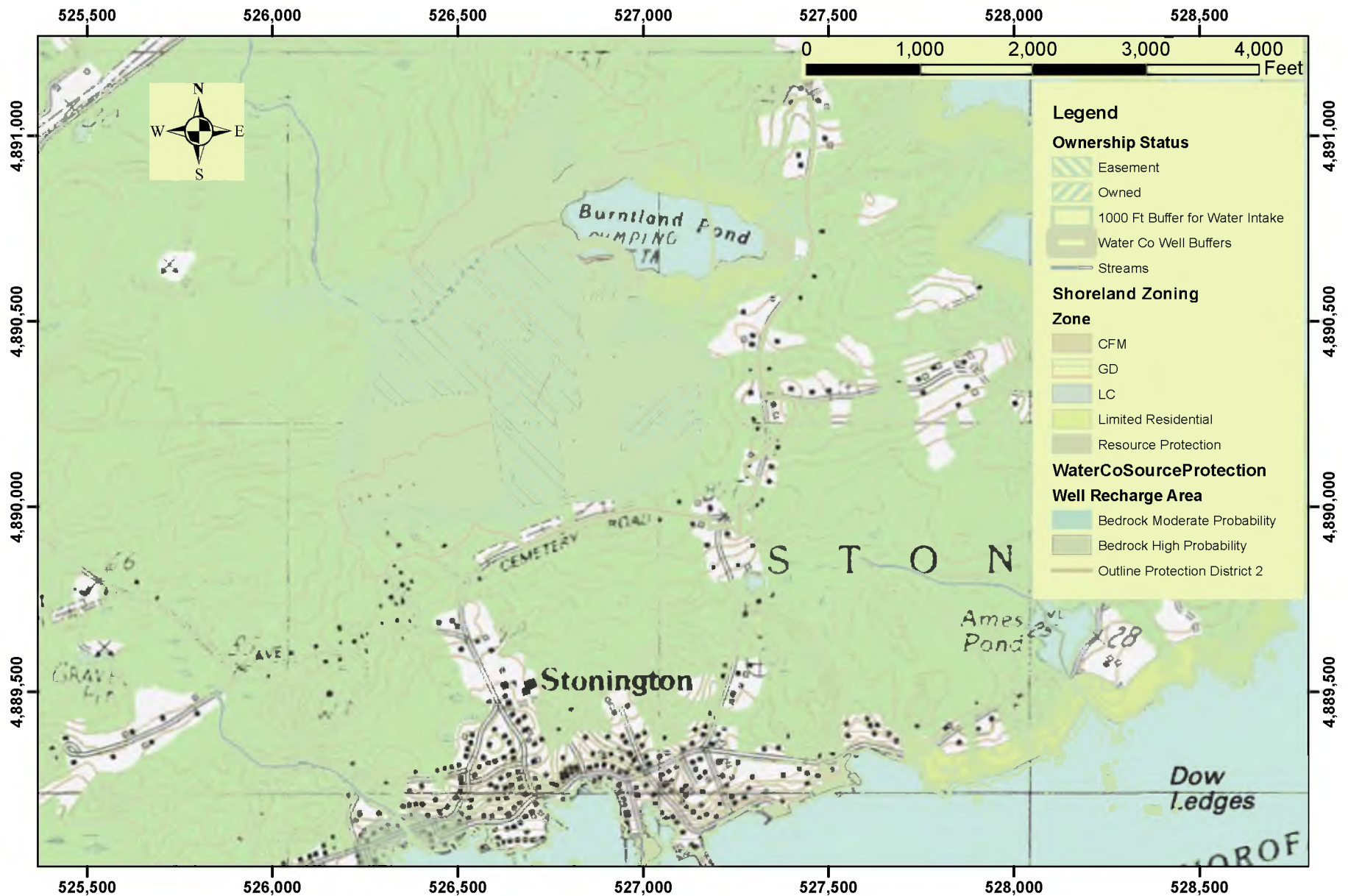
Water Company Protection Areas, Surface Water Classifications, Impervious Areas  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/24/17

Figure 6



**Well Buffers, Ponds, Streams, Watersheds & Wetlands**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/24/17





Water Company Protections  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/24/17

Figure 8



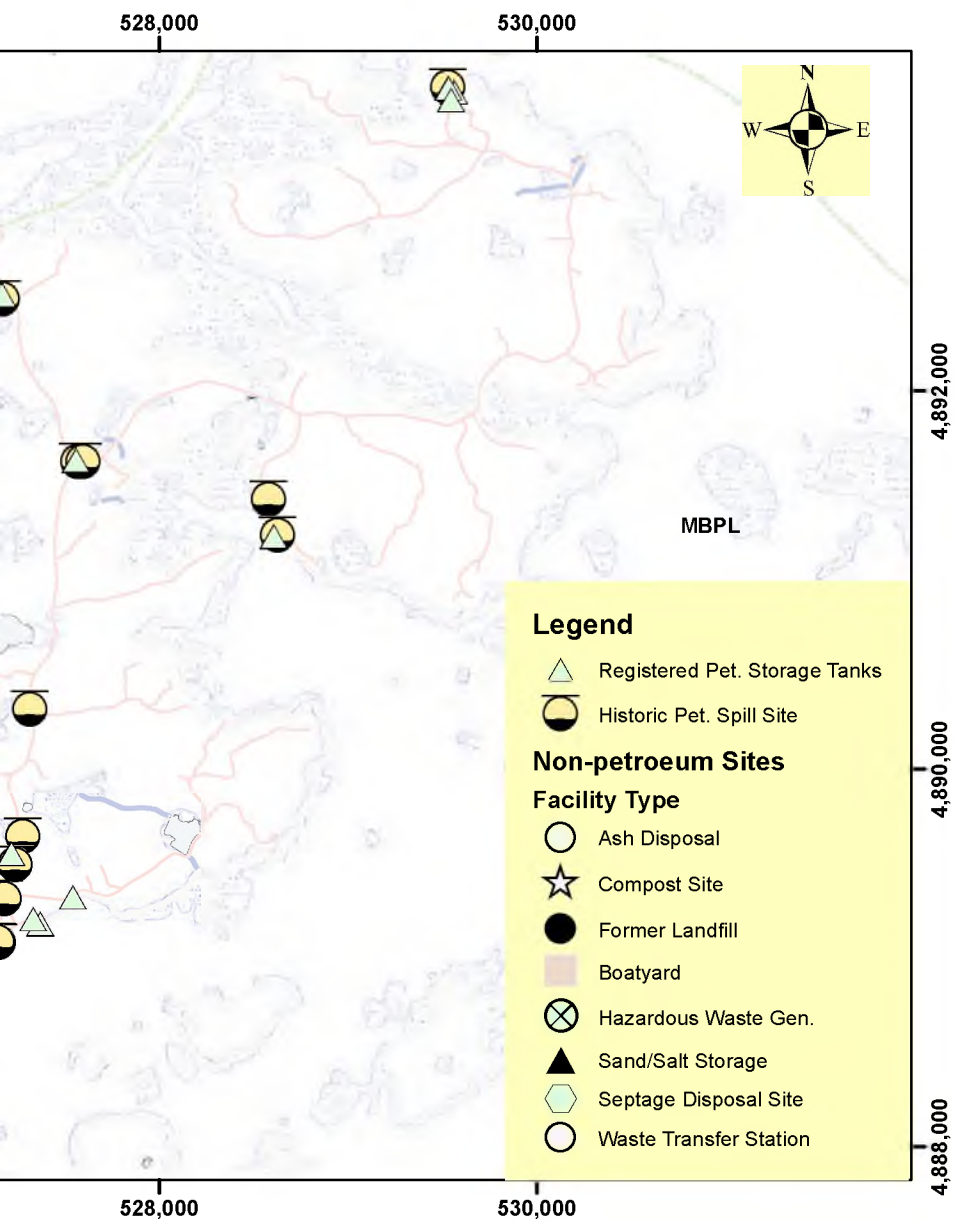
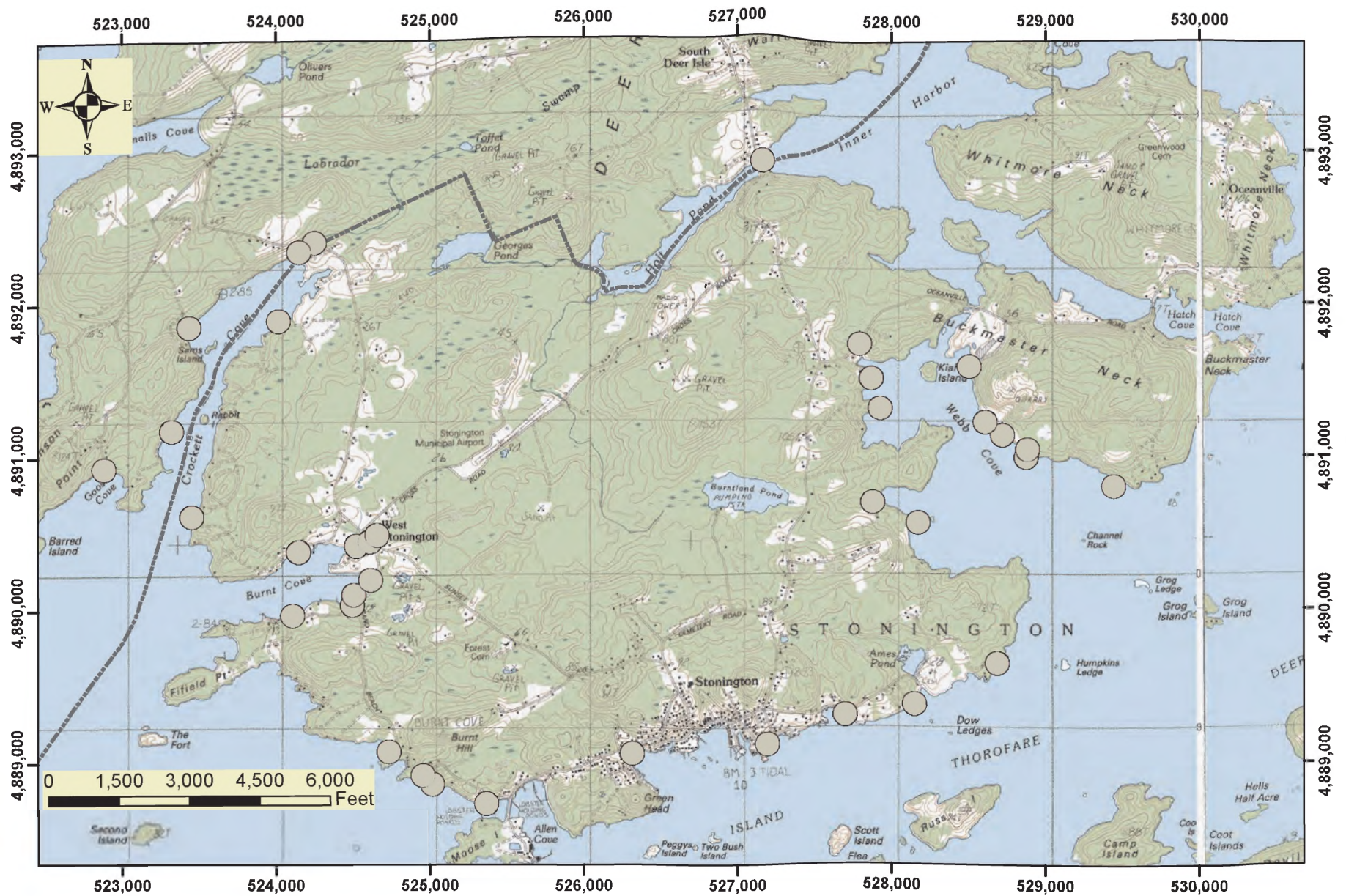
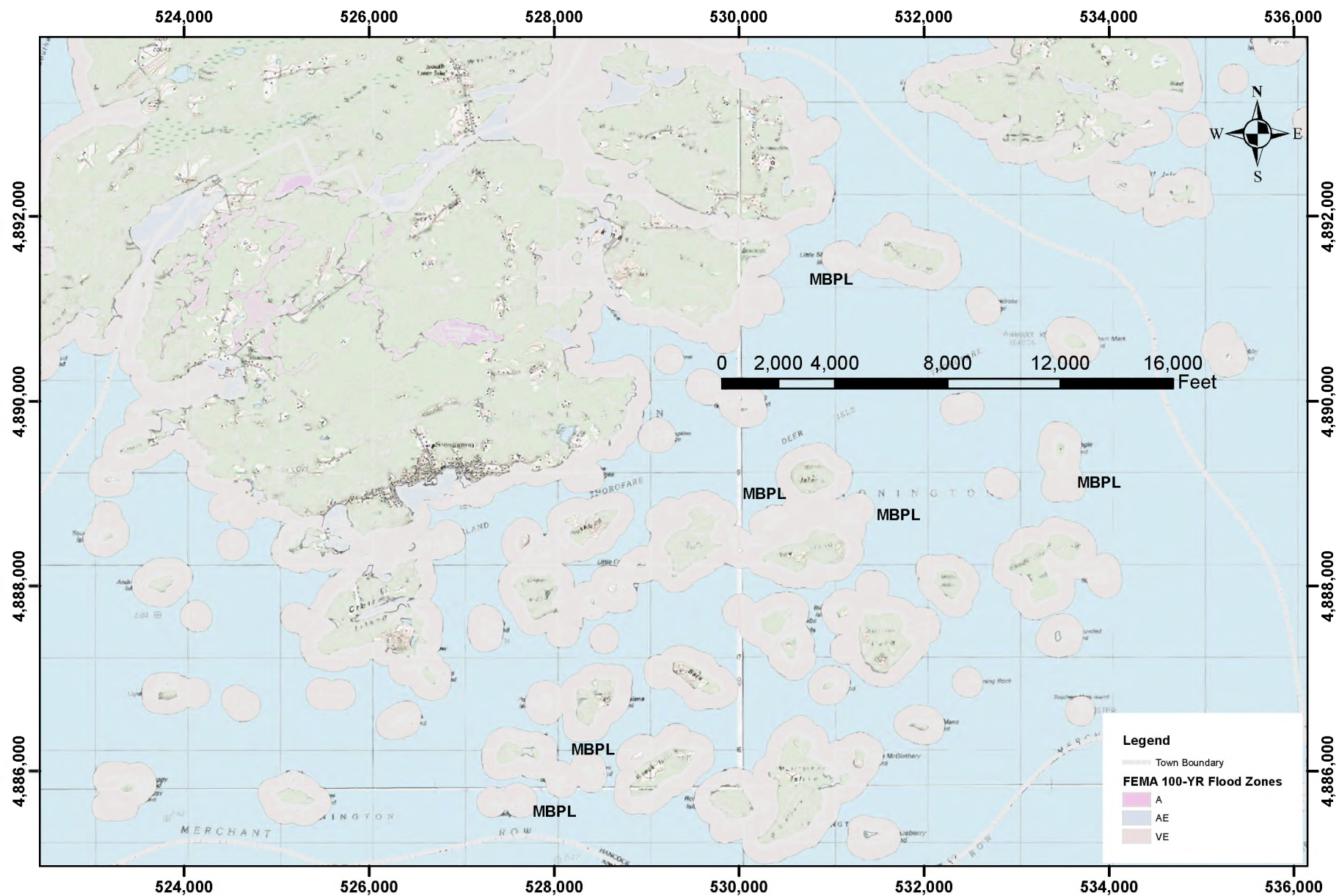


Figure 9



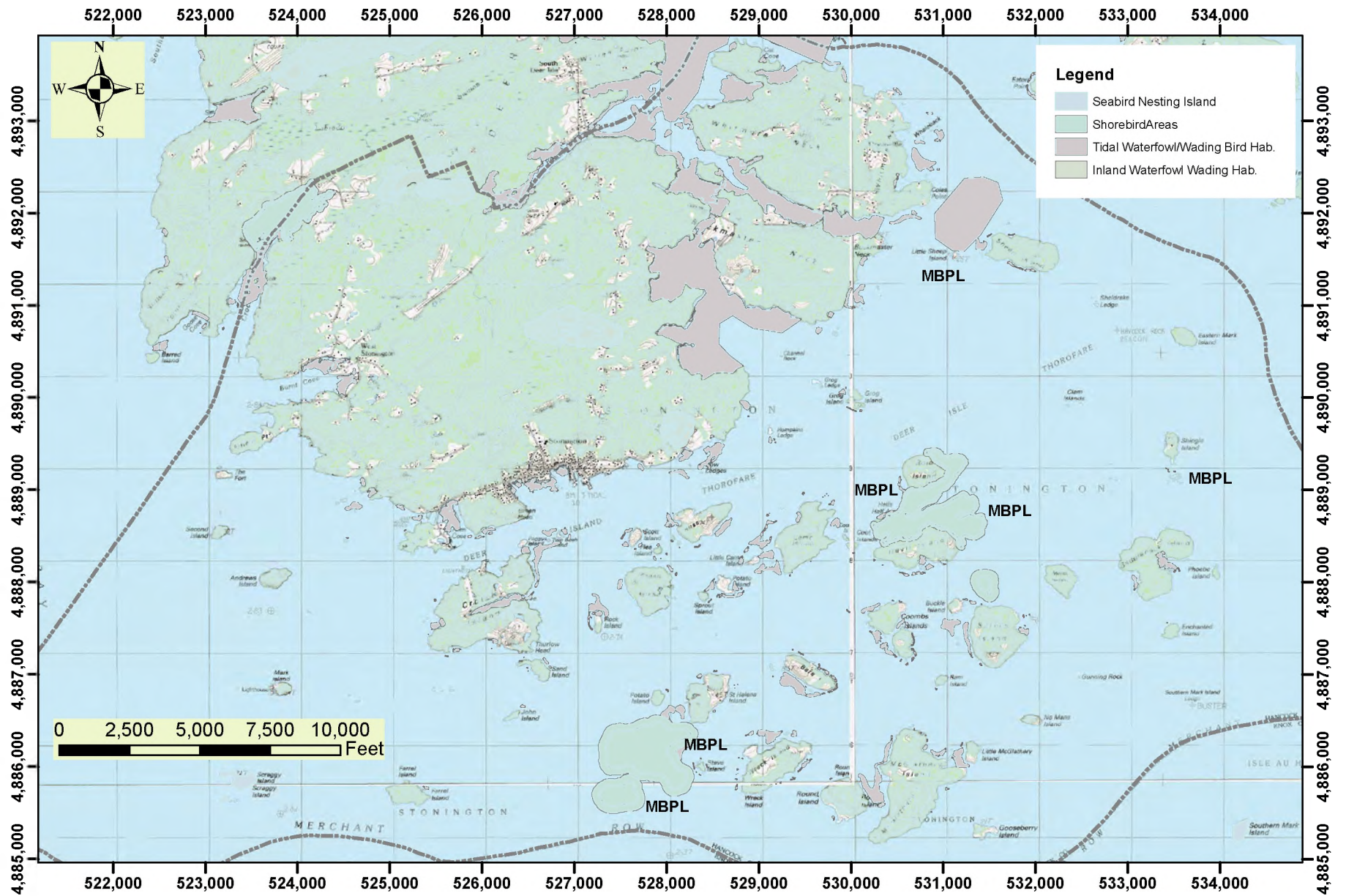
Water Quality Monitoring Points by Deer Isle Partners in Monitoring  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/28/17

Figure 10



**FEMA 100-Year Flood Zones**  
**Town of Stonington Comprehensive Plan**  
**Base Maps are USGS 7.5' Topographic Maps**  
**Grid is UTM, NAD83, Zone 19N, meters**  
**RG 5/10/17**

**Figure 11**



**Bird Habitats**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/27/17

**Figure 12**



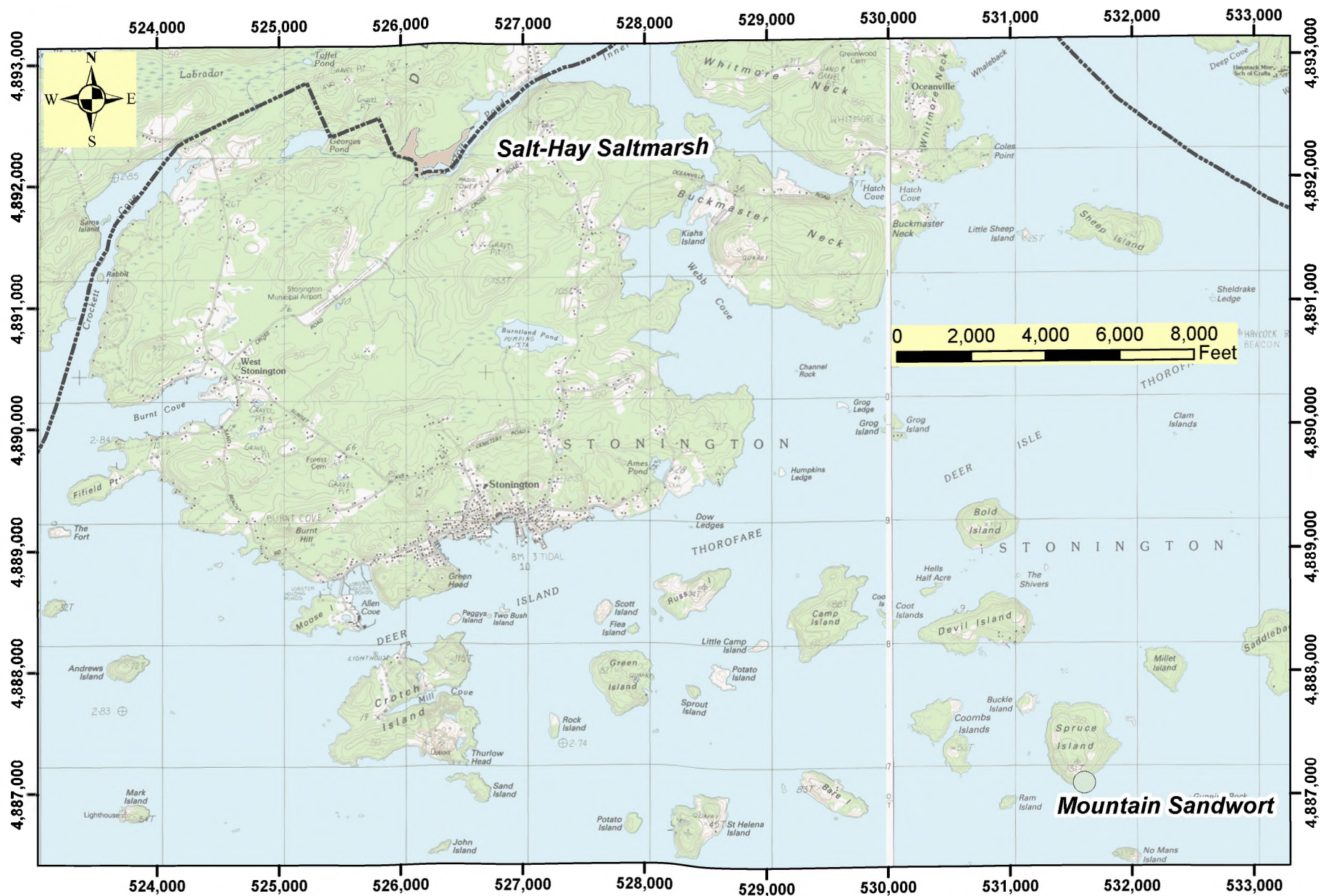
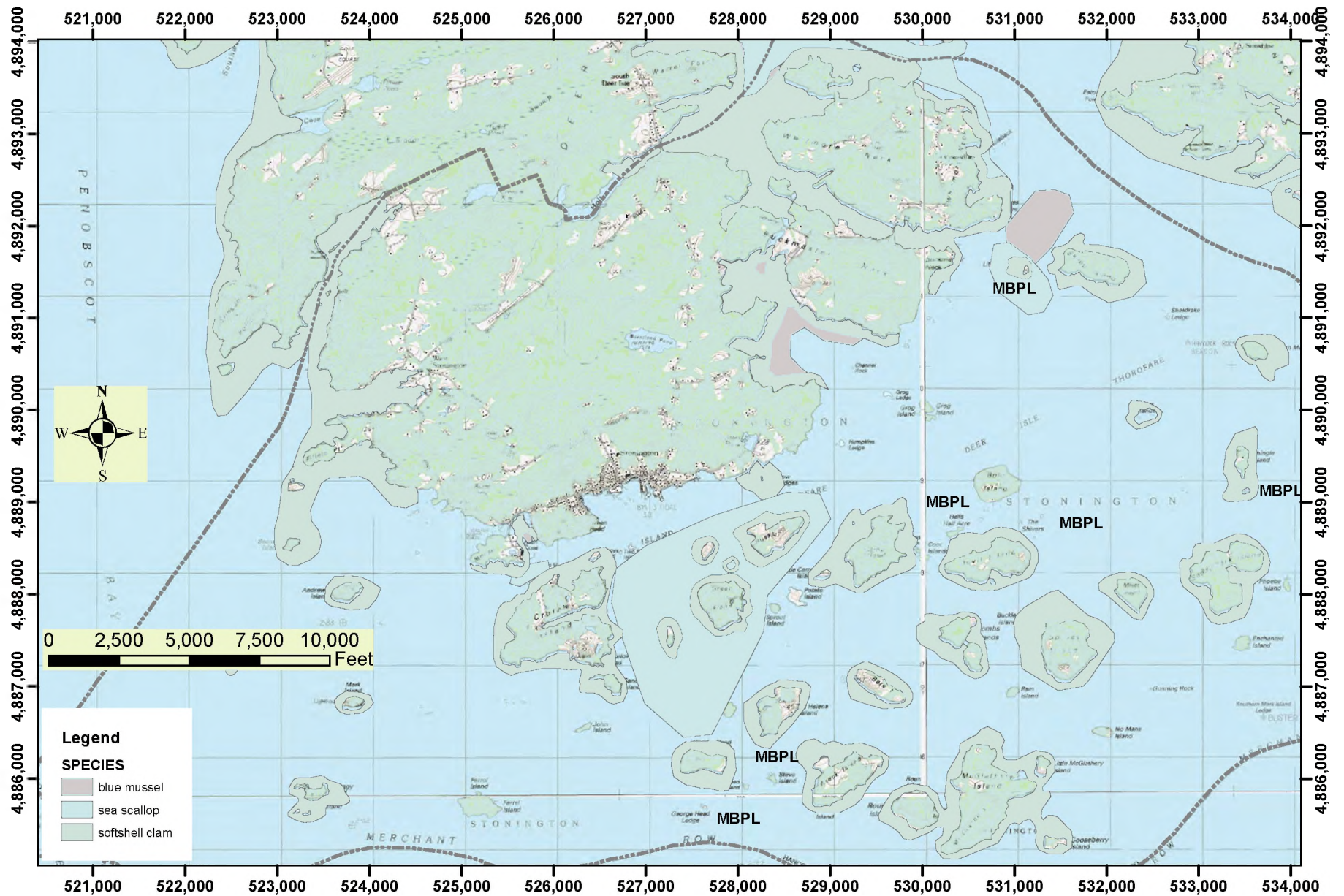
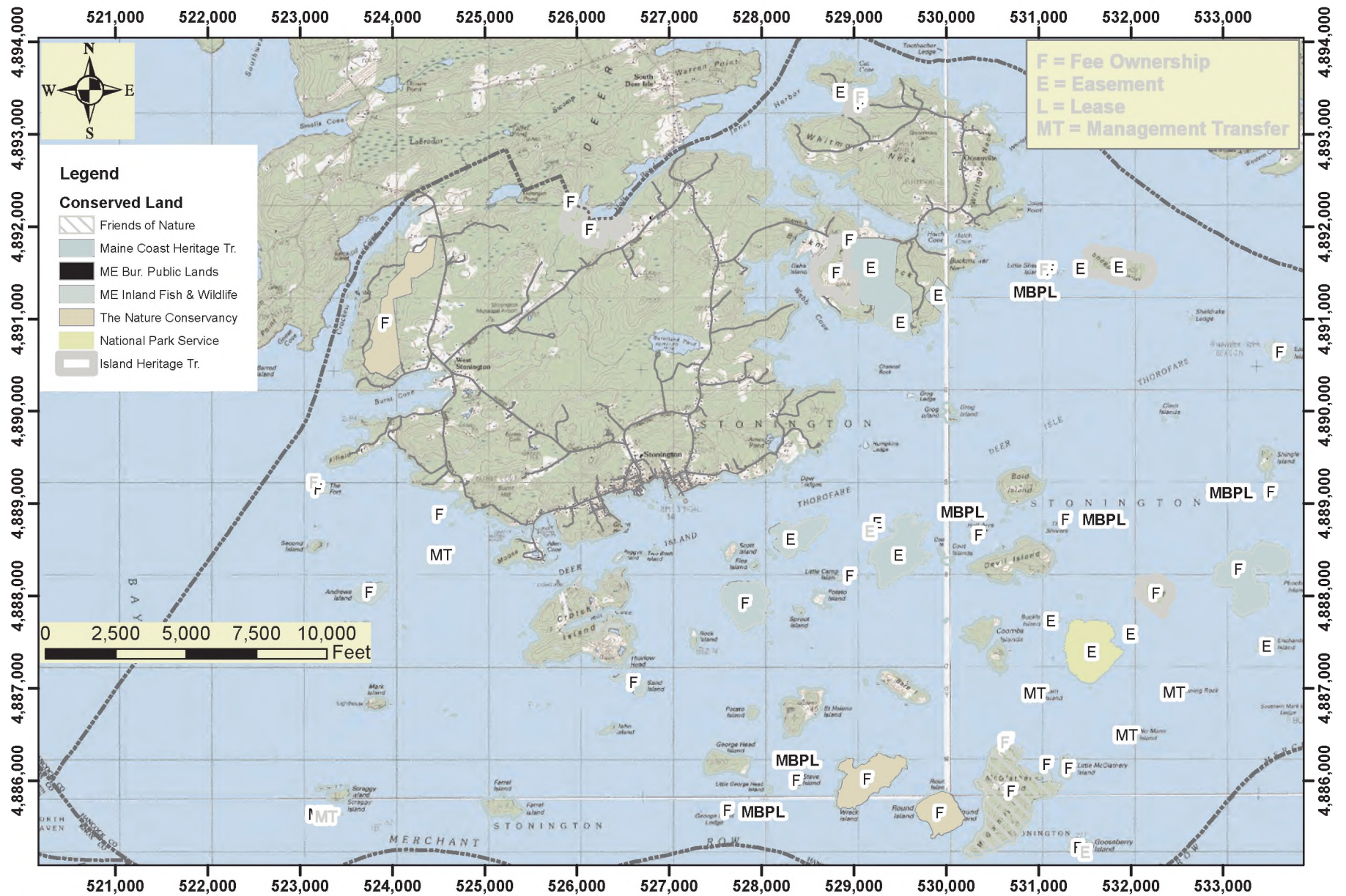


Figure 14



Shellfish Habitat  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/27/17

Figure 15



Conserved Land  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 7/31/17

Figure 16



Shoreland Zoning  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 7/7/17

Figure 17

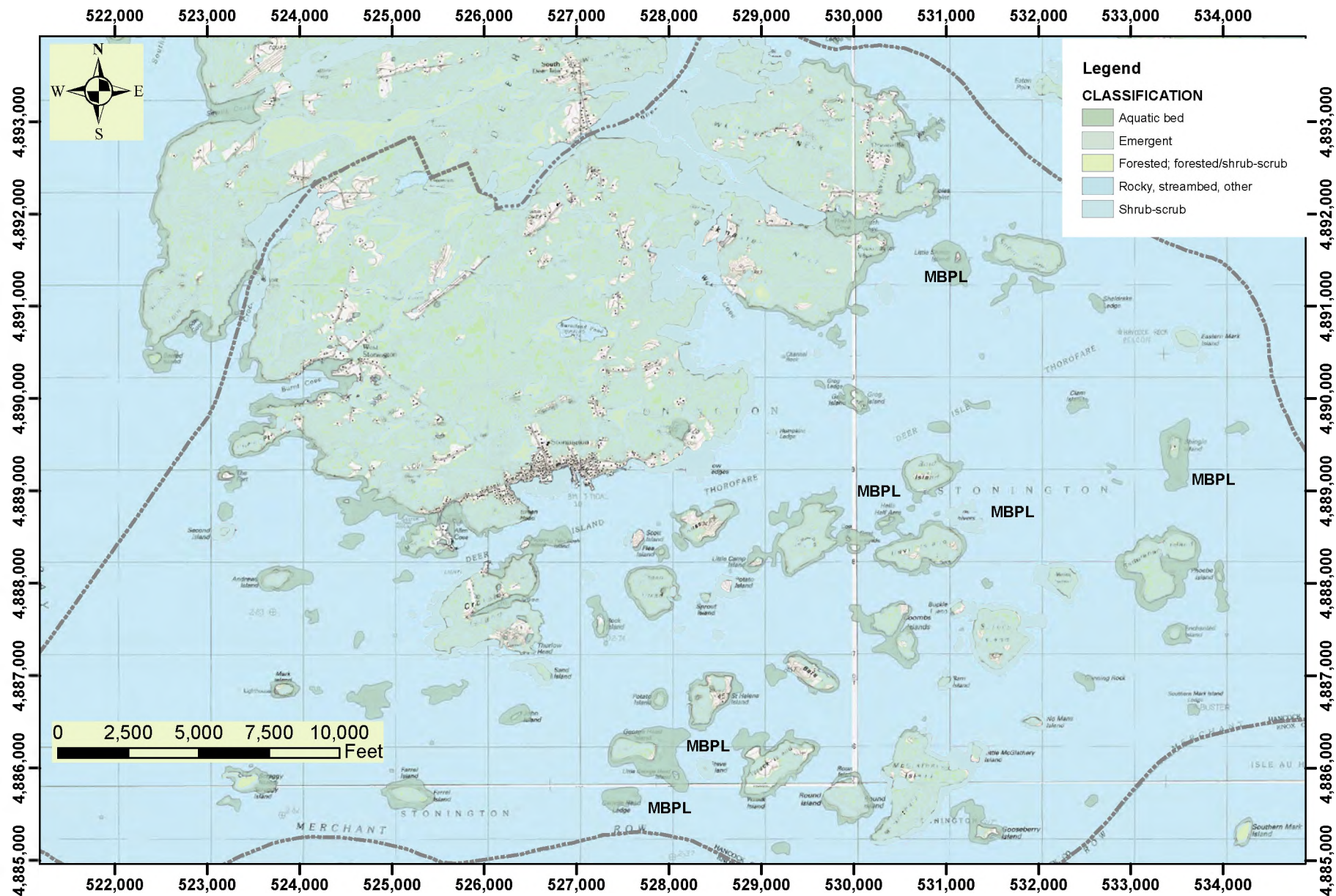


Figure 18

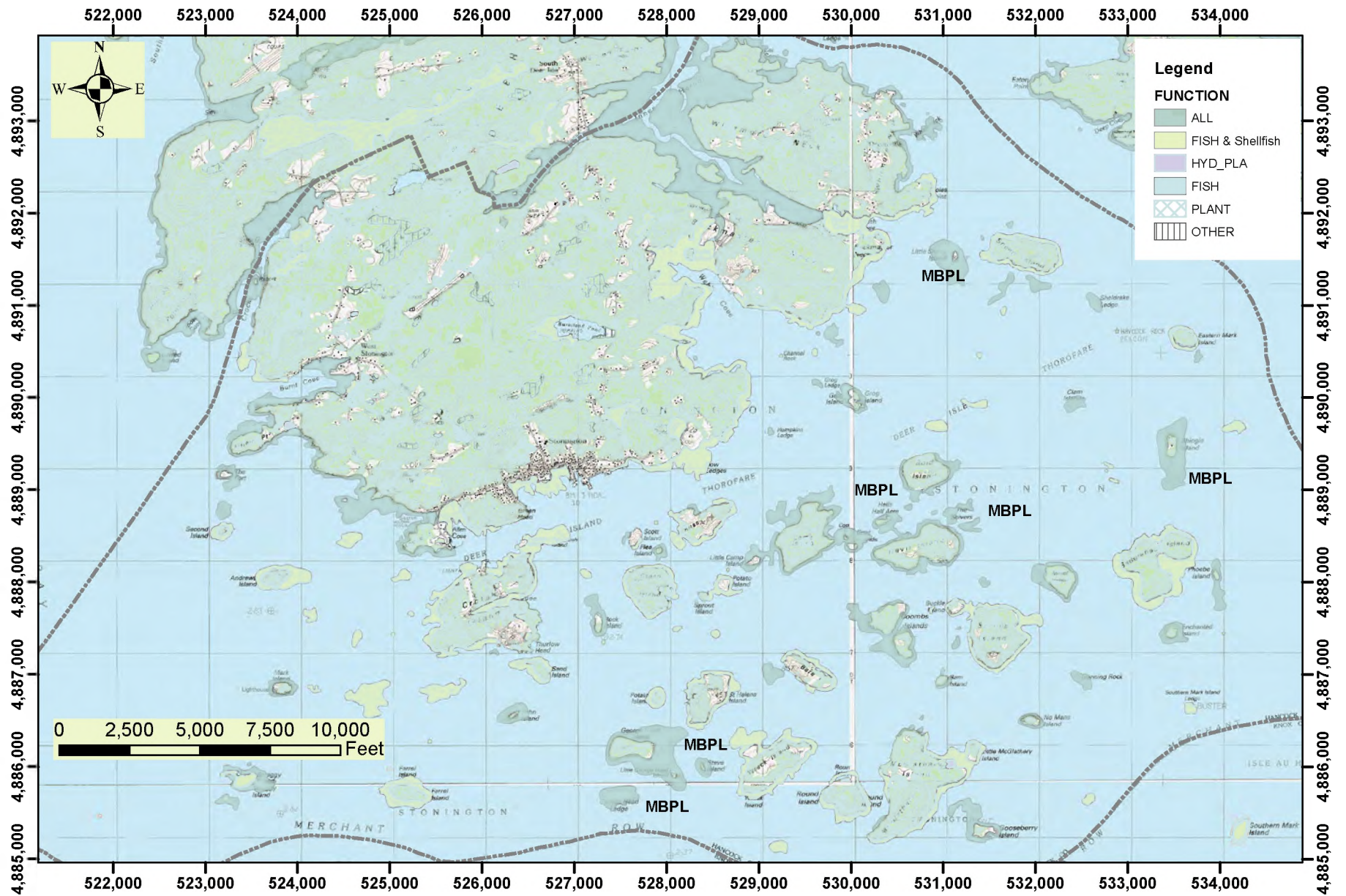
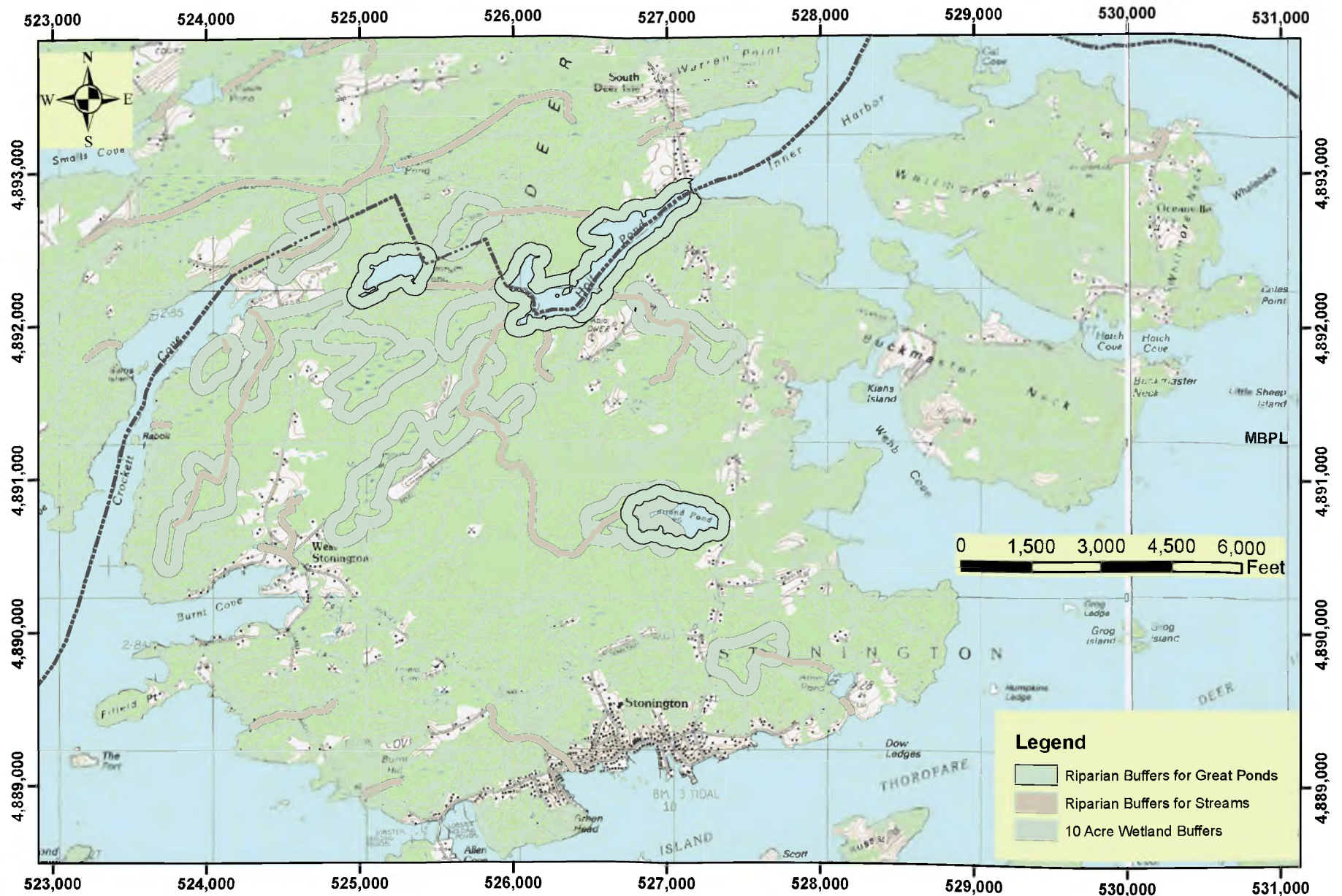


Figure 19



**Buffers for Streams, Great Ponds, and Wetlands over 10 Acres**  
**Town of Stonington Comprehensive Plan**  
**Grid is UTM, NAD83, Zone 19N, meters**  
**RG 6/27/17**

**Figure 20**



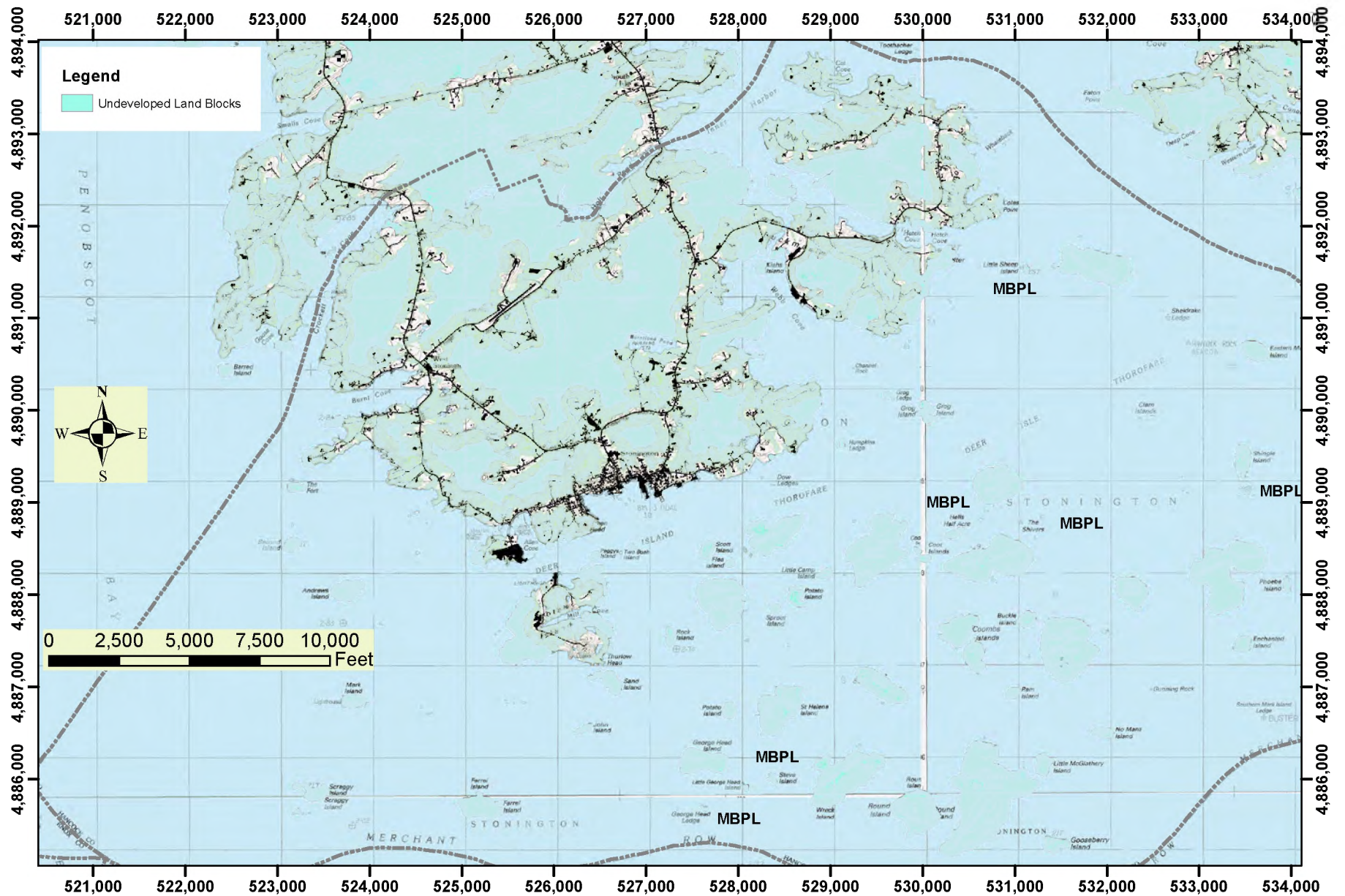
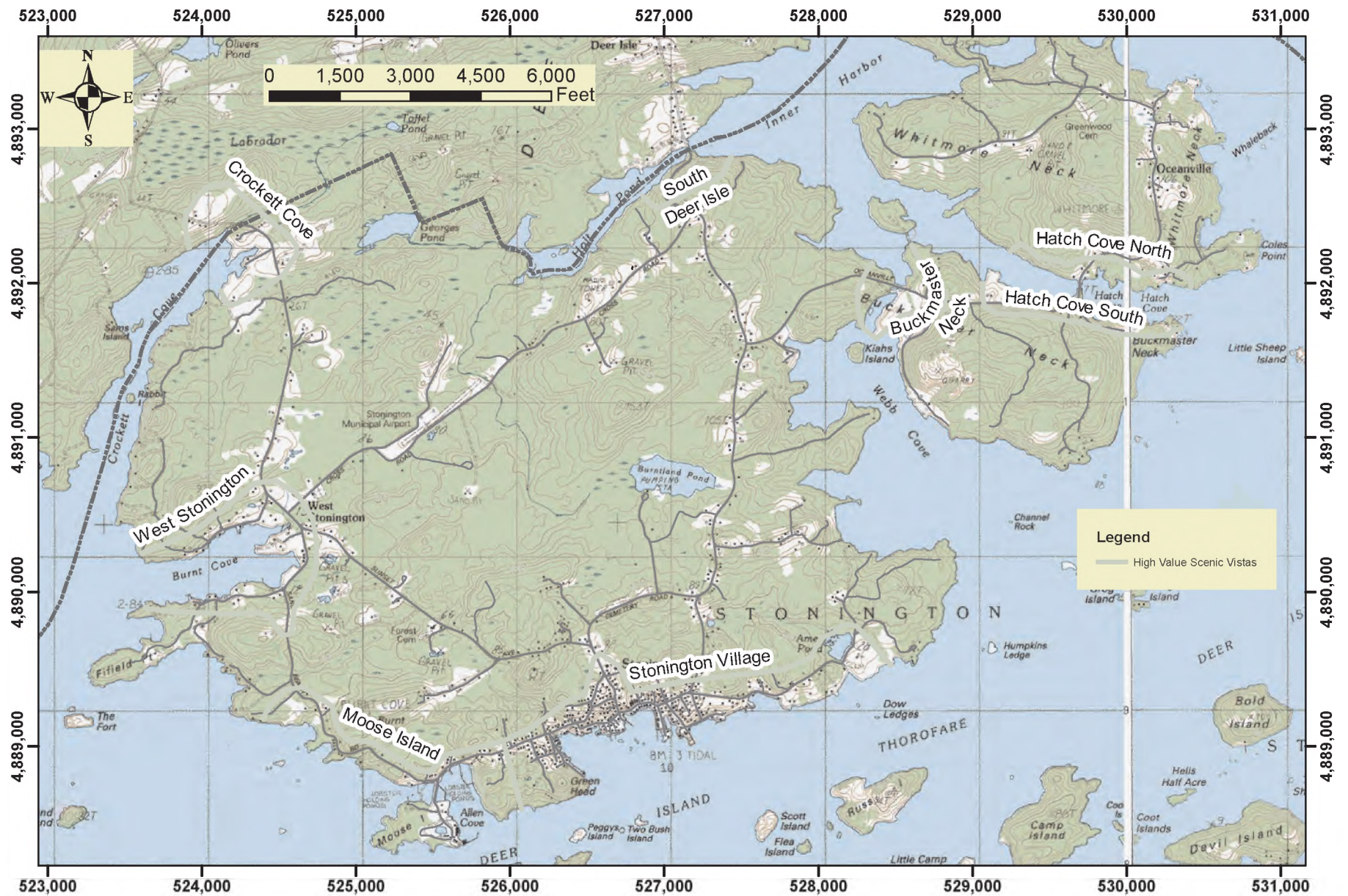
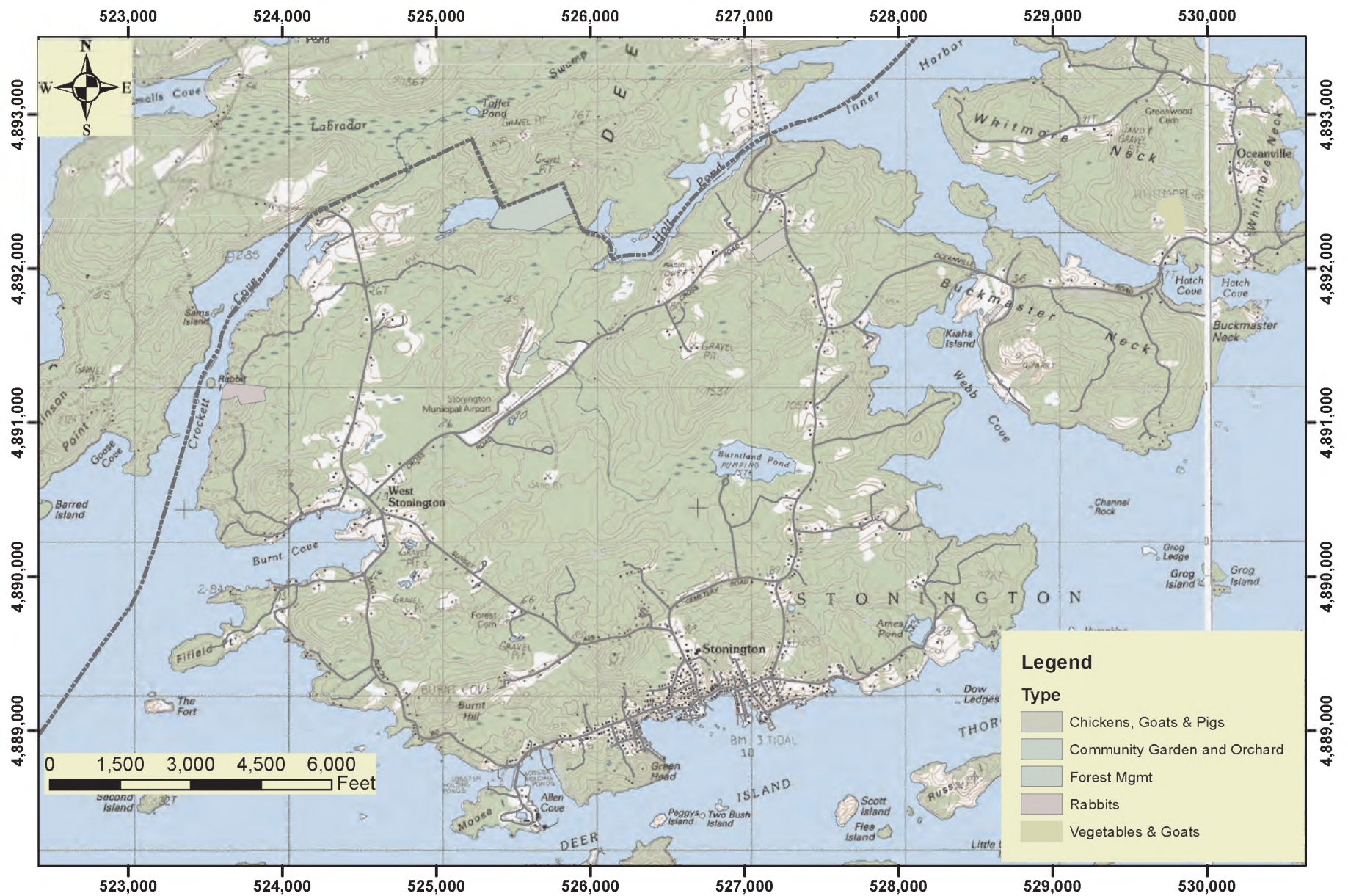


Figure 22



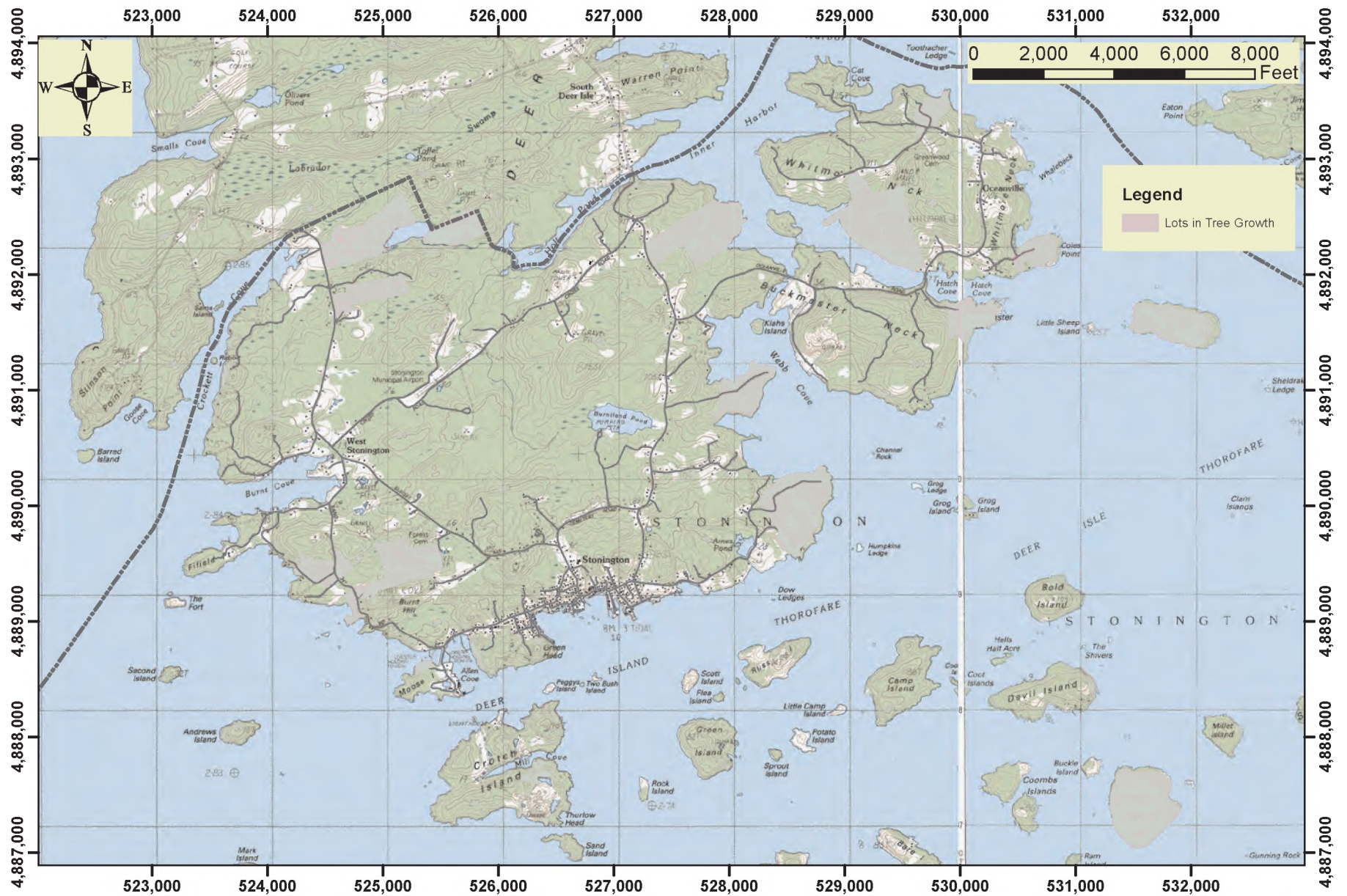
High Value Scenic Vistas  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 6/30/17

Figure 23



Lands Managed for Forestry or Agriculture  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 7/20/17

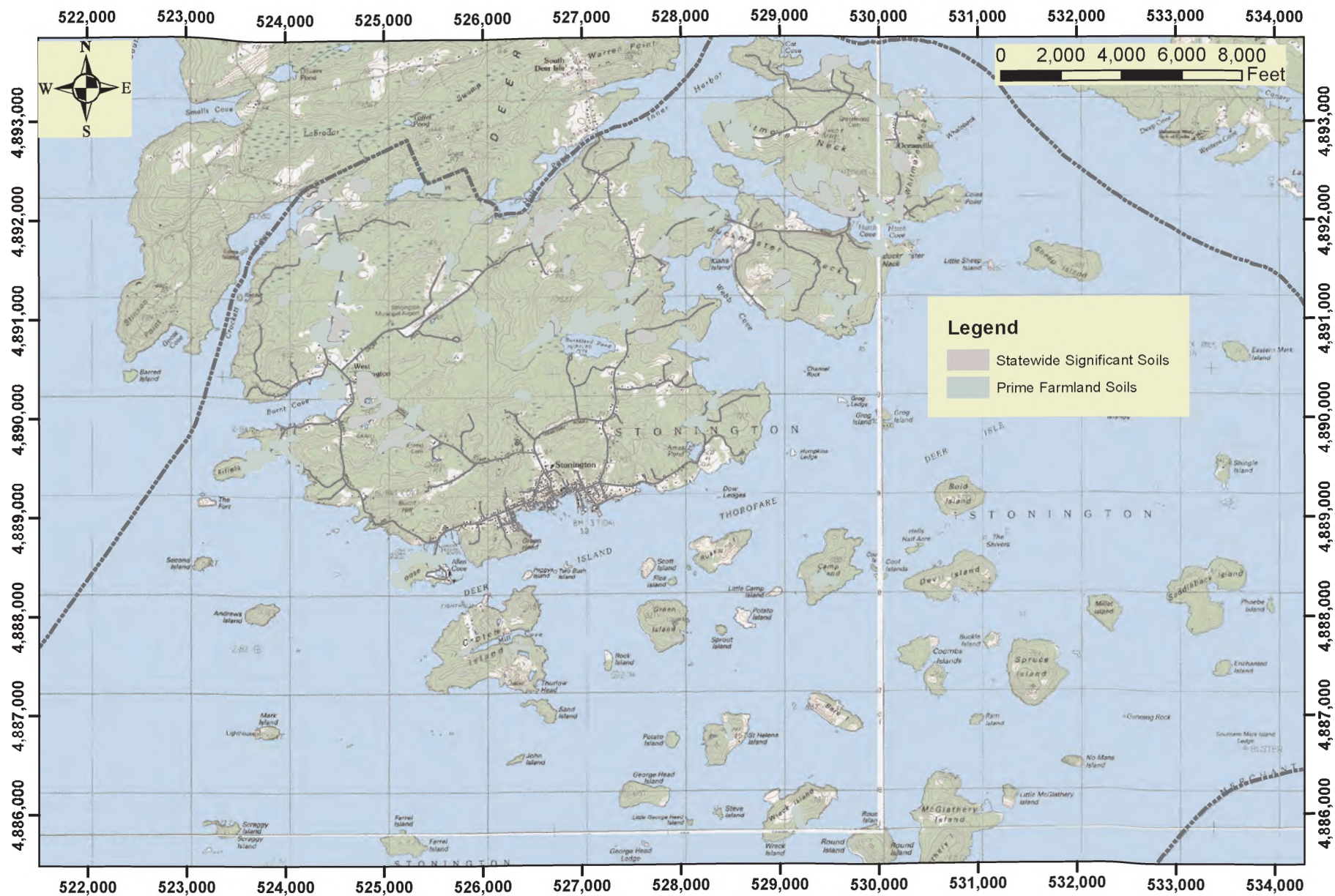
Figure 24



Land in Tree Growth  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 7/11/17

Figure 25





Prime Farmland Soils  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 7/17/17

Figure 27

## Maine Commercial Landings 1964-2016

\*2016 data are preliminary; updated 2/21/17

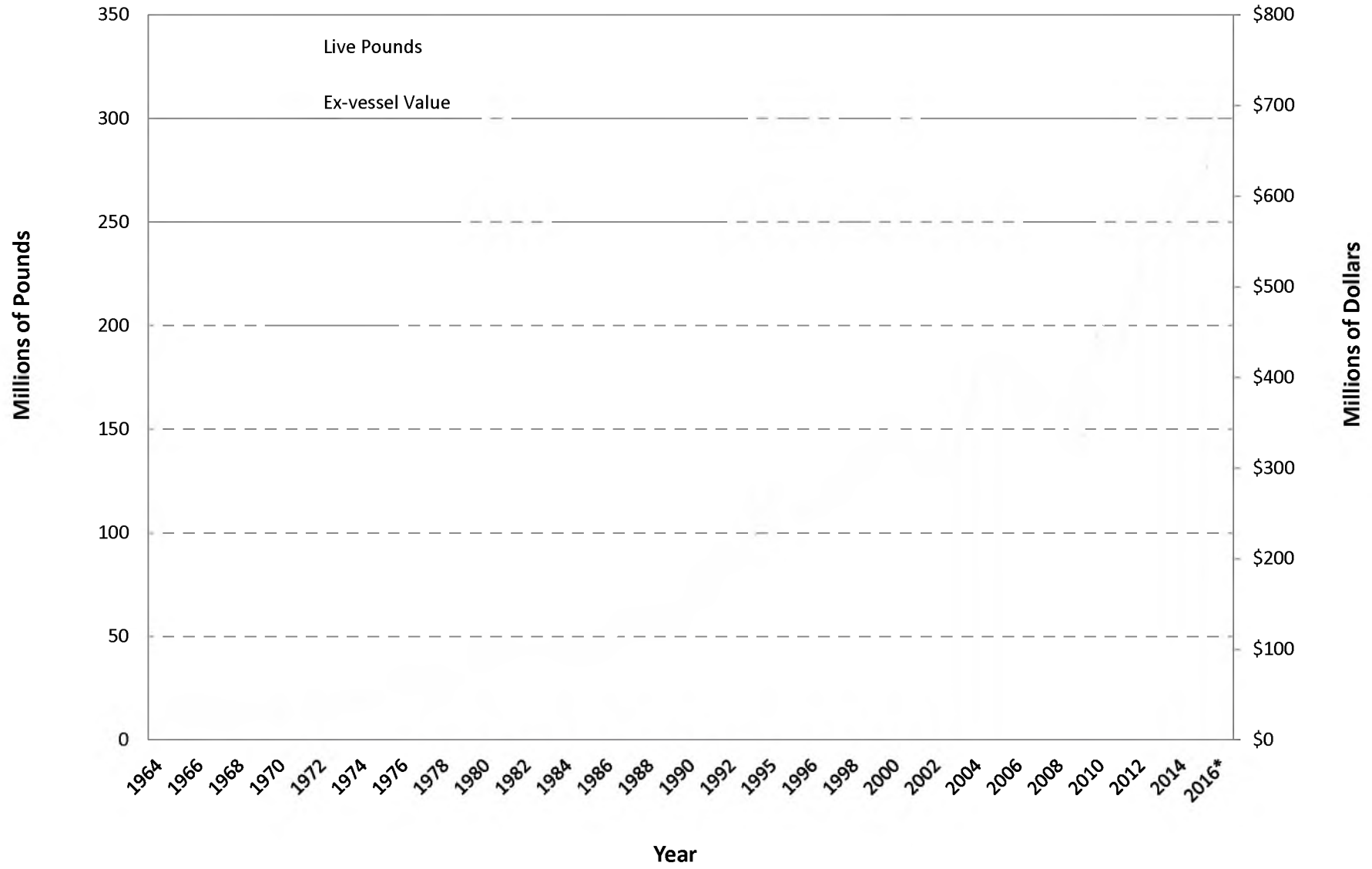
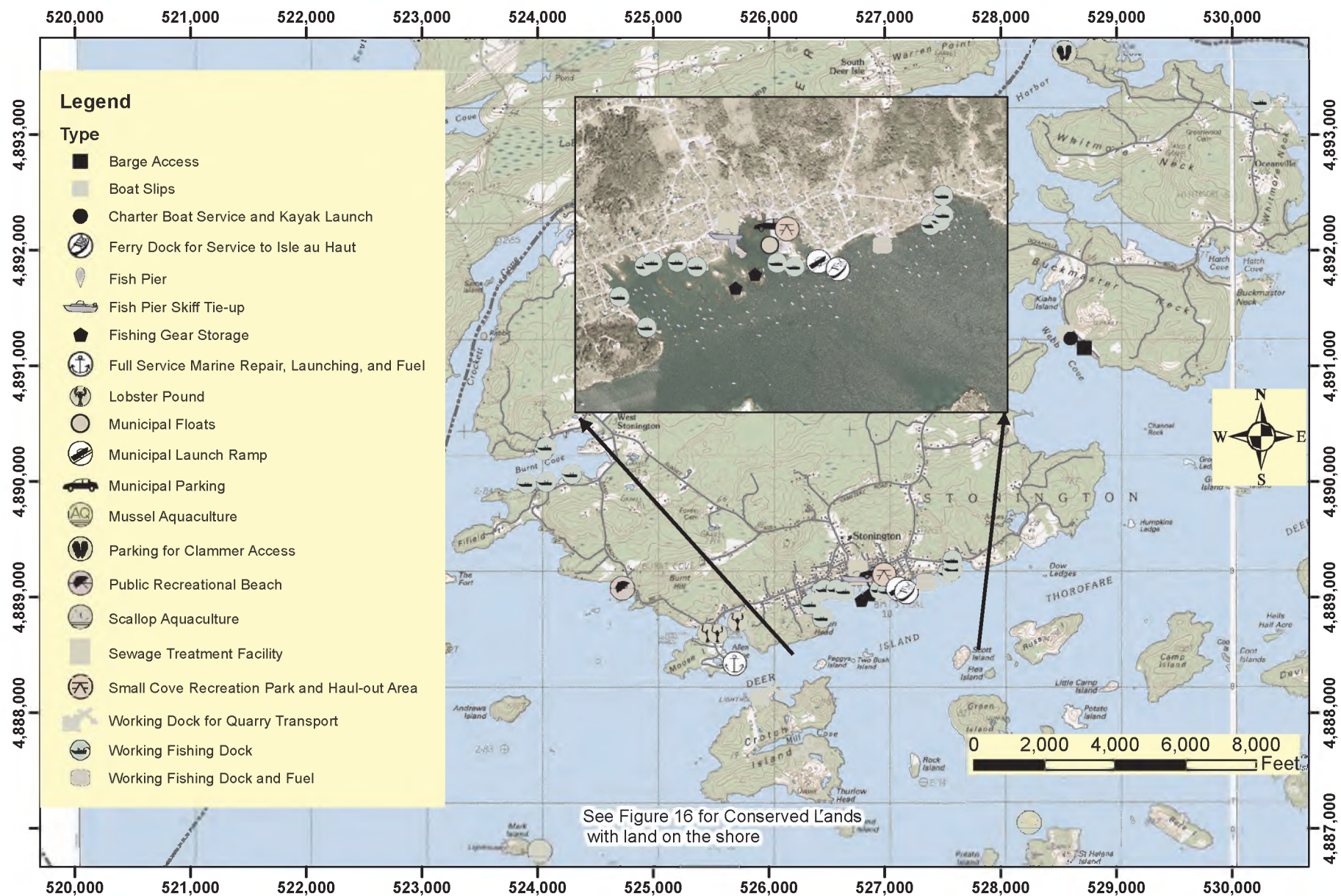


Figure 28



**Coastal Access**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 7/20/17

**Figure 29**

**Figure 30--Stonington Population**

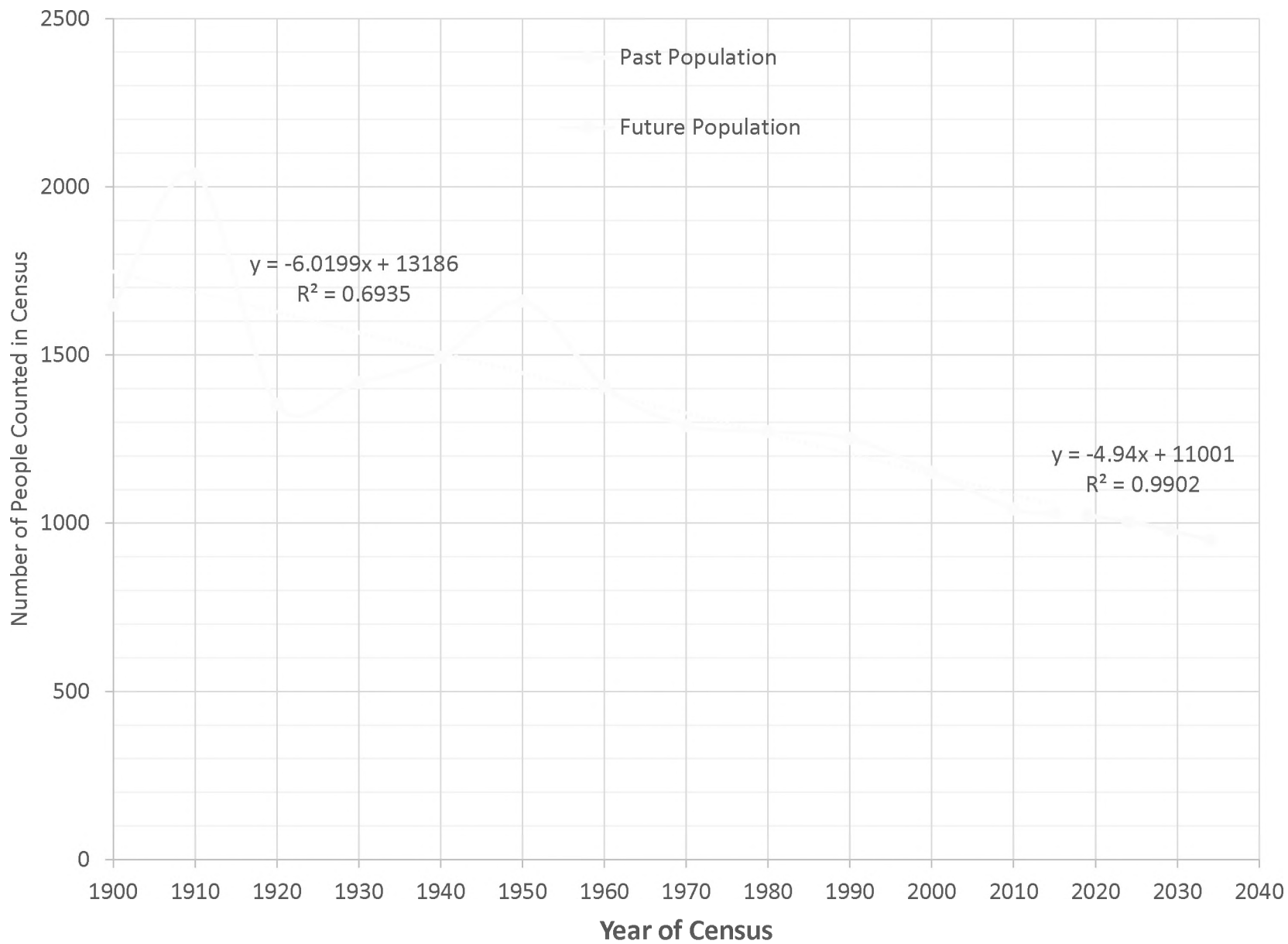
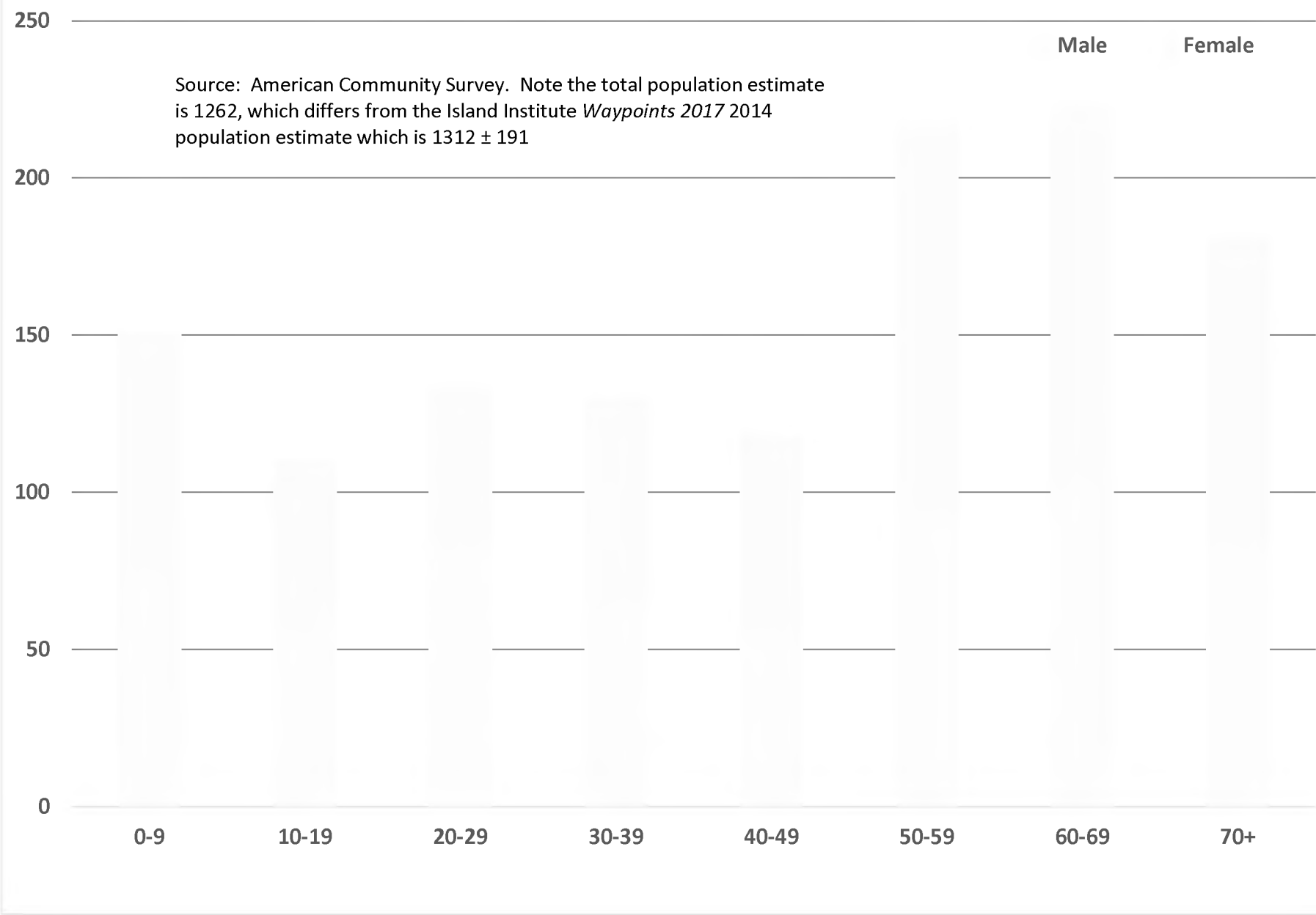
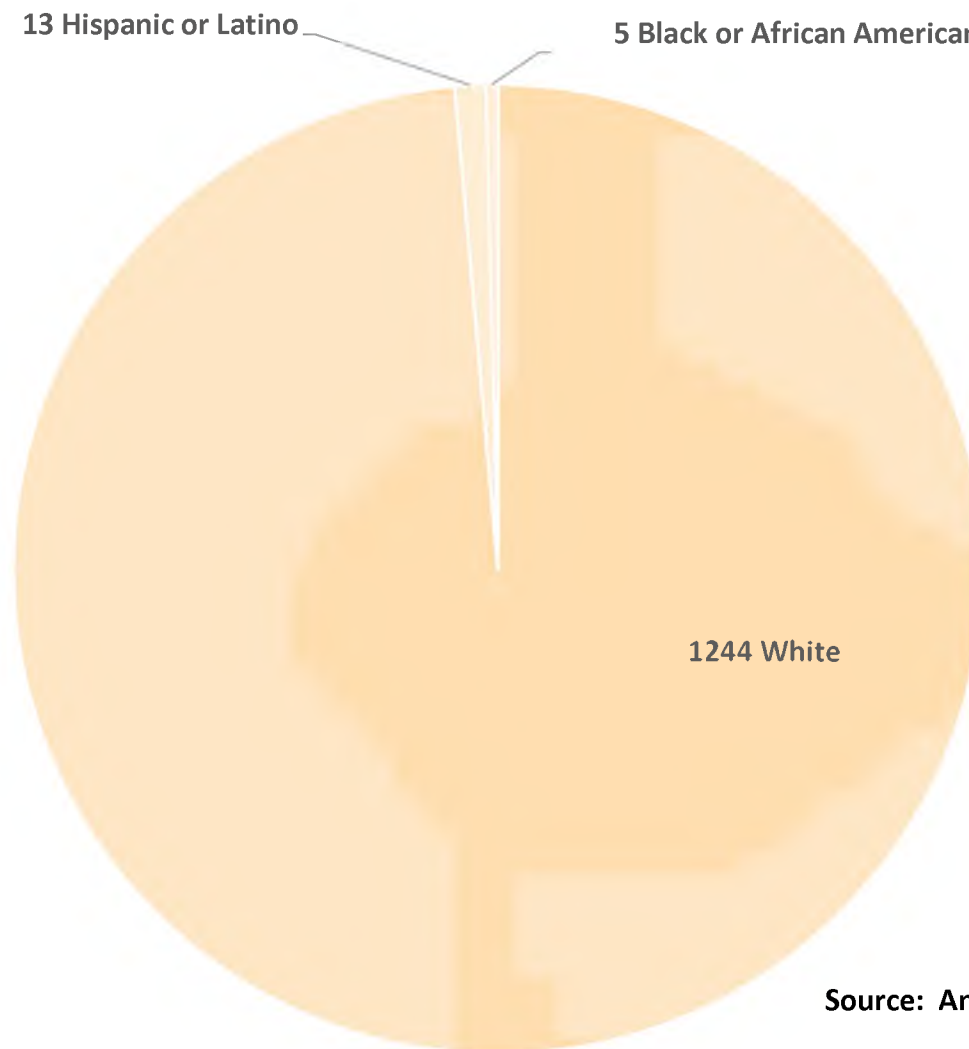


Figure 31--Stonington 2015 Population Estimate by Age Groups



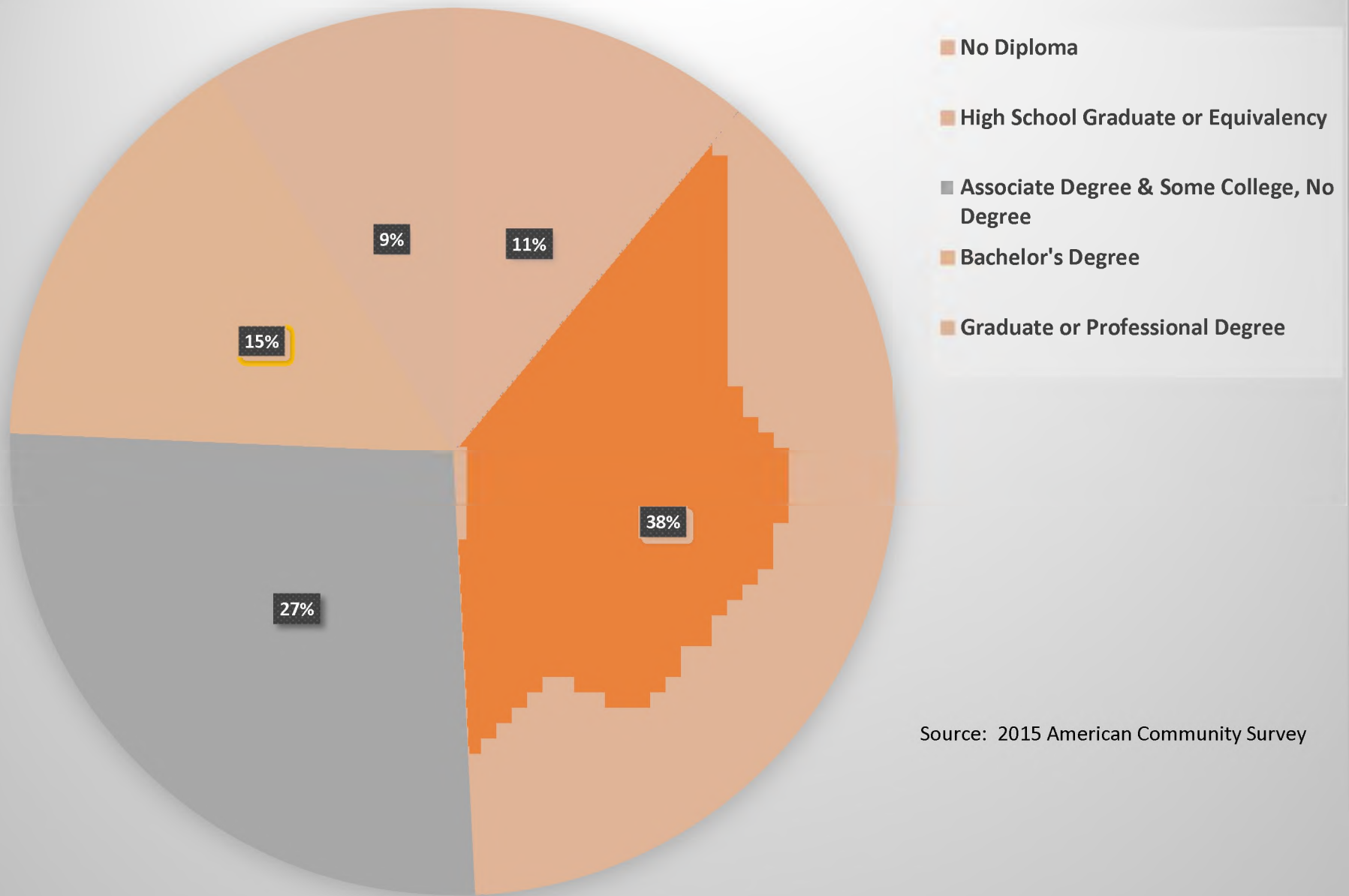
**Figure 32--2015 Population Breakdown by Race or Origin**



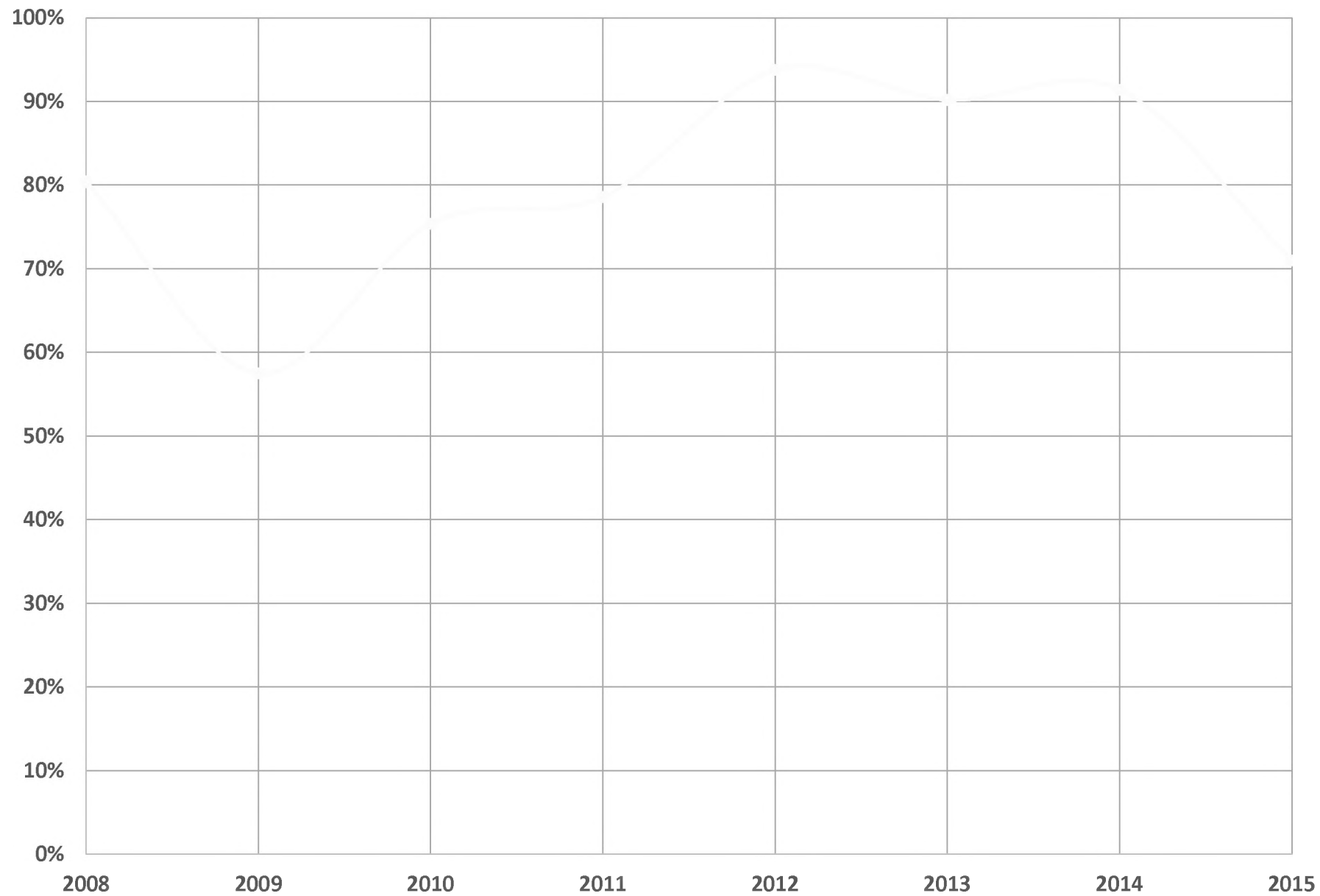
**Source: American Community Survey**

■ White    ■ Hispanic or Latino    ■ Black or African American

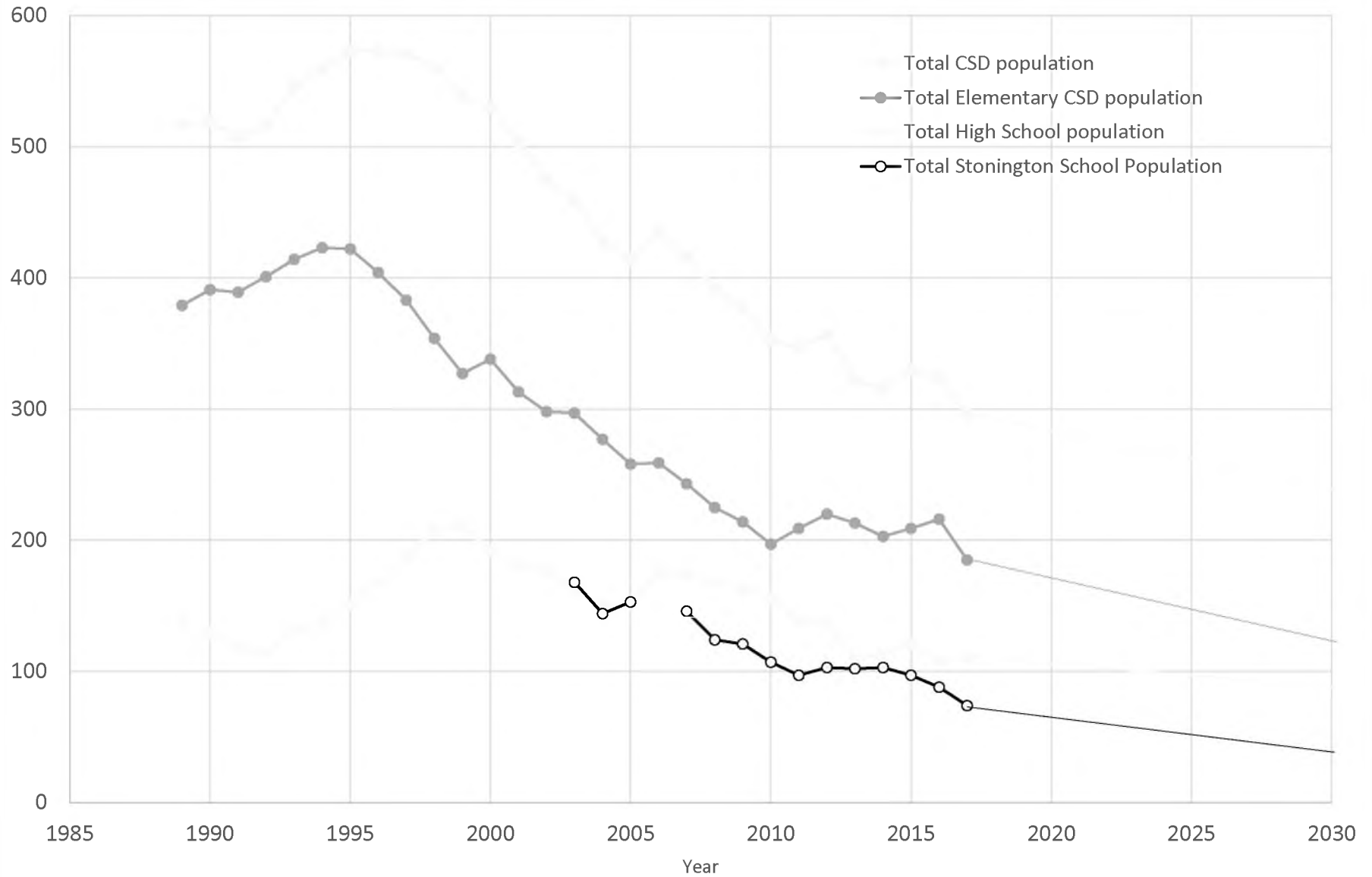
**Figure 33--Stonington Adult Educational Attainment**



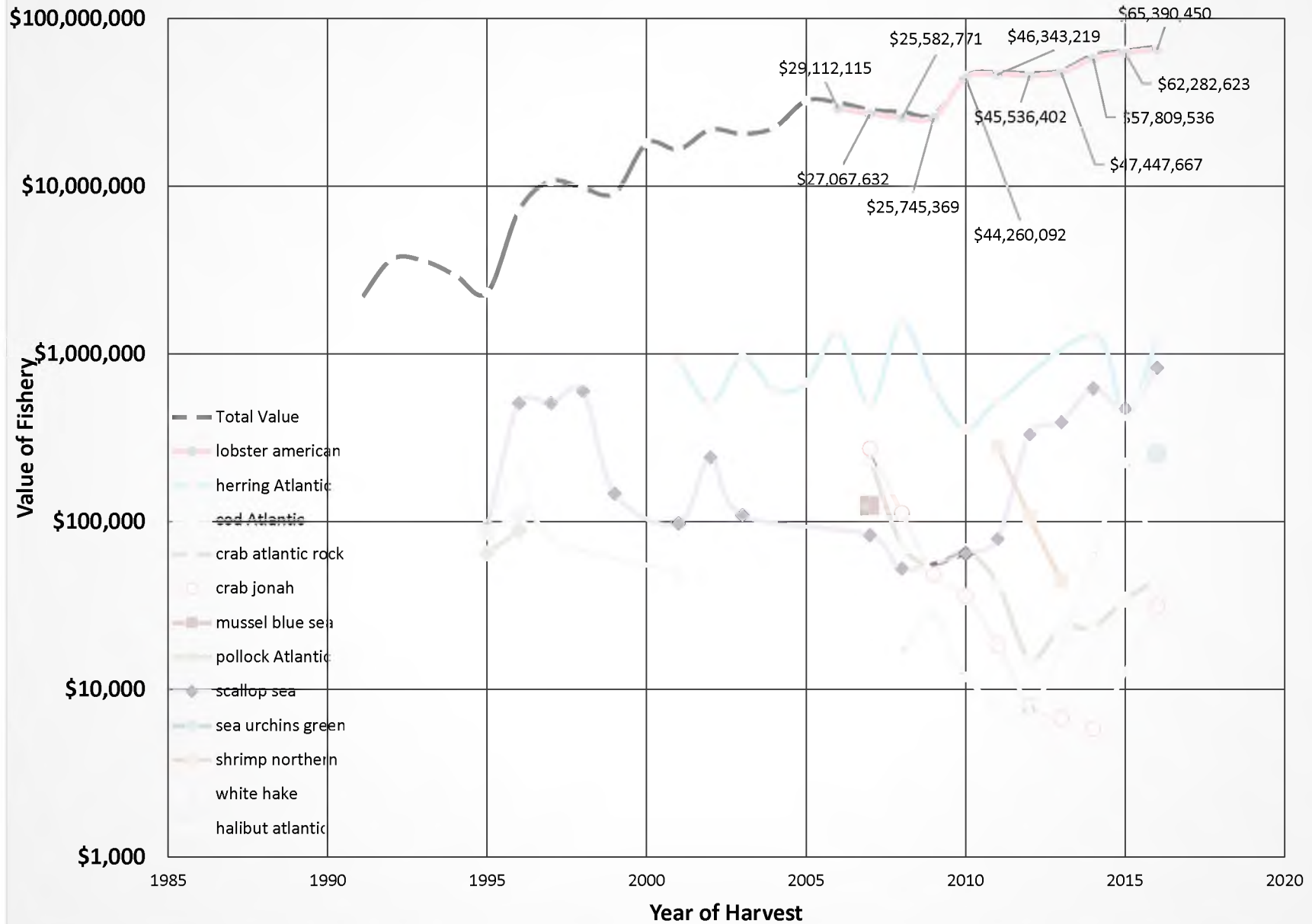
***Figure 34--Deer Isle/Stonington High School Graduation Rate***



**Figure 35--CSD #13 School Population**



### Figure 36--Value of Stonington Fisheries by Year and Species



**Figure 37--Stonington Annual Lobster Landings in Pounds**

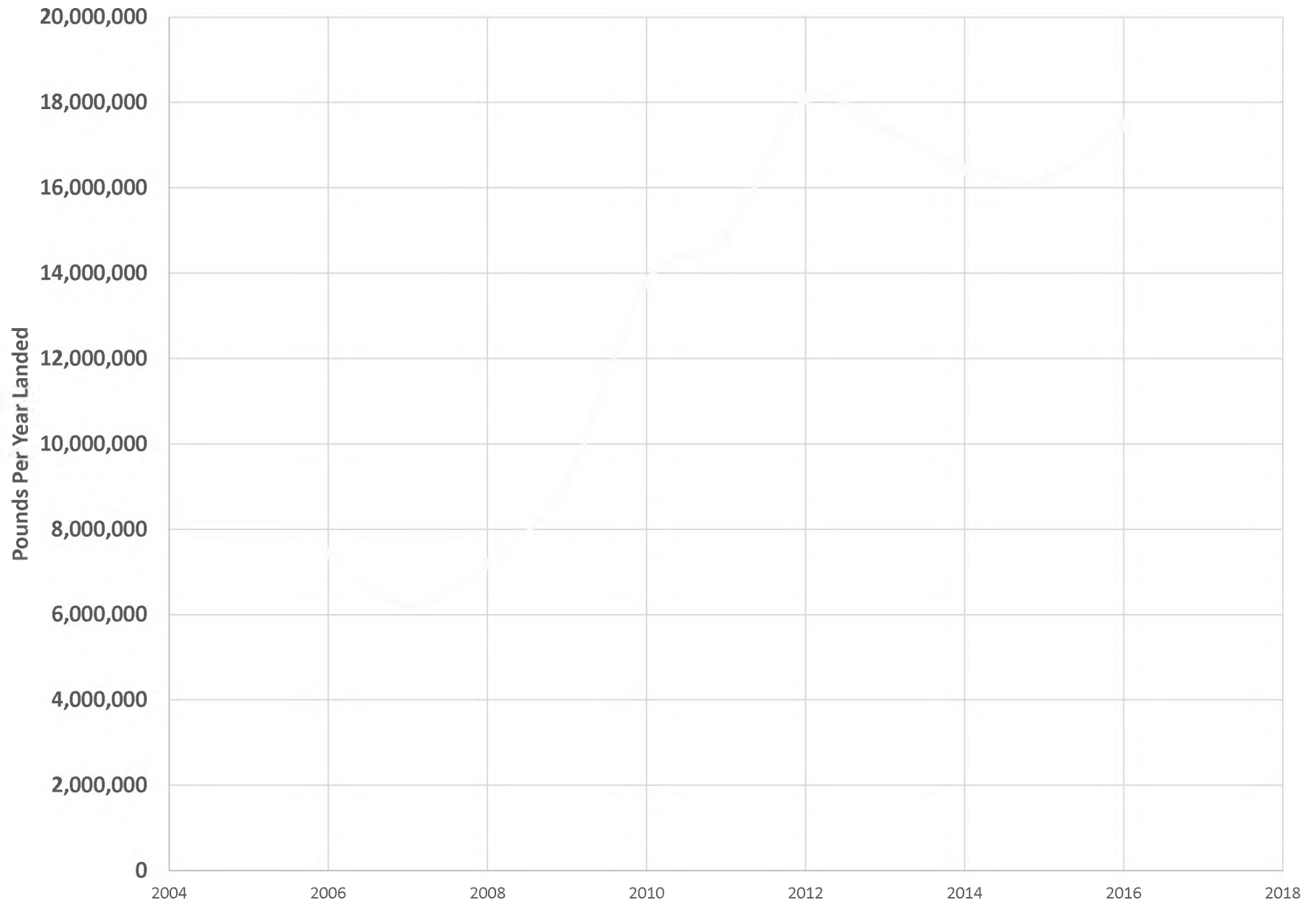
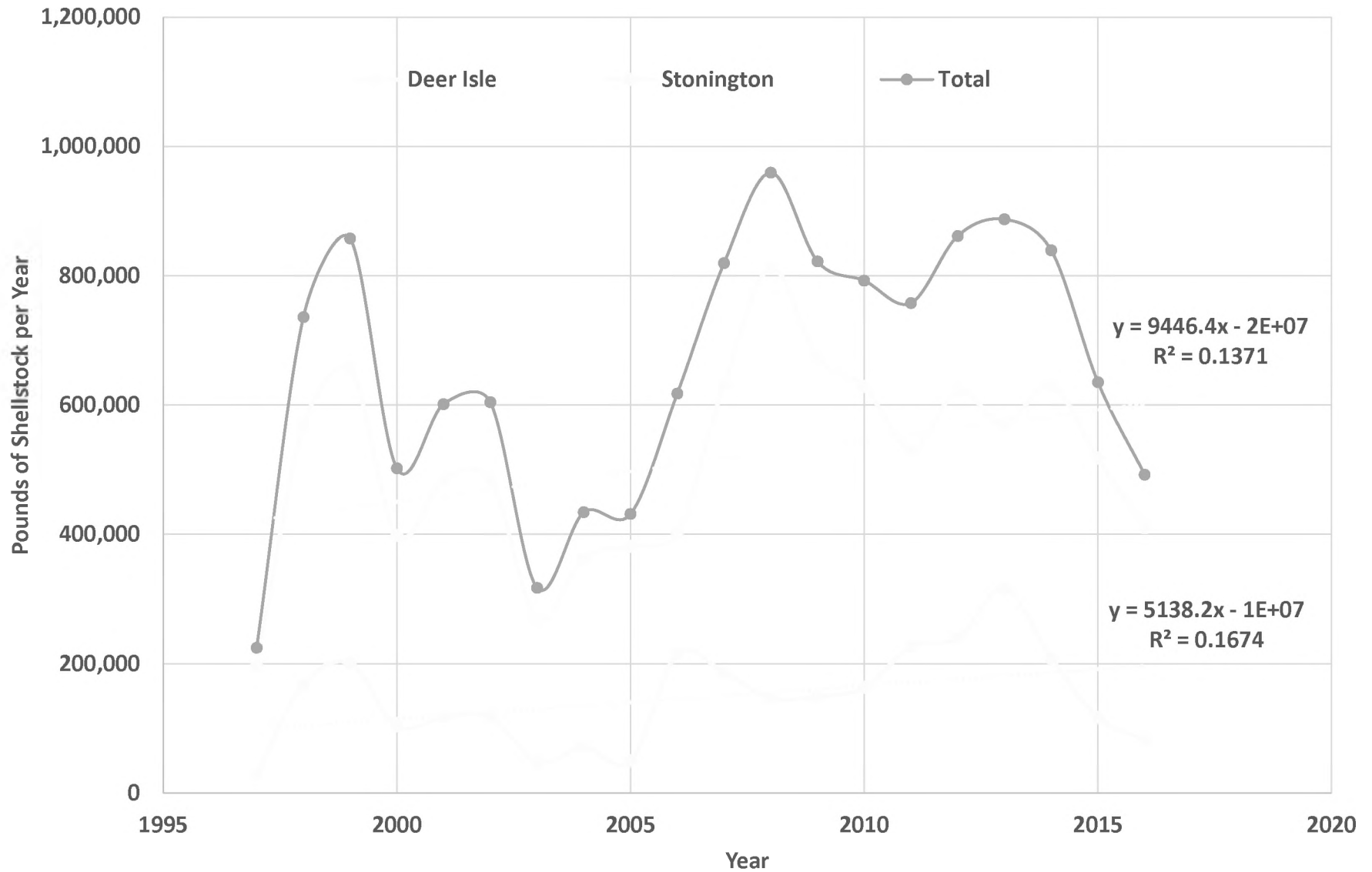
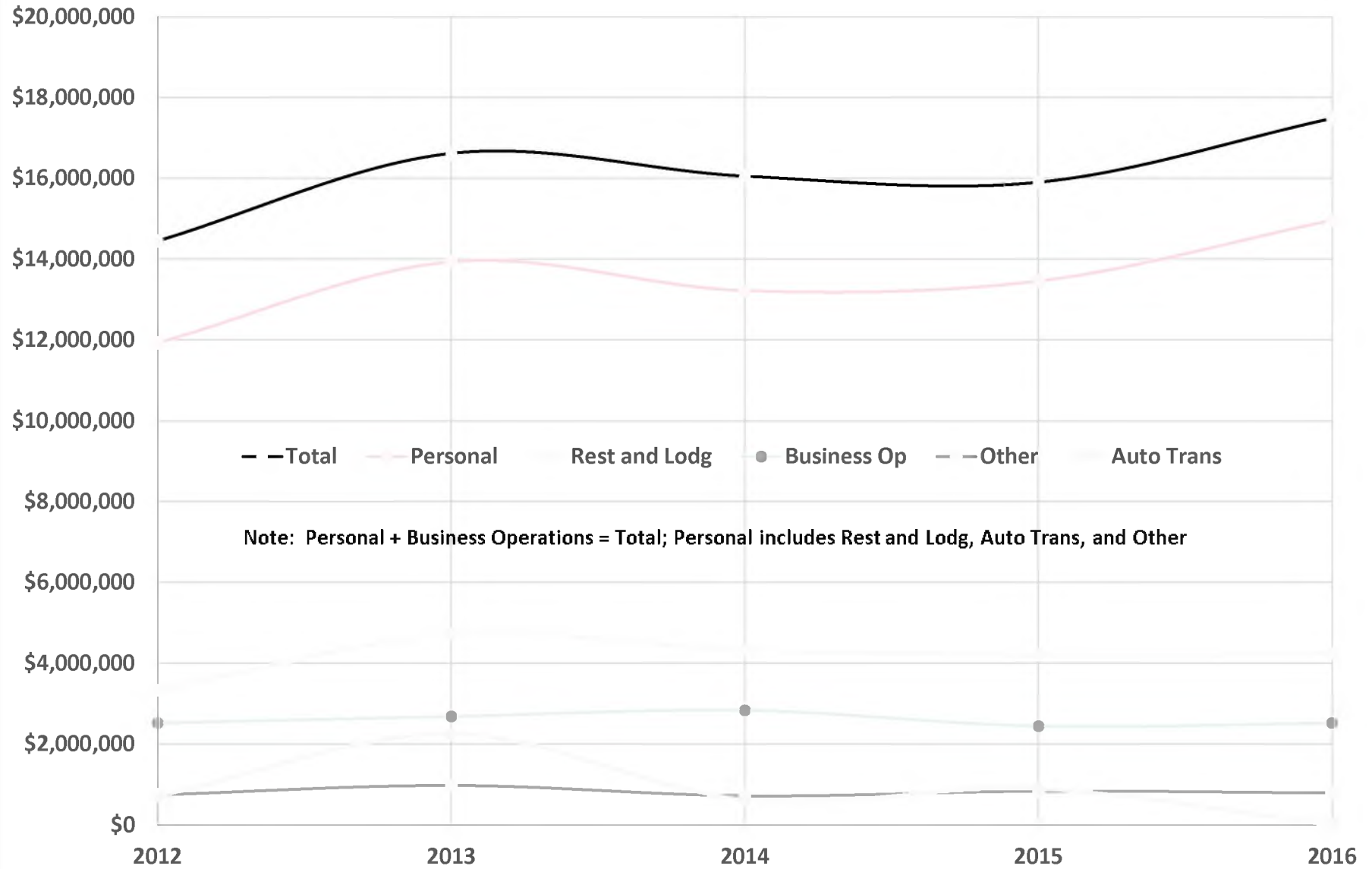


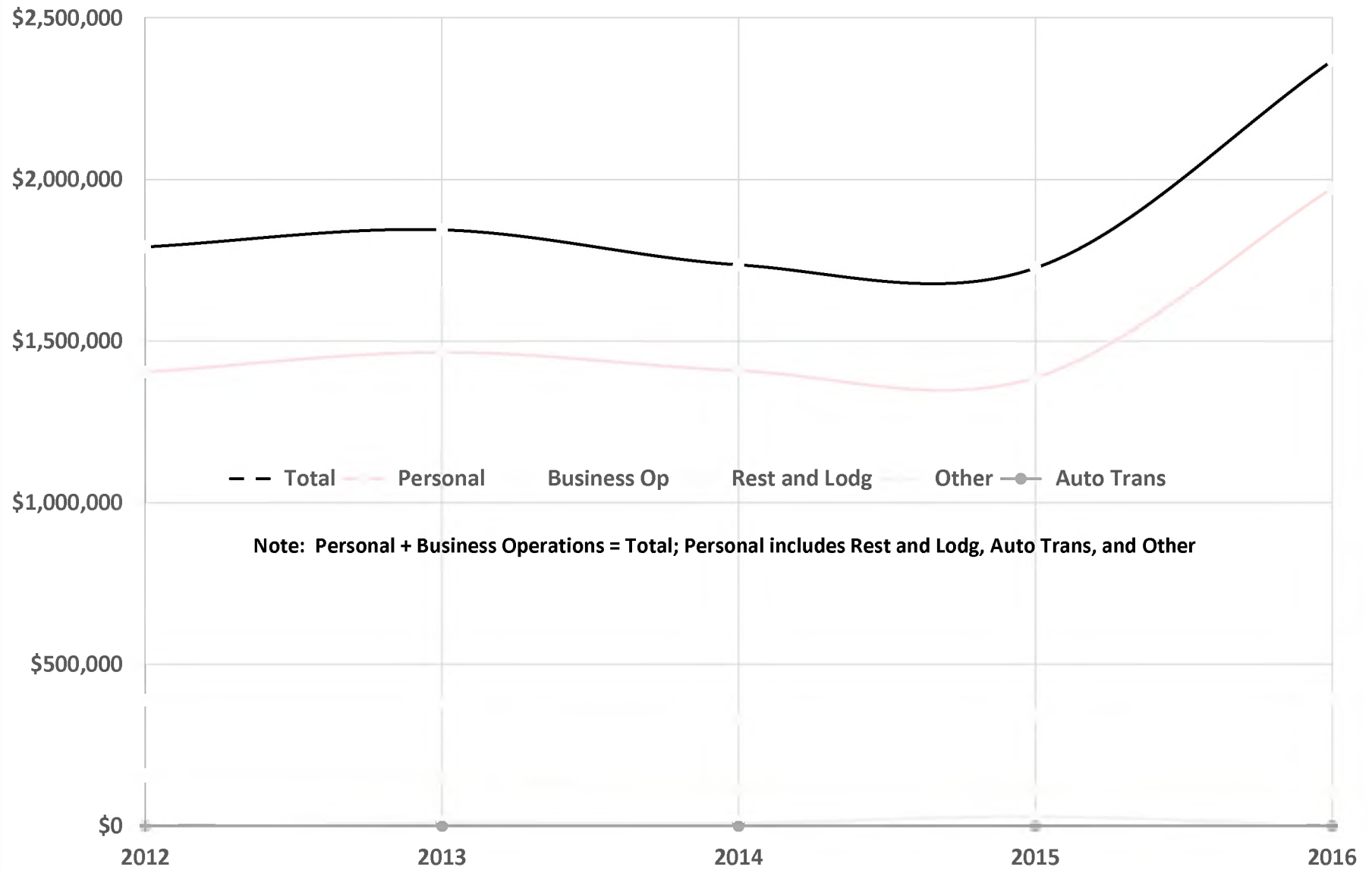
Figure 38--Softshell Clam Harvests in Deer Isle and Stonington



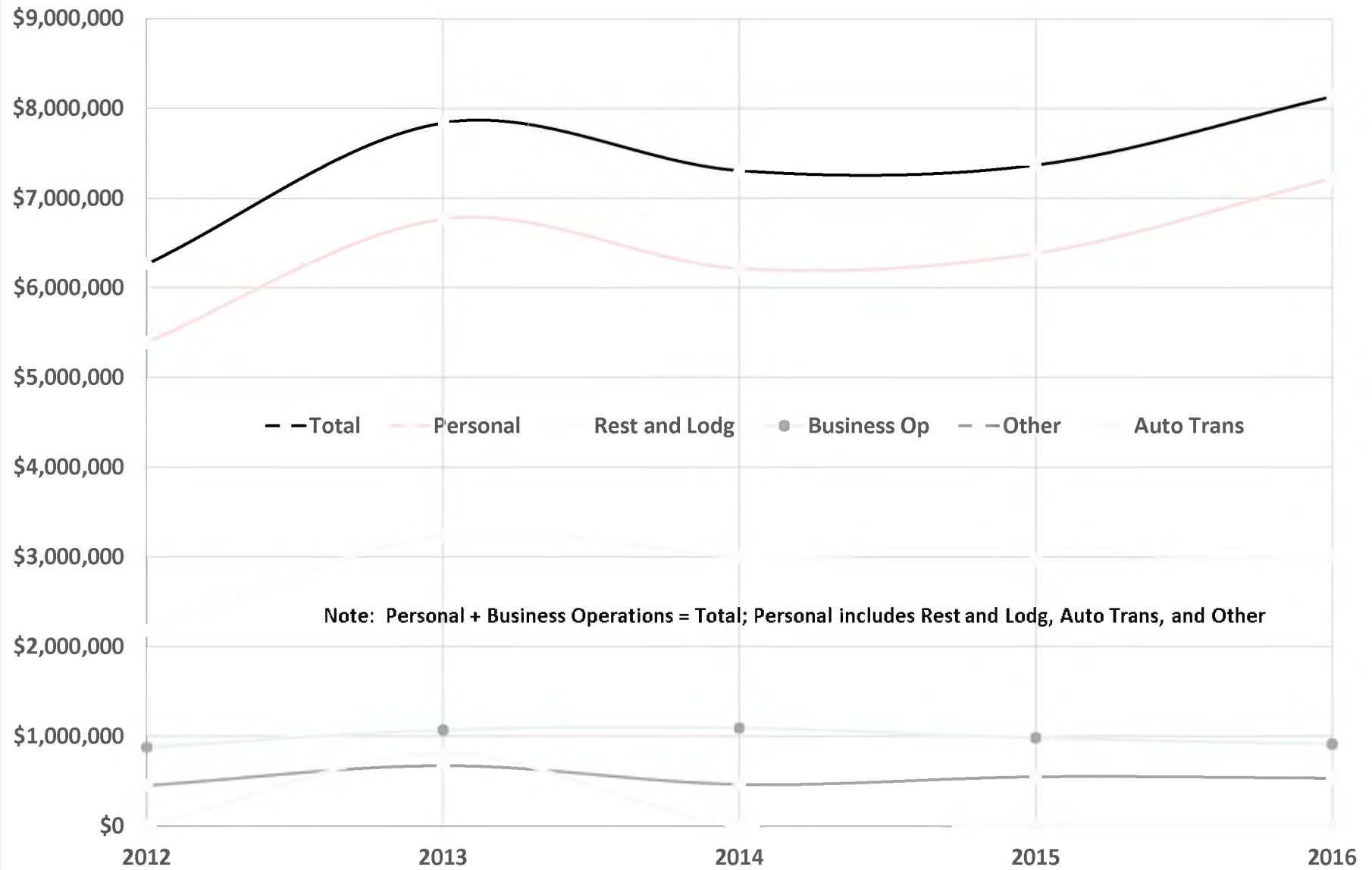
**Figure 39--Stonington Annual Retail Sales**



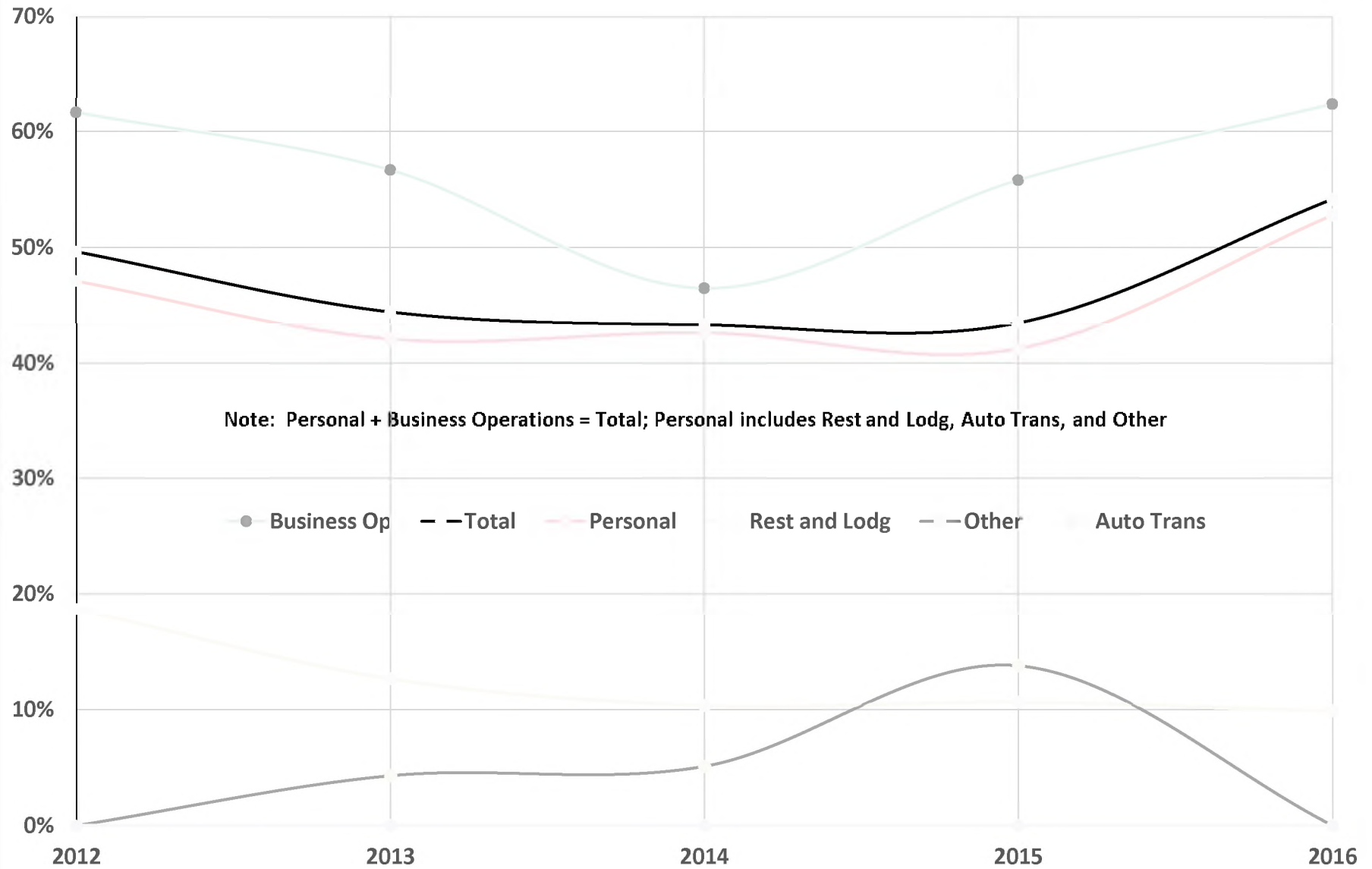
**Figure 40--Stonington Value of First Quarter Sales**



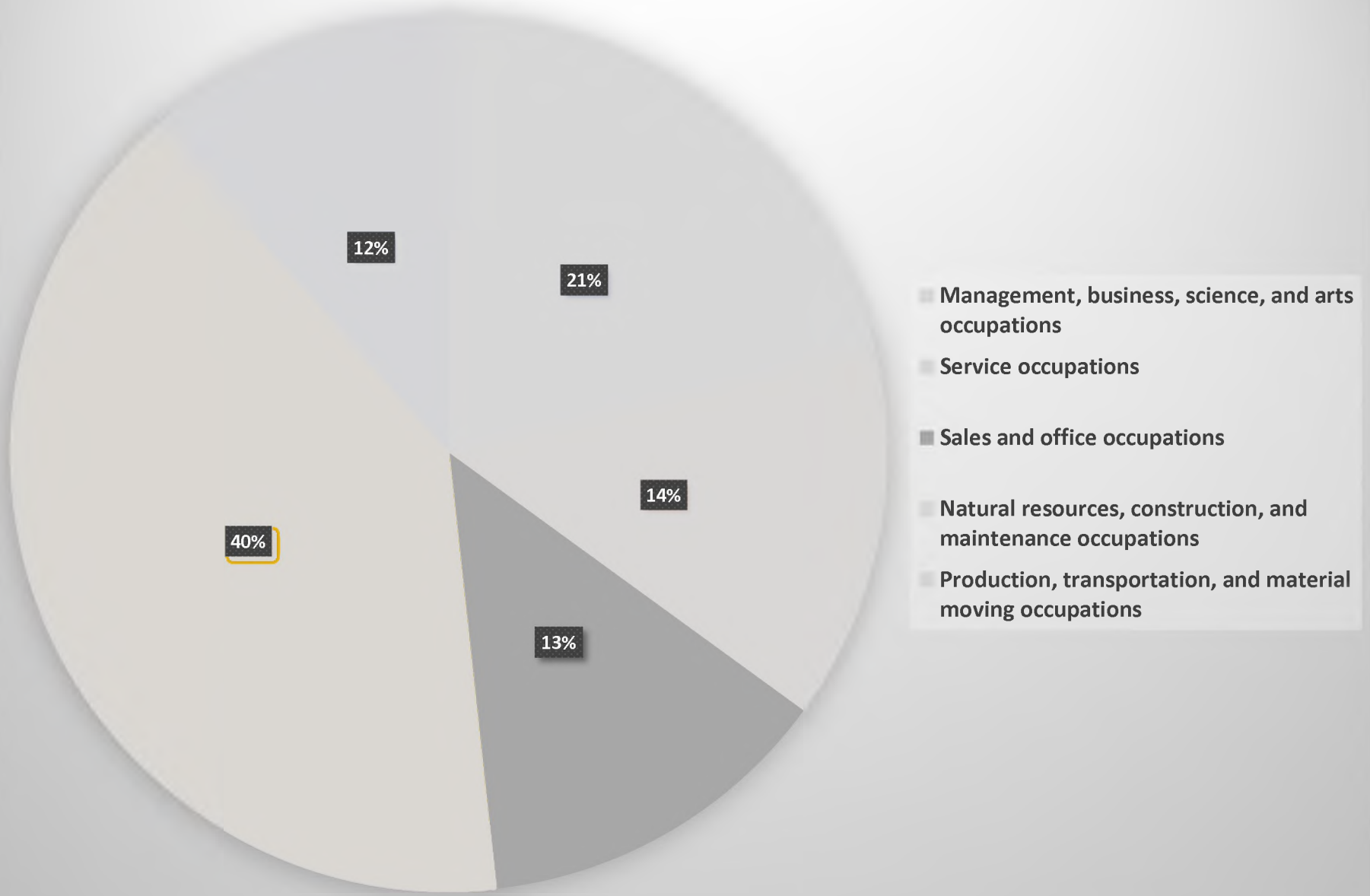
**Figure 41--Stonington Third Quarter Retail Sales**



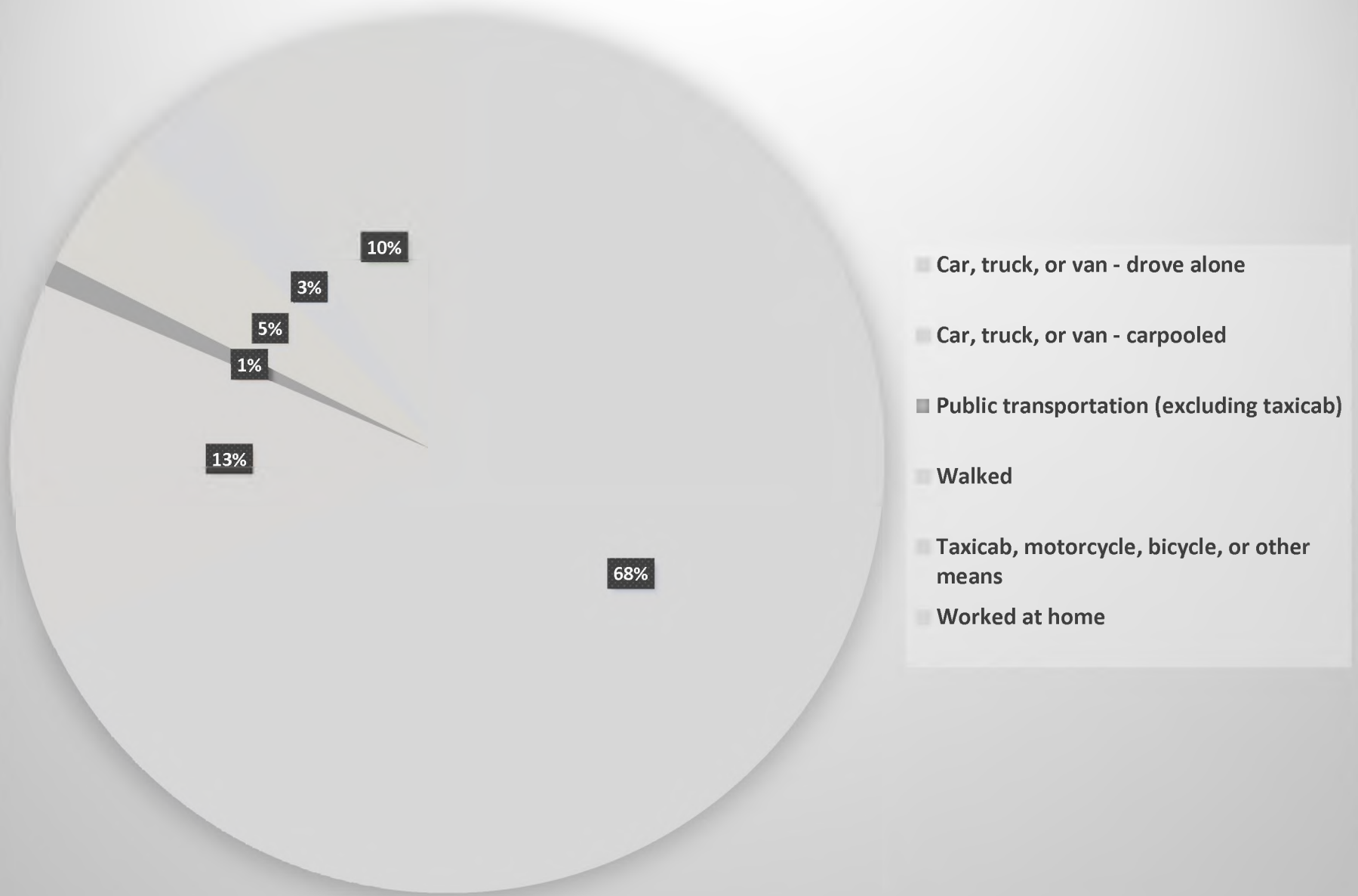
**Fig. 42--Percentage of Sales due to YR Residents Compared with Total Sales in Stonington**



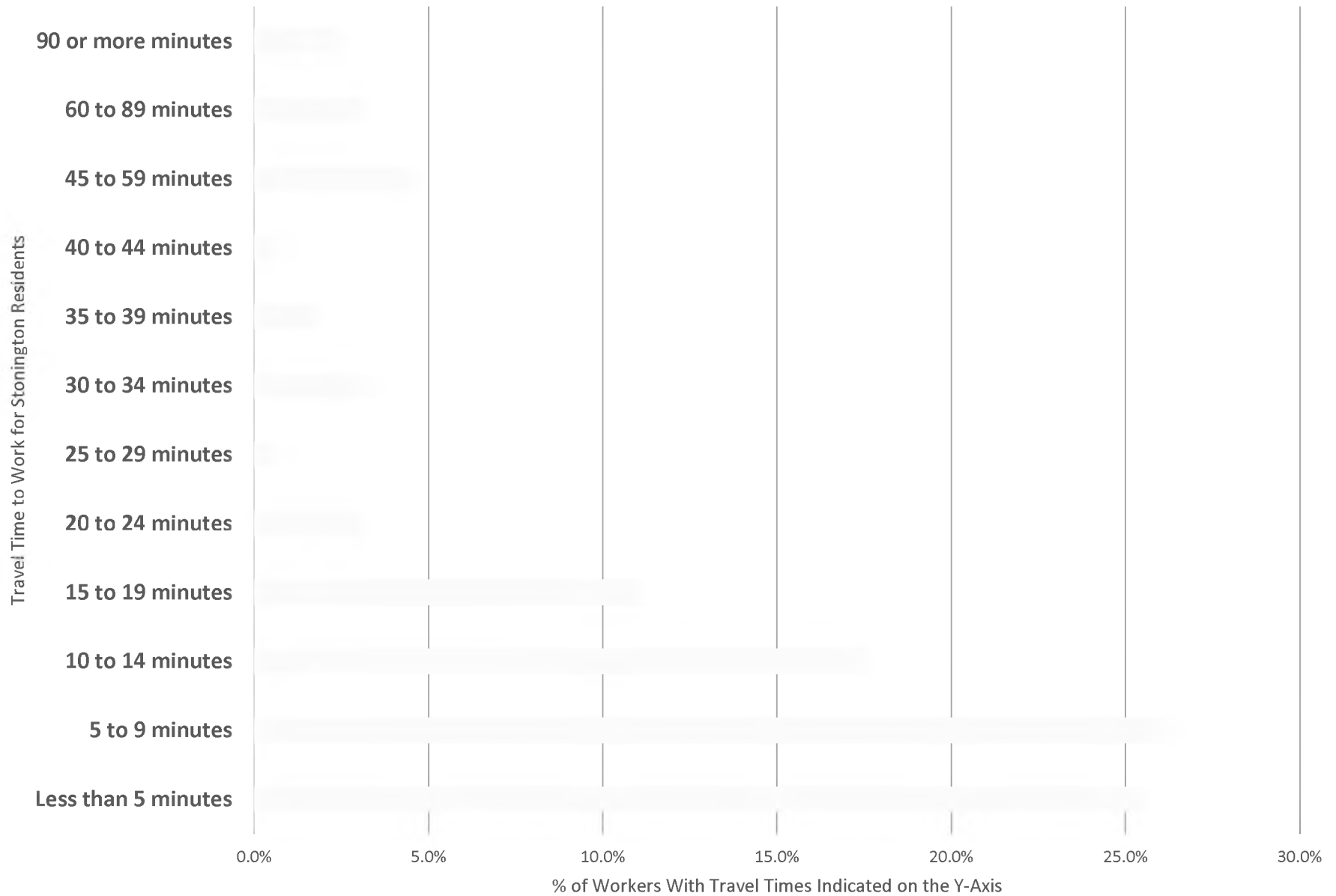
**Figure 43--Stonington 2015 Workers Employed by Category**



**Figure 44--Stonington 2015 Modes of Travel to Work**



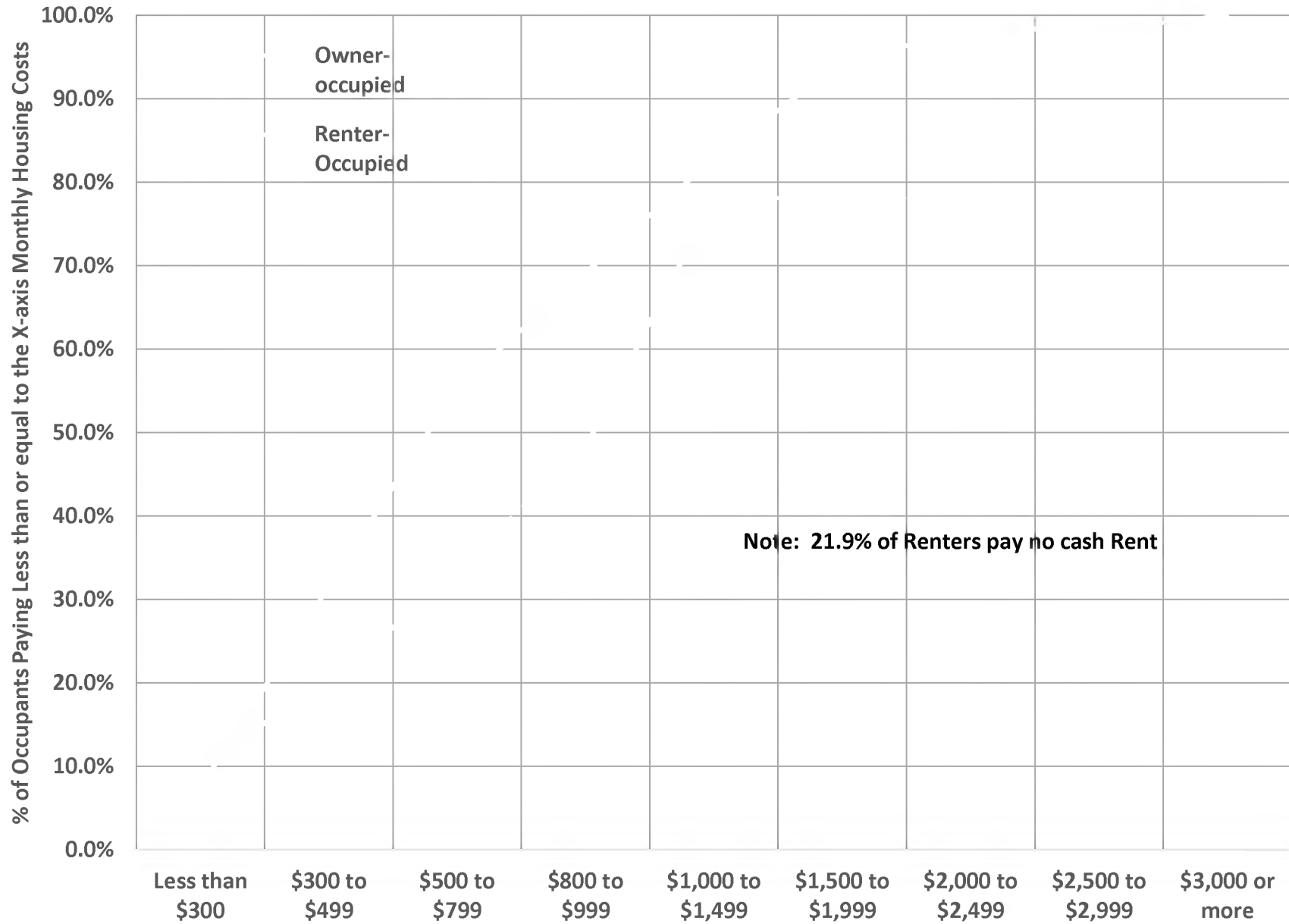
**Figure 45--Stonington 2015 Travel Time to Work**



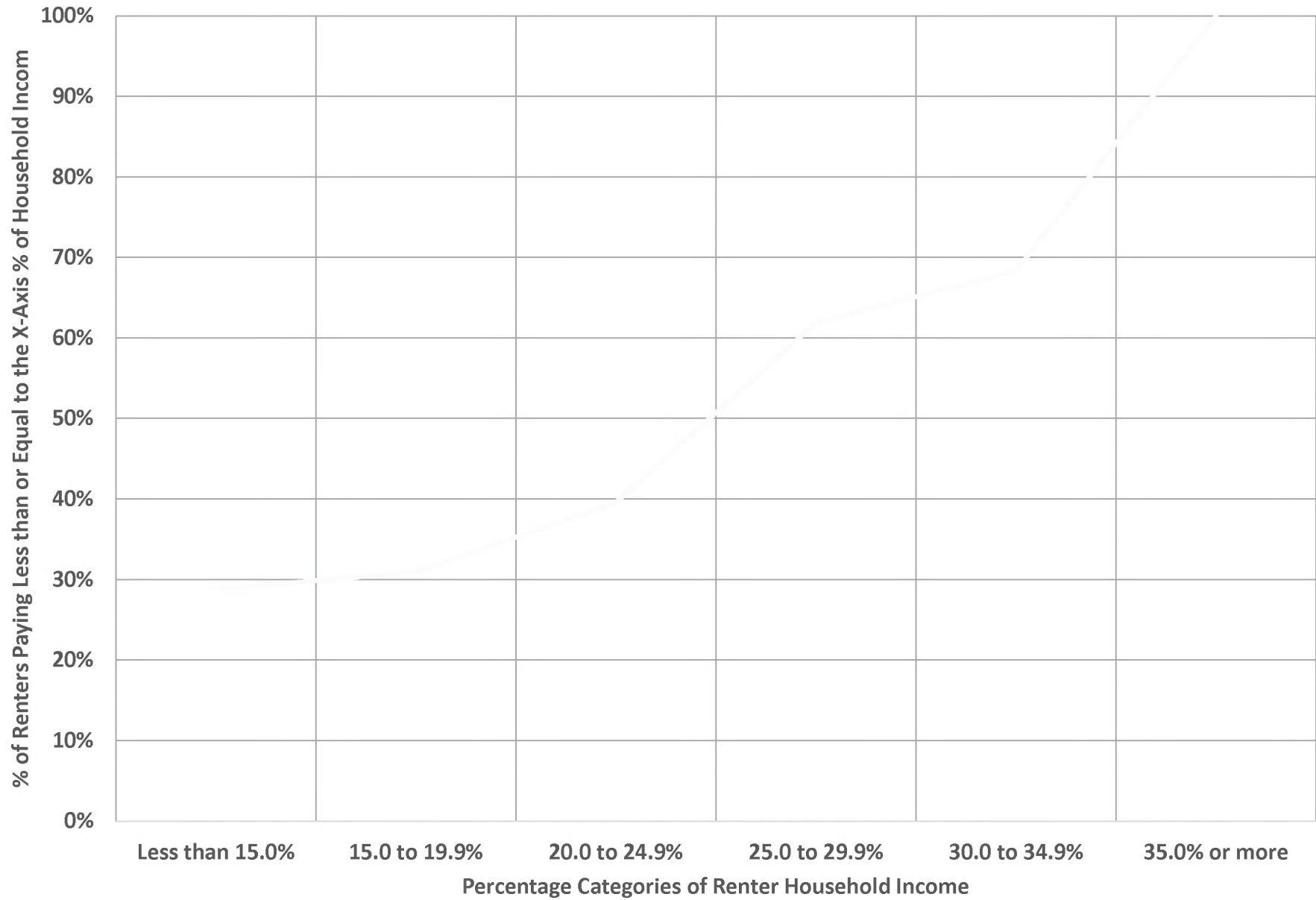
**Figure 46--Stonington Percent of Housing Utilized by Type**



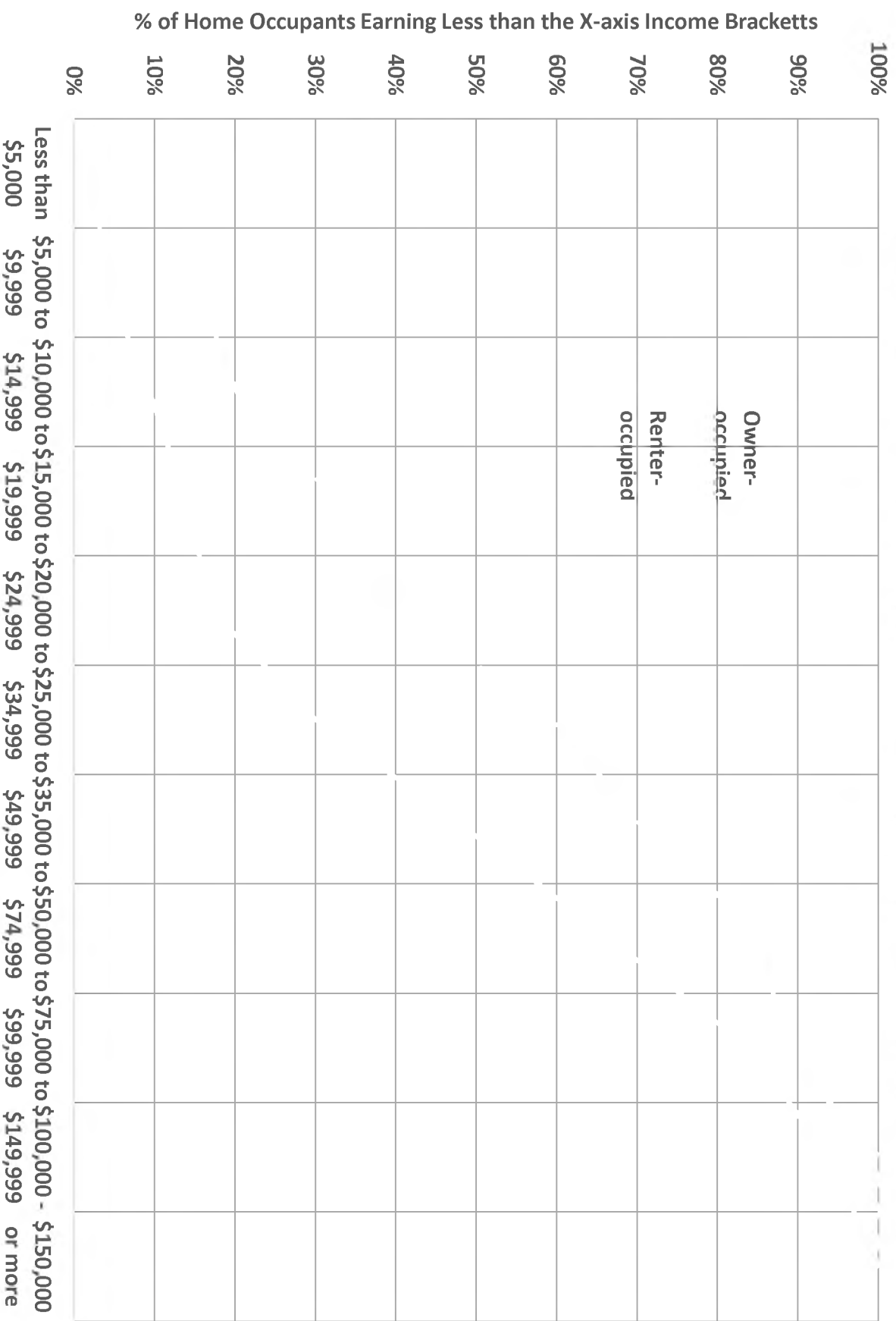
**Figure 47--Stonington Household Monthly Housing Costs by Occupant Type**



**Figure 48--Stonington Gross Rent as a Percent of Household Income**



**Figure 49--Stonington Household Income Categories by Homeowners versus Renters**

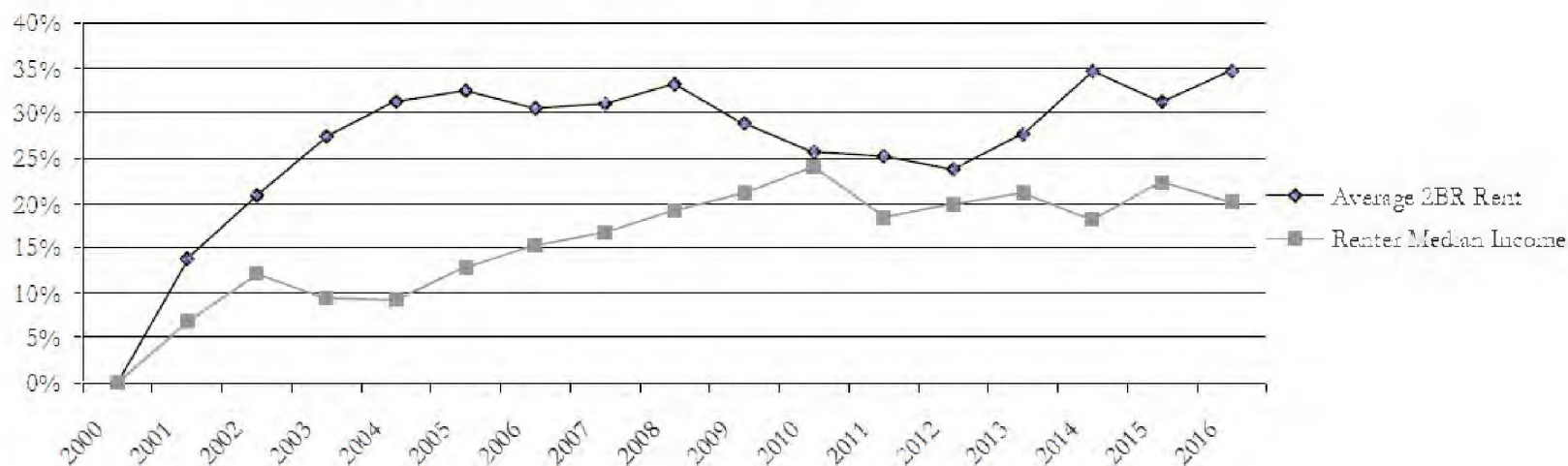


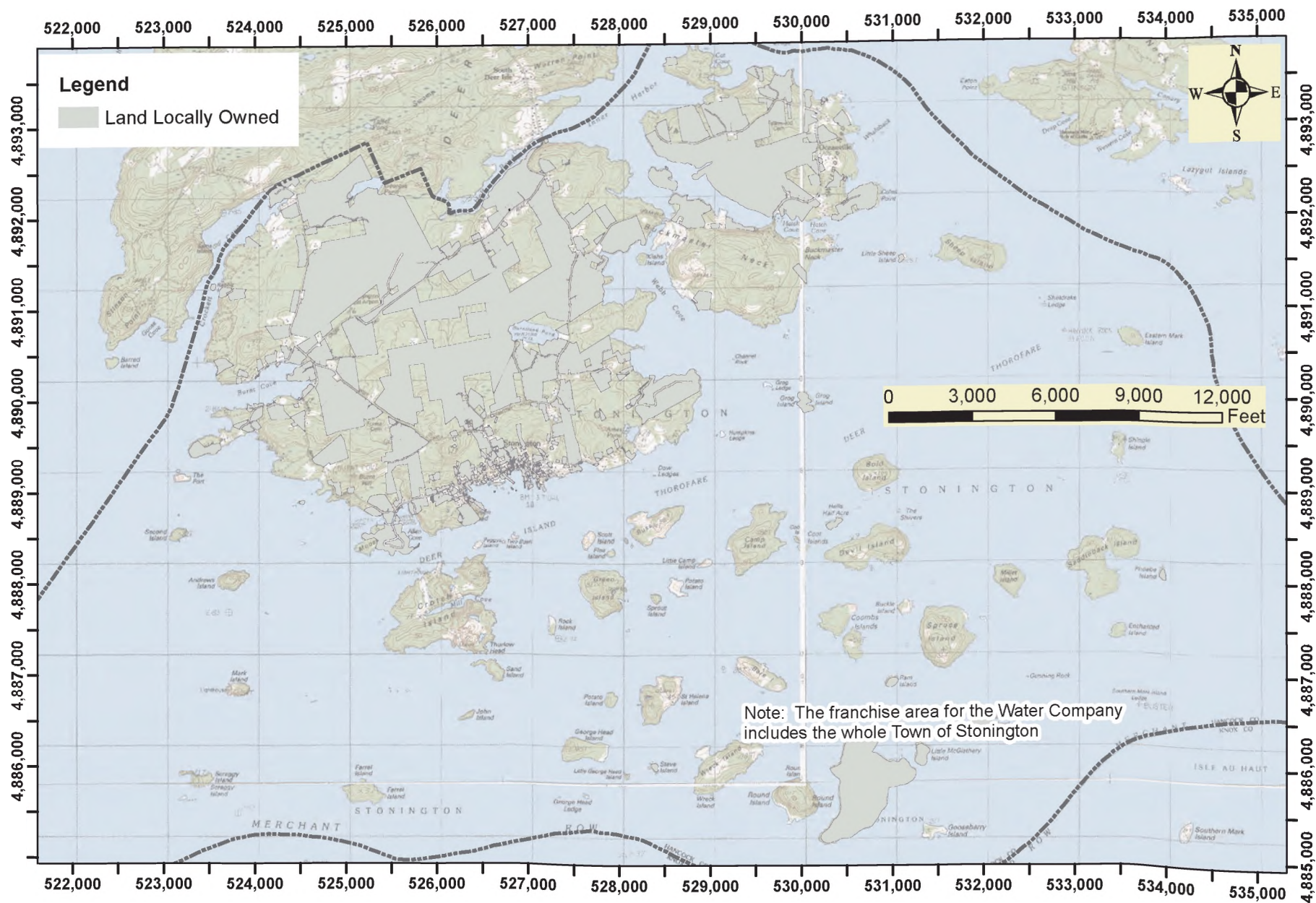
**Figure 50--Hancock County Data on Rent Affordability**

**Renter Households Unable to Afford Average 2 Bedroom Rent**

| <u>Location</u> | <u>Households<br/>Unable to Afford<br/>Average 2 BR Rent</u> |               | <u>Total<br/>Renter<br/>Households</u> | <u>Average<br/>2 BR Rent<br/>(with utilities)*</u> | <u>Income Needed<br/>to Afford<br/>Average 2 BR Rent</u> |               |
|-----------------|--|---------------|--|--|--|---------------|
|                 | <u>Percent</u>   | <u>Number</u> |  |  | <u>Annual</u>  | <u>Hourly</u> |
| Ellsworth       | 61.5%  | 729           | 1,186                                  | \$853  | \$34,118   | \$16.40       |
| Hancock County  | 59.0%  | 3,736         | 6,332                                  | \$860  | \$34,380   | \$16.53       |
| Maine           | 57.4%  | 92,705        | 161,601                                | \$872  | \$34,873   | \$16.77       |

**Relative Increases in Renter Income and Average 2BR Rent<sup>3</sup>**





Land Still Owned by Year-round Residents of Stonington  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 9/1/17

Figure 51

**Figure 52--Stonington Owner-occupied Housing as a function of Mortgaging**

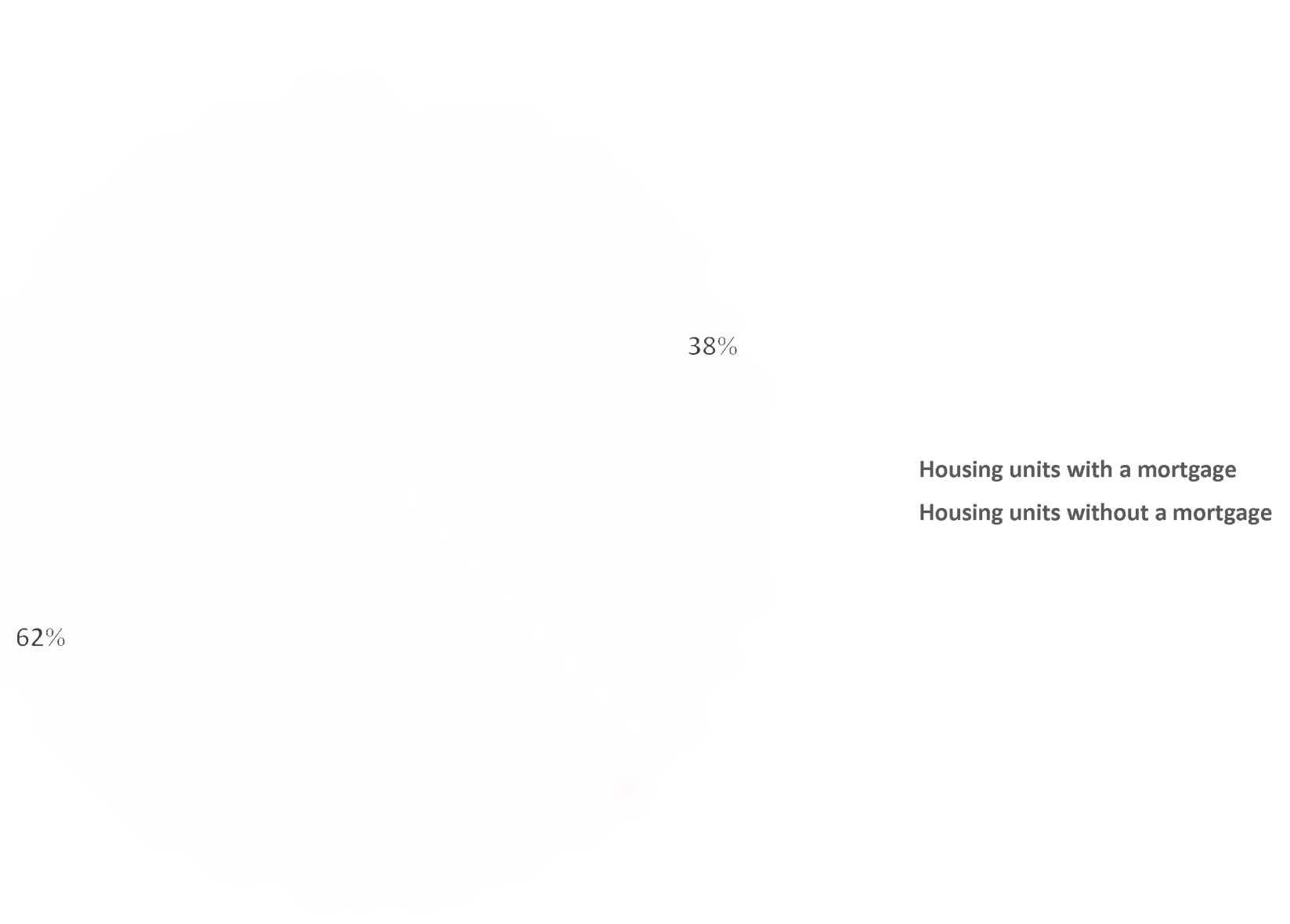
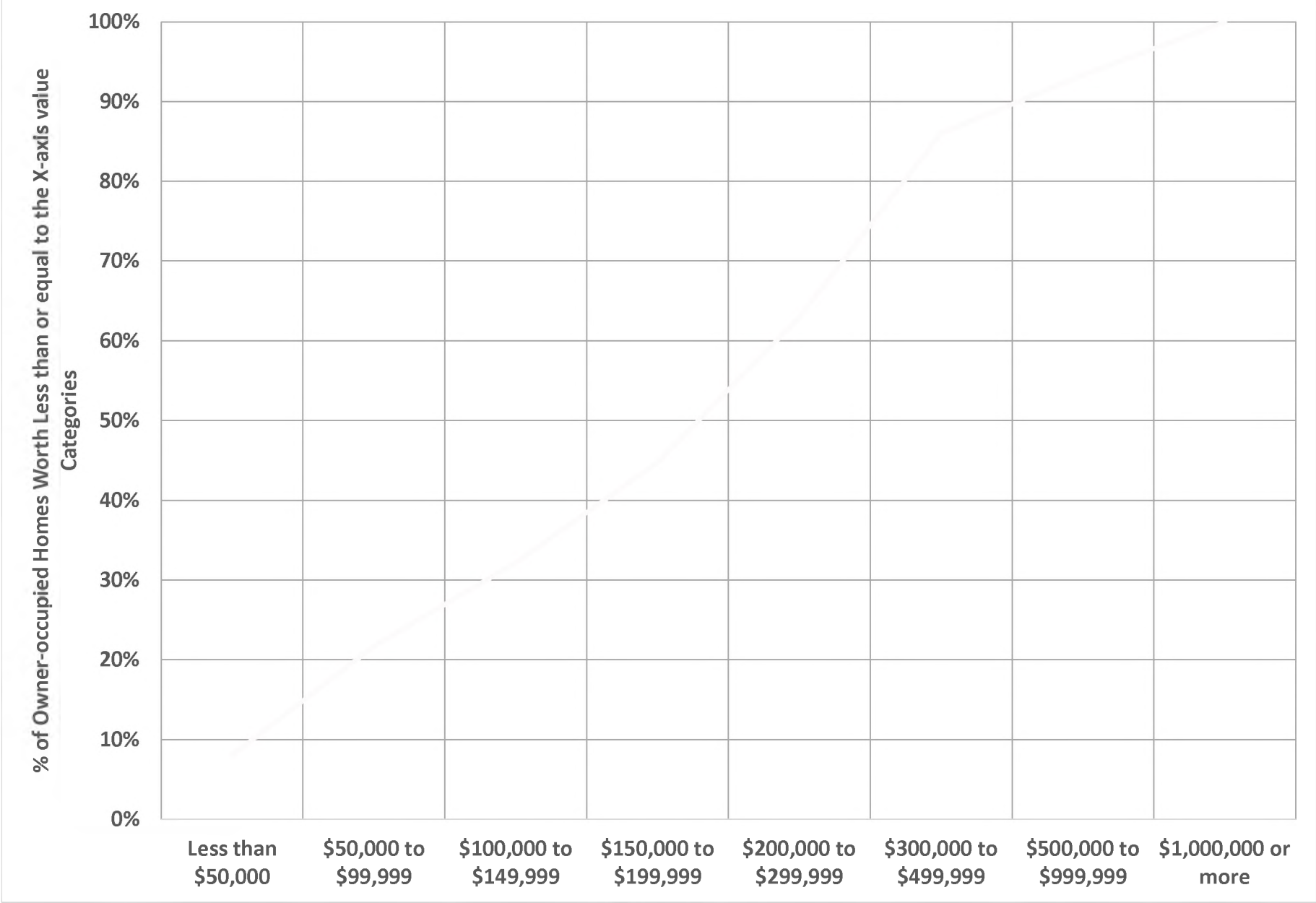
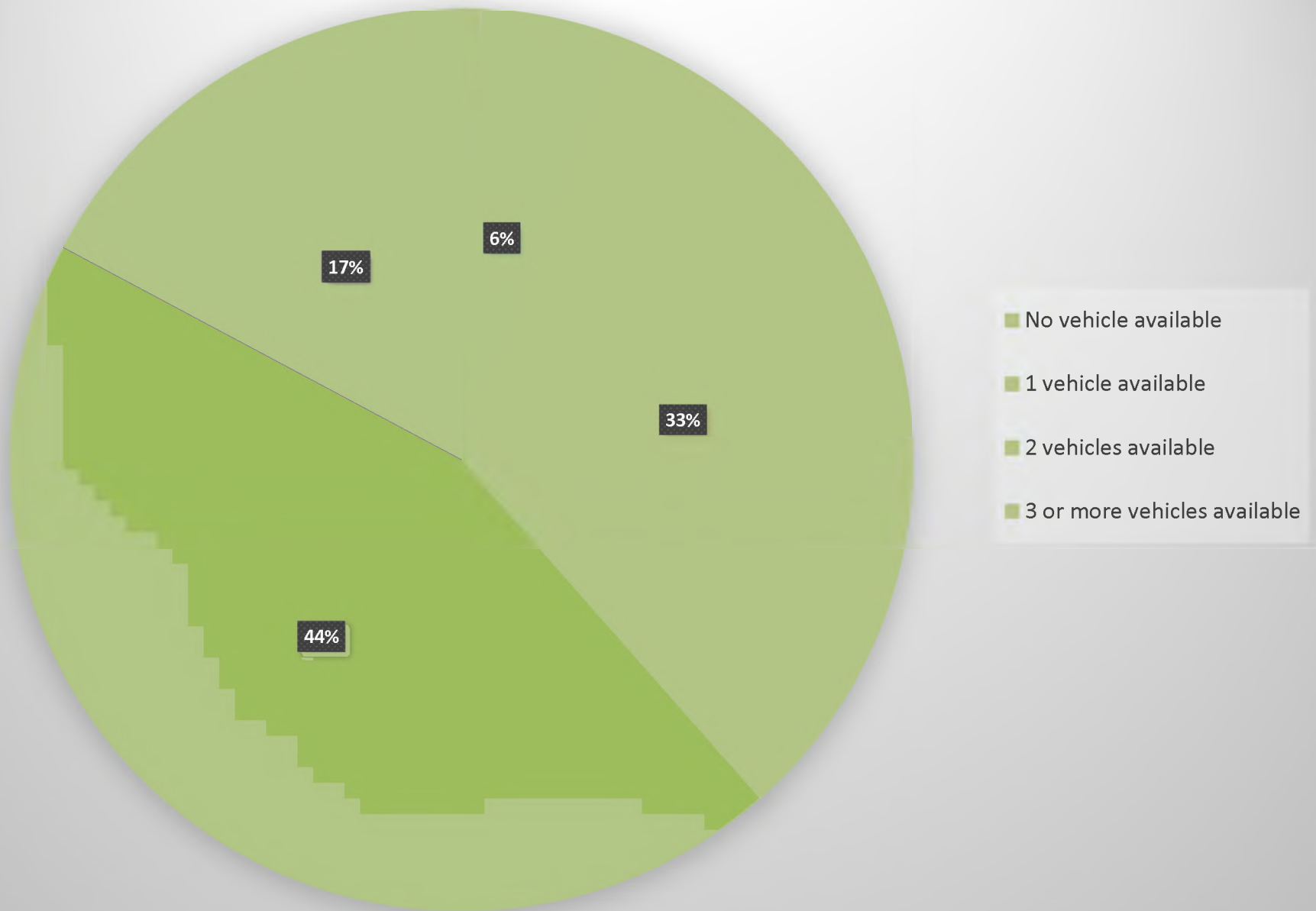


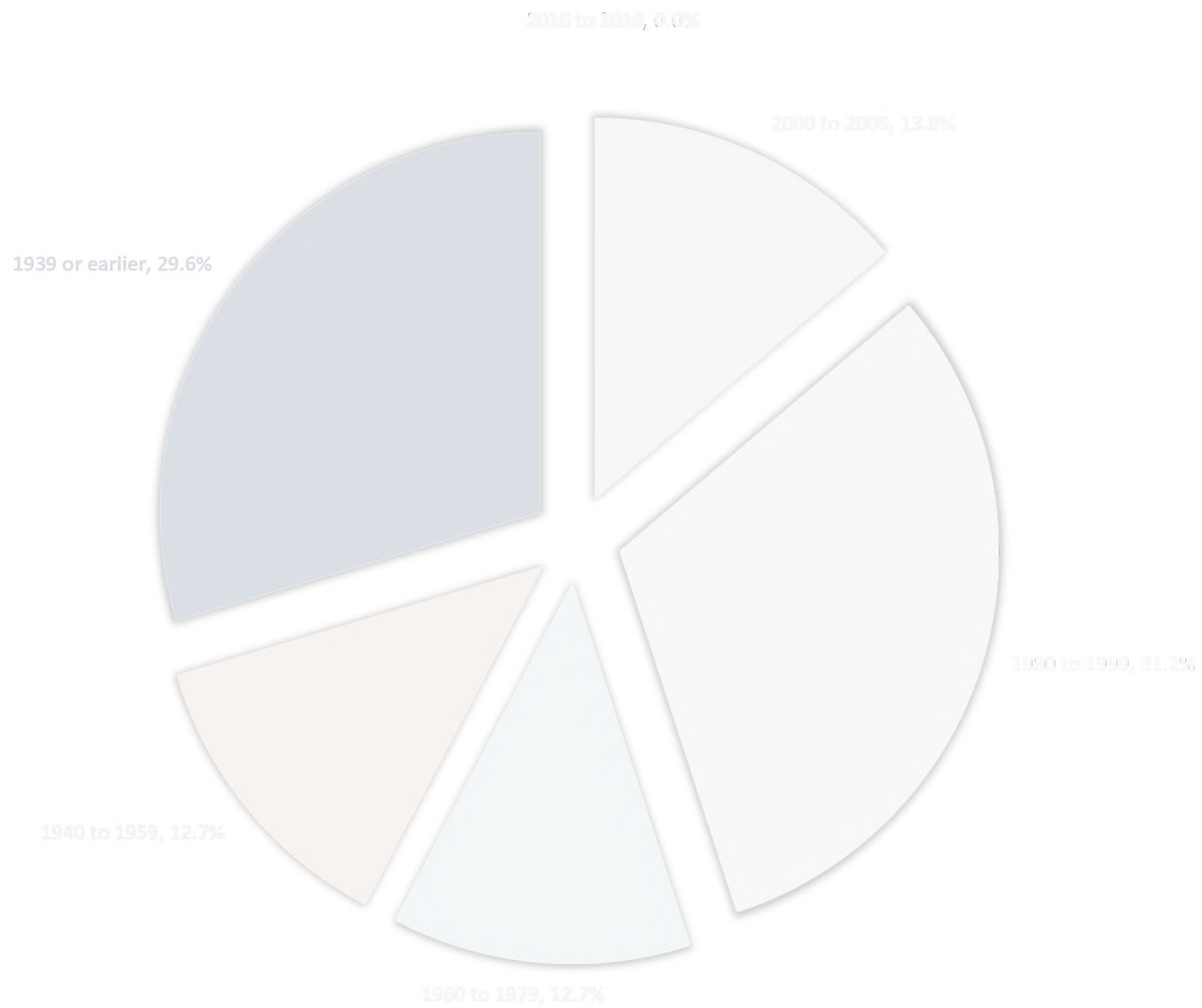
Figure 53--Stonington Value of Owner-occupied Homes



**Figure 54--Stonington Motor Vehicles Available per Housing Unit**



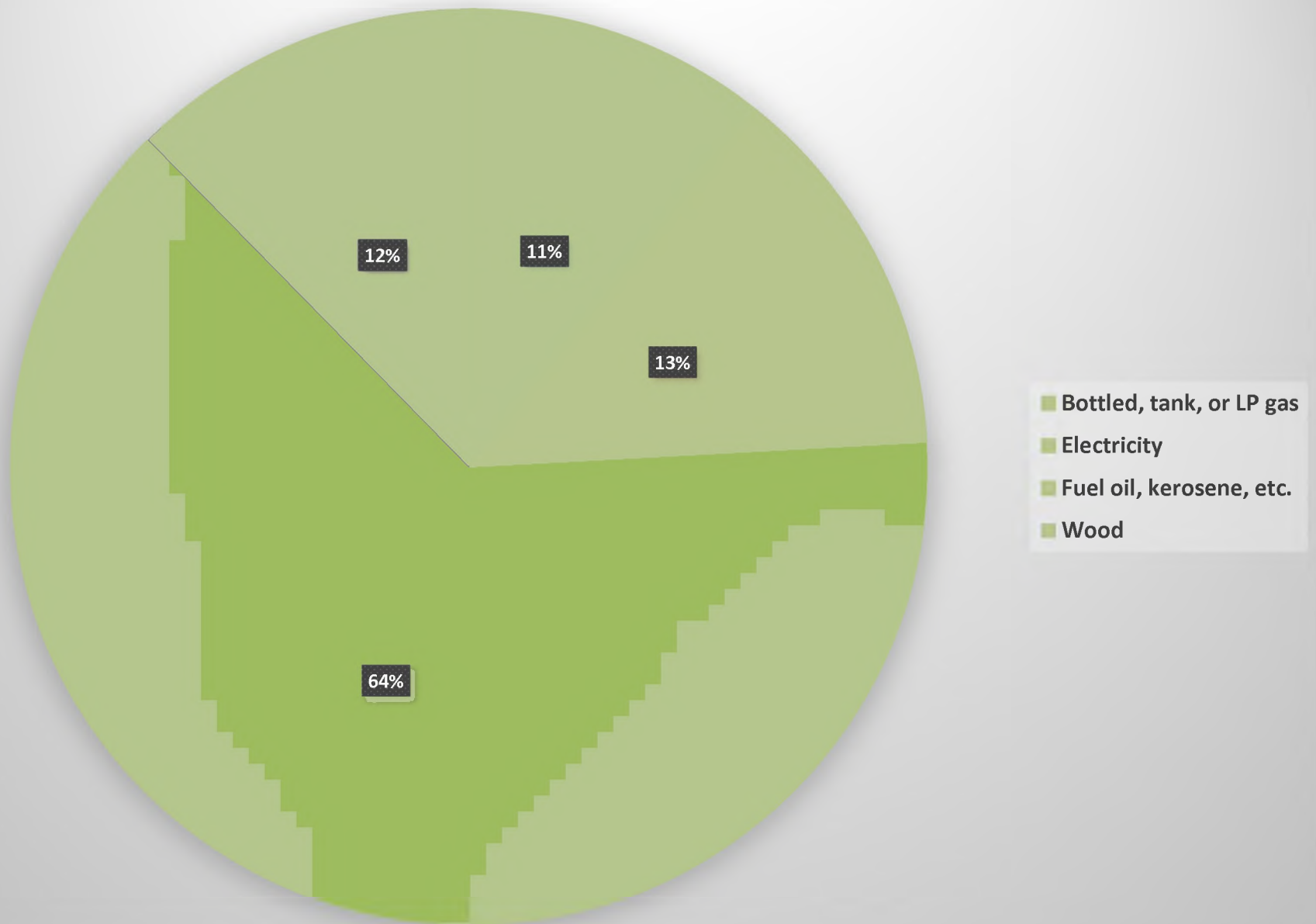
**Figure 55--STONINGTON AGE OF HOUSING BY YEAR BUILT**

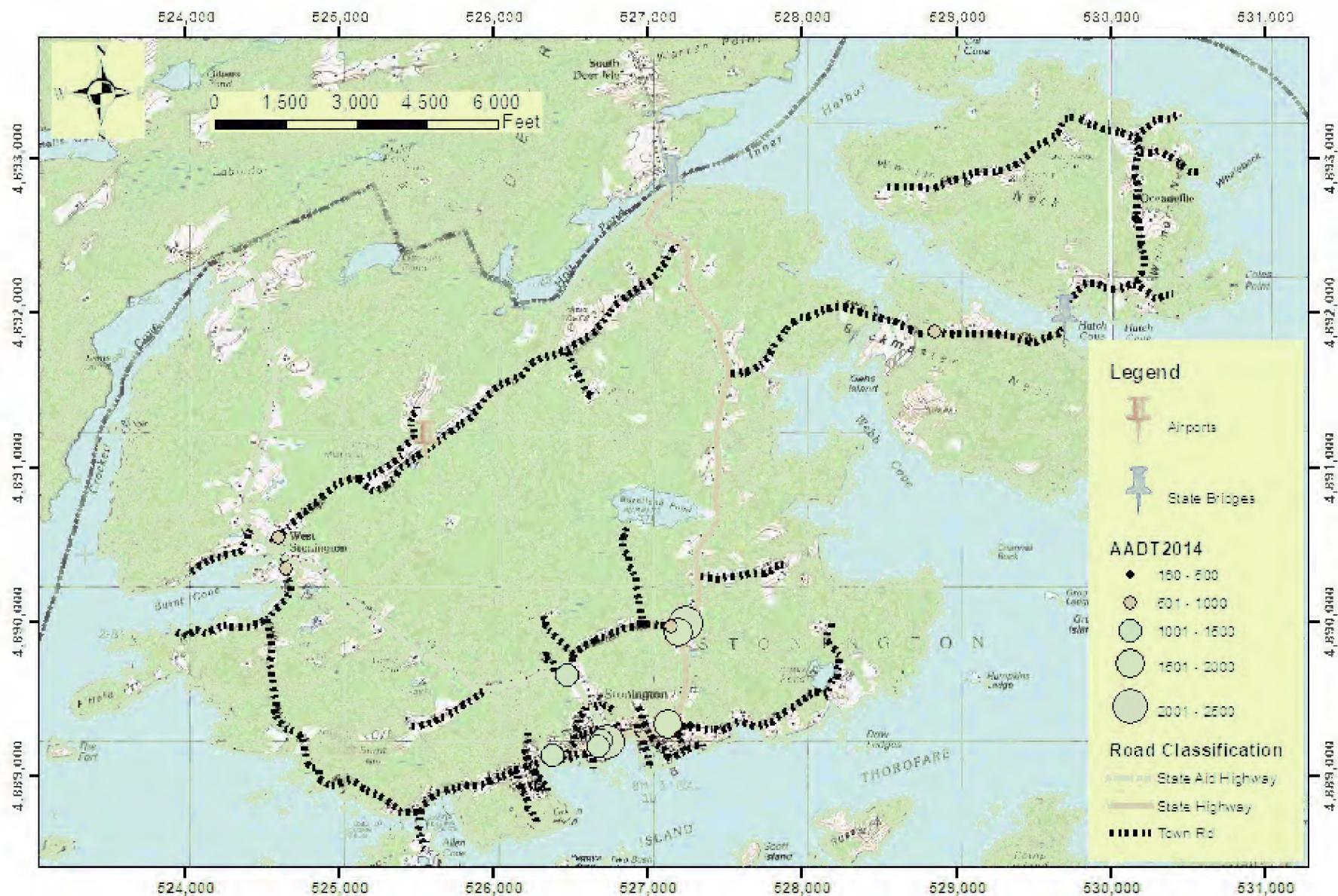


**Figure 56--Stonington Housing Units per Structure as % of Total Housing Units**



**Figure 57--Stonington Housing Heating Energy Type**

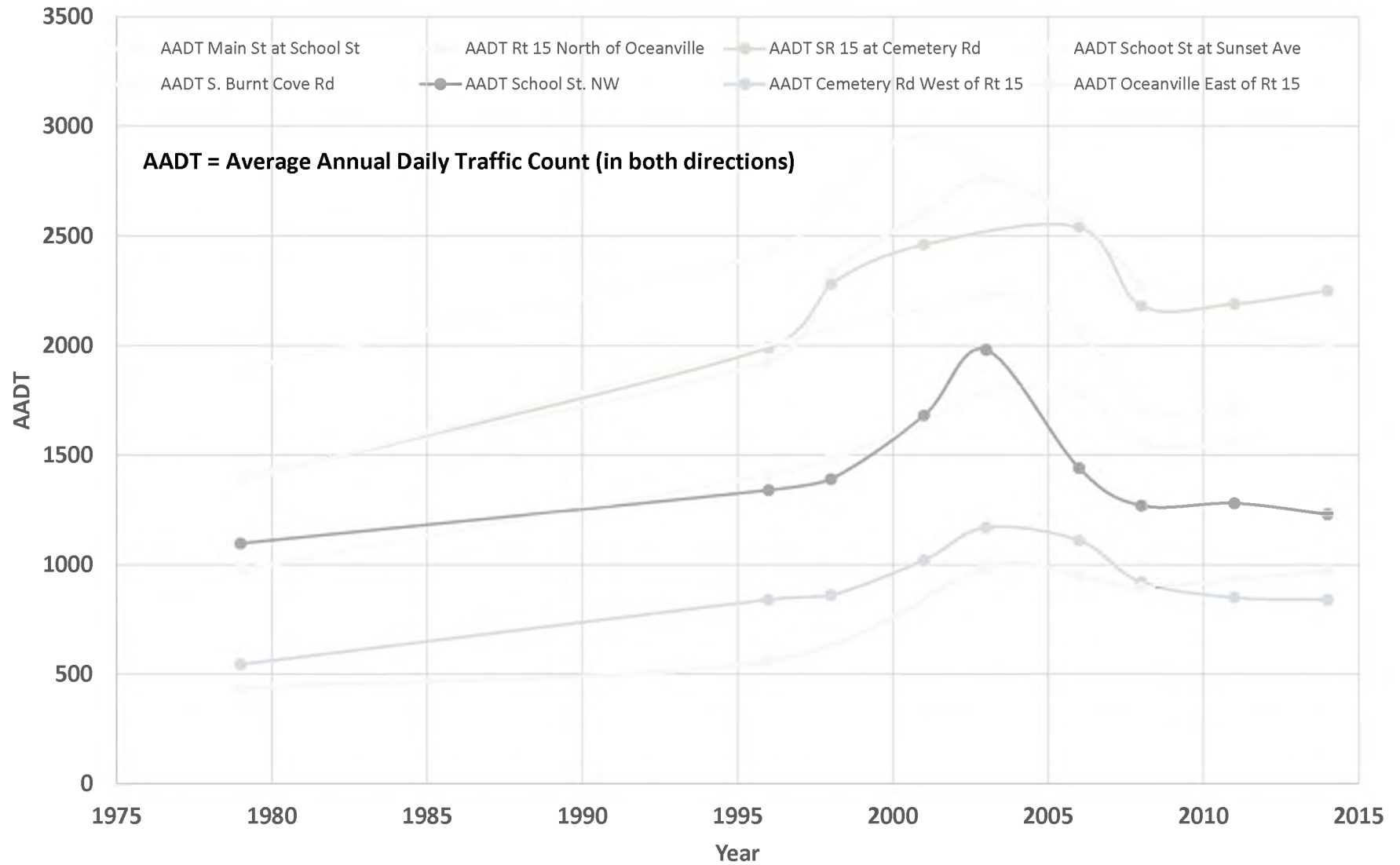


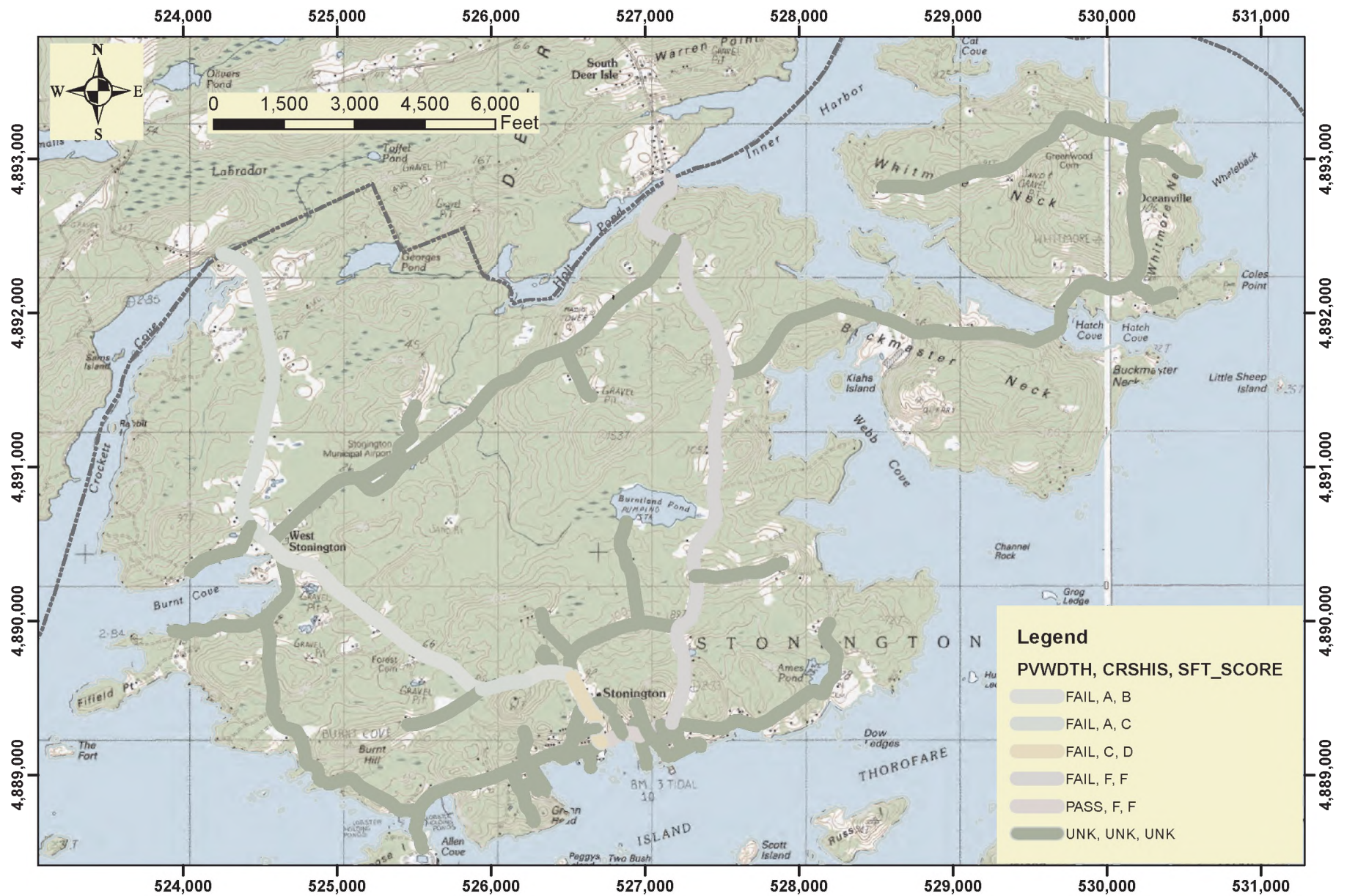


Public Roads, State Bridges, and 2014 AADT Data  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/13/17

Figure 58

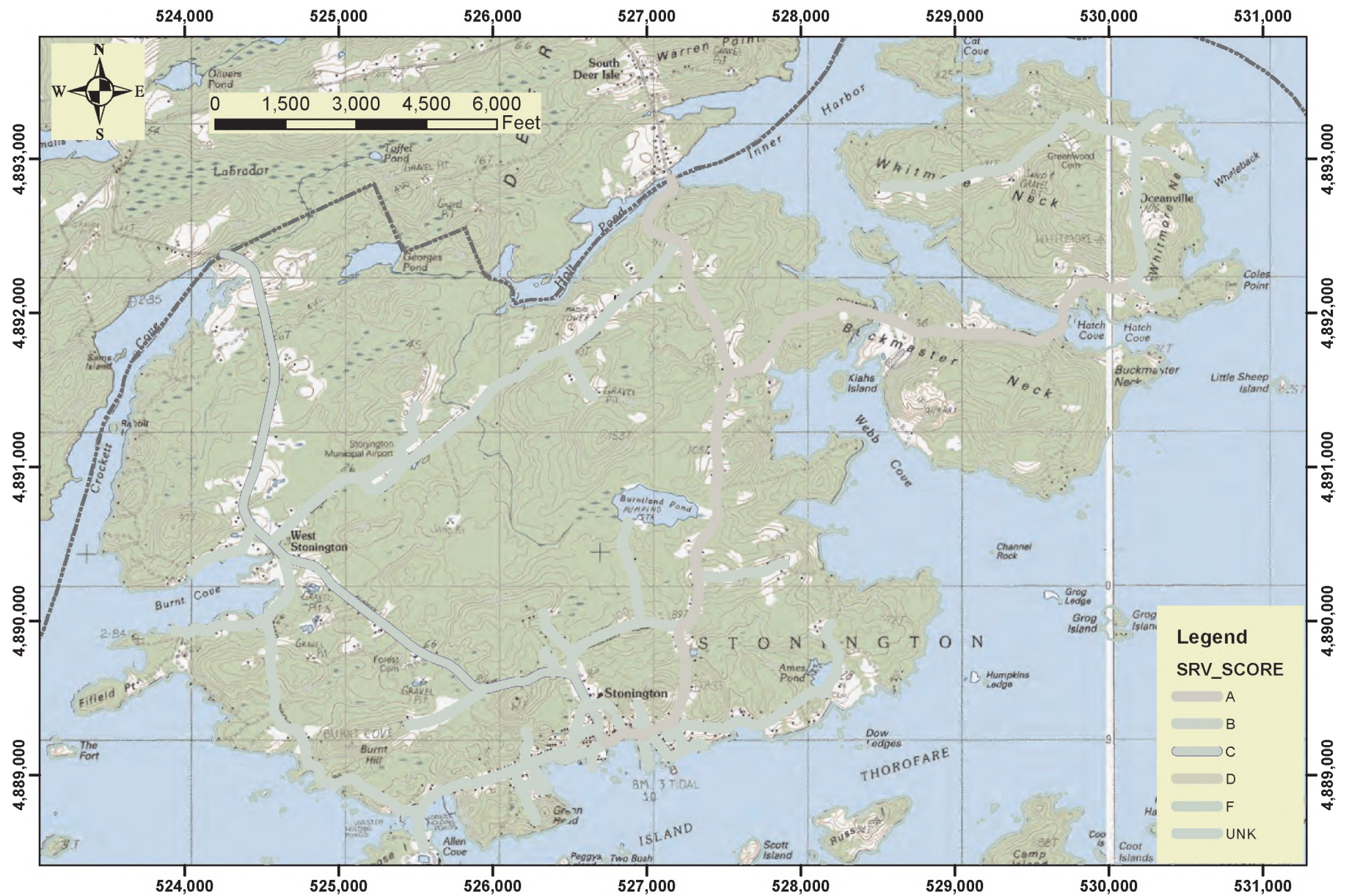
**Figure 59--AADT counts in Stonington**





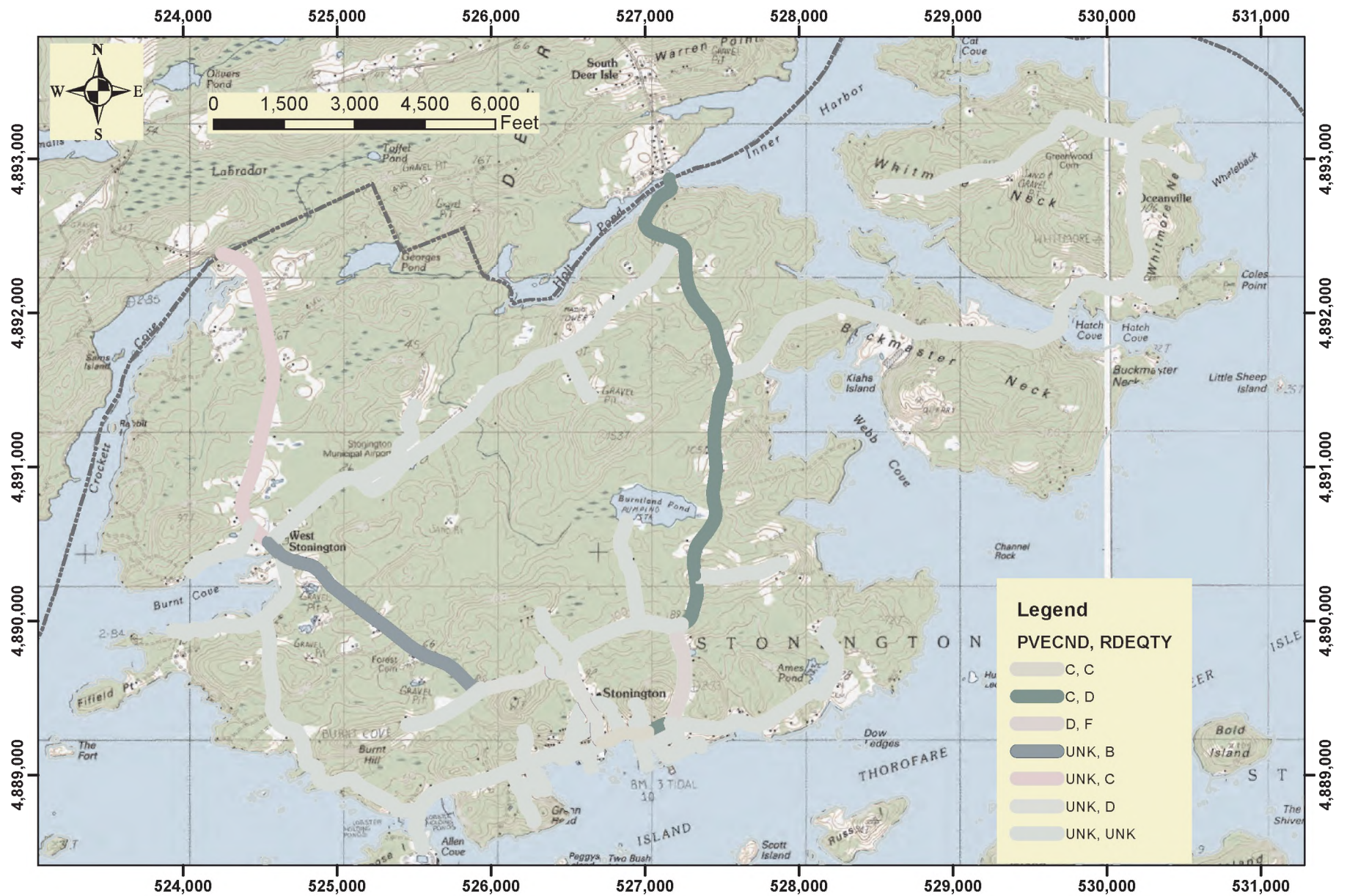
MDOT Safety Scores on Stonington Roads  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/14/17

Figure 60



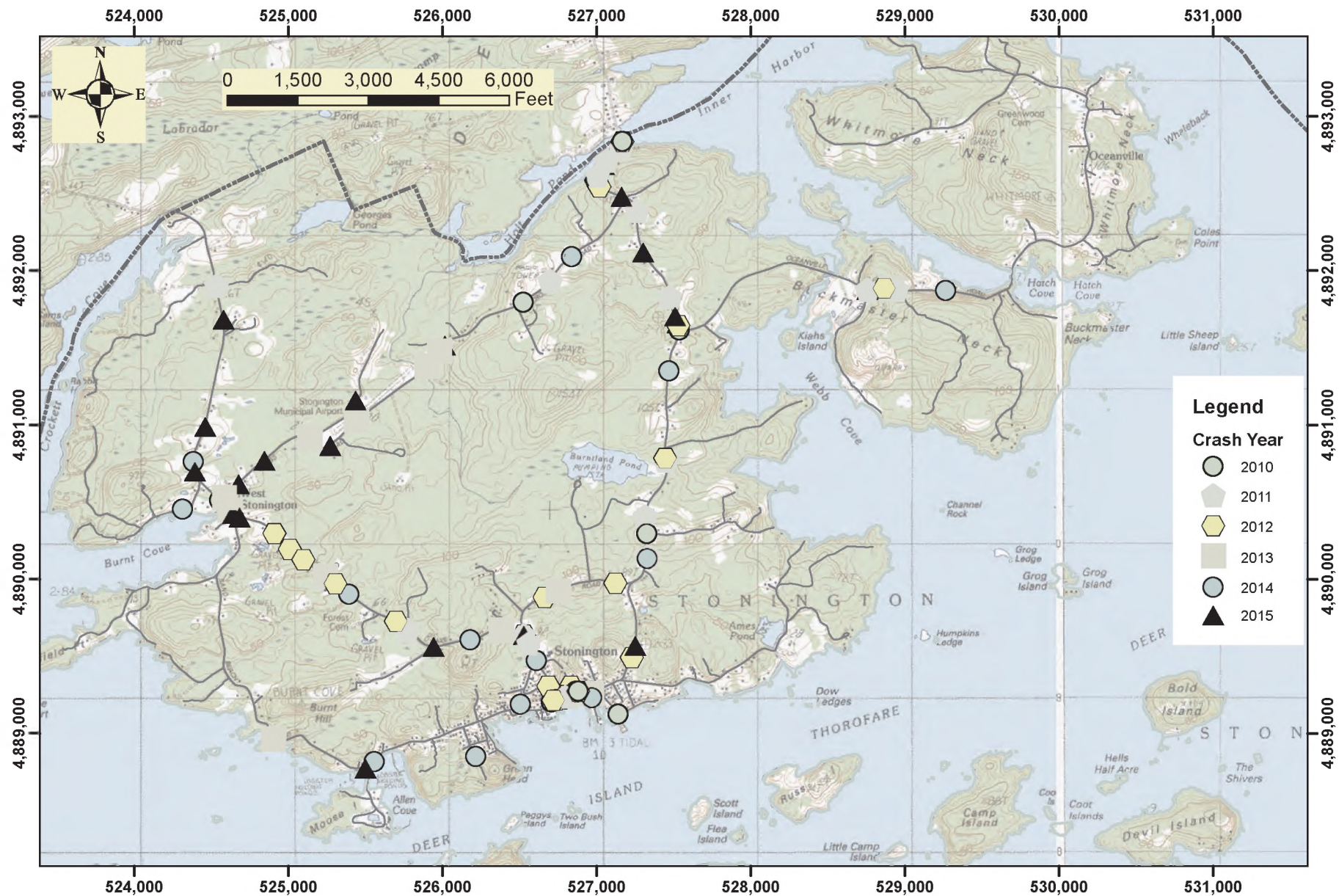
MDOT Service Scores on Stonington Road  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/14/17

Figure 61



MDOT Ratings of Pavement Condition and Ride Quality  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/14/17

Figure 62

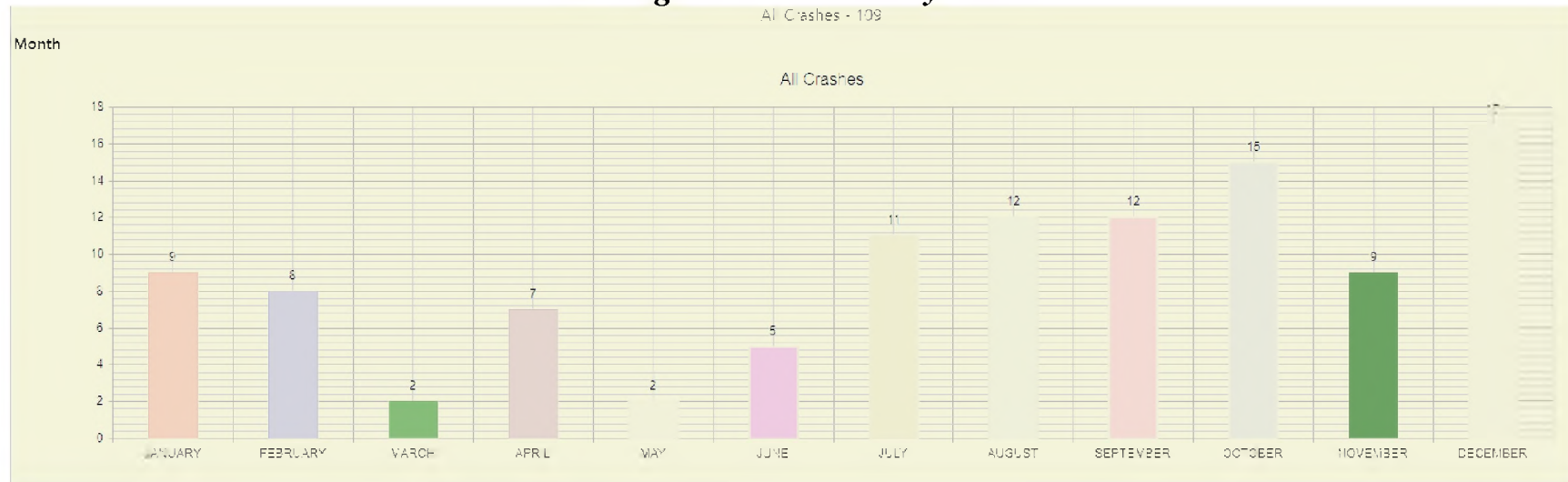


Vehicle Crashes between 2010 and 2015  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/5/17

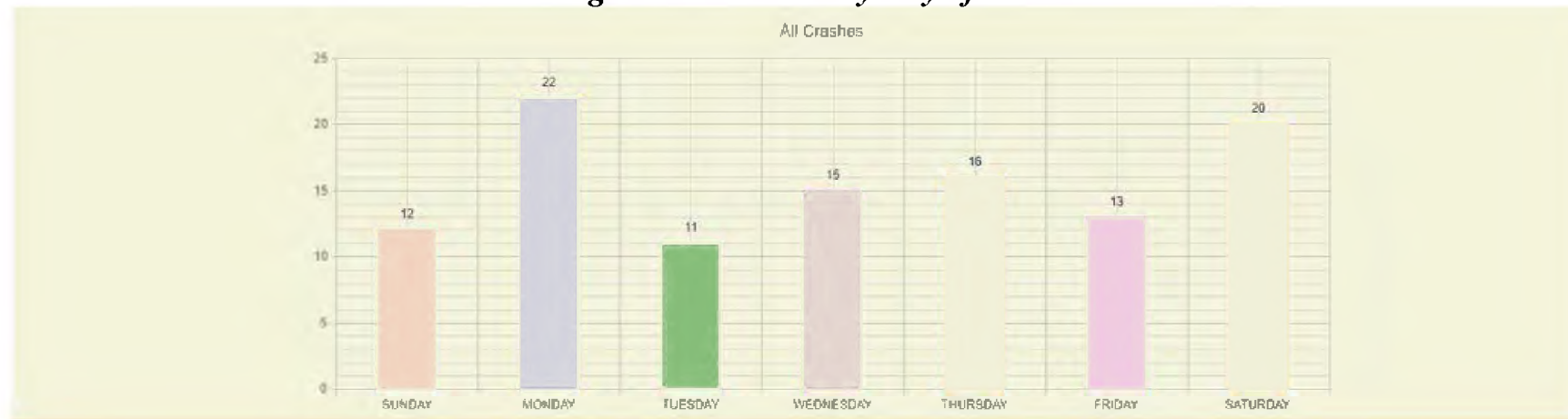
Figure 63

## ***MDOT Analysis of Stonington Crash***

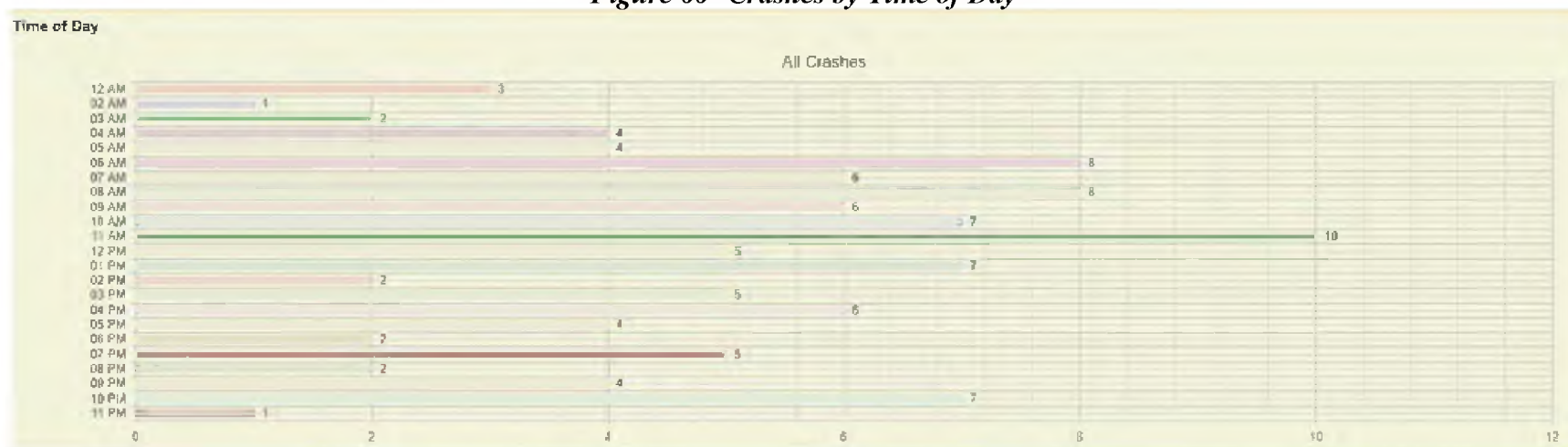
***Data Figure 64--Crashes by Month***



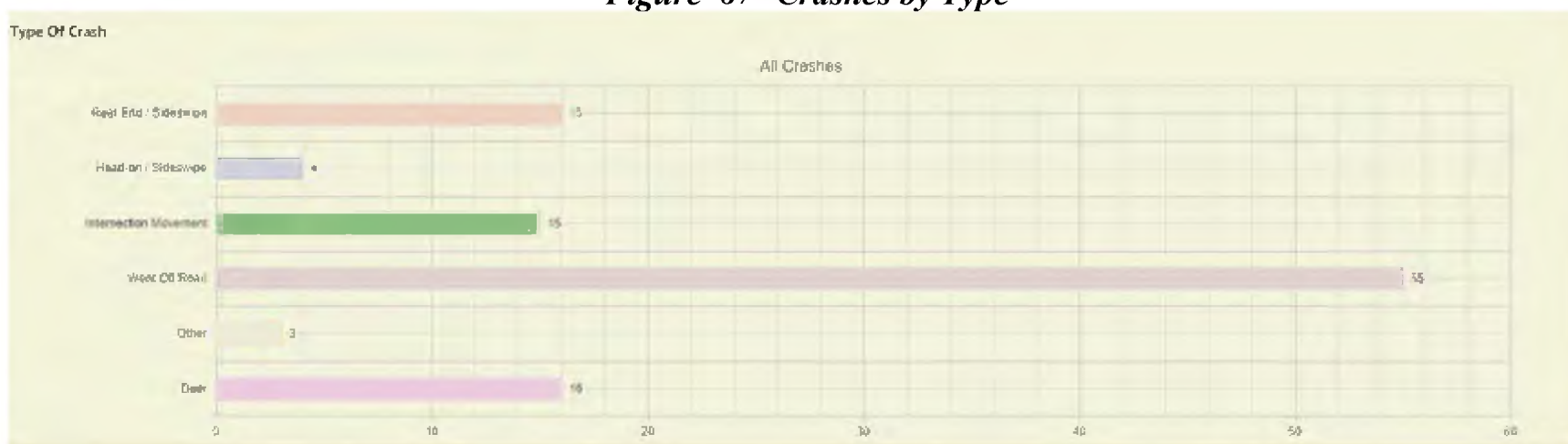
***Figure 65--Crashes by Day of Week***



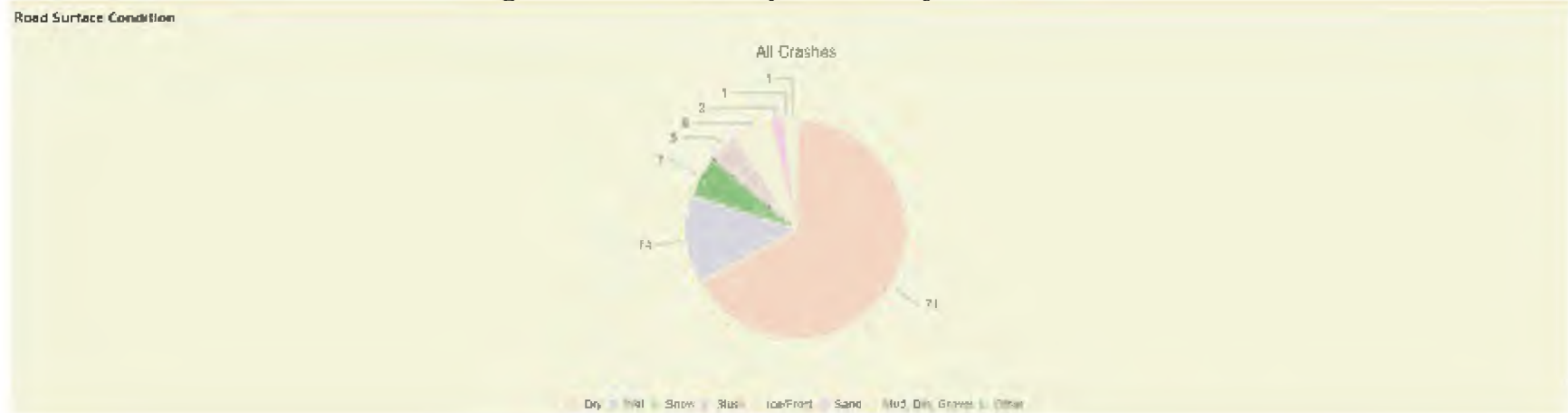
**Figure 66--Crashes by Time of Day**



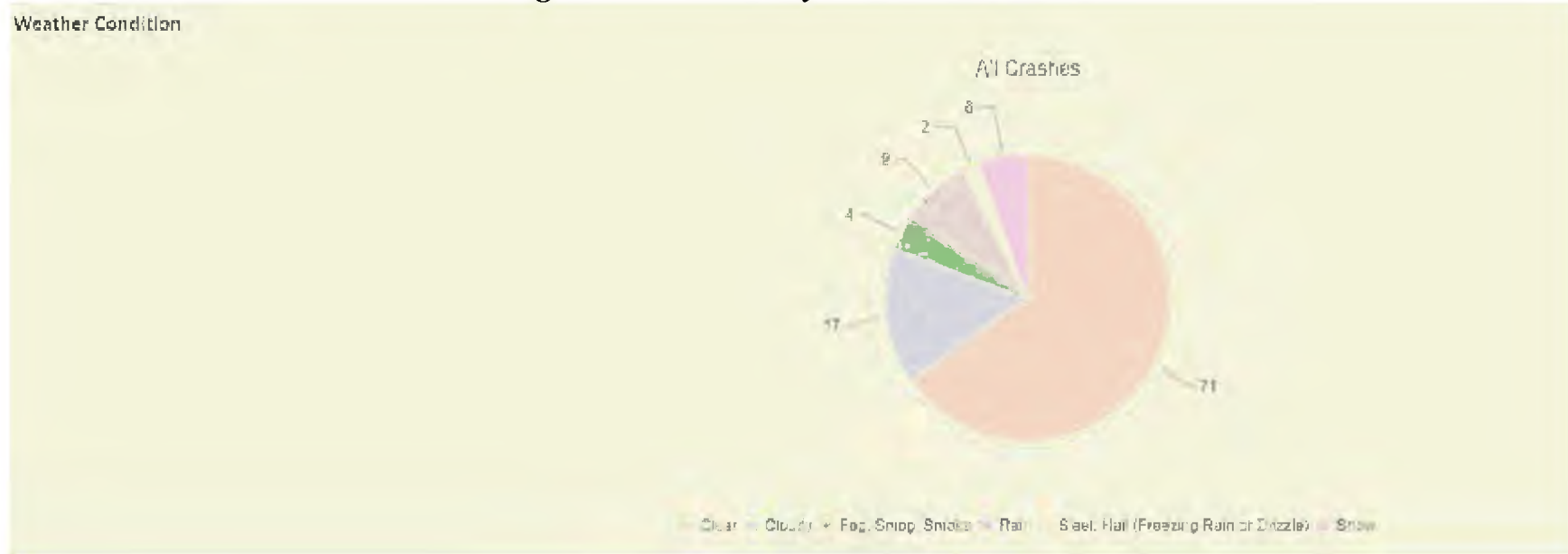
**Figure 67--Crashes by Type**



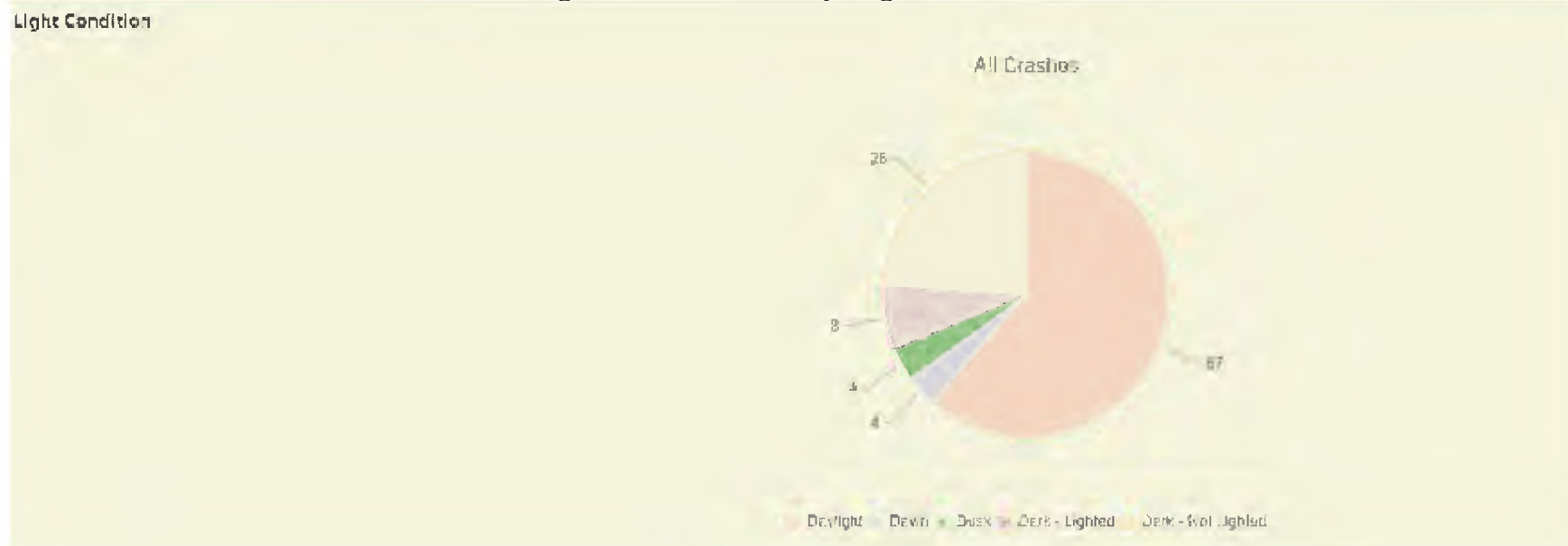
**Figure 68--Crashes by Road Surface Condition**



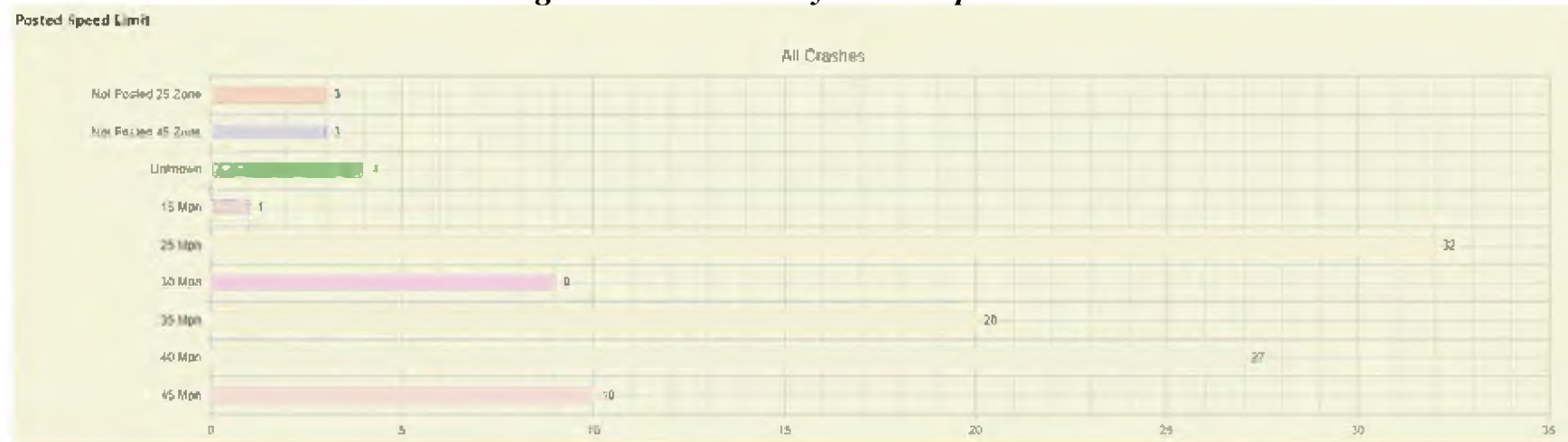
**Figure 69--Crashes by Weather Condition**



**Figure 70--Crashes by Light Condition**



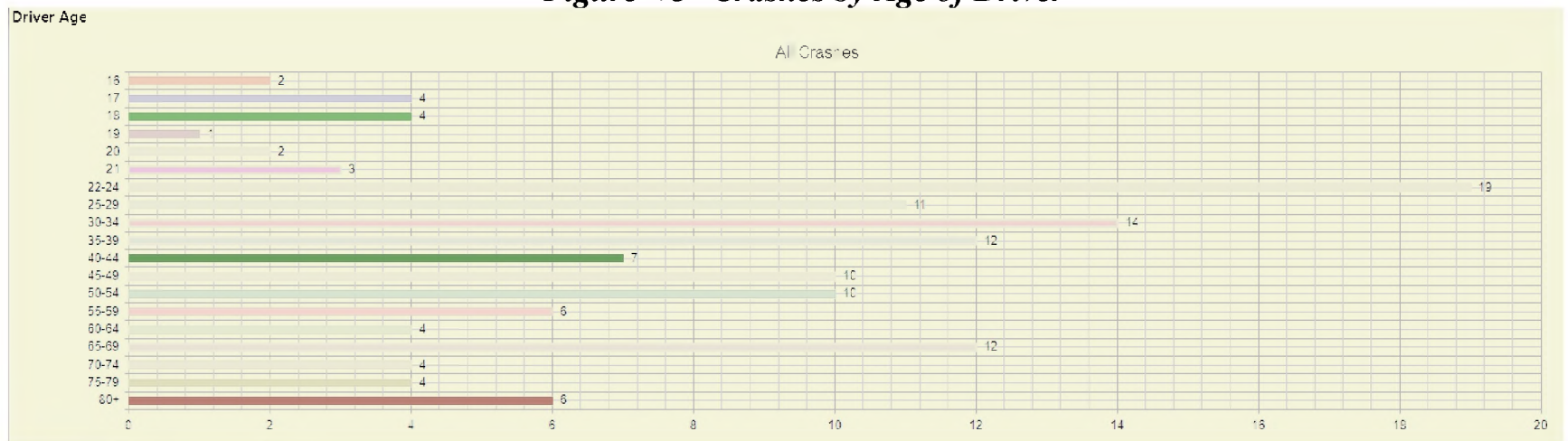
**Figure 71--Crashes by Posted Speed Limit**



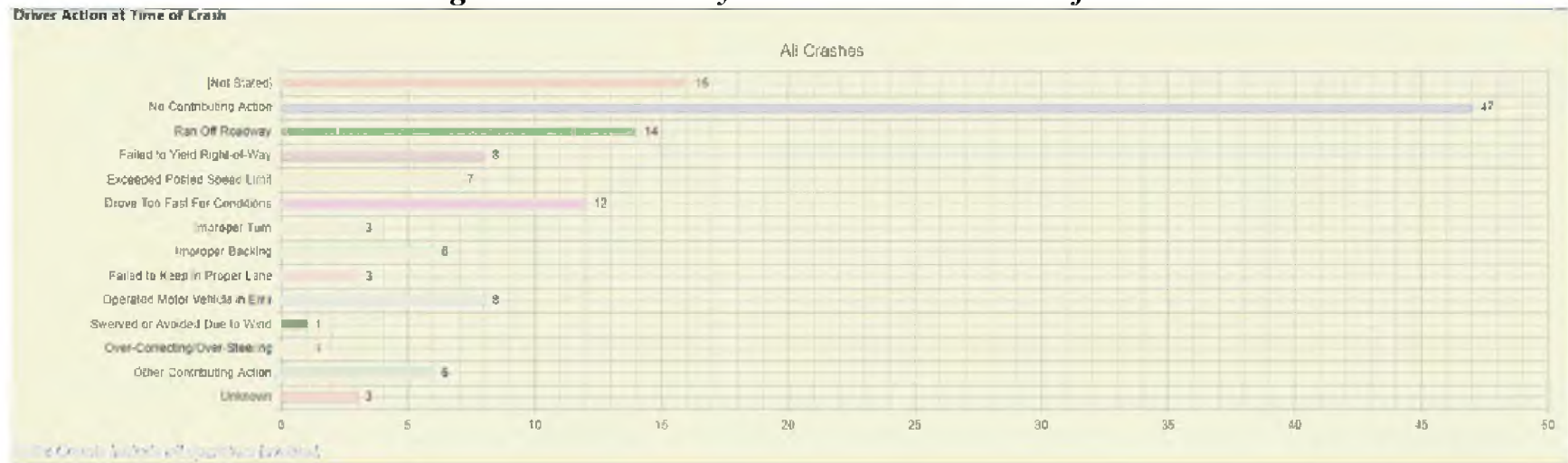
**Figure 72--Crashes by Sex of Driver**



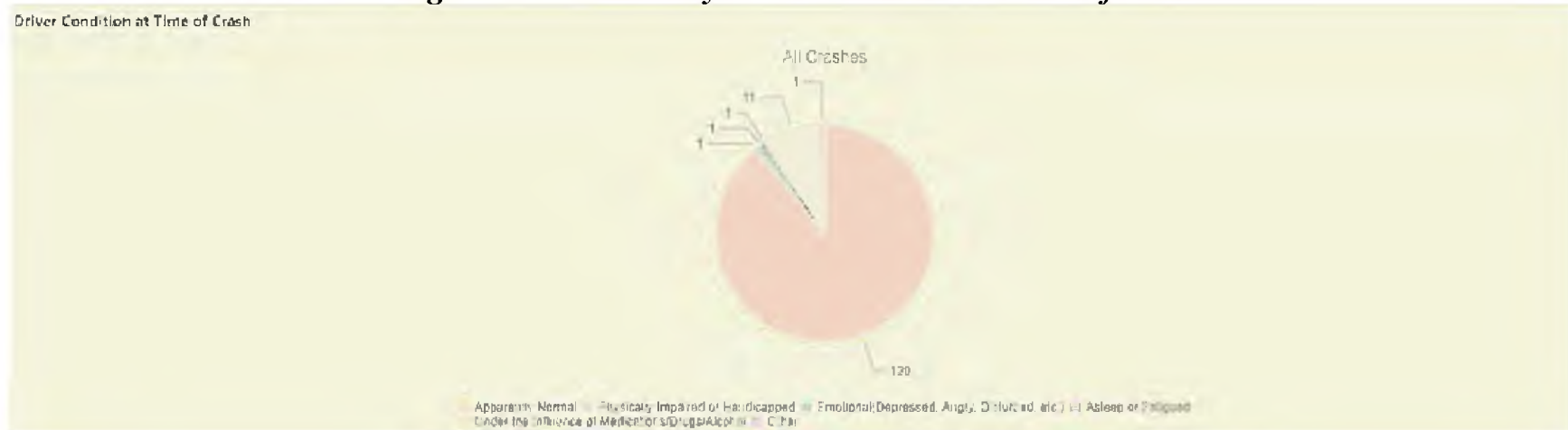
**Figure 73--Crashes by Age of Driver**



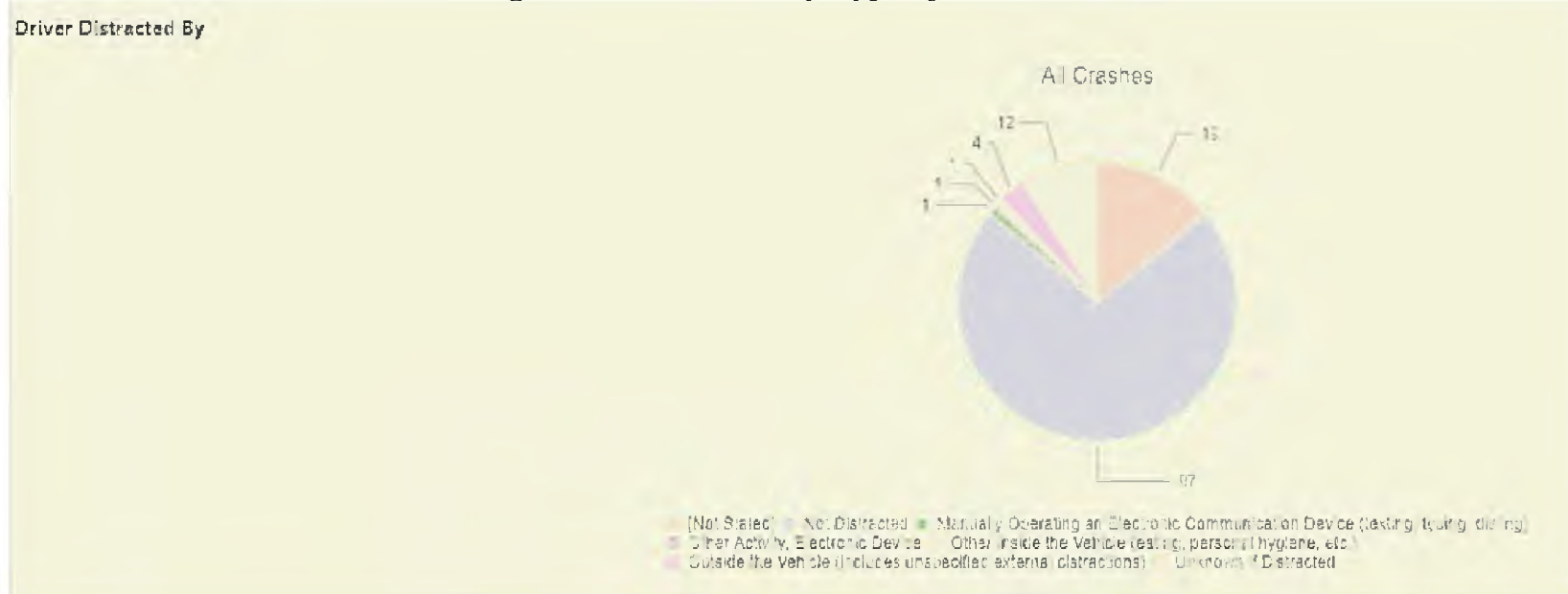
**Figure 74--Crashes by Driver Action at Time of Crash**



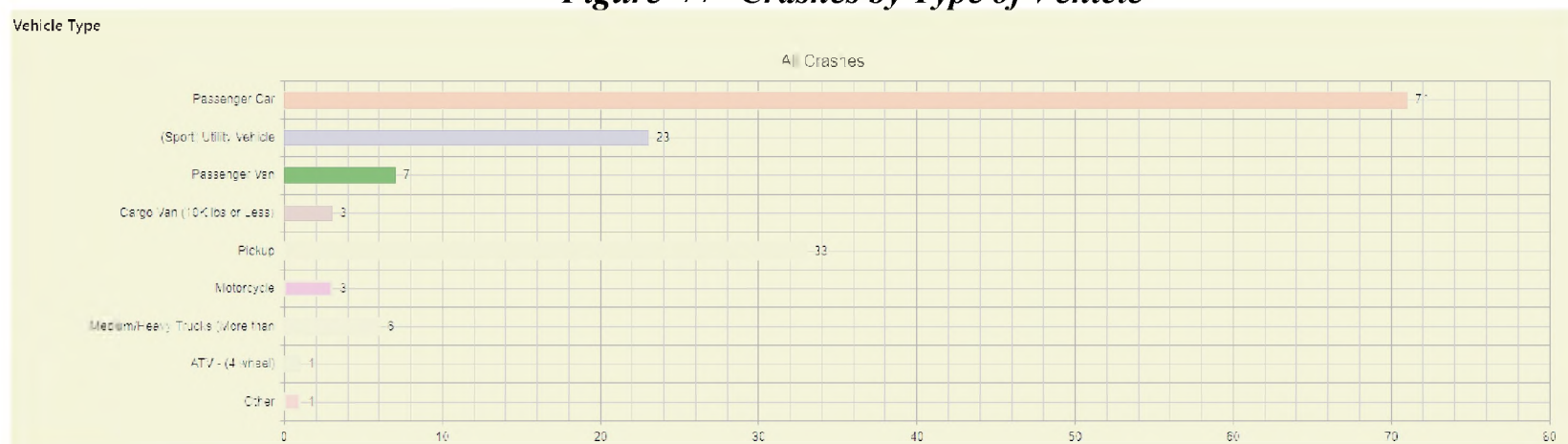
**Figure 75--Crashes by Driver Condition at Time of Crash**



**Figure 76--Crashes By Type of Driver Distraction**



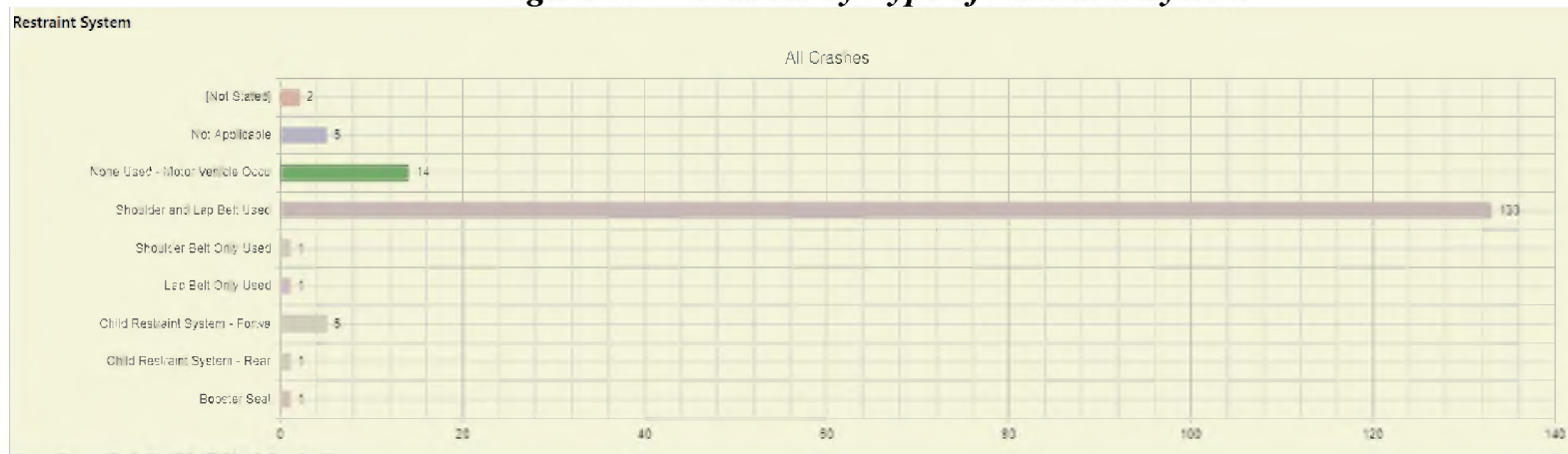
**Figure 77--Crashes by Type of Vehicle**

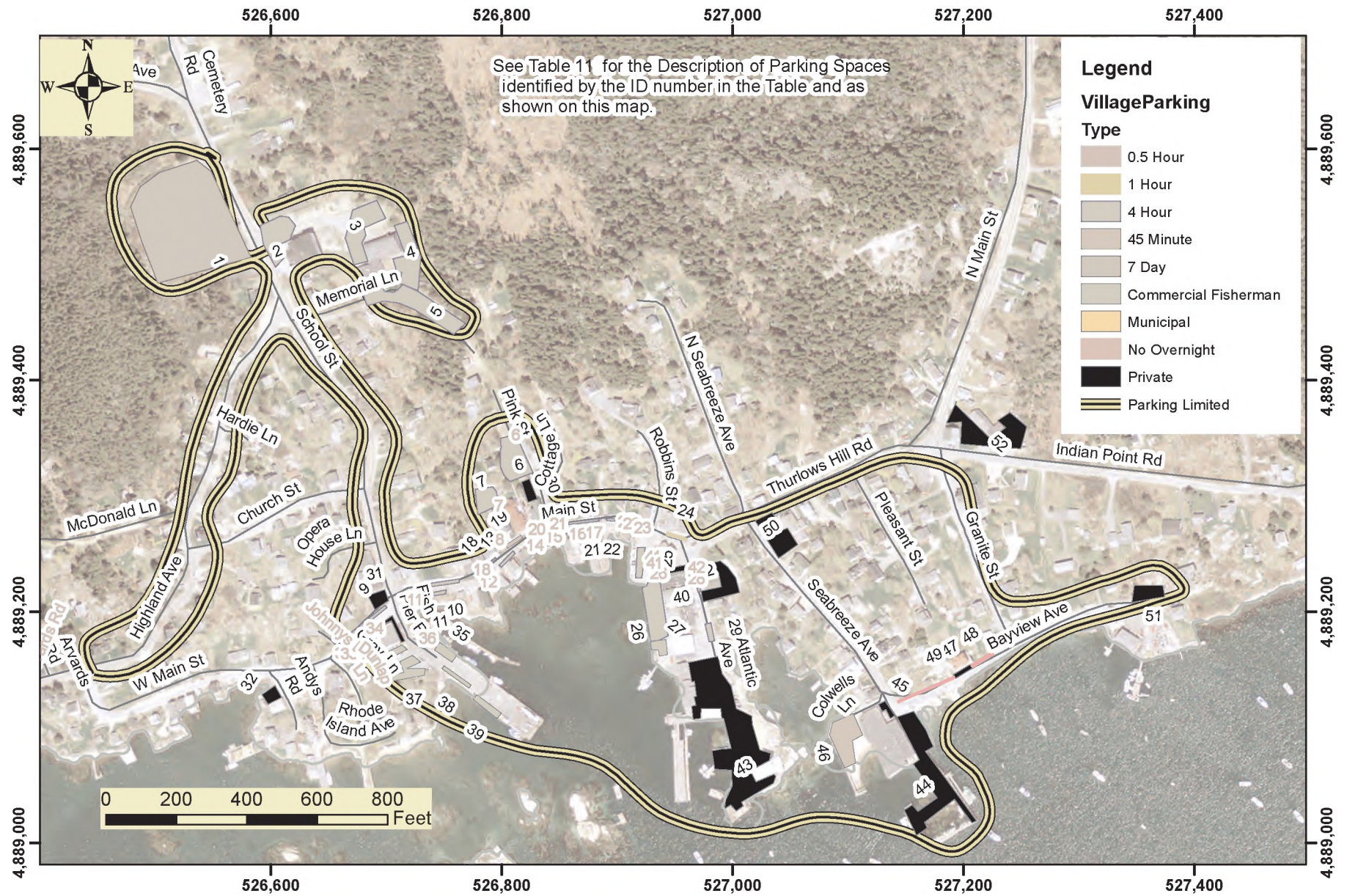


**Figure 78 --Crashes by Degree of Injury**



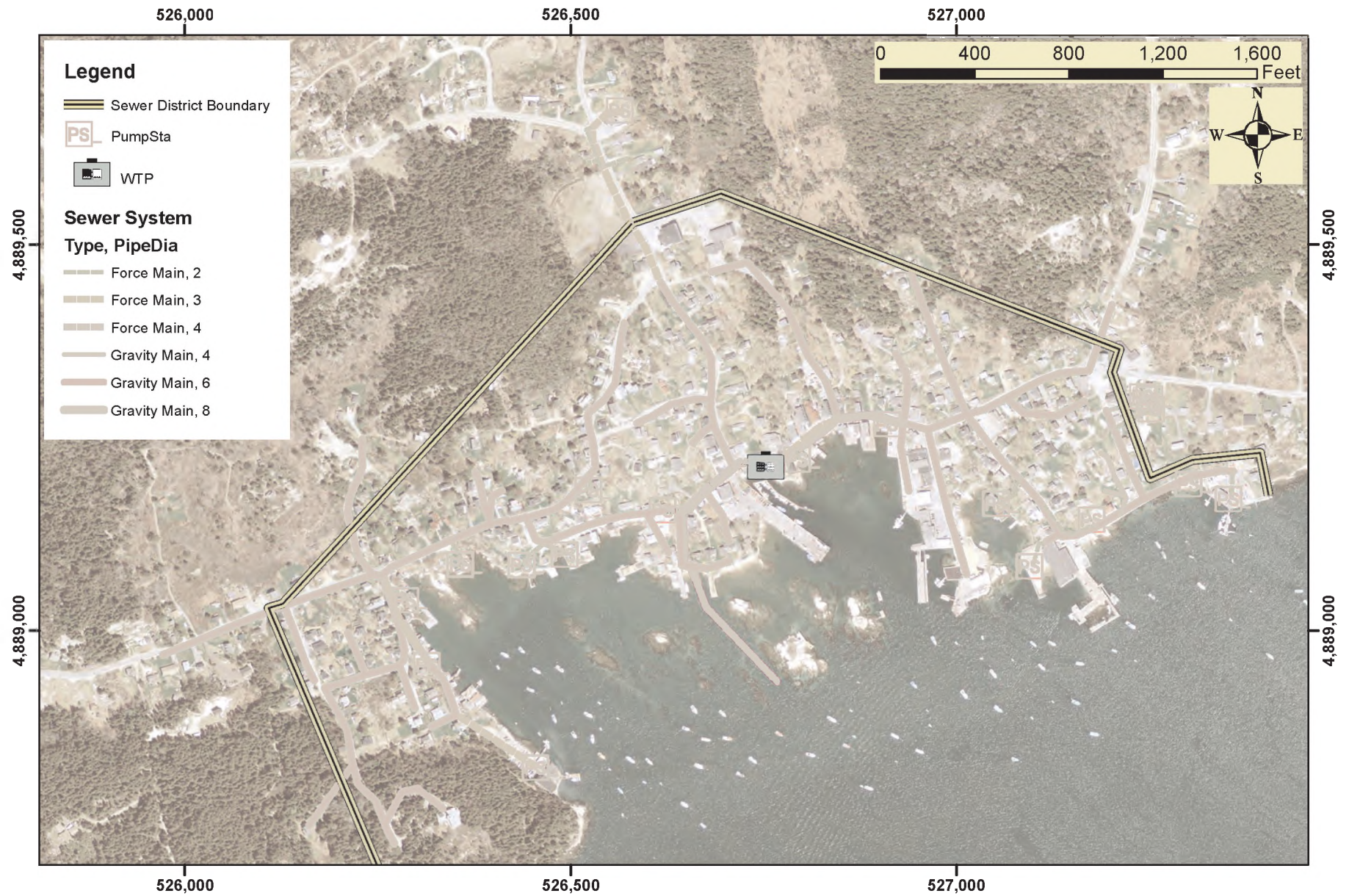
**Figure 79 --Crashes by Type of Restraint System**





Village Parking Control  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/11/17

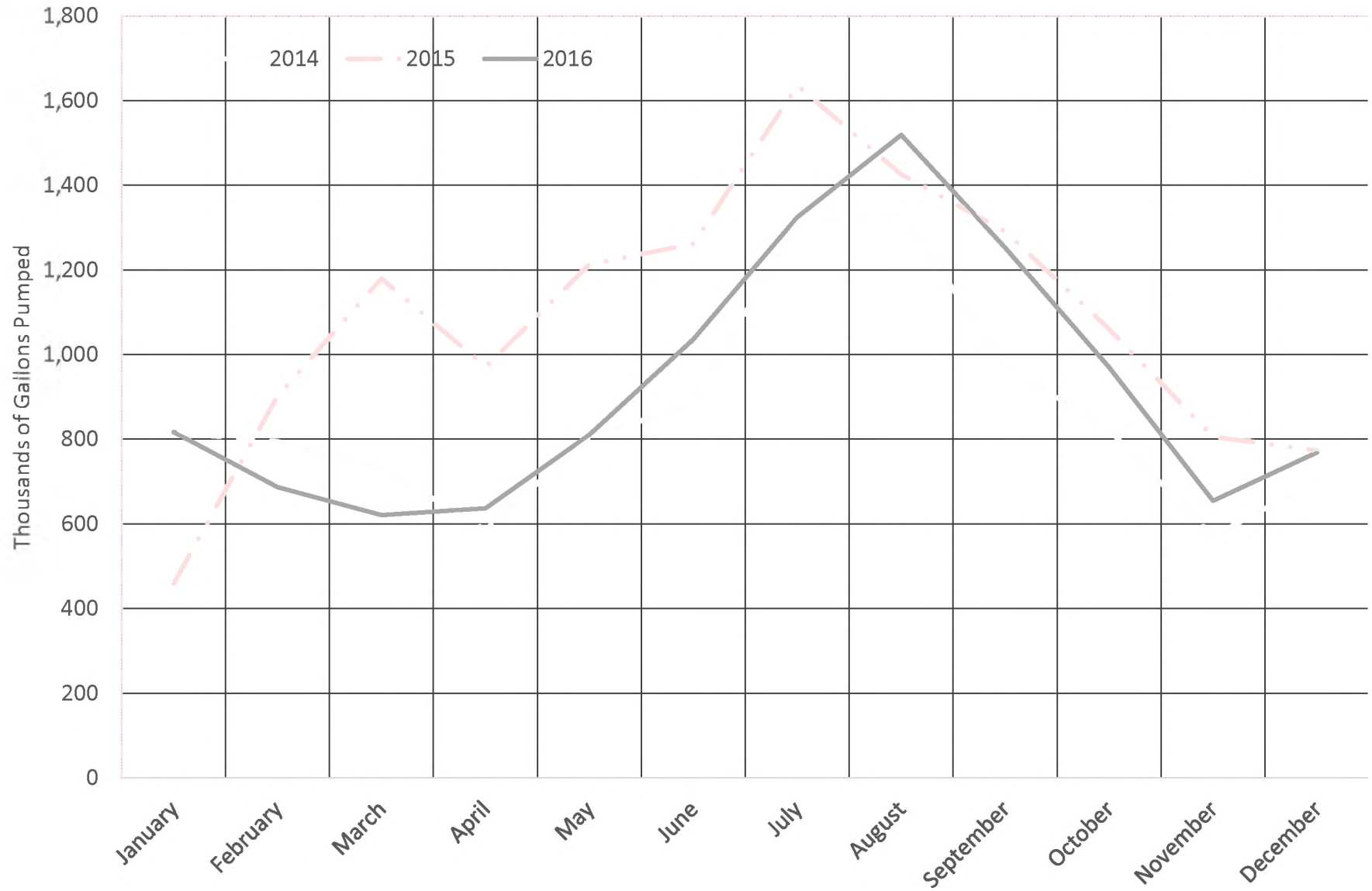
Figure 80

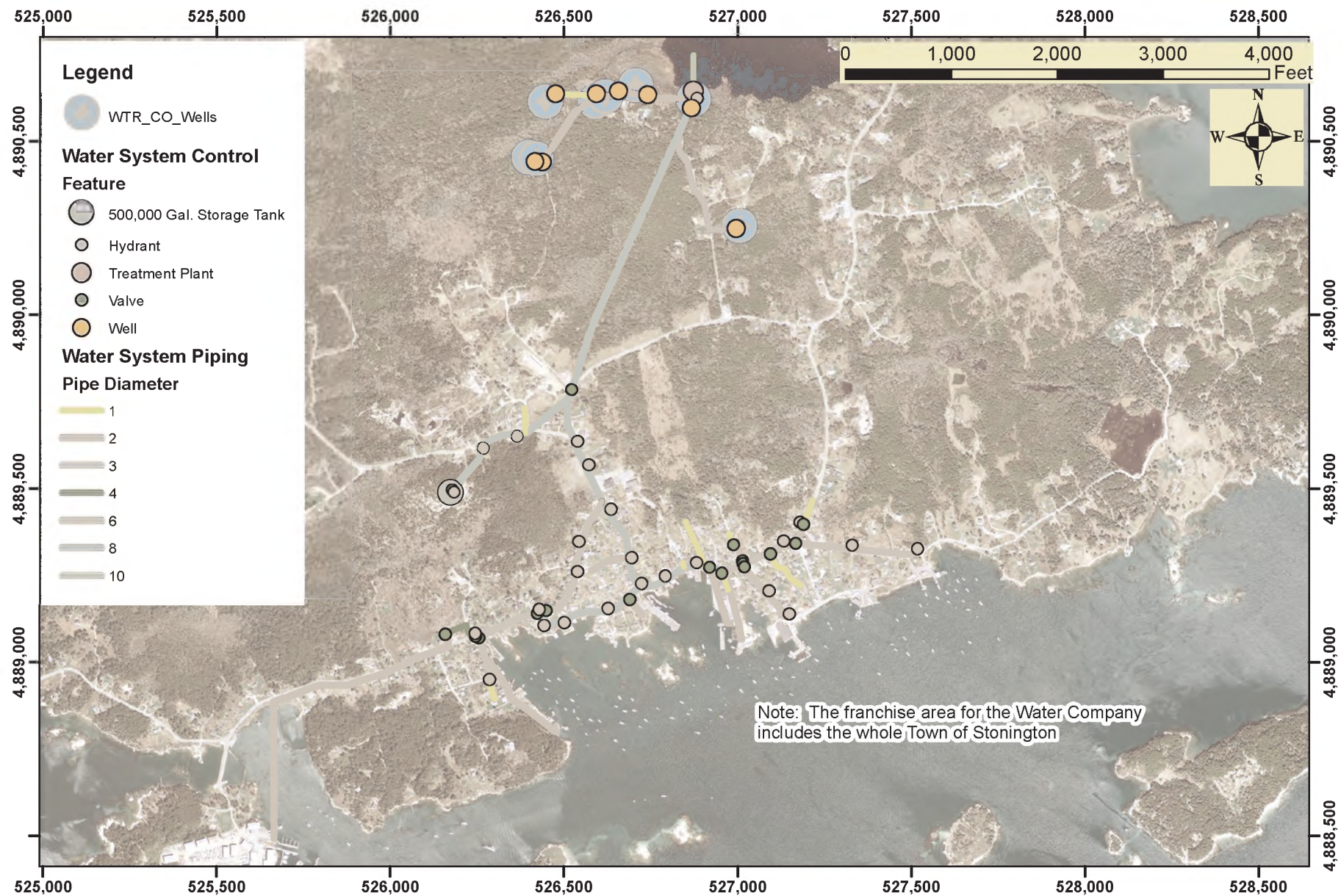


Sanitary District System  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/27/17

Figure 81

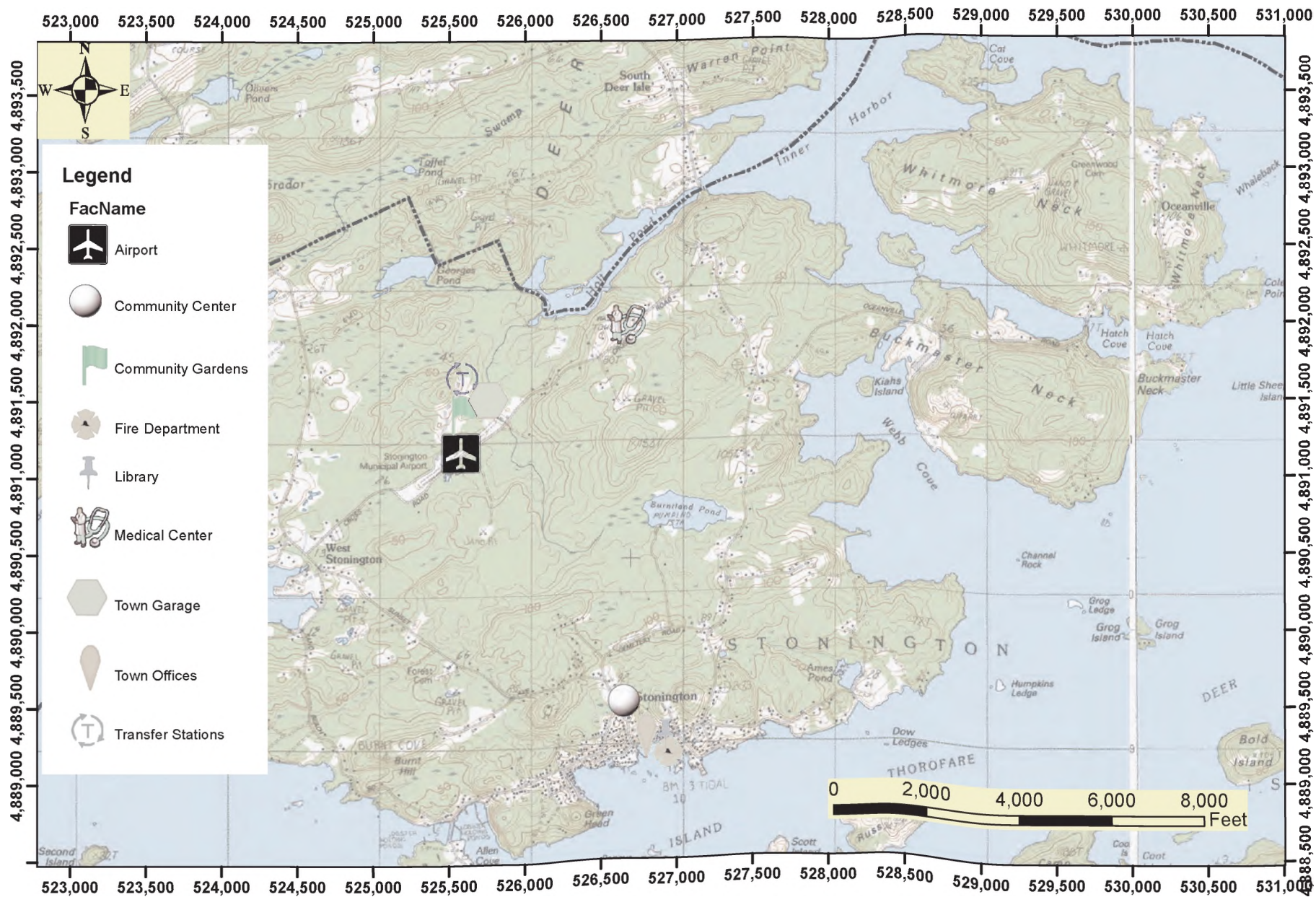
**Figure 82--Thousands of gallons pumped by the Water Company by Month**





Stonington Water Company Infrastructure  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/27/17

Figure 83



**Town Facilities**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/19/17

**Figure 84**

**Figure 85--Stonington Waste Shipped Per Year**

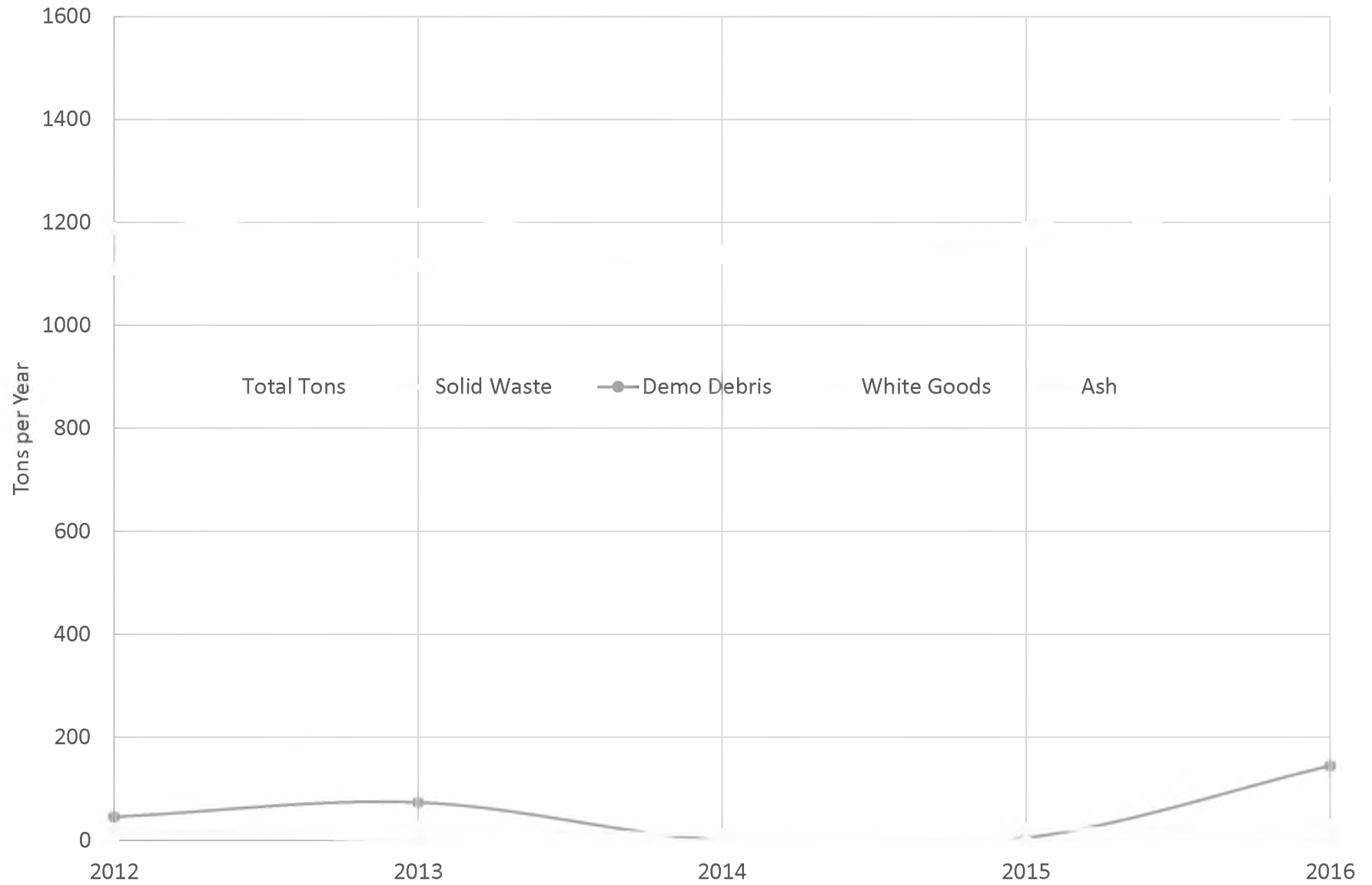


Figure 86 --Stonington Annual Shipments of Recycled Waste

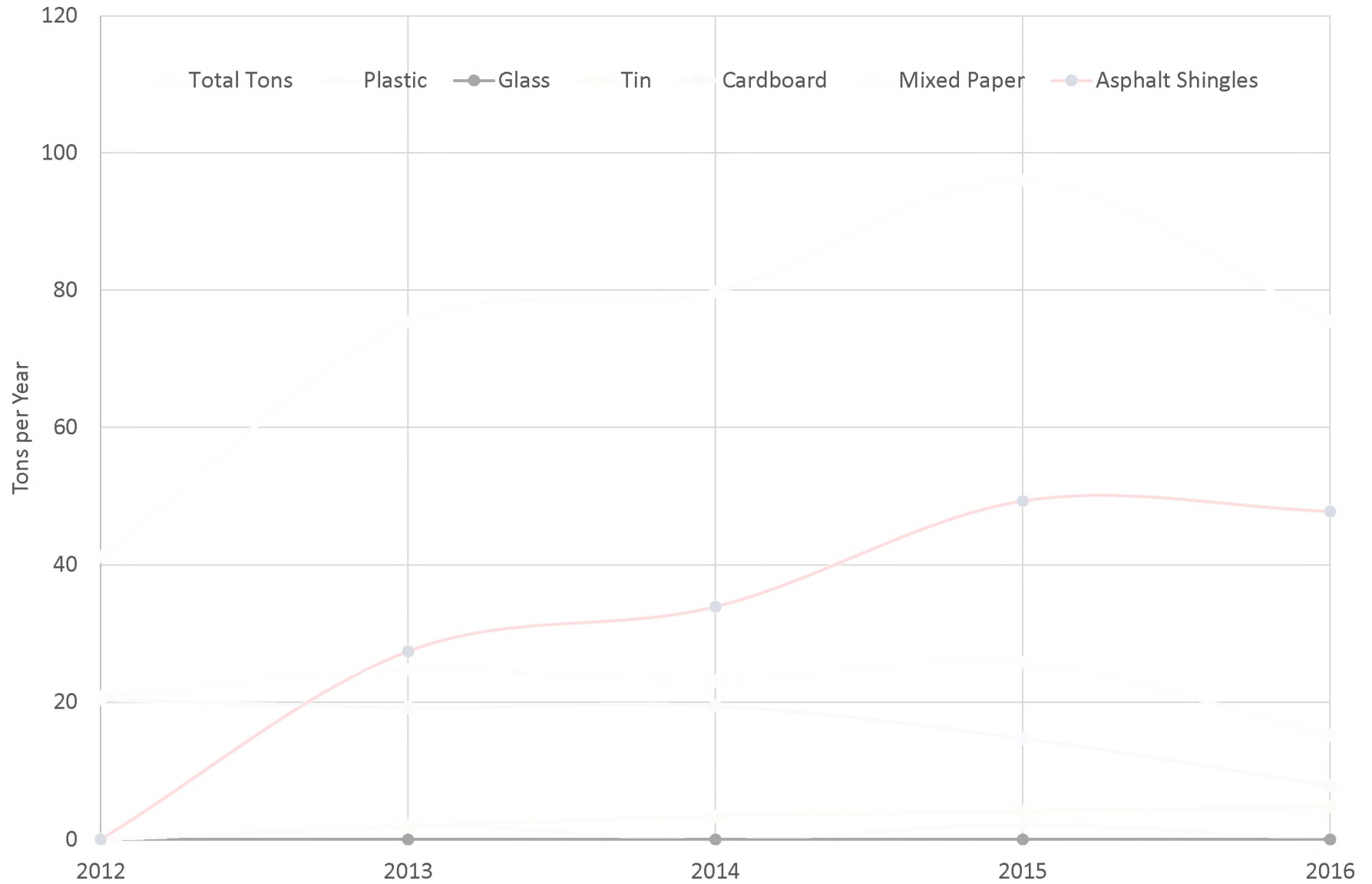


Figure 87--History of Stonington Municipal Revenues, Current Assets, Non-current Liabilities, and School Costs by Year

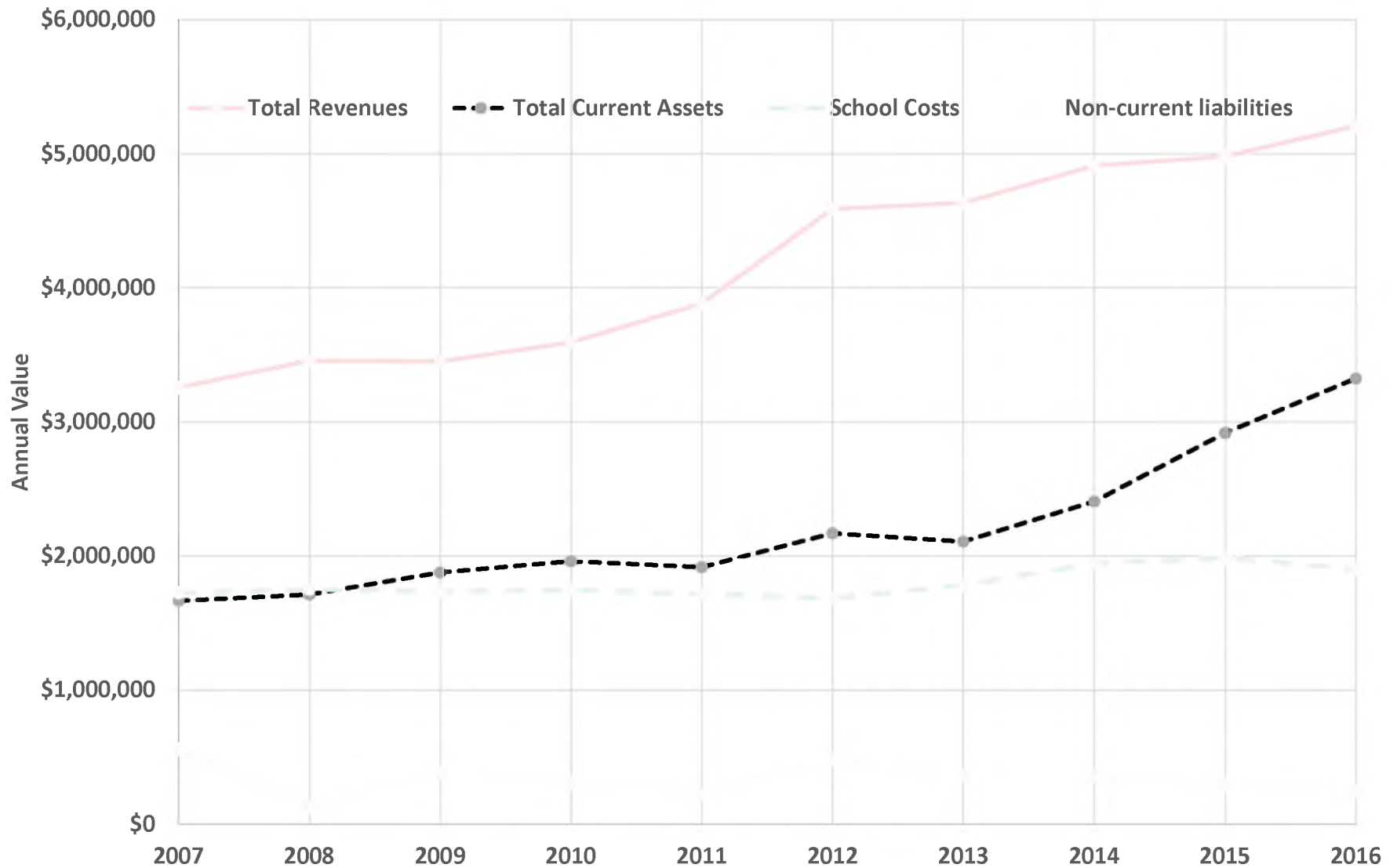


Figure 88--History of Selected Stonington Municipal Expenses by Year

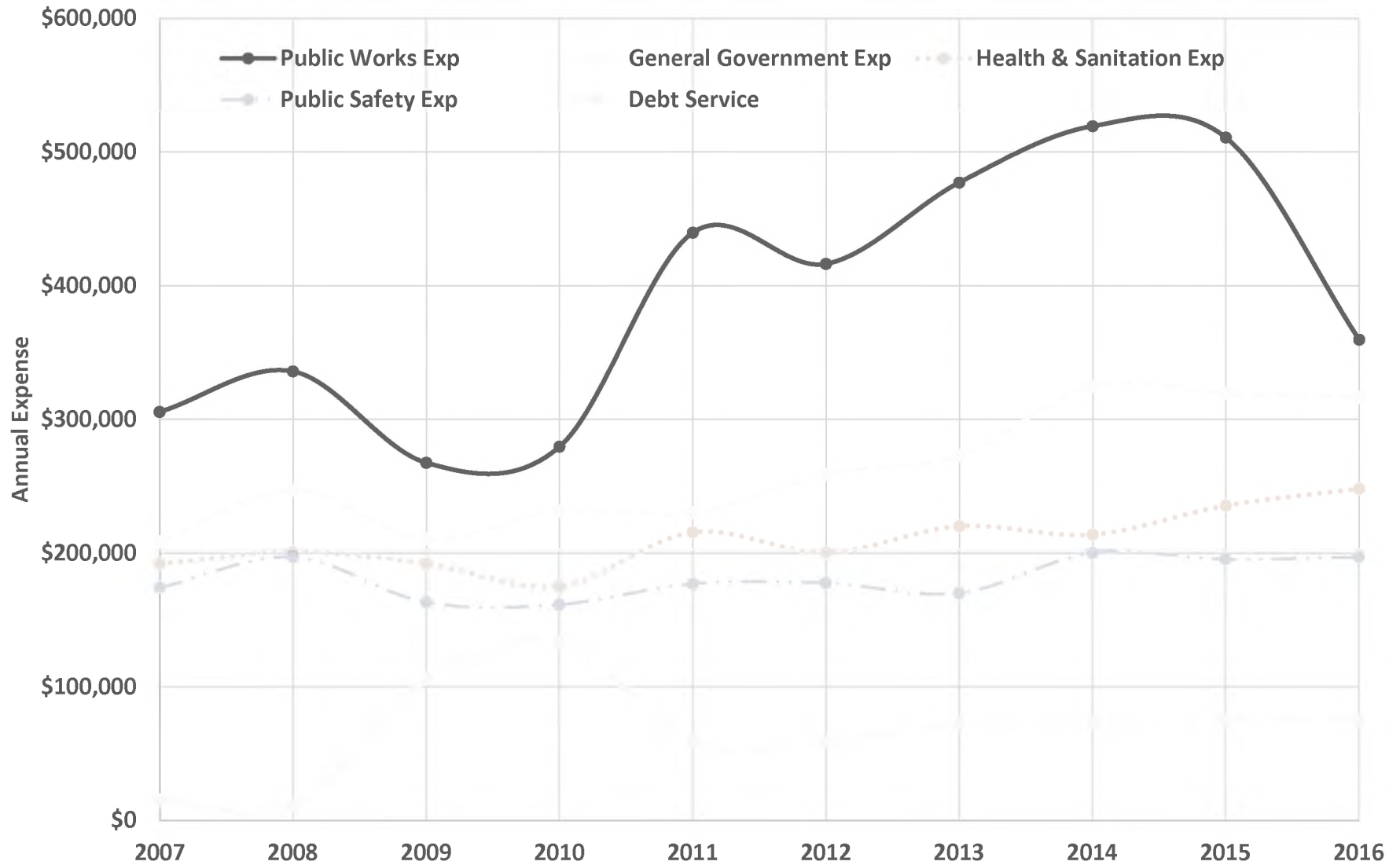
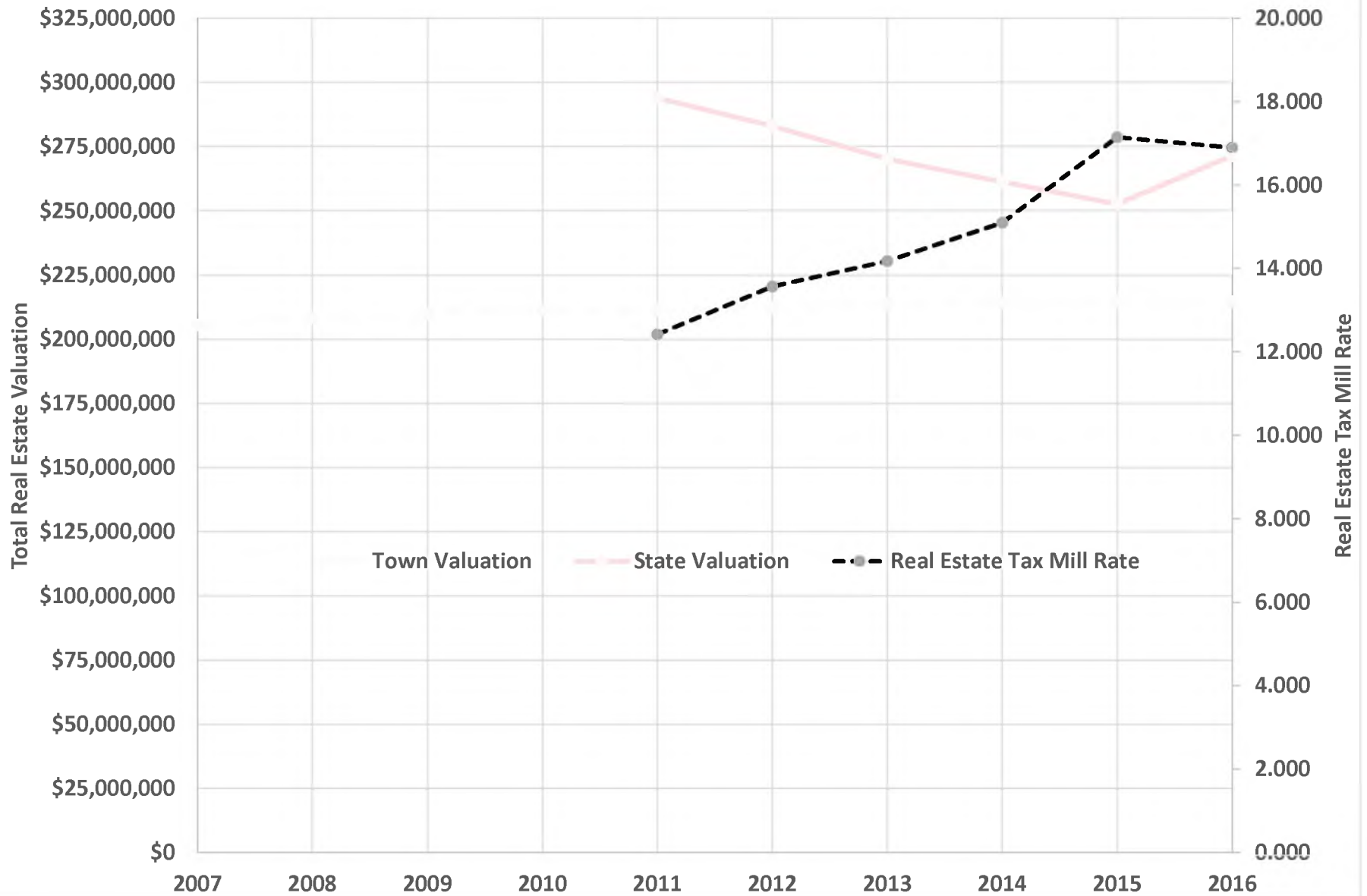
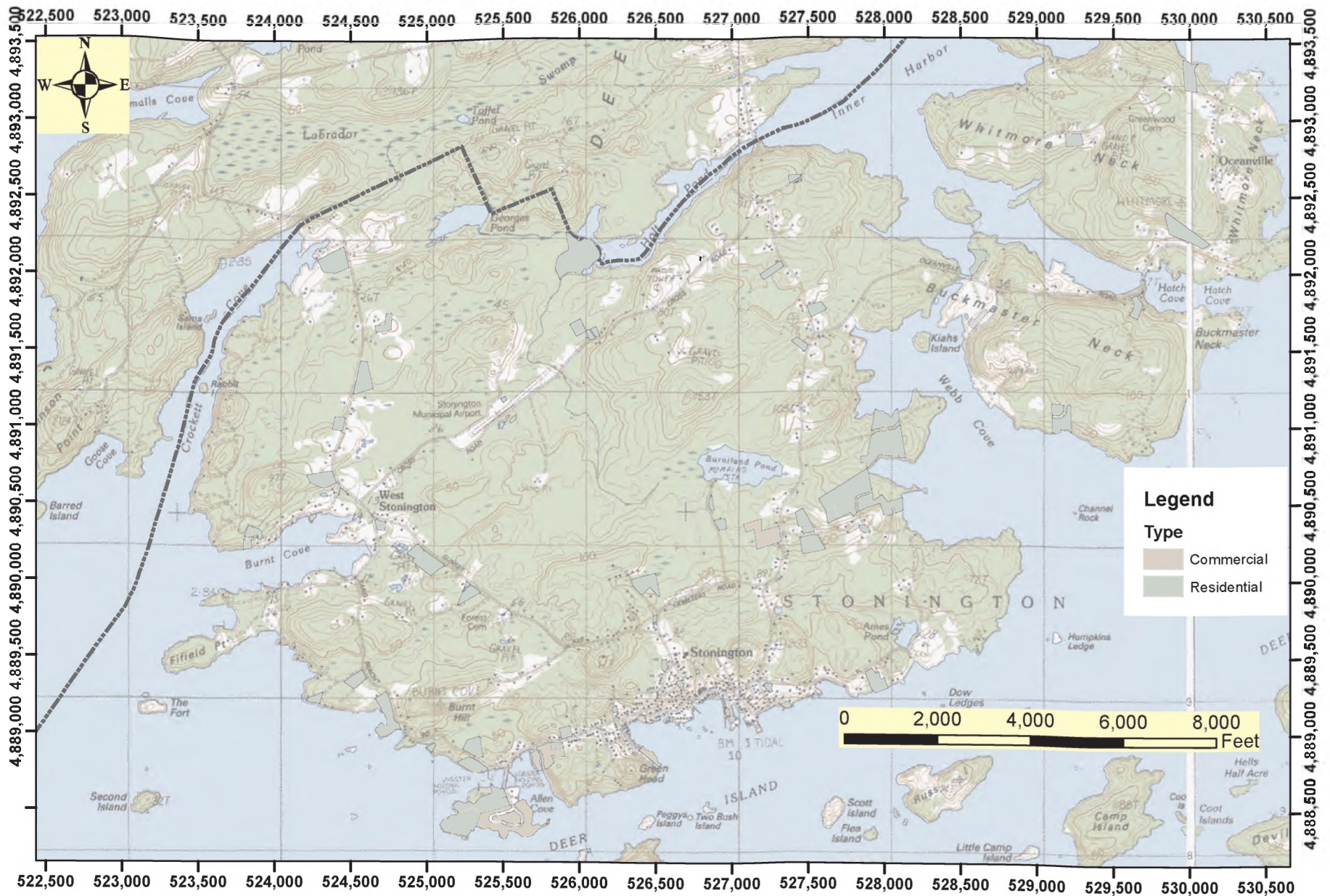


Figure 89--Stonington Real Estate Valuation and Mill Rate by Year

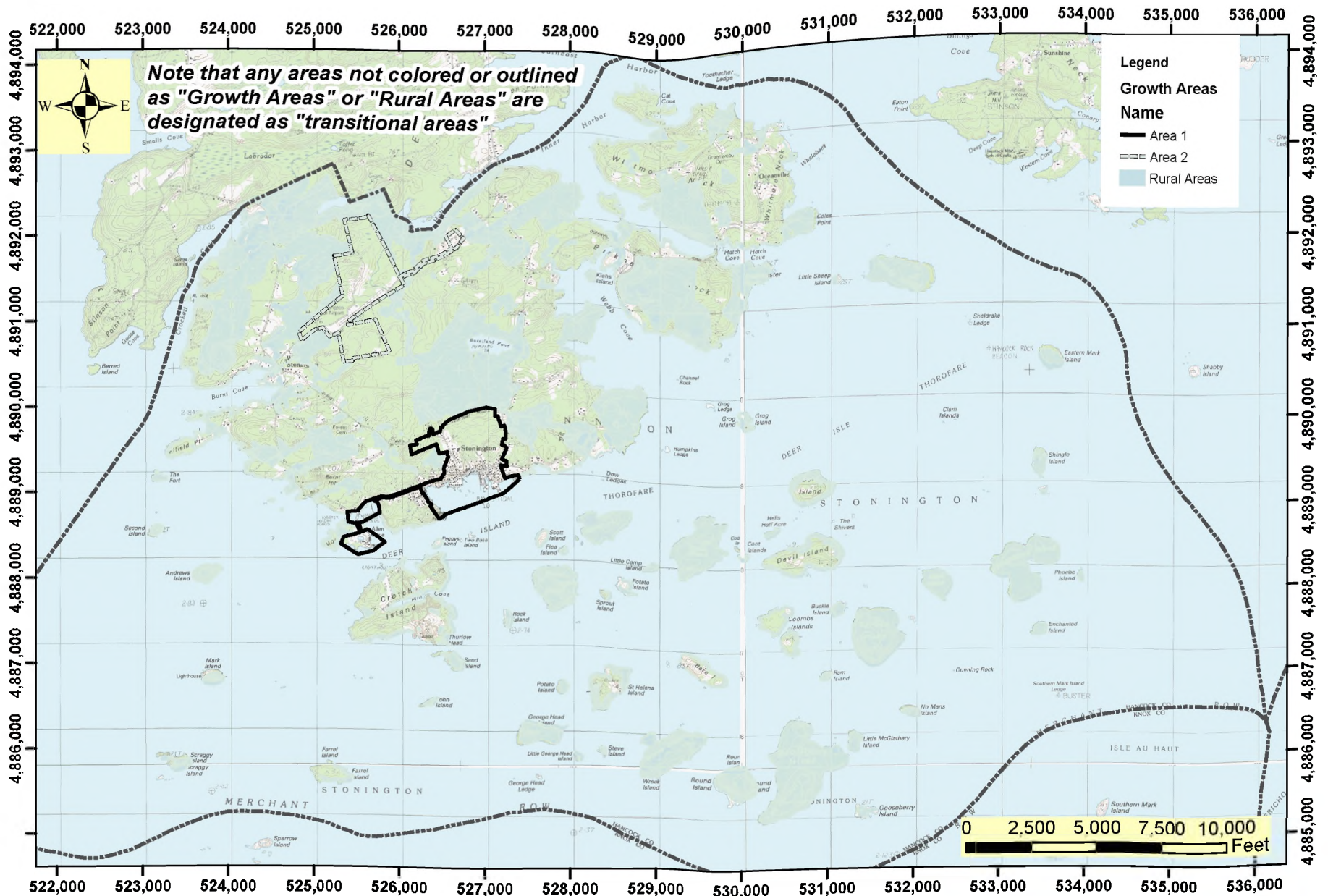






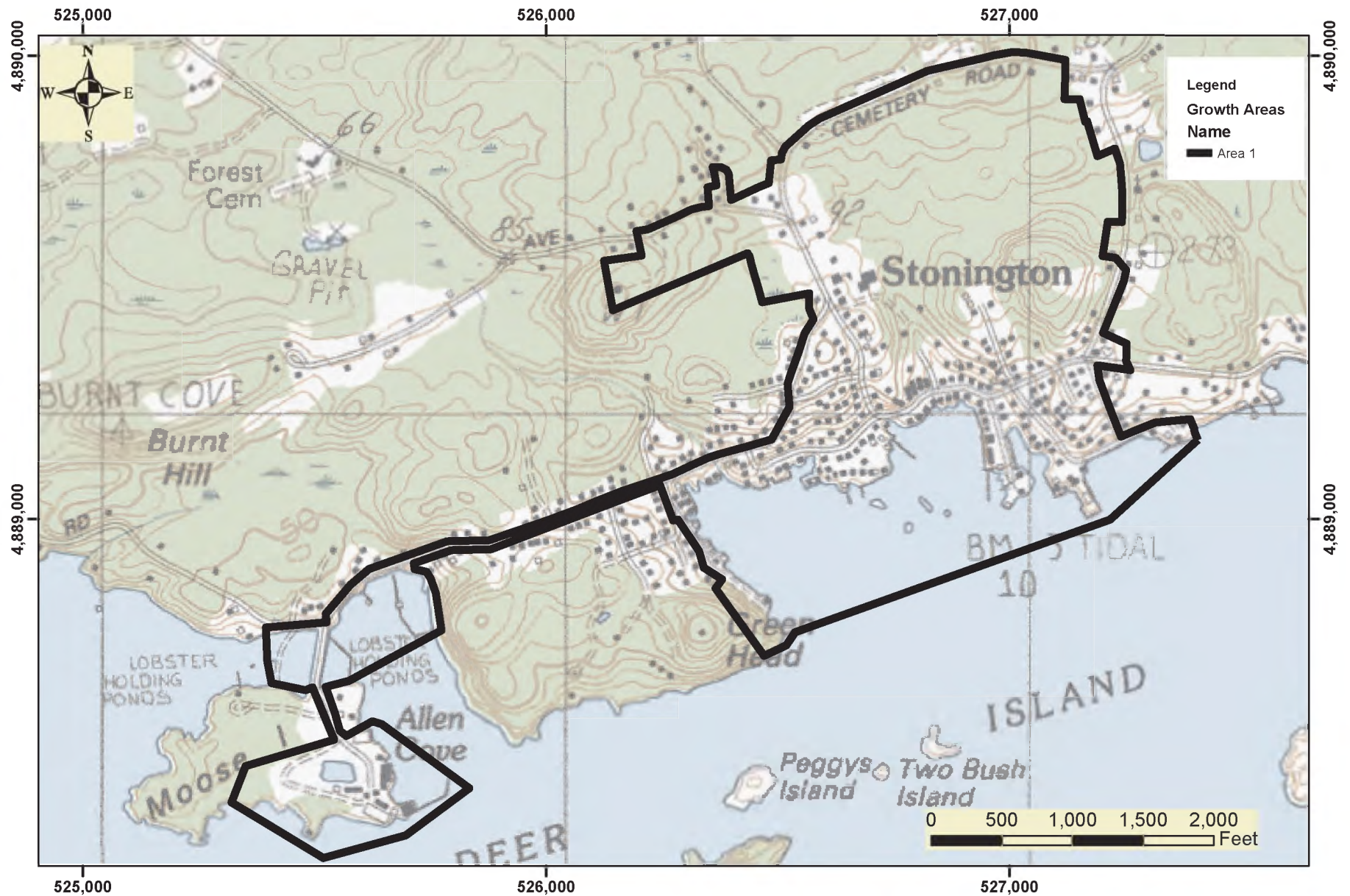
New Development 2007-2016  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 8/27/17

Figure 91



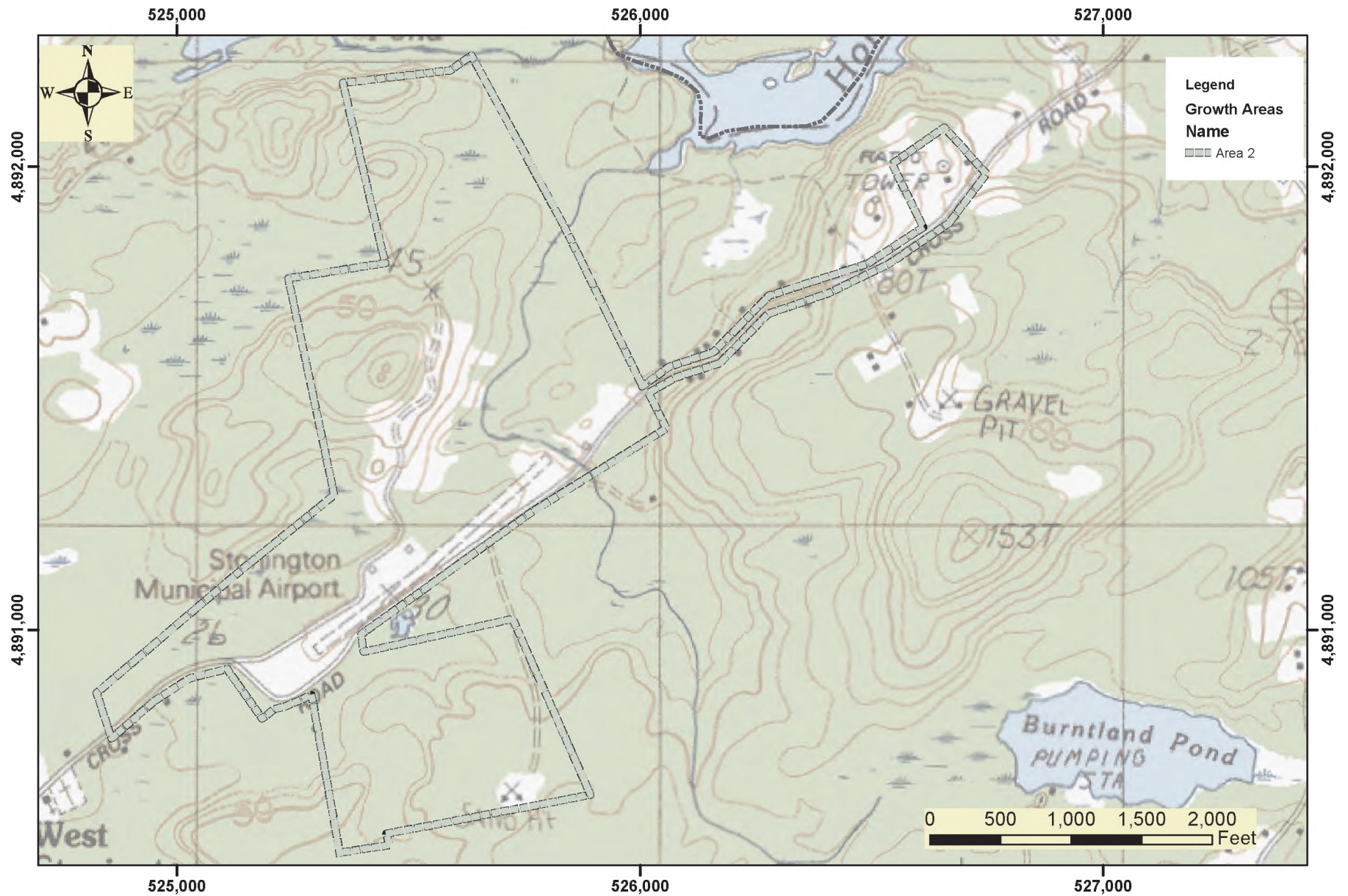
**Proposed Growth Areas, Rural Areas, and Transitional Areas**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 1/24/18

**Figure 92**



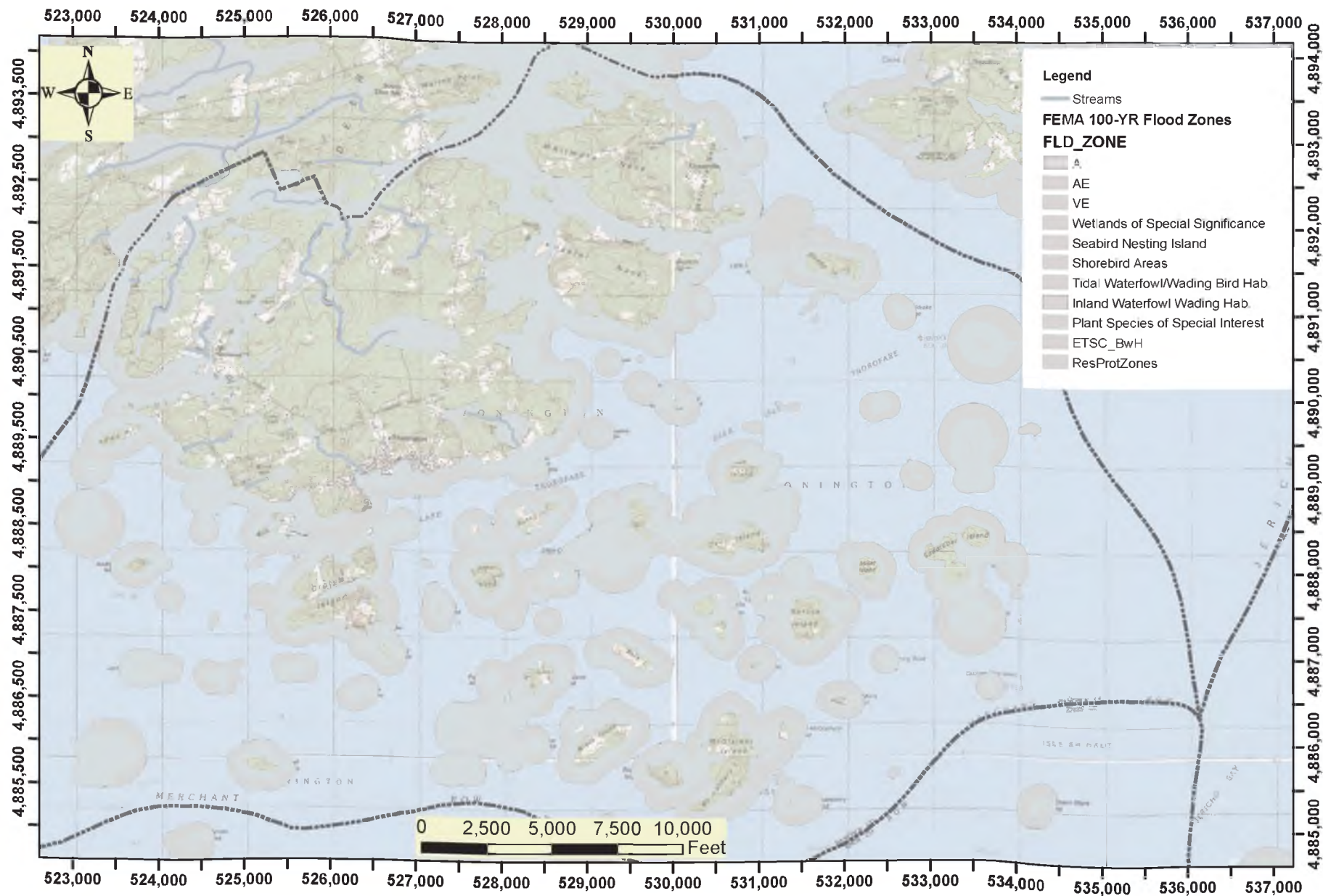
Proposed Growth Area 1  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 9/14/17

Figure 93



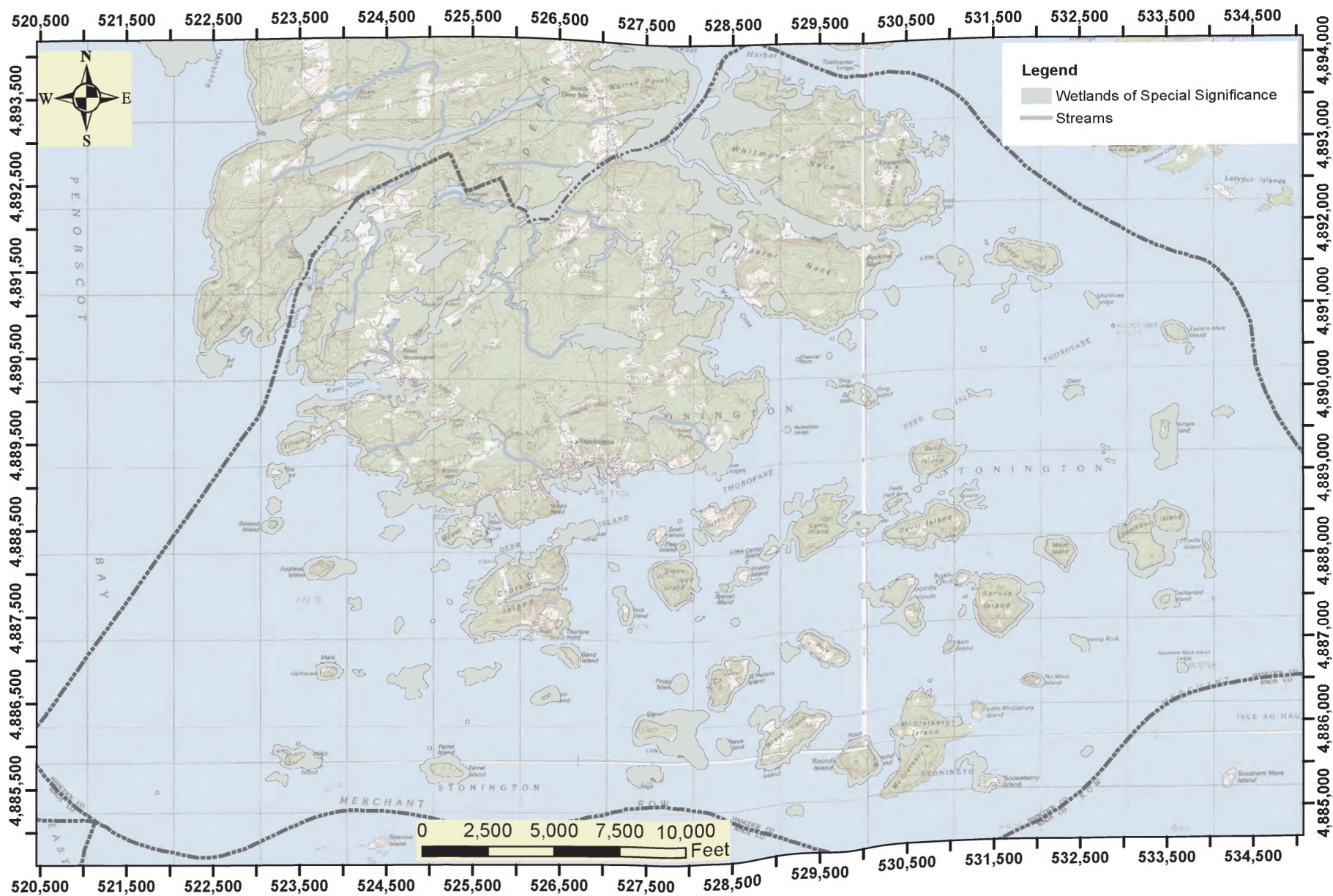
**Proposed Growth Area 2**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 9/14/17

**Figure 94**



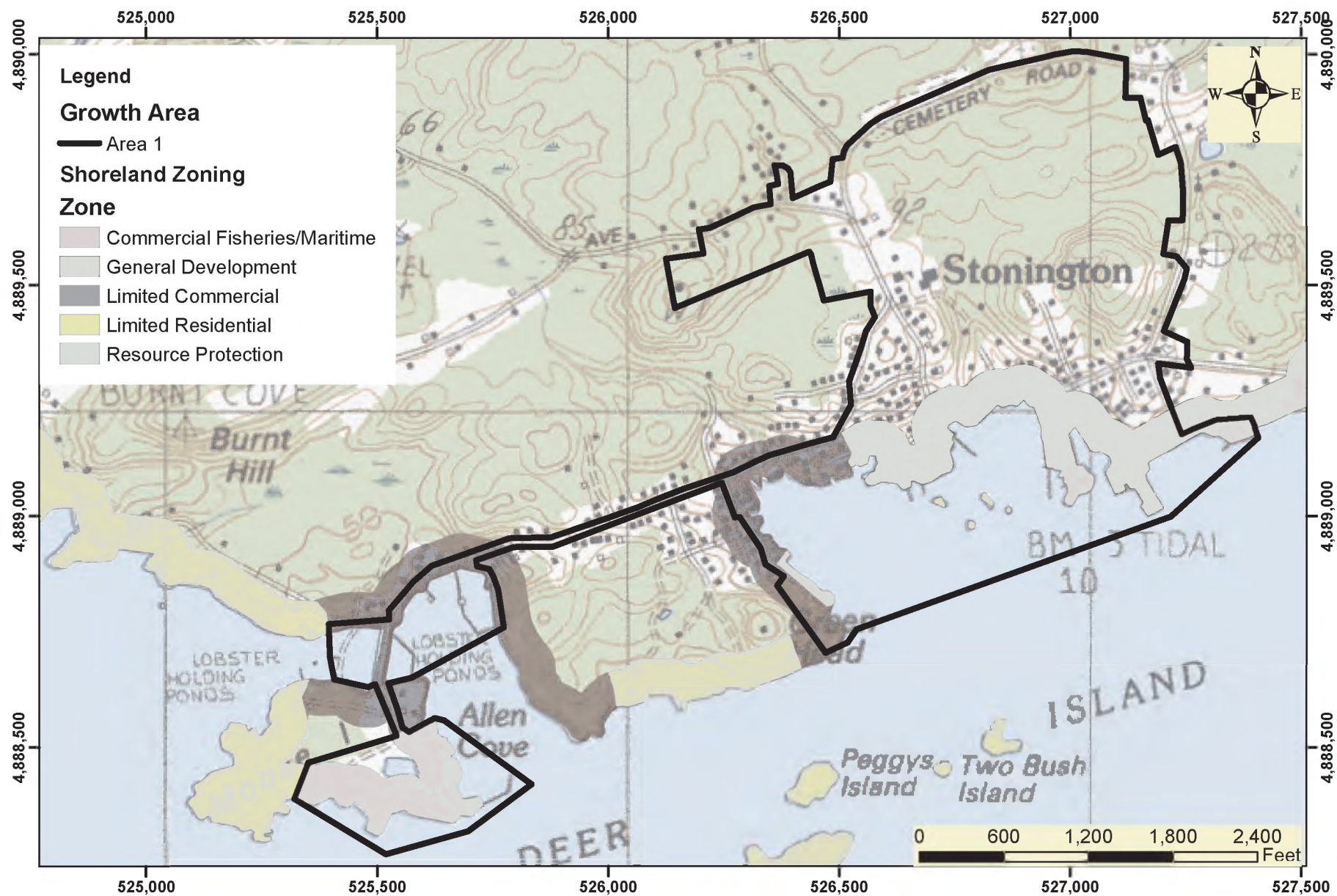
**Critical Natural Resources**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 9/11/17

**Figure 95**



**Wetlands of Special Significance**  
**Town of Stonington Comprehensive Plan**  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 9/11/17

**Figure 96**



Shoreland Zones in Growth Area #1  
 Town of Stonington Comprehensive Plan  
 Grid is UTM, NAD83, Zone 19N, meters  
 RGG 9/14/17

Figure 97

### Description of Information Sources for Tables and Figures

## Table

- 1 Maps at the Deer Isle-Stonington Historical Society  
2 State Data Set, Maine Forest Service  
3 XML file that was part of MELCD Spot-5 5 meter imagery from MEGIS library  
4 Stonington property tax database  
5 State Data Set, Department of Marine Resources  
6 State Data Set, Department of Marine Resources  
7 State Data Set, Department of Marine Resources  
8 State Data Set, Bureau of Labor  
9 Maine Real Estate Information System  
10 State Data Set, Maine Dept. of Transportation  
11 Stonington Parking Ordinance 2017  
12 Comprehensive Planning Committee Recommendation

## Figure

- 1 1881 Colby Atlas  
2 State Data Set, Maine Historic Preservation Commission, digitized by Robert Gerber  
3 State Data Set, Maine Historic Preservation Commission, digitized by Robert Gerber  
4 Maps at the Deer Isle-Stonington Historical Society  
5 Maine Department of Marine Resources  
6 Stonington Municipal Water Protection Ordinance; Impervious area from State Data Set, Build With Habitat Program  
  
7 Well Buffers from Maine DEP; Wetlands, Lakes, and Streams from State Data Set (MEGIS)  
8 Stonington Municipal Water Protection Ordinance; Records of the Stonington Water Company  
9 Maine DEP EGAD Database  
10 Deer Isle Partners in Monitoring  
11 FEMA website; ArcGIS file  
12 State Data Set, Build with Habitat Program  
13 State Data Set, Maine Inland Fish & Wildlife  
14 State Data Set, Build with Habitat Program  
15 State Data Set, Maine Dept. of Marine Resources  
16 State Data Set, MEGIS; Island Heritage Trust  
17 Stonington Shoreland Zoning Ordinance; Hancock County Planning Dept ArcGIS file  
18 State Data Set, MEGIS  
19 State Data Set, MEGIS  
20 State Data Set, Build with Habitat Program  
21 State Data Set, Build with Habitat Program  
22 State Data Set, Build with Habitat Program  
23 1990 study called “Scenic Inventory, Mainland Sites, Penobscot Bay” by Terrence J. DeWan & Associates and Bristol  
Design and Planning for the Critical Areas Program of the Maine State Planning Office  
24 Comprehensive Planning Committee  
25 Stonington property tax database  
26 MELCD Spot-5 2004 5-meter imagery from MEGIS library; Impervious Area from State Data Set, Build with Habitat  
Program  
27 website of federal Natural Resources Conservation Service, 2016 Hancock County Soil Survey, ArcGIS file  
28 State Data Set, Department of Marine Resources  
29 Comprehensive Planning Committee  
30 <https://factfinder.census.gov/faces/haw/hst/pages/index.xhtml>. Projections from State Data Set

## Appendix A

### Description of Information Sources for Tables and Figures

|    |   |
|----|---|
| 31 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 32 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 33 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 34 | CSD#13 Superintendent   |
| 35 | CSD#13 Superintendent; Projections by Robert Gerber   |
| 36 | Maine Dept. of Marine Resources   |
| 37 | Maine Dept. of Marine Resources   |
| 38 | Maine Dept. of Marine Resources   |
| 39 | State Data Set, Maine Revenue Service   |
| 40 | State Data Set, Maine Revenue Service   |
| 41 | State Data Set, Maine Revenue Service   |
| 42 | Calculations by Robert Gerber   |
| 43 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 44 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 45 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 46 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 47 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 48 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 49 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 50 | Maine Real Estate Information System  |
| 51 | Stonington property tax database  |
| 52 | Maine Real Estate Information System  |
| 53 | Maine Real Estate Information System  |
| 54 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 55 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 56 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 57 | <a href="https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml">https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml</a> American Community Survey |
| 58 | State Data Set, Maine Dept. of Transportation   |
| 59 | State Data Set, Maine Dept. of Transportation   |
| 60 | State Data Set, Maine Dept. of Transportation   |
| 61 | State Data Set, Maine Dept. of Transportation   |
| 62 | State Data Set, Maine Dept. of Transportation   |
| 63 | State Data Set, Maine Dept. of Transportation   |
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| 74 | State Data Set, Maine Dept. of Transportation   |
| 75 | State Data Set, Maine Dept. of Transportation   |
| 76 | State Data Set, Maine Dept. of Transportation   |
| 77 | State Data Set, Maine Dept. of Transportation   |

**Appendix A**  
**Description of Information Sources for Tables and Figures**

|    |  |
|----|--|
| 78 | State Data Set, Maine Dept. of Transportation  |
| 79 | State Data Set, Maine Dept. of Transportation  |
| 80 | Town of Stonington Parking Ordinance digitized by Robert Gerber                        |
| 81 | PDF plan from Stonington Sanitary District digitized by Robert Gerber                  |
| 82 | Stonington Water Company Public Utilities Commission Annual Report                     |
| 83 | PDF plan from Stonington Water Company digitized by Robert Gerber                      |
| 84 | Comprehensive Planning Committee   |
| 85 | Town of Stonington Annual Reports  |
| 86 | Town of Stonington Annual Reports  |
| 87 | Town of Stonington Annual Reports  |
| 88 | Town of Stonington Annual Reports  |
| 89 | Town of Stonington Municipal Valuation Returns   |
| 90 | This is an amalgam of other Figures listed above                                       |
| 91 | Records of the Codes Enforcement Officer   |
| 92 | Comprehensive Planning Committee   |
| 93 | Comprehensive Planning Committee   |
| 94 | Comprehensive Planning Committee   |
| 95 | ArcGIS file created by Robert Gerber based on 105CMR208 definition and State Data Sets |
| 96 | ArcGIS file created by Robert Gerber based on 105CMR208 definition and State Data Sets |
| 97 | Stonington Shoreland Zoning Ordinance  |

## Appendix B--Combined Minutes of Planning Meetings

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
June 15, 2017, held at the Town Offices, 1:30 to 3:45 PM

Attendees: Robert Gerber, Stroud Watson, Renee Sewall, Kathleen Billings, Susan Robinson, Evelyn Duncan, Henry Teverow, Roger Bergen, Julie Morringello, Donna Brewer

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the Town Manager a process memorandum and some background information. That information is attached to these minutes. After introductions, Bob described the basic process that he would use to guide the revision of the Comprehensive Plan, which was last revised in 2004. That plan did not meet state requirements and has not been revised since. One of the major purposes of this revision is to prepare a plan strictly according to the State rules for Comprehensive plans and produce a plan that cannot be rejected by the State. Bob said that he had most of the data needed to meet the State data requirements. The remaining data will be collected from the group that will meet weekly into September as each of the required State topics are dealt with.

There was general discussion of the key issues facing the Town at this point:

- 1) A need for affordable housing for both year-round residents and seasonal workers
- 2) The need to diversify the economy beyond marine resources and supporting businesses
- 3) The decrease in year-round population over the past several decades and consequent loss of school population as traditional year-round homes are sold to seasonal residents
- 4) The lack of high speed internet access

The main job of this meeting was to develop a Vision statement. To synthesize the discussion of the group, the following draft statement is offered for consideration:

*The Town of Stonington shall be an affordable and desirable place to live, work, and raise a family. The traditional marine-based fisheries and industries shall continue to thrive and be supported by the Town. The Town shall retain its scenic resources, working waterfront, and the historical buildings that give the Town its distinctive character. Tourism and non-marine related industry and businesses shall gradually increase to provide new employment opportunities and a hedge against potential fishery stock reductions. The Town shall have quality housing options for low and middle-income families, senior citizens, those requiring long-term care, and seasonal workers.*

The topic of the next meeting shall be assessment of and provisions for protection to Historical and Archaeological Resources. We invite local members of the Deer Isle/Stonington Historical Society to attend.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background materials provided to the Town Manager before the meeting

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
June 22, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber, Stroud Watson, Kathleen Billings, Susan Robinson, Evelyn Duncan, Henry Teverow, Roger Bergen, Tinker Crouch

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the Town Manager the minutes of the previous meeting and some background information on the topic of the day which was historical and archaeological resources.

The first item of business was to review the draft vision statement. An additional sentence related to education was added. The current version of the vision statement is as follows:

*The Town of Stonington shall be an affordable and desirable place to live, work, and raise a family. The traditional marine-based fisheries and industries shall continue to thrive and be supported by the Town. The Town shall retain its scenic resources, working waterfront, and the historical buildings that give the Town its distinctive character. Tourism and non-marine related industry and businesses shall gradually increase to provide new employment opportunities and a hedge against potential fishery stock reductions. The Town shall have quality housing options for low and middle-income families, senior citizens, those requiring long-term care, and seasonal workers. The Town shall have quality education opportunities in the community.*

The second item of business was to review the draft survey prepared by Henry Teverow. Some suggestions were made and Bob Gerber asked that some of his additional questions be added. Henry will do another edit before the next meeting.

The final item of business was to go through the task list on the topic of historical and archaeological resources. The group went down through the items in the Task List and the draft of that section of the Comprehensive Plan is attached to these minutes.

The topic of the next meeting shall be assessment of and provisions for protection of Water Resources. We invite representatives of the Water Company, Sewer District, and Town road crew to attend this next meeting.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Draft Sections of the Comp Plan through the section on Historical and Archaeological Resources

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
June 29, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber, Kathleen Billings, Evelyn Duncan, Henry Teverow, Roger Bergen, Raelene Pert

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the Town Manager the minutes of the previous meeting and some background information on the topic of the day which was water resources.

The first item of business was to review the draft Section 3.1 on historical and archaeological. There were no comments. Due to limited storage space on the Town website, it was decided to store one draft section a week in a new part of the Town website dedicated to the Comprehensive Plan Process. Similarly, due to the space limitation, it was decided not to try to load the State Data set (which is over a gigabyte in size) on the website but keep that dataset (which is on a DVD) plus the Build With Habitat special data set (also on a DVD) for viewing and copying at the Town offices for anyone wanting the additional background.

Bob discussed the necessity of storing the Town land use ordinances on the Town website. Kathleen said she would put them in a "locked" Adobe PDF format and put them in an appropriate place on the website. Bob said that they also needed a link on the town website to important Best Management Practices that can be obtained from the DEP website. He said he would send the links to Henry to put on the website.

We discussed additional changes to the opinion survey and left it to Henry and Kathleen to finalize it. It will be posted on the Town website and a few hardcopies will be available for pickup in the Town office. We will try to get the newspaper to publicize it once it goes live.

Bob mentioned that although he had sent information on the Comp Plan process to the Island Advantage newspaper, he had not seen anything yet. Roger said that if I would write an article that I would like to see in the paper he would take it over to the newspaper office and see if he can get them to print it.

The last work of the day was to go through the figures Bob had prepared for the Water Resources section and discuss what each was showing. As Bob went through the figures, people pointed out errors and omissions and new updates, which Bob will incorporate in the draft section on Water Resources.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Natural Resources

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
July 6, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber, Kathleen Billings, Evelyn Duncan, Henry Teverow, Roger Bergen, Abigail Barrows, Diane Walker, Caroline Goddard, Carla Guenther

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was natural resources.

The first item of business was to review the draft Section 3.2 on water resources. Evelyn asked that the statement about Burntland Pond going near dry to be changed so there was not a suggestion that the Pond could actually go dry.

Henry said that the opinion survey was ready and online. Bob asked him to give the information to the newspaper concerning the reason for the survey and a link to the online survey. Kathleen said she was looking into the possibility of including the survey in the tax bills that will go out soon.

Bob asked Kathleen to invite a representative of DMR to our meeting of December 20<sup>th</sup> to present the DMR state data set to us, as required in the State rules. Bob also asked Henry to invite the school Superintendent to attend the future meeting where school issues will be discussed.

Bob stressed again the necessity of storing the Town land use ordinances on the Town website.

The group went down through the required topics in Section 3.3, Natural Resources. Bob took notes on the ideas from the group and will incorporate them in the next draft of Section 3.3.

The list of items Bob needs to do the plan is starting to get longer, so the list of outstanding items will now become a regular feature of these weekly minutes:

- 1) Tax Map and Lot numbers for all land in "tree growth" status, and for any other lands in one of the other 3 categories of "current land use taxation", which includes: working waterfront; agriculture; and open space
- 2) The correct legend for the codes 0 through 90 used in the tax database (the latest list given to me was again incorrect)
- 3) Raelene's email address
- 4) A WORD document of the Town Subdivision Regulations
- 5) Formal invitation extended to DMR to present their State Dataset at the July 20 mtg
- 6) Notify newspaper of the opinion survey, reasons for the survey, and how to get access to it

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Forestry and Agriculture

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
July 13, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber, Kathleen Billings, Evelyn Duncan, Henry Teverow, Roger Bergen, Susan Robinson; Stroud Watson; Ardis C. Cameron; Wes Norton; Donna Brewer; Jeannine Buckminster

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was agriculture and forestry.

The first item of business was to review the draft Section 3.3 on natural resources. There were no comments or suggested edits.

The opinion survey has been mailed out with the Stonington tax bills. Henry has asked the Island Advantage to publish a notice concerning the availability of the opinion survey.

The group went down through the required topics in Section 3.4, Agriculture and Forestry. Bob took notes on the ideas from the group and will incorporate them in the draft of Section 3.4.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Marine Resources; a summary of data from the Island Institute Publication Waypoints 2017

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
July 20, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber; Evelyn Duncan; Henry Teverow; Roger Bergen; Susan Robinson; Stroud Watson; Wes Norton; Jeannine Buckminster; Raeline Pert; Carla Guenther; Jack Shaw; Julie Eaton

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was marine resources.

The first item of business was to review the draft Section 3.4 on Agriculture and Forestry. Corrections were made to the map showing commercial agricultural land.

We went through the to-do list and corrected several email addresses that had bounced on the list-serve.

To start the discussion on Marine Resources, Bob mentioned that there was nothing about economic impact of marine resources in this section and that would occur later in the Economy section. The Economy session may be traded with another section in order to maximize attendance.

Carla has requested from DMR the value of landings for Stonington from 1990-2016 for all marine species. Bob Received from Wes the 2016 map of DMR sampling points around Deer Isle.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database
- 2) Plot DMR test points on a Figure in the Water Resources section
- 3) Check location of points of shoreline access on the draft map
- 4) Get list of IHT easements for clammer access to the shore
- 5) Prepare species landing data for 1990-2016 for the Economy Section discussion

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Population and Demographics

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
July 27, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber; Henry Teverow; Roger Bergen; Susan Robinson; Stroud Watson; Jeannine Buckminster; Kathleen Billings; Barrett Gray; Christian Elkington

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was population and demographics.

Local School Superintendent Christian Elkington was available to discuss the trends in the local school demographics and how the school is trying to do more with less. He stated that about 2/3rds of the school population were from Deer Isle and 1/3<sup>rd</sup> Stonington with a few pupils from other towns such as Isle au Haut, Sedgwick, and Brooksville. This is a "Pathway" program at the high school level that has been fairly successful and allowed students to concentrate in specific areas of study.

The Deer Isle/Stonington school has about 300 students (grades K-12) and has been gradually declining in population. Some local children are home-schooled and some go to private schools. Mr. Elkington will supply us with the school populations for the past 5 years and the school union's projection of future population out to at least 10 years.

Deer Isle/Stonington has about the third highest per pupil cost in the state after North Haven and Islesboro. Per pupil costs per year at Deer Isle/Stonington high school are about \$25,000. Mr. Elkington said that you need a critical mass of about 400 high school students to be able to afford to offer a full array of courses and extra-curricular activities. Bucksport has suggested that the Deer Isle/Stonington High School students could be combined with their high school. Some students take vocational training classes at the Hancock County Technical Center in Ellsworth and then even travel on to Bucksport to get additional offerings. The school union provides public transportation.

The school union is trying to find ways to cut costs as the school population declines. Declining school population drives up the per pupil costs and cuts the breadth of courses and programs that can be provided. Reduced school opportunities tend to discourage new families from moving to an area, so this is one of those negative reinforcing cycles.

In the remainder of the session, Bob Gerber reviewed the population data and housing data available from Census data, recent Island Institute data analysis (Waypoints), and analysis Bob had done on his own. Those data are included in the draft Comprehensive Plan Section.

We also looked over a list of Stonington employers provided with the State Data set and noted that some obvious employers like Boyce Motel were missing, and other listed employers were not known to have actually employed anyone recently.

We compiled a list of local building contractors from the group's knowledge to include:

Burgess  
Stewart  
Renee Sewall  
Lawson

CUST  
Puzzlewood

We concluded that the major economic sectors in Stonington were commercial fishing, construction and maintenance of real estate, tourism, and local retail. Barrett estimated that 15% of the economy comes from tourism. We discussed general ways of trying to estimate the relative percentage of the Stonington economy that comes from each sector. Henry will ask the State Revenue Bureau for sales and lodging tax data for Stonington for the past 5 years.

We discussed rearranging the schedule for taking up the various topics required by the State Rules governing comprehensive plans. Bob said he would change the schedule to put the “economy” section later in the season so that more people could attend and we would have more time to gather more data. The new schedule is attached. Kathleen will put an ad in the local paper to notify residents of the change in the dates on which each topic will be considered.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database
- 2) Get list of IHT easements for clammer access to the shore (in the works)
- 3) Prepare species landing data for 1990-2016 for the Economy Section discussion (in the works)

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Recreation (notice that the State provided us with very little information. They gave us maps of cemetery locations—our map is more complete—and the location of the Colwell boat launch ramp, Hagen dock and public toilets); a revised meeting schedule

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Aug 3, 2017, held at the Town Offices, 1:30 to 3:30 PM

Attendees: Robert Gerber; Henry Teverow; Susan Robinson; Stroud Watson; Jeannine Buckminster; Kathleen Billings; Jeannie Hatch; Evelyn Duncan

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was recreation.

There were no comments on the draft section on Population and Demographics, although that section is still not complete as it is waiting for school population data from the School Union Superintendent.

Bob mentioned that he may not have the latest version of some or all of the land use ordinances. The CEO is reviewing the Ordinances that Kathleen sent to Bob against the ordinance versions that Judy is actually using.

Bob described some of the new data he has received and is analyzing. He showed some preliminary analysis on economic data as derived from sales tax and food and lodging tax. He was uncertain of the definitions of some of the categories and asked Henry to get clarifications on what was actually included in each category.

Bob also showed some graphed data on 20 years of softshell clam harvests in both Deer Isle and Stonington. Bob mentioned that he was still waiting for other finfish and shellfish data to be supplied by DMR.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database
- 2) Obtain species landing data for 1990-2016 for the Economy Section discussion (in the works)
- 3) Obtain school population historical and projected from the Superintendent
- 4) Obtain a determination whether the ordinance versions Bob is working with are the correct and current versions.
- 5) Get value of construction market out of comparing two successive years of building assessment data.

The remainder of the meeting was focused on gathering data to complete the required report for the section on recreation. A lot of time was spent with Bob asking questions about the various groups and committees that sponsor recreation activities and about what activities were sponsored. Field sports and court sports were covered separately from other types of activities. There was discussion about what additional amenities were needed or desired for recreation. It was concluded that having an indoor swimming pool was probably not financially feasible to build or even operate. There was discussion on the need for more toilet facilities. It appears that the demand is seasonal and even within seasons is limited to a few days when large crowds are attracted to special events.

It was determined that there are no ATV clubs or trails created and maintained by any group, and there did not appear to be any need to create those organizations or create group- or town-maintained trails.

There was preliminary discussion of the parking space inventory versus what is really required. Most of the discussion was postponed to later sections where parking is a more essential component of those sections.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Transportation including State Plan requirements, mapping of data provided by MDOT in shapefile form, and traffic count data and vehicle crash data analysis.

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Aug 10, 2017, held at the Town Offices, 1:30 to 4:00 PM

Attendees: Robert Gerber; Henry Teverow; Susan Robinson; Jeannine Buckminster; Kathleen Billings; Dana Durst; George Cole; Ryan Hayward; Mark Robinson; Jim Jackson; Roger Bergen

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was transportation.

There were no comments on the draft section on Recreation.

Bob mentioned that he found he did not originally have the current version of the Shoreland Zoning Ordinance, and will have to review his past recommendations to see if they are still pertinent. He is still waiting for Judy to see if the other ordinances she administers are the same versions that Bob is using.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database.
- 2) Get Telecommunication Ordinance from Kathleen.
- 3) Obtain school population historical and projected from the Superintendent.
- 4) Obtain a determination whether the ordinance versions Bob is working with are the correct and current versions.
- 5) Get value of construction market out of comparing two successive years of building assessment data.
- 6) Get last 10 years of Town Annual Reports.
- 7) Get equipment and debt service numbers to add to town transportation costs.

The remainder of the meeting was focused on gathering data to complete the required report for the section on transportation.

Van service is provided once a week (Friday) with one morning trip to Ellsworth in the morning and one return trip in the afternoon by Downeast Transportation.

George Cole from Isle au Haut Boat Company stated that last year the ferry carried 7500 round-trip non-residents and 1100 excursion day-trippers. The Boat Company pays \$9000 in property taxes. The Company calculates that it contributes \$90,000 per year to the local economy. The Company employs 10 people (4 full-time) and pays out \$350,000 in wages and benefits.

The village sidewalk is almost complete. It is 4 feet wide. A few things remain to be done to make it ADA compliant.

Without including equipment costs and debt service, the annual town road maintenance budget is \$145,042 for summer work and \$155,529 for winter work. Those numbers are expected to increase in 2017 to \$170,450 and \$191,950, respectively. Annual budgets for the next 10 years will require an additional \$100,000 to maintain the current level of service.

The airport does not receive funding from FAA although it is an official airport shown on FAA charts (93B). It was repaved last year using donations and municipal contributions. It operates only during daylight (VFR) and there is no instrument landing capability. The airport is used by Penobscot Island Air and is a landing space for Life-Flite and other agencies for emergency purposes. There is use by private planes as well. There are about 300 landings per year. Because this is an FAA registered airport, there can be no drone operation within a 5 mile radius of the airport without special permits.

Kathleen is the Road Commissioner of Stonington and has certain powers as part of that position.

Flooding and sea-level rise will result in a need to eventually raise roads in the following areas: the marsh in Oceanville; Main Street in the harbor area; the Burnt Cove Market area; off the southwest end of the airport on Airport Road. It was noted that, although not in Stonington, the Deer Isle causeway between Little Deer Isle and Deer Isle will also eventually need to be raised. Also the southwest approach to the Deer Isle bridge will have to be raised.

The Town has no written policies or procedures for transportation maintenance but attempts to observe Maine statutory mandates, such as providing fish passage when replacing certain designated culverts.

The only cooperative planning the Town does in relation to transportation is buying its salt through a cooperative bidding process managed by Hancock County Regional Planning Commission.

The background material for next week's planning session is attached to these minutes.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Public Facilities and Services

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Aug 17, 2017, held at the Town Offices, 1:30 to 3:45 PM

Attendees: Robert Gerber; Henry Teverow; Jeannine Buckminster; Kathleen Billings; Dana Durst; Gay Atkinson; Annie Gray; Evelyn Duncan; Stroud Watson

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was Public Facilities & Services.

There were no comments at the meeting on the draft section on Transportation, although Bob had received and dealt with several comments sent to him via email prior to the meeting.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database.
- 2) Obtain a determination whether the ordinance versions Bob is working with are the correct and current versions.
- 3) Need main extension policies for both Sewer District and Water Company to review against statutory requirements.
- 4) Need maps showing franchise areas for sewer district and water district
- 5) Need some data on town administrative staff.
- 6) Need some building permit data for 2009, 2010, and 2011.

The remainder of the meeting was focused on gathering data to complete the required report for the section on public facilities and services. Fortunately, Henry and Kathleen had prepared responses to some of the state criteria in advance, which made my job easier.

We compiled a long list of things on which Stonington shares services with other towns.

Gay described the basic makeup of the sewer district, including number of customers, fees, flows, infiltration issues, potential impact of a new draft permit, and other future challenges. We had a similar discussion on the Water Company.

There were many other questions posed in the State regulations for this Section which we went through one by one and the responses I received are reflected in the draft section which was sent by separate email.

The background material for next week's planning session is attached to these minutes.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Existing Land Use

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Aug 24, 2017, held at the Town Offices, 1:30 to 3:15 PM

Attendees: Robert Gerber; Jeannine Buckminster; Kathleen Billings; Evelyn Duncan; Stroud Watson; Roger Bergen; Susan Robinson; Ted Crouch

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was Existing Land Use.

There were no comments at the meeting on the draft section on Public Facilities & Service, although Bob had received and dealt with several comments sent to him via email prior to the meeting by Gay and Henry.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database.
- 2) Obtain a determination whether the ordinance versions Bob is working with are the correct and current versions.
- 3) Need average response time of Hancock County Sheriff Department.

The remainder of the meeting was focused on gathering data to complete the required report for the section on existing land use. The data gathered is reflected in the draft section that has been sent under separate email.

The background material for next week's planning session is attached to these minutes.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Housing

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Aug 31, 2017, held at the Town Offices, 1:30 to 3:15 PM

Attendees: Robert Gerber; Jeannine Buckminster; Kathleen Billings; Evelyn Duncan; Stroud Watson; Henry Teverow; Roger Bergen; Susan Robinson; Stuart Kestenbaum

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was Housing. There were no comments via email nor at the meeting on the draft section on Existing Land Use.

To-do list:

- 1) The correct legend for the codes 0 through 90 used in the tax database.
- 2) Obtain a determination whether the ordinance versions Bob is working with are the correct and current versions.
- 3) Gather a list of local and regional economic plans developed over the past five years.

Bob mentioned that he had received a call from Jeff Warner who said he was putting together a presentation that would illustrate the need for a sidewalk to be extended from the village to his business on Route 15, called Owl Furniture. Bob asked him to email to him the presentation, but Jeff said he had not yet put together the presentation.

Stuart Kestenbaum was present. He described an effort from about 2005 that he and several other locals undertook to register a non-profit and develop low to moderate income housing in Stonington. They looked at trying to find land that was suitable for this use but the problem they kept running into was that most land was not suitable for a dense or clustered development due to the presence of wetlands and thin soils. Therefore, a suitable piece of land could not be found for the project. Another approach they considered was to develop some high density mixed use (which would have included the housing) in the village area that could be supported by existing utilities there. Bob Gerber pointed out that although that would be logical and desirable in most cases, the current limit on the ability of the water company to serve new customers was working against that concept.

The remainder of the meeting was focused on gathering data to complete the required report for the section on housing. The data gathered is reflected in the draft section that has been sent under separate email. One additional suggestion made by Stroud was to focus on trying to obtain existing homes (particularly those in and near the village) that become available and turn them into low to moderate housing and workforce housing, in lieu of trying to do one large comprehensive project to meet the projected housing needs.

The background material for next week's planning session is attached to these minutes.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for the next section on Economy

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Sept. 7, 2017, held at the Town Offices, 1:30 to 3:15 PM

Attendees: Robert Gerber; Jeannine Buckminster; Kathleen Billings; Evelyn Duncan; Stroud Watson; Henry Teverow; Roger Bergen; Susan Robinson; Megin Woad; John McVeigh; Dana Durst; Les Weed

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was Section 3.7 Economy. There were no comments via email nor at the meeting on the draft section on Housing.

To-do list:

- 1) Determinations as to whether the ordinances I am using are correct
- 2) Last 10 years of data on non-current liabilities of the Town
- 3) One remaining regulatory question on the Transportation section for Kathleen

The discussion proceeded on the requirements of the Economy section. Bob proceeded to give background on the economy of Stonington based on an analysis of a number of different sources of data. There was discussion about how the percentage of the economy attributable to "tourism" seemed under-represent the importance of tourism and the second home industry to the town, particularly in light of the inability to determine just how much of the value of the lobster landings really stayed in Stonington.

There was discussion about how more could be done to attract and inform tourism and how places of business that cater primarily to tourists could also serve locals.

There was discussion of economic priorities but there was no consensus on how to prioritize these in order. It was decided to list them without assigning an order of priority.

The group went down through all the state rule requirements and the needed data were gathered.

Respectfully submitted,  
Robert Gerber, Facilitator

Attachment: Background material for Section 4, Future Land Use Plan

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Sept. 14, 2017, held at the Town Offices, 1:30 to 3:10 PM

Attendees: Robert Gerber; Jeannine Buckminster; Kathleen Billings; Evelyn Duncan; Henry Teverow;  
Roger Bergen; Susan Robinson; Benjamin Pitts

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was Section 4 Future Land Use Plan. There were no comments via email nor at the meeting on the draft section on the Economy.

To-do list:

- 1) Determinations as to whether the ordinances I am using are correct
- 2) Last 10 years of data on non-current liabilities of the Town
- 3) State Valuations and mill rates for the past 5 years
- 4) Evelyn to meet with a town official from Deer Isle to share the Future Land Use Plan

Henry said that the survey results had been tabulated separately for the online survey versus the paper surveys and he had forwarded the results to me.

Kathleen said she had received an email from Mark Sprackland ( ) who had asked for time to make a presentation although the subject matter was not defined. Kathleen will forward the email to Bob to deal with.

Bob had already drafted what he could of the topic of the day, which was "Future Land Use Plan". He went through state rule definitions of "rural areas," "growth areas," "critical natural resources," and "wetlands of special significance". He showed maps of the "critical natural resources", which includes "wetlands of special significance." He then focused on working with the group to define the boundaries of the two "growth areas."

Evelyn will try to meet with a Deer Isle official and share our draft Future Land Use Plan (which shows growth areas and rural areas), so we can meet the state requirement in that regard.

Background information for next week's final working meeting, which will be Sec. 3.12 Fiscal Capacity and Capital Improvements, is attached.

Respectfully submitted,

Robert Gerber, Facilitator

Attachment: Background material for Section 3.12, Fiscal Capacity and Capital Improvements

Minutes of Comprehensive Plan Review Committee, Stonington, Maine  
Sept. 21, 2017, held at the Town Offices, 1:30 to 3:00 PM

Attendees: Robert Gerber; Jeannine Buckminster; Kathleen Billings; Evelyn Duncan; Henry Teverow;  
Roger Bergen; Susan Robinson; Stroud Watson; Nat Barrows, James Bray

Bob Gerber facilitated the meeting. Prior to the meeting Bob had distributed via email to the email distribution list the minutes of the previous meeting and some background information on the topic of the day which was Section 3.12 Financial Capacity and Capital Improvement Budgeting. There were no comments via email nor at the meeting on the draft section on the Future Land Use Plan.

To-do list:

- a) Write summary of findings from Public Opinion Survey
- b) Draft Section 3.12 and submit to Evelyn and Kathleen for comments before including in overall draft of the report
- c) Writing an Executive Summary to go at the front of the Plan
- d) Correcting a few statements about what needed fixing in the current Ordinances
- e) Compiling and sending out the full draft of the Report

Bob went over the remaining work to be done to pull everything together into a draft that would be stored on Google Drive and the link sent out to everyone by Monday. Kathleen said she would get some paper copies printed to have for handouts to those not able to access the internet. Bob said he would be available to attend whatever meeting was scheduled in October for the Public Hearing to present the plan and facilitate the meeting. The public hearing should be advertised at least two weeks in advance on the town internet site, the official town office posting location, and in the newspapers. Newspaper ads should be put in 2 weeks before and one week before the hearing. The ads should also solicit written comments to the plan to be accepted up to one week following the public hearing. After the public hearing and close of the comment period, Bob would summarize comments and suggest any changes to be considered to the Selectmen, who need to make the final decision as to what will be in the plan since they have to approve the Town Meeting warrant item.

The remainder of the meeting was spent in developing a 10-year capital budget for the major town needs. The result of that work is included in the Section 3.12.

Respectfully submitted,

Robert Gerber, Facilitator

## ***Appendix C--Overall Summary of Public Opinion Survey Results***

During the summer of 2017, the Town put out a public opinion survey that ran from July into early September. There are really two separate compilations included in this appendix because 131 responses were created online and 232 responses (a total of 363 separate responses) were sent in on written form on paper. The online survey results were automatically compiled and graphed by the online program *Survey Monkey*™ that hosted the survey. Henry Teverow did the analysis of the paper surveys that were turned in.

The compilation that follows this executive summary is in three parts. The first part is the *Survey Monkey*™ automated survey results where the tables are in both numbers of responses and percent of responses in each category and graphs are in terms of percent of responses. The second part of the compilation contains the results of the written paper surveys. Henry's graphs are in terms of number of responses. The third part of the compilation is a list of all the responses to the three different open-ended questions. Henry typed out one-line summaries of each response from the written paper surveys. The on-line survey results were copied and pasted into this appendix.

Stonington has about 1000 residents 20 years old or more. One hundred, three paper respondents were residents; 62 of the online survey respondents were residents. Forty-five percent of all respondents were residents (about the same percentage for both paper and online respondents). The second question was not qualified sufficiently to allow us to interpret the results. The question was “do you own or rent your residence?” A more meaningful question would have been, “do you own or rent a residence in Stonington?” The paper survey results showed 95% owning; the online survey showed 52% of online survey respondents owning. The American Community Survey shows 68% of Stonington families own their housing. In terms of age group 36% of all respondents were 46-65 years of age; 41% were over 65. Seventy-seven percent of all respondents were over 45 years old but there was a much lower percentage of over 65 respondents in the online survey.

On the question as to whether one would expect to spend more or less time in Stonington in the next 10 years, 56% would spend about the same amount of time and most of the rest would spend more time here.

As to source of income, 39% of all respondents were retired; 13% were involved in lobstering and the remainder were scattered over many other categories.

In terms of the quality of life in Stonington, the top vote-getters for being most important were: 73% thought natural beauty very important, 49% thought schools very important (it is not clear whether this implied they thought the schools were good or not), 62% rated access to the shore as very important, 42% thought it was a good place to retire, 43% thought being good for families was very important, 65% thought sense of community was very important, 51% thought good cell phone service very important (again, it is not clear whether the person thought existing service was good), 57% thought good internet was very important, 34% thought historical architecture very important, 53% rated access to nature as very important, and 59% thought the marine infrastructure was very important.

The next question asked about whether people wanted to see Stonington's population increase or decrease in the next 10 years and by how much. About 19% wanted it to stay the same, about 30% wanted it to increase by about 10% and 29% wanted it to increase by 20% or more. The next question also asked about desired trends. Forty-nine percent wanted to see population increase; 32% wanted to see it stay the same. Thirty-eight percent wanted to see seasonal population stay the same and the remaining votes were split with about equal amounts wanting it to increase or decrease. Fifty-seven percent want to see more businesses. Sixty-one percent want to see the same or less coastal development. Forty percent want to see more nature preserves; 39% want to keep the number of nature preserves the same.

On people's feelings about whether lobster landings might increase or decrease in the next ten years, 44% guess that lobster landings will decrease and 32% think they will stay about the same. On the premise that lobster landings decline, people asked about whether they thought other types of fishing would be a viable alternative, 33% guessed it might, 39% thought it would not be and the rest were unsure.

On the question as to whether the Town should be more or less strict in regulating coastal development, 48% thought more strict and 35% thought less strict with the rest having no opinion.

In the rating of Town services, most services were rated as good or adequate. Those needing improvement included parking (56%), employment opportunities (52%), and affordable housing (54%).

The respondents' preferences for how to fund future capital improvements tended to favor using a combination of user fees and Town taxes.

On the open-ended question of what type of new businesses people would like to see, there were 116 total responses, but some with multiple ideas. Twenty-six wanted more restaurants, 9 wanted some type of fast food restaurant, 6 wanted a bakery, and 5 wanted some type of pub or bar. Nine people wanted more retail in general, 8 wanted clothing stores, and 7 wanted some type of seafood processing facility.

On the question of what people would like to see from tourism, there were 103 responses. The highest number of like responses was to have less tourism (15), followed by 11 responses asking to keep tourism at a small scale. Six respondents wanted to see more seasonal residents or tourists. Five thought more marketing was needed to boost tourism and 6 would like to see more local boat tours or boats providing access to some of the islands. Six wanted to see more respect for the local people from the tourists.

On the question of what should be done to help hold or increase the year-round population, there were 133 responses, again, often with multiple ideas. The two most popular suggestions with 31 votes each were providing more affordable housing and giving the schools more resources. Next ranked was creating more jobs that paid a living wage (26) with a related theme of providing more opportunities for small businesses (6). Nine wanted better telecommunications. Nine

wanted to promote more year-round activities. Six wanted the drug problem addressed. Five thought lower property taxes would help.

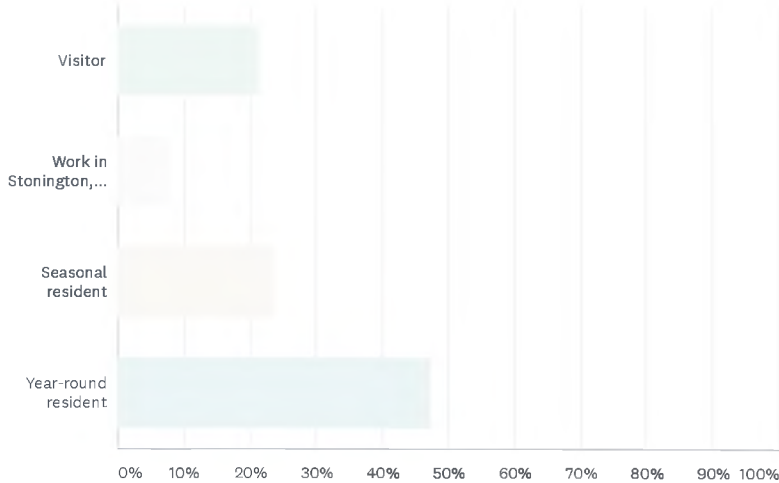
# Comprehensive Plan

DATA TRENDS INDIVIDUAL RESPONSES

Q1

## What is your relationship to Stonington?

Answered: 131 Skipped: 0



## ANSWER CHOICES

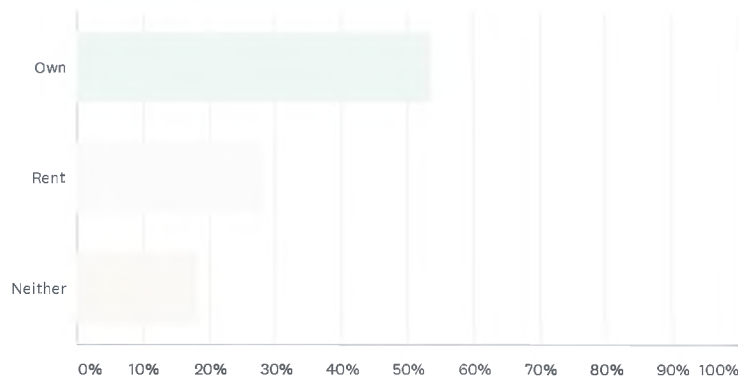
## RESPONSES

|                                    |        |            |
|------------------------------------|--------|------------|
| Visitor                            | 21.37% | 28         |
| Work in Stonington, live elsewhere | 7.63%  | 10         |
| Seasonal resident                  | 23.66% | 31         |
| Year-round resident                | 47.33% | 62         |
| <b>TOTAL</b>                       |        | <b>131</b> |

Q2

## Do you own or rent a residence in Stonington?

Answered: 127 Skipped: 4



PRO SIGN UP

SIGN UP

SIGN UP

7/15/2017

Share

RESPONSES

131

VIEWS

1

87 days (6/20/2017 - now)

Visual Insights

Visual Insights

Visual Insights

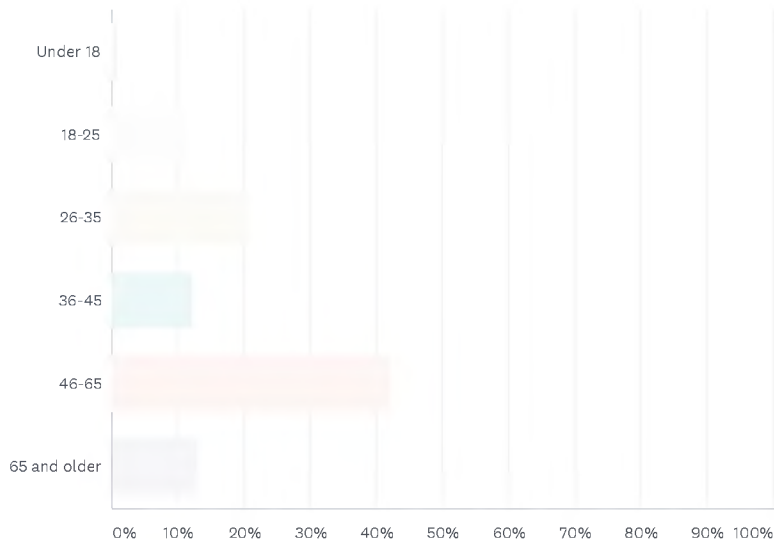
Visual Insights

| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Own            | 53.54%    | 68         |
| Rent           | 28.35%    | 36         |
| Neither        | 18.11%    | 23         |
| <b>TOTAL</b>   |           | <b>127</b> |

## Q3

What is your age group?

Answered: 131 Skipped: 0

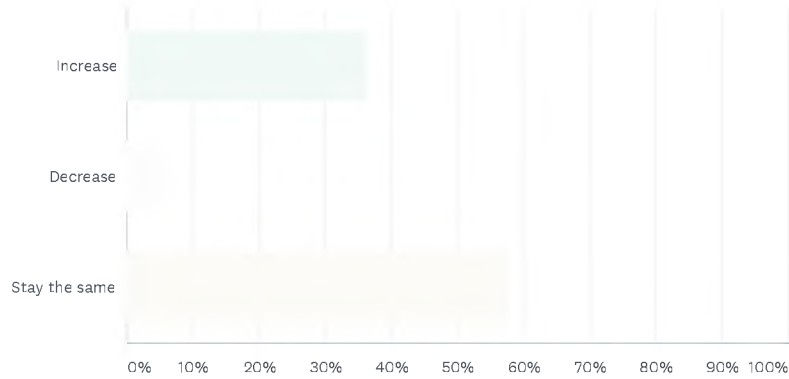


| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Under 18       | 0.76%     | 1          |
| 18-25          | 11.45%    | 15         |
| 26-35          | 20.61%    | 27         |
| 36-45          | 12.21%    | 16         |
| 46-65          | 41.98%    | 55         |
| 65 and older   | 12.98%    | 17         |
| <b>TOTAL</b>   |           | <b>131</b> |

## Q4

In the next ten years, the amount of time you spend in Stonington will likely:

Answered: 130 Skipped: 1

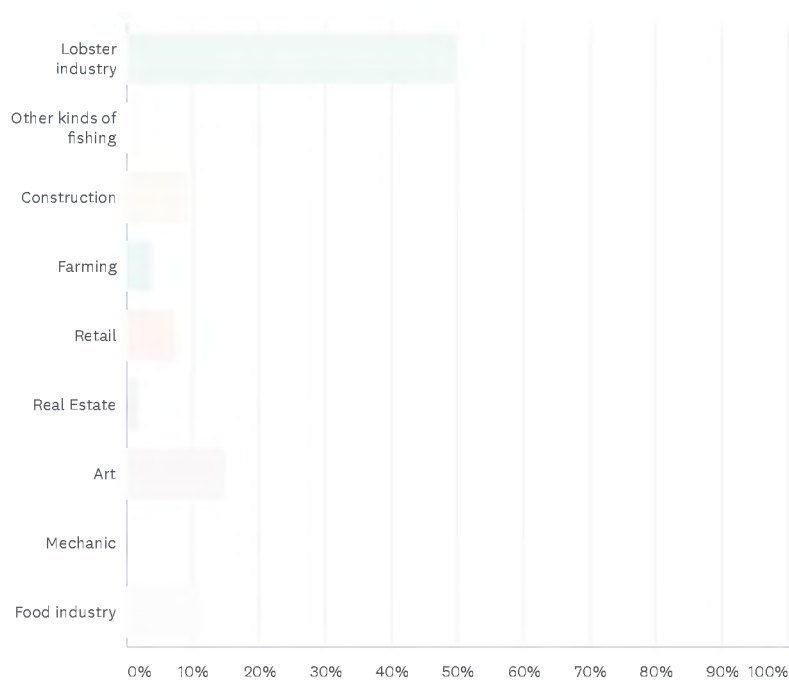


| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Increase       | 36.15%    | 47         |
| Decrease       | 6.15%     | 8          |
| Stay the same  | 57.69%    | 75         |
| <b>TOTAL</b>   |           | <b>130</b> |

## Q5

## How do you make a living?

Answered: 54 Skipped: 77



| ANSWER CHOICES         | RESPONSES |    |
|------------------------|-----------|----|
| Lobster industry       | 50.00%    | 27 |
| Other kinds of fishing | 1.85%     | 1  |
| Construction           | 9.26%     | 5  |
| Farming                | 3.70%     | 2  |
| Retail                 | 7.41%     | 4  |
| Real Estate            | 1.85%     | 1  |
| Art                    | 14.81%    | 8  |

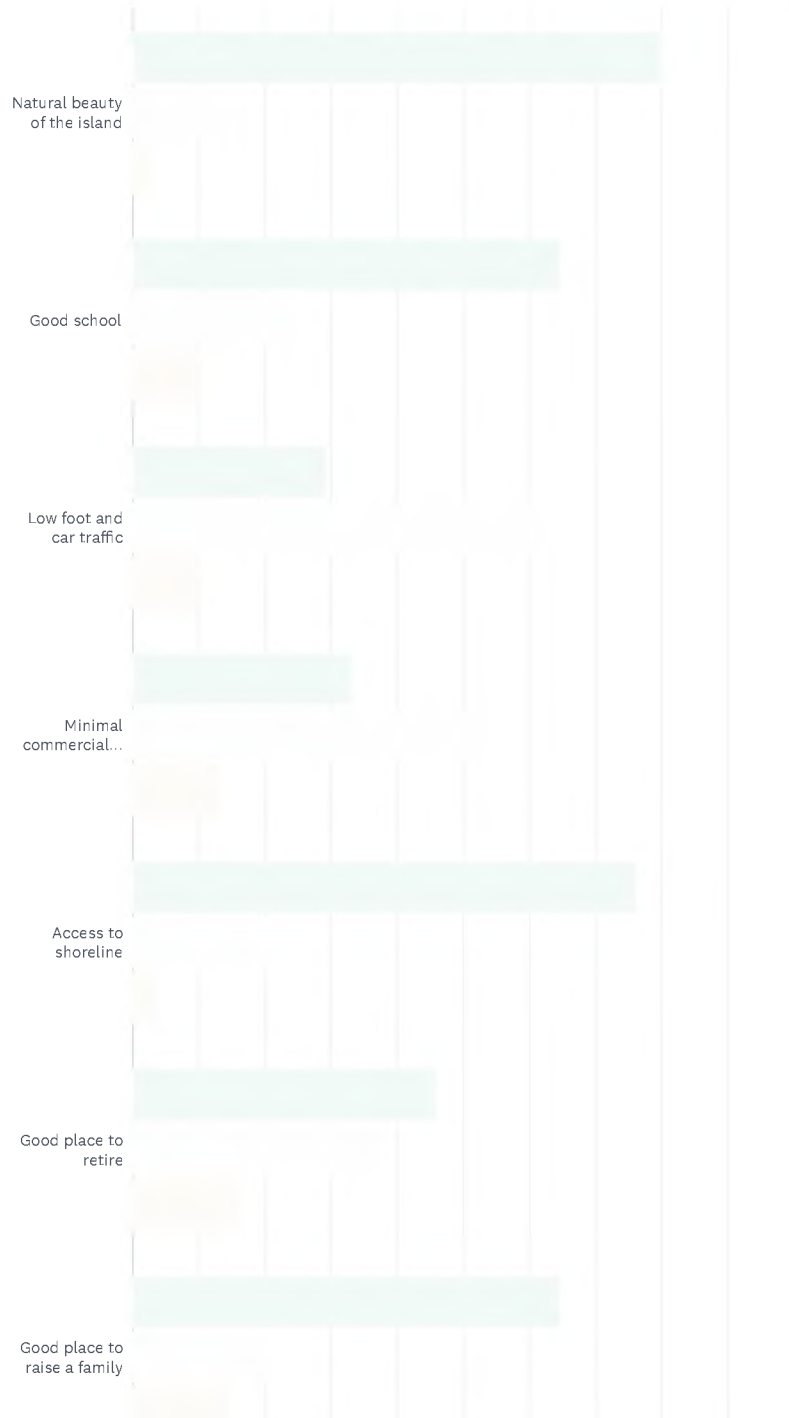
|               |        |           |
|---------------|--------|-----------|
| Mechanic      | 0.00%  | 0         |
| Food industry | 11.11% | 6         |
| <b>TOTAL</b>  |        | <b>54</b> |

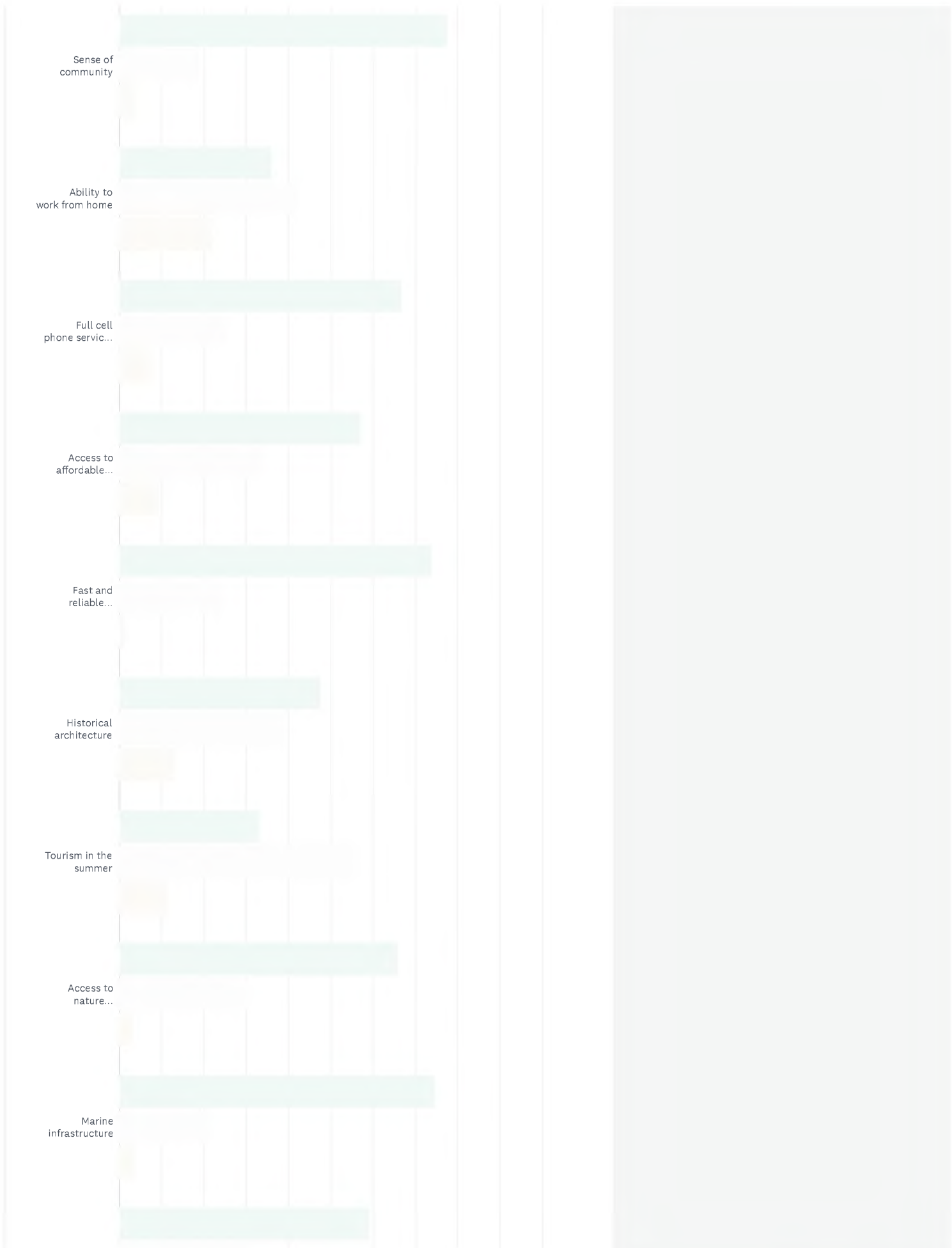
CTownHall (87)

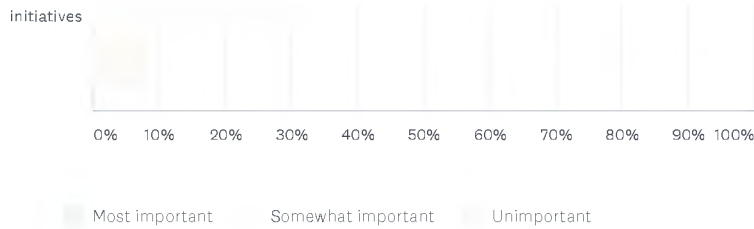
Q6

Please rank the importance of various aspects of life in Stonington

Answered: 131 Skipped: 0





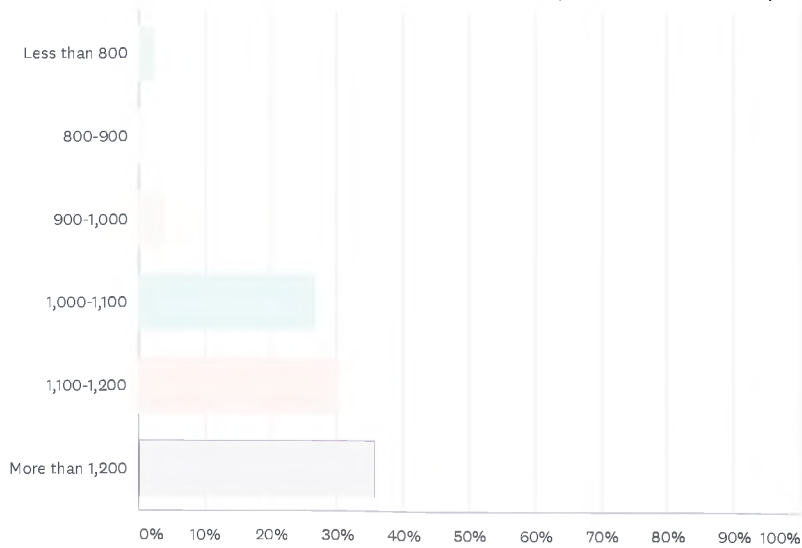


|                                   | MOST IMPORTANT | SOMEWHAT IMPORTANT | UNIMPORTANT  | TOTAL |
|-----------------------------------|----------------|--------------------|--------------|-------|
| Natural beauty of the island      | 80.15%<br>105  | 16.79%<br>22       | 3.05%<br>4   | 131   |
| Good school                       | 64.62%<br>84   | 25.38%<br>33       | 10.00%<br>13 | 130   |
| Low foot and car traffic          | 29.23%<br>38   | 60.77%<br>79       | 10.00%<br>13 | 130   |
| Minimal commercial development    | 33.08%<br>43   | 53.85%<br>70       | 13.08%<br>17 | 130   |
| Access to shoreline               | 76.15%<br>99   | 20.00%<br>26       | 3.85%<br>5   | 130   |
| Good place to retire              | 45.80%<br>60   | 38.17%<br>50       | 16.03%<br>21 | 131   |
| Good place to raise a family      | 64.62%<br>84   | 20.77%<br>27       | 14.62%<br>19 | 130   |
| Sense of community                | 77.52%<br>100  | 18.60%<br>24       | 3.88%<br>5   | 129   |
| Ability to work from home         | 35.94%<br>46   | 42.19%<br>54       | 21.88%<br>28 | 128   |
| Full cell phone service coverage  | 66.67%<br>86   | 25.58%<br>33       | 7.75%<br>10  | 129   |
| Access to affordable housing      | 57.03%<br>73   | 33.59%<br>43       | 9.38%<br>12  | 128   |
| Fast and reliable internet access | 73.85%<br>96   | 24.62%<br>32       | 1.54%<br>2   | 130   |
| Historical architecture           | 47.69%<br>62   | 39.23%<br>51       | 13.08%<br>17 | 130   |
| Tourism in the summer             | 33.08%<br>43   | 55.38%<br>72       | 11.54%<br>15 | 130   |
| Access to nature preserves        | 65.89%<br>85   | 31.01%<br>40       | 3.10%<br>4   | 129   |
| Marine infrastructure             | 74.62%<br>97   | 21.54%<br>28       | 3.85%<br>5   | 130   |
| Employment initiatives            | 59.23%<br>77   | 32.31%<br>42       | 8.46%<br>11  | 130   |

## Q7

Given Stonington's current population of around 1,050, what year round population would you like to see in the year 2030?

Answered: 123 Skipped: 8



| ANSWER CHOICES  | RESPONSES |            |
|-----------------|-----------|------------|
| Less than 800   | 2.44%     | 3          |
| 800-900         | 0.81%     | 1          |
| 900-1,000       | 4.07%     | 5          |
| 1,000-1,100     | 26.83%    | 33         |
| 1,100-1,200     | 30.08%    | 37         |
| More than 1,200 | 35.77%    | 44         |
| <b>TOTAL</b>    |           | <b>123</b> |

0% (14)

Q8

What would you like to see out of each of the following:

Answered: 129 Skipped: 2



|                       | MORE         | SAME         | LESS         | NONE       | TOTAL |
|-----------------------|--------------|--------------|--------------|------------|-------|
| Year round population | 53.49%<br>69 | 42.64%<br>55 | 3.10%<br>4   | 0.78%<br>1 | 129   |
| Seasonal population   | 17.83%<br>23 | 57.36%<br>74 | 22.48%<br>29 | 2.33%<br>3 | 129   |
| Businesses            | 66.67%<br>86 | 31.01%<br>40 | 2.33%<br>3   | 0.00%<br>0 | 129   |
| Coastal development   | 27.91%<br>36 | 38.76%<br>50 | 26.36%<br>34 | 6.98%<br>9 | 129   |
| Nature preserves      | 48.82%<br>62 | 47.24%<br>60 | 3.15%<br>4   | 0.79%<br>1 | 127   |

Q9

What type of new businesses, if any, would you like to see in Stonington?

Answered: 85 Skipped: 46

Affordable restaurants

8/18/2017 2:05 PM

A car wash would be useful

8/15/2017 4:33 PM

Consumer goods. More affordable clothes, housewares, etc. More choices make for competitive prices

8/11/2017 1:30 PM

Restaurants and bars that stay open year round

8/9/2017 11:00 PM

Bookstore, pharmacy or variety store with later hours, redemption center that is easier to use than burnt cove markets.

8/9/2017 10:31 PM

Q10

What do you want to see out of Stonington's tourism industry?

Answered: 80 Skipped: 51

not sure what 'tourism industry' means ? town should find out impact non-resident dwellings (taxes, and town services etc). how are non-residents using stonington to make a profit (airbnb, islandagency-rentals, other private) ? are residents 'funding' these enterprises by having to pay the same taxes ? are locally controlled natural resources (sand beach for example) being exploited and over-run by tourists -- there is no ecological assessment even being discussed or other options examined to control impact.

8/31/2017 10:12 AM

More seasonal residents and fewer day trippers

8/18/2017 2:05 PM

n/a

8/11/2017 1:30 PM

Don't think we have the capacity for more tourism. Should focus on year round community

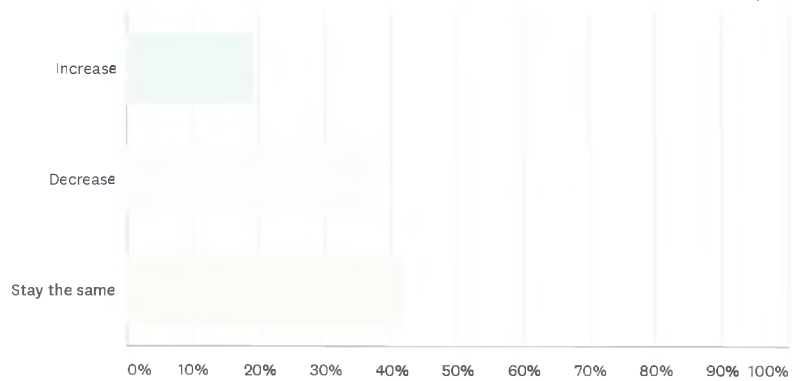
8/9/2017 11:00 PM

More room on shoulder for people to bike or walk. I want tourists to come but it also get frustrating

Q11

Over the next ten years, do you expect Stonington's lobster landings to:

Answered: 124 Skipped: 7

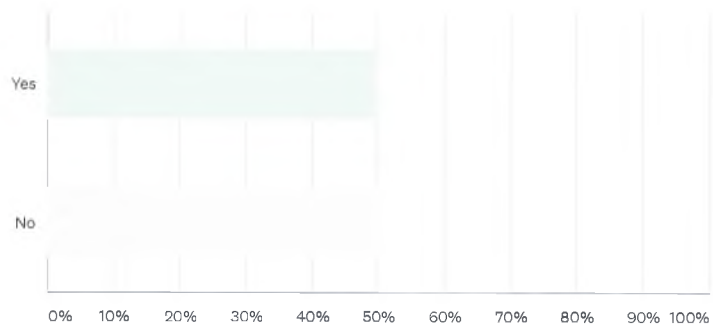


| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Increase       | 19.35%    | 24         |
| Decrease       | 38.71%    | 48         |
| Stay the same  | 41.94%    | 52         |
| <b>TOTAL</b>   |           | <b>124</b> |

## Q12

If lobster landings decline significantly, will other types of fishing be a viable alternative to earn money on the water?

Answered: 113 Skipped: 18

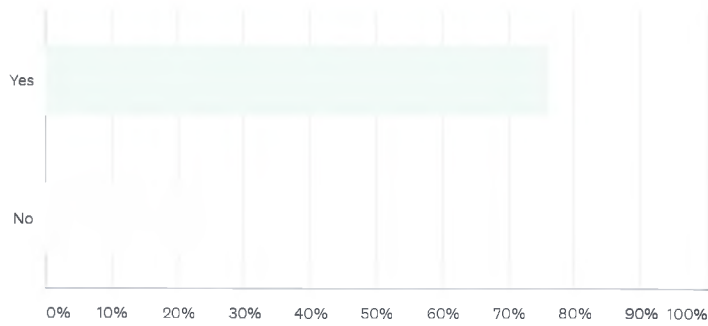


| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Yes            | 49.56%    | 56         |
| No             | 50.44%    | 57         |
| <b>TOTAL</b>   |           | <b>113</b> |

## Q13

Should the Town be more strict in regulating development along its coastline?

Answered: 126 Skipped: 5



## ANSWER CHOICES

## RESPONSES

|              |        |            |
|--------------|--------|------------|
| Yes          | 76.19% | 96         |
| No           | 23.81% | 30         |
| <b>TOTAL</b> |        | <b>126</b> |

## Q14

Stonington is losing year-round population and school population. What do you think can be done to stabilize or increase the year-round population?

Answered: 105 Skipped: 26

Create more jobs and create a better school system.

9/10/2017 12:27 AM

nothing. old people die, young people move for many reasons. who says stonington 'should' grow or shrink ?

8/31/2017 10:12 AM

Affordable housing and promotion of new small businesses

8/18/2017 2:05 PM

Make affordable housing a priority. Too many rentals are unavailable in summer months because of tourists being in them.

8/15/2017 4:33 PM

Create more employment opportunities so that families and especially graduating students are inclined to stay on the island.

8/11/2017 1:30 PM

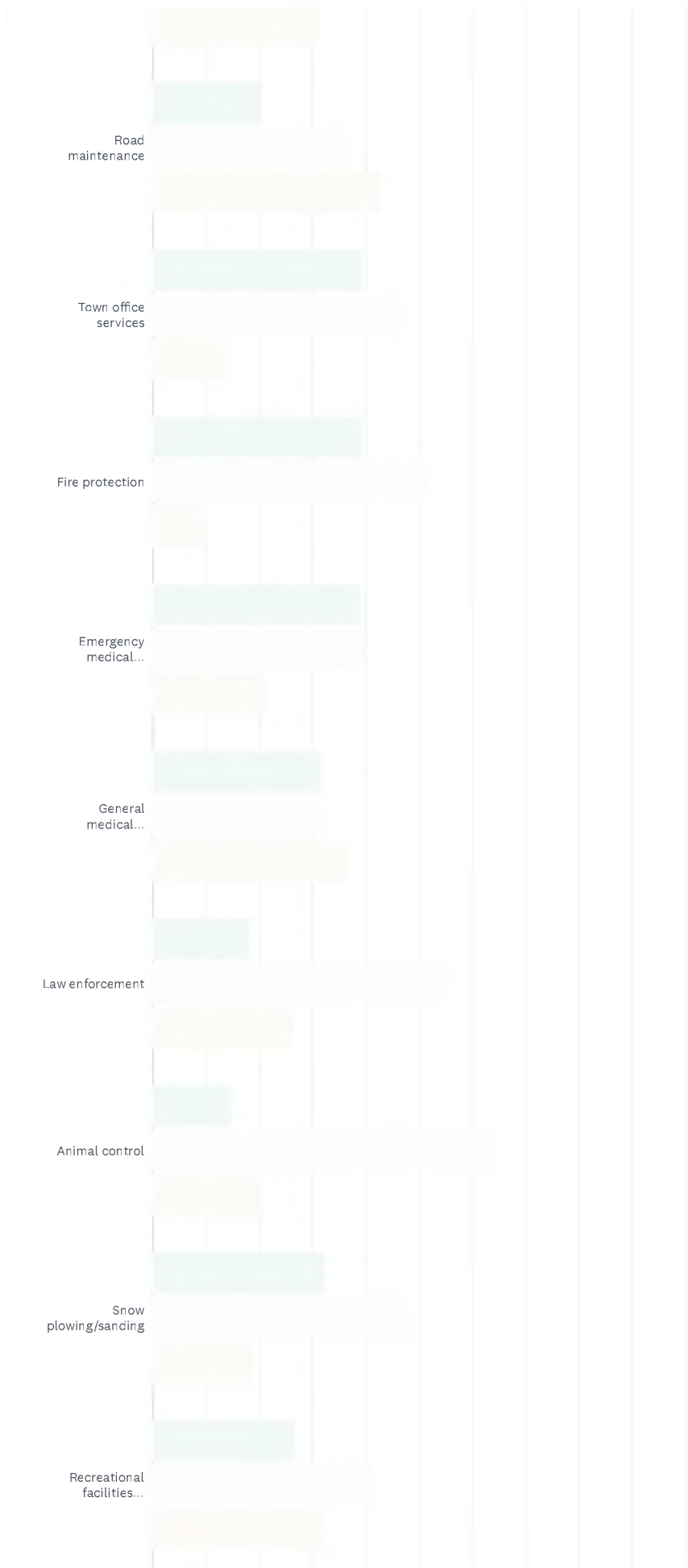
## Q15

Please rate each of the following services provided by or available in the Town of Stonington:

Answered: 126 Skipped: 5

Building code enforcement





0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

☐ Good
 ☐ Adequate
 ☐ Needs improvement

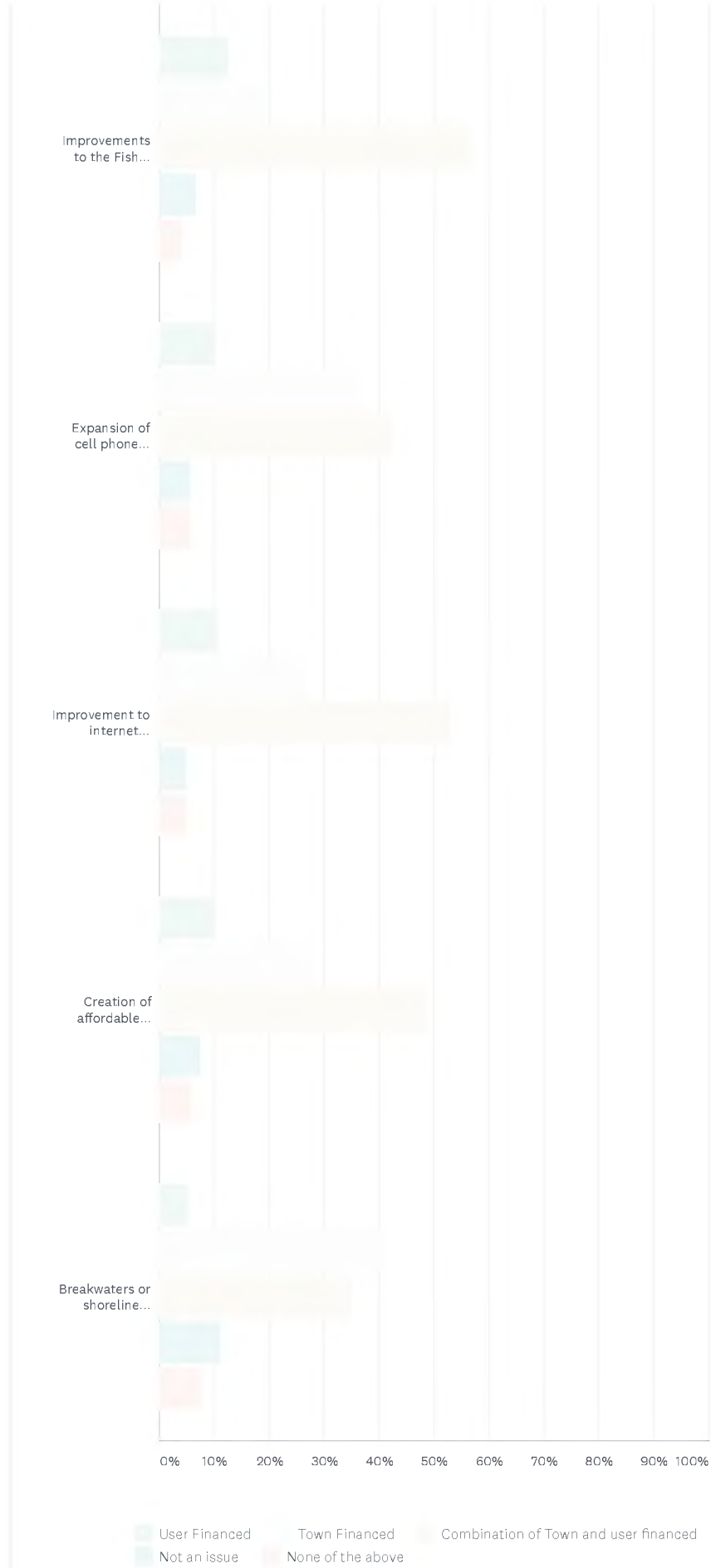
|  | GOOD         | ADEQUATE     | NEEDS IMPROVEMENT | TOTAL |
|--|--------------|--------------|-------------------|-------|
| Building code enforcement                            | 22.03%<br>26 | 62.71%<br>74 | 15.25%<br>18      | 118   |
| Solid waste disposal                                 | 30.77%<br>36 | 49.57%<br>58 | 19.66%<br>23      | 117   |
| Docking facilities                                   | 26.96%<br>31 | 47.83%<br>55 | 25.22%<br>29      | 115   |
| Boat ramp facilities                                 | 22.61%<br>26 | 50.43%<br>58 | 26.96%<br>31      | 115   |
| Harbor management                                    | 31.86%<br>36 | 50.44%<br>57 | 17.70%<br>20      | 113   |
| Parking  | 5.79%<br>7   | 31.40%<br>38 | 62.81%<br>76      | 121   |
| Public shore access                                  | 15.70%<br>19 | 50.41%<br>61 | 33.88%<br>41      | 121   |
| Employment opportunities                             | 7.69%<br>9   | 24.79%<br>29 | 67.52%<br>79      | 117   |
| Affordable housing                                   | 3.48%<br>4   | 27.83%<br>32 | 68.70%<br>79      | 115   |
| Town drinking water and sewage disposal              | 16.10%<br>19 | 54.24%<br>64 | 29.66%<br>35      | 118   |
| Utility services                                     | 14.29%<br>17 | 54.62%<br>65 | 31.09%<br>37      | 119   |
| Road maintenance                                     | 20.49%<br>25 | 36.89%<br>45 | 42.62%<br>52      | 122   |
| Town office services                                 | 39.32%<br>46 | 47.01%<br>55 | 13.68%<br>16      | 117   |
| Fire protection                                      | 39.32%<br>46 | 51.28%<br>60 | 9.40%<br>11       | 117   |
| Emergency medical services                           | 38.98%<br>46 | 39.83%<br>47 | 21.19%<br>25      | 118   |
| General medical services                             | 31.62%<br>37 | 32.48%<br>38 | 35.90%<br>42      | 117   |
| Law enforcement                                      | 18.33%<br>22 | 55.00%<br>66 | 26.67%<br>32      | 120   |
| Animal control                                       | 14.78%<br>17 | 64.35%<br>74 | 20.87%<br>24      | 115   |
| Snow plowing/sanding                                 | 32.43%<br>36 | 48.65%<br>54 | 18.92%<br>21      | 111   |
| Recreational facilities (parks, trails, playgrounds) | 26.45%<br>32 | 41.32%<br>50 | 32.23%<br>39      | 121   |

Unsummarized (19)

## Q16

What financial avenue should Stonington pursue to address the following issues:

Answered: 123 Skipped: 8



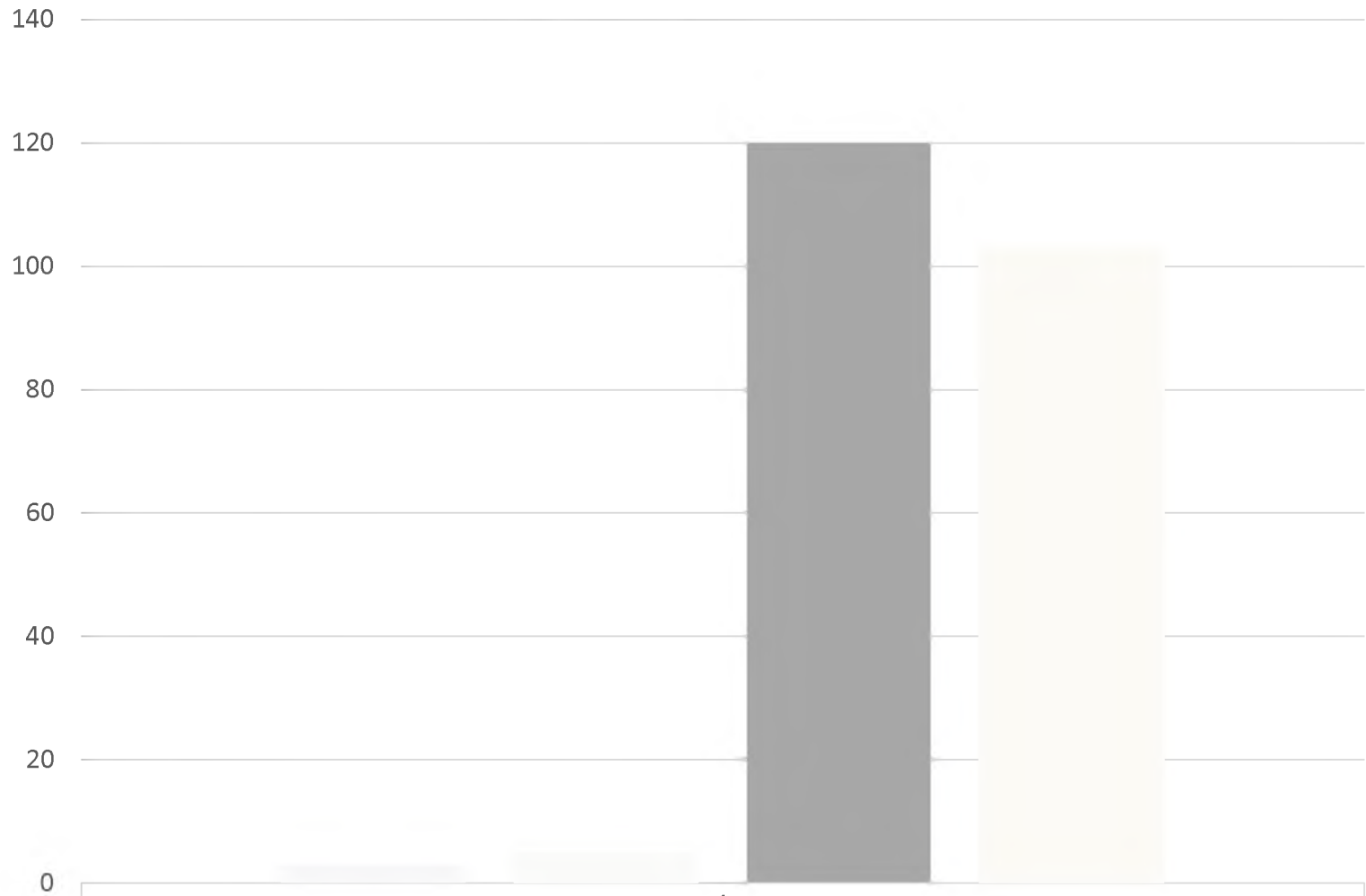
|  | USER<br>FINANCED | TOWN<br>FINANCED | COMBINATION<br>OF TOWN AND<br>USER<br>FINANCED | NOT<br>AN<br>ISSUE | NONE<br>OF<br>THE<br>ABOVE | TOTAL |
|--|------------------|------------------|--|--------------------|----------------------------|-------|
| Improvements<br>to the Fish<br>Pier  | 12.61%<br>15     | 19.33%<br>23     | 57.14%<br>68                                   | 6.72%<br>8         | 4.20%<br>5                 | 119   |
| Expansion of<br>cell phone<br>service to<br>Downtown<br>Stonington                       | 9.76%<br>12      | 36.59%<br>45     | 42.28%<br>52                                   | 5.69%<br>7         | 5.69%<br>7                 | 123   |
| Improvement<br>to internet<br>speeds,<br>reliability, and<br>coverage                    | 10.74%<br>13     | 26.45%<br>32     | 52.89%<br>64                                   | 4.96%<br>6         | 4.96%<br>6                 | 121   |
| Creation of<br>affordable<br>housing   | 10.08%<br>12     | 27.73%<br>33     | 48.74%<br>58                                   | 7.56%<br>9         | 5.88%<br>7                 | 119   |
| Breakwaters<br>or shoreline<br>protection to<br>mitigate<br>against rising<br>sea levels | 5.13%<br>6       | 41.03%<br>48     | 35.04%<br>41                                   | 11.11%<br>13       | 7.69%<br>9                 | 117   |
| Comments (12)  |                  |                  |  |                    |                            |       |

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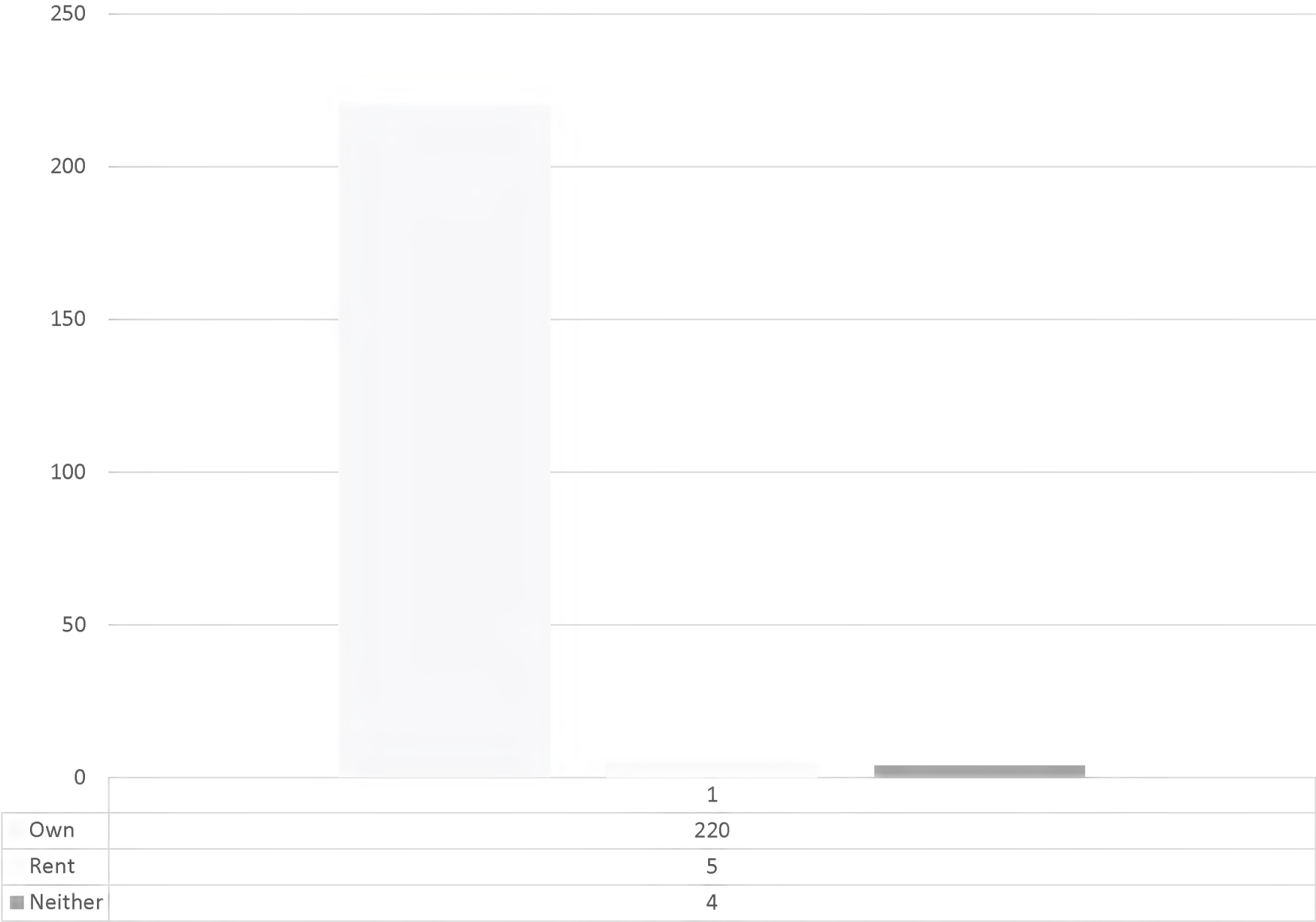
and

### Residency of Respondent

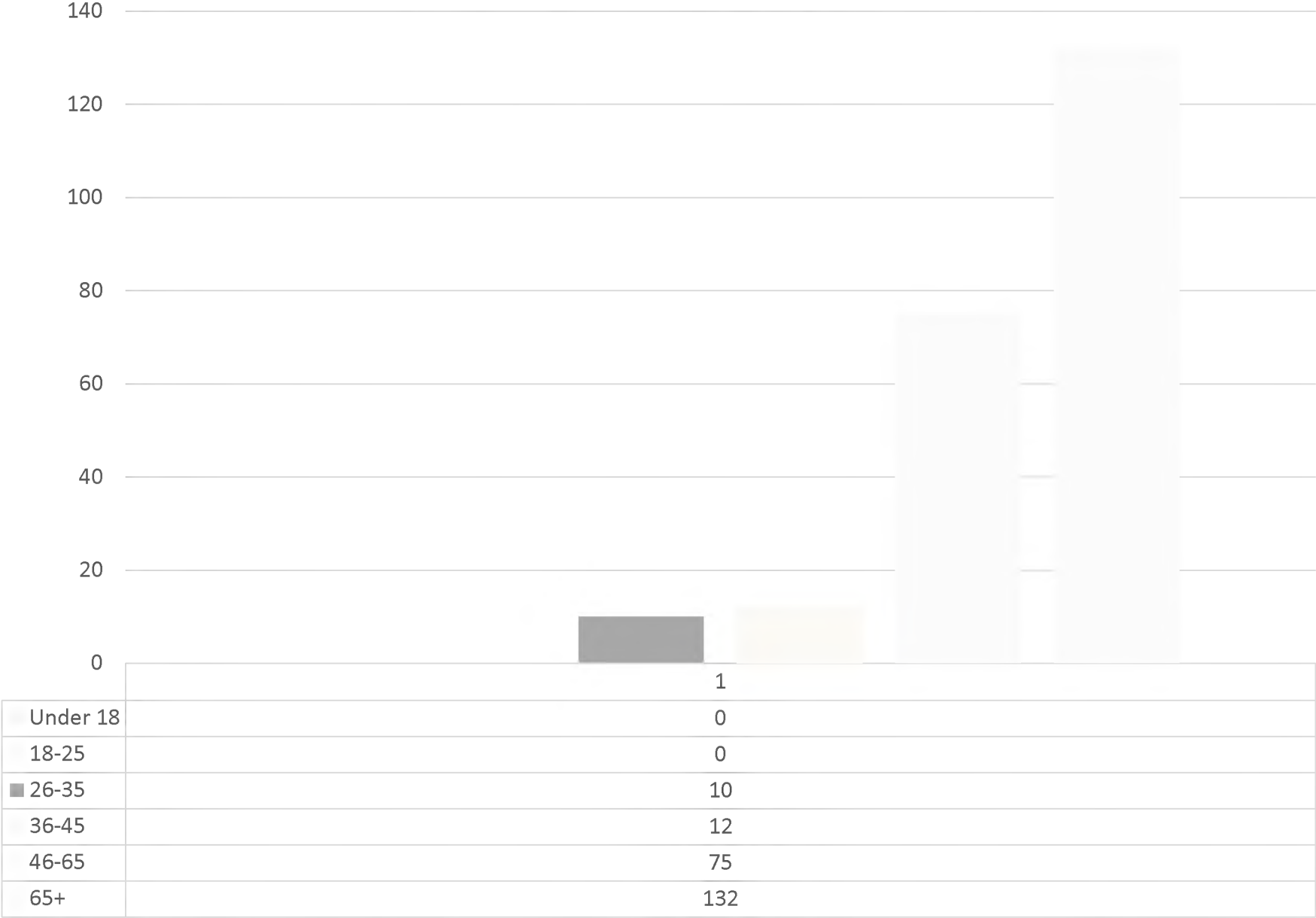


|                     |     |
|---------------------|-----|
| Visitor             | 1   |
| Worker              | 3   |
| Seasonal Resident   | 120 |
| Year Round Resident | 103 |

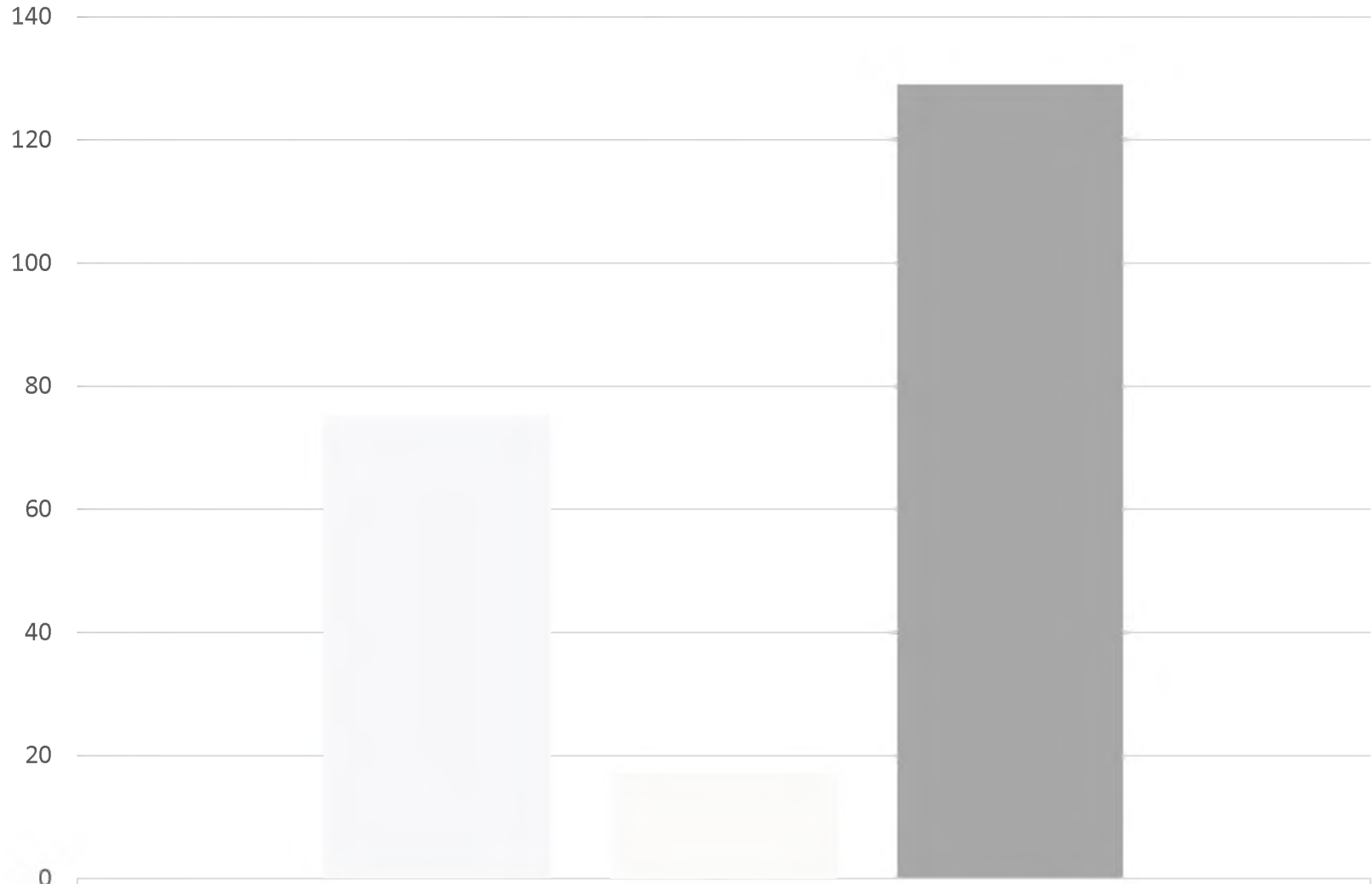
Does Respondent Own or Rent Residence?



Age Distribution of Respondents

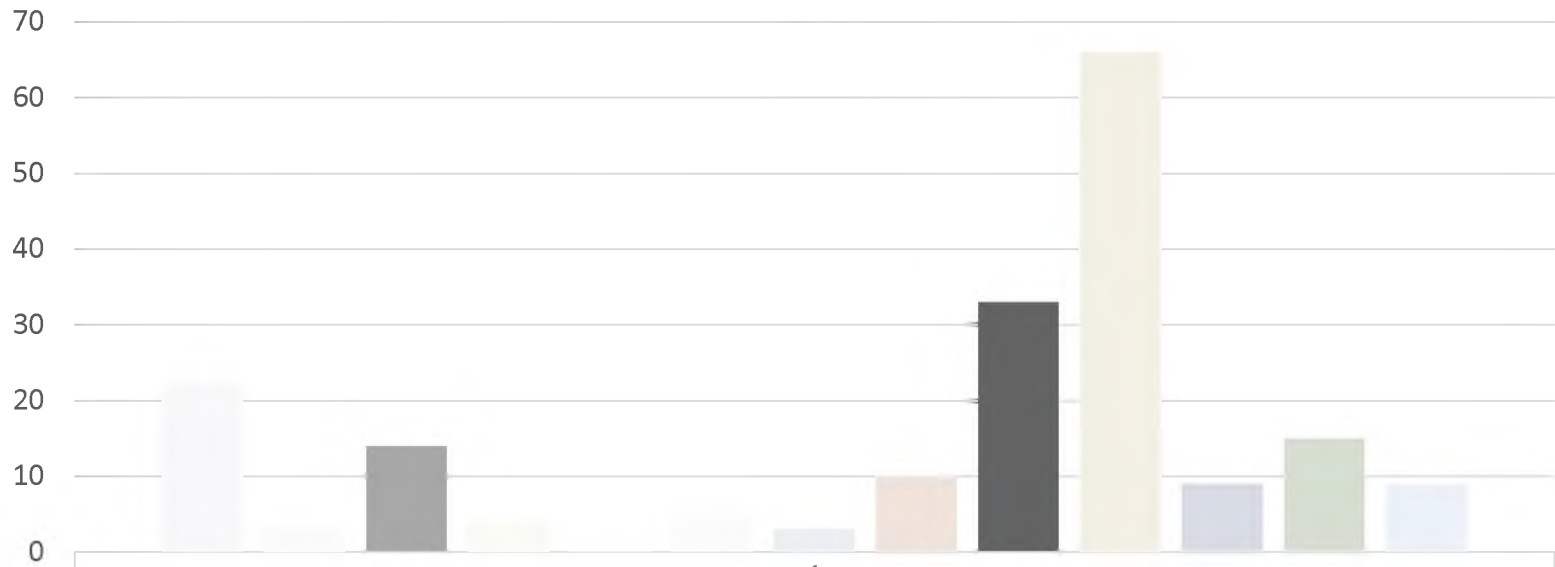


# In the next 10 Years will you spend more or less time in the Town?



|             |     |
|-------------|-----|
|             | 1   |
| More Time   | 75  |
| Less Time   | 17  |
| Same Amount | 129 |

Source of Income of Respondents

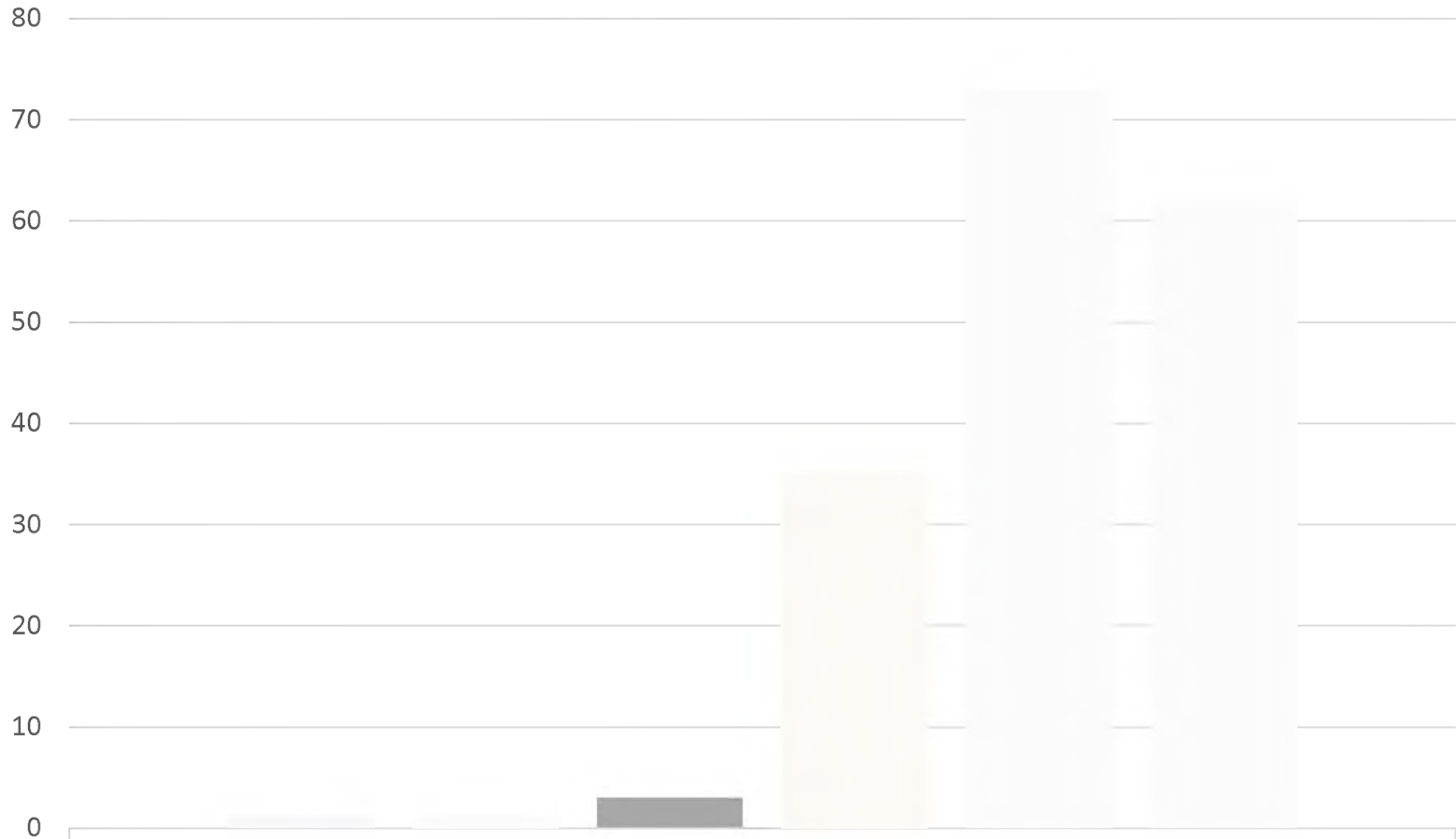


|                   |    |
|-------------------|----|
| Lobster Industry  | 1  |
| Other fishing     | 22 |
| Construction      | 3  |
| Farming           | 14 |
| Retail            | 4  |
| Food Industry     | 1  |
| Real Estate       | 5  |
| Creative Industry | 3  |
| Other             | 10 |
| Retired           | 33 |
| Finance           | 66 |
| Healthcare        | 9  |
| Education         | 15 |
|                   | 9  |

### How do you Rate These Aspects of Life in Stonington?

|                         | Most important | Somewhat important | Unimportant |
|-------------------------|----------------|--------------------|-------------|
| Natural Beauty          | 160            | 18                 | 2           |
| Good school             | 94             | 59                 | 18          |
| Low traffic             | 36             | 92                 | 32          |
| Minimal development     | 45             | 88                 | 35          |
| Access to shoreline     | 127            | 43                 | 7           |
| Good to retire          | 91             | 48                 | 32          |
| Good for families       | 92             | 47                 | 32          |
| Sense of community      | 135            | 35                 | 2           |
| Can work from home      | 52             | 50                 | 54          |
| Full cell phone service | 99             | 60                 | 15          |
| Affordable housing      | 68             | 59                 | 38          |
| Good internet           | 111            | 48                 | 15          |
| Historical architecture | 63             | 82                 | 21          |
| Summertime tourism      | 45             | 95                 | 31          |
| Access to nature        | 106            | 51                 | 14          |
| Marine infrastructure   | 116            | 50                 | 13          |
| Employment initiatives  | 78             | 59                 | 30          |

### Desired Future Population of Stonington

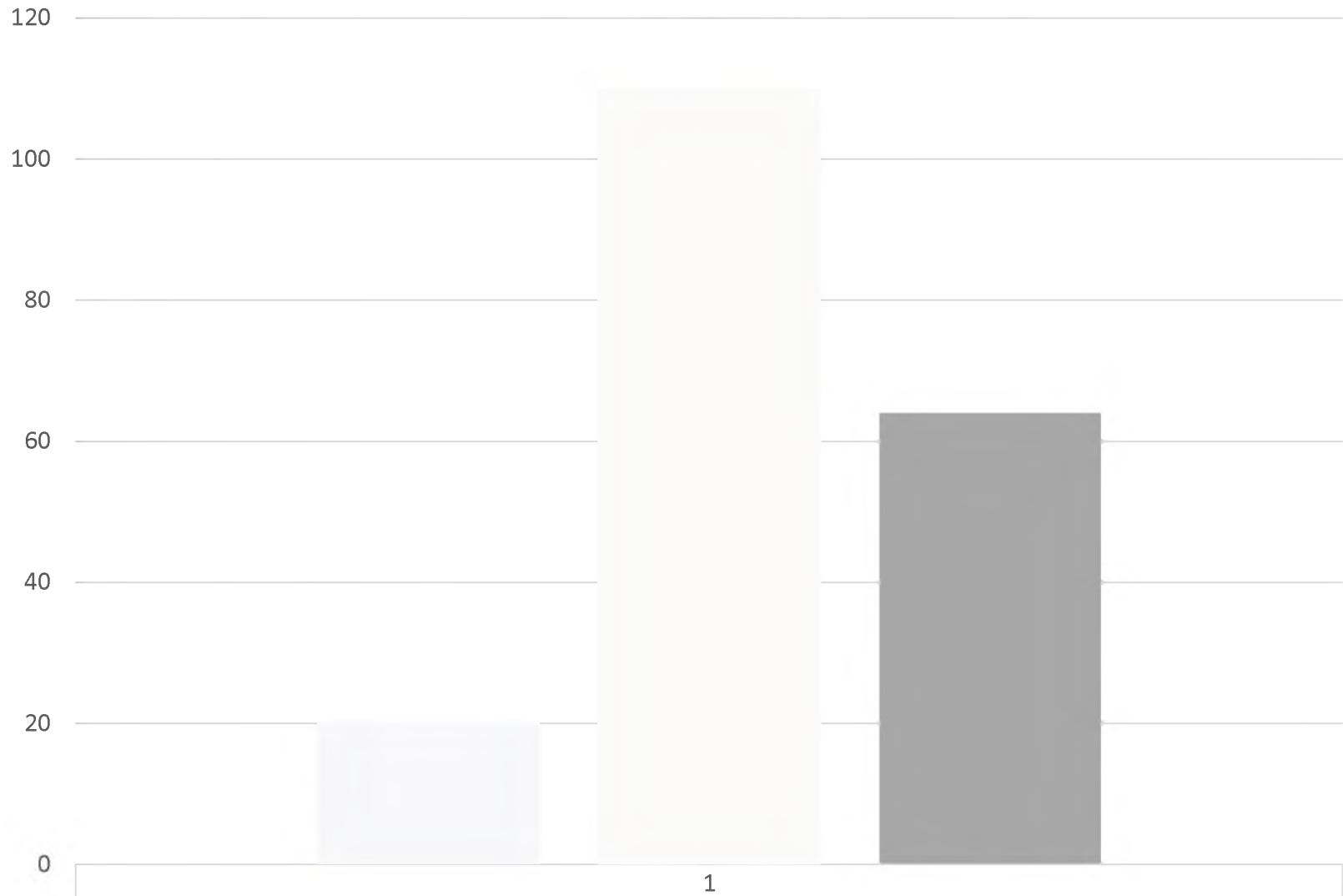


|                 |    |
|-----------------|----|
| Less than 800   | 1  |
| 800-900         | 1  |
| 900-1,000       | 3  |
| 1,000-1,100     | 35 |
| 1,100-1,200     | 73 |
| More than 1,200 | 62 |

**What Trend Would You Like to See in the Following?**

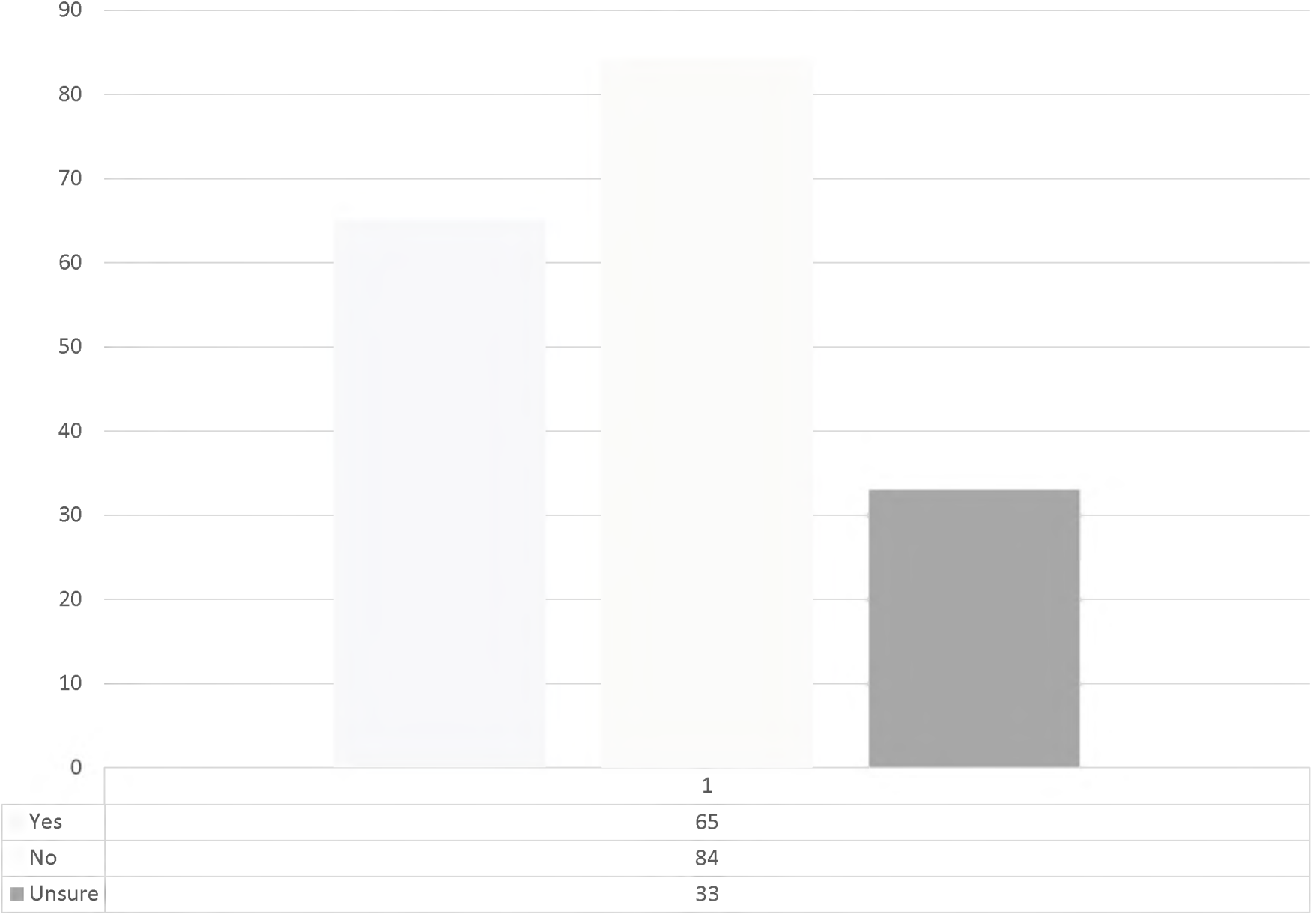
|                  | More | Same | Less | None |
|------------------|------|------|------|------|
| Year Round pop   | 108  | 61   | 1    | 0    |
| Seasonal pop     | 16   | 137  | 20   | 1    |
| Businesses       | 122  | 49   | 2    | 0    |
| Coastal dev      | 22   | 80   | 56   | 14   |
| Nature preserves | 84   | 83   | 4    | 2    |

10 Years from Now, Will Lobster Landings Increase or Decrease

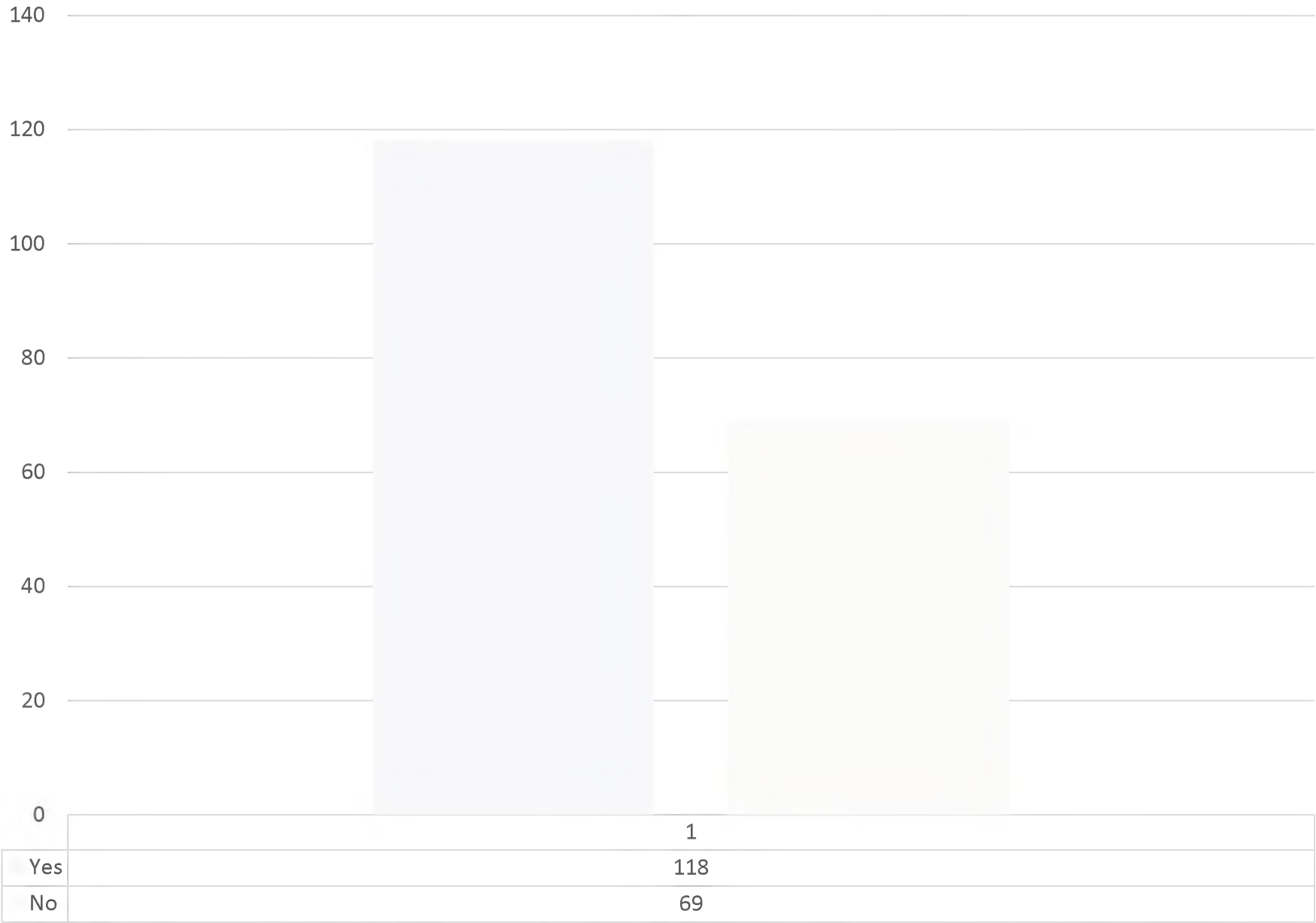


|              |     |
|--------------|-----|
|              | 1   |
| More Lobster | 20  |
| Less Lobster | 110 |
| Same Amount  | 64  |

If lobster landings decline, will other types of fishing be a viable alternative?



### Should the Town be more strict in regulating coastline development?



### How Do You Rate These Town Services?

|                          | Good | Adequate | Needs Improvement |
|--------------------------|------|----------|-------------------|
| Code Enforcement         | 44   | 72       | 20                |
| Solid Waste Disposal     | 70   | 57       | 16                |
| Docking Facilities       | 47   | 56       | 30                |
| Boat Ramp Facilities     | 38   | 69       | 26                |
| Harbor Management        | 53   | 60       | 19                |
| Parking                  | 13   | 52       | 81                |
| Public Shore Access      | 22   | 64       | 57                |
| Employment Opportunities | 6    | 27       | 110               |
| Affordable Housing       | 6    | 37       | 116               |
| Town Water and Sewage    | 37   | 82       | 23                |
| Utility Services         | 26   | 86       | 31                |
| Road Maintenance         | 45   | 69       | 32                |
| Town Office Services     | 81   | 53       | 8                 |
| Fire Protection          | 69   | 63       | 9                 |
| Emergency Medical        | 81   | 55       | 10                |
| General Medical          | 65   | 62       | 19                |
| Law Enforcement          | 28   | 72       | 44                |
| Animal Control           | 18   | 89       | 30                |
| Snow plowing/sanding     | 68   | 52       | 10                |
| Recreational Facilities  | 45   | 65       | 31                |

### How Should the Following Improvements be Financed?

|                                   | User Fees | Town taxes | Combo of user Fees and Town | Non issue | None of the above |
|-----------------------------------|-----------|------------|-----------------------------|-----------|-------------------|
| Fish Pier Improvements            | 41        | 16         | 64                          | 11        | 2                 |
| Cell phone service expansion      | 18        | 36         | 66                          | 10        | 6                 |
| Internet improvements             | 22        | 30         | 67                          | 12        | 7                 |
| Affordable housing                | 12        | 24         | 67                          | 20        | 14                |
| Breakwaters for rising sea levels | 7         | 52         | 28                          | 28        | 21                |

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

### What types of new businesses, if any, would you like to see in Stonington?

- 1) Seasonal food/beverage, hotel, internet related
- 2) Lively/young like 44 N
- 3) Grocery, pharmacy, dry cleaning, more restaurants
- 4) Dunkin Donuts
- 5) Anything, more retail shops
- 6) Small local food places
- 7) Indoor swimming pool, community arts and crafts center, sailing club, ferry service
- 8) Good restaurants
- 9) Fish packing factory
- 10) None
- 11) Commercial and light industrial sea food processing
- 12) More affordable restaurants
- 13) Year round restaurant, manufacturing food production (canning, freezing, smoking, etc)
- 14) Lobster processing
- 15) Art galleries, casual restaurant with quality menu
- 16) Laundromat, deli/bakery, food co-op
- 17) Pub
- 18) Bakery, pizzeria
- 19) Gastropub
- 20) Department store, grocery store
- 21) Bookstore
- 22) Rug/quilt shop, butcher shop
- 23) Hardware store
- 24) Boat building, granite crafts
- 25) Bike rental
- 26) Marine related industry
- 27) Beauty salon
- 28) Diverse food, different cuisines
- 29) Dry cleaner
- 30) Dry goods store
- 31) Something environmentally friendly
- 32) Affordable restaurant
- 33) Carwash
- 34) more consumer goods
- 35) restaurants and bars that stay open year-round
- 36) bookstore, variety store or pharmacy with later hours

Am supply store in downtown area, a clothing store, Joe Esposito used to be

8/6/2017 11:40 PM

Anonymous

8/6/2017 4:38 PM

Perhaps some more retail stores...

8/7/2017 9:21 PM

ones that attract and keep year round residents to live and work

8/1/2017 6:44 AM

Commercial fishery related

7/31/2017 9:09 PM

# Compiled Responses to Open-ended Questions on the Public Opinion Survey

Cater to the commercial fisherman instead of the damn tourists.

7/26/2017 11:46 PM

I would like to see more restaurants, a bar/beerery, food trucks on the pier (or by the ICC), and a bicycle/boutique shop.

7/26/2017 1:18 PM

Subway

7/26/2017 11:40 AM

Whatever new businesses, it is my hope that they are locally owned and operated. The charm of Stonington/Deer Isle is the non-existence of corporate chains, especially from the restaurant industry. We are blessed to have a 44 Month coffee shop and NOT a Starbucks or Dunkin' Donuts.

7/26/2017 9:46 AM

Locally made crafts, food products, services

7/26/2017 6:40 AM

Restaurant

7/27/2017 8:24 AM

At least seasonal type of business that focuses on a solid year-round revenue stream.

7/20/2017 5:27 PM

Nail salon, more restaurants year-round, year-round place to go in evenings with entertainment (e.g. pool hall.)

7/20/2017 4:38 PM

Bowling alley, 25-7 other like Denny's for those of us who live by the rules, a store like J&S that sells essentials like umbrellas and socks so we don't have to go to Stonington. A small water park where the old ball field is.

7/20/2017 3:44 PM

Sustainable

Year-round mid-range restaurant, a Renys style store (selling household goods, etc.), laundromat, aquaculture businesses

7/20/2017 12:12 PM

Local trash pick up, town wide availability

7/20/2017 10:01 AM

Lobster processing, how about a lobster house. Cooking lobster on the side of a road, like a lobster bake on the shore! Blueberry pie.

7/18/2017 6:23 AM

A landscaping/plant shop similar to Wainescap, a bakery, more like restaurants. I don't know enough about the main side, but whatever they leave the island to get. Bring it back local.

7/17/2017 8:04 PM

More places to eat and small, affordable clothing store

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Better Restaurants

7/14/2017 3:28 AM

Boutique Clothing store with mid-range prices. Teen/young adult women's options.

7/13/2017 4:12 PM

Maybe a clothing store, more shops, more things to do, events

7/13/2017 11:13 AM

Artisanal Food and Art

7/13/2017 10:25 AM

None

7/13/2017 6:32 AM

Restaurants with varied menus, possibly including ethnic cuisines

Car wash

7/6/2017 10:13 AM

Something fun for kids. Some reasonably priced boat chartering.

7/6/2017 9:46 AM

More eco-friendly tourism, more outdoor activities to attract people. Maybe another outdoor adventure company that will not nickel and dime you for every little item. More shops, like the Glasshopper shop was, kid friendly. Very much miss the Fish Fry on the pier for the 4th of July.

7/6/2017 3:38 AM

A 24-hour store is a least! Maybe a subway?? Or Dunkin' Donuts maybe a NEAR AROUND BAR with fun events on certain nights but whoever did that would be rolling in the dough all are hard earned money's needs to be blown on shippers and Boat ???????? Let's keep it Real Stonington

7/5/2017 3:41 PM

Recreation, restaurants

Shops for shopping, year round restaurants, campground with RV access, affordable housing

7/5/2017 10:26 AM

family style, moderately priced meal venues for locals and tourists rather than elite dining. Any business that support residents so they don't have to drive off island for goods and services.

7/5/2017 10:12 AM

Commercial crafts, bakery

7/5/2017 9:52 AM

Greenhouse

7/5/2017 9:22 AM

Misc year around dining that is not fried food, wine bar/coffee bar

7/4/2017 6:07 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Restaurants, Summer sailing, boating, mooring, radio, Science, Medical, senior housing

7/4/2017 4:33 PM

New businesses that serve the year-round and summer communities. I worry the craft and summer only stores don't help the year-round community.

7/4/2017 3:01 PM

Clothing store. Loved the old Epsom's. Needed jeans for hubby. Epsom's had them. Sneakers, shoes and such. Even if someone bought things from stores going out of business just to start. Would save Time and money going to Epsom or Bangor.

7/4/2017 1:10 PM

A Farmer's Market to support locally produced food items, and a Artisan/Craftsman cooperative highlight and sell locally made wares.

7/4/2017 11:34 AM

Casual restaurant or take-out with homemade food now unavailable or a fried chicken, Chinese dishes, Mexican, pot roast with potato pancakes and red cabbage, to name a few.

Restaurant

7/4/2017 7:07 AM

Craft related, child businesses, Cottage industries, Entrepreneurs with support, Small, low impact manufacturing.

7/4/2017 6:46 AM

Bakery, shops for tourism and some year-round needs, less fancy more fashion and common needs

7/4/2017 6:43 AM

Clothing.

7/4/2017 5:28 AM

Year-round restaurants and bars

7/3/2017 11:38 PM

Commercial fishing

7/3/2017 11:30 PM

More year-round restaurants and coffee shops

7/3/2017 10:53 PM

World like to see restaurants that cater to summer crowd. Tourism is important to the Stonington economy but there are not enough restaurants. Harbor Cafe is great. Arago's is too expensive and the replacement of Fisherman's Friend is a loss.

7/3/2017 10:41 PM

Affordable retail businesses, less art galleries, more outdoor adventure options.

7/3/2017 10:34 PM

Department store products, but not a big box store

7/3/2017 10:31 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Restaurants/shops

7/3/2017 9:27 PM

More options for breakfast & supper. Casual, good healthy food. The Tavern was a good place, sorry to see them close. Perhaps a small food place like Blue Hill 220. When I am on the island, I try to only spend \$ on the island.

7/3/2017 9:19 PM

Uplifting research on the new location

7/3/2017 7:50 PM

At least one more medium-priced restaurant. Additional affordable housing/apartments are probably essential.

7/3/2017 7:46 PM

Tire trimmers, trash pickup

7/3/2017 5:07 PM

Laundromat, daycares, more affordable businesses

7/3/2017 4:55 PM

More social areas/businesses

7/3/2017 4:44 PM

Bowling, good laundry mat is a must. The only one on the island has broken down machines. Lucky if your clothes dry after feeding an hours worth of quarters. Low. A good fun teen center with pool table & games & serves food, ice cream & nonalcoholic drinks. It would help both the residents & vacation teens have fun & meet. Also public tennis court, public park with a pool. Giving the younger generation something good is important to keep them wanting to stay on the island and the teens visiting wanting to go back. Right now everything is geared to the older generation. That's the way towns burn out. You want more money coming in and more tourists then provide places where everyone can be entertained. My wife call the island "Larkville" I'd love to see more flower boxes and hanging plants in town. Other than craft and knit shop and eating there's not much to do. The times are changing and the Town needs to change with it. Younger generation won't come if you don't and the kids that are there get into drinking or drugs because they are bored. The shops are very nice

Good grocery store

7/3/2017 2:50 PM

A year-round restaurant - bar and grill

7/3/2017 2:48 PM

A bar we are the largest lobster port in Maine, seems odd that we don't have one. Also, looks de-casual dining, and lobster-pot type restaurant. Generally, what you expect in a fishing town in Maine.

7/3/2017 1:36 PM

Something that benefits the locals and gives them jobs, and not just benefits predators to the rich season's summer people. KEEP IT LOCAL! We REALLY DON'T want to turn into the next Bar Harbor. We could really use our own lobster/abalone processing factory for our local fishermen to sell and cut out a lot of middle men. Most fishermen's wives young people would be pickers and processors and it would provide them with a stable year-round job. We could use a way better movie theater with COMFORTABLE seats instead of the Opera house. Maybe a more local game store for kids to buy video games/books/electronics and board/card games so kids could have card tournaments every weekend. It would do great to have people be able to get out together, order a pizza and everyone can do something and have a lot of fun and have something to look forward to. People used to play at the comic shop in Ellsworth's town until they changed management. And by

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Better dining businesses

7/3/2017 1:12 PM

Aquaculture related, to expand fisheries and not be solely tourism dependent. Small businesses that build on Coastal Maine and Deer Isle traditions for craft. Some tourism related development that can extend the season beyond July-September. Improved access to bus service and internet to help small business access broader markets and for individuals to work from here to remote employers and clients. (Spectrum has improved service in the village area.)

7/3/2017 1:01 PM

Daycare centers

7/3/2017 12:51 PM

None

7/3/2017 12:44 PM

restaurants

I love it just as is. That's the draw.

7/3/2017 12:37 PM

Art, yoga, sustainable living, farm to table, beekeeping.

7/3/2017 12:31 PM

Year round restaurants, healthcare facilities

7/3/2017 12:12 PM

More food industry businesses.

7/3/2017 11:58 AM

Organic Food Co-Op

7/3/2017 11:29 AM

dunkin donuts

General stores

7/3/2017 11:21 AM

Retail

7/3/2017 11:08 AM

Art, small bakery (I miss the one that was here long ago), Another art gallery.

7/3/2017 11:03 AM

More retail options

7/3/2017 11:02 AM

Natural/organic grocery store, local bakery and/or candy store. Maybe a miniature golf or other fun kids activities. Moving zoo commercial. Expansion of the touch tank at the harbor. Would love to be involved in brainstorming, etc. Please feel free to reach out to me. I am in Ohio though. lmont27@hotmail.com

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

### What do you want to see out of Stonington's tourism industry?

- 1) Extended season
- 2) Attract more ethnic diversity, young people
- 3) More of it
- 4) No large tour boats like Bar Harbor, something historic/maritime related like Belfast
- 5) Use nature to attract people, have more parking/parks for them when they're here
- 6) Less of it
- 7) More boat tours
- 8) More visibility—more marketing to maintain downtown homes/businesses
- 9) Targeted to low-impact, scenic, marine-related, nothing big
- 10) Replace trees with benches in Stinson's Park
- 11) Respect for the community
- 12) Less dependency upon it
- 13) Cell coverage downtown, parking, more family restaurants
- 14) Better parking enforcement
- 15) Longer season promoted
- 16) Keep focus on buying local
- 17) Good as it is
- 18) Eco tourism
- 19) Fewer short-term rentals, fewer day-trippers
- 20) Better accommodation for boating visitors, a dog park
- 21) More shoulder season
- 22) More nature-related activities, capitalize on natural beauty. Bus service to hotspots
- 23) Vacation booklet
- 24) Better access to islands, better water access for boaters
- 25) To know the impact, financial and otherwise, of the tourism industry on Stonington
- 26) More seasonal residents and fewer day trippers
- 27) Don't have the capacity for more tourism, should focus more on year-round community
- 28) More width of road for biking and walking

Better marketing to attract visitors throughout the year, especially the shoulder season. Make sure accommodations and restaurants stay open longer.

8/8/2017 11:40 PM

Mutual respect

8/8/2017 4:35 PM

Appreciate the current efforts to update facilities and infrastructure. Additional public aviation facilities would be useful for older population.

8/1/2017 6:44 AM

I want it to go away. The dock takes the space and the driving takes sky high. Unless you morons don't want fisherman to be able to afford to live on the island STOP CATERING TO THE DAMN TOURISTS.

7/31/2017 9:09 PM

NOTHING. We do not have the damn room for tourists. Call and the fisherman.

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

I would like for Stonington to find a way to balance catering to the tourist industry while also providing additional services for the year-round population. In other words, I don't want more shops that sell island trinkets or shirts with Stonington on them, but shops that provide services that both would be desirable by the summer population AND the year-round population.

7/26/2017 1:18 PM

For them to use the sidewalks

7/26/2017 11:40 AM

A longer season. So many businesses seem to wind down before even Labor Day. With some creativity and cooperation from local merchants/restaurants, tourist drawing events could be created for Spring and Fall. Also in Summer, more evening events, also amazed at how many island restaurants are closed by 6pm.

7/26/2017 9:46 AM

People who cater for locals the same as tourists

7/26/2017 9:44 AM

Perhaps a small hotel?

7/25/2017 9:10 AM

Simple, quiet access to the beauty of this unique area. Do not want to see tourist development that takes away from nature.

7/20/2017 7:42 PM

A closer relationship with other local tourism boards and the state board to better promote & coordinate what Stonington have to offer.

7/20/2017 5:27 PM

I don't really care. I know we need them but I really wish there was an ordinance that made it illegal for them to walk in the middle of the road and park on both sides downtown.

7/20/2017 3:44 PM

Welcoming

More shoulder season visitors

7/20/2017 12:12 PM

That would bring more tourists.

7/16/2017 6:23 AM

Keep it small. Don't let it over run the place. It has it's important place in the local economy but shouldn't dominate. Small inn, kayaking stops, low impact stuff.

7/17/2017 5:04 PM

More accessible museum type experiences

7/16/2017 8:19 AM

Allow small boutique shops in

7/14/2017 8:29 AM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Stable economy.

7/3/2017 4:12 PM

More respect for local properties & people.

7/3/2017 12:10 PM

I think there is more we could do on the island to bring people in same old same old can get boring.

7/3/2017 11:13 AM

A place like the Trevon Lobster Restaurant. There is nowhere where a tourist can get a PROPERLY steamed lobster meal, or one to go.

7/3/2017 10:26 AM

Stonington become a designated International Dark Sky Place.

7/3/2017 10:09 AM

Reduced emphasis on seasonal and tourism, more emphasis on year-round.

7/6/2017 8:33 PM

Just don't let it become like Bali, a place full of shops selling silly things. Retain the charm, it has. Don't over build.

7/6/2017 9:46 AM

More events for tourists. More money for young kids during the summer. More Eco tours, outdoor adventure programs. Maybe more music events. While we don't want to grow to the level of Camden or Bar Harbor, but you do want some growth to help the local businesses and people of the island.

7/6/2017 8:36 AM

More money - duh!

7/5/2017 3:41 PM

More affordable and reliable.

7/5/2017 10:32 AM

Less tourists

7/5/2017 10:26 AM

steadily growing visitors who want to return annually

7/5/2017 10:12 AM

Improve community income, diversity

7/5/2017 9:52 AM

We have enough!

7/5/2017 9:22 AM

Creative growth more nature aspect. Wider roads so bikers are welcome. More places to hike, run, bike safely.

7/4/2017 6:07 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Access to the harbor for boats other than fishermen. They are prohibitive and unfriendly to tourist boat traffic. Good pub like Whales Flip and Deep Water Restaurants, bakery, fresh fish store, etc.

7/4/2017 4:33 PM

A healthy year-round community with job opportunities and

7/4/2017 3:01 PM

No. Another Bar Harbor

7/4/2017 1:10 PM

It seems to be doing a decent job actually. My Wife's family has been staying on Deer Isle or Little Deer Isle every other year for over a decade, and I got caught up in the mix last year. Locating things to do and places to eat was fairly easy.

7/4/2017 11:34 AM

less

7/4/2017 10:52 AM

We need tourism, but watch its growth. And especially its impact on limited water supplies.

7/4/2017 6:46 AM

Tourism is very important we need to maintain the beauty for them to keep coming. Speeds possible feedback if they enjoyed it or not. We don't want our town known as bad.

7/4/2017 6:43 AM

Fishing tours

7/4/2017 5:28 AM

More diversity. Less Not old people

7/3/2017 11:38 PM

NONE

7/3/2017 11:30 PM

I am would like to see the town establish a plan that attracts and sustains summer business. If summer help is a problem, look at what other islands do and employ summer workers from other areas.

7/3/2017 10:41 PM

More entertainment, activities to do, shopping options (many of the tourists come to Sealby town to do something fun or go shopping)

7/3/2017 10:34 PM

About the same number of people but improved parking, which is being worked on, and no parking on the south side of Main Street. In summer so it's not such a crush.

7/3/2017 10:31 PM

More activity

7/3/2017 8:27 PM

More people (tourists) buying from locals.

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

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Keep emphasizing how the simple way of life keeps making this a great attraction.

7/3/2017 7:45 PM

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Clearly, we need the tourist industry, but I worry that we are also losing a lot of our cultural heritage and special character and increasing property value because of tourist or fancy houses on the beach. make it much harder for those of us from here to stay.

7/3/2017 5:33 PM

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Promotion of beauty and old-fashionedness of town, promotion of access to water activities, perhaps an ecological type boating endeavour.

7/3/2017 5:27 PM

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More direction to the tourists when it comes. Maybe a traffic director for the busiest time or days in the busiest parts of town.

7/3/2017 4:44 PM

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All of the above and I love the sea the big ships come in with visitors.

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Less tourism. Stonington is not meant to be a tourist town.

7/3/2017 3:15 PM

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More welcoming in a mass.

7/3/2017 3:13 PM

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More parking, parking on one side of road downtown.

7/3/2017 2:50 PM

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Well managed growth.

7/3/2017 2:43 PM

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More shopping and dining opportunities for tourists. Those are where they're going to spend the money, the fastest.

7/3/2017 1:36 PM

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Less summer people buying properties and trying to turn it into Bar Harbor.

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Reclaim downtown. Don't have businesses like mini-golf, chain restaurants and stores.

7/3/2017 1:12 PM

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See above. Perhaps a few more shops featuring local goods, food and art.

7/3/2017 1:01 PM

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None.

7/3/2017 12:44 PM

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Tourism is needed to support the livelihood of many residents. We should help support it.

7/3/2017 12:42 PM

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Less - keep it out of the public eye.

7/3/2017 12:37 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

"Activities to connect year-round residents with seasonal residents to encourage seasonal residents to have a sustainable and supportive relationship with year-round residents."

7/3/2017 12:31 PM

Places to park, for a fee, a small camper, food, on the hill around the harbor. Watching the harbor activity is my favorite thing. And localers.

7/3/2017 12:10 PM

"Think Stonington is a perfect little coastal town. I'd rather not see the town turn its back toward the tourism industry. It's a hidden gem. To many tourists will ruin the charm and change the town to be like where the tourists come from. I love your town and I'm a tourist. Keep it low key and special, not overly commercialized. The charm of the town is the community, industry and the locals."

7/3/2017 11:56 AM

Occupation

7/3/2017 11:29 AM

places other than down town. They only go down town.

Possibly a bus stop. Access to some of the islands.

7/3/2017 11:21 AM

Certainly don't want Stonington to become "touristy" -- the quiet, authentic atmosphere is what I like here.

7/3/2017 11:08 AM

Don't overdo it.

7/3/2017 11:05 AM

Steady, not become a tourist trap type of town.

7/3/2017 11:02 AM

Stronger shoulder seasons, no significant growth in July and August. Find ways to limit negative impacts of high summer season tourism on local community. Congestion, lack of parking, lack of housing for residents.

7/3/2017 10:52 AM

### **Stonington is losing year-round population and school population. What do you think can be done to stabilize or increase the year-round population?**

- 1) More local jobs, better schools
- 2) Affordable housing
- 3) Better cell phone service and internet access
- 4) Jobs that pay a livable wage
- 5) Land appraisal in Stonington too high
- 6) Job opportunities outside fishing
- 7) Promote the Island as a good place to live in winter, more stuff open year-round
- 8) Pay more attention to what the school needs—crucial to sustainability of the Island.

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

- 9) More opportunities for small businesses—public market where people can sell their wares, more often than farmer's market.
- 10) Merge with Blue Hill.
- 11) Lower taxes
- 12) Affordable in-town housing—have Town work with Habitat for Humanity. More job-specific job training. More support of local entrepreneurs/artists to create additional income
- 13) Fine as is.
- 14) Keep young adults here.
- 15) Showcase winter sports in area (snowshoeing, cross country skiing)
- 16) Swimming pool at ICC, have both Towns share more services to reduce cost of living here
- 17) Improve healthcare
- 18) Merge Towns to lower taxes
- 19) A little bit of gentrification to improve year-round activities, address drug issues
- 20) High speed internet
- 21) Focus education on STEM
- 22) Boat builders here
- 23) Reduce school budget, improve internet and cell phone services
- 24) Stop selling to out-of-towners
- 25) Attract homesteaders who want to do environmentally sustainable jobs
- 26) Decrease shorefront property assessment for year-round residents
- 27) Support children, they're our greatest asset
- 28) Value added seafood initiatives
- 29) Create more jobs and a better school system
- 30) Nothing (why should it shrink or grow?)
- 31) More affordable housing

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More crime, better response to increase jobs and more year-round amenities

6/9/2017 11:00 PM

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Better infrastructure like good playgrounds, sidewalks, better internet service, better cell service, take care of drug/alcohol problem instead of ignoring it. More affordable housing

6/9/2017 10:31 PM

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Increase the number of affordable rental dwellings for families and that also allow pets. Make sure that high-speed broadband internet is available and affordable in the remote areas, not just on the main roads.

6/6/2017 11:40 PM

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Housing, affordable living, year-round employment

5/6/2017 4:36 PM

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do we know the cause of the migration?

6/1/2017 6:44 AM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

STOP CATERING TO TOURISTS WHO ARE DRAINING THE TAXES UP

7/31/2017 9:09 PM

Start with fixing the school system

7/31/2017 8:58 PM

Better school system. Affordable opportunities for home purchases

7/31/2017 12:33 PM

STOP CATERING TO THE TOURISTS!!

7/26/2017 11:48 PM

affordable housing and economic opportunity development

7/26/2017 4:43 PM

This is a serious problem, and I feel that there are several areas that should be targeted in order to aid in increasing the year-round population. Firstly, and most importantly, the island needs to

maintain affordable housing for responsible young families to purchase. Secondly, we need to continue to invest in our community and in the schools. Thirdly, we need to work on marketing the island to younger families.

7/26/2017 1:18 PM

Make the community pay more in taxes for our school so we can fix the damage and actually get the education we need.

7/26/2017 11:40 AM

The Internet connection and speeds need to be fixed. There are so many jobs (including high income) that can be performed remotely, provided that a strong/reliable internet connection exists.

7/26/2017 9:48 AM

Make housing affordable to single parents working hard to just make bills. We locals don't make enough money to afford rents that are so high and we even be able to buy a home

7/26/2017 9:44 AM

Better employment opportunity. Enhanced incentives to open and maintain a business

School system important for children

7/21/2017 8:24 AM

Develop a economy that is less dependent on service sector labor.

7/20/2017 6:27 PM

Fix the school system so not to scare people away from living here and having their children attend the school.

7/20/2017 4:58 PM

Use the school budget and stop hiring crap teachers. Everyone I know says to have their kids go to GCA.

7/20/2017 3:44 PM

Quality infrastructure. Wind and solar initiatives to lower utility costs

7/20/2017 2:47 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

More affordable housing options

7/20/2017 12:12 PM

More affordable year-round housing

7/20/2017 10:01 AM

Houses for sale is the problem. Most are over 200 thousand and they need a lot of fixing up

7/16/2017 6:23 AM

AFFORDABLE HOUSING: That's the key. I see lots of elderly people in homes they seem to struggle to maintain and no alternative for them to live in a pleasant community setting with more services. There are too many empty homes on this island. If you want young people to move here, and stay here, and raise a family here you need two things: affordable housing and jobs.

7/17/2017 5:04 PM

Provide more jobs

7/16/2017 8:02 PM

Affordable housing with jobs that pay a living wage. Quality schools would help as well.

7/16/2017 8:19 AM

More housing

7/14/2017 8:28 AM

Attract more young families

7/13/2017 4:12 PM

year round jobs that pay enough to make a living.

7/13/2017 12:10 PM

A better school system that actually teaches. More things to do here.

7/13/2017 11:13 AM

Better schools, cheaper housing

Nothing can be done, however we need a competent school board, and effective teachers.

7/13/2017 10:28 AM

Better internet access would help solve both of these problems. With better internet, more people would be inclined to live here year round and it would give state gov'ts more flexibility in offering children the ability to be educated online.

7/13/2017 10:09 AM

Work towards better school system withering teachers and faculty that care about the children first and foremost

7/7/2017 6:32 AM

year round support businesses, such as restaurants. Lower taxes, less money wasted on seasonal tourism. Less waste on school budget.

7/6/2017 6:33 PM

Lower taxes

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Not sure, unless the reason is not affordable housing or lack of job opportunities. Improving teen backbone might help people who can work remotely.

7/6/2017 9:46 AM

Consolidating with other area schools. Start a STEAM school, look into P.L.T.M. - Project Lead the Way learning, solving world problems, such as fishing on the coast of Maine. Incorporate the ocean into the classroom, maybe create a Magnet School. The future of education is changing and it is essential to get real about the costs and numbers to provide the BEST possible education for these kids, otherwise they will not stand a chance to compete with the rest of the world. These kids are our future community leaders and need to be prepared with the best possible education. People will move to where there is a good school, no school, no job, no option for a young family but to move elsewhere.

7/6/2017 8:38 AM

Jobs better school system

7/5/2017 10:13 PM

Make rents cheaper! Have a 24 hour open store and some Entertainment on line is and like a sports bar or something. Make this island enjoyable and fun.

More affordable, year round rentals. Less seasonal residents. Better education and educational opportunities. More year round employment.

7/5/2017 10:32 AM

Affordable housing to locals not tourists buying everything up 'til it's here for two weeks in summer. Fix the schools so they can actually increase rates on summer residents since they take housing from those who need it and drive the housing market out of reach for locals.

7/5/2017 10:26 AM

Invite businesses here that will employ island folk, ie larger companies that want to move out of cities and could set up businesses here, they would need access to good real estate, parking and other facilities.

7/5/2017 10:12 AM

- Improve internet access and cell coverage so that homeowners and business owners can live and work in Stonington. - Continue to explore and be a leader in the relationships and solutions around the boom/bust cycles of natural resource extraction, underemployment, drug addiction, lack of childcare, and women's health. - Encourage whatever it takes to foster a great school community.

7/5/2017 9:54 AM

Employment opportunities, e.g. IT technology

7/5/2017 9:52 AM

Parents need to teach respect. You cannot have it all.

7/5/2017 9:22 AM

More year round jobs and business, more access to safe walking, better schools

7/4/2017 6:07 PM

Pay teachers more money. Stop letting the farmer and their families completely run the town and harbor. Stop sharing the town and harbor. Collaborate with Deer Isle. We live on the same island.

7/4/2017 4:53 PM

Support for business opportunities that help if/when obstating is harder to benefit from.

7/4/2017 3:01 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

More year round jobs in different areas

7/4/2017 1:10 PM

Jobs that allow people to live well (and not in poverty), economic diversification (not all eggs in one industry basket), access to affordable housing, adequate services (e.g., physical and mental health), and intentional efforts to attract professionals or convince current residents to provide these services, mid- to long-term future-oriented sustainable and thoughtful development, community building, emphasis on quality K-12 education.

7/4/2017 1:05 PM

Easier grocery store access, local market to supplement it. Alleviate the roads where possible to allow better parking in the winter to allow more commuters from off island. Develop along 15 for a more direct access route to Stonington and away. Low impact job development. With better internet connectivity more people could work from Stonington/Deer Isle and not have to commute. Possibly local a business incubator in town.

7/4/2017 11:34 AM

lower taxes, good food

7/4/2017 10:52 AM

Increase the school budget and attract a stable work force of dedicated teachers. We have some but need more. Support the schools and preserve the high school.

7/4/2017 7:07 AM

Combine all towns. It's ridiculous having 4 different post offices and 2 different town offices. Join forces. Use one school until we have population to support both.

7/4/2017 7:04 AM

Affordable housing and jobs.

7/4/2017 6:48 AM

More good things come my from community. More positive community & Events to build up the morale

7/4/2017 6:45 AM

improve the school

7/4/2017 6:29 AM

Stop shutting down the school budget. It takes a lot to run a school let alone 6 schools! Also food is way too damn expensive down here, you can't go into a store without spend \$50 on a bag of groceries. Its ridiculous.

7/4/2017 6:15 AM

I left because I could not afford the wages I was making after being at a stable job for 5 years at "The Giria" and having a house. The drug problem has also gotten out of hand. In a few places its small it is hard to hide an issue like this from little ones.

7/4/2017 6:28 AM

More affordable housing for the rental market for workers. Discourage purchase of houses for 1 or 2 weeks use per year.

7/3/2017 11:38 PM

STOP RAISING TOURIST COVERTS DRIVING UP THE TAXES MAKE IT IMPOSSIBLE FOR LOCALS TO AFFORD TO LIVE HERE.

7/3/2017 11:30 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

More winter activities. This town is so boring from January to May.....

7/3/2017 10:58 PM

Tax advantages for those who stay. Real job opportunities to give back.

7/3/2017 10:41 PM

We need to combine the two towns. Deer Isle and Stonington need to come together as one, have one town office, one major fire department, one post office, the list goes on. We could have much more money and time invested into one centrally located town building versus keeping multiple buildings. Also, the school is a disaster, we need to high focus on the school. We are losing year-round residents for having their children going to different schools or not having a "good" school system. Have more programs for kids to get them more involved. Keep them out of the boredom fase. And we need a way to create more stable jobs year-round and have more affordable housing. No one can find a rental home to buy because the costs are too high.

7/3/2017 10:34 PM

More business equals more jobs. More jobs mean more year-round population. Affordable housing supports both.

7/3/2017 10:31 PM

Better school systems with competitive academic options

7/3/2017 10:28 PM

Increase business opportunities

7/3/2017 9:27 PM

taxes on housing especially for folks who want to retire there. Taxes in Stonington are high!

7/3/2017 9:19 PM

Better job opportunities

7/3/2017 7:30 PM

More apartments that will be affordable for "regular workers" - real estate values are making it impossible for home ownership

7/3/2017 7:45 PM

More apartments that will be affordable for "regular workers" - real estate values are making it impossible for home ownership

7/3/2017 7:45 PM

Invest in town infrastructure and employment initiatives- especially in bioresources and cottage industries. We need to keep it a viable place to live and raise families

7/3/2017 5:33 PM

Difficult question as coast of New England states are losing population - high taxes are definite problem, but nothing can be done about another issue - winter weather.

7/3/2017 5:27 PM

Affordable living, better education

7/3/2017 4:55 PM

More year-round events and keeping our community clean and healthy. More often clean ups, more action regarding drug use and addiction.

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Do things to keep the younger generation here. Help for them to do it's dead. I never wanted to be here when I was in my teens. My kids all left the same way.

7/3/2017 3:56 PM

More affordable housing and tax breaks for locals who are being priced out by tourism. Job training resources. Encouragement of entrepreneurship.

7/3/2017 3:15 PM

Better run school system. Parents being more attentive to their children. After all learning begins at home.

7/3/2017 2:50 PM

Improve the schools.

7/3/2017 2:48 PM

Good school system is attract families. The focus needs to be on our school system to offer everything-core classes, arts and trades, and extracurriculars. It needs to stop focusing only on retaining fishermen who would otherwise drop out. Kids who are interested in other careers need to be supported as well.

Take away lobster licenses from people who aren't from Stonington and the area they're fishing who just decided to move here and take up fishing. I've don't need some dude from NY who has lived in Maine for 3 years of his life to suddenly try and become a lobsterman. It takes away all the resources our local generations have tried to leave behind for our kids and their families. And it makes it difficult for younger kids/adults who have fished out whole lives to even get our own license because we have to wait until they quit. Which isn't right! If you're not from here, don't fish here.

7/3/2017 1:21 PM

Tough. Guessing summer weather has a negative impact on people considering moving here.

7/3/2017 1:12 PM

Improve public attitude toward the schools. Local negativism, including parental hostility or indifference toward education, ruins the school atmosphere and culture, and drives other parents to seek residence off-island. This does not mean supporting big budget. The answer: Realize & recognition that a vibrant community needs to attract and keep workers and families who support one another, support a diverse economy, and that traditional occupations can be celebrated and supported by encouraging newer occupations and new solutions to their threats facing those traditional occupations. Stonington is attractive to outsiders because it celebrates its traditional marine-related fishery and industries.

7/3/2017 1:01 PM

Don't hire a superintendent and principals who bully and treat their staff poorly. Treating staff poorly leads to high turnover and poor teaching.

7/3/2017 12:51 PM

Decrease taxes, work on the drug problem.

7/3/2017 12:44 PM

## Compiled Responses to Open-ended Questions on the Public Opinion Survey

Do more to support and encourage tourism.

7/3/2017 12:42 PM

Focus on the age group preparing for retirement. The close knit community - even as all the Opera House in the winter are great.

7/3/2017 12:37 PM

Incentives to encourage year-round residents.

7/3/2017 12:31 PM

More access to water for visitors

7/3/2017 12:10 PM

Sorry, can't answer

7/3/2017 11:58 AM

Stonington is a working waterfront. The town needs to be more inclusive when planning meetings, etc. in order to make accurate decisions when moving. After town meetings are held in the afternoon, many members of the community are still at work. It is inappropriate and unfair to base decisions that affect the town and ALL of our residents on votes that reflect only a portion of community population. That said, we need to invest in community support programs, but break's too late.

7/3/2017 11:28 AM

As a visitor, I am not qualified to answer this question.

7/3/2017 11:25 AM

affordable rents, better school

7/3/2017 11:24 AM

release community incentives and funding for local business

7/3/2017 11:21 AM

None sure -- we need more business opportunities -- lobster processing? I'm not knowledgeable in this area.

7/3/2017 11:08 AM

improve schools

7/3/2017 11:08 AM

More options for things to do.

7/3/2017 11:02 AM

Reveal local businesses that do well on other small islands and train and employ local people.

7/3/2017 10:57 AM

Take measures to ensure access/existence of affordable housing. Attract young entrepreneurs.

7/3/2017 10:54 AM

**Appendix D—Attendance and Comments Received at Public Hearing**  
***Minutes of the Public Hearing held on Thursday evening, October 25, 2017, on the draft 2017 Comprehensive Plan of Stonington, Maine.***

The meeting was called to order and the public hearing opened at 7 PM, in the upstairs meeting room of the Stonington Municipal Building. The legal notice that advertised the hearing had been placed during three prior successive weeks in the local newspaper, “The Island Advantage,” and the notice was also posted in the municipal building and on the Town website. Notice was put out on social media and through a large email address database the Town maintains. Digital copies of the plan were made available through a link provided on the Town website. Paper copies were also printed and available on request at the Town offices.

At the public hearing, handouts of the attached Power Point slide presentation that summarized the Plan were available, as was the basic fact sheet (also attached). In addition, there were printed paper copies of the plan available at the hearing.

The Select Board of Stonington and Town Manager, Kathleen Billings, were present at the hearing. Robert Gerber, compiler of the draft Comprehensive Plan, presented the plan highlights and answered questions and took comments on the plan from the Select Board and the public.

There were 36 attendees at the hearing (attendance list attached), including several newspaper reporters. There was a local newspaper article and a local newspaper editorial published prior to the meeting that discussed the plan.

Robert Gerber began the meeting by going through the attached Power Point presentation to summarize the planning process and important findings and recommendations. Following the presentation, Mr. Gerber solicited comments and recommendations from the assembled group.

The Select Board asked a few procedural questions. There was general discussion of the process of how the final plan would be approved (it would be approved by the Select Board as a future Town Meeting Warrant article in a regular Select Board meeting to be held several weeks following the hearing date after review of final comments and recommendations from Gerber). It would then be submitted to the State Department of Agriculture, Conservation & Forestry to obtain a finding that the plan is consistent with the Growth Management Act. A copy would be sent to the Hancock County Regional Planning Commission.

There was general discussion as to the best timing of taking this to Town Meeting for approval. At least one Select Person wanted to have a Special Town Meeting soon while the plan was fresh in everyone’s mind. There was a risk that the State review process may dictate changes and the Plan would have to come back later for amendments. Others, such as commenter Nat Barrows, urged that the plan be taken to the regular annual Town Meeting in March when there was likely to be a greater turnout than at a Special Town Meeting.

There were questions as to how flexible the proposed capital budget plan was. Mr. Gerber explained that it marks current priorities and it is accepted that priorities will change with time, particularly as funding sources change from what might be expected at the current time. Mr.

Gerber mentioned the need to do a plan update in 5 years and that would be a time to adjust priorities based on what happened in the first 5 years of the plan.

There was general discussion of the area of the village within which the Maine Historic Preservation Commission (MHPC) had located buildings they considered to be of historical significance and a subset of those buildings that might qualify for a National Historic District. Mr. Gerber showed the map of these areas and discussed why the State Rules for comprehensive plans request that towns notify the MHPC prior to demolishing an identified historic structure.

Nat Barrows recommended adding “culture” and “natural environment” into the third sentence of the Vision Statement.

Nat Barrows asked whether the Sewer District capacity also needed to be increased if the Water Company capacity were increased. Evelyn Duncan explained that the Sewer District had a lot of extra capacity in its system (it could double its flows) within its license limits so no capacity increase was needed at this time.

The question was asked as to when the written comment period ended. Kathleen Billings stated that it ended when the hearing started, as noted in the legal advertisements. Mr. Gerber noted that those wanting to have additional input could attend the Select Board’s meeting at which the Board will vote on acceptance of the plan to become a warrant item on a future Town Meeting Warrant.

Nat Barrows asked how the Comprehensive Plan Committee decided on the outline of the Growth Area #2. Explanations were given by Mr. Gerber, Ms. Duncan, and Ms. Billings. There were three main reasons: 1) to provide for the potential for affordable housing options on Town-owned land; 2) because large expenditures were planned at the Town Recycling Center and the Town Maintenance and salt storage area; and 3) the medical center was included because it might help to provide for an extension of fiber optic cable to the center for telemedicine purposes, or to provide 3-phase power to that area. Roger Bergen emphasized that the only likely hope of encouraging future affordable housing was in that general area. Nat Barrows cautioned that putting all that development in the watershed of Holt Pond must be done carefully to avoid impacts to water quality.

Nat Barrows expressed concern about the capital improvement budget, lest it cause an increase in taxes. Mr. Gerber stated that all of the recommended capital budget items would be funded with grants, reserve funds, or low-cost borrowing that would have minimal impact on taxes.

There was one written comment received, from the Town of Isle au Haut, attached, that deals primarily with the Town of Isle au Haut’s interest in increasing barge access at the Colwell Ramp facility that is jointly owned by Stonington and Isle au Haut.

There being no further comments or questions, the hearing was closed at 8:04 PM.

Respectfully submitted,  
Robert G. Gerber, Facilitator

# PUBLIC HEARING ON 2017 STONINGTON COMPREHENSIVE PLAN

October 25, 2017

- ▶ Some State-administered grants require an approved Comprehensive Plan (e.g., a \$100,000 opportunity last spring)
- ▶ The 2004 Plan was rejected by the State in 2005 because of 11 major "inconsistencies" it identified in a 22 page letter. "...the Plan is characterized by conflicting policy and a philosophy and product that are at substantial odds with the state policy and goals and the Act."
- ▶ The Town is facing significant challenges that need to be addressed and the plan functions as a template for identifying priorities for action.

## WHY REVISE THE 2004 PLAN NOW?

- ▶ Use a person to prepare the plan with experience in working on comprehensive plans, facilitation, writing, map-making, and state and municipal land use law
- ▶ Form an ad hoc committee of interested people but invite the general public, too, to meet weekly to gather data for the plan: 7 regulars, 38 total
- ▶ Conduct a new public opinion survey
- ▶ Meet weekly during the summer for 15 successive weeks to cover the 15 required sections of the 50-page state rule on what is required in a comprehensive plan, with background material sent out in advance
- ▶ Write a draft of each section immediately following each meeting for comment by the next meeting

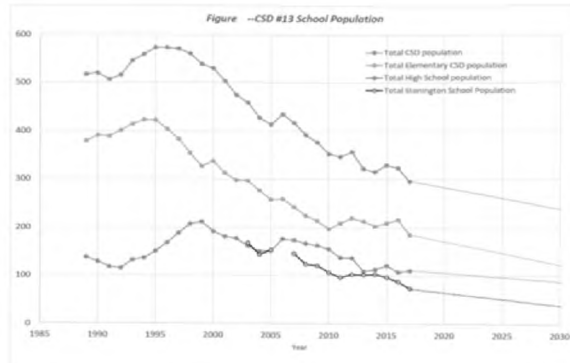
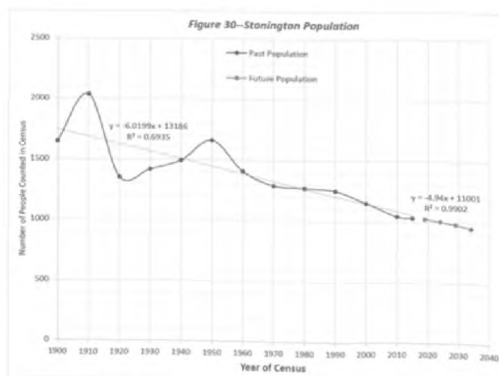
## WHAT WAS THE REVISION PROCESS?

- ▶ 363 Responses; 45% from year-round residents
- ▶ 77% > 45 years old
- ▶ 13% involved in lobstering
- ▶ 59% want to increase town population in next 10 years by 10%
- ▶ 44% guessed that lobster harvest would decline in next 10 years
- ▶ >50% thought village parking needed expansion, more affordable housing options needed, and more employment opportunities needed
- ▶ 3 most common suggestion for increasing population: provide more affordable housing; increase school resources; create more job opportunities

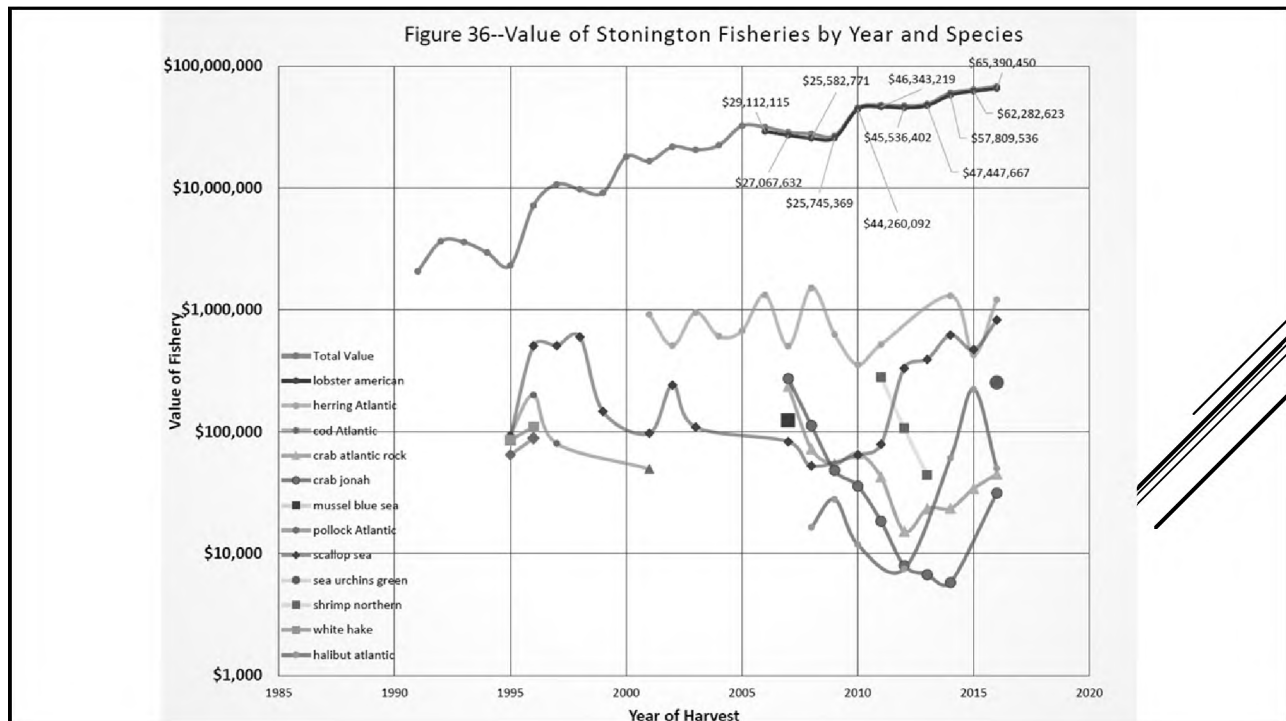
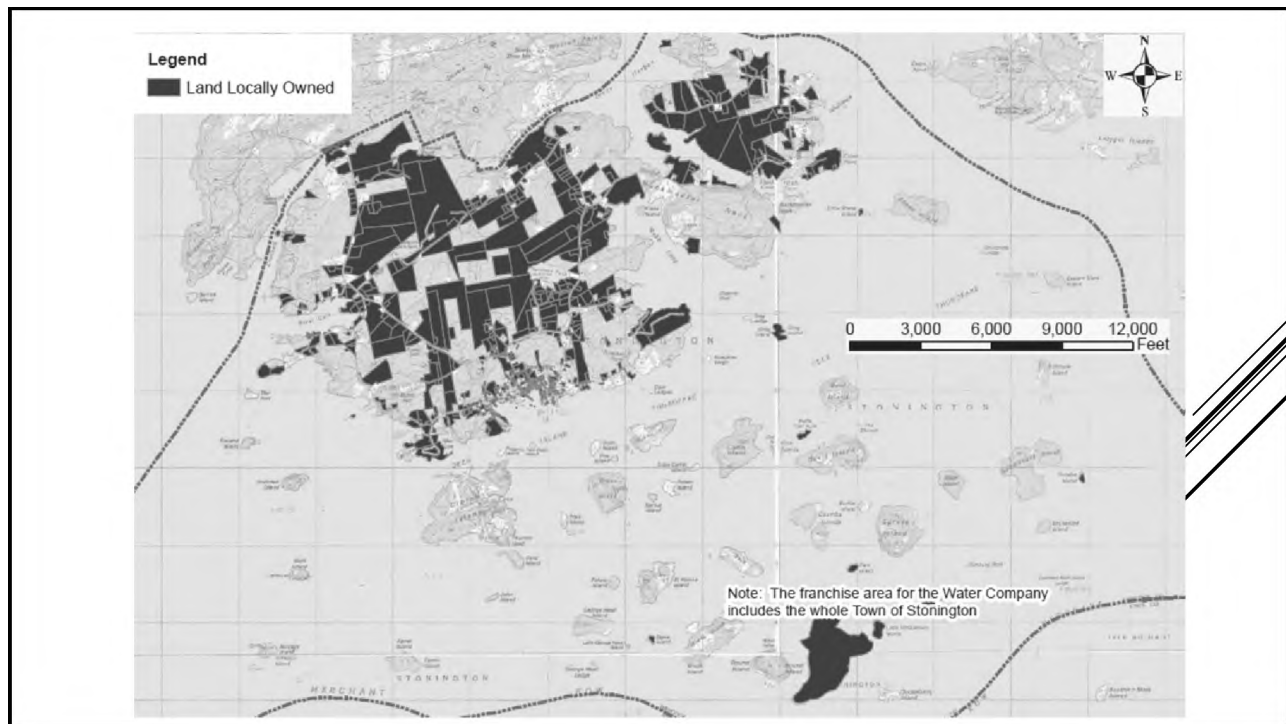
## KEY FINDINGS OF OPINION SURVEY

- ▶ *The Town of Stonington shall be an affordable and desirable place to live, work, and raise a family. The traditional marine-based fisheries and industries shall continue to thrive and be supported by the Town.*
- ▶ *The Town shall retain its scenic resources, working waterfront, and the historical buildings that give the Town its distinctive character.*
- ▶ *Tourism and non-marine related industry and businesses shall gradually increase to provide new employment opportunities and a hedge against potential fishery stock reductions.*
- ▶ *The Town shall have quality housing options for low and middle-income families, senior citizens, those requiring long-term care, and seasonal workers. The Town shall have quality education opportunities in the community.*

## PROPOSED VISION STATEMENT



## THE DECLINE IN TOWN & SCHOOL POPULATIONS

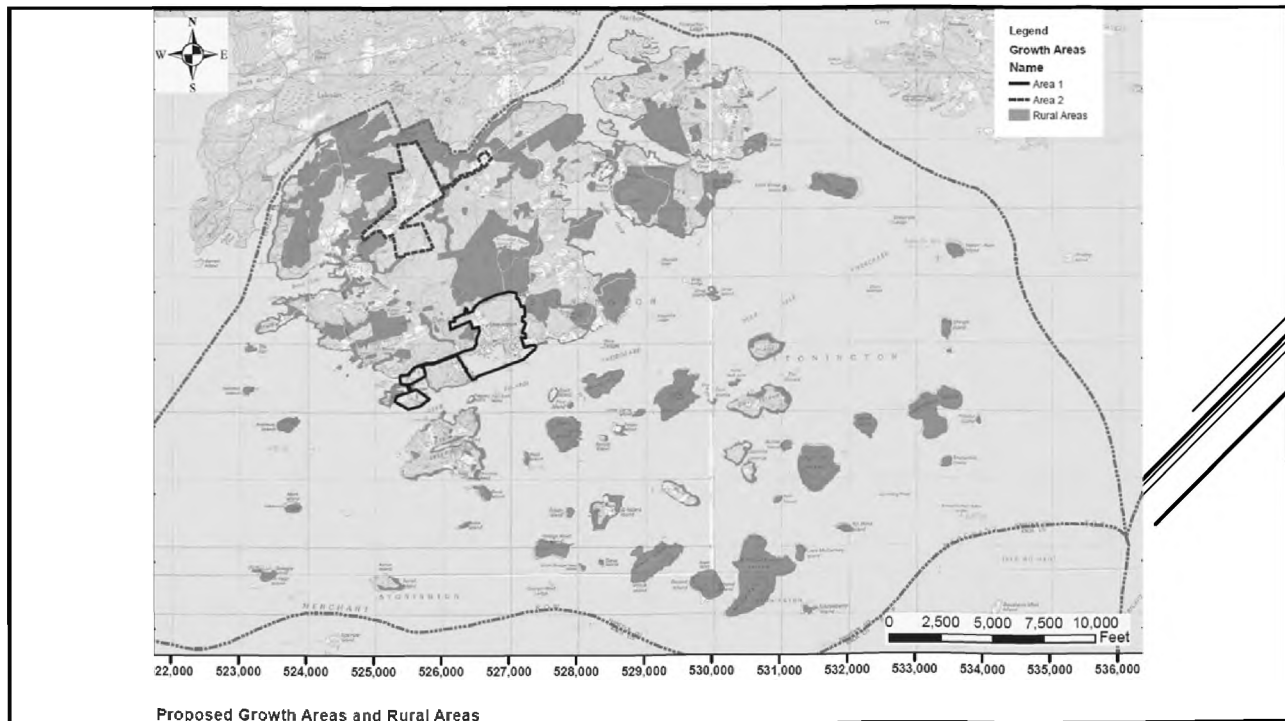


|                                     |                     |                    |
|-------------------------------------|---------------------|--------------------|
| All Fisheries                       | \$68,033,990        | Stonington Economy |
| Retail Sales                        | 17,500,000          | 2016               |
| Construction Labor                  | 1,107,240           |                    |
| Misc (government; unreported, etc.) | <u>2,000,000</u>    |                    |
| <b>TOTAL</b>                        | <b>\$88,641,230</b> |                    |

Tourism and second home owners probably constituted about 12% of the Stonington economy in 2016.

**The community's defined priorities for economic development are as follows:**

- a) Support the fisheries and fishery diversification
- b) Enhance economic diversity
- c) Increase the supply of workforce and low- and moderate-income housing
- d) Improve the public water supply capacity
- e) Create more economic opportunities in the "shoulder" seasons
- f) Enhance the local telecommunications capabilities



**Table 12**  
**Prioritized Capital Budget for the Next 10 Years**

| Priority | Budget Item  | Total Cost, Including Grants | Town Portion | Other Funding                                  | Likely Town Method of Financing            |
|----------|--|------------------------------|--------------|--|--|
| 1        | Improvements to Town Transfer Station  | \$250,000                    |              | Reserve Fund (contributed by \$0 PERC)         | Take from Reserve fund contributed by PERC |
| 2        | Provide Seed Money to start Low- to Moderate Income Housing project off Airport Rd | \$100,000                    | \$100,000    |  | Reserves and Bank Borrowing                |
| 3        | Construct new Salt Storage Shed  | \$400,000                    | \$400,000    |  | Reserves & Bank Borrowing                  |
| 4        | Increase Fisherman Access to Shore   | \$250,000                    | \$125,000    | Shoreline Access Grants                        | Reserves & Bank Borrowing                  |
| 5        | Expand Parking in Village Area   | \$125,000                    | \$100,000    | Block grant                                    | Reserves & Bank Borrowing                  |
| 6        | Re-locate Fire House within Village Area   | \$500,000                    | \$400,000    | Block grant                                    | Bonding                                    |
| 7        | Expand Broadband Coverage  | \$150,000                    | \$75,000     | Island Inst. Grant; possible Rural Dev. Grant  | Reserves & Bank Borrowing                  |
| 8        | Colwell Ramp Completion  | \$150,000                    | \$100,000    | Block grant; Town of Isle au Haut Contribution | Reserves and Bank Borrowing                |
| 9        | Bayview Street Reconstruction  | \$500,000                    | \$300,000    | Block grant                                    | Reserves and Bank Borrowing                |
| 10       | Start Infrastructure for Business Park off Airport Rd                              | \$50,000                     | \$50,000     | possible Rural Dev. Grant                      | Reserves and Bank Borrowing                |
| 11       | Increase Water Company Storage Capacity  | \$700,000                    |              | Grants; Revolving Loan Fund                    |  |

- ▶ Population Decline
- ▶ School Population Decline
- ▶ Need for low-, moderate-, and workforce housing
- ▶ Need to increase water supply to the village area
- ▶ Need to diversify the economy
- ▶ General infrastructure upgrades needed
- ▶ Conflict between tourists and fisherman in village area—not enough waterfront to satisfy all needs
- ▶ Planning for sea level rise
- ▶ Financing large capital improvements

## SUMMARY OF CHALLENGES

- ▶ Minutes of this Public Hearing will be summarized and given to the Selectmen
- ▶ The Selectmen will decide on final plan changes
- ▶ Final plan will be submitted to State for Review and Approval
- ▶ Once Plan is approved, the Plan will go to Town Meeting for adoption
- ▶ Once approved, work must begin on implementation

## WHERE DOES THIS PLAN GO FROM HERE?

- ▶ Why were planning meetings held in the summer in the afternoons? Couldn't we have met at night once a month over a period of two years like most towns do when revising a comprehensive plan?
- ▶ Why is the plan so long? Could we make it shorter?
- ▶ Do we have to include all the suggestions for Ordinance changes listed in Appendix E? Does the Town have to adopt all those proposed changes in order for the plan to be approved?
- ▶ Do we have to include all the Policy statements in Section 2.5.1?
- ▶ Do we have to define "rural areas", "growth areas", "critical rural areas", and/or "critical waterfront areas"?
- ▶ What if our priorities for capital expenditures change in a few years?

## PRE-EMPTIVE Q&A

|                                      | 2004  | 2017   |
|--------------------------------------|---|--|
| Population                           | 1152  | 1043   |
| Median Age                           | 45  | 49.8   |
| Households                           | 502   | 515  |
| Households with children under 18    | 159   | 102  |
| Households 65+                       | 154   | 177  |
| Housing Units                        | 902 (338 seasonal)  | 993 (432 seasonal)   |
| Number of Businesses                 | 100 (year around 55)  | ?  |
| Assessed Value Town                  | 135,964,189   | 272,450,000  |
| Median Household Income              | 34,000  | 42,083   |
| Affordable House Cap (30% of income) | 110,000   | 140,000  |
| Median Home Price                    | 285,000   | 362,500  |
| Income necessary for Median home     | 85500   | 101,834  |
| Total Stonington Students            | 150   | 75   |
| Schools                              |   |  |
| Licenses                             | 505 Commercial Lobster, 195 Lobster Class II, 44 Lobster Class III, 20 Commercial Fishing, 34 Mussel Dragger, 57 Scallop, 21 Sea Urchin (DI and Stonington) | 100 est. Lobster Class I, 1 Lobster Class II, 3 Lobster Non Commercial, 3 Lobster Student, 1 Commercial Fishing, 7 Scallop, 2 Sea Urchin, 1 Wholesale no lobster |
| Fishing Vessels                      | 279   | 145  |
| Moorings                             |   | 359 Commercial, 143 recreational   |

What did the Town of Stonington achieve after the 2004 Comprehensive Plan?

The Town hired an Economic Development Director to improve the town's business climate. **Business** growth was identified in terms of telecommuting as well as additional services in fishing and **tourism**.

The report recommended and the Town implemented an economic development committee.

The downtown district and the airport road were identified as the commercial growth areas.

The town undertook a downtown revitalization program.

Affordable housing was determined as a concern and the report recommended a housing committee be developed. A committee was developed and eventually disbanded due to unavailability of an affordable piece of land to develop housing on.

# 2017 Comprehensive Plan Hearing Stonington 10-25-17

Name

Address

Kathleen Bellamy  
Donna Green

194 W. RIVER  
New Isle Mo  
88 NO. STONINGTON  
STONINGTON  
74 PUMPKIN STATION  
STONINGTON

Evelyn DUNCAN

Bob Gerber

Isle au Vent

John Robling  
Don Seal

265 Airport Rd. Stonington Mo. 04681  
OSebreco Ave Stonington - MO 0

Cherry Bell

Rich Hewitt

56 PUMPKIN STATION RD. STON.

Island Advantages

Jessie Buckmaster

Stonington district

Judith Jenkins

George Powell

PO Box 144 Penducot

132 BRISTOL COVE RD Stonington 04681

STROOD Watson

20 Greenhead Slacks Rd

Roger Bergen

8 Richardson Lane, Stonington

Rebecca Hardy

265 Airport Road, Stonington

Nat Barnes

19 Tidal Cove Lane Ston.

Matthew Carter

73 Reach Rd.

Travis Field

Field Point Rd.

Oriana Wuerth

73 Reach Rd.

Pam Duvall

PO Box 92 - LDI / Stonington Quarter

George Robins

PO Box 287 Stonington

Jennifer Osborn

Ellsworth American, Blue Hill  
newspaper

Renee Sewall

97 N Main St

Kyle Alex

97 N Main St.

Stonington  
Stonington

Doug Hamel  
Babs & Missy Mial  
Barrett Gray

4 Rhode Island Ave.  
57 WHITMAN RD  
44 Main St

TED BOUCH

17 PRIFTWOOD DRIVE

MARY TAYLOR-MONCAVAGE

FIN. STONINGTON RD

AMY REAL

6. N. Main St.

KAREN & STEVE RITTMAYER

759 OCEANVILLE RD

Diane & Ian Walker

748 Oceanville Rd., Stonington

MARK C AILEW

12 HICKLAND AVE

Judy Rader

137 Airport Rd.

Dana Durot

45 Main St. P.O. Box 69

Les Weed (IEC)

1 Burat Cove Rd,

Rachene Perot

**Town of Isle au Haut  
Selectman's Office  
P.O. Box 71 ~ 1906 Stonehall Rd.  
Isle au Haut, ME 04645  
207~335~5001**

**To: Robert Gerber  
Comprehensive Planning Commission  
Town of Stonington, Maine 04681**

**October 24, 2017**

**The Selectboard have read and endorse the letter William Stevens has submitted as Citizen Comment. We feel that the areas he has touched upon are critical to the Town of Isle au Haut. It is vital to our future to have these comments addressed in your Comprehensive Plan. I find it unnecessary to rewrite what he has already addressed. We, the Selectboard feel strongly about supporting the points he addressed in his letter.**

**Communication is another important area: Open and positive communication between Isle au Haut and Stonington are critical to both towns. I feel this should be addressed in Stonington's Comprehensive Plan. It will benefit both towns in commerce and the service areas.**

**Thank you for your attention to these areas.**

**Most sincerely,**

**Selectboard of Isle au Haut**

**Peggi Stevens  
Dan MacDonald  
Alvah MacWilliam**

Mr. Robert Gerber  
Comprehensive Planning Commission  
Town of Stonington, Me. 04681

Oct. 23, 2017

REFERENCE: Citizens Comments

Dear Bob:

The main area we wish to comment on would perhaps be categorized as General Transportation and Related Infrastructure, which would include State Route 15, Isle Au Haut Boat Services Wharf, Colwell Ramp Shore Access, Webb Cove Shore Access Ramp (private property), and related connection transportation links, Oceanville Road, Webb Cove Road, Bay View Street, and Colwell Lane. Also, included is the Utility, Emera Maine (electric grid tie and undersea cable) to our Island.

Unlike Stonington where Rt. 15 passes through Town and loops back north on the west side of Deer Isle, our Rt. 15 becomes the connector, Bay View Street and Colwell Lane to Colwell Ramp and of course our important passenger service link, Isle Au Haut Boat Services. These facilities are most vital to IAH transportation needs. Currently, (no pun intended) Emera Maine electric distribution line along Rt. 15 and Bay View Street, terminating at the IAH boat Services is an equally important transport link, that serves our otherwise isolated community. At Webb Cove, the (private property shore ramp access) has remained vitally important for Isle Au Haut's heavy freight (gravel, concrete, lumber, equipment, vehicles) barge transport needs.

While Webb Cove has remained available over the many years since 1999 when the Island Transporter Barge shipped its very first commercial load to Isle Au Haut, it comes at considerable expense both in terms of monetary cost (access fees) and often uncertain availability and inconvenient tidal level. As an example, the current cost of access at Webb Cove exceeds \$5.00 per cubic yard gravel. Additionally, Webb Cove only has a four hour access period on (high run tides) which effectively precludes work day access for many days of the month. Adding to the high cost of barge freighting to our Island is the several nautical miles to reach that location (the 4-5 added miles translates to over \$400 per cycle for barge and truck transit time. That said, Webb Cove remains our only realistic shore access for heavy freight, and because it is privately owned, there is some uncertainty about the long term availability of the site.

The Towns of Isle Au Haut and Stonington jointly purchased and developed shoreland access at Colwell Ramp in the early 2000's. It was to be a multiple use access facility

serving both communities and the general public. Both Towns contributed property tax funds in support of the effort. Additionally, The State Dept. of Transportation (DOT), Acadia National Park (federal), Maine State Dept. of Conservation and perhaps others contributed to the purchase. Additionally, several SHIPS grants and joint-Town tax supported improvements have been accomplished at Colwell Ramp to make it function as intended, with the exception of providing reasonable, economical access for Isle Au Haut's heavy freight needs, which was the primary reason IAH bought into the project.

Indeed, there is small barge access at Colwell Ramp at most tide levels everyday, but for the large, economical barge that best serves IAH, there remains the access problem of the mooring field that prevents the large barge from safely maneuvering to the ramp. When the winds are southerly and westerly, in particular, the boats on moorings swing into the access path, precluding access for the large barge and compromising access of ease and safety for even the smaller barges.

This problem has been evident for many years, has been discussed periodically by the Colwell Ramp (joint Town) Committee, the Stonington Harbor Committee and both Boards of Selectmen, but no action to improve the access for IAH's barge needs has been furthered. Stonington has blatantly refused to relocate moorings that affect barge access. While the Fish Pier, has a 100+ wide access lane for fishing boats that rarely exceed 50' in length, the Colwell Ramp, at best, has fifty feet of width to accommodate barges 24'-40' in beam and 100' in length.

Yes, indeed fishing is a most important economic activity to Stonington, and IAH as well, but consider what economic benefit IAH brings to the table for Stonington both directly and indirectly:

First, a direct benefit are all the purchases of material and services from Stonington and Deer Isle businesses by IAH residents, year-round and summer, recreational and business purchases for local lodging and meals, and parking of vehicles.

Secondly, IAH employs many Stonington residents, primarily in seasonal construction/maintenance related work, but also directly in transport (mailboat operations). Electricians and plumbers frequently realize jobs at IAH.

Thirdly, IAH's small fishing fleet depend on Stonington Lobster Dealers for bait, fuel, and to sell there catch. The Boat Yard, sells services and parts etc. to keep their boats running.

Highest and most beneficial to Stonington's economy and particularly the fishing economy is the many square miles of Lobster bottom, that surround the 25 (above tide ) ledges and islands, south of Merchant Row, that comprise the Town of IAH. Without the being of IAH, lobster would not be KING at Stonington. I have no statistical means of identifying the relative importance of this, but undeniably the fishing economics benefit, and Hugely!!!

Just as Stonington depends on access via the Sedgwick / Deer Isle Bridge, and Rt. 15, so does IAH need a reliable and economic link across the shoreland access at Stonington which represents our continuing Rt15 link and floating barge we need for economic heavy freight delivery. If Colwell Ramp cannot be provided with an adequate width access lane for the barges, then Stonington needs to find, purchase and develop another location for that purpose for IAH. Isle Au Haut cannot be denied a reasonable and economic heavy freight access point on the shore property and facility that we own equally with Stonington.

Signed: William Stevens

Private citizen and year round resident for 45 years

SS&CLLC Owner that has provided barging for the past 18 years

Past Road Commissioner for 33 years

General Manager Isle au Haut Electric Power Company

Past Colwell Rwp Comm. member for 8 years and initial committee that installed ramp

Planning Board Member, Isle au Haut

Email comment sent in:

**From:** Michael Bloom < >  
**Date:** October 21, 2017 at 10:06:04 AM EDT  
**To:** Town Manager < >  
**Subject:** Re: Purchasing a place in Stonington

Some questions i have. Not sure these are actually "comments" for a town meeting

Has the town considered fire prevention strategies for the wooded areas that surround the town, especially the area behind the community center (cemetery road and 15 confines)? Old growth and dry summer pose a problem. Google earth shows N-S clearcut. Should there be a E-W cut as well? Could clearcuts be used for mountain biking access for community center? Not sure who holds the deeds.

I understand that the student population has decreased along with town population. Why has the HS completion rate dropped?

How often does the town fire department flood? Should it be moved the higher ground? Do the bank and restaurant flood?

Is the town interested in more tourism (12% of economy)? What are the bottlenecks other than water, sewer, and parking?

[Send this message to the Town Manager](#)

## **Appendix E**

### **List of Proposed Changes to the Town Ordinances as Recommended in the Comprehensive Plan**

#### **Sec. 3.1 Historic & Archaeological**

To the Buildings Permit Ordinance:

Add to purpose of ordinance to minimize impact on historic and archaeological resources

Add definition of historic and archaeological resources from 105 C.M.R. 208

Add that a permit is required for any demolition of a historic building

Add to Criteria that the project shall not have a significant adverse impact on archaeological resources or historic buildings as identified in this Plan, reserving the right for the CEO to require an archaeological or historic survey if deemed necessary

To the Site Plan Review Ordinance:

Add in Section III(B)1 that the ordinance applies to demolition

Add to Section VI(L) that the project shall not have a significant adverse impact on archaeological resources or historic buildings as identified in this Plan, reserving the right for the Planning Board to require an archaeological or historic survey if deemed necessary

Add to Section VI(P) add “archaeological”

#### **Sec. 3.2 Water Resources**

The Site Plan Review Ordinance and Water Supply Protection Ordinance both be amended to incorporate by reference the Maine Department of Environmental Protection agency’s “Best Management Practices” for stormwater and erosion and sediment control (see website address link, below) as the standard to be followed when any ground is being disturbed or earthwork being performed that is subject to any of the ordinances.

#### **Sec. 3.3 Natural Resources**

The Site Plan Review Ordinance should be amended to require the BMPs for timber harvesting, gravel road construction and maintenance, and agriculture according to the information accessible via the internet links listed below:

- a) Maine Department of Environmental Protection (DEP) erosion and sediment control measures
- b) Maine Forest Services best management practices for forestry
- c) The DEP manual on best management practices for gravel road maintenance
- d) Maine Department of Agriculture best management practices for agriculture

The Town should work with the Maine Department of Environmental Protection to bring its Shoreland Zoning Ordinance into alignment with the 2015 revisions to the State Shoreland Zone Guidelines.

It is the recommendation of this Plan that the Town Site Plan Review Ordinance be amended to add the words “*and critical natural resources*” at the end of the second sentence within Section I, Purpose. It is further recommended that additional criteria be added in Section VI, as follows:

*P. (Amend the first sentence to say), “Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, or historical, archaeological, and critical natural resources as identified in the Comprehensive Plan. Any structures proposed to be located within the viewsheds defined in the Comprehensive Plan as ‘high value scenic vistas’ shall be located and constructed so as to maintain the important values of that scenic viewshed.”*

This plan recommends that Section VI(H) of the Subdivision Ordinance be amended to read as follows (adding the words in bold):

*H. Aesthetic, Cultural and Inherent Assets - The proposed subdivision will not have any undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, wildlife habitat as identified by the Department of Inland Fisheries and Wildlife or by the Town of Stonington **in its Comprehensive Plan**; unique areas; and any public rights for physical or visual access to the shoreline*

### **Section 3.4 Agriculture & Forest**

The Town will send any proposed Town Ordinance amendments relating to forestry practices to the Maine Forest Service Forester for comment as required by 12 M.R.S.A. §8869 prior to taking the amendments to Town Meeting for approval.

The Town will consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.

### **Section 3.8 Housing**

The Plan recommends that the Subdivision Ordinance and Site Plan Review Ordinance be amended to require 10% of all lots and/or multi-family designed to support 10 or more dwelling units be reserved for low- to moderate-income housing.

The Plan recommends that the Building Permits Ordinance be amended to explicitly permit one accessory apartment per dwelling unit provided the wastewater system is properly designed to handle the additional unit.

### **Section 3.10 Transportation**

The Plan recommends that the Building Permits Ordinance and the Site Plan Review Ordinance be amended to require that new driveway and road entrances onto Town roads obtain approval from the Road Commissioner.

The Building Ordinance and Site Plan Review Ordinance should both be amended to identify the need for an access permit for any driveway being constructed off a State or State-aid road to be obtained from MDOT.

The Plan recommends that the Site Plan Review Ordinance be amended to notify commercial developers of the need to obtain a permit from MDOT for any development on a State Road producing 100 or more passenger car equivalents at peak hour.

### **Section 3.11 Public Facilities & Services**

The Plan recommends that the Sanitary District Ordinance be amended to provide for the written assurances that new customers to be served are in conformity with any adopted municipal plans and land use ordinances and that the sewer extension itself is in conformance with any adopted municipal plans and ordinances.

## **Appendix F**

### **List of Information To Be Made Available to the Public by the Town**

#### **Section 3.2 Water Resources**

State Data Set, kept on compact discs in the Town Offices

On the Town Website, provide the following website links:

- a) Maine Department of Environmental Protection (DEP) erosion and sediment control measures
- b) Maine Forest Services best management practices for forestry
- c) The DEP manual on best management practices for gravel road maintenance
- d) Maine Department of Agriculture best management practices for agriculture

The Town will provide on its website literature on aquatic invasive species.

#### **Section 3.3 Natural Resources**

The State Data Set will be kept on compact disc in the Town Offices and available for review and copying.

The Town will place all of its land use ordinances (Shoreland Zoning, Subdivision, Site Plan Review, Building Permits, Harbor, Floodplain Management, Parking, Municipal Water Protection, Telecommunications) on the Town website.

#### **Section 3.4 Agriculture & Forest**

The Town will place literature on Current Use Taxation Programs on its website

#### **Section 3.5 Marine Resources**

The Town will place information on the Working Waterfront Tax Program on its website.

#### **Section 3.9 Recreation**

The Town will put on its website a copy of the State Statute (Title 14, M.R.S.A. §159-A) that provides liability protection to owners of lands that permit recreational use.