2005

Comprehensive Plan, 2005, Town of Stockton Springs

Stockton Springs (Me.) Comprehensive Plan Committee

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Comprehensive Plan
2005

Town of Stockton Springs

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INTRODUCTION

During the economic “boom” of the eighties, the state of Maine experienced substantial growth, not only in our urban areas, but also in the outlying rural communities. This growth, which was a mix of industrial, commercial and residential, occurred in many communities which were not prepared to deal with the increased demands on municipal budgets or the environmental effects. In response to this growth and in an effort to reduce the impact on taxes, community character and our environment, the State of Maine Legislature enacted various land use laws that were intended to provide municipalities with the tools to prepare for future growth and development. The “Comprehensive Planning and Land Use Regulation Act” of 1988, which is frequently referred to as the “Growth Management Act” required municipalities throughout the State to adopt a Growth Management Program. The program, which consisted of a comprehensive plan and implemented land use ordinance, would provide the framework for municipalities to guide their future growth and development while still maintaining the character and identity of their community. Due to a period of decreasing state revenues, the program was repealed by the Legislature to eliminate the mandatory aspect of the law; but many communities had already recognized the necessity of this program and continue today to achieve Growth Management’s goals.

In January 2001, Public Law 776 “An Act to Implement the Land Use Recommendations of the Task Force on State Office Building Location, Other State Growth-related Capital Investments and Patterns of Development” went into effect to ensure that governmental investments are made in a manner that will not spur development sprawl and will concentrate public facilities and improvements in locally designated growth areas. “Growth-related capital investment” means investment by the State in only the following projects, whether using state, federal or other public funds and whether in the form of a purchase, lease, grant, loan, loan guarantee, credit, tax credit or other financial assistance:

- Construction or acquisition of newly constructed multifamily rental housing;
- Development of industrial or business parks;
- Construction or extension of sewer, water and other utility lines;
- Grants and loans for public service infrastructure, public facilities and community buildings; and
- Construction or expansion of state office buildings, state courts and other state civic buildings that serve public clients and customers.

"Growth-related capital investment" does not include investment in the following:

- Operation or maintenance of a governmental or quasi-governmental facility or program;
- Renovation of a governmental facility that does not significantly expand the facility's capacity;
Introduction

The Town of Stockton Springs’ Comprehensive Plan

• General purpose aid for education;
• School construction or renovation projects;
• Highway or bridge projects;
• Programs that provide direct financial assistance to individual businesses; community revenue sharing; or
• Public health programs.

A comprehensive plan is a document adopted by a local government and created by local people. This document is actually a map to the town’s future that guides the decision making process regarding the community and the vision that the residents have for their future. The essential characteristic of the plan makes it comprehensive, general, and long-range. The plan is comprehensive since it encompasses all aspects of the community; general because the plan summarizes policies and implementation strategies but does not include detailed regulations; and long-range since the plan looks to the future to envision the problems and possibilities.

STATUTORY BASIS

Stockton Springs’ Comprehensive Plan was developed pursuant to the statutory requirements of the Comprehensive Planning and Land Use Regulation Act of 1988 (MRS Title 30, Section 4861). The adoption of the plan can assist Stockton Springs in receiving preferential consideration when applying for federally or state funded grants that affect community development (MRSA Title 30-A, Section 4349).

PURPOSE

The purpose of a comprehensive plan is to provide the factual basis and policy framework for future planning, regulatory, and community development decision-making, in both the public and private sectors for the town. The plan is a valuable working instrument for the future growth and development of Stockton Springs.

CONSULTANT

Penobscot Valley Council of Governments is pleased to assist the town with their comprehensive planning efforts and looks forward to working with your community.

STATE’S GOALS

In order for the plan to be determined consistent by the state, it must address the state’s 10 goals and 9 coastal policies. The following is a listing of the goals.
• To encourage orderly growth and development in appropriate areas of each community, while protecting the state’s rural character, making efficient use of public services and preventing development sprawl.

• To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

• To promote an economic climate that increases job opportunities and overall economic well being.

• To encourage and promote affordable, decent housing opportunities for all Maine citizens.

• To protect the quality and manage the quantity of the state’s water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.

• To protect the state’s critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas.

• To protect the state’s marine resources industry, ports, and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.

• To safeguard the state’s agricultural and forest resources from development that threatens those resources.

• To preserve the state’s historical and archaeological resources.

• To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

The following is a list of the State’s 9 coastal policies:

♦ To promote the maintenance, development and revitalization of the State’s ports and harbors for fishing, transportation and recreation.

♦ 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.

♦ 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.
Section A

Introduction

♦ 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.

♦ To encourage and support cooperative state and municipal management of coastal resources.

♦ 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.

♦ To expand the opportunities for outdoor recreation and encourage appropriate coastal tourist activities and development.

♦ 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.

♦ 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.

SCOPE

A comprehensive plan involves the following:

- Survey of existing and potential resources;
- Analysis of past, present, and future community trends;
- Development of policy proposals to abate, resolve or prevent local problems;
- Adoption and implementation of these policies by town officials and residents; and
- Continuous monitoring of the plan's policies and implementation strategies.

A comprehensive plan follows an established framework set forth by state agencies. Within the plan, however, are the collective thoughts and actions of Stockton Springs' residents. The entire comprehensive plan must be applicable now and in the future. As a result, the town must periodically review the plan and update it to reflect needed changes in local policies and to incorporate updated information.

This comprehensive plan looks at local, as well as regional, issues that concern or affect the town of Stockton Springs. This plan will guide the town over the next ten years, and provide a reasonable approach to land use regulation in preparing the town for future development while retaining, or even enhancing the local quality of life.
This comprehensive plan examines the above mentioned available information, including inventory and analysis, local policies, implementation strategies and regional policy/coordination, through the following components:

- History
- Population
- Employment and Economy
- Natural Resources
- Housing
- Recreation
- Transportation
- Public Facilities and Services
- Fiscal Capacity
- Land Use

LIMITATIONS

This comprehensive plan has been assembled and compiled with the genuine intention that all of the data and information contained herein is reasonably accurate and correct. The information contained in this plan was gathered from the sources cited. Some of the sources were found to be more detailed and more recent than others. Where appropriate, future application of the information contained in this plan should be preceded by a check of the sources to see if additional or revised information is available. Most of the information contained in the plan is considered current enough and of sufficient detail to support the conclusions and recommendations offered. Note that while this information is suitable for general planning, it may not be appropriate for site specific decisions.
HISTORY

For most residents and summer visitors, Stockton Springs lies just far enough off the beaten track to offer a sense of safety and sanity. The beaten track in this case is U.S. Route 1, which used to be Stockton Springs Main Street as well as Maine’s main coastal highway. You can still get just about anywhere from Stockton, even in a snowy winter, but anywhere you live in town, whether on the hills rolling north of Rt. 1 or the flood plains rolling down to the Penobscot River or Penobscot Bay to the south of that busy thoroughfare, you can count many constellations on a clear night, watch shooting stars, or the Northern Lights in autumn rippling in the sky overhead, just as you could have done four hundred years ago.

Tribes of Abenakis and Tarratines established seasonal villages and hunted here, eventually intermarrying to form the Penobscots who clammed, fished, and traded with French and British explorers from the late 16th to the mid 18th Century. By 1750 the British had captured the Saint John River downeast. They closed it to French and Indian trade and made plans to do the same with the Penobscot River. When it became clear that the British intended to establish permanent settlements in the area, the Penobscot Indians riled up. Weaponed and trained by the French, and eager to keep the rich game, forests, and marine resources for themselves, they attacked the Pioneers, killed, captured or drove them off, and razed their preliminary settlements.

In May of 1759 a “posse” of four hundred men, under Massachusetts Royal Governor Thomas Pownal and General Samuel Waldo arrived at the mouth of the Penobscot River with both permanence and strong defense in mind. They anchored in what is now known as Fort Point Harbor and set up their first campsite on Cape Jellison. It soon became evident that the spot the British had chosen to defend themselves from attack, was also a perfect spot for putting down roots. It offered a couple of excellent harbors, easier travel than in the deeper inland woods, and some of the finest sheltered coves along this part of the coast.

A garrison was established and Fort Pownal was built immediately, along with a small Anglican Chapel, of bricks baked in England and wood cut on the site. Until 1783, when the St. Croix River was made the boundary between Maine and Canada, Fort Pownal was the easternmost settlement in Maine.

Over the next five decades, though life was physically demanding and accommodations were spartan, pioneers continued to settle on Cape Jellison, Sandy Point and also in the area that would finally become Stockton. Clams, shad, salmon and alewives, cornmeal, potatoes, beans and kitchen gardens were the primary food sources, along with venison and moose in a good hunting year. Alcohol, molasses, salt, cotton-wool, coffee and tobacco were imported. Timber, trapping trade, fishing, and farming provided the living. As fields were cleared and marsh hay harvested, market crops and grazing animals were added to the local diets and exports. Most of the two-room log and early frame-clapboard homes and adjacent animal hovels and pens were located along the shore on the first land
to be cleared, and which is now the most expensive real estate property. Gradually itinerant teachers, ministers, and lawyers arrived, and along with them came resident artisans and merchants. These hints of civilization made the going a little easier in this far north territory. The first church, First Congregational, was established in 1815 and with it, along with those that followed it, the territory got religion, and, ostensibly shed some of its wilder, more rough and tumble ways; at least until stevedores, boat builders, sailors, and that rowdier ilk livened things up again a few decades later.

Though Sandy Point had an early official designation, it was only very gradually that Stockton managed to separate itself from larger tracts of land and earlier towns like Prospect and Frankfort. Sandy Point was a mail route drop off site as early as 1793, but it was not until 1845 that a post office was established in what was still called South Prospect. Only in 1857, when citizens in that part of town chose to support the new Republican Party, was Prospect divided to yield a new town named Stockton by its citizens.

The first schools were built right after Stockton’s founding as an independent town. Teachers in the new town were paid $2.00 a week at the outset, but when it became clear that the salary wouldn’t attract or sustain anyone worth hiring, it was raised to $40.00 a month. Even now area pupils are bused considerable distances to the regional secondary school in Searsport. For most of the schools’ history, children walked great distances to their nearest district elementary school. The first upper or high school was established in 1893, but it wasn’t until 1923 that students graduated from a four-year high school.

In 1869 the residents changed its name to Stockton Village and then back to Stockton in 1872, when, in the heyday of shipbuilding and population growth it became a sufficiently impressive burg along the Atlantic Highway /Route 1 to balk at the diminutive “village”. In 1889 it was changed once more in honor of it increasing mercantile ambitions, to Stockton Springs, at the request of a businessman who had aspirations to market bottled water; well before Poland Springs came up with the idea and the age of designer foods made it work.

Stockton came into prominence, shedding its sleepy, small town image in the mid 1800’s when over 200 brigs, schooners, barks and sloops were built and outfitted in the area. Tons of dried fish, granite, potatoes, timber, fruit, poultry, and butter were shipped out, and tons of imports were brought back from far flung ports all over the world. The population of Stockton went over 2000, which is the highest it has ever been since. Almost every type of business and service could be found in the town. There were stove and tinware shops, a quarry, sawmills, The Stockton Shoe Factory, sash-and-blind and barrel factories, a “duckery” that shipped its gourmet game to Portland, Portsmouth, and Boston, a daguerreotype shop, perhaps the source of the hundreds of photographs available at the Stockton Springs Historical Society Library. There were a string of hardware, household items, notions and grocery purveyors; restaurants and taverns; The Stockton Hotel, boarding houses, law and doctors offices, a smithy, and telegraph and telephone companies.
Though sea captains built more of their elaborate, spacious Victorian homes in Searsport, four miles down the coast; there were prosperous merchants’ homes in Stockton too. Several, such as the Hichborn Inn, remain today alongside the solid simpler homes of the new middle class who owned or were employed by the scores of businesses that supported the maritime boom. Main Street and the dirt roads between Stockton and Sandy Point bustled. Ships acquired the names of historical figures, or of ship owners’ wives, and bore them proudly all over the world. Virtually overnight local wives acquired cache, and their parlors became the place to be for an afternoon tea.

Many of the women of Stockton and Sandy Point were involved in more than the social whirl that attended such prosperity. Women like Aunt Callie Berry, Mrs. Mosman Berry, Mary Staples, Eleanor Staples, and Ada Hopkins captained when their husbands were ill or died, doctored, or arranged loads, and kept the financial and diary records of the dealings and ports of call of schooners on the high seas. But it was not all glamour and adventure. Many of the families lost husbands, fathers and brothers to pirates and storms at sea. Whole families including children born at sea went down with these ships or were killed by brigands. Fabulous accounts of wrecks and survivals, and journals of sea captains, sailors, and sea-going wives are housed in local libraries, historical societies and the Penobscot Marine Museum to remind us of how soft we have become and from what courageous, entrepreneurial, savvy, resilient and competent stock the natives among us have sprung.

Shipbuilding and the shipping business declined in this area around 1870, as it did everywhere on the coast when steam ships and railroads took up the business of moving goods and people across the country and around the world. Many of the original buildings and residencies burned, or were torn down after the peak years of prosperity, and were not rebuilt. But those new methods of transportation brought new work, and at least temporarily, a different type of prosperity.

Around the time of the Civil War, a series of steamship lines, which locals called “Boston Boats”, were established to run freight and passengers down the Penobscot, along the coast of Maine, and down to Boston. It was during this time that the coast of Maine was discovered by the moneyed families of Massachusetts, Providence, Hartford and New York, who could train and boat to “summer cottages” and hotels as far North as Cape Jellison and Bar Harbor. Steamers and trains brought tourists, summer residents and workers in sufficient numbers that developers saw profitability in building resorts for them to sojourn in.

The Universalist Society of Bangor built the gracious Hersey Retreat on open ground on French’s Point in Sandy Point in 1885. Upwards of 15,000 people since then have enjoyed clambakes, swimming, picnics, workshops and spiritual retreats, including summer music camps for children, adults and Elder Hostel groups.

In 1895 a syndicate commissioned an elegant summer hotel to accommodate 200 guests. With broad verandahs, lavish furnishing, a bowling alley, billiard room, large fireplaces, dining rooms, walking paths through the woods, expansive gardens and an octagon...
shaped dance hall, “The Wassaumkeag Hotel” was a magnet for people with deep enough pockets to keep area residents and businesses in Stockton Springs in pocket money. Boat excursions, mooring for private sailing boats, a separate mail route which delivered the letters of the rich and famous in a sealed pouch, exquisite cuisine and the best dance bands of the day kept the hotel on “The Point” in the black under various names and owners until the even higher life in Bar Harbor and the roster of famous names living there stole the business clean away. The hotel burned in 1898, leaving the ruins of its foundation on view, next to the ruins of the old fort, and the Fort Point Lighthouse, now a Maine historic building. The Park Service maintains these three as part of Fort Point Park.

While the steamships and railroads brought the tourists to Stockton Springs in the late 19th century, they also created the town’s last opportunity to succeed as a seaport. After much petitioning and fund raising by local and regional business interests, rails were laid into Stockton Harbor from the town side and from Cape Jellison, so that in 1903 when mercantile interests from Boston came to check out the shoreline for northern shipping, the harbor was ready. Farms, homes and businesses on both sides of the Harbor were bought and razed to make space for the “Big Docks.” Teams of Italian stone workers and carpenters from Boston added to the pool of local laborers. Nearby Sears Island was viewed for a time as an extension of the port, and later, when Stockton Harbor was seen as a sufficient commercial hub, as an additional summer resort and excursion site.

Between 1905 and 1907 three wooden piers were built out into the shallow harbor to reach deep navigable water. They were 1100, 1600, and 1750 feet long. The last pier was the world’s longest at the time. In a show of Teddy Roosevelt environmentalism, the builder of most of the piers, also planted 35,000 trees in the area to rebeautify a once lovely but by then profoundly despoiled industrial landscape. The potato sheds built adjacent to the piers were of the most efficient and modern kind, drawing on the Henry Ford assembly line model and electrified by nearby generators. In its day, along with the record-breaking piers, it was the biggest potato storage plant in the world. In those days Stockton Springs even had two newspapers.

The docks received coal, fertilizer, bricks and cement and shipped lumber, paper, potatoes, and shooks (Bundles of barrel staves, shaped and chamfered). Some weeks during their decade of prominence, there were as many as twenty schooners and a steamer or two in the docks. As further proof that nothing lasts forever, when, almost simultaneously, timber became scarce, potato farming went into a slump, railroads superseded ships for moving freight, and fertilizer plants shut down, the big docks and all the attendant businesses went bust. There was a brief flurry of activity again in the harbor when shipping increased during World War I, but this declined again and the docks burned in 1924. The pilings for the impressively long piers are still visible at low tide along with some of the enormous granite runways.

Stockton Springs is experiencing another much deserved discovery by money from away, as retirees, seasonal vacationers, and people who want a better, slower, safer quality of life for themselves and their children, move here. It is primarily an increase in the number
of resident and residences so far, but there is a modest resurgence of service, professional, artisan and tourist related businesses as well. Improvement are being made to historic buildings and landscapes, plans are underway for a possible marina, housing developments, tourist accommodations, and the harbor is thought to be the next site suited for sailboat moorings along the coast. A new Town Office Building and a Medical Center are additional evidence of increasing optimism, as well as dedication to the town’s future.

In 1955, when Alice Ellis wrote the charming “Story of Stockton Springs” (source of much of this information and available from the Historical Society) There was more than a little melancholy in her comment that “A great boom was expected from the railroad both for Stockton and Searsport. Stockton Springs was referred to in one newspaper as the “Future City of Maine.”

There are still reasons that Stockton Springs may yet experience a population boom by attracting people who are interested in pulling up roots and starting over someplace other than an urban center. The rewards to these people are: experiencing some of the good thing of the past, as well as independence, natural and historic beauty, and a quiet solitude that can scarcely be found anywhere.

HISTORIC BUILDINGS

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). The following locations are currently listed in the National Register of Historic Places for Stockton Springs:

<table>
<thead>
<tr>
<th>National Register of Historic Places</th>
<th>Location</th>
<th>Date Listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Point Light Station</td>
<td>Fort Point Road</td>
<td>3/23/88</td>
</tr>
<tr>
<td>Fort Pownall Memorial</td>
<td>SE of Stockton Springs on Fort Point</td>
<td>10/28/69</td>
</tr>
<tr>
<td>Nathan G. Hichborn House</td>
<td>Church Street</td>
<td>4/7/88</td>
</tr>
<tr>
<td>Privateer Brigantine Defence Shipwreck Site</td>
<td>Address Restricted</td>
<td>3/18/75</td>
</tr>
<tr>
<td>Stockton Springs Community Church</td>
<td>ME Route 3 and US Route 1</td>
<td>6/20/85</td>
</tr>
</tbody>
</table>

Source: National Register Information System at [www.ar.nps.gov](http://www.ar.nps.gov)

- Fort Point Light Station: This National Register Historical Place is of architectural significance as a single-family dwelling and is federally owned. It is of state significance for the period of 1850-1949.

- Fort Pownall Memorial: This National Register Historical Place is of military significance and is now a state park. It is of state significance for the period of 1750-1799.
Nathan G. Hichborn House: This National Register Historical Place was a single family residence and is now utilized as an inn. The property is significant due to its architecture, and is currently under private ownership. It is of national significance for the period of 1850-1874.

Privateer Brigantine Defence Shipwreck Site: This shipwreck is a military battle site and is of national significance for the period of 1750-1799. Please see “Shipwrecks” below for further description.

Stockton Springs Community Church: This National Register Historical Place is a religious property and is significant due to its Greek Revival architecture. Two architects, Alfred Biather and S.A. Rendell, were responsible for its design. The church is currently under private ownership and still operates as a religious entity. It is at the State level of significance for the period of 1850-1874. It is also known as the Stockton Springs Universalist Church.

SHIPWRECKS

According to “The Seafloor Revealed”, a publication from Maine Department of Conservation, Maine Geological Survey, the coastline between Searsport and Stockton Springs contains two shipwrecks. According to this publication, the wreck name, date sunk and vessel type are unknown for these sites. These wrecks are identified with the numbers 2963 and 7176 and are geographically located on Map E-15 titled “Features and Data Source Map” at the end of this section. Coordinates for these wrecks were taken from the National Ocean Survey Automated Wreck and Obstruction Information System. The accuracy for these wreck positions is unknown.

It is believed that these wrecks were part of the 1779 Penobscot Expedition and that one has been raised. Artifacts from the wreck of “The Defense” are currently stored at the Maine State Museum.

The town has no jurisdiction on these sites since they are located off shore.

For additional information please see “Archaeological Sites” located within this section.

HISTORICAL SOCIETY

The Historical Society of Stockton Springs is incorporated as a 501(c3) non-profit corporation and relies on donations, and various fund raising activities to fund their projects.
Visitors are always welcome at their monthly meetings in the Alice Ellis Library of the Masonic Building in the center of the village of Stockton Springs. Each month a short business meeting is held, then a special program, followed by refreshments. Speakers are scheduled on a wide range of historical topics to aid the society’s programs. Topics range from: the Red Paint People who lived in this area thousands of years ago, to the current plight of the clams in Stockton Harbor. The Historical Society sponsors several informational programs on Stockton residents who served in the Civil War, and on shipbuilding in and around the town.

CEMETERIES

Cemeteries are also a cultural resource providing insight into the history of the community. An inventory of Stockton Springs cemeteries are listed below:

<table>
<thead>
<tr>
<th>Cemeteries</th>
<th>Location</th>
<th>Contact Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Prospect</td>
<td>Off Church Street</td>
<td>Basil Staples or Skeet Smith</td>
</tr>
<tr>
<td>Mt. Recluse</td>
<td>East side of Cape Jellison</td>
<td>Spiros Polemis or Skeet Smith</td>
</tr>
<tr>
<td>Sandy Point</td>
<td>Sandy Point by the Legion Hall</td>
<td>Clerance Eldon or Thorisa Gross</td>
</tr>
<tr>
<td>Narrows</td>
<td>Sandy Point, ¼ mile south of Prospect town</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Pout Town</td>
<td>Pout Town, North Stockton</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Grave Yard Hill</td>
<td>North Stockton, corner of Shirer and Green</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Gordon Cemetery</td>
<td>Valley Road</td>
<td></td>
</tr>
<tr>
<td>Green Valley</td>
<td>North Stockton</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Muskrat Road</td>
<td>Muskrat Road at end of Sorrey Road on right</td>
<td>Selectmen</td>
</tr>
</tbody>
</table>

Source: town of Stockton Springs Selectpersons, 2001

There is a Cemetery Restoration Committee that oversees the cemeteries and the contact person for this committee is Basil Staples.

ARCHAEOLOGICAL SITES

There are three known prehistoric archaeological sites located within Stockton Springs, according to Arthur Spiess of the Maine Historic Preservation Commission (MHPC). One of these sites is located in Sandy Point; however, its significance has been destroyed by erosion. Fort Point State Park contains a site along the shoreline and the third site is located on Cape Jellison in Stockton Harbor.

There are also nine known historic archaeological sites within the community, according to Leon Cranmer of the Maine Historic Preservation Commission (MHPC). The following is a listing of those sites:
<table>
<thead>
<tr>
<th>Site Number</th>
<th>Name</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>ME 418-001</td>
<td>“Defence”</td>
<td>American wreck, brigantine</td>
</tr>
<tr>
<td>ME 418-002</td>
<td>Fort Pownall</td>
<td>English fort</td>
</tr>
<tr>
<td>ME 418-003</td>
<td>“Boston”</td>
<td>American wreck, schooner</td>
</tr>
<tr>
<td>ME 418-004</td>
<td>“Patriot”</td>
<td>American wreck?, schooner</td>
</tr>
<tr>
<td>ME 418-005</td>
<td>“Clara W. McConville</td>
<td>American wreck?, schooner</td>
</tr>
<tr>
<td>ME 418-006</td>
<td>“Forrest Queen”</td>
<td>American wreck?, schooner</td>
</tr>
<tr>
<td>ME 418-007</td>
<td>Penobscot Expedition Transport</td>
<td>American wreck, ship</td>
</tr>
<tr>
<td>ME 418-008</td>
<td>Stowers and Staples Shipyard (A)</td>
<td>American shipyard</td>
</tr>
<tr>
<td>ME 418-009</td>
<td>Stowers and Staples Shipyard (B)</td>
<td>American shipyard</td>
</tr>
</tbody>
</table>

MHPC indicates that further survey, inventory and analysis is needed. "Other than the state-sponsored excavations of Fort Pownall in the early 1960s, no professional survey for historic archaeological sites has been conducted to date in Stockton Springs. Future such field work could focus on sites relating to the earliest European settlement of the town, beginning in the later 18th century."

Map B-2 at the end of this section shows areas of archaeological resources potential. This map is based on data from the municipality and the surrounding areas available to MHPC as of May 2000.
Section B

Historical and Archaeological Resources

THREATS TO EXISTING SITES

Historic Buildings: The historic buildings that have been identified previously in Chart B-1 are not protected within the provisions of existing land use regulations. Without the proper ordinances being in place, the potential for loss or conversion of these buildings is possible. However, most of the listed properties are already protected since they are under state, federal or religious ownership/regulation.

Archaeological Sites: The locations of the above referenced archaeological sites are protected under Shoreland Zoning and Flood Plain Management Ordinance provisions that have been adopted by the town.
POLICIES AND IMPLEMENTATION STRATEGIES

In order to preserve the State’s historic and archaeological resources from development that could threaten those resources, the town of Stockton Springs has developed the following policies and the accompanying strategies that will be undertaken:

1. **Policies:** The town will protect and preserve historical and archaeological artifacts.
   **Strategy:** Selectpersons and/or Town Manager will work with representatives of the Stockton Springs Historical Society to establish standards and procedures for inventorying known artifacts and documents to ensure their preservation. Any information will be compiled and stored at the Historical Society and can then be given out to raise awareness of the town’s rich historical past.
   **Time Frame:** Immediate
   **Responsible Agent:** Selectpersons and/or Town Manager and Interested Historical Society Representatives.

2. **Policies:** The town will protect and preserve archeological and historical sites and artifacts.
   **Strategy:** Selectpersons and/or Town Manager will work with the Historical Society in identifying funding sources for discovery and preservation of historic sites and artifacts. The town of Stockton Springs will encourage and assist the historical society to welcome and accept any and all documents and artifacts of historical significance and to continue to preserve and protect these items. The Selectpersons and/or Town Manager will seek funds from MHPC and other sources for inventorying of historical and archaeological sites and items. If additional historical or archaeological sites should be identified, a map will be developed by representatives from the town and the Historical Society to be made available at the town office or at other appropriate locations. Prior to approving a proposed development within known archaeologically sensitive areas, the Planning Board will require the applicant to conduct appropriate site investigations to determine whether there are significant resources. Development within these areas will be required to include appropriate measures for protection, including but not limited to, modification of the proposed design, timing of construction, and limitations on the extent of excavation. The town’s future Land Use Ordinance will include requirements for the protection of these resources. **Time Frame:** On-going
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager and Interested Historical Society Representatives.

---

1 Immediate – Within 1 to 2 years
2 On-going – Continuing
3. **Policies:** The town will work regionally to protect and preserve historical and archaeological resources.

**Strategy:** The Planning Board, Selectpersons and/or Town Manager will coordinate historic and archaeological resource protection measures for shared resource protection with neighboring communities. Copies of Stockton Springs’ protection measures, once created, will be sent to the adjoining communities to promote regional protection and cooperation and during the creation of Stockton Springs’ future Land Use Ordinance, the town will request copies of adjoining community’s resource protection measures.

**Time Frame:** Immediate²

**Responsible Agent:** Planning Board, Selectpersons and/or Town Manager.

4. **Policies:** Potential areas and artifacts of historical and archaeological significance will be documented and monitored.

**Strategy:** The Selectpersons and/or Town Manager, Historical Society members, and interested parties will continue to conduct regular Historical Society meetings, programs, and special projects to increase community and visitor awareness of historic structures, artifacts, and sites. The Historical Society, with the assistance of town officials, volunteers, social organizations and other resources, will compile a list containing the inventoried historic and archaeological items including the owner of record. This list can be distributed to raise awareness. The Historical Society will continue to be a repository for any and all items of historic interest. The town’s future Land Use Ordinance will include requirements for the protection of these resources.

**Time Frame:** Long Term³

**Responsible Agent:** Selectpersons and/or Town Manager and Interested Historical Society Representatives.

---

² Immediate – Within 1 to 2 years
³ Long Term – Within 3 to 5 years
POPULATION

A town’s historical population and anticipated future population are always an important factor in any comprehensive plan. The ultimate goal of a comprehensive plan is to provide for a proper relationship between the future population, the availability of housing and the demand on town services. Accordingly, the strategies in many sections of a comprehensive plan are either dependent upon, or strongly influenced by, the size and distribution of the town's future population.

MIGRATION ANALYSIS

Analysis of birth and death statistics for a town indicates whether or not its population should be changing as a result of natural increase. When this information is compiled for a decade and compared with the results of the two censuses, it can be determined whether the population change is a result of a natural change or the product of in or out migration. The information below was determined based on the following formula, utilizing data from the town for the years 1980 and 1990.

Formula: \[
\begin{align*}
B &= \text{Birth (1980-1990)} \\
D &= \text{Deaths (1980-1990)} \\
N &= \text{Difference in B & D} \\
80P &= \text{1980 Population} \\
90P &= \text{1990 Population}
\end{align*}
\]

\[
\frac{90P - 80P + N}{90P} = 95
\]

When 80P + N is smaller than 90P, it indicates an in-migration (+).
When 80P is larger than 90P, it indicates an out-migration (-).

Therefore:
The net migration for the town of Stockton Springs is illustrated below. Between the years of 1980 and 1990 there was statistically an in-migration of 95 people.

The 1974 comprehensive plan compared 1960 and 1970 population figures to determine the migration. During that ten-year period, population increased by 162 with 228 births and 139 deaths or a natural increase of 89; therefore indicating an in-migration of 73 at that time.
POPULATION STATISTICS

Populations and Growth Rates

Chart C-1 shows the population and growth rates in Stockton Springs from 1860 to 2015. The 2015 information is projected. The 2000 census statistical information for Stockton Springs indicates a total population of 1,481.

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860</td>
<td>1,595</td>
<td>-</td>
</tr>
<tr>
<td>1870</td>
<td>2,089</td>
<td>31</td>
</tr>
<tr>
<td>1900</td>
<td>872</td>
<td>-45</td>
</tr>
<tr>
<td>1940</td>
<td>905</td>
<td>4</td>
</tr>
<tr>
<td>1950</td>
<td>949</td>
<td>5</td>
</tr>
<tr>
<td>1960</td>
<td>980</td>
<td>3</td>
</tr>
<tr>
<td>1970</td>
<td>1,142</td>
<td>15</td>
</tr>
<tr>
<td>1980</td>
<td>1,230</td>
<td>8</td>
</tr>
<tr>
<td>1990</td>
<td>1,383</td>
<td>12</td>
</tr>
<tr>
<td>2000</td>
<td>1,481</td>
<td>7</td>
</tr>
<tr>
<td>2010 Projected By SPO</td>
<td>1,556</td>
<td>5%</td>
</tr>
<tr>
<td>2015 Projected By SPO</td>
<td>1,607</td>
<td>3%</td>
</tr>
</tbody>
</table>

Sources: U.S. Census Bureau and State Planning Office

Chart C-1 indicates that between 1870 and 1900 a substantial (45%) population decrease occurred. Local opinion indicates that the decrease is attributable to economic losses within the area. However, since that time the town’s population has been increasing. The 2010 and 2015 numbers were projected by the State Planning Office (SPO).

Population Growth Comparisons

Chart C-2 shows population levels from 1970 through 2000 for Stockton Springs, Searsport, Winterport, the Waldo County and the State of Maine.
In the above comparisons, Stockton Springs showed the least amount of growth from 1990 to 2000 at 7%. During this same time frame, Winterport’s and Waldo County’s growth significantly exceeded the state’s rate of growth at 12% and 9% respectively. During this period, Stockton Springs’ growth rate actually exceeds the state’s by 4% but is 2% lower than the figures for the county.
Age Distribution

The following 1990 statistics contained in Chart C-3 are comparative by age group for the town of Stockton Springs, Waldo County and the state.

<table>
<thead>
<tr>
<th>Category</th>
<th>Stockton Springs</th>
<th>Waldo County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4 years old</td>
<td>104</td>
<td>2,354</td>
<td>85,722</td>
</tr>
<tr>
<td>% of total</td>
<td>7.5</td>
<td>7.1</td>
<td>7.0</td>
</tr>
<tr>
<td>5-17 years old</td>
<td>253</td>
<td>6,577</td>
<td>223,280</td>
</tr>
<tr>
<td>% of total</td>
<td>18.3</td>
<td>19.9</td>
<td>18.2</td>
</tr>
<tr>
<td>18-20 years old</td>
<td>30</td>
<td>1,298</td>
<td>56,232</td>
</tr>
<tr>
<td>% of total</td>
<td>2.2</td>
<td>3.9</td>
<td>4.6</td>
</tr>
<tr>
<td>21-24 years old</td>
<td>45</td>
<td>1,494</td>
<td>67,540</td>
</tr>
<tr>
<td>% of total</td>
<td>3.3</td>
<td>4.5</td>
<td>5.5</td>
</tr>
<tr>
<td>24-44 years old</td>
<td>463</td>
<td>10,498</td>
<td>398,580</td>
</tr>
<tr>
<td>% of total</td>
<td>33.5</td>
<td>31.8</td>
<td>32.5</td>
</tr>
<tr>
<td>45-54 years old</td>
<td>161</td>
<td>3,429</td>
<td>124,751</td>
</tr>
<tr>
<td>% of total</td>
<td>11.6</td>
<td>10.4</td>
<td>10.1</td>
</tr>
<tr>
<td>55-59 years old</td>
<td>71</td>
<td>1,541</td>
<td>54,216</td>
</tr>
<tr>
<td>% of total</td>
<td>5.1</td>
<td>4.7</td>
<td>4.4</td>
</tr>
<tr>
<td>60-64 years old</td>
<td>66</td>
<td>2,475</td>
<td>54,234</td>
</tr>
<tr>
<td>% of total</td>
<td>4.8</td>
<td>7.5</td>
<td>4.4</td>
</tr>
<tr>
<td>65-74 years old</td>
<td>118</td>
<td>1,434</td>
<td>91,600</td>
</tr>
<tr>
<td>% of total</td>
<td>8.5</td>
<td>4.3</td>
<td>7.5</td>
</tr>
<tr>
<td>75-84 years old</td>
<td>59</td>
<td>402</td>
<td>53,547</td>
</tr>
<tr>
<td>% of total</td>
<td>4.3</td>
<td>1.2</td>
<td>4.3</td>
</tr>
<tr>
<td>85 and above</td>
<td>13</td>
<td>347</td>
<td>18,226</td>
</tr>
<tr>
<td>% of total</td>
<td>0.9</td>
<td>1.0</td>
<td>1.5</td>
</tr>
<tr>
<td>Median age</td>
<td>36.0</td>
<td>34.7</td>
<td>33.9</td>
</tr>
</tbody>
</table>
The following 2000 statistics contained in Chart C-3A are comparative by age group for Stockton Springs, Waldo County and the state.

<table>
<thead>
<tr>
<th>Category</th>
<th>Stockton Springs</th>
<th>Waldo County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4 years old</td>
<td>67</td>
<td>2,042</td>
<td>70,726</td>
</tr>
<tr>
<td>% of total</td>
<td>4.5</td>
<td>5.6</td>
<td>5.5</td>
</tr>
<tr>
<td>5-14 years old</td>
<td>216</td>
<td>5,146</td>
<td>175,274</td>
</tr>
<tr>
<td>% of total</td>
<td>14.6</td>
<td>14.2</td>
<td>13.7</td>
</tr>
<tr>
<td>15-19 years old</td>
<td>96</td>
<td>2,461</td>
<td>89,485</td>
</tr>
<tr>
<td>% of total</td>
<td>6.5</td>
<td>6.8</td>
<td>7.0</td>
</tr>
<tr>
<td>20-24 years old</td>
<td>54</td>
<td>1,850</td>
<td>69,656</td>
</tr>
<tr>
<td>% of total</td>
<td>3.6</td>
<td>5.1</td>
<td>5.5</td>
</tr>
<tr>
<td>25-44 years old</td>
<td>413</td>
<td>10,095</td>
<td>370,597</td>
</tr>
<tr>
<td>% of total</td>
<td>27.9</td>
<td>27.8</td>
<td>29.1</td>
</tr>
<tr>
<td>45-54 years old</td>
<td>244</td>
<td>6,032</td>
<td>192,596</td>
</tr>
<tr>
<td>% of total</td>
<td>16.5</td>
<td>16.6</td>
<td>15.1</td>
</tr>
<tr>
<td>55-59 years old</td>
<td>97</td>
<td>2,026</td>
<td>68,490</td>
</tr>
<tr>
<td>% of total</td>
<td>6.5</td>
<td>5.6</td>
<td>5.4</td>
</tr>
<tr>
<td>60-64 years old</td>
<td>88</td>
<td>1,681</td>
<td>54,697</td>
</tr>
<tr>
<td>% of total</td>
<td>5.9</td>
<td>4.6</td>
<td>4.3</td>
</tr>
<tr>
<td>65-74 years old</td>
<td>125</td>
<td>2,757</td>
<td>96,196</td>
</tr>
<tr>
<td>% of total</td>
<td>8.4</td>
<td>7.6</td>
<td>7.5</td>
</tr>
<tr>
<td>75-84 years old</td>
<td>63</td>
<td>1,629</td>
<td>63,890</td>
</tr>
<tr>
<td>% of total</td>
<td>4.3</td>
<td>4.5</td>
<td>5.0</td>
</tr>
<tr>
<td>85 and above</td>
<td>18</td>
<td>561</td>
<td>23,316</td>
</tr>
<tr>
<td>% of total</td>
<td>1.2</td>
<td>1.5</td>
<td>1.8</td>
</tr>
<tr>
<td>Median age</td>
<td>40.7</td>
<td>39.3</td>
<td>38.6</td>
</tr>
</tbody>
</table>
The Town of Stockton Springs’ Comprehensive Plan

Population By Age, 1990

- % of 24-44 years old
- % of 45-54 years old
- % of 55-59 years old

Population By Age, 2000

- % of 24-44 years old
- % of 45-54 years old
- % of 55-59 years old
Population By Age, 1990

- Stockton County: 0.9, 1.0, 1.5
- State: 0.9, 1.0, 1.5

Population By Age, 2000

- Stockton County: 1.2, 1.5, 1.8
- State: 1.2, 1.5, 1.8

Population By Age, 1990

- Stockton County: 4.8, 7.5, 4.4
- State: 5.9, 4.6, 4.3

Population By Age, 2000

- Stockton County: 8.4, 7.6, 7.5
- State: 8.0, 7.6, 7.5

The Town of Stockton Springs’ Comprehensive Plan
C-8
The 1980, 1990 and 2000 census data for percentage of population by age was calculated using different age brackets for each extraction. Therefore, the direct comparison of these figures contains a slight margin of error. In Chart C-4 below, the discrepancies occur in the following categories: 5 to 14 years as compared to 5 to 17 or 5 to 19 years and 15 to 64 as compared to 18 to 64 years or 20 to 64 years.

<table>
<thead>
<tr>
<th>Stockton Springs</th>
<th>Stockton Springs</th>
<th>Stockton Springs</th>
<th>Stockton Springs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5 years old</td>
<td>89 / 7.8%</td>
<td>72 / 6%</td>
<td>104 / 7.5%</td>
</tr>
<tr>
<td>5-14 years old</td>
<td>273 / 23.9%</td>
<td>271 / 22%</td>
<td>253 / 18.3%</td>
</tr>
<tr>
<td>15-64 years old</td>
<td>619 / 54.2%</td>
<td>704 / 57%</td>
<td>836 / 60.4%</td>
</tr>
<tr>
<td>65 and above</td>
<td>161 / 14.1%</td>
<td>183 / 15%</td>
<td>190 / 13.8%</td>
</tr>
</tbody>
</table>

Chart C-4 indicates that the town’s population is aging as that the under age 5 category is declining.

<table>
<thead>
<tr>
<th>Stockton Springs Population by Age, 1990 &amp; 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs</td>
</tr>
<tr>
<td>1990</td>
</tr>
<tr>
<td>0-4 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>5-17 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>18-20 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>21-24 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>25-44 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>45-54 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>55-59 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>60-64 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>65-74 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>75-84 years old</td>
</tr>
<tr>
<td>% of total</td>
</tr>
<tr>
<td>85 and above</td>
</tr>
<tr>
<td>% of total</td>
</tr>
</tbody>
</table>
Chart C-5 shows the 2000 census compared to the 1990 census. This data reveals a general decline in the under 5 years old to 17 years old category and an increase in the 85 and above years old category.

Chart C-6

| Stockton Springs Population by Gender |
| --- | --- | --- | --- | --- |
| Year | Female | % | Male | % | Median Age | Total |
| 2000 | 715 | 48.3 | 765 | 51.7 | 40.7 | 1,481 |
| 1990 | 711 | 51.4 | 672 | 48.6 | 36.0 | 1,383 |
| 1980 | 608 | 49.5 | 622 | 50.5 | 33.1 | 1,230 |

Chart C-6 demonstrates that the composition of the town’s population based on gender had changed between 1980 and 1990. In 1980 there were more men than women but by 1990 this trend had been reversed. In 2000 again this trend was reversed to more men than women. The median age had also increased from 33.1 in 1980 to 36.0 in 1990 and 40.7 in 2000. This is another good indicator that Stockton Springs is an aging community.

Household Size

Chart C-7

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1980</td>
<td>1990</td>
<td>2000</td>
</tr>
<tr>
<td>Stockton Springs</td>
<td>size</td>
<td>2.76</td>
<td>2.56</td>
</tr>
<tr>
<td>% growth</td>
<td>-</td>
<td>-8%</td>
<td>-8%</td>
</tr>
<tr>
<td>Waldo County</td>
<td>size</td>
<td>2.86</td>
<td>2.63</td>
</tr>
<tr>
<td>% growth</td>
<td>-</td>
<td>-8%</td>
<td>-8%</td>
</tr>
<tr>
<td>State</td>
<td>Size</td>
<td>2.75</td>
<td>2.56</td>
</tr>
<tr>
<td>% growth</td>
<td>-</td>
<td>-7%</td>
<td>-7%</td>
</tr>
</tbody>
</table>

Source: U. S. Bureau of Census

Number of Households

Chart C-8

| Number of Households and Growth Rates for Stockton Springs, Waldo County, and State |
| --- | --- | --- | --- |
| | 1980 | 1990 | 2000 |
| Stockton Springs | number | 443 | 540 | 628 |
| % growth | - | 21% | 14% |
| Waldo County | number | 9,825 | 12,415 | 14,726 |
| % growth | - | 26% | 16% |
| State | number | 395,184 | 465,312 | 518,200 |
| % growth | - | 15% | 10% |

Source: U.S. Bureau of Census

Charts C-7 and C-8 show the number and size of households and the growth rates in Stockton Springs, Waldo County and the state. When the household size
figures are compared to the 1980 census, the 1990 figures show an 8% decrease for the town and the county and a 7% decrease for the state. The 1990 census indicates that the number of households has increased for the town at 21%, the county at 26% and the state at 17%. While the 2000 figures indicate that household size is still decreasing for the town, county and state; it also shows that the number of households is increasing by 14% for the town, 16% for the county and 10% for the state.

Education

Chart C-9

<table>
<thead>
<tr>
<th>School Enrollment</th>
<th>1990</th>
<th>% Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs</td>
<td>306</td>
<td>0.22%</td>
</tr>
<tr>
<td>Waldo County</td>
<td>8,219</td>
<td>0.25%</td>
</tr>
<tr>
<td>State of Maine</td>
<td>304,868</td>
<td>0.25%</td>
</tr>
</tbody>
</table>

Chart C-9 indicates that a slightly lower percentage of Stockton Springs’ population is enrolled in school than at the county or state level.

Educational Attainment

Chart C-10

<table>
<thead>
<tr>
<th>1980</th>
<th>Stockton Springs</th>
<th>Waldo County</th>
<th>State of Maine</th>
</tr>
</thead>
<tbody>
<tr>
<td>High School Graduate</td>
<td>74.9%</td>
<td>71.6%</td>
<td>68.7%</td>
</tr>
<tr>
<td>4 Years or More of College</td>
<td>11%</td>
<td>2.7%</td>
<td>14.4%</td>
</tr>
</tbody>
</table>

Chart C-11

<table>
<thead>
<tr>
<th>1990</th>
<th>Stockton Springs</th>
<th>Waldo County</th>
<th>State of Maine</th>
</tr>
</thead>
<tbody>
<tr>
<td>High School Graduate</td>
<td>87.7%</td>
<td>77.4%</td>
<td>78.8%</td>
</tr>
<tr>
<td>4 Years or More of College</td>
<td>16.5%</td>
<td>16.8%</td>
<td>18.8%</td>
</tr>
</tbody>
</table>

Chart C-12

<table>
<thead>
<tr>
<th>2000</th>
<th>Stockton Springs</th>
<th>Waldo County</th>
<th>State of Maine</th>
</tr>
</thead>
<tbody>
<tr>
<td>High School Graduate</td>
<td>89.2%</td>
<td>84.6%</td>
<td>85.4%</td>
</tr>
<tr>
<td>4 Years or More of College</td>
<td>22.5%</td>
<td>22.3%</td>
<td>22.9%</td>
</tr>
</tbody>
</table>

Charts C-10, C-11 and C-12 compare 1980, 1990 and 2000 educational attainment numbers based on population 25 years and older. The 1990 census indicates that a greater percentage of individuals for the town, county and state are attaining a higher level of education. While the number of high school graduates for the county and the state are similar (77.4% and 78.8% respectively), the percentage for the town at 87.7 is significantly higher. The 1990 state average for 4 years or more of college is 18.8% while the town and county are slightly lower at 16.5% and 16.8% respectively. The 2000 state average for 4 years or more of college is 22.9% while the town and county are slightly lower at 22.3% and 22.5% respectively
SUMMARY

Stockton Springs, as most Maine communities, has experienced growth over the last few decades. The 1970 to 1980 census figures depict 8% growth, while the 1980 to 1990 numbers portray a 12% increase and the 2000 census shows a 7% increase. This growth appears to be attributable to an in-migration. Local opinion that the town is experiencing an influx of retirement aged individuals is supported by the 2000 census figures that indicate an increase in 55-64 and the 85 and above age groups.

When the 2000 census figures for Stockton Springs are compared to the 1980 and 1990 census figures, the data indicates that similarities exist between the 1980 census numbers and the 2000 census. The data shows that the population for the town has changed in the following ways:

- under age 5 increased from 1980 to 1990 but declined by the 2000 census.
- 5-19 years old declined from 1980 to 1990 but shows an increase for the 2000 figures.
- 20-64 years old increased from 1980 to 1990 and from 1990 to the 2000 census.
- 85 and above have also shown an increase.

As indicated earlier in this section, the 2000 figures include a 5 to 19 years old category while the previous data included 5 to 17 years old. This also affects the next category listed as 18-64 years old. For the 2000 numbers, the data actually includes 20 to 64 years old. Therefore the direct comparison of these numbers contain a slight margin of error.

When the 1990 population by age statistics for Stockton Springs are compared to the county and the state, the percentage of population for most categories are very similar with the exception of:

- 18-20 years old where Stockton Springs at 2.2% and the county at 3.9% are well below the state average of 4.6%,
- 21-24 years old where Stockton Springs at 3.3% and the county at 4.5% are well below the state average of 5.5%,
- 60-64 years old where the county at 7.5% is much higher than Stockton Springs at 4.8% and the state average of 4.4%,
- 65-74 years old where Stockton Springs at 8.5% and the state at 7.5% are much higher than the county at 4.3%,
- 75-84 years old where Stockton Springs and the state at 4.3% are much higher than the county at 1.2%, and
- Stockton Springs’ median age is 36 as compared to the county’s at 34.7 and the state’s average of 33.9.

The decrease in below age five population is worth noting since it may affect classroom sizes or the number of necessary classes. Also worth noting is the increase in the median age for the town as compared to the county and the state. Individuals in the older age
Section C                                                                                                         Population

The town should carefully study the 2000 census data upon its total release to determine if the trends identified in this plan have continued. Once all of this information is released, an accurate determination of the population distribution can be established.

The State Planning Office projects a population increase of 5% by 2010 in Stockton Springs and an additional 3% by 2015.

DEFINITIONS

The following are definitions utilized by the United States Census Bureau.

Children. The term "children," as used in tables on living arrangements of children under 18, are all persons under 18 years, excluding people who maintain households, families, or subfamilies as a reference person or spouse.

Educational attainment. Data on educational attainment are derived from a single question that asks, "What is the highest grade of school...has completed, or the highest degree...has received?"

The single educational attainment question now in use was introduced in the CPS beginning January 1992, and is similar to that used in the 1990 Decennial Census of Population and Housing. Consequently, data on educational attainment from the 1992 CPS are not directly comparable to CPS data from earlier years. The new question replaces the previous two-part question used in the CPS that asked respondents to report the highest grade they had attended, and whether or not they had completed that grade. The questions on educational attainment apply only to progress in "regular" schools. Such schools include graded public, private, and parochial elementary and high schools (both junior and senior high schools), colleges, universities, and professional schools, whether day schools or night schools. Thus, regular schooling is that which may advance a person toward an elementary school certificate or high school diploma, or a college, university, or professional school degree. Schooling in other than regular schools was counted only if the credits obtained are regarded as transferable to a school in the regular school system.

Family. A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. Beginning with the 1980 Current Population Survey, unrelated subfamilies (referred to in the past as secondary families) are no longer included in the count of families, nor are the members of unrelated subfamilies included in the count of family members. The number of families is equal to the number of family households, however, the count of family members differs from the count of family household members because family household members include any non-relatives living in the household.
**Family household.** A family household is a household maintained by a householder who is in a family (as defined above), and includes any unrelated people (unrelated subfamily members and/or secondary individuals) who may be residing there. The number of family households is equal to the number of families. The count of family household members differs from the count of family members, however, in that the family household members include all people living in the household, whereas family members include only the householder and his/her relatives. See the definition of family.

**Household.** A household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live and eat with any other persons in the structure and there is direct access from the outside or through a common hall. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. There are two major categories of households, "family" and "nonfamily". (See definitions of Family household and household nonfamily).

**Household, family, or subfamily, Size of.** The term "size of household" includes all the people occupying a housing unit. "Size of family" includes the family householder and all other people in the living quarters who are related to the householder by birth, marriage, or adoption. "Size of related subfamily" includes the husband and wife or the lone parent and their never-married sons and daughters under 18 years of age. "Size of unrelated subfamily" includes the reference person and all other members related to the reference person. If a family has a related subfamily among its members, the size of the family includes the members of the related subfamily.

**Household, nonfamily.** A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

**Income, official definition of:**
For each person in the sample 15 years old and over, the CPS asks questions on the amount of money income received in the preceding calendar year from each of the following sources:
1. Earnings
2. Unemployment compensation
3. Workers' compensation
4. Social security
5. Supplemental security income
6. Public assistance
7. Veterans' payments
8. Survivor benefits
9. Disability benefits
10. Pension or retirement income  
11. Interest  
12. Dividends  
13. Rents, royalties, and estates and trusts  
14. Educational assistance  
15. Alimony  
16. Child support  
17. Financial assistance from outside of the household  
18. Other income

It should be noted that although the income statistics refer to receipts during the preceding calendar year, the demographic characteristics, such as age, labor force status, and family or household composition, are as of the survey date. The income of the family/household does not include amounts received by people who were members during all or part of the income year if these people no longer resided in the family/household at the time of interview. However, the CPS collects income data for people who are current residents but did not reside in the household during the income year.

Data on consumer income collected in the CPS by the Census Bureau cover money income received (exclusive of certain money receipts such as capital gains) before payments for personal income taxes, social security, union dues, medicare deductions, etc. Therefore, money income does not reflect the fact that some families receive part of their income in the form of noncash benefits, such as food stamps, health benefits, rent-free housing, and goods produced and consumed on the farm. In addition, money income does not reflect the fact that noncash benefits are also received by some nonfarm residents which often take the form of the use of business transportation and facilities, full or partial payments by business for retirement programs, medical and educational expenses, etc. Data users should consider these elements when comparing income levels. Moreover, readers should be aware that for many different reasons there is a tendency in household surveys for respondents to underreport their income. Based on an analysis of independently derived income estimates, the Census Bureau determined that respondents report income earned from wages or salaries much better than other sources of income and that the reported wage and salary income is nearly equal to independent estimates of aggregate income.

**Earnings.** The Census Bureau classifies earnings from longest job (or self-employment) and other employment earnings into three types:

1. Money wage or salary income is the total income people receive for work performed as an employee during the income year. This category includes wages, salary, armed forces pay, commissions, tips, piece-rate payments, and cash bonuses earned, before deductions are made for items such as taxes, bonds, pensions, and union dues.
2. Net income from nonfarm self-employment is the net money income (gross receipts minus expenses) from one's own business, professional enterprise, or
partnership. Gross receipts include the value of all goods sold and services rendered. Expenses include items such as costs of goods purchased, rent, heat, power, depreciation charges, wages and salaries paid, and business taxes (not personal income taxes). In general, the Census Bureau considers inventory changes in determining net income from nonfarm self-employment; replies based on income tax returns or other official records do reflect inventory changes. However, when respondents do not report values of inventory changes, interviewers will accept net income figures exclusive of inventory changes. The Census Bureau does not include the value of saleable merchandise consumed by the proprietors of retail stores as part of net income.

3. Net income from farm self-employment is the net money income (gross receipts minus operating expenses) from the operation of a farm by a person on their own account, as an owner, renter, or sharecropper. Gross receipts include the value of all products sold, payments from government farm programs, money received from the rental of farm equipment to others, rent received from farm property if payment is made based on a percent of crops produced, and incidental receipts from the sale of items such as wood, sand, and gravel. Operating expenses include items such as cost of feed, fertilizer, seed, and other farming supplies; cash wages paid to farmhands; depreciation charges; cash rent; interest on farm mortgages; farm building repairs; and farm taxes (not state and federal personal income taxes). The Census Bureau does not include the value of fuel, food, or other farm products used for family living as part of net income. In determining farm self-employment income, the Census Bureau considers inventory changes in determining net income only when they are accounted for in replies based on income tax returns or other official records which reflect inventory changes; otherwise, the Census Bureau does not take inventory changes into account.

**Median income.** Median income is the amount which divides the income distribution into two equal groups, half having incomes above the median, half having incomes below the median. The medians for households, families, and unrelated individuals are based on all households, families, and unrelated individuals, respectively. The medians for people are based on people 15 years old and over with income.

**Per capita income.** Per capita income is the average income computed for every man, woman, and child in a particular group. The Census Bureau derived per capita income by dividing the total income of a particular group by the total population in that group (excluding patients or inmates in institutional quarters).

**Population coverage.** The universe for the CPS includes the civilian non-institutional population of the United States and members of the Armed Forces in the United States living off post or with their families on post, but excludes all other members of the Armed Forces. The information on the Hispanic population from the CPS was collected in the 50 States and the District of Columbia and, therefore, does not include residents of outlying areas or U.S. territories such as Guam, Puerto Rico, and the Virgin Islands.

**Poverty definition.** Following the Office of Management and Budget's (OMB's)
Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered poor. The poverty thresholds do not vary geographically, but they are updated annually for inflation with the Consumer Price Index (CPI-U). The official poverty definition counts money income before taxes and excludes capital gains and noncash benefits (such as public housing, medicaid, and food stamps).

Poverty statistics are based on a definition developed by Mollie Orshansky of the Social Security Administration (SSA) in 1964 and revised in 1969 and 1981 by interagency committees. This definition was established as the official definition of poverty for statistical use in all Executive departments by the Bureau of the Budget (BoB) in 1969 (in Circular No. A-46); after BoB became The Office of Management and Budget, this was reconfirmed in Statistical Policy Directive No. 14.

The original poverty definition provided a range of income cutoffs or thresholds adjusted by such factors as family size, sex of the family head, number of children under 18 years old, and farm-nonfarm residence. At the core of this definition of poverty was the economy food plan, the least costly of four nutritionally adequate food plans designed by the Department of Agriculture. It was determined from the Department of Agriculture's 1955 Household Food Consumption Survey that families of three or more people spent approximately one-third of their after-tax money income on food; accordingly, poverty thresholds for families of three or more people were set at three times the cost of the economy food plan. Different procedures were used to calculate poverty thresholds for two-person families and people living alone in order to compensate for the relatively larger fixed expenses of these smaller units. For two-person families, the cost of the economy food plan was multiplied by a factor of 3.7 (also derived from the 1955 survey). For unrelated individuals (one-person units), no multiplier was used; poverty thresholds were instead calculated as a fixed proportion of the corresponding thresholds for two-person units. Annual updates of these SSA poverty thresholds were based on price changes of the items in the economy food plan.

As a result of deliberations of a Federal interagency committee in 1969, the following two modifications to the original SSA definition of poverty were adopted:

1. The SSA thresholds for nonfarm families were retained for the base year 1963, but annual adjustments in the levels were based on changes in the Consumer Price Index (CPI) rather than on changes in the cost of foods in the economy food plan.
2. The farm thresholds were raised from 70 to 85 percent of the corresponding nonfarm levels. The combined impact of these two modifications resulted in an increase in the tabulated totals for 1967 of 360,000 poor families and 1.6 million poor people.

In 1981, three additional modifications in the poverty definition recommended by another interagency committee were adopted for implementation in the March 1982 CPS as well as the 1980 census:
1. Elimination of separate thresholds for farm families.
2. Elimination (by averaging) of separate thresholds for female-householder families and "all other" families (earlier termed "male-headed" families).
3. Extension of the detailed poverty threshold matrix to make the largest family size category "nine people or more"

The poverty thresholds are increased each year by the same percentage as the annual average Consumer Price Index (CPI). The poverty thresholds are currently adjusted using the annual average CPI-U (1982-84 = 100). This base year has been used since 1988. From 1980 through 1987, the thresholds were adjusted using the CPI-U (1967 = 100). The CPI (1963 = 100) was used to adjust thresholds prior to 1980.

For further information on how the poverty thresholds were developed and subsequent changes in them, see Gordon M. Fisher, "The Development and History of the Poverty Thresholds," Social Security Bulletin, vol.55, no.4, Winter 1992, pp. 3-14.

School enrollment. The school enrollment statistics from the CPS are based on replies to the interviewer's inquiry whether the person was enrolled in regular school. Interviewers were instructed to count as enrolled anyone who had been enrolled at any time during the current term or school year in any type of public, parochial, or other private school in the regular school system. Such schools include nursery schools, kindergartens, elementary schools, high schools, colleges, universities, and professional schools. Attendance may be on either a full-time, or part-time basis and during the day or night. Regular schooling is that which may advance a person toward an elementary or high school diploma, a college, university, or professional school degree. Children enrolled in nursery schools and kindergarten are included in the enrollment figures for regular schools and are also shown separately.

Enrollment in schools which are not in the regular school system, such as trade schools, business colleges, and schools for the mentally handicapped, which do not advance students to regular school degrees, is not included.

People enrolled in classes which do not require physical presence in school, such as correspondence courses or other courses of independent study, and in training courses given directly on the job, are also excluded from the count of those enrolled in school, unless such courses are being counted for credit at a regular school.

School enrollment in year preceding current survey: An inquiry on enrollment in regular school or college in October of the preceding year was asked for all people (enrolled and not enrolled). In years before 1988, the question was asked only of people who were not currently attending regular school or were enrolled in college. In the tabulations of people enrolled in secondary school in the previous year, people currently enrolled in high school were assumed to have been enrolled the previous year.

Comparability of enrollment data in previous years: Changes in the edit and tabulation packages used in processing the October CPS school enrollment supplement caused some
minor revisions in the estimates. The current edit and tabulation package began with 1987 data. The 1986 data which were published in Current Population Report, Series P-20 No. 429, were reprocessed with the rewritten programs in order to clarify comparability. Time series tables usually show only the revised estimates for 1986. The previous edit and tabulation package was used from 1967 to 1986.

Major changes in the data due to the 1987 edit revisions were: (1) Among 14- and 15-year-olds, an edit improvement allowed people with enrollment data not reported, who were previously automatically imputed "not enrolled," to be enrolled; (2) Revisions in tabulation of enrollment in the previous year simplifies calculation of an annual high school dropout rate; (3) Edit improvements caused increases in college enrollment estimates, most notably above age 24; this age group was largely ignored in earlier edits; (4) Type of college is fully allocated (discussed earlier); (5) Tabulations of type of college (2-year, 4-year) are available by race; (6) Dependent family member is defined consistently; (7) New tabulations of employment status, vocational course enrollment, college retention and re-entry, and families with children enrolled in public and private school were available beginning in 1987.

In the series of reports on school enrollment for 1987 to 1992, race and Hispanic origin were erroneously tabulated for a small percentage of children 3 to 14 years old. Race and Hispanic origin of an adult in the household were attributed to the child, rather than using the child's reported characteristics. In the vast majority of cases these characteristics were the same for family members, but for a small percentage of children, they were different. The correction made the following proportional changes in the numbers of children in each group: White (-0.5 percent), Black (+3.1 percent), Hispanic origin (-4.6 percent). Published data on enrollment from the October CPS for 1981 to 1993 used population controls based on the 1980 census. Beginning in 1994 estimates were based on 1990 census population controls, including adjustment for undercount. Time series tables show two sets of data for 1993; the data labeled 1993r were processed using population controls based on the 1990 census, adjusted for undercount. The change in 1994 from a paper and pencil survey to a computer assisted survey had some affect on the data. Most notable, the enrollment question for children 3 to 5 years old was different from the question for older children --it included a reference to nursery school. In 1994 reported nursery school enrollment was significantly higher than in earlier years.

**College enrollment.** The college enrollment statistics are based on replies to the interviewer's inquiry as to whether the person was attending or enrolled in school and the grade or school or year of college. Interviewers were instructed to count as enrolled anyone who had been enrolled at any time during the current term or school year, except those who have left for the remainder of the term. Thus, regular college enrollment includes those people attending a 4-year or 2-year college, university, or professional school (such as medical or law school) in courses that may advance the student toward a recognized college or university degree (e.g., BA or MA). Attendance may be either full time or part time, during the day or night. The college student need not be working toward a degree, but he/she must be enrolled in a class for which credit would be applied toward a degree. (see "school enrollment"). Students are classified by year of college,
based on the academic year (not calendar year) they are attending. Undergraduate years are the 1st through 4th year, or freshman through senior. Graduate or professional school years include the 5th year and higher.

**Two-year and four-year colleges:** College students were asked to report whether the college in which they were enrolled was a 2-year college (junior or community college) or a 4-year college or university. Students enrolled in the first 4 years (undergraduates) were classified by the type of college they reported. Graduate students are shown as a separate group.

**Attendance, full-time and part-time.** College students were classified according to whether they were attending school on a full-time or part-time basis. A student was regarded as attending college full time if he/she was taking 12 or more hours of classes during the average school week, and part time if he/she was taking less than 12 hours of classes during the average school week.

**Vocational school enrollment.** Vocational school enrollment includes enrollment in business, vocational, technical, secretarial, trade, or correspondence courses which are not counted as regular school enrollment and are not for recreation or adult education classes. Courses counted as college enrollment should not also be included as vocational.

**School, Level of:** The statistics on level of school indicate the number of people enrolled at each of five levels--nursery school, kindergarten, elementary school (1st to 8th grades), high school (9th to 12th grades), and college or professional school. The last group includes graduate students in colleges or universities. People enrolled in elementary, middle school, intermediate school or junior high school through the eighth grade are classified as in elementary school. All people enrolled in 9th through 12th grade are classified as in high school.
EMPLOYMENT AND ECONOMY

Historical Highlights of the Local Economy

In the late 1700s, the trades of timber, trapping, farming and fishing provided a living for the hardy individuals that chose to locate here and by the early 1800s, additional residents included teachers, ministers and merchants. In late 1800s the town saw a tremendous growth in population due to boat building and shipping. Stockton came into prominence, shedding its sleepy, small town image in the mid 1800’s when over 200 brigs, schooners, barks and sloops were built and outfitted in the area. Tons of dried fish, granite, potatoes, timber, fruit, poultry, and butter were shipped out, and tons of imports were brought back from far flung ports all over the world. Almost every type of business and service could be found in the town. There were stove and tinware shops, a quarry, sawmills, The Stockton Shoe Factory, sash-and-blind and barrel factories, a “duckery” that shipped its gourmet game to Portland, Portsmouth, and Boston, a daguerreotype shop. There were a string of hardware, household items, notions and grocery purveyors; restaurants and taverns; The Stockton Hotel, boarding houses, law and doctors offices, a smithy, and telegraph and telephone companies.

Shipbuilding and the shipping business declined in this area around 1870, as it did everywhere on the coast when steam ships and railroads took up the business of moving goods and people across the country and around the world. But those new methods of transportation brought new work and, at least temporarily, a different kind of prosperity.

While the steamships and railroads brought the tourists as far up the coast as Stockton Springs in the late 19th Century, they also created the town's last opportunity to succeed as a seaport. After much petitioning and fund raising by local and regional business interests, rails were laid into Stockton Harbor from the town side and Cape Jellison, so that in 1903 when mercantile interests from Boston came to check out the shoreline for northern shipping, the harbor was ready. Farms, homes and businesses on both sides of the harbor were bonded, bought and razed to make space for "the Big Docks." Teams of Italian stone workers and carpenters from Boston added to the local pool of laborers. Nearby Sears Island was viewed for a time as an extension of the port and later, when Stockton Harbor was seen as a sufficient commercial hub, as an additional summer resort and excursion site.

Between 1905 and 1907 three wooden piers bearing rails were built out into the shallow harbor to reach deep navigable water. They were 1100 ft., 1600 ft. and the longest wooden pier in the world 1750 feet long. The potato sheds built adjacent to the piers were of the most modern and efficient kind, electrified by nearby generators. In its day, along with the record-breaking piers, Stockton Harbor's was the biggest potato storage plant in the world. The soon famous "Big Docks" received coal, fertilizer, bricks and cement; they shipped lumber, paper, potatoes and shooks (bundles of barrel staves, shaped and chamfered). Some weeks during their decade of prominence, there were as many as twenty schooners and a steamer or two in the docks. As further proof that nothing lasts forever, when, almost simultaneously, timber became scarce, potato farming went into a
slump, railroads superseded ships for moving freight, and fertilizer plants shut down, the big docks and all the attendant businesses went into a big bust. There was a brief flurry of activity again in the harbor when shipping increased during World War I, but the docks went into decadence again afterwards and burned in 1924.

Around 1929, the paper mill in Bucksport became a significant employer for Stockton Springs’ residents. However, the relocation of Route One, which created a bypass around the town, would prove to be a significant loss for businesses in the downtown area.

Today, many people work outside of town in the neighboring areas of Bucksport, Searsport and the Bangor Region, making Stockton Springs an attractive “bedroom community” yet to a certain extent, the town still remains hidden from much of the Route One tourist traffic. Some seasonal businesses do exist within the downtown area. Please see “Businesses within Stockton Springs” included later in this section for further description of the downtown area.

**UNEMPLOYMENT INFORMATION**

Maine Department of Labor tracks unemployment data based on the following categories: the state, the counties and labor market areas. Stockton Springs is located in the Bucksport Labor Market Area (inclusive of Bucksport, Dedham, Stockton Springs, Orland, Prospect and Verona), but is directly adjacent to the Belfast Labor Market Area (inclusive of Dixmont, Jackson, Monroe, Frankfort, Searsport, Swanville, Brooks, Knox, Montville, Morrill, Belfast, Northport, Lincolnville, Belmont, Searsmont, Liberty and Waldo). Both labor market areas (LMA) have been included in the charts below and are shown on Map D-1 titled “Labor Market Areas” at the end of this section. Numbers are listed as the percentage of the Civilian Labor Market that is not employed.

1999 Monthly Unemployment Rates

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Source: ME Dept. of Labor Estimates

*Stockton Springs information based on Bucksport Labor Market Area
### 2000 Monthly Unemployment Rates

**Chart D-2**

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Source: ME Dept. of Labor Estimates

*Stockton Springs information based on Bucksport Labor Market Area

### 2001 Monthly Unemployment Rates

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<td>3.7</td>
<td>3.5</td>
<td>3.8</td>
<td>3.3</td>
<td>3.1</td>
<td>3.8</td>
<td>3.4</td>
</tr>
<tr>
<td>Belfast LMA</td>
<td>5.2</td>
<td>5.0</td>
<td>4.9</td>
<td>4.3</td>
<td>3.1</td>
<td>3.3</td>
<td>2.6</td>
<td>2.7</td>
<td>3.1</td>
<td>3.3</td>
<td>3.9</td>
<td>4.2</td>
</tr>
<tr>
<td>County</td>
<td>5.3</td>
<td>5.5</td>
<td>5.0</td>
<td>4.5</td>
<td>3.4</td>
<td>3.6</td>
<td>3.0</td>
<td>3.0</td>
<td>3.4</td>
<td>3.5</td>
<td>4.0</td>
<td>4.3</td>
</tr>
<tr>
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<td>4.2</td>
<td>4.5</td>
<td>4.3</td>
<td>4.3</td>
<td>4.0</td>
<td>4.0</td>
<td>3.3</td>
<td>3.3</td>
<td>3.7</td>
<td>3.9</td>
<td>4.2</td>
<td>4.0</td>
</tr>
</tbody>
</table>

Source: ME Dept. of Labor Estimates

*Stockton Springs information based on Bucksport Labor Market Area

### 2002 Monthly Unemployment Rates

**Chart D-4**

<table>
<thead>
<tr>
<th>Location</th>
<th>2002 January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs*</td>
<td>5.2</td>
<td>5.1</td>
<td>5.1</td>
<td>4.1</td>
<td>3.4</td>
<td>3.4</td>
<td>3.4</td>
<td>3.1</td>
<td>3.0</td>
<td>3.6</td>
<td>4.5</td>
<td>-</td>
</tr>
<tr>
<td>Belfast LMA</td>
<td>5.3</td>
<td>5.4</td>
<td>5.4</td>
<td>4.3</td>
<td>3.1</td>
<td>3.4</td>
<td>2.7</td>
<td>2.5</td>
<td>2.7</td>
<td>2.9</td>
<td>3.7</td>
<td>-</td>
</tr>
<tr>
<td>County</td>
<td>5.6</td>
<td>5.7</td>
<td>5.6</td>
<td>4.5</td>
<td>3.0</td>
<td>3.5</td>
<td>2.9</td>
<td>2.7</td>
<td>2.8</td>
<td>3.0</td>
<td>3.9</td>
<td>-</td>
</tr>
<tr>
<td>State</td>
<td>4.8</td>
<td>4.9</td>
<td>4.8</td>
<td>4.4</td>
<td>3.7</td>
<td>3.9</td>
<td>3.4</td>
<td>3.2</td>
<td>3.5</td>
<td>3.7</td>
<td>4.3</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: ME Dept. of Labor Estimates, July through December statistics not available upon completion of this chart.

*Stockton Springs information based on Bucksport Labor Market Area

### Unemployment Percentage by Yearly Average

**Chart D-5**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs (Bucksport LMA)</td>
<td>5.0</td>
<td>6.7</td>
<td>5.1</td>
<td>4.2</td>
<td>4.1</td>
</tr>
<tr>
<td>Belfast LMA</td>
<td>7.4</td>
<td>7.0</td>
<td>4.2</td>
<td>3.7</td>
<td>3.8</td>
</tr>
<tr>
<td>County</td>
<td>7.2</td>
<td>7.1</td>
<td>4.4</td>
<td>3.5</td>
<td>4.0</td>
</tr>
<tr>
<td>State</td>
<td>5.2</td>
<td>5.7</td>
<td>4.1</td>
<td>3.5</td>
<td>4.0</td>
</tr>
</tbody>
</table>

Source: ME Dept. of Labor Estimates

In Chart D-5, the 1990 and 1995 unemployment percentages for the Belfast LMA are primarily due to the closing of two poultry plants in the area, while the low percentage for the same area in 2000 is reflective of the MBNA expansion.
INCOME INFORMATION

Income patterns are of importance to the town for economic development and affordable housing issues, as discussed in the housing section. Income levels also affect the town's economy and ability to raise revenues through taxes or fees. When the income figures for the area are particularly low, generally there is a proportional increase in the municipal general assistance expenditures.

**Household Income 1979**

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Stockton Springs</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0-$4,999</td>
<td>79</td>
<td>1,746</td>
</tr>
<tr>
<td>$5,000-$9,999</td>
<td>104</td>
<td>2,356</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>55</td>
<td>2,305</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>133</td>
<td>2,487</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>61</td>
<td>630</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>6</td>
<td>230</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>4</td>
<td>82</td>
</tr>
<tr>
<td>$75,000-$99,999*</td>
<td>2</td>
<td>14</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Households</td>
<td>444</td>
<td>9,850</td>
</tr>
</tbody>
</table>

* Includes $75,000 and greater
### Household Income 1989

**Chart D-7**

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
<td>Num</td>
</tr>
<tr>
<td>$0-$4,999</td>
<td>24</td>
<td>4.4%</td>
<td>864</td>
</tr>
<tr>
<td>$5,000-$9,999</td>
<td>58</td>
<td>10.8%</td>
<td>1,656</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>37</td>
<td>6.9%</td>
<td>1,578</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>97</td>
<td>18.0%</td>
<td>2,515</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>114</td>
<td>21.1%</td>
<td>2,313</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>121</td>
<td>22.4%</td>
<td>1,838</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>60</td>
<td>11.1%</td>
<td>1,153</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>23</td>
<td>4.3%</td>
<td>233</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>3</td>
<td>0.6%</td>
<td>158</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>2</td>
<td>0.4%</td>
<td>78</td>
</tr>
<tr>
<td>Total Households</td>
<td>539</td>
<td>100%</td>
<td>12,386</td>
</tr>
</tbody>
</table>

Source: U. S. Census

### Household Income 2000

**Chart D-8**

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
<td>Num</td>
</tr>
<tr>
<td>Less than $10,000</td>
<td>48</td>
<td>7.6%</td>
<td>1,683</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>40</td>
<td>60.4%</td>
<td>1,250</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>89</td>
<td>14.1%</td>
<td>2,449</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>117</td>
<td>18.6%</td>
<td>2,165</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>103</td>
<td>16.4%</td>
<td>2,655</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>154</td>
<td>24.5%</td>
<td>2,605</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>54</td>
<td>8.6%</td>
<td>1,160</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>17</td>
<td>2.7%</td>
<td>556</td>
</tr>
<tr>
<td>$150,000 - $199,999</td>
<td>7</td>
<td>7%</td>
<td>117</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>-</td>
<td>-</td>
<td>84</td>
</tr>
<tr>
<td>Total Households</td>
<td>629</td>
<td>100%</td>
<td>14,724</td>
</tr>
</tbody>
</table>

Source: U. S. Census
### Median Household Income

**Chart D-8**


<table>
<thead>
<tr>
<th>Year</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>$13,095</td>
<td>$11,614</td>
<td>$13,816</td>
</tr>
<tr>
<td>1989</td>
<td>$29,769</td>
<td>$23,148</td>
<td>$27,854</td>
</tr>
<tr>
<td>2000</td>
<td>$37,050</td>
<td>$33,986</td>
<td>$37,240</td>
</tr>
</tbody>
</table>

Source: U. S. Census

### Non-family Household Income 1979

**Chart D-9**

#### Distribution of Non-family Households by Income Stockton Springs, County, and State: 1979

<table>
<thead>
<tr>
<th>Non-family Income</th>
<th>Stockton Springs</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
</tr>
<tr>
<td>$0-$4,999</td>
<td>55</td>
<td>45.1%</td>
</tr>
<tr>
<td>$5,000-$9,999</td>
<td>33</td>
<td>27.1%</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>13</td>
<td>10.7%</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>14</td>
<td>11.4%</td>
</tr>
<tr>
<td>$25,000-$49,999</td>
<td>2</td>
<td>1.6%</td>
</tr>
<tr>
<td>$50,000-$74,999*</td>
<td>5</td>
<td>4.1%</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Non-family Households</td>
<td>122</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U. S. Census

* Includes $50,000 and greater.
## Non-family Household Income 1989

Chart D-10

<table>
<thead>
<tr>
<th>Non-family Income</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
<td>Num</td>
</tr>
<tr>
<td>$0-$4,999</td>
<td>14</td>
<td>10.4%</td>
<td>531</td>
</tr>
<tr>
<td>$5,000-$9,999</td>
<td>36</td>
<td>26.9%</td>
<td>878</td>
</tr>
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<td>$10,000-$14,999</td>
<td>13</td>
<td>9.7%</td>
<td>560</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>31</td>
<td>23.1%</td>
<td>605</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>21</td>
<td>15.7%</td>
<td>389</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>12</td>
<td>9.0%</td>
<td>182</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>4</td>
<td>3.0%</td>
<td>105</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>3</td>
<td>2.2%</td>
<td>21</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>-</td>
<td>-</td>
<td>14</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>-</td>
<td>-</td>
<td>17</td>
</tr>
<tr>
<td><strong>Total Non-family Households</strong></td>
<td>134</td>
<td>100%</td>
<td>3,302</td>
</tr>
</tbody>
</table>

Source: U. S. Census

## Median Non-Family Household Income

Chart D-11

<table>
<thead>
<tr>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>1979</td>
<td>1989</td>
</tr>
<tr>
<td>Stockton Springs</td>
<td>$5,545</td>
<td>$15,667</td>
</tr>
<tr>
<td>County</td>
<td>$4,633</td>
<td>$11,862</td>
</tr>
<tr>
<td>State</td>
<td>-</td>
<td>$15,514</td>
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</tbody>
</table>

Source: U. S. Census

## Family Household Income 1979

Chart D-12

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Stockton Springs</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
</tr>
<tr>
<td>$0-$4,999</td>
<td>41</td>
<td>11.8%</td>
</tr>
<tr>
<td>$5,000-$9,999</td>
<td>78</td>
<td>22.4%</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>46</td>
<td>13.2%</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>120</td>
<td>34.5%</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>55</td>
<td>15.8%</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>6</td>
<td>1.7%</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>2</td>
<td>0.6%</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Family Households</strong></td>
<td>348</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U. S. Census
### Family Household Income 1989

**Chart D-13**

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
<td>Num</td>
</tr>
<tr>
<td>$0-$4,999</td>
<td>12</td>
<td>3.0%</td>
<td>360</td>
</tr>
<tr>
<td>$5,000-$9,999</td>
<td>20</td>
<td>4.9%</td>
<td>820</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>26</td>
<td>6.4%</td>
<td>1,055</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>66</td>
<td>16.3%</td>
<td>1,919</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>93</td>
<td>23.0%</td>
<td>1,896</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>107</td>
<td>26.4%</td>
<td>1,591</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>57</td>
<td>14.1%</td>
<td>1,037</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>19</td>
<td>4.7%</td>
<td>201</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>3</td>
<td>0.7%</td>
<td>144</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>2</td>
<td>0.5%</td>
<td>61</td>
</tr>
<tr>
<td>Total Family Households</td>
<td>405</td>
<td>100%</td>
<td>9,084</td>
</tr>
</tbody>
</table>

Source: U. S. Census

### Family Household Income 2000

**Chart D-14**

<table>
<thead>
<tr>
<th>Non-family Income</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num.</td>
<td>%</td>
<td>Num.</td>
</tr>
<tr>
<td>Less than $10,000</td>
<td>29</td>
<td>6.5%</td>
<td>671</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>15</td>
<td>3.4%</td>
<td>721</td>
</tr>
<tr>
<td>$15,000-$24,999</td>
<td>44</td>
<td>9.9%</td>
<td>1,442</td>
</tr>
<tr>
<td>$25,000-$34,999</td>
<td>80</td>
<td>18.0%</td>
<td>1,439</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>80</td>
<td>18.0%</td>
<td>2,082</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>131</td>
<td>29.4%</td>
<td>2,175</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>47</td>
<td>10.6%</td>
<td>981</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>14</td>
<td>3.1%</td>
<td>450</td>
</tr>
<tr>
<td>$150,000 - $199,999</td>
<td>5</td>
<td>1.1%</td>
<td>89</td>
</tr>
<tr>
<td>$200,000 or greater</td>
<td>-</td>
<td>-</td>
<td>60</td>
</tr>
<tr>
<td>Total Non-family Households</td>
<td>445</td>
<td>100%</td>
<td>10,110</td>
</tr>
</tbody>
</table>

Source: U. S. Census
### Median Family Household Income

**Chart D-14**

<table>
<thead>
<tr>
<th></th>
<th>1979</th>
<th>1989</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs</td>
<td>$33,274</td>
<td>$42,847</td>
<td></td>
</tr>
<tr>
<td>County</td>
<td>$12,795</td>
<td>$26,780</td>
<td>$40,402</td>
</tr>
<tr>
<td>State</td>
<td>$16,167</td>
<td>$32,422</td>
<td>$45,179</td>
</tr>
</tbody>
</table>

Source: U. S. Census

### Income Per Capita 1989

**Chart D-15**

<table>
<thead>
<tr>
<th></th>
<th>1989</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs</td>
<td>$12,579</td>
<td>$18,370</td>
</tr>
<tr>
<td>County</td>
<td>$11,047</td>
<td>$17,438</td>
</tr>
<tr>
<td>State</td>
<td>$12,957</td>
<td>$19,533</td>
</tr>
</tbody>
</table>

Source: U. S. Census

### POVERTY STATUS 1989

**Chart D-16**

<table>
<thead>
<tr>
<th>Percent Below the Poverty Level 1989</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>All persons</td>
<td>9.6%</td>
<td>16.0%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Persons 18 yrs. and over</td>
<td>8.9%</td>
<td>14.8%</td>
<td>9.8%</td>
</tr>
<tr>
<td>Persons 65 yrs. and over</td>
<td>8.9%</td>
<td>20.1%</td>
<td>14.0%</td>
</tr>
<tr>
<td>Related children under 18 yrs.</td>
<td>11.7%</td>
<td>18.6%</td>
<td>13.2%</td>
</tr>
<tr>
<td>Related children under 5 yrs.</td>
<td>12.5%</td>
<td>20.4%</td>
<td>15.7%</td>
</tr>
<tr>
<td>Related children 5 to 17 yrs.</td>
<td>11.4%</td>
<td>17.9%</td>
<td>12.3%</td>
</tr>
<tr>
<td>Unrelated individuals</td>
<td>24.4%</td>
<td>33.3%</td>
<td>24.5%</td>
</tr>
<tr>
<td>All Families</td>
<td>7.7%</td>
<td>12.6%</td>
<td>8.0%</td>
</tr>
<tr>
<td>With related children under 18 yrs.</td>
<td>9.8%</td>
<td>16.7%</td>
<td>11.8%</td>
</tr>
<tr>
<td>With related children under 5 yrs.</td>
<td>8.8%</td>
<td>18.5%</td>
<td>14.6%</td>
</tr>
<tr>
<td>Female householder families</td>
<td>36.1%</td>
<td>34.2%</td>
<td>29.9%</td>
</tr>
<tr>
<td>With related children under 18 yrs.</td>
<td>33.3%</td>
<td>45.3%</td>
<td>41.6%</td>
</tr>
<tr>
<td>With related children under 5 yrs.</td>
<td>100.0%</td>
<td>55.0%</td>
<td>62.8%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 1990
## POVERTY STATUS 2000

**Chart D-17**

<table>
<thead>
<tr>
<th>Percent Below the Poverty Level 2000</th>
<th>Stockton Springs</th>
<th>County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individuals</td>
<td>12.1%</td>
<td>13.9%</td>
<td>10.9%</td>
</tr>
<tr>
<td>Related children under 18 yrs.</td>
<td>18.8%</td>
<td>18.6%</td>
<td>13.0%</td>
</tr>
<tr>
<td>Related children 5 to 17 yrs.</td>
<td>20.5%</td>
<td>18.3%</td>
<td>12.0%</td>
</tr>
<tr>
<td>Unrelated individuals 15 yrs. and over</td>
<td>22.9%</td>
<td>24.2%</td>
<td>22.5%</td>
</tr>
<tr>
<td>All Families</td>
<td>8.5%</td>
<td>10.9%</td>
<td>7.8%</td>
</tr>
<tr>
<td>With related children under 18 yrs.</td>
<td>16.3%</td>
<td>16.1%</td>
<td>11.9%</td>
</tr>
<tr>
<td>With related children under 5 yrs.</td>
<td>19.7%</td>
<td>19.5%</td>
<td>16.0%</td>
</tr>
<tr>
<td>Female householder families</td>
<td>32.1%</td>
<td>37.0%</td>
<td>28.1%</td>
</tr>
<tr>
<td>With related children under 18 yrs.</td>
<td>50.0%</td>
<td>44.6%</td>
<td>36.4%</td>
</tr>
<tr>
<td>With related children under 5 yrs.</td>
<td>63.6%</td>
<td>63.6%</td>
<td>54.7%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2000
### Population by Occupation 1990

Chart D-17

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Stockton Springs</th>
<th>County</th>
<th>County Percent</th>
<th>State</th>
<th>State Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive, administrative and managerial</td>
<td>51</td>
<td>1,240</td>
<td>8.7%</td>
<td>61,376</td>
<td>10.7%</td>
</tr>
<tr>
<td>Professional specialty</td>
<td>91</td>
<td>2,035</td>
<td>14.4%</td>
<td>79,155</td>
<td>13.8%</td>
</tr>
<tr>
<td>Technicians and related support</td>
<td>24</td>
<td>323</td>
<td>2.3%</td>
<td>18,523</td>
<td>3.2%</td>
</tr>
<tr>
<td>Sales occupations</td>
<td>47</td>
<td>1,263</td>
<td>8.9%</td>
<td>62,139</td>
<td>10.9%</td>
</tr>
<tr>
<td>Administrative support and clerical</td>
<td>64</td>
<td>1,572</td>
<td>11.1%</td>
<td>82,893</td>
<td>14.5%</td>
</tr>
<tr>
<td>Private household occupations</td>
<td>-</td>
<td>108</td>
<td>0.8%</td>
<td>2,495</td>
<td>0.4%</td>
</tr>
<tr>
<td>Protective service</td>
<td>-</td>
<td>187</td>
<td>1.3%</td>
<td>7,867</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other service</td>
<td>73</td>
<td>1,748</td>
<td>12.3%</td>
<td>69,848</td>
<td>12.2%</td>
</tr>
<tr>
<td>Farming, forestry and fishing</td>
<td>11</td>
<td>708</td>
<td>5.0%</td>
<td>15,773</td>
<td>2.8%</td>
</tr>
<tr>
<td>Precision production, craft and repair</td>
<td>102</td>
<td>2,142</td>
<td>15.1%</td>
<td>76,847</td>
<td>13.4%</td>
</tr>
<tr>
<td>Machine operators, assemblers and inspectors</td>
<td>71</td>
<td>1,187</td>
<td>8.4%</td>
<td>45,653</td>
<td>8.0%</td>
</tr>
<tr>
<td>Transportation and material moving</td>
<td>36</td>
<td>790</td>
<td>5.6%</td>
<td>24,897</td>
<td>4.4%</td>
</tr>
<tr>
<td>Handlers, cleaners, helpers and laborers</td>
<td>45</td>
<td>869</td>
<td>6.1%</td>
<td>24,376</td>
<td>4.3%</td>
</tr>
<tr>
<td>Employed persons 16 years and over</td>
<td>615</td>
<td>14,172</td>
<td></td>
<td>571,842</td>
<td></td>
</tr>
</tbody>
</table>

Source: 1990 U.S. Census

### Population by Occupation 2000

Chart D-18

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Stockton Springs</th>
<th>County</th>
<th>County Percent</th>
<th>State</th>
<th>State Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, professional and related</td>
<td>243</td>
<td>5,251</td>
<td>30.3%</td>
<td>196,862</td>
<td>31.5%</td>
</tr>
<tr>
<td>Service</td>
<td>101</td>
<td>2,566</td>
<td>14.8%</td>
<td>95,601</td>
<td>15.3%</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>154</td>
<td>4,150</td>
<td>24.0%</td>
<td>161,480</td>
<td>25.9%</td>
</tr>
<tr>
<td>Farming, forestry and fishing</td>
<td>12</td>
<td>414</td>
<td>2.4%</td>
<td>10,338</td>
<td>1.7%</td>
</tr>
<tr>
<td>Construction, extraction and maintenance</td>
<td>63</td>
<td>2,077</td>
<td>12.0%</td>
<td>64,064</td>
<td>10.3%</td>
</tr>
<tr>
<td>Production, transportation and material moving</td>
<td>144</td>
<td>2,857</td>
<td>16.5%</td>
<td>95,666</td>
<td>15.3%</td>
</tr>
<tr>
<td>Employed persons 16 years and over</td>
<td>717</td>
<td>17,315</td>
<td>100%</td>
<td>624,011</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: 2000 U.S. Census
### Population by Industry 1990

<table>
<thead>
<tr>
<th>Industry</th>
<th>Stockton Springs</th>
<th>Percent</th>
<th>County</th>
<th>Percent</th>
<th>State</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employed persons 16 years and over</td>
<td>615</td>
<td>100%</td>
<td>14,172</td>
<td>100%</td>
<td>571,842</td>
<td>100%</td>
</tr>
<tr>
<td>Agriculture, forestry and fisheries</td>
<td>9</td>
<td>1.5%</td>
<td>663</td>
<td>4.7%</td>
<td>15,730</td>
<td>2.8%</td>
</tr>
<tr>
<td>Mining</td>
<td>2</td>
<td>0.3%</td>
<td>15</td>
<td>0.1%</td>
<td>533</td>
<td>0.1%</td>
</tr>
<tr>
<td>Construction</td>
<td>34</td>
<td>5.5%</td>
<td>1,354</td>
<td>9.5%</td>
<td>42,026</td>
<td>7.4%</td>
</tr>
<tr>
<td>Manufacturing, non-durable goods</td>
<td>164</td>
<td>26.7%</td>
<td>1,722</td>
<td>12.2%</td>
<td>54,741</td>
<td>9.6%</td>
</tr>
<tr>
<td>Manufacturing durable goods</td>
<td>29</td>
<td>4.7%</td>
<td>1,042</td>
<td>7.4%</td>
<td>57,890</td>
<td>10.1%</td>
</tr>
<tr>
<td>Transportation</td>
<td>35</td>
<td>5.7%</td>
<td>556</td>
<td>3.9%</td>
<td>19,567</td>
<td>3.4%</td>
</tr>
<tr>
<td>Communications and public utilities</td>
<td>6</td>
<td>1.0%</td>
<td>226</td>
<td>1.6%</td>
<td>12,710</td>
<td>2.2%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>12</td>
<td>2.0%</td>
<td>392</td>
<td>2.8%</td>
<td>20,818</td>
<td>3.6%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>102</td>
<td>16.6%</td>
<td>2,393</td>
<td>16.9%</td>
<td>105,312</td>
<td>18.4%</td>
</tr>
<tr>
<td>Finance, insurance and real estate</td>
<td>19</td>
<td>3.1%</td>
<td>513</td>
<td>3.6%</td>
<td>31,992</td>
<td>5.6%</td>
</tr>
<tr>
<td>Business and repair services</td>
<td>9</td>
<td>1.5%</td>
<td>498</td>
<td>3.5%</td>
<td>19,839</td>
<td>3.5%</td>
</tr>
<tr>
<td>Personal services</td>
<td>15</td>
<td>2.4%</td>
<td>441</td>
<td>3.1%</td>
<td>18,322</td>
<td>3.2%</td>
</tr>
<tr>
<td>Entertainment and recreation services</td>
<td>2</td>
<td>0.3%</td>
<td>75</td>
<td>0.5%</td>
<td>5,333</td>
<td>0.9%</td>
</tr>
<tr>
<td>Health services</td>
<td>52</td>
<td>8.4%</td>
<td>1,418</td>
<td>10.0%</td>
<td>52,675</td>
<td>9.2%</td>
</tr>
<tr>
<td>Educational services</td>
<td>64</td>
<td>10.4%</td>
<td>1,485</td>
<td>10.5%</td>
<td>53,685</td>
<td>9.4%</td>
</tr>
<tr>
<td>Professional and related services</td>
<td>25</td>
<td>4.1%</td>
<td>746</td>
<td>5.2%</td>
<td>35,588</td>
<td>6.2%</td>
</tr>
<tr>
<td>Public administration</td>
<td>36</td>
<td>5.8%</td>
<td>633</td>
<td>4.5%</td>
<td>25,081</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

Source: 1990 U.S. Census
Population by Industry 2000

<table>
<thead>
<tr>
<th>Industry</th>
<th>Stockton Springs</th>
<th>Percent</th>
<th>County</th>
<th>Percent</th>
<th>State</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employed persons 16 years and over</td>
<td>717</td>
<td>100%</td>
<td>17,315</td>
<td>100%</td>
<td>624,011</td>
<td>100%</td>
</tr>
<tr>
<td>Agriculture, forestry, fishing, hunting and mining</td>
<td>14</td>
<td>2.0%</td>
<td>628</td>
<td>3.6%</td>
<td>16,087</td>
<td>2.6%</td>
</tr>
<tr>
<td>Construction</td>
<td>46</td>
<td>6.4%</td>
<td>1,694</td>
<td>9.8%</td>
<td>42,906</td>
<td>6.9%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>127</td>
<td>17.7%</td>
<td>2,327</td>
<td>13.4%</td>
<td>88,885</td>
<td>14.2%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>23</td>
<td>3.2%</td>
<td>453</td>
<td>2.6%</td>
<td>21,470</td>
<td>3.4%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>67</td>
<td>9.3%</td>
<td>2,131</td>
<td>12.3%</td>
<td>84,412</td>
<td>13.5%</td>
</tr>
<tr>
<td>Transportation, warehousing and utilities</td>
<td>42</td>
<td>5.9%</td>
<td>700</td>
<td>4.0%</td>
<td>26,857</td>
<td>4.3%</td>
</tr>
<tr>
<td>Information</td>
<td>6</td>
<td>0.8%</td>
<td>371</td>
<td>2.1%</td>
<td>15,294</td>
<td>2.5%</td>
</tr>
<tr>
<td>Finance, insurance, real estate, rental and leasing</td>
<td>58</td>
<td>8.1%</td>
<td>1,586</td>
<td>9.2%</td>
<td>38,449</td>
<td>6.2%</td>
</tr>
<tr>
<td>Professional, scientific, management, administrative, and waste management services</td>
<td>29</td>
<td>4.0%</td>
<td>781</td>
<td>4.5%</td>
<td>43,074</td>
<td>6.9%</td>
</tr>
<tr>
<td>Educational, health, and social services</td>
<td>165</td>
<td>23.0%</td>
<td>3,834</td>
<td>22.1%</td>
<td>144,918</td>
<td>23.2%</td>
</tr>
<tr>
<td>Other services, except public administration</td>
<td>56</td>
<td>7.8%</td>
<td>1,114</td>
<td>6.4%</td>
<td>44,606</td>
<td>7.1%</td>
</tr>
<tr>
<td>Public administration</td>
<td>40</td>
<td>5.6%</td>
<td>914</td>
<td>5.3%</td>
<td>29,182</td>
<td>4.7%</td>
</tr>
<tr>
<td>Health services</td>
<td>44</td>
<td>6.1%</td>
<td>782</td>
<td>4.5%</td>
<td>27,871</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

Source: 20000 U.S. Census

EMPLOYERS

The following is a listing based on local opinion of the towns largest employers/employment areas, from largest to smallest:

1. MBNA (Belfast and Camden)
2. Champion Paper Mill (Bucksport)
3. Local School Systems (Searsport, Belfast, Bucksport, Winterport)
4. Retail
5. Marine Activities
6. Waldo County Hospital plus Stockton Health Clinic
7. Belfast Area
8. Bangor Area

MBNA has contributed greatly to the regional economic growth within the Belfast LMA and therefore any fluctuations in this company could impact the local economy in Stockton Springs.

The Champion Paper Mill (part of the Bucksport LMA) also has the potential to impact Stockton Springs’ economy. It is difficult to determine how many of the mill’s
employees are actually residents of Stockton Springs. According to the 1990 Census, approximately 30% of the workforce in that labor market was employed in the manufacturing industry. This number had declined to about 18% by the 2000 Census. Maine’s paper industry has been declining statewide in recent years due primarily to foreign competition. The federal government, through the Workforce Investment Act, has programs in place for retraining of displaced workers when the mill closure is directly attributed to foreign competition.

Since the 1990 and 2000 Census had different reporting criteria, it is difficult to evaluate the number of individuals employed by the school systems. The 2000 Census shows that 23% of the population within the Bucksport LMA work in the Educational, Health and Social services industry.
BUSINESSES IN STOCKTON SPRINGS

Downtown

The downtown portion of Stockton Springs currently includes the town office, health clinic, service providers, and various retail and artisan shops. As mentioned under the “Historical Highlights of the Local Economy” portion of this section, this area suffered greatly due to the relocation of Route One which created a bypass around the downtown area. After the creation of the bypass, many travelers were unaware of the businesses located in this area and many of these businesses disappeared due to lack of profitability. Currently there is an effort underway through marketing and signage to re-establish the viability of this neighborhood. CDBG funding may be useful at some point in the future to improve facades, sidewalks or other infrastructure. The land use section of this plan further discusses the town’s intentions for compatible/complementary establishments and uses within this area.

The Maine DOT supports downtown revitalization and encourages towns to work closely with all stakeholders including community members, business owners and state and local officials. Maine DOT participates on the Board of the Maine Downtown Center created by the Legislature in recent history. More information can be obtained from the Maine Downtown Center internet site at http://mdf.org. The Maine Downtown Center is a resource for all Maine communities that want to revitalize their downtowns.

Farming

Although there is some lands that are used for blueberry cultivation, farming plays virtually no role in the town’s economy. These blueberry fields (consisting of ?? acres) are leased to large blueberry companies who manage and harvest the crop utilizing their own out-of-town employees.

Retail

There are a total of 11 retail businesses in town. The Comprehensive Planning Committee was able to determine that one of these businesses had approximately 8 employees and another had 2 employees.

Boat Shop

There is one boat shop within the community that has about 3 employees.

Wholesale Trade

There are a total of five wholesale businesses in Stockton Springs. The Comprehensive Planning Committee was able to determine that one of these businesses had approximately 3 employees and another had 2 employees.
Construction Trades
There are eight construction trade business in the town. The Comprehensive Planning Committee was able to determine that one of these businesses had approximately 5 employees and another had 1 employee.

Marine
There are a small number of individuals that work in marine trades. There are two families that dig clams and worms; an undetermined number of fisherman, approximately 10 lobstermen; and four small retail selling operations (clams, lobsters, crabs) with an unknown number of employees.

Please see the Natural Resource section of this plan for further information.

Service
There are fourteen service type businesses within the community. The Comprehensive Planning Committee was able to determine that one of these businesses had approximately 7 employees, one with 2 employees and another with 1 employee.

Craftspeople
There are approximately five craftspeople in town doing business.

Artist/Writers
There are approximately twelve artisans/writers operating as a business within the community.

Miscellaneous
There are approximately eight horse stables, two Bed and Breakfasts, a motel, two-day care providers, and two “retreat” type businesses.

A business brochure was created in an effort to promote businesses within Stockton Springs. During the research for the brochure, a listing of 70 individuals who were engaged in some form of entrepreneurial activity was created. Of those, 45 individuals actively participated and were represented on either the town wide brochure or the map. It is estimated that there might be 68 or so individuals working in these 45 businesses. It is also estimated that an additional 37 individuals may be engaged in other entrepreneurial activities within the community.

COMMUTING PATTERNS

Influencing a community’s labor force is the immigration and/or emigration of workers or people looking for work in the area. In addition, labor force size will change because of an increasing tendency for a group of residents, such as spouses, young adults, the elderly, or students, to either work or look for work.

The table below indicates that, not unlike the County and State, Stockton Springs’ patterns for mode of transportation did not change drastically from 1990 to 2000.
The percentage of commuters driving alone has decreased slightly and the percentage of commuters driving in carpools has remained constant. Stockton Springs’ residents who do not have home occupations travel to work primarily in the Bucksport, Belfast area and Bangor and the mean travel time has remained fairly consistent, from 24.9 minutes in 1990 to 26.5 minutes in 2000.

<table>
<thead>
<tr>
<th>Mode of Transportation</th>
<th>Location</th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stockton Springs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent drove alone</td>
<td>79.1%</td>
<td>78.0%</td>
<td></td>
</tr>
<tr>
<td>Percent in carpools</td>
<td>12.5%</td>
<td>12.5%</td>
<td></td>
</tr>
<tr>
<td>Percent using public transportation</td>
<td>0.3%</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Percent using other means</td>
<td>1.3%</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Percent walked or worked at home</td>
<td>6.7%</td>
<td>7.6%</td>
<td></td>
</tr>
<tr>
<td>Mean travel time to work (minutes)</td>
<td>24.9</td>
<td>26.5</td>
<td></td>
</tr>
<tr>
<td>Waldo County</td>
<td></td>
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<tr>
<td>Percent drove alone</td>
<td>71.4%</td>
<td>76.9%</td>
<td></td>
</tr>
<tr>
<td>Percent in carpools</td>
<td>14.5%</td>
<td>13.2%</td>
<td></td>
</tr>
<tr>
<td>Percent using public transportation</td>
<td>0.4%</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Percent using other means</td>
<td>1.2%</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Percent walked or worked at home</td>
<td>12.4%</td>
<td>8.7%</td>
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<tr>
<td>Mean travel time to work (minutes)</td>
<td>23.5</td>
<td>26.4</td>
<td></td>
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<tr>
<td>State</td>
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<tr>
<td>Percent drove alone</td>
<td>74.3%</td>
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<tr>
<td>Percent in carpools</td>
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<tr>
<td>Percent using public transportation</td>
<td>.9%</td>
<td>.8%</td>
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<tr>
<td>Percent using other means</td>
<td>1.2%</td>
<td>.9%</td>
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<tr>
<td>Percent walked or worked at home</td>
<td>9.7%</td>
<td>8.4%</td>
<td></td>
</tr>
<tr>
<td>Mean travel time to work (minutes)</td>
<td>19</td>
<td>21.2</td>
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</tr>
</tbody>
</table>

The Maine DOT is about to launch a regional planning effort called Gateway 1 which promotes regional relationships between abutting communities. Planning decisions made by one community can impact neighboring communities and regional planning can help to resolve these issues before they become a conflict. DOT encourages analysis of interrelated land use plans as relates to the functions of Routes 1/3 and 1A in particular. The Gateway 1 effort provides an opportunity for Stockton Springs to have these discussions with its neighboring communities. Additional information on the Gateway 1 project is available from Kathy Fuller at MDOT’s Bureau of Planning.

**Joint Harbor Development Potential**

The neighboring community of Searsport has indicated in its comprehensive plan that they would be interested in a joint development approach with Stockton Springs regarding Stockton Harbor. Currently the idea is only in conceptual stage and additional information is required before specifics on any project could be determined. Extensive studies would be necessary to determine the feasibility of the venture and to determine the best-suited uses and potential development options for this area since there is currently not enough environmental data available to make these determinations. The town feels that this opportunity requires further investigation and that the potential for
increased access to surface water, a diversified tax base, enhancement of leisure activities, and the promotion of existing and creation of additional employment opportunities might be accomplished through this effort.

OVERVIEW

Stockton Springs is located within the Bucksport Labor Market Area (LMA) and adjacent to the Belfast Labor Market Area (LMA). According to local opinion, many individuals work at MBNA or at the mill in Bucksport. When the unemployment figures for Stockton Springs (Bucksport LMA) are reviewed and compared to the Belfast LMA, the state and the county the following trends occur:

- For most months in 1999, Stockton Springs’ LMA unemployment rate was lower than Belfast’s, the county’s and the state’s.
- In general for 2000, Stockton Spring’s LMA unemployment rate was higher than Belfast’s, the county’s and the state’s.
- Stockton Springs’ LMA (as Belfast’s, the county’s and the state’s) appeared to be seasonal since the unemployment rate declines during the summer months.
- Based on the 1990 unemployment percentage yearly average, Stockton Springs’ unemployment rate was less than Belfast’s, the county’s and the state’s.
- For the yearly averages in 1999 and 2000, Stockton Springs’ unemployment rate was higher than Belfast’s LMA, the county’s and the state’s.
- For the yearly average in 2001, Stockton Springs’ unemployment rate was lower than Belfast’s LMA, the county’s and the state’s.
- Yearly average is not yet available for 2002.

When 1989 household income information is analyzed the following occurs:

- Median household income figures for Stockton Springs ($29,769) were higher than the county ($23,148) and the state ($27,854).
- Median non-family household income figures for Stockton Springs ($15,667) were also higher than the county ($11,862) or the state ($15,514).
- Median family household income figures for Stockton Springs ($33,274) were also higher than the county ($26,780) and the state ($32,422).
- Stockton Springs’ income per capita was higher than the county’s but slightly lower than the state’s.
- 100% of female householder families with related children under 5 are below the poverty level in Stockton Springs as compared to 55% for the county and 62.8% for the state.
- Stockton Springs’ percent of people below the poverty level in all other categories is lower than the county’s or the state’s.
- Based on population by occupation, Stockton Springs parallels the county statistics with the highest percentage occurring in precision production, craft and repair and the second highest category being professional specialty.
• 26.7% of Stockton Springs’ workers are employed in the manufacture of non-durable goods as compared to 12.2% for the county and 9.6% at the state level.
• 16.6% of Stockton Springs’ workers are employed in retail trade as compared to 16.9% for the county and 18.4% for the state.

2000 Census information shows the following:

• Median household income figures for Stockton Springs ($37,050) was higher than the county ($33,986) and slightly lower than the state ($37,240).
• Median family household income figures for Stockton Springs ($42,847) were also higher than the county ($40,402) and lower than the state ($45,179).
• Stockton Springs’ income per capita was higher than the county’s but slightly lower than the state’s.
• 63.6% of female householder families with related children under 5, are below the poverty level in Stockton Springs as compared to 63.6 for the county and 54.7% for the state.
• Stockton Springs’ percent of individuals below the poverty level is lower than the county’s and higher than the state’s.
• Based on population by occupation, Stockton Springs parallels the county and state statistics with the highest percentage occurring in management, professional and related.
• According to the Population by Industry category, the highest percentage of workers are employed in education, health and social services for the town, county and state at 23.0%, 22.1% and 23.2% respectively.
Policies and Implementations Strategies

In order to promote an economic climate that increases job opportunities and overall economic well being, the town has developed the following policies and implementation strategies.

1. **Policy:** The town will establish an Economic/Business Development Council.
   **Strategies:** The Selectpersons will appoint an Economic/Business Development Council (E/BDC). The E/BDC will recommend to the Planning Board and the Selectpersons appropriate land use regulations to facilitate commercial development within the town. The E/BDC will also actively market the town to attract and encourage business opportunities, including commercial development that is compatible with the uses expressed in the Land Use Section of this plan.
   **Time Frame:** Short term
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager

2. **Policy:** The town will establish areas best suited for development.
   **Strategies:** The town will apply for an implementation grant from the State Planning Office to write the town’s future land use ordinance. The future land use ordinance will identify appropriate areas for residential and commercial development. This action will reduce the likelihood of incompatible uses and will channel growth into the appropriate locations within the town.
   **Time Frame:** Short term
   **Responsible Agent:** Economic /Business Development Council, Voters, Planning Board and Selectpersons and/or Town Manager.

3. **Policy:** The town will encourage labor force training by exploring vocational school programs, job related Adult Education courses, and development of on-the-job training programs with the Maine Employment Office.
   **Strategies:** The town of Stockton Springs recognizes the importance of adequate training for the creation and maintenance of a healthy and competitive work force. The town also recognizes that Adult Education, Waldo County Vocational, UMO’s Hutchinson Center’s classes for Senior education, TDC in Bucksport, Literacy Volunteers, SCORE, and other Federal programs and job training programs in the area are an asset to the region. Program information will be made available at the town hall and/or the library in the form of brochures and catalogues. Scheduled informational sessions will be sponsored and set up by the E/BDC and the agencies.
   **Time Frame:** On-going
   **Responsible Agent:** Selectpersons and/or Town Manager and Economic /Business Development Council.

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1 Short term-Within 2 to 5 years
2 On going-Continuing
4. **Policy:** The town will pursue grants to fund the needs of the town  
   **Strategies:** The town will continue to contact the applicable state and federal agencies to solicit information regarding block grants for improvements to the town. A review of the needs of existing and potential commercial uses will be done in order to match the needs with funding from block grants. Once the information has been gathered, procurement of the funds will be pursued.  
   **Time Frame:** On-going  
   **Responsible Agent:** Selectpersons and/or Town Manager, Planning Board, and Economic/Business Development Council.

5. **Policy:** The town will encourage home based occupations  
   **Strategies:** Home occupation performance standards will be included in the future land use ordinance to ensure compatibility with residential neighborhoods and adjacent properties. Day care facilities will also be allowed in various districts throughout the town to assist in the creation of affordable childcare.  
   **Time Frame:** On-going  
   **Responsible Agent:** Selectpersons and/or Town Manager, Planning Board, and Economic/Business Development Council.

6. **Policy:** The town will support downtown revitalization  
   **Strategies:** The Selectpersons and/or Town Manager and the E/BDC will support the downtown revitalization efforts. A parking study will be performed as part of the revitalization efforts, since parking facilities are a necessary component of the town’s economic health.  
   **Time Frame:** On-going  
   **Responsible Agent:** Selectpersons and/or Town Manager, Planning Board, and Economic/Business Development Council.

7. **Policy:** The town will explore the potential for developing Stockton Harbor and Sears Island as part of a regional development of marine or marine/recreational activities.  
   **Strategies:** The towns of Stockton Springs and Searsport will explore the potential for the development of Stockton Harbor and Sears Island. The towns will work regionally to promote common harbor development and will work to obtain a development feasibility study.  
   **Time Frame:** On-going  
   **Responsible Agent:** Selectpersons and/or Town Manager, Planning Board, Harbormaster, Harbor Committee and Economic/Business Development Council.
8. **Policy:** The town will promote Community Pride  
   **Strategies:** The town will continue to promote community pride by working with the School Board to develop programming to educate students about the town’s history. The Historical Society will continue its educational efforts and displays and the town will continue its community events and web sites.  
   **Time Frame:** On-going  
   **Responsible Agent:** Selectpersons and/or Town Manager, School Board, and Historical Society.

9. **Policy:** The town will promote regional cooperation.  
   **Strategies:** On a regional level, the town will work with near-by-towns on economic development to promote regional marketing. Representatives from Stockton Springs will meet with adjacent towns to determine the interest in the joint approaches to economic development, transportation, solid waste and land use planning.  
   **Time Frame:** On-going  
   **Responsible Agent:** Economic/Business Development Council, Selectpersons and/or Town Manager and Voters.

10. **Policy:** The town will strive to provide cultural opportunities for its residents.  
    **Strategies:** The town will support programs to develop cultural events and facilities within the town. The Parks and Recreation Department will be asked to assist in this effort.  
    **Time Frame:** Ongoing  
    **Responsible Agent:** Voters, Interested Individuals, Department Heads, Selectpersons and /or Town Manager.
NATURAL RESOURCES

Natural resources contribute greatly to the quality of life in Maine. Activities such as fishing, boating, snowmobiling, hunting, canoeing, hiking, and cross-country skiing provide enjoyment not only to our residents but also to the tourists that visit our state each year. Although there are economic benefits related to the promotion of these resources, these benefits must also be balanced with the necessity to protect environmentally sensitive areas. This section will provide information that will be useful for the identification of development opportunities and constraints while protecting the community’s natural resources.

The goal of the Natural Resources section is: to protect the quality and manage the quantity of Stockton Springs' water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas; to protect the state’s other critical natural resources, including without limitation, wetlands, wildlife, and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas; to protect the state’s marine resources industry, ports and harbors from incompatible development to promote access to the shore for commercial fishermen and the public; as well as to safeguard agricultural and forest resources from development that threatens those resources.

The following maps are located at the end of this section. Contours (Map E-1), Hydric Soils (Map E-2), Soils-Percent Slope (Map E-3), Prime Farmland Soils (Map E-4), Prime Forestland Soils (Map E-5), Wetlands (Map E-6), Water Resources (Map E-7), Floodplain Zones (Map E-8), Sand and Gravel Aquifers (Map E-9), Soils Potential for Low Density Development (Map E-10), Critical Habitat (Map E-11), Shoreland Zoning (Map E-12), Watersheds (Map E-13), Rare or Exemplary Botanical Features (Map E-14) and Features, Data Source Map (Map E-15), Water Quality Classification (Map E-16) and Shellfish Closure (Maps E17- & E 18).

LOCATION AND TOPOGRAPHY

The town of Stockton Springs is located in the coastal region of Waldo County in Eastern Maine. The town is situated approximately 25 miles southeast of Bangor and is bordered on the north by Prospect, on the east by the Penobscot River, on the south by the Penobscot Bay and on the west by Searsport. The land area of the town, based on current GIS information, is approximately 19.1 square miles. Please see Map E-1 at the end of this section titled “Contours” for general contour elevations.

GEOLOGY

According to geologist D. Bruce Champion in an article for the Soil Conservation Service, Soil Survey of Waldo County, The landscape of Waldo County is a result mainly of the events of the Pleistocene epoch, which began about 2 million years ago. Huge ice sheets advanced and retreated over the area probably as many as four times during that period, but evidence remains of only the last major glaciation, known as the Wisconsin stage.
The Laurentide ice sheet of Late Wisconsin age had spread southeast to its maximum extent on the continental shelf by about 18,000 years ago. As it moved, the glacier ground up the rocks beneath it and deposited this newly eroded material under the ice as a compact blanket of glacial till, a mixture of rock fragments ranging from clay-sized material to boulders. Marlow and Peru soils are examples of soils developed in this dense till.

The sheer weight of a massive sheet of ice thousands of feet thick depressed the land surface significantly, but the extent of lowering is not known. The great quantities of moisture locked up in the glacier resulted in a general worldwide lowering of the sea level by about 300 to 350 feet. Eventually the climate warmed, and the rate of melting exceeded the rate of advance, resulting in a net retreat of the glacial margin. By about 13,500 years ago, the ice margin had receded to approximately the position of the present coast. As recession continued inland, a series of small ridges were built up. These ridges, known as recessional moraines, were formed from material deposited when the ice margin stabilized temporarily during the overall retreat. Many of the ridges were formed under water and were later wave-washed as emergence continued. Hermon soils are examples of soils formed on these ridges. Flooding of the lowlands and valleys by the rising sea followed. Large quantities of clay and silt were deposited in these areas, forming the familiar “Blue clays” of the coastal zone and major river valleys. Boothbay soils are an example of soils developed in this marine material.

During glacial retreat, the large amounts of meltwater carried and eventually deposited sand and gravel as terraces, kames, deltas and eskers in contact with the remaining ice. Also, sand was sometimes deposited in front of the ice margin in the form of outwash plains. These types of deposits often supply high yields of ground water to wells and are the best aquifers in Waldo County. Masardis soils are an example of soils formed in ice-contact deposits; Adams soils formed in sandy material on outwash plains.

As meltwater quantities decreased, some material in the ice was not able to be carried away, but remained to form a cover of firm, but not dense, till on some of the upland ridges and slopes. Bangor soils developed in this till.

As the ice melted and its weight was removed, the land began to rebound and emerge from the sea. This emergence began about 13,000 years ago and continued until about 10,000 years ago when sea level was about 180 feet below the present level. Since that time, a slow submergence has brought the sea up to its present level. During the period of emergence, many lakes, ponds, and marshes were formed. Some still exist, but many have been filled with lacustrine sediments or organic material. Boothbay soils formed in the lake sediments, and Borosapristes formed in the organic materials.

The process of erosion, sedimentation and landscape alteration is an ongoing one. Soils continue to form in “modern” (postglacial) materials; Alluvial soils, such as Podunk soils, formed in river and stream bottom deposits; Sulfaquents and Sulfihehmists...
developed from saltwater marshgrasses on tidal marshes; and beaches formed in loose water-worked sand, gravel, or cobbly material.

**LAND SUITABILITY**

The development of land with poorly suited soils is often the cause of many environmental problems that can eventually impact the community financially. Many times a community pays the price through increased costs for public services, the loss of wildlife habitat or scenic areas and water pollution. One area of particular concern is the design of septic systems on poorly drained soils, soils with high water tables, and on shallow to bedrock soils. Carefully monitoring the design and construction of wastewater disposal systems is one method the community can use to minimize the impact on the environment.

The United States Department of Agriculture (USDA) Soil Conservation Service (SCS) has prepared soil classification maps by County for the State of Maine. Land suitability analysis or soil surveys can be used to produce maps depicting the appropriateness of land areas for various land uses. The survey consists of an inventory, description, and evaluation of the soils within each county. The survey classifies all soils within a county into soil series. The classification is based on characteristics of the soil, including texture (percentage of sand, silt, clay), permeability, slope, wetness, and so on.

The Stockton Springs’ portion of the “Waldo County General Soil Map” shows that the majority of the soils are of Peru-Marlow-Brayton association and Boothbay-Swanville-Lyman association. The Peru-Marlow-Brayton association is characterized by deep, nearly level to steep well drained to poorly drained soils formed in dominantly moderately coarse textured, compact glacial till while the Boothbay-Swanville-Lyman association is characterized by deep, nearly level to steep, moderately well drained to poorly drained soils formed in marine and lacustrine sediments; shallow, gently sloping to very steep, somewhat excessively drained soils formed in moderately coarse textured glacial till.

Much of soils that are located in the intown area of Stockton Springs drain poorly and therefore create a problem for the placement of wastewater disposal systems.

**Highly Erodible Soils**

When surface vegetation is removed from large areas of land, soil erosion often results. Sediment, the result of erosion, has a number of adverse effects as a pollutant. In suspension, it reduces the amount of sunlight available to aquatic plants, covers fish spawning areas and food supplies, and clogs gills of fish. Phosphorus moves into receiving waters attached to soil particles. Excessive quantities of phosphorus can cause algae blooms. This sediment also fills drainage ditches, road ditches, stream channels and shortens the life of reservoirs.
Highly erodible soils are those soils that have a potential to erode at a rate far greater than what is considered a tolerable soil loss. The potential erodibility of a soil takes into consideration: rainfall and runoff, the susceptibility of the soil to erosion, and the combined effects of slope length and steepness. A highly erodible soil has a potential erodibility that would cause a considerable decline in long-term productivity of that soil as well as possible negative effects on water quality.

### Soils on Steep Slopes

Steep slope is one of the most noticeable of soil properties. It is a major component of the landscape and is one of the most significant soil properties governing land use. Most land use and development takes place on the less sloping areas, areas with slopes of less than 15 percent (representing an average drop of 15 feet or less in 100 feet horizontal distance). On steep slopes, areas with slopes of 15 percent or more, soils present problems for buildings, roads, and septic systems. The costs of engineering foundations and installing septic or sewer and other utility systems increase. The Appendix shows map unit symbols for slopes of 15 to 25 percent and slopes greater than 25 percent and can be used in conjunction with the soil map to identify where such slopes are located in Stockton Springs. Map E-3 located at the end of this section and titled “Soils-Percent Slopes” provides general locations for steep slopes within the town.

### Soil Potential for Low Density Development (LDD)

Soils that are wet, steep, subject to flooding, shallow to bedrock or restrictive layer, or have a coverage of stone or boulders are often more expensive to develop. To minimize these impacts, soil limitations need to be recognized and identified. A rating system called Soil Potential for Low Density Development (LDD) has been developed by the SCS to enable the rating of soils for this purpose. LDD is defined as 3-bedroom single-family unit residences with basement and comparable buildings covering 2,000 sq. ft. and subsurface wastewater disposal system, with or without on-site source of water. Paved roads in development are also included. Residences may be a single-unit or a cluster of units in a development. The subsurface wastewater disposal system would have the capacity of processing 270 gallons per day of effluent and would be installed according to the Subsurface Wastewater Disposal Rules, Chapter 241, of the Maine Department of Human Resources (MDHR), Division of Health Engineering.

Soil potential has been developed by selecting the best-suited soil countywide for LDD. A map unit of Hermon fine sandy loam, two to eight percent slopes (HbB), possesses all the desirable properties for low-density development uses. It is the best simply because it has the fewest limitations and therefore is the least expensive soil on which to construct a home, septic system, and a road. HbB has been established as the reference soil for Waldo County. Since all the soil properties are desirable, the Soil Potential Index for this Hermon soil is 100. All other soils in Waldo County will have an index of less than 100, unless a soil has equal properties to the Hermon soil. The Soil Potential Index, a numerical rating of the soil ranging from 0 to 100, is based on the performance of the reference soil minus the values of corrective measures (costs for overcoming soil
limitations are developed and converted to index points). The Soil Potential Rating is based on the index value obtained after the corrective measures have been subtracted from 100. Since the entire range is large, these numerical ratings are separated into Soil Potential Rating Classes of very low to very high.

The soils information and maps, in terms of soil potential versus land use, will provide valuable information for the development of the proposed land use plan. Please see Map E-10 titled “Soils Potential for Low Density Development” at the end of this section.

**FARMLAND**

Concern for preservation and wise utilization of these farming resources is important. To reduce environmental problems caused by farming activities, a municipality should ensure that shoreland zoning and other ordinances are properly enforced. Moreover, appropriate performance standards should be developed to minimize environmental contamination.

**Prime Farmland**

Development threatens the irreversible conversion of farmland to other uses. Recognizing that land use cannot remain static and that our state is becoming more urban, it also seems reasonable that conversion of agricultural land should be based on the quality of the soils. These soils can be rated in terms of their ability to grow agricultural crops. Obviously some soils in Maine are much more valuable for agriculture than others.

Prime farmland is one of several kinds of important farmlands defined by the U.S. Department of Agriculture. Identification of prime farmland is a major step in meeting the nation’s needs for food and fiber.

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources, and farming it results in the least damage to the environment. Prime farmland is also often targeted as prime property for low-density residential development. Please see Map E-4 titled “Prime Farmland” and Map E-10 titled “Soils Potential for Low Density Development” at the end of this section.
Prime Farmland Soils in Waldo County
Chart E-1

<table>
<thead>
<tr>
<th>Map Symbols</th>
<th>Code</th>
<th>Soil Map Unit Name</th>
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<tbody>
<tr>
<td>AdB</td>
<td>4</td>
<td>Adams Loamy Fine Sand, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>BaB</td>
<td>1</td>
<td>Bangor Silt Loam, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>BoB</td>
<td>1</td>
<td>Boothbay Silt Loam, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>DxB</td>
<td>1</td>
<td>Dixmont Silt Loam, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>ElB</td>
<td>1</td>
<td>Eldridge Fine Sandy Loam, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>HeB</td>
<td>4</td>
<td>Hermon Sandy Loam, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>Lk</td>
<td>3</td>
<td>Limerick and Rumney Soils,</td>
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<tr>
<td>MaB</td>
<td>1</td>
<td>Madawaska Fine Sandy Loam, 3 to 8 percent slopes</td>
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<tr>
<td>MbB</td>
<td>1</td>
<td>Marlow Fine Sandy Loam, 3 to 8 percent slopes</td>
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<tr>
<td>MkB</td>
<td>4</td>
<td>Masardis Fine Sandy Loam, 0 to 8 percent slopes</td>
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<tr>
<td>PaB</td>
<td>1</td>
<td>Peru Fine Sandy Loam, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>Py</td>
<td>3</td>
<td>Podunk Fine Sandy Loam</td>
</tr>
<tr>
<td>ThB</td>
<td>4</td>
<td>Thorndike-Winneook Complex, 3 to 8 percent slopes</td>
</tr>
<tr>
<td>TrB</td>
<td>4</td>
<td>Tunbridge-Lyman Complex, 3 to 8 percent slopes</td>
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</table>

Key To Prime Farmland Code
1- All areas are prime farmland
3- Only areas protected from flooding or not frequently flooded during the growing season are prime farmland
4- Only irrigated areas are prime farmland

Farm and Open Space Tax Law

According to records in the town’s Assessing Office for 2001, there are two parcels registered in the state’s Farm and Open Space Tax Law program. This is understandable since Stockton Springs is a coastal community and today agriculture plays a very minimal role in Stockton Springs’ economy. The land within the town is hilly and rocky, not a good combination for farming. Stockton Springs is not unlike the entire State of Maine that has seen a steady thirty-year decline of agricultural production and employment. In the 1940s, it was common to have a cow and/or a pig. At that time many individuals were part-time farmers, but it was also necessary for them to work another job such as at a shipyard to support their family. Some small-scale farming operations currently exist throughout Waldo County. These small-scale farms specialize in a variety of products and services such as venison, herbs or even animal breeding. Currently the extent of Stockton Springs’ agricultural production consists of blueberry lands that are leased to large blueberry companies such as Allen’s or Merrill’s and an apple orchard on the Harris Rd. Concern for preservation and wise utilization of these farming resources is important. To reduce environmental problems caused by farming activities, a municipality should ensure that shoreland zoning and other ordinances are properly enforced. Moreover, appropriate performance standards should be developed to minimize environmental contamination and encourage farming uses while fostering stewardship of the environment.
Farmland is eligible for the Farm and Open Space Tax Law Program (Title 36, MRSA, Section 1101, et seq.), as long as the farm consists of at least five contiguous acres and is utilized for the production of farming, agriculture or horticulture activities. Additionally, the farm must show that their gross earnings from agricultural production was at least $2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years or three of the last five years.

The open space portion of this program has no minimum lot size requirements and the tract must be preserved or restricted in use to provide a public benefit by conserving scenic resources; enhancing public recreation opportunities; promoting game management or preserving wildlife habitat.

The Farm and Open Space Tax Law encourages landowners to conserve farmland and open space by taxing the land at a rate based on its current use, rather than potential fair market value. The benefits of this program are: that it enables farmers to continue their way of life without being forced out of business by excessive property taxes due to rising land valuations and that it reduces sprawl by keeping the land in its traditional use verses being developed. If the property is removed from the program, a penalty is assessed against the property. This penalty is calculated based on the number of years the property was enrolled in the program and/or a percentage of fair market value upon the date of withdrawal.

**Farmland and Registration Program**

Another program is the Farmland Registration Program designed to protect the farmers' right to farm their land. Upon registration, a farmer is guaranteed a 100-foot buffer zone between the productive fields and new incompatible development, such as residential development. This program lets new and potential abutters know that a working farm is next door. Currently the program is closed to new applications.

**Mandatory Shoreland Zoning and Subdivision Law**

State legislation provides environmental guidelines and mandates shoreland zoning and subdivision laws that consider agricultural issues.

**FORESTLAND**

While Maine's forests and forest industry still play a vital role in the State's economy, especially in Northern Maine, this role is not as evident in the coastal regions of the State. The forested areas provide an abundant and diverse wildlife population for use and enjoyment of all Maine citizens. Furthermore, the forest protects the soil and water and contributes to a wide variety of recreational and aesthetic experiences. The forest provides a wide variety of wildlife habitats for both game and non-game species. Loss of forestland can be attributed to development and to irresponsible harvesting techniques. Also, when forestland is fragmented, public access becomes more restricted due to
increased land posting. To optimize forestland usage, it should be effectively managed and harvested.

**Woodland Productivity**

Soils rated with a woodland productivity of medium or above are qualified as prime forestland soils. This designation does not preclude the use of these lands but only identifies the most productive forestland. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality. Stockton Springs’ important farmlands, which consist of prime and additional land of statewide importance, are shown on Map E-4 at the end of this section.

**Tree Growth Tax Law**

In addition to the Farm and Open Space Tax Program, the State also has a similar program for forestland. The Tree Growth Tax Law (Title 36, MRSA, Section 571, et seq.) provides for the valuation of land, which has been classified as forestland on the basis of productivity value, rather than on fair market value. According to municipal records for fiscal year 2001, Stockton Springs had 16 parcels of land classified under the State’s Tree Growth program, consisting of 892.40 acres in total. These parcels were owned by 10 different landowners, none of which were large timber companies. The tree growth program requires that the parcels be at least 10 acres and that the land is held for commercial use. If the property is removed from the program, a penalty is assessed against the property. There are two methods to calculate the penalty. The law directs assessors to use the method that yields the greatest return to the community. In one method, the penalty is calculated based a percentage of the fair market value upon the date of withdrawal. The percentage is determined based on the number of years the property was enrolled in the program. The second method is to calculate the amount of tax that would have been paid for the last five years if the property had not been in the program.
2001 Tree Growth Valuation

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<tr>
<th>Owner</th>
<th>Map/Lot</th>
<th>Acres Hardwood</th>
<th>Acres Mixed Wood</th>
<th>Acres Softwood</th>
<th>Total Acres</th>
<th>Taxable Value</th>
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<tr>
<td>Vaughn Thibodeau &amp; Sons</td>
<td>R1/4, 26 &amp; 27</td>
<td>28</td>
<td>116</td>
<td>4</td>
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<tr>
<td>David Lawrence</td>
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<td>-</td>
<td>8</td>
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<td>8</td>
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<tr>
<td>Sarah Nickerson</td>
<td>R2/116 &amp; 118</td>
<td>29</td>
<td>43</td>
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<td>R2/128</td>
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<td>51</td>
<td>-</td>
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<tr>
<td>Basil &amp; Mary Staples</td>
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<td>54</td>
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<td>Bruce Hess</td>
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<td>121</td>
<td>42</td>
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<td>Emery &amp; Thea Shute Sr.</td>
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<td>-</td>
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</table>

Source: Stockton Springs’ Assessing Records

Major Forestland Owners

Stockton Springs does not have any large parcels of forested land area and does not have any major forestland owners such as large timber companies.

EXISTING PROTECTION MEASURES

Tree Growth Tax Law

This program encourages landowners to retain and manage their woodlands thus minimizing sprawl. When managed properly, forested areas can be utilized for production and still provide wildlife habitats.

The Forest Practices Act

This act regulates the practice of clearcutting by setting regeneration and clearcut size requirements.

The Mandatory Shoreland Zoning, Subdivision Control Law, and Clear Cutting

State legislation provides environmental guidelines and mandates regarding shoreland and subdivision activities, which consider agriculture and forestry issues, as well as regulations on clear cutting.

WATER RESOURCES

The Natural Resources Protection Act (Title 38 §480-A et.seq.) establishes a permit review process designed to provide protection of natural resources of statewide importance. Some of these protected resources include: Rivers, Streams and Brooks: Great Ponds, Coastal Wetlands and Significant Wildlife Habitat. Water resources are
discussed below while significant habitat is addressed later in this section.

**Surface Waters**

**Watersheds**

A watershed is defined as the geographic region within which water drains into a particular river, stream or body of water. A watershed includes hills, lowlands, and the body of water into which the land drains. Watershed boundaries are defined by the ridges of land separating watersheds. Therefore, virtually all waters are connected; pollution to one source will affect another within a watershed. It is important to remember that everything occurring in a watershed and everything that can be transported by water will eventually reach and impact the water quality of a waterbody. Development activities, such as house and road construction and timber harvesting, may disturb the land that drains to a lake by streams and groundwater. In other words, these activities may disturb the watershed. The disturbed and developed land contributes pollutants and other substances to the lake. Therefore, the lake’s water quality is degraded. Activity anywhere in the watershed, even several miles away, has the potential to impact lake water quality.

Approximately 50% of the land area of Maine is located in a lake watershed. In Stockton Springs, streams are shared with both Prospect and Searsport.

**Freshwater Wetlands**

The term "wetlands" is defined under both state and federal laws as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support prevalence of vegetation typically adapted for life in saturated soils." Wetlands include freshwater swamps, bogs, marshes, heaths, swales, and meadows. There is no longer a ten-acre threshold associated with regulated freshwater wetlands.

Wetlands are important to the public health, safety and welfare because they act as a filter, absorb excess water, serve as aquifer discharge areas, and provide critical habitats for a wide range of fish and wildlife. They are fragile natural resources. Even building on the edge of a wetland can have significant environmental consequences. Some wetlands have important recreational and educational value providing opportunities for fishing, boating, hunting, and environmental education. Planning efforts should take into account the constraints of these areas.

The MDEP has identified wetlands located within Stockton Springs, as illustrated on Map E-6 at the end of this section. These wetlands were identified as wetlands by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The MDEP has jurisdiction over freshwater wetlands and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act. Finally, the Mandatory
Shoreland Zoning Law provides protection to mapped non-forested wetlands that are over ten acres in size.

Wetland alterations can contribute to wetland loss. The most common sources of alterations include commercial, residential and urban development; transportation and roads; floodplain development; pollution; peat mining; timber harvesting; and agriculture.

**Rivers, Streams, Brooks and Great Ponds**

Areas protected by the Natural resources Protection Act include rivers, streams and brooks and are defined as: a channel between defined banks and associated floodplain wetlands, meeting two or more of the following characteristics:

- Depicted as a solid or broken blue line on the most recent edition of the USGS map.
- It contains flowing water for at least 3 months of the year.
- The channel bed is composed of mineral material that has been deposited or scoured by water.
- The channel contains aquatic animals in the water or within the streambed.
- The channel contains aquatic vegetation and is devoid of upland vegetation.

Stockton Springs’ rivers, streams and brooks, are illustrated on Map E-7 at the end of this section. They consist of:

- Black Brook
- Blood Brook
- Cappy Halls Creek
- Carley Brook
- Middle Street Brook
- Willow Brook

**Great Ponds** are inland bodies of water with a surface area in excess of ten acres in their natural state or man-made ponds of thirty acres or more.

There are no Great Ponds located within Stockton Springs.

**Other Water Bodies include Stowers Meadows and Mill Pond. Stowers Meadows is part of the**

**Principal Flood Problems**

According to the Federal Emergency Management Agency’s (FEMA) Flood Insurance Study, there are some coastal areas that have the potential for additional hazards associated with storm waves. Please see Map E-8 at the end of this section for the flood prone areas within town.
Currently the town is involved in a project to map their flood prone areas. A grant from the Economic Development Administration for pre-disaster planning has provided an opportunity for Stockton Springs to participate in a pilot program. A partnership between Eastern Maine Development Corporation and JW Sewall Company will provide the town with flood hazard information overlaid on the communities tax maps. This will allow the community to determine the potential financial impact that a flood event would cause in their community. Initial numbers, based on assessed values, indicate that out of 1,306 parcels approximately 350 parcels could be affected or about 36% of the tax base.

**Flood Protection Measures**

The town of Stockton Springs has adopted for minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. This ordinance serves to protect the waterbodies shores by restricting building to reduce flood damage and problems.

**Floodplains**

Floodplains are defined as areas adjacent to a river, stream, lake, or pond, which can reasonably be expected to be covered at some time by floodwater. The primary function of floodplains is their ability to accommodate large volumes of water from nearby overflowing channels and dissipate the force of flow by reducing the rate of flow through a widening of the channel. A floodplain may also absorb and store a large amount of water, later becoming a source of aquifer recharge. Floodplains also serve as wildlife habitats, open space and outdoor recreation, and agriculture without interfering with their emergency overflow capacity.

Intensive urban development on floodplains and flood prone areas can increase the severity of floods and cause flooding of previously unaffected areas. The major consequence of intensive development in floodplains and flood prone areas is the widespread property damage and loss of life, which results from severe flooding. Other significant consequences include the public costs associated with cleanup and rebuilding, increased insurance costs, and water contamination from toxic and hazardous materials.

The town of Stockton Springs participates in the Flood Insurance Program, and its flood protection consists of a Floodplain Management Ordinance. Map E-8 shows Stockton Springs’ special flood hazard areas inundated by 100-year flood (less than a one percent chance of being equaled or exceeded in a given year).

Intensive development in floodplains, floodprone areas, and "special flood hazard areas" should be avoided. In addition, existing development and incompatible land use activities should not be permitted to expand and should be amortized for their eventual elimination, to the maximum extent possible.

**Surface Water Protection**
Protection of Stockton Springs’ surface water takes place at the local, State, and federal levels, and sometime at more than one level simultaneously. At the local level, Stockton Springs’ surface water is protected through Shoreland Zoning, Subdivision Regulations, Site Plan Review, and Plumbing Code, Floodplain Management Ordinance and in the future by the Land Use Ordinance. Surface water protection at the State level encompasses: the Site Law, Public Water Supply Regulation, the Natural Resource Protection Act, Hazardous Law, and Underground Storage Tank Regulation. Finally, protection at the federal level consists of: Wetlands Protection, the Clean Water Act, the Resources Conservation and Recovery Act, the Safe Drinking Water Act, and the Superfund Amendments and Reauthorization Act.

**Groundwater**

**Sand and Gravel Aquifers**

An aquifer is a geological unit capable of containing a usable amount of ground water. A significant ground water aquifer, as defined by the Maine State Legislature (38MRSA Chapter 3, Section 482, 4-D) is “…a porous formation of ice-contact and glacial-outwash sand and gravel or bedrock that contains significant recoverable quantities of water which is likely to provide drinking water supplies.” A bedrock aquifer is adequate for small yields and a sand and gravel aquifer is a deposit of coarse-grained surface materials that, in all probability, can supply large volumes of groundwater. Boundaries are based on the best-known information and encompass areas that tend to be the principal groundwater recharge sites. Recharge to these specific aquifers, however, is likely to occur over a more extensive area than the aquifer itself.

In 1981, the Maine Geological Survey identified the sand and gravel aquifers within the town of Stockton Springs, as shown on Map E-9. The aquifers range in capacity from 10-50 gallons per minute (GPM) to greater than 50 GPM.

Map E-9 can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials. Sand and gravel aquifers generally store and yield a higher quantity and quality of groundwater than do bedrock wells. However, sand and gravel aquifers usually have a more permeable recharge area that is located closer to the ground surface than bedrock wells. As a result, wells drilled into sand and gravel aquifers can become contaminated more easily and impact a greater volume of water than bedrock wells.

It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Thus, it is important to take measures to prevent contamination before it occurs. Possible causes of aquifer and surface water contamination include faulty septic systems, road salt leaching into the ground, leaching above ground or underground storage tanks, agricultural run-off of animal waste, auto salvage yards, and landfills. Protecting a groundwater resource and
preventing contamination are the most effective and least expensive techniques for preserving a clean water supply for current and future uses.

Almost all groundwater contamination in Maine originates from non-point source pollution, rather than point source pollution. Most important non-point contamination sources include: agriculture, hazardous waste spill sites, landfills, petroleum products and leaking underground storage tanks, road-salt storage and application, septic systems, saltwater intrusion, shallow well injection, and waste lagoons. In addition to these major sources, things as diverse as golf courses, cemeteries, dry cleaners, burned buildings, and automobile service stations are potential threats to groundwater.

Groundwater flows according to geography, not municipal boundaries. Consequently, it is essential that all communities sharing groundwater resource and their recharge zones should work together to protect it. This regional cooperation includes coordination between towns to ensure consistent regulations and enforcement regarding this resource and the development of a regional water quality protection plan, as appropriate.

The Eroding Sandy Point Esker

The following article was featured as the Geologic Site of the Month in April of 2001 and can be found on the Maine Department of Conservation’s website. The text and photos are by Joseph T. Kelley.

Eskers are sand and gravel deposits that form inside tunnels within glaciers. They are usually less than 300 m wide and 20 m high, but may extend (with occasional gaps) for more than 100 km. Eskers are usually steep-sided, but often contain multiple ridges. They are usually composed of sediment layers shaped by the ice-tunnel rivers; these layers were often disturbed by movement of the ice during deposition, however. Maine has many eskers, all of which formed during the last Ice Age, which ended between 14,000 and 11,000 years ago.

The seaward tip of the Sandy Point esker is located in Stockton Springs (Castine and Bucksport 7.5-minute quadrangles), although the esker begins more than 50 km to the north (Figure 1) (Thompson and Borns, 1985). No study has been performed on the sediment comprising the esker, but many pebbles and cobbles of Mt. Kineo rhyolite are visible on the beaches developed from the esker. This suggests a potential source area in Moosehead Lake, 140 km to the northwest, for some of the esker sediment.

Where it nears the sea, the Sandy Point esker has several separate ridges that are about 150 m in width and 10 m in height (Figure 2). The most seaward tip of the esker faces directly into Penobscot Bay and experiences the force of
winter storm waves. As a result, it is eroding relatively rapidly (estimated at 0.5-1.0 m/yr), and the eroded sand and gravel is forming beaches in front of and along the sides of the esker (Figures 2, 3, 4 & 5) (Barnhardt and others, 1998). The beach directly in front of the esker (Figure 3) is very coarse-grained, with boulders scattered above and below the high-tide line. Despite erosion of the bluff sediment, wave and current action is too strong here to permit much of a protective beach to remain. Thus, the bluff face remains devoid of most vegetation.

On the eastern side, a 50 m wide beach has developed from eroded esker sand (Figure 4). This beach is finer grained than the one in front of the esker, and all the material in it has moved up the Penobscot Estuary by waves and currents. The beach has been leveled for a parking lot and lost any sand dunes it might have once had. This beach has prevented storm waves from reaching the side of the esker for a long time, and large trees cover the formerly eroding bluff face here.

The sides of the esker are draped with glacial-marine muddy sediment. Where exposed (Figures 2 & 5), this material contains fossil seashells from around 12,000 years ago (Ives and others, 1967), when the sea covered much of coastal Maine. On the western side of the esker, less sand is available from the eroding esker, and only low, narrow beaches exist (Figure 5). Bluffs of fine-grained glacial-marine sediment are retreating rapidly here, producing mud for intertidal salt marshes and flats, not sand for beaches.

Sand and gravel eroded from the Sandy Point esker is driven by waves and currents up the Penobscot Estuary for several hundred meters. Where the sand beach ends, bluff erosion begins again (Figures 6 & 7). Material from this eroded bluff of esker sediment is all driven upstream and forms an extensive beach up to 100 m wide and 400 m long. Though altered for a parking lot, some natural sand dunes remain in the area that was purchased by the Land-for-Maine's-Future Board (Figure 6).
Time-series photographs of the eroding bluff that supplies sand for this beach reveal the slow rate of sand production (Figure 7). When photographed in 1998 (Figure 7a), a block of esker sediment was observed on the esker side. The bent trunks of the trees on the block indicate that the block is moving downslope slowly by a process called "creep." The trunks bend in an attempt to remain vertical as the block slides down. A photograph of the same site two years later reveals that one tree has fallen, and about 0.6 m of sediment has eroded away (Figure 7b).

This small exposure of eroding glacial sediment demonstrates the close connection between bluff erosion and the creation of beaches in Maine (see also Kelley and others, 1989). If the Hersey Retreat (Figure 2) had been built close to the bluff edge a hundred years ago, seawalls to prevent erosion might have been constructed. If that had happened, sand for the adjacent beaches would have remained trapped in the bluff, and no beaches would now exist. Without beaches along the flank of the esker, erosion would have occurred here, and probably necessitated more seawalls along the length of the esker.

References Cited


Selected Additional References on Eskers

Ashley, G. M., Boothroyd, J. C., and Borns, H. W., Jr., 1991, Sedimentology of late Pleistocene (Laurentide) deglacial-phase deposits, eastern Maine; An example of a temperate marine grounded ice-sheet margin, in Anderson, J. B., and Ashley, G. M. (editors), Glacial marine sedimentation; Paleoclimatic significance: Geological Society of America, Special Paper 261, p. 107-125.


Drinking Water Supply

Please see the Public Facilities section of this plan for specifics on the public water supplies within Stockton Springs.

Public water suppliers are required to periodically test the water they serve and, if necessary, to treat it. However, public water supply wells do sometimes get contaminated by human and animal waste, gasoline and other pollutants. Developing a new ground water supply can cost a town more than half a million dollars. The responsibility for protecting public water supply sources from contamination falls largely to public water suppliers. However, land use decisions are made by municipal officials,
not water suppliers. This means that protection of public water supplies requires a partnership among water suppliers, regulators, local landowners, and municipalities.

Maine Drinking Water Program

The State of Maine Drinking Water Program (DWP) is responsible for enforcing the Federal Safe Drinking Water Act in Maine and has primary responsibility for administering the State’s Rules Relating to Drinking Water. The DWP receives funding from both the United States Environmental Protection Agency and the regulated community. Public water suppliers pay an annual fee which was developed by the DWP, Maine Rural Water Association (MRWA), and the Maine Water Utilities Association (MWUA). This cooperative funding effort was developed to allow Maine companies to be regulated by Maine regulators. The DWP regulates over 2,200 public water systems in Maine.

Threats to Water Quality

Point Source Discharge

There are no point source discharge sites in Stockton Springs.

Non-Point Source Pollution

Threats to water bodies include non-point source pollution through erosion and sedimentation resulting in an increase in phosphorus level. Erosion occurs because of soil disturbances by people. Water-generated erosion causes the most severe damage when a site is undergoing development. A serious consequence of erosion is sedimentation; sedimentation of water bodies can cause "algae bloom," which occurs when a water body has high concentrations of phosphorus attached to soil particles. All water bodies have the ability to absorb some phosphorus before there is an adverse impact on the quality of the water. However, when the phosphorus load to a lake becomes too great, the phosphorus acts as a fertilizer and causes algae to flourish.

Pollution from non-point source include agricultural run-off, both animal wastes and fertilizers, landfills, sand and salt storage, waste lagoons, roadside erosion, leaking underground storage tanks, and hazardous substances. Identification and regulation of these sites are important in safeguarding both surface and ground waters.

Stockton Springs applied for a grant offer by the Maine Community Foundation, Maine Shores Stewards Program, Coastal Watersheds Grants Program in 2001 to study non-point source pollution. The town was not selected as a grant recipient at that time and will continue to apply for any grants offered in the future.

Water Quality Classifications

The State has four water quality classes for freshwater rivers, three classes for marine and estuarine waters, and one class for lakes and ponds. A close comparison of the standards will show that there is actually not much difference between the uses or the qualities of the various classes. All attain the minimum fishable-swimmable standards established in
the Federal Clean Water Act. Most support the same set of designated uses with some modest variations in their descriptions.

The classification system should be viewed as a hierarchy of risk, more than one of use or quality, the risk being the possibility of breakdown of the ecosystem and the loss of use due to either natural or human-caused events. Ecosystems that are more natural in their structure and function can be expected to be more resilient to a new stress and show more rapid recovery. Classes AA, GPA, and SA involve little risk since activities such as waste discharge and impoundment are prohibited. The expectation to achieve natural conditions is high and degradation is unlikely. Class A waters allow impoundments and very restricted discharges, so the risk of degradation while quite small, does increase since there is some small human intervention in the maintenance of the ecosystem. Classes B and SB have fewer restrictions on activities but still maintain high water quality criteria. Classes C and SC waters are still good quality, but the margin for error before significant degradation might occur in these waters in the event of an additional stress being introduced, (such as a spill or a drought) is the least.

The reclassification of waters of the State is governed by Title 38 Sections 464(2), 464(2-A) and 464(3). This statute requires the Department of Environmental Protection to conduct water quality studies, and the Board of Environmental Protection to hold hearings and propose changes to the water classification system to the Legislature for final approval. This is to be conducted from time to time, but at least every three years. The last reclassification resulting in changes enacted in 1999.

The classifications of Stockton Spring’s stream are shown on Map E-16. The Law states that “Class B waters shall be of such quality that they are suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12 §403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired.

The dissolved oxygen content of Class B waters shall be not less than 7 parts per million (ppm) or 75% of saturation, whichever is higher, except that for the period from October 1st to May 14th, in order to ensure spawning and egg incubation of indigenous fish species, the 7-day mean dissolved oxygen concentration shall not be less than 9.5 ppm and the 1-day minimum dissolved oxygen concentration shall not be less than 8.0 ppm in identified fish spawning areas. Between May 15th and September 30th, the number of Escheriachia coli bacteria of human origin in these waters may not exceed a geometric mean of 64 per 100 milliliters or an instantaneous level of 427 per 100 milliliters.

Discharges to Class B waters shall not cause adverse impact to aquatic life in that the receiving waters shall be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes in the resident biological community.”

Water Quality Protection
The following is an abbreviated listing of water protection funding and assistance programs and descriptions of those programs.

**Small Community Grant Program**

The Small Community Grant Program provides grants to towns to help replace malfunctioning septic systems that are polluting a waterbody or causing a public nuisance. Grants can be used to fund from 25% to 100% of the design and construction costs, depending upon the income of the owners of the property, and the property’s use. An actual pollution problem must be documented in order to qualify for funding. The highest priority is given to problems which are polluting a public drinking water supply or a shellfishing area. DEP grants are not available to provide septic systems for new homes, and any home constructed since October, 1974 must show evidence that a septic system was previously installed which complied with the Maine Subsurface Wastewater Disposal Rules. Grant applications must be submitted by the municipality in which the property owner resides. Applications must be sent to the Department of Environmental Protection by January 31 in order to receive funding in that year, except under special circumstances.

Individual families may qualify for the grant program if their federal taxable income for the previous year was $40,000 or less. Commercial establishments may qualify if their gross profit for the previous year was $40,000 or less. Potential applicants are not eligible for grant assistance if their income exceeds these figures. Applicants are required to show proof that they meet the income limit. A sliding-scale grant percentage applies depending on the amount of income or profit. Participants in the program are also required to grant an easement to the town allowing construction and inspection of the system.

**Overboard Discharge Grant Program**

The Maine Overboard Discharge Program was initiated by the Legislature (38 M.R.S.A. Section 411-A) to help fund replacement systems that would eliminate licensed overboard discharges in certain areas. Licensed overboard discharges are treated discharges, to surface bodies of water, of domestic pollutants not conveyed to a municipal or quasi-municipal wastewater treatment facility. High priority is given to shellfish areas that could be opened for harvesting if the licensed overboard discharges were eliminated. High priority is also given to great ponds and small rivers and streams with drainage areas of less than 10 square miles where the licensed overboard discharge creates a public nuisance condition.

The State share of funding for projects in this grant program comes from bond issues approved by the voters of the State of Maine. The Program Administrator develops a priority list based on information from the Department of Marine Resources, DEP staff, local officials, shellfish committees, and other interest groups. Municipalities, Quasi-Municipal Corporations, County Commissioners and Individual Persons may be eligible to receive grant funds to eliminate overboard discharges. Municipal officials may act as
the Applicant for the grant funds for all the licensed discharges scheduled to be eliminated within their jurisdiction. Individual owners of licensed overboard discharges scheduled to be removed can also act as the Applicant for grant funds. Owners of existing licensed overboard discharges in high priority areas will be notified by the DEP that they are eligible for grant funds to replace their existing system with a subsurface system in compliance with the Maine State Plumbing Code or to connect to a public sewer system. A year-round residential overboard discharge will receive a grant of 90% of the project costs, a commercial overboard discharge will receive a grant of 50%, and a seasonal residential overboard discharge will receive a grant for 25% of the project costs. Project costs include engineering and construction costs.

**Maine Combined Sewer Overflow Grant Program**

Combined sewer overflows (CSOs) occur during storm events when a mixture of wastewater and stormwater runoff overflows the combined sewer collection system before receiving treatment at a licensed wastewater treatment facility. These discharges of diluted untreated wastewater violate both State and Federal water pollution laws. Municipalities or Sewer Districts that have CSOs are required to license them with the Maine Department of Environmental Protection. License requirements direct these communities to evaluate their CSO problems and determine cost effective solutions to abate them.

In 1990, voters approved a state bond issue for $2.4 million to be used for funding CSO related studies that develop recommendations for solving CSO problems. Grants are awarded for 25% of eligible costs. Requests for CSO Planning Grants should include the following information:

1) If an engineering consultant is to be used, an engineering contract based on a Department approved scope of work. 2) If municipal/district staff will be involved in activities such as sampling and testing, an estimate of costs for staff time; 3) Costs for equipment needed for the study, such as flow meters, or rain gauges. Design and construction costs associated with CSO remediation may be funded by the State Revolving Loan Fund or, depending on municipal/district financial capability and grant availability, State grant.
Maine State Revolving Loan Fund (SRF)

The SRF provides low interest loans to municipalities and quasi-municipal corporations such as sanitary districts for construction of wastewater facilities. The SRF is funded by a combination of federal capitalization grant and state bond issue funds equal to 20% of the federal grant. State bond issues are approved by the voters in the State of Maine. The Maine Municipal Bond Bank (MMBB) is the financial manager for the SRF program. The MMBB combines federal and state funds with MMBB bond funds to create attractive interest rates; 2% below the market rate.

The DEP Division of Engineering and Technical Assistance (DETA) administers the technical aspects of the program and the projects funded by it. The primary purpose of the fund is to acquire, plan, design, construct, enlarge, repair and/or improve publicly-owned sewage collection systems, intercepting sewers, pumping stations, and wastewater treatment plants. The long-term goal of the SRF is to establish a self-sufficient loan program that will maintain and improve Maine’s inventory of municipal sewage facilities in perpetuity. This will ensure preservation of the water quality gains that were realized by the initial construction of them.

State law also gives the DEP flexibility, through the related Construction Grant Program, to use bond issue funds with other sources of funding to provide affordable financing of municipal and quasi-municipal wastewater facilities. The Board of Environmental Protection has established a goal for residential users of 2% of the Median Household Income (MHI). The DEP attempts to reach this goal by combining grant funds, SRF loan funds, and other sources of funds such as Community Development Block Grants, Rural Development loans and grants, and grants or loans from the Economic Development Administration.

State participation is limited to 80% of the project costs for wastewater treatment facilities, interceptor systems and outfalls. The word “expense” does not include costs relating to land acquisition or debt service, unless allowed under federal statutes and regulations. The commissioner is also authorized to grant an amount not to exceed 25% for preliminary planning or design of a pollution abatement program.

Watershed Protection Grant

Teachers or Advisors of grades 6 through 12 can apply for a maximum of $1000 for support of a service learning project. Teachers are responsible for obtaining the appropriate permission from their school or school board before applying. Preference will be given to schools who involve community members and in-kind matches of plants or other materials that will be used to control erosion or stormwater run-off or moderate temperature (streams only). Cost sharing with landowner is highly encouraged if project is on private land. Funds can be used for materials to restore or improve the site, for transporting students to the site, for a sign at the site and for expendables related to public education.
Action Projects must restore or protect a local freshwater resource (lake or stream that feeds a lake), to be named in the application. Projects must involve lake or stream watersheds; no purely coastal applications can be funded. The focus of this program is to protect water quality of a lake or stream and to educate the public about the relationship between land use and water quality. Projects should prevent soil erosion, reduce polluted stormwater or moderate temperature (streams only). A typical project would begin with classroom activities that help the students learn about the habitat, followed by a field survey, and culminate in a service learning project such as planting of a vegetated buffer, repairing eroded shorelines, ditches, or roads.

Public Education projects will educate the public about the knowledge gained through the classroom watershed protection project. Some examples would be publishing articles by students in local newspapers, hosting a public event at the site upon completion, conducting a workshop to teach others in the community or lake association about how to complete a similar project on their property, and making a presentation to the conservation commission or other municipal group that has the authority to make changes to protect the lake or stream watershed.

Surface Water Protection Projects

Maine has thousands of surface water bodies such as lakes, ponds, rivers, streams, and coastal waters within its boundaries. Many of them are adjacent to or near highways. To help reduce pollution and other damage from those highways, the Maine Department of Transportation has created a Surface Water Quality Protection Program (SWQPP). This program is funded under the Surface Transportation Program (STP), which is part of the federal Transportation Equity Act for the 21st Century (TEA-21) of 1998.

The funding can be used on what MDOT refers to as arterial, major and minor collector highways, which include most of the major highways in Maine. The SWQPP has two purposes. First, to identify potential project locations where surface water quality is being adversely impacted by runoff from highways, and, second, to select and prioritize potential pollution elimination projects for funding under this program.

Working with the Department of Environmental Protection, MDOT has developed a list of thirteen criteria for evaluating potential projects. That list includes requirements that work funded under this program not involve non-MDOT property unless it is essential to eliminating runoff pollution, that projects consist of actions not included in normal routine highway maintenance or construction activities, and that high priority be given to projects which are actively supported by the municipality, local environmental groups, conservation commissions, planning boards, soil and water conservation districts and similar groups.

Nominated projects are screened, selected and prioritized by a team of representatives from MDOT, the Maine Department of Environmental Protection and the Federal Highway Administration. While there is no deadline for applications to be considered,
they will be reviewed and selected in the order in which they are received, so the earliest submissions will have an advantage.

**Nonpoint Source Water Pollution Control Grants**

The primary objective of NPS projects is to prevent or reduce nonpoint source pollutant loadings entering water resources so that beneficial uses of the water resources are maintained or restored. Maine public organizations such as state agencies, soil and water conservation districts, regional planning agencies, watershed districts, municipalities, and nonprofit (501(c)(3)) organizations are eligible to receive NPS grants.

This program invites proposals for the following three types of NPS projects:

- **NPS Watershed Project.** This project is designed so that Best Management Practices (BMPs) are implemented in a manner that leads to a significant reduction in NPS pollutant load to a waterbody. The load reduction is intended to restore or protect water quality.

- **NPS Watershed Survey.** This project focuses on finding, describing, and prioritizing NPS pollution sources in a watershed, and recommends BMPs for correcting identified pollution sources.

- **Watershed Management Plan Development.** This project is to develop and produce a locally supported “Watershed Management Plan.” The plan is intended to be a comprehensive plan of action to prompt use of BMPs to prevent or abate NPS pollution sources within a watershed or subwatershed.
Wellhead Protection Program

In 1991, the Maine Drinking Water Program (DWP) began the process of developing and implementing a wellhead protection program for all of the public water supplies statewide. This included all of the community, non-transient non-community and transient non-community water systems. Nearly all of the community and non-transient non-community systems have completed self-evaluation forms designed to familiarize operators with the threats their system faces, and to provide the drinking water program with the information required to evaluate the level of risk present at each source (source water assessments). Completion of a self-evaluation form is considered as satisfying the first two steps in a complete wellhead protection plan, delineation of the protection area and an inventory of potential sources of contamination. Therefore, systems that have successfully completed these self-evaluations are half way to completing wellhead protection plans. The next steps will be for systems to complete management and contingency plans, which will be requested after the Source Protection Section completes assessments for each well.

A community and non-profit non-community public water systems can apply for a grant of up to $5,000 to plan or implement projects designed to protect their groundwater supply from contamination. Projects such as the development or implementation of a wellhead protection plan, developing public educational materials, or developing useful base maps are eligible for funding. All projects are evaluated and ranked based on several specific criteria and awards will be made beginning with the highest ranked project and working down the list until all grant funds are exhausted. In general, projects with a demonstrated need, which build on previous source protection work, and which involve other municipal or volunteer partners are more likely to be approved.

CRITICAL NATURAL RESOURCES

Unique Natural Features

The Maine Natural Areas Program, within the Maine Department of Conservation, identifies and maps rare plants and exemplary natural communities in Maine. The Natural Areas Program has inventoried portions of Stockton Springs for rare plants and natural communities but has not conducted a comprehensive inventory of the town. A natural community is an assemblage of interacting plants and animals and their common environment, recurring across the landscape, in which the effects of human intervention are minimal.

The Natural Areas Program has determined that although there are no such known features currently located within the town, a listing of historic features indicates that Sea-Beach Sedge whose scientific name is Carex Silicea was documented in Stockton Springs and last seen in 1962.

The above information is available for preparation and review of environmental
assessments but is not a substitute for an on-site survey.

**Wildlife Habitats**

Conserving an array of habitats and their associated wildlife species will help in maintaining biological diversity and ensuring that wildlife and human populations remain healthy. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Development often has negative impact on these, resulting in the loss of habitats and diversity, habitat fragmentation and loss of open space, and the loss of travel corridor.

**Essential Wildlife Habitats**

Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of the species" as identified by MDIFW (Maine Department of Inland Fisheries and Wildlife). The Maine Endangered Species Act is designed to protect threatened and endangered species. Stockton Springs’ Essential Wildlife Habitats include a Least Tern site.

Nesting opportunities for this species are limited due to decreasing wetland habitat.

The smallest member of the heron family, the least bittern is 11 to 14 inches in length.
The following are some identifying characteristics. The smallest member of the heron family, the least bittern is 11 to 14 inches in length and has a 16- to 18-inch wingspan. The bird is primarily black and tan with a blackish-green cap and back, brown neck and underparts with a white throat. The least bittern is most readily identified in flight by conspicuous, light, chestnut-colored wing patches. A rare, darker phase also exists. When disturbed, the least bittern is more likely to run than fly, and like its relative, the American bittern, it also has the habit of freezing with its bill pointed straight up when alarmed.

The least bittern nests in wetland areas throughout the eastern United States and along the Pacific coast. It spends the winter from our southern states south to Columbia, South America. This species is a regular migrant through the state, but it nests here only in our northwest and southeast corners, and possibly in a few other locations, but not regularly or in significant numbers. The least bittern arrives in Pennsylvania in April and builds its platform nest of reeds and grasses near open water. Four or five pale blue or green eggs are laid in the 6-inch nest in mid or late May. The young hatch in slightly under three weeks.

Least bitterns thrive in dense marshland environments containing cattails and reeds, along the coast and inland, where they feed primarily on small fish, amphibians, insects and small mammals.

Nesting opportunities for this species are limited and decreasing as wetland habitat is drained or impounded.

Although information from IFW does not show any Bald Eagle locations within the town, a Bald Eagle nest is located on Sears Island in Searsport and some residents of Stockton Springs believe that birds may be present within Stockton Springs. Currently one eagle nest in Stockton Springs is being processed through rule making to become an Essential Habitat.

Potential Eagle Locations: East Shore of Cape Jellison, Near the Prospect town line, and Near Fort Point Park. Potential Osprey Locations: Near Squaw Head, On Cape Jellison, and at Sandy Point.

**Significant Wildlife Habitat**

Significant Wildlife Habitat that is mapped by the Department of Inland Fisheries and Wildlife includes habitat for endangered or threatened species, high and moderate value deer wintering areas and travel corridors, high and moderate value waterfowl and wading bird habitats, critical spawning and nursery areas for Atlantic sea run salmon, and shoreland nesting, feeding and staging areas, and seabird nesting islands. Significant Wildlife habitats, as defined in the NRPA, are illustrated on Map E-11 at the end of this section.
Deer Wintering Areas (DWA)

In early winter, deer naturally migrate to preferred wintering habitat, in some cases more than 20 miles for their summer range. Without the protection of wintering habitat, deer are particularly vulnerable to severe winter weather and predators. It is essential to maintain sufficient amounts of high-quality wintering habitat in order to minimize the effects of severe winters, reduce deer losses during normal winters and provide for a more sustainable population of deer to be enjoyed by all of Maine’s people.

Because deer in Maine exist near the northern limit of the species’ range, abnormally severe winters will inevitably cause periodic declines in deer populations. In nearly all parts of Maine, deer populations are normally kept well below the capacity of the habitat to support deer. This ensures that deer remain productive, that they will have access to high-quality forages, and that they achieve near-optimum body size and condition prior to winter. MDIFW encourages landowners to develop a management plan for their lands to provide optimal winter and summer habitat for deer. MDIFW’S has identified DWA to ensure that town governments adequately address the protection of special habitats, such as DWA. Stockton Springs is home to five DWA and shares one with Searsport.

Coastal and Inland Wading Bird and Waterfowl Habitats (WWH)

Waterfowl and wading birds occupy coastal areas of Maine for all or a portion of the years so it is necessary that efforts be taken to conserve their habitat. Populations of migratory and wading birds in tidal habitats are surveyed annually by MDIFW biologists for various purposes. Nesting colonies are visited to determine the presence or absence of birds, estimate numbers of breeding pairs and evaluate the condition of the habitat. Populations for most species are either increasing or within the range of recently observed estimates.

Nationwide, waterfowl harvests have been declining since 1978. This has been partly by design as regulations have become more restrictive, but also it reflects declining hunter numbers and lower populations of some species. Stockton Springs is home to both coastal and inland wading bird and waterfowl habitats and shares some of these habitats with Searsport.

The locations of WWH are shown on Map E-11 at the end of this section.

Other Areas of Critical Concern

There are no other areas of critical concern in Stockton Springs.

MARINE RESOURCES

Introduction

The marine resources of the town of Stockton Springs, for the purposes of this section are
considered to include the contiguous navigable waters in Penobscot Bay and the Penobscot River, as well as non-navigable waters below the high water mark along the shorefrontage of the town of Stockton Springs, as well as ponds, streams, lakes and tributaries leading through the town of Stockton Springs and to its waterfront. Information concerning the fresh water/recreational marine environments of the town of Stockton Springs, their management and development, may also be found in other sections of the town comprehensive plan.

The town of Stockton Springs, and contiguous areas of Sandy Point and Cape Jellison consist of a large, relatively complex and diverse marine environment as pertains to shorefrontage on Penobscot Bay and the Penobscot River. Historically, this area in general has served as a well-protected port of medium depth used historically for shellfish processing, and earlier still for boat building. The area also serves as home base for a small group of mostly part-time professional fisherman operating in Penobscot Bay, and also to a small number of gathers of clams and mussels.

The Penobscot River, which leads to the region from Bangor, also serves as a passage way for generally smaller commercial vessels and, of course pleasure craft, which are entering and exiting Penobscot Bay for more inland and northerly regions.

The area of Sandy Point does deserve individual mention for several reasons. First, Sandy Point borders the predominantly fresh water zones of Stockton Springs as it lies on the edge of the Penobscot River that feeds Penobscot Bay. Sandy Point, separate from Stockton Springs, has also served as a shipbuilding facility in the past. In point of fact, it does enjoy generally deeper waters through the middle of the river, though the sections of shoreline leading into Sandy Point, like Stockton Springs Harbor and the Fort Point region of Stockton Springs, suffer from relatively shallow water limiting areas for anchorages for vessels requiring deeper water, and also limiting availability of direct marine access from the shores for the use of boat ramps, docks or marine repair facilities given the fairly shallow depth along the edges of the waterways at low tide.

From an ecological standpoint, Stockton Springs, Sandy Point and the Fort Point areas have enjoyed some land-based commercial uses in the past including shellfish processing, warehousing, railroad and rail use, and heavy industrial/chemical use in the past. However, with transitions along Maine’s coast in the recent decades, the area has largely become residential and has been progressively subdivided to allow for residential development of a modest density. General trends in the area suggest that, as desire for waterfront access land increases, development densities will increase as well if left unchecked. Obviously, no discussion of the marine resources of the town of Stockton Springs or of any area would be complete without attempting to address the impact which shorefront animal life and human habitation have upon marine resources. Similar impacts may be felt from relatively more remote inland locations, as their flows are able to enter the harbor and bay through lakes and tributaries leading to the shoreline.

As a final point of introduction, readers may wish to refer to Map E-1 documenting the borders of the town of Stockton Springs along its shorefront in order to realize, that
marine environments do not discreetly begin and end at any town border, the importance of integrating the comprehensive town plan of Stockton Springs with that of neighboring towns in Bucksport, Verona Island, Frankfort, Winterport and Searsport. Presently, on the Searsport side of Stockton Harbor and just to the southwest of this region along what is technically Searsport shorefrontage lies two large industrial users of the shorefront including General Alum, an aluminum processor, as well as Mack Point, a shipping and receiving facility generally trading in fuels and heating oils. Both entities are anticipated to undergo expansions in the near future. Additionally, Sears Island, which also forms one shoreline of Stockton Harbor, remains an uninhabited island used predominantly for recreation, which is controlled by the Maine State Department of Transportation whose interests in its development remain unclear. The town of Searsport has expressed an interest in a joint approach with the town of Stockton Springs to determine the potential for development within this area, including Stockton Harbor.

**Subsurface Marine Resources**

*From the high water mark to the low water mark*

Subsurface marine resources from high water to low water include the shoreland clam beds along Stockton Harbor, as well as the soils of this area which represent major drainage areas for the town of Stockton Springs as well as tributaries leading to Penobscot Bay and the Penobscot River.

An effort has recently been made to attempt to assess the health of clam-flats in this area. The town has also established a permitting process for clam diggers designed to assess the frequency of digging, and of course provide some revenue for ongoing assessment of the environment and improvement of the environment for the purposes of the health of clam beds.

The clam beds of Stockton Springs have historically been used for recreational and, at times, commercial purposes. Recent preliminary work done by the town shellfish committee has documented what appears to be a significant decrease in clam seedlings, or the near absence of clam seedlings. This suggests a significant environmental change (be it physical, chemical, or an introduction of predators) or over-harvesting has occurred.

Controlled clam seeding experiments have recently been undertaken in Stockton Springs. It is not expected that any significant results will be available for a period of two to three years.

*Subsurface below the low water mark.*

The contiguous waters of the town of Stockton Springs contain a relatively broad representation of marine species, both predominantly freshwater and saltwater, given the variety of ecosystems that are present. While this area has historically not served as a major harvesting area for fish (including lobster,) the town recognizes the importance of
these types of activities as recreational uses and the importance of surface water access. However, it is also important to note that access to surface water and boating interests, along with groundwater runoff and septic systems can also have a negative impact on the environment.

In the future, access to surface waters will likely become the greatest issue for individuals with boating interests. Presently, the town controls relatively few points of access and the facilities at these points of access are either poor or nonexistent. Access to the shoreline is also increasingly difficult due to wide tidal variations and the ever-shrinking areas of public access to water frontage that has been enumerated within this section and other sections of this comprehensive plan.

Additionally, some species of crustaceans located within this area may represent a significant and viable source of locally generated revenue for industries that can harvest them, with research presently underway to evaluate the commercial viability of use of some crustacean species that have become common in the area.

Stockton Springs has recently voted to retain for public use any waterfront or water access property currently owned by the town or which may be acquired in the future.

_Above surface from high water mark to low water mark_

This region includes shoreland areas that are inappropriate for developmental purposes. These areas generally include the contiguous beaches of the town including those that pass along the shorefront of privately owned properties. Presently, these areas are predominantly used for access to shellfish harvesting, and for access to the water, both for enjoyment of waterfront activities (such as walking and hiking) and the enjoyment of shorefront fishing. Obviously, these sensitive areas can be impacted by inappropriate uses.

Additionally, marine mussels, which represent a significantly large population of aquatic life along the contiguous shoreland, represent a potentially commercially harvestable crop that can be replenished and is well suited to aquiculture in the subsurface environment below the low water mark. Mussels have become a popular and enjoyable source of food gathering for residents in the area and visitors to the area. Obviously, the species are filter feeders, and are a species that is very sensitive to changes in the aquatic environment. These changes can be due to the marine environment itself or changes in runoff into the waters from contiguous landowners and lakes, streams and tributaries. Finally, these species represent an important link to human health as they do tend to serve as very efficient bioaccumulators of heavy metal, chemical toxins, and diseases important to human health. Thus, they represent both a significant resource, and a potential resource for biological monitoring in the area.

Increased areas for public access should be assessed, and a clear distinction between the rights of property owners at the shorefront and individual pedestrians and marine users should be stipulated in a manner that is accessible to those relocating to the area as a
matter of course.

*Marine life*

The dominant species of marine life, mussels being most notable, also coexist with other mollusks including crabs, starfish and barnacles as well as rockweed and kelp. Many of these have commercial potential that must be balanced with the town’s interest to preserve habitat. Simple pedestrian activities are also destructive to each of these species and consideration may ultimately need to be given to the establishment of relatively more protected shoreland zones.

The commercial potential for areas that are located between the high and low water mark should be further analyzed. These commercial interests, along with recreational uses must be balanced with the preservation of habitat.

The shoreline area tends to be a significant accumulator of trash. This rubbish either moves ashore due to the tide or storms, or is dropped by pedestrians or shorefront dwellers. Historically, the town has engaged in a harborfront cleanup as part of larger efforts that are undertaken on a statewide basis. These should certainly be re-addressed and a more regular source of garbage collection at the shore should be established, particularly at public access points.

*Above surface, below the low water mark*

Users of the marine environment below the low water mark generally include commercial and pleasure boaters. Historically, the area has also been home to shipbuilding, though this has not been an active contributor to the commercial environment in many years. Other potential users impacting this area would include boatyards and marinas. These uses could be established and could service the commercial and pleasure craft populations as these uses increase. Additionally, potential users of the water surface could include commercial ventures such as vessels for hire and aquiculture establishments.

The town’s harbor ordinance addresses the regulations of day-to-day activities as they impact the navigable waters and areas suitable for mooring and anchoring. These areas are significantly limited by shallow water depths, particularly in the peripheries of the harbor at relatively low tides. The harbor does include some areas of channel including a fairly deep channel approaching a fixed structure near the mouth of the harbor previously used by General Alum for which dredging was apparently undertaken several decades ago. Additionally, the areas of the old town docks harbor relatively deep water that is most likely littered with significant quantities of large pieces of metal and wood debris.

The harbor’s waters have historically been used for recreational and commercial boaters. A balance must continue to exist between commercial users and pleasure users, as the distinction is becoming significantly more difficult and commercial uses for pleasure purposes are likely to occur with increasing frequency.
Availability of Physical Space

Physical space in the harbor will likely be constrained by water depth and access to the one and only dock in the harbor that is ostensibly designated for recreational use only as stipulated by the state. Additionally, the one boat ramp is aging significantly, and neither addresses potential access points in Sandy Point that could benefit both from a ramp and dock.

Lakes, Streams and Waterways

Lakes, streams and waterways in the town of Stockton Springs are historically heavily used by recreational users and their access, as a consequence of development of the area, is steadily being eroded. Additionally, these areas are being increasingly impacted upon by development, and the runoff of surface and subsurface wastes.

Marine Licenses

The Department of Marine Resources indicates a total of 6 seafood dealers licenses and a total of 75 seafood harvesters licenses within Stockton Springs.

Shellfish Harvest Areas and DMR Comments on the Plan

According to the Maine Department of Marine Resources (DMR), “the southern shore of Cape Jellison was recently approved for the harvesting of shellfish by DMR (July 2002); currently the soft-shell clam resource on the west side of Cape Jellison is fairly limited. Historically this area did have a “good” clam resource. Green crab predation may play a significant role. Some have speculated that the causeway to Sears Island may be having an impact. The southerly shore is fairly bold (not good clam habitat, although mussels may be found there). The area to the east of Cape Jellison is currently closed to the harvesting of shellfish. I understand that there is a fairly “good” clam resource there (Fort Point Cove). Elevated levels of mercury have been found in mussels at monitoring sites in that area. If mitigation of this contaminant occurs then this area might be opened for shellfish harvesting. Bacterial contamination appears to be at acceptable levels.”

“Stockton Springs has within it’s boundaries several small streams and a segment of the Penobscot River. These small streams likely provide habitat for anadromous rainbow smelt and catadromous eels. Carley Brook appears to be a tributary of the South Branch of the Marsh River located in the towns of Prospect and Frankfort. The South Branch of the Marsh River serves as migratory pathway and spawning area for smelt and serves as a migratory pathway for eels and salmon accessing smaller tributaries used for spawning. Activities within this watershed (partly in Stockton Springs) have the potential to impact this resource. The main stem of the Penobscot River within the town’s boundary serves as a migratory pathway for all of Maine’s anadromous fish. This includes American Shad, Atlantic Salmon, rainbow smelt, striped bass, Atlantic sturgeon, shortnosed sturgeon, and sea-run brook trout. It should be noted that shad are currently present in
only low number, and Atlantic and shortnose sturgeon have not been observed in the Penobscot in recent times."

Clams

The major clam flats for Stockton Springs are located within the harbor. The town has a management plan for Soft Shell Clams. The reported clam “landings” (in pounds) from dealers are as follows: 1997 – 4,805; 1998 – 3,201; 1999 – 5,820, according to the Department of Marine Resources. The license numbers of dealers are on file in the town clerk’s office.

Clam Landings by Pounds Comparison

<table>
<thead>
<tr>
<th>Location</th>
<th>1997</th>
<th>1998</th>
<th>1999</th>
</tr>
</thead>
<tbody>
<tr>
<td>Islesboro</td>
<td>179</td>
<td>0</td>
<td>311</td>
</tr>
<tr>
<td>Searsport</td>
<td>2,044</td>
<td>2,155</td>
<td>393</td>
</tr>
<tr>
<td>Stockton Springs</td>
<td>4,805</td>
<td>3,201</td>
<td>5,820</td>
</tr>
<tr>
<td>Waldo County Reported Totals</td>
<td>7,028</td>
<td>5,356</td>
<td>6,524</td>
</tr>
</tbody>
</table>

Clam Landing data from DMR and reported by dealers in pounds of shellstock

Shellfish Closure Areas

Effective July 25, 2002, DMR closed area number 33 and effective December 1, 1999 DMR closed area number 35.

Please see Maps E-17 & 18 at the end of this section for shellfish closure area.

Lobster

Lobster are harvested by both full-time and part-time fishermen. Full-time fishermen work the full harvesting season and may harvest as much as 27,000lbs during the season. Most part-time fishermen work on average 36-48 days and may harvest approximately 7,200 lbs during the season. Harvesting is no longer a viable business.

Sea Urchin

This is a fairly new marine activity. Draggers and divers harvest the urchins that are then shipped by airfreight to markets in Japan. Harvesting is currently not a viable business.

Herring

Herring is not landed in Stockton Springs, but a significant amount of the fish is imported for lobster bait.

Aquaculture
The students at the Searsport Middle School operate an oyster aquaculture project in Stockton Springs that will continue through their high school years.

According to an article published by the Island Institute, the eight-grade science class has acquired 89,000 seed oysters through a donation from a private organization and plan to market the full sized oysters when the students are in the eleventh grade. Half of the proceeds from the sale will be utilized to acquire new seed oysters. The remaining monies will go into a scholarship fund.

One of the long-term goals of the project is to allow adults who have been displaced from traditional fishing occupations to see aquaculture as a viable alternative.

Since aquaculture is a relatively new industry in Maine, it should be anticipated that there will be steady and continued growth in the future.

Currently this is the only aquaculture site in Stockton Springs.

**Crabs**

There are several businesses in Stockton Springs that are involved in harvesting and marketing crabs/crabmeat. An estimate of the total harvest ranges from 110-150,000 lbs. The harbor has a large population of green crabs, but no known exploitable market exists.

**Mussels**

Stockton Harbor has a healthy mussel crop. These are harvested periodically, with known annual harvests estimated to be as high as 80,000 lbs.

**Scallops**

There is no active scalloping based in Stockton Harbor, due to the time consuming trips to acceptable harvest areas. Some Stockton Spring fishermen do fish scallops, but operate out of other harbors.

**Worms**

There is some active worming in Stockton Springs' waters, but crop yield and value is not known.

**BAYS, CHANNELS, ACCESS POINTS AND FACILITIES**

**Channel**

Several buoys mark the channel to Stockton Springs and the depth of the channel at the approach is 35-40 feet. The channel width is approximately 250 yards.
Mooring Areas

There are 75 moorings set near the town dock of which 15 are commercial and 60 are for recreational uses.

Water Dependant Sites

There are no water dependant sites, fixed guidance facilities or lighted buoys.

However, there is a lighthouse located in Fort Point State Park on the west side of the entrance of the Penobscot River. The Fort Point Light, complete with light and automated fog horn, is maintained by the Coast Guard and owned by Maine Bureau of Parks and Lands. The lighthouse, which is square on the exterior and actually round on the interior, was built in 1857 and the Frensel lens is still used today.

Public Access Points

The town has two access points that are located at Sandy Point and Sandy Head.

Belfast recently instituted a small fee for launching at their city ramp. This fee may cause an increase in the use of Stockton Springs’ facilities.

DMR also offered the following comments regarding access points: “There is of course also the public boat launching facility in Stockton Harbor that has recently been upgraded. There is also a gravel ramp located within a small cove that makes the most westerly shore of Fort Point Cove, a ramp within a small cove that makes the most southwesterly shore of Fort Point Cove, and a public pier at Fort Point State Park. These last two ramps may of may not be public, but they appear to be used by the public.”

Currently the town feels that there are adequate access points available both locally and regionally; however the town will continue to welcome additional locations as viable opportunities are presented.

Harbor Port Facilities

There are no harbor port facilities within Stockton Springs.

Shipwrecks

According to “The Seafloor Revealed”, a publication from Maine Department of Conservation, Maine Geological Survey, the coastline between Searsport and Stockton Springs contains two shipwrecks. According to this publication, the wreck name, date sunk and vessel type are unknown for these sites. These wrecks are identified with the numbers 2963 and 7176 and are geographically located on Map E-15 titled “Features and Data Source Map” at the end of this section. Coordinates for these wrecks were taken
from the National Ocean Survey Automated Wreck and Obstruction Information System. The accuracy for these wreck positions is unknown.

Local opinion indicates that these wrecks were part of the 1779 Penobscot Expedition and that one has been raised. The artifacts from the wreck of “The Defense” are currently stored at the Maine State Museum.

The Maine Historic Preservation Commission has also identified other shipwreck sites that are further identified in the historic section of this plan.

The town has no jurisdiction on these sites since they are located off shore.
POLICIES AND IMPLEMENTATION STRATEGIES

In order to protect and preserve the quality of the state’s water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas; in order to protect the state’s other critical natural resources, including, without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas; in order to protect the state’s marine resources industry, ports and harbors, from incompatible development, and in order to promote access to the shore for commercial fishermen and the public, the following policies and implementation strategies have been developed.

1. **Policy:** The town will continue to ensure high quality ground and surface water and will protect regional water resources.

   **Strategies:** Stockton Springs’ municipal government will work with the Searsport Water District, through its comprehensive and strategic plans to explore ways in which to further protect and improve the municipal water system. The Searsport Water District, through its comprehensive and strategic plans, will continue to explore ways in which to protect and improve their water system. The Searsport Water District, in compliance with recommendations contained in their recently completed comprehensive and strategic plan, will establish an emergency action plan. The emergency action plan will outline the procedure to be undertaken in the event of an environmental emergency, such as a train derailment or oil spill within the regional watershed. Compatible efforts by municipalities that share water resources including lakes, aquifers, great ponds, rivers, streams, and wetlands will be achieved through the exchange of Stockton Springs’ existing and future ordinances and Stockton will notify the adjoining municipality when a development is proposed adjacent to that town line or shared resource. Stockton Springs’ Planning Board, in conjunction with the planning boards of Prospect and Searsport, will work with the Searsport water district to discuss the regional protection of the shared aquifer by development of regional water regulations. Once these standards are established, they may be incorporated into the local land use ordinance and shoreland zoning regulations, if appropriate. Once adopted, the planning boards will monitor their effectiveness. Performance standards in the future land use ordinance will protect high yielding sand and gravel aquifers by prohibiting the location of activities that store hazardous or toxic wastes on or adjacent to any significant aquifer. The town has adopted Shoreland Zoning Regulations and will continue to update these regulations to protect the lakes, ponds, ocean, wetlands and aquifers within the borders of Stockton Springs. Additionally, existing and future land use ordinances will be reviewed by the planning board to ensure proper regulations exist to protect these resources such as requiring vegetative buffers adjacent to streams.

   **Time Frame:** Immediate¹

   **Responsible Agent:** Water Districts, Planning Board, Selectpersons and/or Town Manager

¹ Immediate-Within 1 to 2 years
2. **Policy:** The town will restrict development within identified floodplain areas.  
   **Strategies:** The future land use ordinance will contain performance standards that will reduce development activities that would increase the potential for flooding, diminish water quality or threaten public safety.  
   **Time Frame:** Short Term²  
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager

3. **Policy:** The town will continue to protect and preserve natural resources and will ensure that environmental resources of all types, including marine resources are taken into account during the development review process.  
   **Strategies:** The future land use ordinance will include performance standards to protect deer wintering areas and waterfowl and wading bird habitats. All development proposals that are reviewed by the Planning Board shall include information regarding any on-site or adjacent deer wintering areas, waterfowl and wading bird habitats or endangered species essential habitat and an impact assessment as part of the application. Threatened species will also be taken into consideration. The future land use ordinance will promote the retention of existing trees when land is being cleared for development through the recommendation of natural buffers. The town will also explore the development of a street tree program for the community and will utilize the assistance for available state resources such as the Maine Forest Service or grants from Project Canopy. An inventory of existing trees that are important to the community will be encouraged and the planting of additional shade trees will be considered.  
   **Time Frame:** Short Term²  
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager

4. **Policy:** The town will continue to update and conform to the minimum standards for the protection of natural resources, as determined by the state and federal government.  
   **Strategies:** The town will continue to enforce the Shoreland Zoning Ordinance and to conduct annual reviews of the Shoreland Zoning Ordinance and the future land use ordinance to ensure compliance with minimum state requirements.  
   **Time Frame:** Immediate¹  
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager

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² Short Term– Within 2 to 5 years
6. **Policy:** The town will encourage environmentally correct practices.
   **Strategies:** The town will encourage forest and agricultural management practices that do not have a long lasting negative impact on forestland and other natural resources, with the goal that no unnecessary loss of forestland or farmland occurs. This will be accomplished through public educational materials, such as MDEP’s Best Management Practices that will be made available at the town office.
   **Time Frame:** Long Term
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager

7. **Policy:** The town will ensure the preservation of access to surface water and will pursue means for additional access
   **Strategies:** The town will continue to promote public access to surface waters through the continued participation in the Public Access Discovery Grant as outlined in the recreation portion of this plan. Special attention will be given to coastal waters necessary for commercial fishermen, commercial mooring, docking, and related facilities.
   **Time Frame:** Long term.
   **Responsible Agent:** Selectpersons and/or Town Manager

8. **Policy:** The town will discourage new coastal development that is incompatible with uses related to the marine resources industry.
   **Strategies:** The future land use ordinance will contain performance standards for each district to ensure compatible uses throughout the town.
   **Time Frame:** Short term
   **Responsible Agent:** Planning Board, Selectpersons and/or Town Manager

9. **Policy:** The town should establish a clear understanding of inland fresh water/marine resources.
   **Strategies:** The town should obtain a map/survey of publicly accessible waterways, their sources, the uses of abutting landowners, and their discharge runoff into Penobscot Bay to assess these areas for their recreational uses, and to insure that development is appropriate.
   **Time Frame:** Short term.
   **Responsible Agent:** Planning Board, Harbormaster, Selectpersons and/or Town Manager

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3 Long Term – Within 5 to 10 years
3 Long Term – Within 5 to 10 years
2 Short term-Within 2 to 5 years
10. Policy: The town will preserve and manage marine resources. 

Strategies: The town will continue to work with Searsport and undertake the effort of determining the cause for the decline in clam populations to determine if a successful reintroduction of the species is possible. Funding should be obtained from relevant local, state and federal agencies to assist the town in repopulating this important shore zone with its native species, both for pleasure and potential commercial use. Additionally, some species of crustaceans may represent a significant and viable source of locally generated revenue for industries that can harvest them, the town will review research as it becomes available to assist in the evaluation of the commercial viability for the use of some crustacean species that are common in the area. These potential commercial interests will also be balanced with recreational uses through the performance standards in the future land use ordinance. The town will develop, when funding is available from the applicable state, local and federal agencies, a comprehensive harbor management plan to address uses of the waters, shoreline and partitioning of the harbor environment in a manner that is appropriate and fair. Item addressed in this plan will include: Potential dredging for greater depth and greater physical space; Establishment of new dockage facilities for commercial use, as well as those for recreational use; The rehabilitation of presently existing boat ramps, as well as establishment of new ramps at Sandy Point; The placement of vessels by category including sail, power, commercial and pleasure by way of an expansion of the harbor ordinance or through a harbor management plan; The establishment of approved aquiculture zones in the event that the town is approached by individuals interested in aquiculture (the standards for these zones would be established as part of the creation of the plan through the use of public input and based environmental factors); and The expansion of the role of the harbormaster and town constable with regard to enforcement of shorefront regulations. The town will create a group to develop relationships with the operators of local commercial users of waterfront, this group will also facilitate, perhaps along with the town of Searsport, a dialogue between the Department of Transportation (owners of Sears Island) and the local towns who could be impacted by its potential use.

Time Frame: Ongoing

Responsible Agent: Planning Board, Harbormaster, Selectpersons and/or Town Manager
11. **Policy:** The town will review the potential for developing a plan to address transient shorefront users, including campers, with regard to disposal of solid and biological wastes.

**Strategies:** The town will review the potential for developing a plan to deal with the disposal of waste along the shorefront. The plan will discuss the following items: Consideration of permitting for campers; Establishment of waste disposal rules for transient shorefront users; Establishment of adequate facilities for transient shorefront users including publicly maintained bathrooms and trash disposal; and Establishment of enforcement procedures for the above.

**Time Frame:** Short term

**Responsible Agent:** Planning Board, Harbormaster, Selectpersons and/or Town Manager

12. **Policy:** The town will apply for grants.

**Strategies:** The town will request that the neighboring towns, particularly Prospect and Searsport, file a joint application for a grant to perform a watershed study.

**Time Frame:** Short term

**Responsible Agent:** Planning Board, Code Enforcement Officer, Selectpersons and/or Town Manager

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2 Short term-Within 2 to 5 Years
Stockton Springs
Map E-2: Hydric Soils

Legend

Primary roads
Secondary/private roads
Streams
Water
Soil wetness
Hydric soils

Sources: USDA - NRCS and MEGIS
Map revised: January 22, 2003

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(207) 942-0340
Web site: www.cndc.org/cog/vacg.htm
Map E-11: Critical Habitat

Legend
- Primary roads
- Secondary/private roads
- Streams
- Water
- Critical habitat
  - Least Bittern (rare)
  - Bald Eagle Nest
  - Shorebird area
  - Deer wintering area
  - Coastal Wading Bird and Waterfowl Habitat
  - Inland Wading Bird and Waterfowl Habitat

Sources: MNAP, MDIFW, USGS and MEGIS
Map revised: December 15, 2003
HOUSING

One of the most important issues for any community and its residents is the availability of affordable housing. For many communities the term affordable housing is synonymous with manufactured housing or mobile homes. It is very important to insure that affordable housing in the community does not also jeopardize the health, welfare and safety of its residents.

Due to Stockton Springs’ coastal location, it may be more difficult to promote affordable housing due to the increased land value for oceanfront or ocean view properties. These waterfront properties are seeing increased demand all along Maine’s coastline. Fortunately, the town does have acreage, which is not coastal and is less costly. The challenge is to maintain a sufficient housing stock so that prices do not become over-inflated and to maintain a supply large enough so that expanding or new businesses can find reasonable housing for new employees moving into the area without flooding the market with a glut of available houses thus decreasing the overall value.

HOUSING UNITS

Number of Units

The following charts show total housing units for Stockton Springs and the county. According to the 2000 Census, Stockton Springs had a total of 750 housing units compared to a total of 669 in 1990 and 493 in 1980.

The charts also indicate the total historical and projected number of housing units for Stockton Springs. PVCOG projected the 2010 and 2015 numbers based on historical trends and the State Planning Office’s population projections. In 2000, Stockton Springs had a total of 750 housing units. Between 1990 and 2000, the town experienced a 12.1% growth in its housing stock as compared to 16.8% at the county level. As indicated in the population section of this document, for the same time period, the town experienced only a 7% increase in its population to 1,481 with the average household size declining by 8% to 2.36 persons per household. The ratio between population and total housing units went from 0.48 in 1990 to 0.51 in 2000. The State Planning Office’s population projections for Stockton Springs are 1,556 for 2010 and 1,607 for 2015. Based on these figures and assuming a similar rate of change in the ratio between population and total housing units, it is anticipated that Stockton Springs will have up to 778 total housing units in 2010 and by 2015, potentially 803 housing units. However, changes in land uses and the economy will be the determining factor for the actual growth of the town over the next ten or so years.
Chart F-1

<table>
<thead>
<tr>
<th>Housing Units</th>
<th>1980</th>
<th>1990</th>
<th>2000</th>
<th>80-90</th>
<th>90-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Stockton Springs</td>
<td>493</td>
<td>669</td>
<td>750</td>
<td>35.7%</td>
<td>12.1%</td>
</tr>
<tr>
<td>Waldo County</td>
<td>9,804</td>
<td>16,181</td>
<td>18,904</td>
<td>65.0%</td>
<td>16.8%</td>
</tr>
<tr>
<td>Maine</td>
<td>428,245</td>
<td>587,045</td>
<td>651,901</td>
<td>37.1%</td>
<td>11.0%</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of Census

Chart F-2

<table>
<thead>
<tr>
<th>Projected Housing Units</th>
<th>2000</th>
<th>2010</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Stockton Springs</td>
<td>750</td>
<td>778</td>
<td>803</td>
</tr>
</tbody>
</table>

Source: US Census, Maine State Planning Office for population projections and PVCOG for unit projections.

Structure Type

The distribution of housing types throughout a community is an important indicator of affordability, and overall character of the community. A diverse distribution of homes provides a vast array of style and affordability.

In the 1980s, 87% of all housing units in town were single units. Multi-family units accounted for 7% and mobile homes were at 6%. By 1990, the number of single units had declined to 81% and multi-family had declined to 5% while mobile homes increased to 14%. Although the number of mobile homes in the town increased from 1980 to 1990 by 71%, the increase was still lower than the state at 80% and Waldo County at 121%. The 2000 Census indicates that 79% of all housing stock in town are one-unit, while the number of multi-units continued their decline to 3%. However, mobile homes continued their increase to comprise 17% of the housing stock or a 42% increase from 1990 while the county increased by 20% and the state’s average number of mobile homes declined by 3%.

The chart titled “Units in Structure” depicts housing units by structure type for the town, the county and the state.
Housing

Chart F-3

<table>
<thead>
<tr>
<th>UNITS IN STRUCTURE</th>
<th>Town of Stockton Springs</th>
<th>Waldo County</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Num.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One-unit</td>
<td>431</td>
<td>546</td>
<td>595</td>
</tr>
<tr>
<td>Multi-unit</td>
<td>36</td>
<td>32</td>
<td>25</td>
</tr>
<tr>
<td>Mobile Home /other</td>
<td>26</td>
<td>91</td>
<td>130</td>
</tr>
<tr>
<td>Total units</td>
<td>493</td>
<td>669</td>
<td>750</td>
</tr>
</tbody>
</table>

Source: U.S. Bureau of Census

Housing Stock

Maine's housing stock is one of the oldest in the nation and is reflective of our state’s history, the unique blend of cultures and our independent nature. The largest percentage (29%) of the state’s housing stock was built prior to 1940, as illustrated in the chart titled “Year Structure was Built”. About 28% of Waldo County's housing dates prior to 1940, as compared to 40% for Stockton Springs. Many of these older units require rehabilitation due to their age and many are occupied by low to moderate-income (LMI) residents. The fact that most of these residents often do not have the available funds to perform routine maintenance further compounds the problem. 20% of Stockton Springs' housing stock was built between 1940 and 1969, compared to 18% for the county and 24% for the state. The percentage of newer housing stock in the town (17% that was built between 1990 and 2000) has lagged slightly behind the county (20%) but is higher than the state (15%). Although some of the homes located on Stockton Springs’ coast are of exceptional quality, some are also low quality former seasonal structures. A number of the units that are located away from the coast are also considered to be in fair condition and will require some rehabilitation as is the case with many rural locations in Maine.

The high percentage of old houses contributes to the necessity for housing rehabilitation. Many houses that were built prior to the 1940s raise health and safety concerns since they are more likely to be in substandard condition due to: overall age, deferred maintenance, insulation needs, and construction techniques and materials that are outdated. These older homes are more likely to be incurring a loss in the market, or requiring extensive rehabilitation before being marketable. Aging homes that lack maintenance impact the overall quality of the housing stock. It is important for all of Stockton Springs’ home owners to be aware of programs for housing rehabilitation and for renters to be aware that they have a right to demand a certain level of maintenance from their landlords.

A common method that communities utilize to assist their residents in housing rehabilitation is through grants. A Community Development Block Grant for housing rehabilitation was obtained by the town in 1998. The process began in late November of 1996 when two of the town’s selectpersons, the Code Enforcement Officer, and two local carpenters performed a “windshield survey” that identified 69 houses in need of serious repair. Upon interviewing these residents it
was found that 95% of the 69 homes that were identified would qualify as Low to Moderate Income. The first round of assistance targeted 21 of these homes.

Stockton Springs does not have any mobile home parks; however, mobile homes do comprise approximately 17% of the town’s housing stock, which is slightly higher than the average of 15% for the state, according to the 2000 Census.

### Chart F-4

<table>
<thead>
<tr>
<th>YEAR STRUCTURE WAS BUILT</th>
<th>Town of Stockton Springs</th>
<th>Waldo County</th>
<th>State of Maine</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num.</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>1990 to March 2000</td>
<td>124</td>
<td>17</td>
<td>20</td>
</tr>
<tr>
<td>1980 to 1989</td>
<td>84</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>1970 to 1979</td>
<td>91</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>1940 to 1969</td>
<td>150</td>
<td>20</td>
<td>18</td>
</tr>
<tr>
<td>1939 or earlier</td>
<td>301</td>
<td>40</td>
<td>28</td>
</tr>
</tbody>
</table>

Source: 2000 Census

### SUBSTANDARD CHARACTERISTICS

The following chart shows that for the year 1990, within the town there are 24 housing units that lack complete plumbing facilities, 19 that lack kitchen facilities and 17 units that do not have a telephone. These numbers are not necessarily representative of the reality, because Stockton Springs has 80 housing units that are used for seasonal, recreational, or occasional uses.

For 2000, the town has 4 housing units that lack complete plumbing facilities, 7 that lack kitchen facilities and 4 units that do not have a telephone. The 2000 Census indicates that the town now has 76 housing units that are used for seasonal, recreational, or occasional uses.

### Chart F-5

<table>
<thead>
<tr>
<th>SELECTED CHARACTERISTICS</th>
<th>Town of Stockton Springs 1990</th>
<th>Town of Stockton Springs 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lacking complete plumbing facilities</td>
<td>24</td>
<td>4</td>
</tr>
<tr>
<td>Lacking complete kitchen facilities</td>
<td>19</td>
<td>7</td>
</tr>
<tr>
<td>No heating fuel used</td>
<td>None Reported</td>
<td>None Reported</td>
</tr>
<tr>
<td>No telephone in housing unit</td>
<td>17</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: U.S. Census

### BUILDING CODES AND SAFETY STANDARDS

The town has a part-time code enforcement officer (CEO) that issues/administers the building permit process in conjunction with the planning board. The CEO enforces state and local regulations and acts as a consultant to the planning board, investigates code(s) violation
complaints and assists in building/subdivision site evaluations. The CEO also acts as the assistant plumbing inspector.

About 29% of the development occurred on Tax Map R5. This map encompasses the Cape Jellison area that is inclusive of Stockton Harbor, the Penobscot River, Fort Point Cove and Grant’s Cove. It is also important to note that all of the issued permits in this area of town were for houses. The following chart also depicts that the urban area of town experienced minimal development during the same time frame.

Chart F-6

<table>
<thead>
<tr>
<th>Housing Unit Building Permits for Stockton Springs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>Total Units</td>
</tr>
<tr>
<td>Units in Single-Family Structures</td>
</tr>
<tr>
<td>Units in All Multi-Family Structures</td>
</tr>
</tbody>
</table>

Source: Department of Housing and Urban Development

HOME OCCUPANCY

Tenure

Home ownership is generally a good litmus test for the overall standard of living in the area. However, it is possible to have a high number of homeowners living in substandard homes. One way to trace how home ownership changes over time is to compare owners and renters as proportions of total occupied housing, as illustrated in the following chart. A high rate of owner-occupied housing is typical for Maine communities. Between 1980 and 1990, Stockton Springs' percentage of owner-occupied housing units decreased slightly from 76% to 70% respectively, but by 2000 this number had slightly rebounded to 73%. However, the decrease in owner occupied from 1980 to 1990 and the slight increase in the year 2000 may be directly attributable to the percentage changes in vacant housing stock.

The continued housing needs of older residents, as they live longer healthier lives, move into smaller units or remain in their family homes, will contribute to the increase in demand for renter-occupied housing. The high level of home ownership may present a unique situation for lower income residents, as quality rental units may be rare and the price may be inflated. Rights exist for renters to assure a safe and sanitary housing environment. Also, subsidized rental housing development and renter assistance programs help to make housing more affordable for renters. With the exception of the programs offered through the Waldo County Committee for Social Action and Rural Development (formerly FMHA), there is little assistance available to low income homeowners to attain or maintain safe and affordable housing within Stockton Springs. It is not uncommon that elderly individuals in Maine are forced to leave their life long hometown to seek available and appropriate housing in other communities.
VACANCY RATE AND SEASONAL HOUSING

The vacancy rate is of concern to a community if it is too high or too low. High vacancy rates may lead to abandonment or non-profitable housing markets, while low vacancy rates lead to competition for housing and inflated prices. In 2000, the town’s vacancy rate was lower than the county and state rates. This indicates that the demand for housing in Stockton Springs is outpacing both the county and the state averages.

It is important to note that the Census classifies seasonal housing as vacant. While these types of properties are rarely abandoned or unprofitable, they do affect the housing market of both seasonal and year-round units. When land is used for seasonal purposes, it does not meet the housing needs of year-round residents. Typically, seasonal units (second homes) because of their location in scenic areas, and their purchase by higher income individuals, often fetch a higher sales price than year-round housing. This influences the property market, increases the fair market values of homes, and in turn increases property tax valuation town wide. Given the high price of seasonal housing, most new housing, even if principally used seasonally, is built to year-round standards. Accordingly, the potential for year-round use of these properties is likely, based on trends seen throughout the region. Likewise, because of the increasing values of properties, seasonal housing is being converted to year-round use when site conditions allow.

In 1990, 129 housing units in town were classified as vacant (19.3% of the total housing stock). Of these 129 vacant units, 80 of them (62% of all vacant units) were seasonal units, principally located in shoreland areas.

In 2000, 122 housing units in town were classified as vacant (16.3% of the total housing stock). Of the 122 vacant units, 76 of them (62.3% of all vacant units) were seasonal units, principally located in shoreland areas.

As noted earlier in this section, the number of total housing units in Stockton Springs increased by 12.1% from 1990 to 2000. All of that increase was due to the construction of new year-round
housing. Many of these new homes were built in areas, including shoreland, which traditionally had predominantly seasonal housing.

**HOUSING AFFORDABILITY**

Although housing and its affordability are directly related to the economy of the region, there are also other factors affecting the housing market such as population changes, longer life-expectancies, more single parent homes, condition of the housing stock, and declining household sizes.

Many people in Maine are affected by a lack of affordable housing including: older citizens facing increasing maintenance costs and property taxes; young couples unable to afford their own home; single parents trying to provide a decent home; low income workers seeking an affordable place to live within commuting distance; and grown children seeking independent housing.

The Comprehensive Plan Criteria Rule requires that comprehensive plans show the "proportional make-up of housing units by affordability to very low income, low income, and moderate income households (municipality and region) - for the most recent year for which information is available (est.)."

There are, however, some data and analysis limitations:

1. Census data on housing values is not disaggregated by the income levels of very low, low and moderate income, set for each municipality/county.
2. The Census provides only housing values of specified housing units, not the entire owner occupied housing stock of a municipality.
3. The value of a house based on tax assessment, usually misestimates its purchase price.
4. For smaller towns, assessment records may not differentiate between year round homes and camps, cottages and vacation homes that are not presently suited for year round occupancy, and would require major investment to make them year round housing, if environmental conditions would permit such use.
5. Of course, at any given time, most homes are not for sale, and so their value does not reflect their availability for purchase.
6. Likewise, people in higher income brackets may occupy the stock of affordable units, so that the percent of these units does not indicate whether they are serving the percent of LMI persons in a municipality.

Given these limitations, available affordability data for homeowners and renters is provided in the charts below and analyzed.

Affordability
The “American Dream” has always included home ownership. Housing and its affordability play a significant role in the realization of this dream for many residents. The lack of available and affordable housing is also a large obstacle for any municipality. High costs are burdensome to individuals, to governments, and to the economy of the area. If excessively high housing costs exist in a community, it will create a hardship for low- to moderate-income (LMI) residents and force them to leave in search of an alternate resource thus impacting the labor force.

The Maine Department of Economic and Community Development (MDECD) suggests that communities consider options for affordable housing. Affordable housing can include manufactured housing, multi-family housing, government-assisted housing for LMI families, and group and foster care facilities. In addition, decreased unit sizes, smaller lot sizes, increased density, and reduced frontage requirements can contribute to a community's affordable housing.

In general, affordable housing means decent, safe, and sanitary living accommodations that are affordable to LMI people. Extremely low-income households have an annual income of less than or equal to 30 percent of Waldo County’s median annual family income. Very low-income households have an annual income of greater than 30% but less than or equal to 50 percent of Waldo County’s median annual family income. Low-income households have an annual income more than 50 percent, but less than or equal to 80 percent of Waldo County’s median annual family income. Moderate-income households have an annual income of more than 80 percent, but less than or equal to 150 percent of Waldo County’s median annual family income.

A renter-occupied housing unit is considered affordable to a household if the unit's monthly housing cost (including rent and utilities) does not exceed 30 percent of the household's gross monthly income. An owner-occupied housing unit is considered affordable to a household if the unit's selling price/market value can reasonably be anticipated to result in a monthly housing cost (including mortgage and interest, mortgage insurance, homeowner's insurance, and real estate tax) that does not exceed 28 to 33 percent of the household's gross monthly income.

The following charts compare households by income based on information supplied by the Maine State Housing Authority and the US Census. Please note that there is a slight margin of error for these figures since the total numbers for the year 2000 from Claritas are projected and may not exactly mirror the 2000 Census count. Upon comparison of renter’s versus owner’s incomes, consistently a higher percentage of renters fall within the extremely low to moderate income categories.
Chart F-8

<table>
<thead>
<tr>
<th>Income</th>
<th>Extremely Low</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Total/Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,200</td>
<td>69</td>
<td>129</td>
<td>211</td>
<td>437</td>
<td>566</td>
</tr>
<tr>
<td>% of Total</td>
<td>12.2</td>
<td>22.8</td>
<td>37.3</td>
<td>77.2</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: Maine State Housing Authority and US Census. Note: figures are cumulative.

Chart F-9

<table>
<thead>
<tr>
<th>Income</th>
<th>Extremely Low</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Total/Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,200</td>
<td>15</td>
<td>27</td>
<td>45</td>
<td>73</td>
<td>79</td>
</tr>
<tr>
<td>% of Total</td>
<td>19.4</td>
<td>34.7</td>
<td>56.4</td>
<td>92.7</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Census and Maine State Housing Authority. Note: figures are cumulative.

Chart F-10

<table>
<thead>
<tr>
<th>Income</th>
<th>Extremely Low</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Total/Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,200</td>
<td>54</td>
<td>105</td>
<td>173</td>
<td>361</td>
<td>487</td>
</tr>
<tr>
<td>% of Total</td>
<td>11.0</td>
<td>21.5</td>
<td>35.6</td>
<td>74.2</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Census and Maine State Housing Authority. Note figures are cumulative.

The following chart reviews the income levels of “tomorrow’s” homeowners, or individuals that currently rent but are within an age bracket that would typically be purchasing a home. When compared to all renters, this information shows that a lower percentage of households within this age range fall between extremely low to moderate income categories.

Chart F-11

<table>
<thead>
<tr>
<th>Income</th>
<th>Extremely Low</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Total/Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10,200</td>
<td>4</td>
<td>12</td>
<td>22</td>
<td>41</td>
<td>79</td>
</tr>
<tr>
<td>% of Total</td>
<td>5.4</td>
<td>15.2</td>
<td>28.4</td>
<td>52.1</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Census and Maine State Housing Authority

Charts F-12 through F-18 compare population statistics for senior citizens and their incomes, both renters and owners are included in the information. Again, a certain margin of error exists since the 2000 information is based on projections from Claritas and not actual 2000 Census information. The median income for Waldo County was used for these calculations.

Chart F-12

<table>
<thead>
<tr>
<th>Age</th>
<th>65+</th>
<th>65-74</th>
<th>75-84</th>
<th>85+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Population</td>
<td>194</td>
<td>105</td>
<td>70</td>
<td>19</td>
<td>168</td>
</tr>
<tr>
<td>% of Total Population</td>
<td>14.2</td>
<td>7.7</td>
<td>5.1</td>
<td>1.4</td>
<td>-</td>
</tr>
<tr>
<td>@ 60% of Median income</td>
<td>72</td>
<td>27</td>
<td>33</td>
<td>12</td>
<td>-</td>
</tr>
<tr>
<td>% Total population</td>
<td>5.2</td>
<td>2.0</td>
<td>2.4</td>
<td>0.8</td>
<td>-</td>
</tr>
<tr>
<td>% Senior Population</td>
<td>36.9</td>
<td>25.8</td>
<td>46.8</td>
<td>61.2</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority
Chart F-13

<table>
<thead>
<tr>
<th>SENIORS INCOME 65 AND OVER</th>
<th>&lt;30% Extremely Low</th>
<th>&lt;50% Very Low</th>
<th>&lt;80% Low</th>
<th>&lt;150% Moderate</th>
<th>Total/ Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Households 65 Yrs. +</td>
<td>36</td>
<td>63</td>
<td>87</td>
<td>118</td>
<td>194</td>
</tr>
<tr>
<td>Income</td>
<td>$10,200</td>
<td>$17,000</td>
<td>$27,200</td>
<td>$51,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>% of Total</td>
<td>18.5</td>
<td>32.5</td>
<td>44.6</td>
<td>61.0</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority

Chart F-14

<table>
<thead>
<tr>
<th>OWNER SENIORS INCOME 65 AND OVER</th>
<th>&lt;30% Extremely Low</th>
<th>&lt;50% Very Low</th>
<th>&lt;80% Low</th>
<th>&lt;150% Moderate</th>
<th>Total/ Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Households 65 Yrs. +</td>
<td>30</td>
<td>54</td>
<td>76</td>
<td>107</td>
<td>194</td>
</tr>
<tr>
<td>Income</td>
<td>$10,200</td>
<td>$17,000</td>
<td>$27,200</td>
<td>$51,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>% of Total</td>
<td>15.4</td>
<td>28.0</td>
<td>38.9</td>
<td>55.4</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority

Chart F-15

<table>
<thead>
<tr>
<th>RENTERS SENIORS INCOME 65 AND OVER</th>
<th>&lt;30% Extremely Low</th>
<th>&lt;50% Very Low</th>
<th>&lt;80% Low</th>
<th>&lt;150% Moderate</th>
<th>Total/ Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Households 65 Yrs. +</td>
<td>6</td>
<td>9</td>
<td>11</td>
<td>11</td>
<td>194</td>
</tr>
<tr>
<td>Income</td>
<td>$10,200</td>
<td>$17,000</td>
<td>$27,200</td>
<td>$51,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>% of Total</td>
<td>3.1</td>
<td>4.4</td>
<td>5.7</td>
<td>5.7</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority

Chart F-16

<table>
<thead>
<tr>
<th>SENIORS INCOME 75 AND OVER</th>
<th>&lt;30% Extremely Low</th>
<th>&lt;50% Very Low</th>
<th>&lt;80% Low</th>
<th>&lt;150% Moderate</th>
<th>Total/ Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Households 75 Yrs. +</td>
<td>24</td>
<td>41</td>
<td>50</td>
<td>65</td>
<td>89</td>
</tr>
<tr>
<td>Income</td>
<td>$10,200</td>
<td>$17,000</td>
<td>$27,200</td>
<td>$51,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>% of Total</td>
<td>26.6</td>
<td>46.1</td>
<td>56.5</td>
<td>73.3</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority

Chart F-17

<table>
<thead>
<tr>
<th>OWNER SENIORS INCOME 75 AND OVER</th>
<th>&lt;30% Extremely Low</th>
<th>&lt;50% Very Low</th>
<th>&lt;80% Low</th>
<th>&lt;150% Moderate</th>
<th>Total/ Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Households 75 Yrs. +</td>
<td>20</td>
<td>35</td>
<td>43</td>
<td>58</td>
<td>89</td>
</tr>
<tr>
<td>Income</td>
<td>$10,200</td>
<td>$17,000</td>
<td>$27,200</td>
<td>$51,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>% of Total</td>
<td>22.0</td>
<td>39.1</td>
<td>48.7</td>
<td>65.4</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority

Chart F-18

<table>
<thead>
<tr>
<th>RENTERS SENIORS INCOME 75 AND OVER</th>
<th>&lt;30% Extremely Low</th>
<th>&lt;50% Very Low</th>
<th>&lt;80% Low</th>
<th>&lt;150% Moderate</th>
<th>Total/ Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Households 75 Yrs. +</td>
<td>4</td>
<td>6</td>
<td>7</td>
<td>7</td>
<td>89</td>
</tr>
<tr>
<td>Income</td>
<td>$10,200</td>
<td>$17,000</td>
<td>$27,200</td>
<td>$51,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>% of Total</td>
<td>4.6</td>
<td>7.0</td>
<td>7.9</td>
<td>7.9</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority

The two following charts express the need for additional housing units for seniors (65 + years) and for families. This information is based on the Bucksport Housing Market and may not capture the exact situation within the town of Stockton Springs.

The Town of Stockton Springs’ Comprehensive Plan
Section F  Housing

Chart F-19

<table>
<thead>
<tr>
<th>HOUSING NEED BY HOUSING MARKET SENIORS 65 YRS. +</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Seniors @ 50% Area median income (AMI)</td>
</tr>
<tr>
<td>Number of Elderly Subsidized Units Available</td>
</tr>
<tr>
<td>Number of Affordable Units Needed</td>
</tr>
</tbody>
</table>

Source: 1997 Claritas, Maine State Housing Authority (Bucksport Housing Market)

Chart F-20

<table>
<thead>
<tr>
<th>HOUSING NEED BY HOUSING MARKET FAMILIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Families @ 50% Area median income (AMI)</td>
</tr>
<tr>
<td>Number of Family Subsidized Units Available</td>
</tr>
<tr>
<td>Number of Affordable Units Needed</td>
</tr>
</tbody>
</table>

Source: 1997 Claritas, Maine State Housing Authority (Bucksport Housing Market)

Upon comparison of Charts F-21 and F-22, it is easy to see that home sale prices have been outpacing incomes within the area. While income increased by 5.8% from 1997 to 2000, single family home sales prices increased by 20.9% within that same period.

Chart F-21

<table>
<thead>
<tr>
<th>SINGLE FAMILY HOME SALES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>Number of MLS Sales</td>
</tr>
<tr>
<td>Average Price</td>
</tr>
</tbody>
</table>

Source: Statewide Multiple Listing Service (MREIS) and Maine State Housing Authority

Chart F-22

<table>
<thead>
<tr>
<th>INCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>Median Household Income</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas and Maine State Housing Authority

In the 2000 Census, the supply and value of specified owner-occupied units, a representative sample comprising more than half of the total housing units in town, indicated at least 60% of housing units were affordable to those earning up to the median household income. Charts F-8, 9 and 10 above indicate the numbers of households by income group cumulatively, and with the chart below, suggest that adequate affordable housing was available for most residents in 2000. Strategies are proposed at the end of this section to meet the affordable housing need, which due to data limitations may not be fully reflected in the figures.
### Chart F-23-A

<table>
<thead>
<tr>
<th>SUPPLY: Specified housing units in Stockton Springs</th>
<th>Units</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value: Specified Owner-Occupied Housing</td>
<td>338</td>
<td>100.0</td>
</tr>
<tr>
<td>Less than $50,000</td>
<td>31</td>
<td>9.2</td>
</tr>
<tr>
<td>$50,000 to $99,999</td>
<td>173</td>
<td>51.2</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>71</td>
<td>21</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>35</td>
<td>10.4</td>
</tr>
<tr>
<td>$200,000 to $299,999</td>
<td>20</td>
<td>5.9</td>
</tr>
<tr>
<td>$300,000 to $499,999</td>
<td>8</td>
<td>2.4</td>
</tr>
<tr>
<td>$500,000 to $999,999</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>$1,000,000 or more</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Median (dollars)</td>
<td>$89,200</td>
<td>(X)</td>
</tr>
</tbody>
</table>

| Gross Rent: Specified renter-occupied              | 78    | 100     |
| Less than $200                                     | 2     | 2.6     |
| $200 to $299                                       | 2     | 2.6     |
| $300 to $499                                       | 15    | 19.2    |
| $500 to $749                                       | 34    | 43.6    |
| $750 to $999                                       | 9     | 11.5    |
| $1,000 to $1,499                                   | 0     | 0       |
| $1,500 or more                                     | 0     | 0       |
| No cash rent                                       | 16    | 20.5    |
| Median (dollars)                                   | $558  | (X)     |

Source: 2000 Census
As shown in the chart below, since 2000, MSHA indicates improving housing affordability for the town, suggesting that a majority of housing units remains affordable to a majority of households in Stockton Springs. There is fluctuation of average housing prices from year to year, and so the data should be used cautiously.

### Chart F-23-B

**Housing Affordability in Stockton Springs 2000-2003**

<table>
<thead>
<tr>
<th>Year</th>
<th>Affordability Index</th>
<th>80% of Median Household Income</th>
<th>80% of Median Can Afford</th>
<th>Median Home Sale price</th>
<th>Affordability Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>0.77</td>
<td>$29,640</td>
<td>$76,514</td>
<td>$125,000</td>
<td>63.4%</td>
</tr>
<tr>
<td>2001</td>
<td>1.25</td>
<td>$33,988</td>
<td>$82,600</td>
<td>$82,368</td>
<td>-0.3%</td>
</tr>
<tr>
<td>2002</td>
<td>0.83</td>
<td>$39,066</td>
<td>$102,505</td>
<td>$154,000</td>
<td>50.2%</td>
</tr>
<tr>
<td>2003</td>
<td>1.07</td>
<td>$32,244</td>
<td>$86,254</td>
<td>$100,500</td>
<td>16.5%</td>
</tr>
<tr>
<td>Average</td>
<td>0.98</td>
<td>$33,735</td>
<td>$86,968</td>
<td>$115,467</td>
<td>32.5%</td>
</tr>
</tbody>
</table>

Source: 2000 Census and Maine State Housing Authority,
Notes: 80% of Median Household Income is defined as Low Income. MSHA figures in the above chart consider property taxes, utilities, mortgage, etc. to determine affordability by income group.

The trend shown in the Chart F-23-B above is due in part to a decrease in the peaks of recent housing sale prices. No doubt, housing costs will rise over the long term. A key factor explaining the improvement of the affordability index has been the increasing incomes of residents. This is due somewhat to expanded employment opportunities, but mostly because of the influx of more affluent households, including retirees, and an out-migration of less affluent residents who often realize significant capital gains from selling their homes and moving inland where housing prices and property taxes are lower.

On average, low income households cannot afford the median home sale price in Stockton Springs, with a gap of almost 33%. In 2000, the latest year for which data are available, there were 173 low income home owning households, out of 487 homeowner households, see Chart F-10 above. About 35.6% of homeowner households were paying more for their housing than is considered affordable.

In 2000, the latest year for which data are available, the Census reported that 23.1% of renters (18 households) in town paid more than 30% on housing, which is considered unaffordable. MSHA indicates there were 45 low income renter households in 2000; see Chart F-10 above. Accordingly, about 40% of low income renter households were paying more for their housing than is considered affordable.
Planning and Land Use Regulation Act - Affordable Housing Goal

As shown in chart F-6, above, during the period from 1999 to 2003, 96 permits were issued for residential housing construction. For Stockton Springs to meet the goal of the Planning and Land Use Regulation Act for at least 10% of units to be affordable, the town should have sought at least 10 affordable units in this period. Within this period, affordable housing meeting state guidelines was built in the form of mobile housing, as 44 such units were put in place in the last five years (32 single-wide, 12 double-wide trailers), which was 45.6% of all residential housing permits issued.

The Maine State Housing Authority was unable to provide the town with more recent data on owner-occupied housing affordability. It is believed that a similar situation regarding affordable owner-occupied housing exists today. That is, extremely low, very low and low income Stockton Springs homeowner households (comprising 173 households or 35.6%) are not living in affordable housing currently. Most of those Stockton Springs households in the moderate income group are living in housing that is considered affordable. This suggests that the town ought to set a goal of seeking at least 36% of new residential development in the town that would meet the definition of affordable housing. Since 45.6% of housing built/located in Stockton Springs between 1999 and 2003 is deemed affordable because it comprised mobile homes, the goal that at least 36% of new housing be affordable for the planning period of this plan seems reasonable and achievable.

The Maine State Housing Authority was unable to provide the town with more recent data on renter-occupied housing affordability. It is believed that a similar situation regarding renter-occupied affordable housing exists today. That is, 40% of low income Stockton Springs renter households are not living in affordable housing currently. This suggests that the town ought to set a goal of seeking at least 40% of new residential rental housing development in the town that would meet the definition of affordable housing. It is estimated that there are currently 81 apartments in town with rents ranging from $400 to $800. The fair market rent for Waldo County in 2005 is $523 for a one-bedroom, $632 for a two-bedroom, and $758 for a three-bedroom unit. Accordingly, based on the current rents charged in town and the fair market rent figures, as set by the government, the goal that at least 40% of rental housing be affordable for the planning period of this plan seems reasonable and achievable.

Lot Size and Community Wastewater Facilities

It is commonsense that smaller housing lots are more affordable than larger lots. Given the rising housing costs in coastal communities, the town will consider lot sizes in drafting a land use ordinance. Depending upon soil conditions, small lots may not be able to support housing that is dependent upon septic systems and/or wells standards necessary to ensure the health of a home’s occupants, and to meet minimum state standards. In these areas, municipal sewer and water can allow for smaller and therefore more affordable lots for homebuyers. See Section I Public Facilities and Services for a summary of options considered to date. As discussed in that section, it is well known that the installation of sewers and water systems is a substantial cost to
municipalities. Sewers are rarely installed except in more densely populated areas, and/or pursued when grave environmental and development pressures exist. Even then, significant state and federal funds are often leveraged to develop or expand these systems. Maintenance of sewer and water systems is a large part of the municipal expenditures in service center communities. Stockton Springs is not a service center or a densely populated town. Therefore, the consideration of community wastewater facilities may prove to be a worthwhile compromise. Such shared systems allow for development on smaller lots than could be accommodated by individual septic systems. These shared systems are paid for by developers and users rather than by the town as a whole. When multi-unit and clustered housing proposals are before the town, with adequate ordinance standards, the planning board could request proposals from developers for community wastewater facilities. The costs of these systems are often offset by the increase in allowable units and costs savings to developers for these planned developments.

**Subsidized Housing**

Local, state, and federal governments have a number of different programs for subsidized housing. Many times all phases of government are integrated in these projects with funding and operation and jurisdictional fields overlapping.

The United States Department of Housing and Urban Development (HUD) is the primary federal agency dealing with affordable housing. Part of the United States Department of Agriculture (USDA) also deals with affordable housing. The Maine State Housing Authority (MSHA) is the state's agency for such issues and Waldo County Committee for Social Action (WCCSA) is the agency for Waldo County. The town of Stockton Springs does not have a local housing authority but the town does have a General Assistance Program that is used at times to defray housing and utility costs.

Subsidized units are built with state or federal funding for the express purpose of providing housing to lower income individuals and families. A housing project or development may be entirely formed by subsidized units, or the project may be of mixed uses. Subsidized units are typically available to individuals within certain income guidelines, and residents are expected to pay a fixed percentage of their income as rent.

Housing is also subsidized through certificates and vouchers. Especially when subsidized units are not available, MSHA will provide monies for citizens to use as payment for rent for non-public units. The state reimburses the town for general assistance money, which may be given to citizens with short-term immediate needs for housing that meet predetermined criteria. Finally, low interest loans secured through the federal or state governments are also a form of subsidy.

Even though elderly and family housing units may appear to be the solution to affordable housing problems, rent is only one of the many housing expenses. Subsidized housing problems can include poor insulation and heating that can inflate total housing expenses.
Rental assistance and vouchers are used to compensate applicants when subsidized housing units are not available. These forms of assistance are often more expensive than providing actual units, and thus it may be in a community's best interest to facilitate the construction of housing units and/or projects.

According to Stockton Springs’ assessing office, there are no low-income developments within the community.

Often an overlap exists between the need for "affordable and appropriate" housing and the need for "subsidized" housing. Many residents are not eligible for subsidies, but are also not able to maintain a house and live independently or they may not be able to afford the rent.

**Land Affordability**

One major obstacle to creating affordable housing, especially on Maine’s coast, is the cost of land.

Land sales from 1998 through 2001 were reviewed and the sale price was divided by the acreage to determine the price per acre. This analysis shows that an average price per acre for non-waterfront property is approximately $9,600. Waterfront property from the same time period appears to be about $23,800 per acre and the town average inclusive of both property types is approximately $16,700. This analysis does not give a true view of the entire situation. For example, as the chart below shows, some waterfront property sold for about $66,000 per acre, while other one acre non-waterfront parcels sold for about $20,000 per acre.

<table>
<thead>
<tr>
<th>Acreage</th>
<th>Sold Price in $</th>
<th>Year Sold</th>
<th>On a Waterbody</th>
<th>Price Per Acre</th>
</tr>
</thead>
<tbody>
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<td>24,500</td>
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<td>28,000</td>
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<td>No</td>
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LAND SALES IN STOCKTON SPRINGS 1997-2000

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<th>On a Waterbody</th>
<th>Price Per Acre</th>
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<td>2000</td>
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<td>14,166.67</td>
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</table>

Source: 2001 MREIS MLS, Inc

Ownership

Homeowners in Maine have traditionally consisted of moderate-income individuals. While it is often a struggle for Maine people to realize their dream of home ownership, having and owning a home has historically been within the grasp of the working Maine household. With the prices of homes increasing at a faster rate than the median household income, purchasing a home today is becoming more of a challenge for many Maine residents.

One way to gauge the financial ability to buy a home is to establish a ratio between the price of the property and the income of the person wishing to buy, as demonstrated in chart below. It should be noted that no particular number has been set which would reflect the presence of affordable homes, but logically as the value of the home becomes lower, the home becomes more affordable. Thus, the closer the ratio is to 1, the more affordable the houses are.

Chart F-25

<table>
<thead>
<tr>
<th>AFFORDABILITY INDEX BY HOUSING MARKET(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Index (under 1.00 = Unaffordable; Over 1.00 = Affordable)</td>
</tr>
</tbody>
</table>

The Town of Stockton Springs’ Comprehensive Plan

F-17
Section F  

Housing

<table>
<thead>
<tr>
<th>Median Home Sale Price</th>
<th>$87,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Income</td>
<td>$37,588</td>
</tr>
<tr>
<td>Home that can be Afforded at this Median Income</td>
<td>$107,465</td>
</tr>
</tbody>
</table>

Source: 2000 Claritas, Maine State Housing Authority and Statewide Multiple Listing Service (MREIS)

This information about Maine State Housing Authority (MSHA) programs was obtained from the MSHA’s website. MSHA offers programs to help Maine families realize the dream of homeownership. The programs provide lower interest rate mortgages, generally one to two points below conventional interest rates, to low and moderate income Maine people for the purchase of their first homes. The program has maximum income limits for borrowers and price limits for eligible homes. It can be used to finance single-family homes; mobile homes; two-to-four unit owner-occupied homes; and condominiums. In the coming years MSHA plans to make $100 million or more in mortgages annually, helping 2,000 or more Maine families buy their first homes.

In order to reduce the required downpayment, MSHA's program requires borrowers to use mortgage insurance. Mortgage insurance reduces the downpayment to 5% or less, depending on the type of insurance used. Borrowers have the option of using private mortgage insurance; Federal Housing Administration (FHA) insurance; Veterans Administration (VA) guarantee; or the Rural Development (formerly Farmers Home) insurance. Each type of insurance has slightly different eligibility requirements. Borrowers who complete a home buying course may qualify for a reduced downpayment (3% instead of 5%). MSHA also finances some types of mobile homes with self-insurance with a 5% downpayment.

Closing Cost Assistance is available for borrowers who do not have the cash to cover these costs. The costs include such fees as title examination, credit check, and several others. Eligible applicants receive 2% of the mortgage amount, which is credited toward the closing costs. The closing cost assistance is repaid by a slightly higher interest rate on the mortgage.

For some lower income borrowers, the Housing Authority offers its "Down Home" loans that permit a family to buy a home with a minimum cash contribution of $750 or $1,000 in out-of-pocket expenses. The option is limited to borrowers who qualify for the MSHA purchase program, use FHA insurance, have less than $4,000 in liquid assets, and have an income that is 90% or less of the median income. The difference between the borrower's payment and the actual up front costs are repaid when the borrower sells the home.

MSHA also offers a Purchase Plus Improvement option that allows applicants to borrow more than the purchase price in order to make immediate repairs or improvements to the home. Details on Closing Cost Assistance, Down Home, Purchase Plus Improvement, and our regular program are available from MSHA or from participating lenders.

In May 1996, MSHA offered special financing to encourage homeownership in inner-city, low income neighborhoods. The New Neighbors program incentives include 100%, below market rate, financing to purchase and rehab eligible homes without additional costs and requirements. The first-time homebuyer restriction also is lifted for people buying homes in these neighborhoods. The program is being operated in conjunction with the local Community...
Development offices in the communities. In 2001 MSHA expanded New Neighbors to a total of eight service center communities and reserved up to $16 million in the lower interest rate financing to help develop housing in them. The communities include Auburn, Augusta, Bangor, Bath, Lewiston, Norway, Portland, and Westbrook. This is one of the programs MSHA is offering to help revitalize community downtown areas and help end sprawl.

Introduced in June 1999, the Great Rate program makes monthly payments affordable with an interest rate that is at least 1% lower than the regular MSHA program interest rate in effect at the time of application. The Great Rate interest rate was lowered to 4.5% in June 2000 and is available for applicants with household incomes at or below 65% of the area median income. A 10-hour homebuyer education course must be completed before loan closing. MSHA expects up to 150-200 credit-worthy households may take advantage of this reduced rate program in 2001.

MSHA’s Homeownership division participates in ‘hoMEworks”, Maine’s network of homebuyer education. These programs give potential homebuyers an opportunity to sort through the complex process of buying a home, including building good credit, shopping for a home, qualifying for a loan, and life as a homeowner. Some MSHA programs require completion of a 10-hour homebuyer class.

People who think they may qualify for a MSHA mortgage should apply for the loan at one of the many participating banks and other lending institutions that work with MSHA to bring this program to Maine people. Other information needed for an application includes a purchase and sale agreement on the home, and copies of the borrower’s past three years federal income tax returns.

The Chart F-26 shows a detailed history of local participation within the program.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Families</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Total units</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>1</td>
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</table>

Source: Maine State Housing Authority Program Update
The following charts demonstrate the number, location, and average price of sales by tax map location.

**Chart F-27**

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<th>Tax Map</th>
<th>Number of Sales</th>
<th>Average Sale Price</th>
<th>Average Acres</th>
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</thead>
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<td>2.8</td>
</tr>
<tr>
<td>R2</td>
<td>3</td>
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<td>15.7</td>
</tr>
<tr>
<td>R3</td>
<td>1</td>
<td>$19,000</td>
<td>5.0</td>
</tr>
<tr>
<td>R4</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R5</td>
<td>1</td>
<td>$170,000</td>
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</tr>
<tr>
<td>U1</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>U2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>U3, U4</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>U5</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
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<tr>
<td>U8</td>
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<td>-</td>
<td>-</td>
</tr>
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<td>Total Number of Sales</td>
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<td>-</td>
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</table>

Source: Multiple Listing Service and Local Realtor Information

**Chart F-28**

<table>
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<tr>
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<th>Number of Sales</th>
<th>Average Sale Price</th>
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</thead>
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</tr>
<tr>
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<td>Total Number of Sales</td>
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Source: State Realtor Multiple Listing Service and Local Realtor Information
Chart F-29, F-30 and F-31 show sales within the community in calendar year 2001 and includes sales price, days listed on the market and lot sizes. Generally the average house sale price for that year was $124,500 with an average lot of 2.1 acres. The average “days on the market” before a sale occurred was 148.

### Chart F-29

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<td>2.0</td>
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</table>

Source: State Realtor Multiple Listing Service and Local Realtor Information

### Chart F-30

<table>
<thead>
<tr>
<th>Sale Price</th>
<th>Day on the Market</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>60,000</td>
<td>42</td>
<td>1.0</td>
</tr>
<tr>
<td>36,500</td>
<td>353</td>
<td>1.2</td>
</tr>
<tr>
<td>34,000</td>
<td>81</td>
<td>0.6</td>
</tr>
<tr>
<td>22,000</td>
<td>154</td>
<td>0.5</td>
</tr>
</tbody>
</table>

Source: State Realtor Multiple Listing Service and Local Realtor Information
### Chart F-31

<table>
<thead>
<tr>
<th>Sale Price</th>
<th>Day on the Market</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>17,000</td>
<td>219</td>
<td>26.0</td>
</tr>
<tr>
<td>38,000</td>
<td>143</td>
<td>3.2</td>
</tr>
<tr>
<td>9,900</td>
<td>852</td>
<td>5.5</td>
</tr>
<tr>
<td>17,500</td>
<td>782</td>
<td>2.3</td>
</tr>
<tr>
<td>9,000</td>
<td>757</td>
<td>15.5</td>
</tr>
<tr>
<td>19,000</td>
<td>51</td>
<td>5.0</td>
</tr>
<tr>
<td>17,500</td>
<td>88</td>
<td>1.0</td>
</tr>
<tr>
<td>21,500</td>
<td>52</td>
<td>1.8</td>
</tr>
</tbody>
</table>

Source: Multiple Listing Service and Local Realtor Information

### Chart F-32

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Sales</th>
<th>Average Days on Market</th>
<th>Average Sale Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>24</td>
<td>188</td>
<td>$124,500</td>
</tr>
<tr>
<td>2000</td>
<td>18</td>
<td>261</td>
<td>$123,105</td>
</tr>
<tr>
<td>1999</td>
<td>21</td>
<td>250</td>
<td>$100,852</td>
</tr>
<tr>
<td>1998</td>
<td>14</td>
<td>306</td>
<td>$73,193</td>
</tr>
</tbody>
</table>

Source: State Realtor Multiple Listing Service and Local Realtor Information

### Chart F-33

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Sales</th>
<th>Average Price</th>
<th>Average Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterfront</td>
<td>8</td>
<td>$169,750</td>
<td>2.3</td>
</tr>
<tr>
<td>Non-Waterfront</td>
<td>48</td>
<td>$ 94,677</td>
<td>4.4</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>4</td>
<td>$36,250</td>
<td>0.8</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: State Realtor Multiple Listing Service and Local Realtor Information
POLICIES AND IMPLEMENTATION STRATEGIES

In order to encourage and promote affordable, decent housing opportunities for all of Stockton Springs’ citizens, the following policies have been developed and the accompanying strategies will be undertaken:

1. **Policy:** The town will continue to recognize the importance of safe, decent, and affordable housing for residents, and provide information regarding available housing programs to its residents.
   
   **Strategy:** The town will develop a Master Plan on Housing to better define the community’s vision and to support and validate local land use regulations and controls. Where appropriate the Master Plan will:
   - Reference the growth and design concepts that encourage varied housing opportunities including minimum impact design, i.e., development that blends with the landscape and minimizes impact on natural resources and municipal fiscal capacity.
   - Create walkable neighborhoods
   - Encourage community and stakeholder collaboration
   - Foster distinctive, attractive places with a strong sense of place
   - Make development decisions predictable, fair and cost effective
   - Mix land uses
   - Preserve open space, farmland, natural beauty and critical environmental areas
   - Strengthen and direct development towards existing areas
   - Take advantage of compact building design
   
   **Time Frame:** Immediate
   
   **Responsible Agent:** Selectpersons and/or Town Manager

2. **Policy:** The town will continue to enforce and implement applicable laws, codes, guidelines, and ordinances.
   
   **Strategy:** The Code Enforcement Officer and the Plumbing Inspector will enforce and implement the Maine State Subdivision Law, the Maine State Plumbing Code, the National Electrical Code, Shoreland Zoning Ordinance, and duly approved municipal ordinances. The Code Enforcement Officer will work with the Planning Board to address any need for modification to the existing land use regulations that may be appropriate. The safety standards will be enforced through the Code Enforcement Officer and local Plumbing Inspector. All development within the town will meet the applicable standards. This practice will provide safe housing for the community.
   
   **Time Frame:** Immediate
   
   **Responsible Agent:** Selectpersons and/or Town Manager, Code Enforcement Officer, Plumbing Inspector and Planning Board

3. **Policy:** The town will continue to encourage affordable housing within appropriate residential growth areas, with a preference for areas that would be served by community wastewater or public facilities, constituting 36% or more of housing starts

---

1 Immediate- Within 1 to 2 years
for owner-occupied units and 40% for renter occupied units in the town to meet the needs of Stockton Spring citizens.

**Strategies:**

a. Provide through the future land use ordinance, affordable housing opportunities by allowing a mixture of appropriate housing types; including residential areas that allow single and multi-family dwellings, as well as manufactured housing.

b. The town will appoint an Affordable Housing Committee whose mission will be to evaluate affordable housing financial alternatives. The Affordable Housing Committee will continue to monitor the supply and demand of affordable housing.

c. Investigate applicability of housing tax increment financing program and if appropriate, apply for this program.

d. Devise a schedule of infrastructure improvements that the town would be willing to consider making for private developments that incorporated affordable housing units, consider a pro rata approach with greater infrastructure investments made for projects with a greater percent of affordable housing units.

e. Consider providing a density bonus to subdivisions that included a percentage of the lots set aside for affordable housing units and open space preservation.

f. Consider town donation of municipally owned land (whether given to the town, purchased or received from tax liens) to developers that will provide affordable housing on that land.

g. Consider creating a Housing Trust Fund earmarked for housing needs, from developers’ contributions, repayment of CDBG loans, sale of municipally owned property, building permit fees, town capital budget appropriations, and repayment of loans, etc. The money in turn can be used for building or rehabilitating housing, subsidizing low and moderate income families’ mortgages, and/or helping finance construction of new housing.

**Time Frame:** Immediate and Ongoing.

**Responsible Agent:** Selectpersons and/or Town Manager, Future Land Use Committee, Code Enforcement Officer, and Planning Board.

4. **Policy:** The town will continue to pursue grants for housing rehabilitation.

   **Strategy:** The town will continue to apply for and aggressively pursue future grants through CDBG and funding from other public and private sources for housing assessment, housing rehabilitation, and affordable housing development.

   **Time Frame:** Long term

   **Responsible Agent:** Selectpersons and/or Town Manager and the Affordable Housing Committee.

5. **Policy:** The town will develop land use ordinances that are consistent with managed growth.

   **Strategy:** Performance standards will be incorporated in the future land use ordinance.

2 Long term-Within 5 to 10 years
including but not limited to conversions, home occupations and manufactured housing to promote affordable decent housing in Stockton Springs as further described in the land use section of this plan.

Time Frame: Ongoing

Responsible Agent: Selectpersons and/or Town Manager and Planning Board.

6. Policy: The town will educate its citizens and make information available to apply for grants for housing assistance.

   Strategy: The town will make information available at the town office regarding housing affordability and will advertise programs such as the CDBG housing grants when the town has received such a grant.

   Time Frame: Ongoing.
   Responsible Agent: Selectpersons and/or Town Manager and Planning Board

7. Policy: The town will continue to pursue wastewater disposal alternatives.

   Strategy: The town will continue to review the recommendations from the recently completed wastewater study. The study includes both local and regional options and the town will seek funds to implement the recommendations.

   Time Frame: Ongoing
   Responsible Agent: Selectpersons and/or Town Manager, Code Enforcement Officer and Planning Board
RECREATION

The goal of this section is to promote and protect the availability of recreational opportunities for all citizens, including access to surface waters. Many times as a community’s population increases, the demand for recreational opportunities also increase while the availability of open space areas generally decrease due to the developmental pressures.

The town of Stockton acknowledges that the availability of recreational opportunities helps to promote better overall health for all individuals. The town wants to ensure that all of its citizens, regardless of their age, continue to enjoy recreational opportunities. The results of the Comprehensive Town Plan Survey also indicated that recreation and cultural opportunities ranked the highest of all responses, with a focus on opportunities for young adults located in the village area. The town will attempt to balance the availability of opportunities with the financial/budget constraints.

RECREATIONAL OPPORTUNITIES

Due to the small size of the community and the fiscal constraints, the town of Stockton Springs does not have a formal Recreation Department. However, there are numerous individuals within the community that volunteer and actively promote various programs such as: Little League, soccer, Junior Firemen, snowmobile trail maintenance, the creation of new hiking trails, Girl Scouts, Boy Scouts, Cub Scouts, and 4 H.

Public Access to Surface Water

Sandy Head Public Access is one of the primary locations within the town that provides access to the ocean. Sandy Point State Park and Fort Point State Park also are located on the ocean, but do not have user friendly boat access. All of these locations are further described later in this section.

Local and Regional Recreational Facilities

Map G-1 located at the end of this section depicts various locations within the community that are utilized for recreational opportunities. The following is a listing of those locations and a brief description of the area. Please note that the numbers correspond with the map location numbers.

1. **Sandy Head Public Access** is one of the town’s two surface water access points and provides access to Stockton Harbor. Parking is a problem at this Middle Street location and the site does not offer bathroom facilities. The potential exists for this area to be developed into walking paths due to its adjacent location to the village area of the community.

2. **Springfield Fire Pond and Recreation Field** is the only town owned recreational facility and consists of a baseball/softball field.
3. Veteran’s Memorial Park is a newly created park and currently the town is raising money through fundraisers to acquire/create playground equipment that conforms to ADA and insurance guidelines.

4. Stockton Springs Elementary School Soccer Field although this property is owned by MSAD 56, the town utilizes this area and is actively seeking to improve the facility.

5. Cape Docks was previously a large docking facility that burned in the 1920s. This area is still available for access; however debris from the destroyed docks still lurks beneath the waters surface.

6. Fort Point (Fort Pownal) Park encompasses historic Fort Pownall and Fort Point Light (a lighthouse dating from 1836) consisting of 120 acres and containing picnic tables with a waterfront view, pier and floats for fishing and boating (two-hundred-foot piers accommodates visitors arriving by boat), access to a scenic bicycling trip, hiking opportunities. The park is located about three miles off U.S. Route 1 in Stockton Springs and occupies a long peninsula with panoramic views of the Penobscot River and Penobscot Bay. Features of the park include more than a mile of rocky shore, a tidal sandbar, and diverse habitat for a variety of plants and animals. Opened in 1974, the park also includes Fort Point State Historic Site and the Fort Point Light Station. Winter visitors go cross-country skiing on the park's hiking trails and closed roads. Operation dates are Memorial Day - Labor Day and a fee is charged.

7. Muskrat Farm Game Preserve (also known as Sandy Point/Stowers Meadow Wildlife Management Area) is approximately 540 acres. This habitat consists of primarily inland fresh wetland with some surrounding upland forests. Hunting of waterfowl, big, small and upland game is allowed in this management area, along with trapping and some types of fishing. The property also offers the opportunity for hiking and watching wildlife such as eagles, deer and water birds. This area is managed by Maine Inland Fisheries and Wildlife.

8. Meadow Farm Wildlife Sanctuary is owned by Marion Ryan and is a little under 400 acres. This property borders the State Game Preserve and is adjacent to the areas' largest aquifer. The Boy Scouts have cut hiking trails and made and erected signs for the facility. Currently there are approximately 15 miles of hiking trails, a weather station, trail guides, picnic tables, and direction finders.
9. **Rice Lot** is a 10 acre undeveloped “Scout Camp” lot near the Sandy Point State Park.

10. **Sandy Point State Park** is located in Sandy Point and offers a bathroom facility, hiking trails and a picnic area. The land is owned by the State of Maine and was acquired by the Land for Maine’s Future Program. The property is managed by the town in accordance with a formal agreement with the state. The park is a saltwater beach park at the mouth of the Penobscot River. It contains a 4,000 foot stretch of gravel beach and approximately 90 acres of woodlands. In July of 2001, the Sandy Point Beach Committee who oversees the park, received a $1,100 grant from the Maine Community Foundation for Phase One of the Master Plan for the state park. The purpose of the project is to create a walking trail system that will allow for access to the designated beach and woodland areas of the park, with minimal impact on the natural character of the land. Phase Two of the project would design and build the trail system and Phase Three would concentrate on the development of an Interpretive Trail. A status report dated May 2002 indicates that the committee is beginning to develop the master plan, that potential trail locations have been marked and mapped, work estimates have been developed, botanical assessments are being developed and additional funding sources are being explored.

This facility appears to have the greatest potential for expanding existing facilities/uses, particularly based on safety issues. Discussion focused on the creation of a boat ramp at this location due to the water currents and available parking.

11. **Hiking Trails** have been newly created at this site near Sandy Point State Park.

Other regional recreational/scenic opportunities that are accessible to Stockton Springs' residents include cross-country skiing, picnic areas, public access to surface waters, hiking and the following locations.

**Camden Hills** is located in Camden and has 5,474 acres. The park contains a camping area, a scenic road, a picnic area and a dumping station. The winter months also bring the opportunity to snowmobile. A fee is charged for the use of the park.

**Fort Knox** is Maine’s largest historic fort and it features stunning military architecture and master granite craftsmanship. This historic place is located on Route 174 in Prospect and was constructed between 1844 and 1869. The fort was strategically located on the narrows of the Penobscot River. Although it never saw combat, Fort Knox was garrisoned during the Civil and Spanish American Wars. Visitors are welcome to explore the fort’s passageways and many rooms. The fort also features two complete Rodman cannons. Guided tours are available daily during the summer season with the dates of operation being May 1st through October 30th.
Moose Point State Park located in Searport contains 183 acres and is located on Penobscot Bay. Moose Point State Park has hiking trails, a picnic area, tidal pools and a panoramic view of Penobscot Bay and is operational Memorial Day through September 30.

Mt. Waldo is located in the nearby town of Frankfort and offers spectacular views of Stockton Springs and surrounding communities. In the distance you will see Penobscot Bay and the winding Penobscot River. Mt. Waldo is well known for its granite quarries and its history dates back to the 19th century.

Penobscot Marine Museum is located nearby on US Route 1 in Searsport. This museum includes a village of 12 buildings, including Searport’s Old Town Hall and sea captains’ homes dating from the 19th century.

Swan Lake is located in Swanville and has 67 acres. This park offers swimming, picnicking and fishing. A fee is charged for the use of the park.

Searsport Pines Golf Course is a private 9-hole course with available cart rentals and it is located at 240 Mt. Ephraim Road in Searsport.

Recreational Grants

The Maine Department of Conservation administrates state and federal grants to provide services, resources and personnel to nonprofit groups, municipalities and other agencies. Grants totaling more than 2 million are available through the Department's bureaus to improve and enhance programs offered in Maine.

Funded by the state gasoline tax, the Public Boat Access grant program enables private organizations and municipalities to acquire, develop and improve local public boat facilities.

The Land and Water Conservation Fund is a federal grant-in-aid program that provides up to 50% reimbursement for the acquisition and / or development of publicly owned outdoor recreation facilities. While the total varies year to year, on average $400,000 is distributed to recipients.

The Maine Outdoor Heritage Fund conserves wildlife and open spaces through the sale of instant Lottery tickets. With proceeds from ticket sales, grants are awarded twice a year, totaling approximately $1.5 million annually. The seven-member Maine Outdoor Heritage Fund Board chooses projects in four categories that promote recreation as well as conservation of Maine's special places, endangered species and important fish and wildlife habitat.
Public Access Discovery Grants can be utilized to identify potential public accesses to surface water through title researching to find past public access right-of-ways.

**Recreational Needs**

The survey that was completed by residents indicated that recreational and cultural opportunities were of the highest priority. The town should consider the creation of a recreation committee to coordinate facilities and programs.

Although Stockton has vast expanses of coastline, the potential exists for the majority of it to be purchased for private uses. Stockton Springs should capitalize on opportunities to gain additional access either through grants, gifts or outright purchases of real estate in order to provide for access for future generations.
POLICIES AND IMPLEMENTATION STRATEGIES

In order to provide recreational opportunities, Stockton Springs has developed the following policies and implementation:

1. **Policy:** The town will continue to improve existing recreational facilities.
   **Strategies:** The town shall continue to maintain, fund, foster and encourage improvements to the town’s new and existing facilities and explore the potential for the development of a Parks and Recreation Department for the town to oversee existing facilities and to investigate opportunities for enhancing current and new facilities and programs.
   **Time Frame:** On-going
   **Responsible Agent:** Selectpersons and/or Town Manager and Parks and Rec. Department.

2. **Policy:** The town will encourage the preservation of open space.
   **Strategies:** The town will investigate the acquisition of real estate for open spaces and require developers to set aside a portion of land for open spaces.
   **Time Frame:** On-going
   **Responsible Agent:** Selectpersons and/or Town Manager, Planning Board and Code Enforcement Officer.

3. **Policy:** The town will continue to encourage recreational opportunities.
   **Strategies:** The town will investigate and encourage from various sources, the acquisition of real estate for recreational purposes. These efforts will be funded through town warrant moneys, grants and fund raising. The responsibilities of the Parks and Recreation Department would be to: Investigate, with the proper authorities, the use of school property for recreational programs for the town; to develop and present plans to the selectpersons and budget committee, to be included in the town warrant for the annual town meeting; to coordinate all current and future recreation activities developed for all age groups; to explore the feasibility of expanding existing facilities for multipurpose usage; to recruit responsible individuals to implement activities; to monitor, with the selectpersons, the current uses and future capacity needs of existing facilities and programs; to provide information, at the town office, about existing recreation facilities, programs, and activities in Stockton Springs, which are available to the public; to develop and present recreational programs to the School Board, as appropriate and to develop additional recreational programs for year-round community use. A town representative will approach the School Board to discuss inclusion of property, as recreational sources, facilities, and programs for use by the community.
   **Time Frame:** On-going
   **Responsible Agent:** Selectpersons and/or Town Manager and parks and Recreation Department.

---

1 On-going – Continuing
4. **Policy:** The town will increase public access to surface water.
   **Strategies:** The town will approach the state about obtaining access for public use and public safety through state owned property. The town will continue to promote the use of the public access grant as a mechanism to increase public access to surface water and open space. The voters will be asked at town meeting to support an article that would provide for a reserve account for the purchase of real estate for recreational purposes. Guidelines will be created regarding the types of property that would be purchased and the Selectpersons will be given the authority to expend up to a certain dollar amount from this account without .
   **Time Frame:** Immediate
   **Responsible Agent:** Selectpersons and/or Town Manager and Parks and Recreation Department.

5. **Policy:** The town will strive to provide cultural opportunities for its residents and to promote community pride.
   **Strategies:** The town will support programs to develop cultural events and facilities within the town. The Parks and Recreation Department will be asked to assist in this effort. The town will continue to promote community pride by working with the School Board to develop programming to educate students about the town’s history. The Historical Society will continue its educational efforts and displays and the town will continue its community events and websites.
   **Time Frame:** Ongoing
   **Responsible Agent:** Voters, Interested Citizens, Department Heads, School Board, Historical Society, Selectpersons and/or Town Manager.

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2 Immediate-Within 1 to 2 years
3 Ongoing-Continuing
TRANSPORTATION

The goal of this section is to analyze, plan, finance, and develop efficient transportation services and facilities that will accommodate Stockton Springs’ anticipated growth and economic development. Both growth and development are closely tied to a well-maintained, efficient transportation system. The residents of Stockton Springs expect and deserve safe and convenient passage on their daily commutes. Only with adequate roadways, parking and traffic control, can a community be assured of economical, efficient, and safe traffic circulation patterns.

Our town is traversed by US Routes 1 and 1A. Unplanned development along these arterials could degrade these roads, increasing congestion and reducing safety. Therefore, strategies are noted and recommended to improve roadway conditions, including access management, corridor management planning, maintenance, and traffic improvements.

Main Street and the village area is bypassed from the through-traffic of US Routes 1 and 1A. Key concerns for town roads largely include safety and maintenance, with its associated costs. Local control of these roads, of new subdivision roads, and the standards to which they are built, can reduce costs through well thought-out planning that comes from understanding what we have and what we will need.

ROAD INVENTORY

An inventory of Stockton Springs’ roads is shown in the chart below. The roads are divided into three categories of road function: arterial, collector, and local. Arterial roads are major roadways, which serve long distance, high speed, through-traffic safely between communities. State highways, the most important travel routes are arterial roads. Collector roads collect and distribute traffic to and from the arterial routes and generally provide access to abutting land. Collector roads serve places of lower population densities and are somewhat removed from main travel routes. Local roads are all roads not in the arterial or collector classification. Local roads provide access to adjacent land areas and usually carry low volumes of traffic. In 2001, Stockton Springs contained 38 miles of roadways. Chart H-1 below also indicates ownership, maintenance responsibility, surfacing, and overall condition for Stockton Springs’ roads based primarily on town information and the opinion of the highway department in reference to condition.

Maine DOT records 3.45 miles of collector roads in town. Discrepancies between state and local classifications (including portions of Cape Jellison Rd.) noted with * in the chart below require the town to consult with Maine DOT to clarify these figures in order to ensure appropriate reimbursement for maintenance. Accordingly, a strategy to address this has been included.
### Chart H-1

<table>
<thead>
<tr>
<th>Name of Roadway</th>
<th>Arterial Length in miles</th>
<th>Collector Length in miles</th>
<th>Owned by/Maintained by</th>
<th>Surfacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abanaki Way</td>
<td></td>
<td>0.2</td>
<td>Private/Discontinued</td>
<td>Gravel</td>
</tr>
<tr>
<td>Alps Road</td>
<td></td>
<td>0.2</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Bangor Road</td>
<td>5.4</td>
<td></td>
<td>State</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Baycrest Lane</td>
<td></td>
<td>0.3</td>
<td>Private</td>
<td>Gravel</td>
</tr>
<tr>
<td>Bayview Drive</td>
<td></td>
<td>0.2</td>
<td>Private</td>
<td>Gravel</td>
</tr>
<tr>
<td>Blanchard Lane</td>
<td></td>
<td>0.3</td>
<td>Private</td>
<td>Gravel</td>
</tr>
<tr>
<td>Blanket Lane</td>
<td></td>
<td>1.3</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Blueberry Lane</td>
<td></td>
<td>0.4</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Cape Jellison Road (Includes Western Cape Rd)</td>
<td>4.5*</td>
<td></td>
<td>State from Main Street to Light House Rd., the rest is Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Church Street</td>
<td></td>
<td>1.2</td>
<td>Town except bridge overpass (State)</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Cemetery Road</td>
<td></td>
<td>0.2</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Clipper Lane</td>
<td></td>
<td>0.4</td>
<td>Private</td>
<td>Gravel</td>
</tr>
<tr>
<td>Denslow Road</td>
<td></td>
<td>0.5</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Driftwood Lane</td>
<td></td>
<td>0.2</td>
<td>Private</td>
<td>Gravel</td>
</tr>
<tr>
<td>Ferry Lane</td>
<td></td>
<td>0.2</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Fort Point Cove Road</td>
<td></td>
<td>0.4</td>
<td>Private</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Gilmore Ave</td>
<td></td>
<td>0.1</td>
<td>Town</td>
<td>1/2 Asphalt/ 1/2 Gravel</td>
</tr>
<tr>
<td>Green Valley Road</td>
<td></td>
<td>1.9</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Harding Road</td>
<td></td>
<td>0.9</td>
<td>Private (discontinued Town road)</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Harris Road</td>
<td></td>
<td>2.2</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Hatch Road</td>
<td></td>
<td>0.3</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Hersey Retreat Road</td>
<td></td>
<td>1.1</td>
<td>Town and Private</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Highland Avenue</td>
<td></td>
<td>0.1</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Kelley Drive</td>
<td></td>
<td>0.4</td>
<td>Private (part of subdivision)</td>
<td>Gravel</td>
</tr>
<tr>
<td>Lighthouse Road</td>
<td></td>
<td>0.9</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Lower Sylvan Street</td>
<td></td>
<td>0.3</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Main Street</td>
<td></td>
<td>0.9</td>
<td>State (Town plows)</td>
<td>Asphalt (needs work)</td>
</tr>
<tr>
<td>Maple Street</td>
<td></td>
<td>0.8</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>McKinney Road</td>
<td></td>
<td>0.5</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Meadow Road</td>
<td></td>
<td>1.6</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Middle Street</td>
<td></td>
<td>0.8</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Morse Avenue</td>
<td></td>
<td>0.1</td>
<td>Town</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Arterial</td>
<td>Collector</td>
<td>Local</td>
<td>Pavement</td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------</td>
<td>----------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>Muskrat Farm Road</td>
<td>2.7</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Old County Road</td>
<td>2.4</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Osprey Reach Road</td>
<td>0.6</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Partridge Lane</td>
<td>0.3</td>
<td>Town (part discontinued)</td>
<td>Paved</td>
<td></td>
</tr>
<tr>
<td>Perkins Road</td>
<td>0.2</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Pleasant Drive</td>
<td>0.1</td>
<td>Private Drive</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Pout Town Road</td>
<td>2.3</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Robbins Avenue</td>
<td>0.2</td>
<td>Private Drive</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Sandy Point Road</td>
<td>0.9</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>School Street</td>
<td>0.7</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Seaport Avenue</td>
<td></td>
<td>Town</td>
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<td></td>
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<td>Sherer Road</td>
<td></td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Sorey Road</td>
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<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Squawpoint Road</td>
<td>0.6</td>
<td>Private Drive</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Stage Coach Road</td>
<td>0.9</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Station Street</td>
<td>0.6</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Steamboat Wharf Road</td>
<td>0.5</td>
<td>Town</td>
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<td></td>
</tr>
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<td>Stowers Road</td>
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<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Tina Lane</td>
<td>0.1</td>
<td>Town</td>
<td>Asphalt</td>
<td></td>
</tr>
<tr>
<td>Upper Sylvan Street</td>
<td>0.6</td>
<td>Town</td>
<td>Asphalt/ 1/2 Gravel</td>
<td></td>
</tr>
<tr>
<td>Bracken Lane</td>
<td>0.19</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
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<td>Cape Docks Road</td>
<td>0.38</td>
<td>Gravel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bixby Drive</td>
<td>0.04</td>
<td>Private</td>
<td>Paved</td>
<td></td>
</tr>
<tr>
<td>Captain Hitchborn Way</td>
<td>0.19</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
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<td>Cross Lane</td>
<td>0.19</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Curtis Lane</td>
<td>0.06</td>
<td>Private</td>
<td>Paved</td>
<td></td>
</tr>
<tr>
<td>Damon Road</td>
<td>0.09</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Devereux Cove Road</td>
<td>0.49</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Gondola Cove Road</td>
<td>0.00</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Grant Lane</td>
<td>0.13</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Harbor View Drive</td>
<td>0.19</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Harriman Road</td>
<td>0.15</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Hart Lane</td>
<td>0.08</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Heights Road</td>
<td>0.11</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Hullberry Lane</td>
<td>0.57</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Jose Road</td>
<td>0.23</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Landry Lane</td>
<td>0.06</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Loon Landing</td>
<td>0.25</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Morningside Place</td>
<td>0.19</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Mossy Rock Road</td>
<td>0.03</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
<tr>
<td>Mountain View</td>
<td>0.28</td>
<td>Private</td>
<td>Gravel</td>
<td></td>
</tr>
</tbody>
</table>

The Town of Stockton Springs’ Comprehensive Plan
H-3
The town is financially responsible for maintaining 97% of our town roads and the State 3%. In addition, there are 4.8 miles of non-maintained roads.

**TRAFFIC VOLUMES AND COMMUTING PATTERNS**

While the population of Waldo County increased 9 percent during the 1990s, the total number of vehicle miles traveled in our County increased by over 28.8 percent during the same period. Traffic volumes have increased along all state roadways in town and on most local roads as well.

The Annual Average Daily Traffic (AADT) figures in the chart below do not reflect peak daily traffic volume. Traffic counts are meant to help understand the overall patterns of vehicular movements. AADT are determined by placing an automatic traffic recorder at a given location for 24 or 48 hours; the 24-hour totals are then factored for seasonal variation, using factors from counters that run 365 days a year on similar types of highways.
It is anticipated that traffic volumes along US Routes 1 and 1A will continue to increase at a similar or slightly higher rate than seen over the past twenty years. Of course, changes in land use along these roads will have a significant impact on local volume, as businesses are traffic generators that seek and depend upon potential customers traveling along these roads. Larger developments typically draw traffic from greater distances. Given these realities, corridor planning and access management are described and recommended in this section to maintain and improve roadway safety and capacity.
Traffic congestion lowers a roadway’s level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. See the map titled H-3 Traffic Volumes and Safety for LOS information of major roads in the town. There are six levels of service, given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume. Maine DOT has noted degradation in the LOS for state roads within Stockton Springs. US Route 1 has the lowest LOS grades observed, C and D on portions of US Route 1 between the Harris Road intersection and Harriman Road intersection, indicating severe congestion there. Town roads are free of significant congestion.

Commuting is noted in Section D Employment and Economy. In 2000, most residents drove to work alone (78%), some carpooled (12%). In the same year, the Census reported that of the 706 Stockton Springs’ residents who work, 105 worked in Stockton Springs, 396 worked in Waldo County (many in Belfast), and 294 worked outside Waldo County (mostly in Ellsworth, Bangor and Rockland). Accordingly, commuters are dependent on US Route 1 to get to work in Belfast, Ellsworth, and Rockland. Those commuting to Bangor use US Route 1A. A few residents were listed as working outside of Maine.

ROAD MAINTENANCE

Overall, Stockton Springs’ roadways are in fair to good condition as noted above. The Town works with limited resources to maintain local roads.

Trucking activity causes most road damage. The State sets higher trucking weight limits on state and state aid roads than are set for interstate highways. Higher weight limits, as on US Route 1 and US Route 1A, support trucking businesses and businesses dependent on trucking services, which benefits consumers. The costs we save as consumers of products trucked to stores less expensively, however, may be offset by the increased taxes we must pay for more frequently needed road maintenance and for more repairs to our vehicles.

Harsh weather, which includes rapid changes in weather conditions, is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also when many natural resource based products are transported to market. As road weight limit postings are put in place, the conflict between road maintenance needs and the economic needs of local businesses are clear.

It is important to consider that most roads were not originally engineered for the weight they now carry. If money were no concern, the best course of action would be to rebuild each of the major service roads. That, however, may not be economically feasible.

The Town’s Highway Department takes care of snow plowing, salting and sanding each year for both Town roads and for part of the State roads within the Town. The cost is covered from tax appropriations.
Maine DOT is responsible for all the non-local roads. Their authority includes permitting of driveways and entrances, curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and road widening.

The Urban Rural Initiative Program (URIP) compensates communities for their efforts in maintaining state roads. Stockton Springs received $40,864 from Maine DOT for FY2003.

Maintenance of local roads should be addressed as a long-term objective in order to reduce short-term repairs that become more costly over time. It will be important for Stockton Springs to enforce the ordinances that regulate the amount of curb cuts on roadways in order increase traffic safety and regulation.

**ROAD SURFACE MAINTENANCE SYSTEM (RSMS)**

RSMS is a tool to help town officials take care of their roads more efficiently by managing both time and money. Road monies are best managed by finding the most cost-effective way to distribute the limited amount of dollars among the many roads that need attention.

Time is managed by taking into account the life expectancy of different types of road repairs to establish when and how often the work should be performed. This tool provides a disciplined, systematic way for the town to identify necessary road maintenance and to decide on a plan of action to address those needs in a timely fashion. The most important benefit is that the RSMS allows priorities and needs to be explained in a clear and concise manner. Under RSMS, road funding decisions can be made with confidence since there is reasonable assurance that maximum benefit will be attained for every tax dollar that is spent.

Currently the town keeps track of road maintenance using a maintenance log.

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)**

The RTAC process was created by Maine DOT and facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative transportation modes, as well as members of the general public. The purpose of the RTAC is to provide early and effective input into Maine DOT's plans and programs. The RTAC process is an effort to decentralize transportation planning and give the general public an opportunity to help shape transportation policy and the decision-making process.

The RTACs, in collaboration with Maine DOT and Regional Planning Commissions, develop regional advisory reports for each RTAC Region. In the 2002 Advisory Report, there are no priority recommendations specifically for Stockton Springs, although US Route 1 access management is a priority. The town of Stockton Springs participates in RTAC-Region 5, which encompasses the mid-coast region. The advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions and the state. The RTACs meet regularly and advise the Maine DOT on a number of issues including advisory
report strategies, updating of the advisory reports, and The Six-Year Plan.

The BTIP (Biennial Transportation Improvement Program) is Maine DOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding. Due to a continuing shortfall of funds, some of the projects listed on the BTIP may not be funded (or completed) until the following BTIP (two years later).

Stockton Springs can ensure that their voice is heard at Maine DOT through continued involvement in the RTAC process and by continuing to participate in RTAC meetings by stating why their projects should receive funding priority.

THE SIX-YEAR PLAN

Maine DOT’s Six-Year Plan was first released about two years ago with the purpose of providing a better link between Maine DOT’s 20-year Transportation Plan (a policy based document) and their Biennial Transportation Improvement Plan or BTIP (which is project-based and fiscally limited).

The restructuring of the major collector program has resulted in the elimination of some individual projects that were identified in the 2000-2005 Six-Year Plan. The Main Street project (ID No. 90) in Stockton Springs was not carried into the 2002-2007 Six-Year Plan. The 2004-2009 Six-Year Plan lists no projects in Stockton Springs. Given the designation of portions of Main Street as 100% substandard by Maine DOT, it is expected that the roads improvement will be included in a future six-year plan.

DANGEROUS INTERSECTIONS & STRETCHES OF ROADS

Accident frequency is indicated by the Critical Rate Factor (CRF), which corresponds to the number of times the actual accident rate exceeds the expected accident rate. Generally, a CRF of 1.0 or more indicates a higher than usual number of accidents at that specific intersection or stretch of road. According to the Maine DOT, Stockton Springs has two locations on US Route 1, seven locations on town ways, and one location on Route 1A that exceed the 1.0 CRF.

The first location on US Route 1, between the intersections of the Bangor Road and West Main Street, has a CRF of 1.04 with four property damage accidents. The second location, the intersection of Harris Road/Maple Street and US Route 1, has a CRF of 1.20 with five accidents at this location. Two of these accidents involved non-incapacitating injuries, and a total of three were property damage incidents. Local residents feel that this particular location is dangerous due to the small rise in the road towards Searsport that decreases the sight distance in that area. Another factor that further complicates this area is the speed that traffic generally travels on this section of road combined with turning (onto Harris Road and into Stockton Springs) traffic movements. Maine DOT’s Accident Summary shows that about 16% of all the accidents on US Route 1 in Stockton Springs occur in this vicinity.
According to the Accident Summary Report, the US Route 1 area described above has the following accident statistics, most accidents occur on Friday, and the greatest percentage (32%) of drivers that are involved in accidents on US Route 1 in Stockton Springs are between the ages of 40 and 49. Chart H-3 below shows the percentage of each age group that was involved in an accident in Stockton Springs on US Route 1 between January 1996 to December 1998.

<table>
<thead>
<tr>
<th>Age of Driver</th>
<th>Percent in Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-19 Years</td>
<td>5%</td>
</tr>
<tr>
<td>20-24 Years</td>
<td>10%</td>
</tr>
<tr>
<td>25-29 Years</td>
<td>5%</td>
</tr>
<tr>
<td>30-39 Years</td>
<td>15%</td>
</tr>
<tr>
<td>40-49 Years</td>
<td>32%</td>
</tr>
<tr>
<td>50-59 Years</td>
<td>10%</td>
</tr>
<tr>
<td>60-69 Years</td>
<td>13%</td>
</tr>
<tr>
<td>70-79 Years</td>
<td>3%</td>
</tr>
<tr>
<td>80-Over Years</td>
<td>7%</td>
</tr>
</tbody>
</table>

The chart above shows the seven town road locations that have a 1.0 or above critical rate factor. The chart below shows the seven town road locations that have a 1.0 or above critical rate factor.

<table>
<thead>
<tr>
<th>Location</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>PD</th>
<th>Total</th>
<th>CRF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Valley Road Between Old County Road and Harris Road</td>
<td>1</td>
<td></td>
<td></td>
<td>2</td>
<td>3</td>
<td>2.50</td>
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<tr>
<td>Harris Road Between Green Valley Road and the Searsport Town line</td>
<td></td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1.86</td>
</tr>
<tr>
<td>Main Street Between Sylvan Road and Church Street</td>
<td></td>
<td></td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>3.05</td>
</tr>
<tr>
<td>Old County Road Between Harris Road and Sherer Road</td>
<td></td>
<td></td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>4.13</td>
</tr>
<tr>
<td>Old County Road Between Pout Town Road and Blueberry Lane</td>
<td></td>
<td></td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3.00</td>
</tr>
<tr>
<td>Old County Road Between Blueberry Lane and Bangor Road</td>
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<td></td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>4.68</td>
</tr>
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<td>Pout Town Road</td>
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<td></td>
<td></td>
<td>1</td>
<td>1</td>
<td>1.06</td>
</tr>
</tbody>
</table>

In the chart above, the letters A, B C, and PD indicate the type of injury or severity of injury. A indicates an incapacitating injury, B stands for a non-incapacitating injury, C is a possible injury and PD stands for property damage only. For the town roads, approximately 30% of the accidents involved drivers between the ages of 15 to 19 and the majority of the accidents (41%) occurred in the winter months.

Route 1A has one location of 1.0 or greater CRF. The location is between the Bangor Road and slightly west of the western end of Main Street and has a CRF of 2.02. There have been two property damage incidents within this stretch of road.
From 1997 through 2002, the CRFs were well above average (areas with at least 8 crashes in the most recent three-year period), indicating accident-prone areas called high crash locations (HCLs), along the portion of US Route 1 from the Searsport town line to the Main Street intersection. No other state-defined high crash locations are found in town. See the map titled H-3 Traffic Volumes and Safety for High Crash Location information of major roads in the town.

TRAFFIC CONTROL DEVICES

There are no traffic signals within the town. A traffic signal might be advisable at the westerly intersection of US 1 and Main Street because it is a high crash location with most accidents related to access (see access management below), and because traffic volumes along US Route 1 are increasing. These increased traffic volumes make a safe left-turn entrance onto US 1 difficult.

BRIDGE INVENTORY

B&A Railroad – (MDOT Bridge #5388) This structure is located 2.8 miles north of junction 1A and built in 1905.

Cape Jellison – (MDOT Bridge #3176) Located on the West Cape Road that is a tidal inlet. The structure was built in 1935.

Eames – (MDOT Bridge #1135) Located .3 miles northwest on Old County Road and built in 1977.

Heath Mill – (MDOT Bridge # 2364) Located on Harbor Road, .2 miles east of Route 1 and built in 1945.

Meadow Road – (MDOT Bridge #3756) Located on Muskrat Road/Stower Brook, .1 miles east of the Junction of U.S. 1 & Route 3 and built in 1949.

Sandy Point Crossing – (MDOT Bridge #5891) Located on the B&A Railroad/U.S. 1 & Route 3, 3 miles north of the Junction of 1A and built in 1960.

Stockton Springs Underpass – (MDOT Bridge #5760) Located on Church Street, .1 miles north of Main Street and built in 1957.

RAILROAD FACILITIES

There are two railroad-warning lights in town. One is located on the Cape Jellison Road and the other is located on Steamboat Wharf Road. Before Montreal, Maine and Atlantic Railway, Ltd. purchased the rail line in early 2003, Maine Central Railroad owned the rail line and Springfield Terminal Railway operated it. At present, there is no planning or safety concern related to the rail line. However, should the use of the rail line change significantly, including increases in volume, the town expects to be consulted by the operator, the owner, and by Maine DOT in
order to investigate possible improvements to maintain safety at rail crossings. Crossing improvements, such as installing new signals or crosbuck, could help alleviate safety concerns and allow trains to move at optimum speed. The Maine DOT manages a Grade Crossing Safety Improvement Program. In this program, funds are spent on signal installation/upgrades for improvements to at-grade crossings.

Proper maintenance of railroad crossings is a year round responsibility. Municipalities should include railroad crossings on their annual road striping maintenance plan, along with crosswalks or centerline work. Towns need to be prepared to clear trees and brush when necessary at various crossings, as well. If problems occur with the track itself or the area within the tracks, the railroad company should be contacted immediately. Working together with the railroad company and Maine DOT will help provide safer crossings.

**SIDEWALKS/PEDESTRIAN FACILITIES/PARKING**

There are 0.2 miles of sidewalks in town, located on Main Street. Also in the “downtown” area, along Main Street there are four crosswalks with a total length of sixty feet. It is the opinion of the town that sidewalks and crosswalks here are adequate but that existing pathways and bikepaths as well as proposals for extensions and new paths should be considered if strong public support is obtained. Pedestrian crossing of US Route 1 is of concern and the town would welcome suggested improvements for this state road by Maine DOT.

The Maine Conservation Corps and the Town of Stockton Springs were recently awarded a grant for $53,136 from the Land for Maine’s Future Board and MBNA for completion of a 1,850-foot accessible trail loop, and a 1.5-mile hiking trail loop on preserved lands in the Sandy Point area of Stockton Springs.

Public opinion indicates that there are not enough parking spots within the “downtown” area and so the town should seek to work with landowners to see where more off-street parking spaces may be located.

**PUBLIC TRANSPORTATION**

Waldo County Transportation provides limited transport of elderly.

**ACCESS MANAGEMENT**

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. Arterial highways represent only 12% of the state-maintained highway system, but carry 62% of the statewide traffic volume.

Most of our principal roads are heavily traveled now; accordingly, there is a need to protect them from future degradation and the significant taxpayer expense of adding remedial capacity.

Maintaining posted speeds on this system means helping people and products move faster, which
enhances productivity, reduces congestion-related delays and environmental degradation. By preserving the capacity of the system we have now, we reduce the need to build costly new highway capacity such as new travel lanes and bypasses in the future.

Maine DOT has established standards, including greater site distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads.

In Stockton Springs, as of 2004, two segments of US Route 1 are classified as retrograde arterial (i.e. access-related crash-per-mile rate exceeds the 1999 statewide average for arterials of the same posted speed limit). These segments on US Route 1 are between the Searsport border and the Denslow Rd intersection and near the Prospect border. The whole length of US Route 1A in Stockton Springs is also classified as retrograde arterial. These roads and road segments come under the strictest standards.

The remaining portions of US Route 1 in town are classified as mobility arterial with less strict standards than retrograde arterials. Other state aid roads come under the third category set by Maine DOT, which have the least strict standards set.

Planning Boards and Code Enforcement Officers should advise property owners who seek to put in a new driveway or entrance, which connects to a state or state-aid road, or change the use, location or grade of an existing entrance or driveway, to contact Maine DOT for a permit application.

When reviewing major subdivisions, Planning Boards should contact Maine DOT to be advised on the projected traffic impact of such developments. Doing so will help the Planning Board review the subdivision under the criteria rules set forth in the State Subdivision Statute.

To maintain and improve traffic flows, the future Land Use Ordinance will include access management performance standards in accordance with Maine DOT access management rules. Development proposals within those districts (Commercial Node District, Village 1 District, Residential 4 District and the Rural District) that necessitate frontage, driveways and/or entrances along this US Route 1 corridor will require a Maine DOT permit in accordance with Maine DOT Access Management Administrative Rules.

**CONTROLLED ACCESS**

Currently controlled access points exist on US Route 1 in Stockton Springs. Maine DOT has controlled access rights from just west of the Denslow Road and US Route 1 intersection to just east of the Stockton Springs and Searsport town line.

**CORRIDOR MANAGEMENT PLANNING AND GATEWAY 1**

To guide access management decisions, municipalities can formulate corridor management plans that seek to encourage residential, commercial and industrial development with entrances and driveways co-located and with the needed road improvements paid for by the developer. Corridor management plans outline the appropriate locations for such access management
techniques as frontage roads, shared driveways, intersections, turn lanes and signals.

Municipal costs can be minimized for maintaining roadway corridors that are well planned rather than roadways that are compromised by piecemeal development. In the past, the unplanned placement of commercial and public facilities on arterial highways has seriously impaired the free flow of traffic, requiring taxpayers to fund expensive remedies.

The town could provide an incentive by planning development areas to improve and coordinate existing access points to provide safe and convenient access to existing and expanding clusters of businesses and residences. Based on the corridor management plan, the land use ordinance could be amended to regulate new commercial development to use such planned access. In keeping with state access management rules and principals, sight distance improvements and traffic signals should be sought as needed to increase safety and maintain mobility.

As noted in section D Employment and Economy, Gateway 1 is the name given to a corridor management plan Maine DOT intends to develop in cooperation with the municipalities along US Route 1 from Brunswick to Prospect, if sufficient funding becomes available. Land use decisions, through the adoption and enforcement of ordinances, are local and so cooperation is required between neighboring communities. This cooperation is needed to protect and enhance regional assets like US Routes 1 and 1A.
### PAVING PROJECTS

**Chart H-3**

<table>
<thead>
<tr>
<th>Year</th>
<th>Road</th>
<th>Binder</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-2002</td>
<td>Green Valley</td>
<td>MOD “C”</td>
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</tr>
<tr>
<td>2002-2003</td>
<td>Meadow Road</td>
<td>MOD “C”</td>
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<tr>
<td>2003-2004</td>
<td>Pout Town Road</td>
<td>MOD “C”</td>
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<tr>
<td>2004-2005</td>
<td>Old Country Road</td>
<td>MOD “C”</td>
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</tr>
<tr>
<td>2005-2006</td>
<td>Harris Road</td>
<td>MOD “C”</td>
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<tr>
<td>2006-2007</td>
<td>West Cape Road</td>
<td>MOD “C”</td>
<td>2” Compact</td>
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<tr>
<td>2007-2008</td>
<td>Light House Road</td>
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<td></td>
<td>Blanket Lane</td>
<td></td>
<td></td>
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<tr>
<td>2009-2010</td>
<td>Muskrat Road</td>
<td>MOD “C”</td>
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<td>2010-2011</td>
<td>Hersey Retreat Road</td>
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<td></td>
<td>Steamboat Landing Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011-2012</td>
<td>Main Street @ Sandy Point</td>
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<td></td>
<td>Perkins &amp; Muskrat Roads</td>
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<tr>
<td>2012-2013</td>
<td>Stage Coach Road</td>
<td>MOD “C”</td>
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<tr>
<td></td>
<td>Blueberry Ln &amp; Denstow Rd</td>
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<tr>
<td>2013-2014</td>
<td>Church Street</td>
<td>MOD “C”</td>
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<tr>
<td>2014-2015</td>
<td>Cemetery Rd &amp; Hyland Ave</td>
<td>MOD “C”</td>
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<tr>
<td></td>
<td>Upper/Lower Sylvan Road</td>
<td></td>
<td></td>
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<tr>
<td>2015-2016</td>
<td>Maple &amp; Station Streets</td>
<td>MOD “C”</td>
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<td>2016-2017</td>
<td>School &amp; Middle Streets</td>
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<td></td>
<td>Tina Lane</td>
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<td>2017-2018</td>
<td>Gilmore St &amp; Seaport Ave</td>
<td>MOD “C”</td>
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<td>2018-2019</td>
<td>Morse Ave &amp; Hatch Road</td>
<td>MOD “C”</td>
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<tr>
<td>2019-2020</td>
<td>Sherer &amp; Alps Roads</td>
<td>MOD “C”</td>
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</tr>
<tr>
<td></td>
<td>Old County Extension</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Future road conditions may necessitate changes to the sequence and priority of this list.
WORK DETAIL BY ROAD

1) Road Name: Abnacki Road
Location: Off of Hersey Retreat Road
Legal Status: Discontinued at the request of residents 09/30/99
Length: 0.2 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Dirt
Posted: NO
Discontinued: YES
Abandoned: NO

2) Road Name: Alps Road
Location: Left at the end of Station Street
Legal Status: Town Road
Length: 0.2 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved 10/26/99
Posted: NO
Discontinued: No
Abandoned: NO

This road is lightly traveled and is a dead end. It should be ditched at least once every five (5) years. The existing cross culvert should be good until 2010, and the road should be resurfaced in the year 2018.

There is currently only one (1) house on this road.

3) Road Name: Blanket Lane
Location: Off Muskrat Road
Legal Status: Town Road
Length: 1.3 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: YES from 02/25 to 04/25 each year
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2007. The existing cross culverts should be good until 2010. This road should be ditched at least once every five (5) years and the brush cut out of the right-of-way every three (3) to four (4) years depending upon the rate of growth.

4) Road Name: Blueberry Lane
Location: Off Route I
Legal Status: Town Road
Length: 0.4 miles  
Width: 3 Rods - 49.5 ft. Surface  
Type: Paved  
Posted: YES, from 02/24 to 04/25 each year  
Discontinued: NO  
Abandoned: NO
This road was last paved in 1997 and should be considered for resurfacing in 2011. The road should be ditched one (1) year prior to paving. The cross culverts should be checked when the paving is done in 2011.

5) Road Name: Cape Jellison Road  
Location: Off Main Street - west side of the cape - right at the town garage.  
Legal Status: Town Road  
Length: 5.3 Miles  
Width: Part of this road is 3 rods - 49.5 ft. and part is 2 rods - 33.0 ft.  
Surface Type: Paved  
Posted: YES, from 02/25 to 04/25  
Discontinued: NO  
Abandoned: NO
This road was last paved in 1995, and should be resurfaced in 2006. This road should be ditched in some areas prior to paving. The cross culverts should be checked before paving, however it is felt that most should be good until 2015. The right-of-way should be cut every three (3) or four (4) years depending upon the rate of growth.

6) Road Name: Cemetery Road  
Location: Off Church Street  
Legal Status: Town Road  
Length: 0.2 miles  
Width: 2 Rods - 33.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO
This road was last paved in 1997, and should be resurfaced in 2013. Cross culverts should be checked prior to paving, and the upper culvert by the cemetery will most likely need to be replaced. Little ditching is required on this lightly traveled road. Trees should be checked periodically to be sure they don't block the view of the travel lane.

7) Road Name: Church Street  
Location: Off of Main Street  
Legal Status: Town Road  
Length: 1.2 miles  
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was last paved in 1995 and should be resurfaced in 2012. Cross culverts should be checked prior to paving, and will most likely need to be replaced at that time. Ditching of this road should be done every four (4) or five (5) years depending upon its condition.

8) Road Name: **Denslow Road**
Location: Off of Route I (old name was Johnson Road)
Legal Status: Town Road
Length: 0.5 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: YES, from 02/25 to 04/25
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2011. The cross culverts should be checked prior to paving, and will most probably need to be replaced at that time. This road should be ditched every four (4) to five (5) years and the brush cut out of the right- of-way every four (4) years depending upon its condition.

9) Road Name: **Ferry Road**
Location: Off of Route 1A
Legal Status: Town Road
Length: 0.2 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2019. Cross culverts should be checked prior to paving, and will most likely need to be replaced at that time. Minimum brush cutting is required on this road. Branches should be cut if obstructing vision in the travel lane.
10) Road Name: **Green Valley Road**
Location: Off of Harris Road - was previously called Harris Road
Legal Status: Town Road
Length: 1.9 miles
Width: 4 Rods - 66.0 ft.
Surface Type: Paved
Posted: YES, from 02/25 to 04/25
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2001. Cross culverts should be checked before paving, however it is expected that most of them should be good until at least 2015. Although most of the ditching is good on this road, it should be checked prior to paving. The right-of-way should be cut every four (4) to five (5) years depending upon the rate of growth.

11) Road Name: **Gilmore Street**
Location: Is a connector street between Middle Street and Station Street
Legal Status: Town Road
Length: 0.1 miles
Width: 2 Rods - 33.0 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2016. Cross culverts should be checked just prior to paving and replaced as necessary. Minimal ditching is required on this road, and brush should be cut every four (4) to five (5) years depending upon the rate of growth.

12) Road Name: **Harris Road**
Location: Off of Route 1, and is also a short connector road between Route I and Main Street. (Previously called Turnpike)
Legal Status: Town Road
Length: 2.2 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: YES, from 02/25 to 04/25
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2005. Cross culverts should be checked, but should be in good condition. Ditching should be done as required before paving. Brush should be cut along the right-of-way every four (4) to five (5) years depending upon the rate of growth.

13) Road Name: **Hatch Road**
Location: Off of Old County Road  
Legal Status: Town Road  
Length: 0.3 miles  
Width: 3 Rods – 49.5 feet  
Surface Type: Paved  
Posted: YES from 02/25 to 04/25  
Discontinued: NO  
Abandoned: NO

This is a heavily traveled road that was paved in 1995. The road should be ditched every five (5) years and there is no brush to be cut. The road should be resurfaced (shimmed) in 2005.

14) Road Name: **Hersey Retreat Road**  
Location: Intersection of Steamboat Wharf Road  
Legal Status: Town Road  
Length: 1.1 miles  
Width: 3 Rods - 49.5 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO

This road was paved from Steamboat Wharf Road to Main Street in Sandy Point in 1995. The section up to the Retreat is paved, however, the date is not known. The whole road should be resurfaced in 2009. Cross culverts should be checked before paving, and will probably need to be replaced. Ditching should be done prior to paving, and brush should be cut from the right-of-way every four (4) to five (5) years depending upon rate of growth.

15) Road Name: **Highland Avenue**  
Location: Off of Church Street  
Legal Status: Town Road  
Length: 0.1 miles  
Width: 40.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO

16) Road Name: **Lighthouse Road**  
Location: Off of Cape Jellison Road  
Legal Status: Town Road  
Length: 0.9 miles  
Width: Part 3 Rods - 49.5 ft. & part 2 rod - 33.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO
Section H  Transportation

Abandoned: NO

This road was paved in 1995, and should be resurfaced in 2007. Cross culverts should be good until 2015. Ditching should be done before paving, and brush cutting requirements are minimal.

17) Road Name: **Main Street, Stockton Springs**
Location: Off of Route 1
Legal Status: State Road
Length: 0.9 miles
Width: 4 Rods - 66.0 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This is a State Road and no paving history is available. Maintenance responsibility lies with the State.

18) Road Name: **Maple Street**
Location: Off of Main Street
Legal Status: Town Road
Length: 0.8 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2014. Cross culverts should be checked and probably replaced prior to paving. Minimal brush cutting is required along this road.

19) Road Name: **McKinney Road**
Location: Off of Route 1
Legal Status: Town Road
Length: 0.5 miles
Width: 2 Rods – 33.0 ft.
Surface Type: Paved
Posted: YES from 02/25 to 04/25
Discontinued: NO
Abandoned: NO

This road was paved in 1995 and should be resurfaced in 2005. Cross culverts will probably need to be replaced prior to resurfacing. The road should be ditched every five (5) years.

20) Road Name: **Meadow Road**
Location: Off of Muskrat Road
Legal Status: Town Road
Length: 1.6 miles
Width: 50.0 ft.
Surface Type: Paved
Posted: YES, from 2/25 to 4/25

This road was last paved in 1995, and should be resurfaced in 2002. This road will require some preparation work and ditching prior to paving. Culverts should be checked prior to paving and it is likely that some may need to be replaced.

21) Road Name: **Middle Street**
Location: Off of Main Street
Legal Status: Town Road
Length: 0.8 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2015. Culverts should be checked at this time, but they should not need to be replaced. Ditching should be done every four (4) to five (5) years.

22) Road Name: **Muskrat Farm Road**
Location: Off of Route 1A and then crosses Route 1
Legal Status: Town Road
Length: 2.7 miles
Width: Part of this road is 3 rods - 49.5 ft. and part is 4 rods - 66.0 ft.
Surface Type: Paved
Posted: YES, from 2/25 to 4/25
Discontinued: NO
Abandoned: NO

Seven thousand feet (7,000 ft.) of this road from Route I to just past the RR tracks were paved, and should be resurfaced in 2008.

23) Road Name: **Old County Road**
Location: At the end of Harris Road that is off of Route 1
Legal Status: Town Road
Length: 2.4 miles
Width: 3 Rods - 49.5 ft.
Surface Type: Paved
Posted: YES, from 2/25 to 4/25
This road was last paved in 1995, and should be resurfaced in 2004. Cross culverts should not need to be replaced. Brush should be cut every four (4) to five (5) years depending upon the rate of growth. Ditching should be done every five (5) to seven (7) years.

24) Road Name: Partridge Road  
Location: Off of Meadow Road  
Legal Status: Town Road  
Length: 0.3 miles  
Width: 2 Rods – 33.0 ft.  
Surface Type: Paved  
Posted: YES, from 2/25 to 4/25  
Discontinued: NO  
Abandoned: NO

This road was last paved in 1993/1994, and should be resurfaced in 2019. Cross culverts should be replaced prior to paving. Brush should be cut every four (4) to five (5) years depending upon rate of growth and ditching should be done every six (6) to seven (7) years as required.

25) Road Name: Perkins Road  
Location: Off of Main Street, Sandy Point  
Legal Status: Town Road  
Length: 0.2 miles  
Width: 2 Rods - 33.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO

This road was last paved in 1995, and should be resurfaced in 2010. Cross culverts should be inspected and most probably replaced prior to paving. No brush cutting and very minimal ditching is required along this road.

26) Road Name: Pout Town Road  
Location: Off of the Harris Road  
Legal Status: Town Road  
Length: 2.3 miles  
Width: 2 Roads – 33.0 ft.  
Surface Type: Paved  
Posted: YES, from 2/25 to 4/25

This road was last paved in 1995, and should be resurfaced in 2003. If service work is completed, the cross culverts should not require replacement at that time. The right of way should be cut every four (4) to five (5) years depending upon rate of growth, and ditching should be done every five (5) to six (6) years as required.

27) Road Name: Sandy Point Road (Main Street)
Location: Off of Route I  
Legal Status: Town Road 
Length: 0.9 miles 
Width: 4 Rods - 66.0 ft. 
Surface Type: Paved 
Posted: NO 
Discontinued: NO 
Abandoned: NO 

This road was last paved in 1995, and should be resurfaced in 2010. Cross culverts should be checked prior to paving but should not require replacement at that time. The bridge should also be inspected at that time - it is anticipated that no work will be required. The right of way should be cut every four (4) to five (5) years depending upon rate of growth. Ditching should be done every four (4) to six (6) years as required.

28) Road Name: **School Street**  
Location: Off of Main Street  
Legal Status: Town Road  
Length: 0.7 miles  
Width: 3 Rods - 49.5 ft.  
Surface Type: Paved  
Posted: NO 
Discontinued: NO 
Abandoned: NO 

This road was last paved in 1995, and should be resurfaced in 2015. Cross culverts should be inspected and will probably need to be replaced prior to paving. Minimal brush cutting required along this road. Ditching should be done every four (4) to five (5) years as required.

29) Road Name: **Seaport Avenue**  
Location: cross street School Street to Station Street  
Legal Status: Town Road  
Length: 0.1 miles  
Width: 2 Rods - 33.0 ft.  
Surface Type: Paved  
Posted: NO 
Discontinued: NO 
Abandoned: NO 

This road was last paved in 1995, and should be resurfaced in 2016. Culverts should be inspected and probably will need to be replaced prior to paving. Brush should be cut every three (3) to five (5) years depending upon the rate of growth, and the road should be ditched every five (5) to seven (7) years as required.
30) Road Name: Sherer Road  
Location: Off of Old Country Road  
Legal Status: Town Road  
Length: 0.4 miles  
Width: 2 Rods – 33.0 ft.  
Surface Type: Paved  
Posted: YES, from 2/25 to 4/25  
Discontinued: NO  
Abandoned: NO  
This is a lightly traveled road with only two houses. It is a dead end road and should be resurfaced in 2018. Cross culverts should be inspected and will probably need to be replaced prior to paving. Brush should be cut every three (3) to five (5) years depending upon the rate of growth. Ditching should be done every three (3) to five (5) years as required.

31) Road Name: Sorey Road  
Location: Off of Muskrat Road  
Legal Status: Town Road  
Length: 0.2 miles  
Width: 2 Rods – 33.0 ft.  
Surface Type: Paved  
Posted: YES, from 2/25 to 4/25  
Discontinued: NO  
Abandoned: NO  
This road was last paved in 1999, and is scheduled to be resurfaced in 2019. This is a dead end road, but because of the gravel pit located on the road, bears heavy loads and should be inspected regularly. Brush should be cut every three (3) to five (5) years depending upon the rate of growth. Ditching should be done if and when required.

32) Road Name: Stagecoach Road  
Location: Off of Route 1  
Legal Status: Town Road  
Length: 0.9 miles  
Width: 2 Roads – 33.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO  
This road was last paved in 1997, and should be resurfaced in 2011. Cross culverts should be inspected and will probably need to be replaced prior to paving. Brush should be cut every four (4) to five (5) years depending upon the rate of growth, and should be ditched every six (6) to eight (8) years as required.

33) Road Name: Station Street
Location: Off of Main Street
Legal Status: Town Road
Length: 0.6 miles
Width: 2 Rods – 33.0 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was paved in 1995 and should be resurfaced in 2014. Cross culverts should be replaced prior to paving. There is not much brush on this road. Ditching should be done every six (6) to seven (7) years.

34) Road Name: **Steam Boat Wharf Road**
Location: Off of Route 1
Legal Status: Town Road
Length: 0.5 miles
Width: 3 Rods – 49.5 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was paved in 1995 and should be resurfaced in 2009. Cross culverts should be checked, but will probably be OK. Brush should be cut every four (4) to five (5) years and the road should be ditched every five (5) to six (6) years.

Note: The left side of this road coming down the hill should be built up with rock in a “rip rap” fashion to help prevent erosion.

35) Road Name: **Sylvan Street - Lower**
Location: Off of Main Street
Legal Status: Town Road
Length: 0.3 miles
Width: 2 ½ Rods – 42.0 ft.
Surface Type: Paved
Posted: NO
Discontinued: NO
Abandoned: NO

This road was paved in 1995 and should be resurfaced in 2013. This is a lightly traveled road. There are no cross culverts, very little brush to be cut and no ditching required.

36) Road Name: **Sylvan Street - Upper**
Location: Access from Highland Ave.
Legal Status: Town Road
Length: 0.6 miles
Width: 2 Rods – 33.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO  

This road was paved in 1997 and should be resurfaced in 2013. This is a lightly traveled road. The cross culverts should be checked but will probably not need to be replaced. Brush should be cut every four (4) to five (5) years and should be ditched every three (3) to five (5) years.

37) Road Name: Tina Lane  
Location: Off of School Street  
Legal Status: Town Road  
Length: 0.1 miles  
Width: 2 Rods – 33.0 ft.  
Surface Type: Paved  
Posted: NO  
Discontinued: NO  
Abandoned: NO  

This road was paved in 1995 and should be resurfaced in 2015. Culverts should be checked but will probably not need to be replaced. There is no brush cutting required and the road should be ditched every five (5) to six (6) years.

Note: For the purpose of this report, a “Town Road” is defined as any road, street, avenue, lane or way which is maintained by the Stockton Springs Highway Department on a year round basis at taxpayer expense. Also, for the purpose of this report, a “State Road” is defined as any road, street, avenue, lane or way which maintenance responsibility lies with the State even though, in some cases, maintenance tasks may actually be performed by the Stockton Springs Highway Department.

POTENTIAL REGIONAL IMPACTS

Currently the neighboring town of Searsport is proceeding with port improvements that may affect Stockton Springs with relation to additional traffic movements through the town on US Route 1. Initially, the project will create extra truck traffic due to the construction vehicles; once completed, the project will create added volume due to the increase in exports and imports at the improved facility.

Additionally, Maine’s Department of Transportation has repairs scheduled for the Waldo Hancock Bridge. This bridge is the North/South seacoast link of US Route 1. The bridge’s substructure repair began in September of 2000 and the reconstruction is expected to be completed within a four-year period from March 2002 to June 2006. Undoubtedly during this rehabilitation project delays in traffic movements will occur.
STOCKTON SPRINGS’ GENERAL TRANSPORTATION RECOMMENDATIONS

- Depending on the nature of the storm, it is recommended that snow plowing be started after there is an accumulation of about four (4) inches or as otherwise deemed necessary. However, sanding may proceed plowing.

- It is recommended that money not be wasted trying to reclaim a road. This results in an unstable base. Even though it may be more costly, it is recommended that the existing paved road be “shimmed” resulting in a stable base over which resurfacing can be applied.

- It is recommended that the Road Commissioner establish the specifications for all future resurfacing projects. Suggestions may be requested from the resurfacing bidding contractors; however, the Commissioner shall make the recommendation to the Selectpersons for a final decision. It is further recommended that all work, which is within the scope of the Highway Department, be done by them, and only the actual laying of pavement be contracted out.

- It is recommended that an annual preventive maintenance schedule be established to insure the maximum return on investment and availability for use of the “rolling stock” (otherwise known as mobile equipment) used by the Highway Department.

- The Highway Department should check all cross culverts and replace them if necessary at least three (3) to four (4) months prior to the start of resurfacing.

- Roads that are posted should be posted at least seven (7) days prior to the date that posting becomes effective. The road may be re-posted if it is still soft at the end of the regularly posted period.

- Pout Town and Meadow Roads need a lot of service work that will take considerable time. These two roads can be taken out of order in the resurfacing schedule until the maintenance is complete, however all efforts should be made to minimize any delay in that schedule.
POLICIES AND IMPLEMENTATION STRATEGIES

In order to encourage, promote and develop efficient transportation services and facilities that will accommodate Stockton Springs’ anticipated growth and economic development; the following policies and implementation have been developed:

1. **Policy:** The town will develop a priority system for construction and maintenance of town roadways.
   **Strategy:** The town will adopt a formal Road Surface Management System to insure a disciplined, systematic way for the town to identify necessary road maintenance and to decide on a plan of action to address those needs in a timely fashion. The costs of maintenance and reconstruction will be included in the town’s formal CIP.
   **Time Frame:** On-going
   **Responsible Party:** Selectpersons and/or Town Manager, Road Commissioner, Highway Department

2. **Policy:** The town will continue to plan for optimum use, construction, maintenance and repair of roads and new roads will be constructed to town standards.
   **Strategy:** The town will encourage its road commissioner to participate in Maine DOT’s road surface training program. Road performance standards will be incorporated in the subdivision ordinance and a road acceptance ordinance will be developed by the planning board and adopted by the Selectpersons.
   **Time Frame:** On-going
   **Responsible Party:** Selectpersons and/or Town Manager, Planning Board and Road Commissioner

3. **Policy:** Access management performance standards will be included in the future land use ordinance.
   **Strategy:** Performance standards that harmonize the access of driveways and entrances with the state access management regulations will be incorporated into the town’s future land Use Ordinance. The planning board will contact Maine DOT and request to be advised on the projected traffic impact of proposed major subdivisions, as reviewed by the planning board under the State Subdivision Statute. The town will consider planning development access areas and working with Maine DOT to improve and coordinate existing access points to provide safe and convenient access to existing and expanding clusters of businesses. The land use ordinance will encourage new commercial development to areas utilizing such planned access. In keeping with access management principals, no new major intersections will be sought, however, traffic signals if needed for safety given increasing volumes will be considered.
   **Time Frame:** Short-Term
   **Responsible Party:** Selectpersons and/or Town Manager, Code Enforcement Officer, Planning Board and Road Commissioner

---

1 On-going-Continuing
2 Short-term- Within 2 to 5 years
4. **Policy:** The town will review parking in the downtown area.
   **Strategy:** As discussed in the Employment and Economy portion of this plan, the town will apply for a CDBG downtown revitalization grant that will be inclusive of a parking study. The town will review the results of this parking study once completed to determine the number of spaces necessary and may, if recommended, explore the possibility of acquiring additional property in the downtown area to increase parking availability.
   **Time Frame:** Short-Term
   **Responsible Party:** Selectpersons and/or Town Manager, Code Enforcement Officer, Planning Board and Road Commissioner

5. **Policy:** The town will work with Maine DOT and neighboring communities regarding transportation issues including corridor planning.
   **Strategy:** The town recognizes that the Waldo/Hancock bridge project and port improvements in Searsport will have impacts on traffic and Stockton Springs’ residents. The town will work regionally to minimize impacts. Stockton Springs will work in cooperation with the neighboring communities of Searsport and Belfast on the development of a Corridor Management Plan. The plan will identify areas of available access onto US Route 1 through the communities. Consequently, the areas that cannot be used for access will also be identified. This plan will insure compliance with the new Maine DOT rules and provide a guide to the communities in their decision making process.
   **Time Frame:** Ongoing
   **Responsible Party:** Selectpersons and/or Town Manager, Code Enforcement Officer, Planning Board and Road Commissioner

6. **Policy:** The town will promote pedestrian and bicyclist friendly facilities.
   **Strategy:** The town will welcome workable opportunities to create walking and bicycling spaces and to facilitate the development of park and walk, or park and bike, public parking facilities. Through public participation the town will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT Enhancement funds, and other sources, to connect and extend existing pathways and create paths and crosswalks where best suited and in agreement with landowners. Public support for these project proposals will be obtained before the town commits resources.
   **Time Frame:** Short-Term
   **Responsible Party:** Selectpersons and/or Town Manager, Code Enforcement Officer, Planning Board and Road Commissioner

7. **Policy:** The town will advise citizens on the availability of public transportation.
   **Strategy:** The town will display information at the town hall regarding public transportation availability with the area.
   **Time Frame:** Immediate
   **Responsible Party:** Selectpersons and/or Town Manager

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3 Short term-Within 2 to 5 years
4 Ongoing-Continuing
5 Immediate-Within 1 to 2 years

The Town of Stockton Springs’ Comprehensive Plan
H-29
8. **Policy:** The town will work with Maine DOT to correct roadway classification errors
   **Strategy:** Discrepancies between state and local classifications (including portions of Cape Jellison Rd) require the town to consult with Maine DOT to clarify these figures in order to ensure appropriate reimbursement for maintenance activities.
   **Time Frame:** Immediate
   **Responsible Party:** Selectpersons and/or Town Manager

9. **Policy:** The town will examine the creation of additional parking spaces in the ‘downtown’ area.
   **Strategy:** The town will seek public support, landowner, and merchant cooperation to determine where best to locate new off-street parking spaces in the ‘downtown’ area in order to meet the demand residents have noted.
   **Time Frame:** Short-Term
   **Responsible Party:** Selectpersons and/or Town Manager, Code Enforcement Officer, Planning Board and Road Commissioner

10. **Policy:** The town will ensure that railroad crossings in Town are safe.
    **Strategy:** The Planning Board will actively participate in the creation, implementation, maintenance and monitoring process of the Waldo County Hazard Mitigation Plan to ensure Plan includes mitigation techniques and policies specific to the railroad and hazards that occur when a railroad runs through Town. In addition, the Planning Board will seek and provide regular input from and to Montreal, Maine and Atlantic Railway, Ltd. on providing safer crossings. The Board of Selectmen will include railroad crossings in their annual road striping maintenance plan, along with crosswalks and/or centerline work.
    **Time Frame:** Short-Term
    **Responsible Party:** Planning Board and Selectpersons
PUBLIC FACILITIES AND SERVICES

This section reviews the existing public facilities and services and estimates future needs based on anticipated growth and economic development. Current facilities and services will be analyzed to determine if these facilities and services adequately serve the town today and if they have the available capacity to serve the town within the next ten years. The goal of this section is to plan, finance, and develop an efficient system of public facilities and services that will accommodate the town's future needs.

GENERAL MUNICIPAL ADMINISTRATION /MUNICIPAL BUILDINGS/ FACILITIES AND MUNICIPAL SERVICES

The new Town Office was occupied in 2000. It is a two-story building with approximately 2600 square feet on each floor.

The Town Office is the focal point of town government and service functions located in the building include:

1) The Selectperson's office.
2) The Town Clerk
3) The Treasurer
4) The Tax Assessor
5) The Tax Collector
6) The Code Enforcement Officer
7) The Plumbing Inspector
8) The Animal Control Officer
9) The Town Constable
10) The Ambulance Service

All departments utilize the Town Office as a communications center.

Voting is now held in the Town Office and future plans call for permanently installed voting booths.

Furnishings in the new building were carried over from the old Town Office and most are old and worn and need to be replaced in time.

The lower level is not completed. Provisions have been made for two additional handicapped bathrooms, a kitchen facility, and a large meeting room. When this work is completed, consideration will be given to equipping the building as an emergency facility.

The building has no emergency electrical equipment. A generator of adequate size should be purchased and installed with automatic start and transfer features so that the building can serve as headquarters during any emergency or disaster situation.
A program has been started to upgrade both computer hardware and software packages to provide users with improved coordinated business systems.

**BOARDS AND COMMITTEES**

The town of Stockton Springs has a three member Board of Selectpersons. The Board of Selectpersons appoint long term, short term and project committees as needed.

Committees include:

1) The Planning Board – 5 members and 2 alternates. Monthly meetings are held to review site plans for any development proposals. The planning board also reviews shoreland zoning and wetlands issues for compliance with state and local regulations.
2) The Zoning Board of Appeals - 5 members and 2 alternates.
3) The Assessment Board of Review – 4 members.
4) The Harbor Committee - 5 members and 2 alternates.
5) The Shellfish Conservation Committee – 4 members.
6) The Comprehensive Town Planning Committee
7) Cemetery Committee – 9 members.
8) Parks Committee – 6 members.
9) Sandy Point Beach Committee.
10) MSAD #56 Board of Directors – 3 members.
11) Budget Committee – 5 members.
12) Economic Business Development Council – This will be a newly created committee that will consist of 5 members. The committee will consist of: the Chairperson of the Planning Board, 2 members of local business, 1 Selectperson, and the Chairperson of the future Implementation Committee.

All committees hold regularly scheduled meetings in the Town Office facility.

**Highway Department**

The Town Garage is approximately 3500 square feet. It is a two bay structure which is in reasonably good shape, but will require additional space to house equipment required as the department is called upon to provide additional services for an expanding town. The current highway crew consists of only two people - a working commissioner and one additional hourly employee.

The department will need to build a sand/salt shelter at the site of the existing building.

A listing of major equipment includes:

1) 1946 Farmall Cub tractor with sickle bar cutter.
   Condition - fair to poor
2) 1964 International 4X2 chassis - needs to have plow and dump body installed. Condition - fair

3) 1975 Ford 4X2 Dump/Plow/Wing with 94,000 miles of service. The sander on this truck dates to June 1998. Condition - fair to good

4) 1988 International 4X4 Dump/Plow/Wing with 55,000 miles of service. The sander on this truck dates to January 1998.

5) 1993 International 4X2 Dump/Plow/Wing with 60,000 miles of service. The sander on this truck dates to September 1996.

6) 2001 Ford 550 4X4 Dump/Plow/Wing with 2,500 miles of service. The sander for this truck is new in 2001.

7) Additionally, the department owns a variety of mowers, trimmers, cutters etc., which must be replaced on a regular basis.

The garage is sorely in need of a complete set of quality mechanics tools.

It is critical that adequate funds be put into the reserve accounts on an annual basis to insure the availability of funds to replace or add equipment or buildings when needed and to seek grant funding to compensate for any shortfalls.

Transfer Facility and Solid Waste Management

The town does not have a transfer station.

A private contractor (Pine Tree) provides weekly solid waste curbside pick-up services for the town, or the residents may take their trash to the transfer station/recycling facility. Stockton Springs has a charter waste disposal agreement (as of 2001) with the Penobscot Energy Recovery Company's (PERC) facility in Orrington. This agreement provides for a cash distribution back to the town, based on plant performance including the number of tons that are actually delivered by Stockton Springs to the facility. Performance standards, including the town's "guaranteed annual tonnage" (GAT) of 350 tons, were established based on the town's historical trash tonnage and anticipated growth.

Legally, each of Maine's municipalities has to submit an annual report of its solid waste management practices. The state's objective is for each municipality to recycle at least 50 percent of its household waste. If the quota is not attained, a fee is imposed, unless the municipality indicates good faith in attempting to improve its recycling rate. This is done by developing a progress plan agreeable both to the Maine Solid Waste Agency and the municipality. Many communities did not achieve the state planning office’s (SPO) 1998 deadline for achieving 50 percent recycling. In 1997, Stockton Springs had a 46% recycling rate and according to the State Planning Office in December of 2000 this figure had slipped to 17%. The community believes that the 1997 number was reported
incorrectly. It is believed that in 1997, the numbers were inflated because the reporting entity wanted the recycling numbers to look good. Further support for this theory is documented upon review of the 2001 rate of 15.9% and 21.8% for the 2002. Stockton Springs is a member of Maine Municipal Recycling Association that operates through the City of Bangor’s recycling facility. The town pays annual dues and also receives a return for their recycled materials that are based on market driven prices. Recycling should be actively promoted in the community.

Public Water Supply

Stockton Springs receives its public water supply from two sources. The Searsport Water District supplies water in the “intown” area along with a portion of the Cape Jellison Road, Church Street, Route 1A and a portion of Harris Road. The Sandy Point Water District provides service for the Sandy Point area.

The Searsport Water District is a quasi-municipal utility with a three-member board of trustees that is appointed by the Searsport Board of Selectpersons. Currently, the Water District has four full-time employees, but no representation from the town of Stockton Springs.

The source of Searsport’s water supply for many years was Half Moon Pond. In 1995, the town converted to a well ground water supply on the town line between Stockton Springs and Prospect. Half Moon Pond has since become an alternate back-up source. Approximately 2/3 of the Water District’s users are Searsport residents while the remaining 1/3 are from Stockton Springs.

The age of the Water District’s assets vary greatly. Some sections of the lines date back to the early 1900s while the well, a 300,000-gallon reservoir, 3 miles of 12” transmission line and a pumping station are new.

Woodard and Curran Inc., an engineering firm from Bangor, recently completed a comprehensive systems facilities plan for the Water District. Some of the driving forces behind the need for the plan included: an aging distribution system; funding options to complete the pipe replacement program; flow and pressure issues; compliance with drinking water regulations; reducing unaccounted-for water; recent technological advances; to keep abreast of rapid growth and demand; and exploration of how new technologies may benefit the district. The district also decided to take advantage of the Comprehensive Water System Planning Grant program offered by the Drinking Water Program. The district then contracted with Woodard and Curran Inc. to perform a system evaluation, develop a capital improvement plan, and prepare a report summarizing the findings. The report indicated that the district is in compliance with all drinking water regulations.

The following is a summary of some of their findings:
• Fire flows were substandard throughout the majority of the distribution system.
• An inability for the system to convey the stored water to the area of need.
• The storage tank in Searsport does not “turnover” often enough which leads to water quality deterioration.
• The current water supply is vulnerable to a railroad derailment since the main-line track passes through the wellhead protection area. An emergency response plan to deal with such an occurrence is recommended.
• Water quality can deteriorate since Searspor t’s distribution system is long with many dead end branches and minimal looping.
• A leak detection survey was recommended since over the last four years one out of every four gallons produced has leaked out of the system. The survey could reduce leakage water from the current level of 25% to 15% and would pay for itself within one year.
• Isolation valves should be installed to help isolate main breaks without shutting down the large portions of system.
• There were no recommended upgrades for either the treatment system or the distribution system storage other than to enhance the turnover in the Searsport tank.
• Recommend investing in a Supervisory Control and Data Acquisition System (SCADA) within the next few years.

Adequacy of Source

According to the report, the safe yield of the current well is adequate to meet present and future average daily flow and the present maximum daily flow. It does not however meet the projected maximum day demand for the year 2020. Storage capacity may be able to make up the deficit as long as demand in the days leading up to and immediately after the maximum day don’t exceed the safe yield.

Extensive hydrogeologic testing conducted throughout the entire service area in the early 1990’s yielded the current well in Prospect as the only viable sand and gravel aquifer source for the district. The hydrogeologic investigation also indicated there is a potential for developing bedrock wells in the area of Harris Road.

Water Improvement Costs

The report summarized that Searsport needs to upgrade some of their piping and facilities and costs were based on short and long term projects. The short term upgrade recommendations are estimated to cost a total of $5,000,000 while the long term cost for recommended upgrades are $6,320,000. Also included is an estimate of anticipated cost of short-term expansion recommendations totaling $1,054,000 and an estimate of anticipated costs of long-term expansion recommendations totaling $5,382,500.

Impacts on User Rates
The report indicates that the estimated financial cost to complete all necessary upgrade recommendations would be $11.32 million.

To cover the projected increase in debt service the district would have to increase rates by an average of 13.2% every 3 years for the next 20 years. (The analysis did not include the financial impact of system expansion costs that cannot be assessed to existing users according to PUC regulations.)

Although many of these costs reflect changes necessary in the system actually located in Searsport, it is also of interest to Stockton Springs since we are part of the overall system and would be impacted by a rate increase.

**Sandy Point Water Company**

The Sandy Point Water Company started out as a private water company for the shipyard. At the end of World War I it was bought by a group of people to provide water to their summer homes. In the early 20's The Sandy Point Water Company was formed and is a corporation that is made up of stockholders. The company has a President, Vice President, Secretary, Treasure, and a Clerk with a board of five trustees.

The system is small and has approximately 35 customers. The supply consists of 2 artesian wells that are tied together and fed by the main aquifer. The water company is regulated by all safe drinking water laws and the Public Utilities Commission.

**Rocky Ridge Motel**

The Rocky Ridge Motel has a drilled well for public water supply to their facility. The well is 125 feet deep and is a groundwater source type.

**Wastewater Treatment Plant**

Stockton Springs does not have any public sewer system. All wastewater is disposed of on private property through individual septic tanks and leach fields.

However, the town has recently hired a consultant (Olver Associates, Inc.) to evaluate potential options for the solution of its present wastewater disposal problem. Due to the poor soils that are concentrated around the downtown area, and the minimal lot sizes, wastewater disposal has become a challenge. Currently there is a privately owned common system for some lots in this area and in the past, the town has continually applied for and received community block grants to deal with the wastewater issues in this area. Approximately 77 onsite septic systems have been replaced to date through the use of private funds or through the DEP Small Community Grant Program. The report did not arrive at a conclusion but did offer the town some direction regarding potential options. The report concentrated on a “core project” of about 150 users in the central intown area of Stockton Springs. The report also indicates an expanded village area that encompasses 248 potential users. We have focused on the core village area for the
purposes of this section. Costs associated with the expanded area are believed to be well out of the potential range for the community.

The report found six potential solutions for disposal of wastewater. Please see Chart I-1 for relative costs associated with each option.

Chart I-1

<table>
<thead>
<tr>
<th>Wastewater Disposal Options</th>
<th>Associated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Enhanced Onsite Disposal System</td>
<td>$2,750,000</td>
</tr>
<tr>
<td>2. Central Sand Filter System</td>
<td>$6,440,000</td>
</tr>
<tr>
<td>3. Regional primary Treatment in Searsport</td>
<td>$4,140,000</td>
</tr>
<tr>
<td>4. Regional Secondary Treatment in Searsport</td>
<td>$5,065,000</td>
</tr>
<tr>
<td>5. Aerated lagoon Treatment in Stockton Springs</td>
<td>$4,580,000</td>
</tr>
<tr>
<td>6. Activated Sludge Mechanical System in Stockton Springs</td>
<td>$6,020,000</td>
</tr>
</tbody>
</table>

Source: 2001 Report by Olver Associate Inc.

The least expensive option is to continue to replace the onsite systems since it does not include the construction of a collection system. Stockton Springs could create a joint venture with the town of Searsport to use their wastewater plant but this would require placement of a new sewer collection system in the intown area of Stockton Springs. The report expressed concerns regarding the practicality of receiving this level of funding for the project. The construction of a new sewer collection system in the intown area accompanied with a new treatment facility in Stockton Springs (either a lagoon treatment system or a mechanical sludge treatment system) is also an option. It would cost the town approximately 2.3 million dollars to construct the central sewer system that would be required to either connect with Searsport or provide their own treatment.

Although the soils in the downtown area are poor and prone to septic system failures, the soils in the extended portion of town are much better and the lot sizes are larger which allows for the replacement of systems upon failure.

The town recognizes that they cannot prevent the future failure of systems throughout the community and that other than ensuring that the systems are constructed according to the state’s current subsurface disposal rules, the town has no control over private systems on private property. Private systems are the responsibility of the property owner and the installer and the town has no legal right of entry onto the private property unless the system is already failing. However, the town also recognizes that this is a large problem for property owners and the town will continue to help residents search for alternatives.

**Storm water Management System**

Stockton Springs’ storm water system consists only of roadside ditches and culverts.

**Emergency Services**
Police Protection

The Waldo County Sheriffs’ Department and State Police have some jurisdiction over municipalities and they provide assistance to the town of Stockton Springs. The town has a part-time constable who has a random schedule and provides his own vehicle, that is equipped with radar. The position consists of about 1,000 hours per year and is more concentrated in the summer months than in the winter. Dispatching services are handled through Waldo County Dispatch.

Fire Protection

The existing fire house was built in 1967, is approximately 2300 square feet and has four bays. The building is of very basic construction with no amenities and is inadequate in size to house all of the equipment currently owned by the town. Additional space will be required for equipment storage, bathroom and showers.

The fire department has a charter for forty (40) members and currently has thirty seven (37) active members.

There is no emergency power installed in the building although the fire department does have minimal portable electrical generating capability.

A listing of major equipment follows:

1) 1964 6X6 army truck with portable pump and 1200 gallon water capacity. Condition - fair

2) 1975 Ford 4X4 pickup truck Condition - fair

3) 1978 Ford with 750 GPM pump and 500 gallon water capacity. Condition - fair

4) 1991 GMC Pumper/Tanker with 1000 GPM pump and 1800 gallon water capacity. Condition - excellent

5) 1997 International tanker with 2800 gallon water capacity. Condition - excellent

6) 2000 International pumper with 500 GPM pump and 1500 gallon water capacity. Condition - excellent

Note: The town has no ladder truck capability, and has significantly more water delivery capacity than it has pumping capacity.

7) 12 Scott Air Packs with bottles. These have a value of $2300.00 each and are currently all in working condition.
Section I Public Facilities and Services

8) Jaws of Life - combination tool and power-plant. This equipment has a value of $18,500.00 and is currently in good working order.

9) Thermal Imaging Camera - has a value of $18,500.00 and is currently in excellent condition.

Note: Much of this equipment was donated to the town by most generous citizens. It is critical that adequate funds be put into the reserve account on an annual basis to insure the availability of funds to replace or add equipment when needed or to seek grant funds to compensate for any shortfalls.

Ambulance Department

The existing ambulance building, built in 1994, is approximately 1300 square feet on each of two floors. It is a two bay structure in reasonably good condition.

The second floor is partially finished, but requires additional partitions, a bathroom with shower and basic kitchen facilities before volunteer members of the ambulance service could use the building on a twenty-four hour basis as an extended emergency situation may dictate.

There are currently 21 members on the roster with a paid director and volunteers who are paid a minimal stipend only when they make an ambulance run.

The service owns two ambulances:

1) A 1990 Ford Econoline 350 Type II that has incurred about 32,000 miles.

2) A 1997 Ford Wheeled Coach Type III that has incurred 21,500 miles.

Both ambulances have recently passed state inspections.

A 10 kilowatt propane generator was donated to the service by a generous citizen. This needs to be put in service with automatic starting and transfer capability.

It is critical that adequate funds be put into the reserve account on an annual basis to insure the availability of funds to replace equipment when needed and seek grant funding to compensate for any shortfalls.

Enhanced 9-1-1

The Emergency Services Communication Bureau is assisting Stockton Springs in the physical addressing of all properties. Once the process has been completed, the town will be able to benefit from the implementation of the Enhanced 9-1-1 (E 9-1-1) system.
E9-1-1 service automatically displays a caller's address on a computer screen at a call-answering center. Also, the caller's telephone number will be displayed on screen and can automatically be redialed if the line is disconnected.
Cemeteries
Chart I-2

<table>
<thead>
<tr>
<th>Cemetery</th>
<th>Location</th>
<th>Sites Available</th>
<th>Contact Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Prospect</td>
<td>Off Church Street</td>
<td>13 Lots, 8 persons each</td>
<td>Basil Staples or Merrill Smith</td>
</tr>
<tr>
<td>Mt. Recluse</td>
<td>East side of Cape Jellison</td>
<td>Approx. 500 1 person sites</td>
<td>Spiros Polemis or Merrill Smith</td>
</tr>
<tr>
<td>Sandy Point</td>
<td>Sandy Point by the Legion Hall</td>
<td>600-1 person sites</td>
<td>Clarence Eldon or Theresa Gross</td>
</tr>
<tr>
<td>Narrows</td>
<td>Sandy Point, ¼ mile south of Prospect town line</td>
<td>Full</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Pout Town</td>
<td>Pout Town, North Stockton</td>
<td>Full</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Grave Yard Hill or AKA Gordon Cemetery</td>
<td>North Stockton, corner of Shirer and Green Valley Road</td>
<td>Full</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Green Valley</td>
<td>North Stockton</td>
<td>Full</td>
<td>Selectmen</td>
</tr>
<tr>
<td>Muskrat Road Cemetery</td>
<td>Muskrat Road at end of Sorrey Road on right</td>
<td>Full</td>
<td>Selectmen</td>
</tr>
</tbody>
</table>

MAIL DELIVERY

The town of Stockton Springs has two post offices. One is located in Sandy Point and the other is located in the “downtown” area of Stockton Springs; both locations have the same zip code. Some mail from the Stockton Springs’ Post Office is delivered to Prospect and limited areas of Searsport.

EDUCATION

Administrative District (SAD) #56 includes the towns of Stockton Springs, Searsport and Frankfort. The district has a total of five schools, as listed below with a total enrollment as of February 1, 2000 of 881 students in kindergarten through 12th grade.

<table>
<thead>
<tr>
<th>School</th>
<th>Location</th>
<th>Grades</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton Springs Elementary School</td>
<td>Church Street, Stockton Springs</td>
<td>K-5</td>
</tr>
<tr>
<td>Searsport Elementary School</td>
<td>30 Mortland Rd., Searsport</td>
<td>K-5</td>
</tr>
<tr>
<td>Searsport District Middle School</td>
<td>26 Mortland Rd., Searsport</td>
<td>6-8</td>
</tr>
<tr>
<td>Searsport District High School</td>
<td>20 Church St., Searsport</td>
<td>9-12</td>
</tr>
<tr>
<td>Frankfort Elementary School</td>
<td>Frankfort</td>
<td>K-5</td>
</tr>
</tbody>
</table>

The newer elementary schools are in good condition overall. The high school and middle school, which date back to the 40s, 50s, and 60s, require major modifications. Currently, SAD #56 is undergoing major renovations to the high school and the middle school.
Separate from SAD #56 is Waldo County Tech. - Region 7 located in Belfast. The institution serves the entire population of Waldo County. As a part of Waldo Tech's approach to total quality management, strong partnerships have been established with the area's businesses and public schools that seek to make their graduates employable in the world. Waldo County Tech currently serves 13 secondary students from Stockton Springs and an additional 4 adults from Stockton Springs enrolled in Adult Education. Programs of study are available at multiple sites for Automotive Technology, Heavy Equipment Repair and Operations, Class A and B Commercial Driving, Law Enforcement, Metal Trades Technology, Computer Applications, Allied Health, Building Trades, Natural Resource Technology, Electronics, Welding, Childcare, Culinary Arts and STRIVE, a pre-vocational program for freshman and sophomores with special needs.

HEALTH CARE

Waldo County General Hospital (WCGH) is a 45 bed, acute care, not-for-profit community hospital located in the neighboring town of Belfast. The medical staff for the hospital includes over 30 physicians. Services offered include inpatient hospice unit, sleep disorders lab, mammography unit, ultrasound, MRI, fitness testing, cholesterol screening, blood pressure testing, support groups and on-going health classes.

Stockton Springs Regional Health Center provides a full range of adult and pediatric primary care services, counseling, patient education and diagnostic testing. This facility is full licensed by the State of Maine and is a 501 (c) (3) not-for-profit and is located right in the center of Stockton Springs on the Cape Jellison Road. Constructed in 1994, the center includes four new exam rooms and is a participating site of the Maine Breast and Cervical Cancer Screening Program.

LIBRARY

The new “Community Library of Stockton Springs” located in the historic Colcord House on Main Street will be open the following hours: Wednesdays 3-5pm. and Saturday 10am-12pm. Currently there are 1,500 books that are available. This is a brand new community based effort.

CULTURE

Located approximately one hour away is Orono's Maine Center for the Arts located at the University of Maine. The Center offers many culturally and artistically significant events such as operas, concerts, and plays.

The town also has other cultural activities that occur throughout the year such as: The Flash in the Pan Steel Band, Tall Ships, artists and their galleries, the Sandy Point Community Club, and the Maskers Theater in Belfast.

COMMUNITY SERVICES
There is a food bank located in the town of Prospect.

SOCIAL COMMITTEES

Masonic Lodge
American Legion
Sandy Point Community Club which is open to the general public for nominal dues.

PUBLIC UTILITIES AND SERVICES

Electrical Service
Central Maine Power

Local telephone company
Northland Telephone

Television, Cable, and Radio
WLBZ - Channel 2 (affiliated with NBC)
WABI - Channel 5 (affiliated with CBS)
WVII - Channel 7 (affiliated with ABC)
Maine Public Broadcasting System - Channel 12
Adelphia-cable with limited availability

Newspapers
Bangor Daily News (daily)
Portland Sunday Telegram (Sunday)
Waldo Independent Republican Journal is a weekly newspaper located in Belfast.

Internet Providers
Acadia
Prexar
Adelphia
POLICIES AND IMPLEMENTATION STRATEGIES

In order to plan, develop, and finance a system of improved and efficient public facilities, to encourage and accommodate continued growth and economic development, the town of Stockton Springs has developed the following policies and implementation strategies.

1. **Policy:** The town will continue to maintain public buildings, including addressing the needs of the ambulance and fire department.
   **Strategies:** Town buildings will be maintained to insure that they meet their intended purpose. The town will seek grants or submit bond proposals as may be required to expand or replace public buildings. The town will continue to review the uses and needs of town buildings since it is recognized that as the community grows the potential exists for the need to expand existing facilities. The town will continue to monitor the growth of the town and if and when it becomes necessary, the town will build a new fire station and provide for adequate overnight accommodations for the ambulance crew. If funds become available, the basement of the town hall will be finished to be utilized as a meeting facility, voting headquarters or an emergency shelter.
   **Time Frame:** Long term¹
   **Responsible Agent:** Voters, Department Heads, Selectpersons and /or Town Manager.

2. **Policy:** The town will continue to update departmental equipment.
   **Strategies:** The town will continue to fund reserve accounts and to seek grant opportunities to provide future equipment needs for the Ambulance Service, the Fire Department, the Highway Department, and law enforcement services. The Board of Selectmen and heads of departments will review on an ongoing basis the suitability of all facilities, equipment, and programs to insure effective operation of all services, and make proposals to the town where improvements are required. The town will maintain “provide vs. purchase” studies to insure that purchased services are cost effective. The town’s website will also be updated on a regular basis through a cooperative effort/ special project with the school system where students, with supervision, will be asked to maintain the site.
   **Time Frame:** Ongoing²
   **Responsible Agent:** Voters, Department Heads, Selectpersons and /or Town Manager.

3. **Policy:** Roads in town will continue to be maintained.
   **Strategies:** The town will effectively use revenue sharing and submit bond proposals as may be required to repair and maintain town roads.
   **Time Frame:** Ongoing
   **Responsible Agent:** Voters, Department Heads, Selectpersons and /or Town Manager.

¹ Long term-Within 5 to 10 years
² Ongoing-Continuing
4. **Policy:** Cemeteries will continue to be maintained.
   **Strategies:** The town will continue to fund reserve accounts to maintain and restore cemeteries within the town.
   **Time Frame:** Ongoing
   **Responsible Agent:** Cemetery Committee, Voters, Selectpersons and /or Town Manager.

5. **Policy:** The town will strive to provide cultural opportunities for its residents and to promote community pride.
   **Strategies:** The town will support programs to develop cultural events and facilities within the town. The Parks and Recreation Department will be asked to assist in this effort. The town will continue to promote community pride by working with the School Board to develop programming to educate students about the town’s history. The Historical Society will continue its educational efforts and displays and the town will continue its community events and websites.
   **Time Frame:** Ongoing
   **Responsible Agent:** Voters, Interested Individuals, Department Heads, Parks and Recreation Department, School Board, Historical Society, Selectpersons and /or Town Manager.

6. **Policy:** The town will continue to evaluate the most cost effective and environmentally friendly methods of solid waste disposal and recycling.
   **Strategies:** The town will continue to educate its citizens on the importance of recycling through the use of literature, the town’s web site, and school programs. A promotion for composting will be sponsored by the town to increase awareness. The town will consider continuing to obtain grants for the Waste Management & Recycling for cost-sharing support related to the collection and management of Household Hazardous Waste (HHW) from the State Planning Office, as well as applying for Recycling Infrastructure Grants, if offered, and other similar grant opportunities from state agencies.
   **Time Frame:** Ongoing
   **Responsible Agent:** Voters, Department Heads, Selectpersons and /or Town Manager.

7. **Policy:** The town will continue to assist residents to solve their sewage disposal problems.
   **Strategies:** The completed septic disposal engineering study has recommended alternative solutions for this critical element of future growth and economic development in the specified areas of the town. The town will seek funds to implement the local and regional options recommended in the study. Although the town cannot control private septic systems nor prevent their failures, the town will consider the engineering, sizing and location of potential community septic systems to accommodate future users, and will identify additional parcels that would accommodate such systems in the future.

---

3 Ongoing-Continuing
Time Frame: Short term²
Responsible Agent: Selectpersons

8. Policy: The town will evaluate the need for public water/sewer facilities to support future growth and economic development in specified areas.
Strategies: The town, assisted by focused committees, will seek CDBG Public Facilities Infrastructure Grants to develop and/or expand public water and wastewater facilities as is necessary and will cooperate regionally to protect the water source.
Time Frame: Short term
Responsible Agent: Selectpersons

² Short term-Within 2 to 5 years
FISCAL CAPACITY

Municipal services in Maine communities are funded principally through money raised from local property taxation. Fiscally responsible communities strive to maintain a consistent tax rate from year to year. However, this task can be extremely challenging due to forces beyond the community’s control. Plant closings, properties that receive exempt status or economic declines may cause a decrease in the total taxable value of the town that will increase the tax rate even if town spending has not increased. Not only can large fluctuations in the rate discourage economic development but, as seasoned municipal officials can attest, it will also create public outcry.

The goal of this section is to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

The majority of the financial information for this section was extracted from town reports or obtained from the local sources, including the assessor’s office.

VALUATIONS

The primary revenue source for any community is through the taxation of real and personal property within the jurisdiction. Taxes are assessed to property owners according to “just value” (also commonly known as fair market value) of their property. This assessment is known as the municipal or town valuation and is determined by the local tax assessor(s).

According to local information, Stockton Springs' total real and personal property valuation was $61,405,463 in 1995 and has risen to $66,895,965 in 2000. This equates to an approximate increase of 9%.

Based on the 2000 tax year, the following is the town’s top five taxpayers in order from highest to lowest:

<table>
<thead>
<tr>
<th>Name</th>
<th>Tax Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Maine Power</td>
<td>$26,391</td>
</tr>
<tr>
<td>Northbrook Properties, Inc.</td>
<td>$22,244</td>
</tr>
<tr>
<td>Joseph Ely II</td>
<td>$17,471</td>
</tr>
<tr>
<td>Lewis Tilney</td>
<td>$14,850</td>
</tr>
<tr>
<td>Warren Collins II</td>
<td>$12,232</td>
</tr>
</tbody>
</table>

State law provides for tax exemptions for certain types of property, such as: charitable and benevolent, religious, literary and scientific, and governmental. Generally, the previously mentioned properties would be totally non-taxable by exemption. Partial exemptions also exist for veterans of foreign wars or their widows that have not re-married; individuals who are legally blind and homestead exemptions for the homeowner’s primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions. However, in many communities the number of exempt properties is increasing which decreases the municipal tax base. Since exemptions are established by statute, the town has virtually no choice but to grant an applicable exemption. Often, in such a case as a real estate transfer to a tax-exempt
organization, the town has little notice that the property will seek exempt status and then the
town must deal with the impact on the upcoming budget. As the amount of these exemptions
increases, it becomes very difficult for the community to maintain a constant tax rate.

The State of Maine also places a total valuation on the town. This value is known as the State
Valuation. Every year all arms length sales that have occurred in that community are reviewed
by Maine Revenue Services Property Tax Division. (An arms length sale is a sale that occurs
between a willing seller and a willing buyer without any extenuating circumstances. Examples of
non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.)
These sales are compared to the town’s local assessed values to determine the assessment ratio
or the percentage of market value that the town is assessing. The state’s valuation is used to
determine the amount of revenue sharing the town will receive and the portion of the county tax
that the municipality will pay.

In 1991 a town-wide land only reassessment was performed. The current state certified
assessment ratio for the town is 92.85% of market value. Statute indicates that a town should be
revalued at least once in every 10-year period. However, they also indicate that a revaluation
must be performed when the assessment ratio falls below 70% of market value. The fact that
Stockton Spring’s current assessment ratio is so close to 100%, indicates that the developed
properties in town are assessed very close to their market value.

MIL RATE

After the town’s budget has been approved and all applicable state and local revenues are
deducted from the approved expenditures, the town arrives at the dollar amount that will be
raised through tax revenues. This amount is called the net commitment or appropriation. The
local assessor arrives at a valuation for each taxable property in the town and the taxpayers are
assessed their share of the tax burden through a mathematical calculation. The total appropriation
is then divided by the total taxable or assessed valuation of the town to arrive at the minimum tax
rate. This rate is usually expressed in dollars per thousand-dollars of valuation, or in decimal
form, commonly referred to as the mil rate. The difference between the amount that is actually
committed to the collector and the total appropriation is called overlay. Overlay is commonly
used to pay any tax abatements that are granted during that tax year. Any overlay that remains at
the end of the year is usually placed into the general fund. The overlay cannot exceed 5% of the
total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or
the tax commitment.

Using mostly 1997 and 1999 data, the Maine Municipal Association compiled town statistical
information to list all communities in Maine according to tax burden. This summary was titled
“Property Tax by Burden” and was listed in order of rank where the number 1 was the highest
burden. Stockton Springs is listed as number 80 for 1997 and number 94 for 1999. The following
chart shows Waldo County’s rankings.
### Chart J-1

<table>
<thead>
<tr>
<th>MUNICIPALITY</th>
<th>1997 BURDEN RANK</th>
<th>1999 BURDEN RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belfast</td>
<td>23</td>
<td>22</td>
</tr>
<tr>
<td>Belmont</td>
<td>192</td>
<td>230</td>
</tr>
<tr>
<td>Brooks</td>
<td>149</td>
<td>180</td>
</tr>
<tr>
<td>Burham</td>
<td>253</td>
<td>275</td>
</tr>
<tr>
<td>Frankfort</td>
<td>213</td>
<td>258</td>
</tr>
<tr>
<td>Freedom</td>
<td>345</td>
<td>157</td>
</tr>
<tr>
<td>Isleboro</td>
<td>190</td>
<td>257</td>
</tr>
<tr>
<td>Jackson</td>
<td>407</td>
<td>409</td>
</tr>
<tr>
<td>Knox</td>
<td>248</td>
<td>303</td>
</tr>
<tr>
<td>Liberty</td>
<td>158</td>
<td>188</td>
</tr>
<tr>
<td>Lincolnville</td>
<td>85</td>
<td>85</td>
</tr>
<tr>
<td>Monroe</td>
<td>255</td>
<td>203</td>
</tr>
<tr>
<td>Montville</td>
<td>205</td>
<td>273</td>
</tr>
<tr>
<td>Morrill</td>
<td>257</td>
<td>252</td>
</tr>
<tr>
<td>Northport</td>
<td>93</td>
<td>87</td>
</tr>
<tr>
<td>Palermo</td>
<td>310</td>
<td>357</td>
</tr>
<tr>
<td>Prospect</td>
<td>284</td>
<td>227</td>
</tr>
<tr>
<td>Searsmont</td>
<td>288</td>
<td>161</td>
</tr>
<tr>
<td>Searsport</td>
<td>24</td>
<td>31</td>
</tr>
<tr>
<td>Stockton Springs</td>
<td>80</td>
<td>94</td>
</tr>
<tr>
<td>Swanville</td>
<td>117</td>
<td>76</td>
</tr>
<tr>
<td>Thorndike</td>
<td>297</td>
<td>145</td>
</tr>
<tr>
<td>Troy</td>
<td>318</td>
<td>384</td>
</tr>
<tr>
<td>Unity</td>
<td>200</td>
<td>250</td>
</tr>
<tr>
<td>Waldo</td>
<td>283</td>
<td>329</td>
</tr>
<tr>
<td>Winterport</td>
<td>166</td>
<td>125</td>
</tr>
</tbody>
</table>

MUNICIPAL REVENUES AND EXPENDITURES

Revenue

Chart J-2 below shows the major sources of municipal revenue for calendar years 1996 through 2000. Intergovernmental revenues consist of state park reimbursement, road maintenance funds, tree-growth, veteran and homestead reimbursements. Departmental revenues are dollars received through departmental user fees. Local revenues consist of: general funds, insurance dividends, sale of town property, cemetery funds, harbor master fees, shellfish fees, cable agreement fee and interest on investment. Other financing sources include interest and municipal revenue sharing.

The 1999 tax burden was reduced by $69,054 from 1998 because of an offset tax relief provided by the newly created Homestead Tax Exemption. State Revenue Sharing in 1999 was up over 1998 by $13,464. Intergovernmental /local revenues were less in 1997 due to increased State Revenue Sharing, Septic Repair Grant for Sandy Point Village and ice storm reimbursement. Some numbers listed in this category in the town report were in error. Other income in 1996 was $855,000, the result of a bond executed for resurfacing town roads. Other financing in 1997 was high due to execution of a $465,000 bond for buyout of rental fire hydrants.

Overall revenues have increased slightly over the last five years.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Taxes</td>
<td>1,352,254</td>
<td>1,407,698</td>
<td>1,452,033</td>
<td>1,316,866</td>
<td>1,342,865</td>
</tr>
<tr>
<td>Vehicle Excise Tax</td>
<td>-</td>
<td>178,205</td>
<td>144,152</td>
<td>154,799</td>
<td>168,748</td>
</tr>
<tr>
<td>Tax Interest</td>
<td>41,161</td>
<td>15,642</td>
<td>26,884</td>
<td>18,693</td>
<td>23,820</td>
</tr>
<tr>
<td>Intergovernmental Revenues Departmental Revenues</td>
<td>206,429</td>
<td>50,308</td>
<td>243,069</td>
<td>259,767</td>
<td>287,670</td>
</tr>
<tr>
<td>Local Revenues</td>
<td>-</td>
<td>-</td>
<td>68,282</td>
<td>92,272</td>
<td>71,652</td>
</tr>
<tr>
<td>Other Financing Sources</td>
<td>900,597</td>
<td>488,241</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>2,500,441</td>
<td>2,140,094</td>
<td>1,934,420</td>
<td>1,842,397</td>
<td>1,894,755</td>
</tr>
</tbody>
</table>
Chart J-3

<table>
<thead>
<tr>
<th>Intergovernmental Revenue</th>
<th>1996</th>
<th>1997</th>
<th>1998</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Revenue Sharing</td>
<td>$65,020</td>
<td>$92,921</td>
<td>$112,444</td>
</tr>
<tr>
<td>Highway Block Grant</td>
<td>40,272</td>
<td>40,272</td>
<td>40,272</td>
</tr>
<tr>
<td>Tree Growth</td>
<td>1,450</td>
<td>1,254</td>
<td>-</td>
</tr>
<tr>
<td>General Assistance</td>
<td>7,336</td>
<td>8,696</td>
<td>12,399</td>
</tr>
<tr>
<td>Gas and Diesel Refund</td>
<td>1,452</td>
<td>942</td>
<td>-</td>
</tr>
<tr>
<td>Septic Grant</td>
<td>81,636</td>
<td>22,074</td>
<td>21,152</td>
</tr>
<tr>
<td>FEMA (ice storm)</td>
<td>9,262</td>
<td>1,781</td>
<td>50,372</td>
</tr>
<tr>
<td>Snow Mobile Fees</td>
<td>-</td>
<td>306</td>
<td>-</td>
</tr>
<tr>
<td>Veteran Exemption</td>
<td>-</td>
<td>4,780</td>
<td>-</td>
</tr>
<tr>
<td>Park Revenue</td>
<td>-</td>
<td>5,179</td>
<td>-</td>
</tr>
<tr>
<td>Other</td>
<td>1,003</td>
<td>-</td>
<td>1,074</td>
</tr>
<tr>
<td>Total</td>
<td>206,429</td>
<td>178,205</td>
<td>243,070</td>
</tr>
</tbody>
</table>

Expenditures

Chart J-4 illustrates the amount of money expended for each year from 1996 through 2000 for the town of Stockton Springs.

In 1996 approximately forty percent (40%) of the town’s budget was expended on “Education, County Tax and Overlay”. By 2000, this amount had risen to sixty-four percent (64%). Although a large amount was expended in 1994 under the category of “Public Works” this was a one time expense for two paving projects and bonding for fire protection. The line item with the greatest percentage change was “Public Assistance” which increased by over 200%. All of these percentages are affected yearly, not only by the local budget and economy but also by the amount of state revenue sharing and the county’s budget.
Chart J-4

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration</td>
<td>108,265</td>
<td>101,743</td>
<td>114,328</td>
<td>120,770</td>
<td>135,695</td>
<td>25.3%</td>
</tr>
<tr>
<td>Public Safety</td>
<td>114,734</td>
<td>556,495</td>
<td>115,496</td>
<td>79,543</td>
<td>64,695</td>
<td>-43.6%</td>
</tr>
<tr>
<td>Public Works</td>
<td>1,227,830</td>
<td>228,662</td>
<td>283,587</td>
<td>208,658</td>
<td>239,912</td>
<td>-80.5%</td>
</tr>
<tr>
<td>Public Assistance</td>
<td>20,339</td>
<td>24,567</td>
<td>27,515</td>
<td>29,061</td>
<td>62,925</td>
<td>209.4%</td>
</tr>
<tr>
<td>Recreation and Cultural</td>
<td>227</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Debt Service</td>
<td>0</td>
<td>110,000</td>
<td>144,579</td>
<td>162,000</td>
<td>162,000</td>
<td>100%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>2,546</td>
<td>2,175</td>
<td>2,947</td>
<td>264</td>
<td>1,076</td>
<td>57.7%</td>
</tr>
<tr>
<td>Education, County Tax, Overlay</td>
<td>996,194</td>
<td>1,031,820</td>
<td>1,108,528</td>
<td>1,150,337</td>
<td>1,196,510</td>
<td>20.1%</td>
</tr>
<tr>
<td>Capital Reserves Out</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,470,135</td>
<td>2,055,462</td>
<td>1,796,980</td>
<td>1,750,633</td>
<td>1,862,813</td>
<td>-24.6%</td>
</tr>
</tbody>
</table>

It is difficult to predict municipal expenditures for the next ten years. Demands for services, county assessment, valuation, state-aid to education, population, and many other factors all enter the very political process of determining expenditures every year. Items that may be very important to the town’s residents one year may not seem as important to them during the next budget process. It is also very important for the town to plan for upcoming or recurring large expenditures. A capital improvement plan, which is described further below, is a very prudent method by which the town can acquire necessary items without creating large fluctuations in the tax rate.

Currently Stockton Springs has an informal capital improvement plan only for road maintenance. Reserve accounts have been set up and are funded annually for the fire department, ambulance and highway department to replace equipment. The reserve accounts are funded in order to have funds available when needed, rather than going into debt when equipment needs to be replaced. (Funding needs before the need).

The Town’s Capital Plan is being funded by annual reserves voted on by the town and based on continuation of the State grant of $40,000 per year for highway maintenance. This CIP covers only road maintenance, it doesn’t include buildings, i.e. Town Office, Firehouse. But the town has no “written” capital improvement plan. For example: A reserve account could be set up for a new firehouse, if the need for a new firehouse arises before there are enough funds in the account, the town could supplement these funds with a bond. Reserves can be created for anything the town determines necessary.
1996 Revenues

- Property Taxes: 51.4%
- Excise Tax: 4.9%
- Tax Interest: 1.6%
- Intergovernmental & Departmental: 8%
- Local: 34.0%
- Other Sources: 0.2%

2000 Revenues

- Property Taxes: 70.9%
- Excise Tax: 8.9%
- Tax Interest: 1.3%
- Intergovernmental & Departmental: 15%
- Local: 3.8%
LONG TERM DEBT PAYMENT SCHEDULE

As of June 30, 2001 Stockton Springs’ state valuation was $78,200,000. Based on State Law, the permitted indebtedness would be 7.5% of the state valuation of $5,865,000. The town currently has a total indebtedness in the amount of $785,192. Note: The town’s debt that is attributed to MSAD 56 is not a factor in this formula.

The following chart shows Stockton Springs’ long term debt payment schedule.

<table>
<thead>
<tr>
<th>Year Ending June 30</th>
<th>Total $</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>158,785</td>
</tr>
<tr>
<td>2003</td>
<td>152,642</td>
</tr>
<tr>
<td>2004</td>
<td>146,481</td>
</tr>
<tr>
<td>2005</td>
<td>140,314</td>
</tr>
<tr>
<td>2006</td>
<td>134,107</td>
</tr>
<tr>
<td>2007</td>
<td>134,107</td>
</tr>
<tr>
<td>2008</td>
<td>134,107</td>
</tr>
<tr>
<td>2009</td>
<td>134,107</td>
</tr>
<tr>
<td>2010</td>
<td>134,107</td>
</tr>
<tr>
<td>2011</td>
<td>134,107</td>
</tr>
</tbody>
</table>

CAPITAL IMPROVEMENT PLAN

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the town as an important aspect of fiscal planning. The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought. Capital improvements are investments in the repair, renewal, replacement or purchase of capital items. Capital improvements differ from operating expenses or consumables. The expense of consumables is ordinarily budgeted as operations. Capital improvements generally have the following characteristics: they are relatively expensive (usually having an acquisition cost of $5,000 or more); they usually do not recur annually; they last a long time (usually having a useful life of three or more years); and they result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities and long term contracts and are funded through the establishment of financial reserves.

Capital improvements are prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expected yearly investment and allows for both changes in priorities and reduction of available funds. The CIP is intended to prevent an unavoidable capital improvement from occurring in a single fiscal year. The unexpected purchase of a sizeable improvement can overburden the tax rate and cause large fluctuations in tax bills from year to year.
A CIP attempts to illustrate all expected capital improvements over a number of years. The longer the useful life of a capital item, the lower the annual provision for its eventual improvement. It is important that capital improvements be financially provided for each fiscal year, minimizing later expense.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. Each year any necessary changes will be made to the CIP and it will be included in the annual budget.

The capital improvements identified below were assigned a priority based on the listed rating system. Logically, “A” improvements would be implemented prior to “B” and so on. A lower priority item may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund some capital improvements projects, it may be necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

**A - Immediate need.** A capital improvement rated in this category would typically remedy a danger to public health, safety and welfare.

**B - Necessary, to be accomplished within two to five years.** A capital improvement rated in this category would typically correct deficiencies in an existing facility or service.

**C - Future improvement or replacement, to be accomplished within five to ten years.** A capital improvement rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.

**D - Desirable, but not necessarily feasible within the ten year time frame of the current plan.**

Projects previously mentioned and identified throughout this comprehensive plan and existing reserve accounts are the basis for this capital improvement plan and have been incorporated into the table on the next page.

The following chart is based on information as of the start of 2001 budget process. These figures are rough estimates of anticipated costs subject to review by the town’s voters.
<table>
<thead>
<tr>
<th>DEPARTMENT</th>
<th>ITEM</th>
<th>COST</th>
<th>PRIORITY</th>
<th>RESPONSIBLE PARTY(ies)</th>
<th>FUNDING SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ambulance Department</td>
<td>Ambulance</td>
<td>$150,000</td>
<td>C</td>
<td>CIPC, Ambul. Director, Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Fire Department</td>
<td>Garage</td>
<td>$350,000</td>
<td>C</td>
<td>CIPC Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Highway Department</td>
<td>Roadway &amp; Sidewalk Maintenance/Construction</td>
<td>?</td>
<td>?</td>
<td>Hwy Commissioner, Selectmen and/or Town Manager/Voters</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Highway Department</td>
<td>Salt Shed</td>
<td>$150,000</td>
<td>B</td>
<td>Hwy Commissioner, Selectmen and/or Town Manager</td>
<td>Grant/Tax &amp; Bond</td>
</tr>
<tr>
<td>Town Government</td>
<td>Public Septic System</td>
<td>$8-12 Million</td>
<td>C</td>
<td>CIPC Selectmen and/or Town Manager</td>
<td>Grant/Tax &amp; Bond</td>
</tr>
<tr>
<td>Town Government</td>
<td>Public Water Service</td>
<td>$4-6 Million</td>
<td>C</td>
<td>CIPC Selectmen and/or Town Manager</td>
<td>Grant/Tax &amp; Bond</td>
</tr>
<tr>
<td>Town Government</td>
<td>Complete Town Office</td>
<td>$250,000</td>
<td>B</td>
<td>Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Town Government</td>
<td>Recreation Center</td>
<td>$300,000</td>
<td>C</td>
<td>CIPC Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Town Government</td>
<td>Land Purchase for Athletic Field</td>
<td>$50,000</td>
<td>B</td>
<td>Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Town Government</td>
<td>Cultural Center</td>
<td>$200,000</td>
<td>C</td>
<td>CIPC Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Town Government</td>
<td>Library Building</td>
<td>$250,000</td>
<td>C</td>
<td>CIPC Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
<tr>
<td>Harbor Committee</td>
<td>Septic Pumping &amp; Fueling Services</td>
<td>$50,000</td>
<td>B</td>
<td>Harbor Comm., Selectmen and/or Town Manager</td>
<td>Grant/Tax</td>
</tr>
</tbody>
</table>

- CIPC= Capital Improvement Plan Committee. Please note that if a town manager is hired, that individual will play a major role in the responsibilities and decision making process. The town is currently in the process of developing a complete capital improvement plan that will provide for a yearly allocation of available and applicable funds, dependant upon the will of the voters at each annual town meeting. For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings.
POLICIES AND IMPLEMENTATIONS

In order to plan for, finance and develop an efficient system of public facilities and services to accommodate growth and economic development, the town had developed the following policies and implementations:

1. **Policy**: The town will research the creation of a Town Manager position.
   **Strategies**: A comprehensive description for the Town Manager position will be created and voter approval will be sought for the creation of a Town Manager position
   **Time Frame**: Short term1
   **Responsible Agent**: Voters and Selectpersons.

2. **Policy**: The town will further refine its capital improvement plan.
   **Strategies**: A capital improvement plan (CIP) will be finalized to provide funding for an ongoing allocation of available and applicable funds. Each year any necessary changes will be made to the CIP and it will be included in the annual budget for voter approval.
   **Time Frame**: Immediate2
   **Responsible Agent**: Selectpersons and/or Town Manager, Department Heads and Budget Committee.

3. **Policy**: The town will support economic development to maintain a stable tax base.
   **Strategies**: Responsible economic development as outlined in the employment and economy section of this plan will continue to be actively encouraged through the use of the future Land Use Ordinance.
   **Time Frame**: Immediate
   **Responsible Agent**: Economic Business Development Council, Selectpersons and/or Town Manager.

4. **Policy**: The town will continue to provide the most efficient and cost effective operation and finance of existing and future facilities and services.
   **Strategies**: The Budget Committee will review the funding requests yearly and make recommendations for town meeting review. This process will promote an efficient and cost effective methodology for financing and operating the existing and future facilities of the town.
   **Time Frame**: Immediate
   **Responsible Agent**: Selectpersons and/or Town Manager

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1 Short term- Within 2 to 5 years
2 Immediate- Within 1 to 2 years
LAND USE

The land use section of this plan is based on the information found in the inventory and analysis of the comprehensive plan. Although the land use plan is shaped by the policies developed in each section, consideration is given to the existing land use patterns and the expected future land use needs. Existing land use patterns were reviewed and efforts were made to minimize non-conforming uses within each proposed zone.

The Growth Management Act requires the creation of growth and rural zones. The designation of growth zones is intended to direct development to areas most suitable for such growth and away from areas where growth and development would be incompatible with the protection of rural resources. Based on growth management, growth areas are to be located close to municipal services to minimize the cost to the municipality for the delivery and maintenance of these services and facilities. The designation of rural zones is intended to protect agricultural, forest, scenic areas, and other open space land areas from incompatible development and uses.

DEVELOPMENT PRESSURE

Stockton Springs has experienced some commercial growth along the Route One corridor from the easterly intersection with the Main Street to the Prospect town line. As was previously discussed in the Transportation Section of this plan, the Maine Department of Transportation (MDOT) has purchased the access rights to the portion of Route One between the westerly intersection of Main Street to the intersection with Route 1A. Various home-based businesses have located throughout town and the intown area of the community has experienced a decline that is very similar to many other Maine downtowns. This downtown or intown area has also proven to be a slightly controversial topic during the discussion of potential growth areas for the community. Some individuals would prefer to see this area remain the same while others see a potential for growth as traffic increases through this section of town to access the cape area of the community. As with most of Maine’s coastal communities, the primary development pressure has occurred on coastal properties, especially in the Cape Jellision area.

EXISTING LAND USE PATTERN

Stockton Springs' existing land use patterns are illustrated on the Existing Land Use Map located at the end of this section. The coastal area contains old and new structures and the land along Stockton Springs’ coastline is currently in high demand for development of high value housing units. The downtown area has a mixture of uses including residential, public, commercial and home occupations. The majority of the downtown area consists of small lots that often struggle with wastewater disposal issues due to poor soil conditions. The areas north of the coast (or inland) are primarily rural residential with minimal farming operations and some home based businesses or scattered commercial uses.
The building permit information in the following table, also shown in the housing section of this plan, corresponds to Map K-4, the Town’s overall tax map. The table indicates that 29% of the growth between 1998 and 2001 occurred in the Cape Jellison area, an area that had predominantly seasonal use dwellings in the past. Although the Town does not require a permit or have any type of recordkeeping system on the conversion of seasonal to year-round dwellings in place, local opinion indicates that approximately 50% of the seasonal residences in town have been converted to year-round dwellings over the past ten years.

Local assessment records indicate that the average lot size for the total 1,322 residential and/or unimproved lots in the Town is 7.12 acres. However, the average lot size does not provide an accurate depiction of actual lot sizes per dwelling because there are approximately 130 residences in cluster housing subdivisions included in the calculation, with approximately 1 acre per residential use. The average lot size for permits issued, as shown in the Table below is approximately 1.5 acres.

<table>
<thead>
<tr>
<th>Tax Map</th>
<th>Houses</th>
<th>Mobile Homes</th>
<th>Total</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>5.3</td>
</tr>
<tr>
<td>R2</td>
<td>4</td>
<td>3</td>
<td>7</td>
<td>18.4</td>
</tr>
<tr>
<td>R3</td>
<td>4</td>
<td>4</td>
<td>8</td>
<td>21.0</td>
</tr>
<tr>
<td>R4</td>
<td>4</td>
<td>3</td>
<td>7</td>
<td>18.4</td>
</tr>
<tr>
<td>R5</td>
<td>11</td>
<td>0</td>
<td>11</td>
<td>29.0</td>
</tr>
<tr>
<td>U1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2.6</td>
</tr>
<tr>
<td>U2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>U3,4</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>5.3</td>
</tr>
<tr>
<td>U5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>U6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>U7</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>U8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>U9</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>26</td>
<td>12</td>
<td>38</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Local Tax Records
Over the past ten years, there also have been several subdivisions permitted. The table below shows 12 subdivisions with a total of 168 units and an average lot size of 2.36 acres per unit. The computed average lot size does not include four of the lots, which have substantially more acreage than the remaining lots in their respective subdivisions. The subdivisions this involves are Amanda’s Way, with one lot of 19.82 acres, Sunrise Acres, with one lot of 17.5 acres, Mountain View, with one lot of 11.18 acres and French’s Point with one lot of 11.8 acres. Map K-4 shows the tax map location of each of these subdivisions. New roads are being built within each subdivision to provide access to the lots. These roads are all private roads and the Town does not assume responsibility for maintenance.

<table>
<thead>
<tr>
<th>Map and Lot</th>
<th>Name</th>
<th>Total Units</th>
<th>Total Acres</th>
<th>Average Lot Size per Unit</th>
<th>Type of Development</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>R5/5I</td>
<td>Village at Stockton Harbor Phase I</td>
<td>28</td>
<td>29.69</td>
<td>1.06</td>
<td>Condo</td>
<td></td>
</tr>
<tr>
<td>R5/5I</td>
<td>Village at Stockton Harbor Phase II</td>
<td>36</td>
<td>36.45</td>
<td>1.31</td>
<td>Condo</td>
<td></td>
</tr>
<tr>
<td>R5/5</td>
<td>Harbor Point</td>
<td>12</td>
<td>15.71</td>
<td>1.31</td>
<td>Condo</td>
<td></td>
</tr>
<tr>
<td>R5/51</td>
<td>Eagle Ridge</td>
<td>10</td>
<td>31.62</td>
<td>3.17</td>
<td>Condo</td>
<td></td>
</tr>
<tr>
<td>R5/76</td>
<td>South Cape Shores</td>
<td>16</td>
<td>34.5</td>
<td>2.16</td>
<td>Condo</td>
<td></td>
</tr>
<tr>
<td>R2/129</td>
<td>Amanda's Way</td>
<td>5</td>
<td>44.62</td>
<td>2.79*</td>
<td>Lot</td>
<td>* Average of four of the lots. There is one additional lot of 19.82 acres.</td>
</tr>
<tr>
<td>R5/121&amp;126</td>
<td>Cape Jellison Heights</td>
<td>24</td>
<td>47.04</td>
<td>1.96</td>
<td>Lot</td>
<td></td>
</tr>
<tr>
<td>R5/134</td>
<td>Sunrise Acres</td>
<td>4</td>
<td>31.09</td>
<td>4.53*</td>
<td>Lot</td>
<td>* Average of three of the lots. There is one additional lot of 17.5 acres.</td>
</tr>
<tr>
<td>R2/156</td>
<td>Mountain View</td>
<td>12</td>
<td>31.53</td>
<td>1.85*</td>
<td>Lot</td>
<td>* Average of eleven of the lots. There is one additional lot of 11.18 acres.</td>
</tr>
<tr>
<td>R3/119&amp;120</td>
<td>French's Point</td>
<td>5</td>
<td>22.2</td>
<td>4.44</td>
<td>Lot</td>
<td>* Average of four of the lots. There is one additional lot of 11.8 acres.</td>
</tr>
<tr>
<td>R5/76C</td>
<td>Osprey Heights</td>
<td>9</td>
<td>26.19</td>
<td>2.91</td>
<td>Lot</td>
<td></td>
</tr>
<tr>
<td>R5/76B</td>
<td>Beacon Hill</td>
<td>7</td>
<td>20.16</td>
<td>2.88</td>
<td>Lot</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>168</td>
<td>370.8</td>
<td>2.36</td>
<td></td>
</tr>
</tbody>
</table>

Source: Local Permits
PAST DEVELOPMENT EXPERIENCES

Stockton Springs has experienced many changes since its incorporation as a town, and it seems that the town’s development has always held close ties to the sea. From the mid 1700’s with its strategic fort location, the 1800’s with its boat building and shipping zenith, the early 1900’s with the Cape Docks experience, to the current day, demands for ocean front property has increased. In the 1800’s, the town grew from a small wilderness outpost to a community that offered almost every type of business and service that could be demanded. Since that time, the town has declined in population and in economic prominence, but it has always remained a wonderful place to live and raise a family.

ANTICIPATED FUTURE DEVELOPMENT

It is anticipated that Stockton Spring’s future will mirror the experiences of many coastal communities in Southern Maine. Since the town has beautiful ocean front lots and ocean views, it is expected that this land will be purchased for high-end residential properties. Currently, the town contains some commercial businesses and home occupations; but other communities within the mid-coast area already provide many of the goods and services that are required in the region. The City of Bangor is also less than an hour drive away, so many residents of Stockton Springs feel that they will continue to be a “bedroom” community for these surrounding, somewhat urbanized, areas.

PRESENT LAND USE REGULATIONS

The town of Stockton Springs has a number of existing land use regulations and they are listed below.

**Shoreland Zoning Ordinance** (Maine *Land Use Laws*, 1992) - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the high-water line of a stream. The purposes of these controls are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore covers, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

**Resource Protection District**
The Resource Protection District includes areas in which development would adversely affect water quality, productive habitat, biological ecosystems, or scenic and natural values. This
Section K  Land Use

district shall include the following areas when they occur within the limits of the shoreland zone, exclusive of the Stream Protection District, except that areas which are currently developed and areas which meet the criteria for the Limited Residential, Limited Commercial, General Development, or Commercial Fisheries/Maritime Activities Districts need not be included within the Resource Protection District.

1. Areas within 250 feet horizontal distance, of the upland edge of freshwater wetlands, salt marshes and salt meadows, and wetlands associated with great ponds and rivers, which are rated “moderate” or “high” value by the Maine Department of Inland Fisheries and Wildlife (MDIF&W) as of January 1, 1973.

2. Flood plains along rivers and flood plains along artificially formed great ponds along rivers, defined by the 100 year flood plain as designated on the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Maps or Flood Hazard Boundary Maps, or the flood of record, or in the absence of these, by soil types identified as recent flood plain soils. This district shall also include 100 year flood plains adjacent to tidal waters as shown on FEMA’s Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

3. Areas of two or more contiguous acres with sustained slopes of 20% or greater.

4. Areas of two (2) or more contiguous acres supporting wetland vegetation and hydric soils, which are not part of a freshwater or coastal wetland as defined, and which are not surficially connected to a water body during normal spring high water.

5. Land areas along rivers subject to severe bank erosion, undercutting, or river bed movement and lands adjacent to tidal waters which are subject to severe erosion or mass movement, such as steep coastal bluffs.

Limited Residential District
The Limited Residential District includes those areas suitable for residential and recreational development. It includes areas other than those in the Resource Protection District, or Stream Protection District, and areas which are used less intensively than those in the Limited Commercial District, General Development District or the Commercial Fisheries/Maritime Activities District.

Limited Commercial District
The Limited Commercial District includes areas of mixed, light commercial and residential uses, exclusive of the Stream Protection District, which should not be developed as intensively as the General Development District. This district includes areas of two or more contiguous acres in size devoted to a mix of residential and low intensity business and commercial uses. Industrial uses are prohibited.
General Development District
The General Development District includes the following types of areas:

1. Areas of two or more contiguous acres devoted to commercial, industrial or intensive recreational activities, or a mix of such activities, including but not limited to the following:
   a. Areas devoted to manufacturing, fabricating or other industrial activities;
   b. Areas devoted to wholesaling, warehousing, retail trade and service activities, or other commercial activities; and
   c. Areas devoted to intensive recreational development.

2. Areas otherwise discernible as having patterns of intensive commercial, industrial or recreational uses.

Portions of the General Development District may also include residential development. However, no area shall be designated as a general Development District based solely on residential use.

In areas adjacent to great ponds classified GPA and adjacent to rivers flowing to great ponds classified as GPA, the designation of an area as a General Development District shall be based upon uses existing at the time of adoption of this Ordinance. There shall be no newly established General Development Districts or expansions in areas of existing General Development Districts adjacent to great ponds classified, and adjacent to rivers which flow to great ponds classified GPA.

Commercial Fisheries and Maritime Activities District
The Commercial Fisheries/Maritime Activities District includes areas where the existing predominant pattern of development is consistent with the allowed uses for this district as indicated in the Table of Land Uses, Section 14, and other areas which are suitable for functionally water dependent uses taking into consideration such factors as:

1. Shelter from prevailing winds and waves;
2. Slope of land within 250 feet, horizontal distance, of the high-water line;
3. Depth of water within 150 feet, horizontal distance, of the shoreland;
4. Available support facilities including utilities and transportation facilities; and
5. Compatibility with adjacent upland uses.

Stream Protection District
The Stream Protection District includes all land areas within seventy-five (75) feet, horizontal distance, of the normal high-water line of a stream, exclusive of those areas within two-hundred and fifty (250) feet, horizontal distance, of the normal high-water line of a great pond, river or saltwater body, or within two hundred and fifty (250) feet horizontal distance, of the upland edge...
of a freshwater or coastal wetland. Where a stream and its associated shoreland area is located within two-hundred and fifty (250) feet, horizontal distance, of the above water bodies or wetlands, that land area shall be regulated under the terms of the shoreland district associated with that water body or wetland.

The community also has adopted the following local ordinances/regulations:

**Zoning Ordinance** - Provides guidance as to procedure and review criteria for site plans, controls impacts of developments and applies to all new constructions, conversions and alterations except single family and two family residences; and all new businesses. Current zones include:

- Residential Zone that has a 20,000 square foot minimum lot size.
- Commercial Zone with a 20,000 square foot minimum lot size.
- Industrial Zone with a 40,000 square foot minimum lot size.
- Rural Zone with a 1-acre minimum lot size.
- Recreational Zone that includes the ball fields, playground, Steam Boat Wharf Road, Sandy Point beach area, Fort Point State Park, and the boat launching facility at Stockton Harbor.

The ratio of structure to lot size is 50% maximum in all districts except shoreland zoning. All districts have a 25’ setback from road right-of-way and a 10’ side and rear yard setback from the property line. Special exceptions also are allowed.

**Subdivision Ordinance** – Provides guidance as to procedures and review criteria for subdivisions.

**Site Plan Review** – There is a requirement in the zoning and subdivision ordinances for site plan review; however, it is not a stand-alone ordinance.

**Floodplain Ordinance** - Regulates construction activity in the floodplain areas.

**Maine State Plumbing Code** - Installation of plumbing fixtures and septic systems must be in accordance with Maine State Law and Subsurface Wastewater Disposal Rules and Regulations.

**National Electrical Code** – Although the NEC is not officially adopted by the Town, all electrical work in Stockton Springs must be consistent with applicable portions of the National Electrical Code.

**NFPA 101** – Although not officially adopted by the Town, development must be consistent with the National Fire Protection Association regulations pertaining to Life Safety, Ingress, Egress and capacity provisions.

**AREAS UNSUITABLE FOR DEVELOPMENT**
Section K Land Use

There are areas within Stockton Springs that are not suitable for development, or areas that require special consideration based on the potential environmental impact as the result of various land use activities. Land use activities within these areas require stricter regulation than in other areas, or in some circumstances, prohibition. These areas include:

**Floodplains** - These are areas located in the flood prone areas of Stockton Springs. Flooding is frequent and use should be limited to those activities, which are unharmed by flooding, such as agriculture, forest and some types of recreation. It should be noted that the actual floodplain of a stream would usually be more extensive than the areas shown having floodplain soils.

**Water Resources/Wetlands** - These areas fall under the Natural Resources Protection Act. Development in these areas would be extremely limited if not impossible.

**Wildlife Habitat/Conservation** - These areas would fall under the provisions of the applicable mandated legislation. Development in these areas, if possible, may require review and approval by the town and also pertinent State Agencies.

**Unsuitable Soils** - These are areas in Stockton Springs that would have limited development because of poor soils. Larger lot sizes would be required in order to meet the stipulations of the Maine State Plumbing Laws.

**Slope** - These are areas within Stockton Springs that have a slope greater than 15 percent. These slopes hinder extensive development because of problems with erosion, runoff, and construction limitation such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, it is necessary to note that the Maine Plumbing Code does not permit septic systems on any slope that is greater than 25 percent.

**PROPOSED LAND USE DISTRICTS/ GROWTH AREAS**

The purpose of the land use plan and map contained within the comprehensive plan is to identify general areas of appropriate location and size to accommodate anticipated growth and future development. The proposed land use plan does not endeavor to identify specific parcels or areas needed to accommodate predicted growth and development. Only detailed site-specific analysis can determine land suitable for development and density levels. In addition, the comprehensive plan has not assessed nor will it assess the individual landowner's desire to sell his/her land for development, to develop it or to leave it undeveloped.

The Land Use Districts proposed as growth areas are illustrated on the Proposed Land Use Map at the end of this section.

The land use ordinance for Stockton Springs will also address development concerns with strict
performance standards to ensure appropriate development in each district. The schedule of uses will be consistent with current and existing development. Applicable performance standards will be developed for each district within the land use ordinance to address, among others access requirements, parking, signage, refuse disposal, off street loading, oil and chemical storage, water quality, landscaping, buffer provisions, as well as design criteria to ensure attractive development for all applicable districts.

The proposed growth area contains approximately 30% of the community (inclusive of lots that have already been developed) to encompass the existing development in the town and to accommodate the future growth of the community. It is anticipated that 28 new housing units will be needed by the year 2010 and it is estimated that this proposed growth area, even with consideration given for the poor soil locations, is of sufficient size to accommodate this future growth.

Shoreland zoning requirements will maintain minimums established under the State of Maine Guidelines for Municipal Shoreland Zoning Ordinances. The land use section of this plan applies to lands outside of the shoreland zone, with the exception of the proposed Maritime Activities District. Shoreland zoning is regulated under a separate ordinance. Map E-12 shows Stockton Springs’ Shoreland Zones.

Driveways and entrances accessing state and state aid roads are permitted in accordance with state access management rules administered by Maine DOT, and may require greater frontages, and/or distance between driveways/entrances, improved sight distance, or the sharing of access points when the standards cannot be otherwise met by a new driveway/entrance or change in use.

**Town Square District (TS)**

The purpose of this district is to encompass the existing downtown commercial area and preserve its unique character. Allowable uses within this district will include single family, two family, multi family, non-resident temporary accommodations, home occupations, public and semi public uses, recreational opportunities, personal service, restaurants, wholesale, professional offices, daycare facilities, and retail businesses with a ground floor area of less than 3,000 square feet. The future Land use Ordinance will specify the types and sizes of commercial uses that will be permitted. Minimum size for a lot in this district that is serviced by a common septic system is 5,000 square feet and 20,000 square feet for those areas not serviced by municipal sewer or a common system. A minimum road frontage of 30’ will be required.

**Village1 District (V1)**

This district abuts both ends of the Town Square District. The purpose of this district is to recognize the current uses and preserve the integrity of the neighborhood. Allowable uses within this district will include single family, two family, multi family, Bed and Breakfast facilities,
home occupations, daycare facilities, and professional offices with limited number of employees. Performance standards in the future Land Use ordinance will specify the types of uses allowed in this district. The Village 1 District will require a minimum lot size of 20,000 square feet with a minimum road frontage of 80 feet.

**Village 2 District (V2)**

The Village 2 District surrounds the Town Square and Village 1 Districts. This district will provide for an expansion of limited commercial uses, with the provision that they have a ground floor area of less than 1,500 square feet and provide an area for high density residential development. Allowable uses within this district will include single family, two family, multi family, non-resident temporary accommodations, governmental, public, small scale retail/wholesale, recreational, home occupations, restaurants, landscaping, daycare facilities, and professional offices. Performance standards in the future Land Use Ordinance will specify the types and size of uses allowed in this district. The Village 2 District will require a minimum lot size of 20,000 square feet and a minimum road frontage of 80 feet.

**Residential 1 District (R1)**

The Residential 1 District surrounds the Town Square and Village Districts. The purpose of this district is to provide an area of the community where growth can occur while minimizing the potential for sprawl and retaining the unique character of this section of the community. A mixture of land uses and development activities currently exists including residential, home occupations, and commercial businesses. Allowable uses within this district will include single family, two family, multi family, mobile home parks, cluster housing, non-resident temporary accommodations, home occupations, public and semi public uses, recreational opportunities, professional offices, and daycare facilities. Future access in this area will be consistent with the Maine Department of Transportation’s Access Management Standards. Performance standards regarding noise, lighting, hours of operation, number of employees in home occupations and parking will ensure compatibility with residential neighbors. The Residential 1 District will require a minimum lot size of 1 acre with a minimum road frontage of 100 feet.

**Residential 2 District (R2)**

The Residential 2 District occurs in various areas of the town. The purpose of this district is to provide an area of the community where growth can occur. A mixture of land uses and development activities currently exists including residential dwellings and home occupations. Allowable uses within this district will include single family, two family, multi family, non-resident temporary accommodations, cluster housing, home occupations, public and semi public uses, recreational opportunities, daycare facilities, and professional offices. The Residential 2 District will require a minimum lot size of 2 acres with a minimum road frontage of 150 feet. Driveways and entrances accessing state and state aid roads are permitted in accordance with
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state access management rules administered by Maine DOT, and may require greater frontages, and/or distance between driveways/entrances, improved sight distance, or the sharing of access points when the standards cannot be otherwise met by a new driveway/entrance or change in use.

Residential 3 District (R3)

The Residential 3 District is located along the waterfront of the community. The purpose of this district is to recognize the area of the community where growth is occurring. Currently the majority of this area is utilized as residential housing and home occupations. Allowable uses within this district will include single family, two family, multi family, cluster housing, home occupations, daycare facilities, and recreational opportunities. The Residential 3 District will require a minimum lot size of 1 acre with a minimum road frontage of 100 feet.

Mixed Use District (M)

The Mixed Use District is located along a portion of Stockton Harbor and Fort Point Cove. This district will provide an area for future residential growth. The district will also provide an expansion of limited commercial uses such as Bed and Breakfast, inn, restaurant, small-scale retail, service, gift shop, recreational and marine activities and will include areas that will serve as a residential and commercial areas. The land use ordinance will specify the types and sizes of commercial uses allowed in the mixed residential district. A variety of housing types such as single family, two-family, multi-family, and cluster housing as well as home occupations, and daycare facilities, will be allowed in this district. Performance standards regarding noise, lighting, hours of operation and parking will ensure compatibility with residential neighbors. This area is not serviced by municipal sewer and/or water and the minimum lot size will be 1 acre with a minimum road frontage of 100 feet.

Commercial District (CM)

The purpose of this district is to recognize existing development; to ensure that commercial sprawl does not occur along this section of Route One; but also to allow the town the opportunity for a limited commercial growth area while complying with MDOT’s access management requirements. A variety of housing types such as single family, two-family and multi-family units as well as non-resident temporary accommodations, retail, service, repair, restaurants, warehousing, wholesale, light manufacturing, daycare facilities, and home occupations will be allowed in this district. The land use ordinance will specify the types of commercial uses allowed in this district. Performance standards regarding noise, lighting, hours of operation and parking will ensure compatibility with residential neighbors. Municipal water and sewer is not currently available in this district; therefore the minimum lot size will be 1 acre with a minimum road frontage of 100 feet. Driveways and entrances accessing state and state aid roads are permitted in accordance with state access management rules administered by Maine DOT, and may require greater frontages, and/or distance between driveways/entrances, improved sight distance, or the
sharing of access points when the standards cannot be otherwise met by a new driveway/entrance or change in use.

**Maritime Activity District (MA)**

This district is located along Stockton Harbor and Sandy Point. The district will be established to accommodate recreational and commercial marine related activities. The purpose of this district is to promote public access to surface waters while allowing for compatible uses. The permitted uses will include marinas, marine related services, boat storage facilities, yacht clubs, shellfish sales, boat charters, excursions, museums, aquariums, gift shops and restaurants. Residential uses will be allowed as a non-conforming or conditional use. The minimum lot sizes will be 1 acre with a road frontage of 200 feet.

The existing coastal shoreland districts will be amended as needed to provide affirmative support for marine-based uses (including fishing and lobstering) while still allowing residential development as a conditional use if it is determined that the residential use (buildings and structures including private docks and private piers) would not displace or impinge upon current marine uses. Existing residential uses will be grandfathered. This district may be known as a Commercial Fisheries/Maritime Activities District, in accordance with shoreland zoning designation requirements, in order to protect water dependent uses as noted.

**PROPOSED LAND USE DISTRICTS/ RURAL AREA**

The rural area consists of those areas that Stockton Springs intends to protect such as agricultural land, forested land, scenic areas, and open space land uses where large developments would be incompatible. The rural area is comprised of one district that is illustrated on the Proposed Land Use Map at the end of this section.

**Rural Area (R)**

The purpose of this district is to recognize areas of existing residential development while maintaining the rural character of the town, to protect agricultural and forestry uses, to provide open spaces and to provide for single family residential dwellings with larger lot sizes. The minimum lot size will be 3 acres and road frontage requirements will be 200 feet to maintain the rural character of the town. Natural resource based, commercial agricultural and forestry operations will be permitted, as well as limited business use, daycare facilities, and home occupations. Cluster development will be highly encouraged within this district. Subdivision development proposals within this district will be encouraged to submit a cluster plan, as well as a conventional plan for the Planning Board's consideration. Density bonus provisions will be included within the Land Use Ordinance, which will encourage the preservation of rural land areas. A cluster subdivision is a subdivision in which, if the developer provides dedicated permanent open space, the lot sizes may be reduced below those normally required in the land
use district but at or above state minimum lot size requirements. Open space may or may not be publicly accessible. The Land Use Ordinance and/or Subdivision Ordinance will include incentives to encourage the preservation of rural areas. Smaller lots, as in open space subdivisions, are more affordable than larger lots to purchase, to build upon, and to service with utilities, resulting in cost savings to the homebuyer, developer, and town.

Conservation (C)

The Conservation District is an area of land currently owned by the State of Maine and designated as a state park or conservation area. The uses within this district are regulated by the State of Maine.

Aquifer and Wellhead Protection Overlay (A)

The Aquifer and Wellhead Protection Overlay contains land areas identified as sand and gravel aquifers within the town of Stockton Springs. The purpose of this overlay is to protect the quality and quantity of present and future ground water resources by restricting development that may potentially present a threat to those current and future resources. The minimum lot size will be 3 acres and road frontage requirements will be 200 feet to maintain the rural character of the town. Conforming uses within this district will include single family dwellings, home occupations, recreational opportunities, daycare facilities, and professional offices.
PERFORMANCE BASED SCORING SYSTEM

The Land Use Ordinance may be amended to include a provision for use of a Performance Based Scoring System in all of the proposed districts. In a Performance Based Scoring System, scores are assigned among several performance standards, so that if an applicant’s proposal exceeds the minimum requirement for one of the standards, the requirements of another standard may be relaxed. For example, by providing a larger vegetative shoreland buffer, greater density may be allowed than is set by coverage area or lot size standards. This system can encourage development better suited for individual sites than may be regulated effectively through less flexible district wide standards where no such system is in place. This system regulates "impacts" of development, such as nuisance impacts, impervious surface, trip generation, etc. The standards selected would be meant to achieve the Town's objectives, including the protection of the health and safety of residents, housing affordability, protection of property values, and protection of cultural, environmental and historic resources, while maintaining flexibility in landowner choice.

IMPACT FEES

The Land Use Ordinance may be amended to include a provision for collection of impact fees from new large scale commercial development, as allowed by Maine’s impact fee statute, Title 30-A MRSA, §4354, as amended. The Town may assess impact fees from applicants if the expansion of the public facility and/or service is necessary and caused by the proposed development. The fees charged must be based on the costs of the new facility/service apportioned to the new development. The fees must benefit those who pay; funds must be earmarked for a particular account and spent within a reasonable amount of time. Fees may be collected for the following, as well as for other facilities and services not listed below:

- Solid waste facilities
- Fire protection facilities
- Roads and traffic control devices
- Parks and other open space or recreational areas
- Waste water collection and treatment facilities
- Municipal water facilities
- Public Services, in general, including educational facilities

PHASING/GROWTH CAPS

The Land Use Ordinance may be amended to include a provision for growth caps or the phasing of proposed subdivisions in rural areas to minimize potential undue fiscal impacts on town facilities.
GENERAL RECOMMENDATIONS FOR DEVELOPMENT OF ZONING ORDINANCE AND LAND USE PERFORMANCE STANDARDS

The following recommendations for Stockton Springs' future Land Use Ordinance will be consistent with the intent of this comprehensive plan.

Several items must be considered prior to addressing specific issues for Stockton Springs' Land Use Ordinance. During preparation of the ordinance, land use regulations should be kept to the minimum necessary to achieve the goals of the comprehensive plan and to reduce the number of non-conforming properties. It is not the intent of the Comprehensive Planning Committee to impose burdensome requirements on the everyday activities of the town’s residents or to create costly enforcement issues for town government. The ultimate goal of growth management is to regulate land use development to the extent necessary to protect natural resources, property values, and public safety. The imposed regulations should not make the town’s residents feel that they have lost their freedom as landowners; therefore, over-regulation must be avoided. In particular, land use regulations should not be so restrictive that they have negative impacts on existing land use practices or that they create a high percentage of nonconforming properties.

Regarding the creation and updating of various ordinances, there are some general guidelines that should be followed. In ordinances, specific standards and clear definitions are needed because all ordinances must meet the minimum standards as set forth by state law. In addition, it is very important that land use ordinances be consistent with the recommendations of the comprehensive plan. The comprehensive plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge.

The town of Stockton Springs has identified several specific needs and concerns that will be addressed in the land use ordinance. The land use ordinance will: (1) create a user-friendly application and permitting process; (2) assign more responsibility to code enforcement for review and approval; and (3) develop clear and consistent guidelines for obtaining approval.

LAND USE ORDINANCE PERFORMANCE STANDARDS

The Land Use Ordinance of the town of Stockton Springs will be developed consistent with the identified needs of the town. In order to protect and preserve natural resources, property values, public safety, health and welfare, provide for affordable housing and ensure the proper future development of the town, the following performance standard topic areas will be developed and included within the town’s land use ordinance:

*Access Requirements* - Standards will be developed which will minimize the creation of strip development within the community.
Agriculture - Standards will be developed which will minimize soil erosion to avoid sedimentation, non-point source pollution, and the phosphorus levels of Stockton Springs’ water bodies.

Buffer Provisions - Standards will be developed to minimize the negative impacts of inconsistent development, and to protect Stockton Springs' water resources.

Conversion - Standards will be developed which will regulate the conversion of existing structures into multi-family dwellings ensuring the safety, health and welfare of Stockton Springs citizens.

Home Occupation - Standards will be developed by which home occupations may be established minimizing their impact on existing neighborhoods.

Industrial Performance Standards - Standards will be developed which will ensure compatible industrial development that does not cause a negative impact on the environment.

Manufactured housing - Standards will be developed to ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured.

Mobile Home Park - Standards will be developed regarding the placement and design of mobile home parks within the town.

Off Street Loading - Standards will be developed to minimize traffic congestion associated with commercial development.

Oil and Chemical Storage - Standards will be developed regarding the storage of combustible materials that are compatible with state and federal regulations.

Parking Requirements - Parking space provisions will be created within the performance standards that will regulate the number of parking spaces to be provided depending upon the type of development proposed.

Pesticide Application - Standards will be developed to protect the public from dangers associated with pesticides.

Refuse Disposal - Standards will be developed regarding the disposal of solid and liquid wastes.

Sedimentation and Erosion - Standards will be developed (town-wide) so to minimize the volume of surface water runoff during and after development.

Signs - Standards will be developed regarding the placement of signs, sign size, and sign type.
Soils - Standards will be developed to ensure that development occurs on appropriate soils.

Storage Materials - Standards will be developed that will encourage the orderly storage of material in residential areas to promote and preserve the character of the neighborhoods.

Topsoil and Vegetation Removal - Standards will be developed to prevent soil erosion and destruction of topsoil during construction.

OTHER CONSIDERATIONS

The planning board, code enforcement officer, board of appeal and board of selectpersons will annually review the land use ordinance, shoreland zoning ordinance, subdivision regulation, mobile home park ordinance and floodplain management ordinance to ensure that there are no changes required. In reviewing these regulations, the planning board and code enforcement officer will consider whether or not there have been any changes in the minimum requirements of state or federal laws that would require local amendment of the land use regulations.

In order to educate residents on local land use ordinances, a list of all local ordinances and when they are applicable should be developed and made available to the public at the town office. An attempt should be made to notify and involve all citizens in the development and amendment of local ordinances.

ENFORCEMENT

The value of any ordinance is dependent on how well it is enforced. In order to achieve better enforcement, two issues are of importance: (1) the education of residents as to the requirements of local and state regulations, and (2) providing for adequate hours for the code enforcement officer to ensure that compliance is taking place. The key to adequate and successful enforcement is providing the code enforcement officer with the proper legal language and definitions within the land use ordinance. The success of any ordinance depends on the ability of the code enforcement officer to enforce the ordinance and support of the code enforcement department by management and elected officials.

REGIONAL COORDINATION

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. As indicated in the natural resources section of the plan, the town should attempt to develop compatible resource protection standards with nearby towns.

COMMUNITY BENEFITS
Comprehensive planning demonstrates the importance of land use standards for all Maine communities. Preserving and protecting the character of any town is vital, not only to our recreational way of life but also to the continued growth and support of the local economy and overall welfare of the town’s residents. Stockton Springs’ Comprehensive Planning Committee has attempted to recognize the current and future value to their wonderful community and to recognize that compatible land uses, consistent with the provisions of the Growth Management Legislation can protect and preserve their quality of life.
POLICIES AND IMPLEMENTATION STRATEGIES

In order to provide the basis for future land use controls the town has developed the following policies and implementation strategies:

1. **Policy:** The town will ensure that the future land use ordinance is consistent with the comprehensive plan and applicable laws.
   **Strategy:** The future Land Use Ordinance will be consistent with the goals and guidelines of this Comprehensive Plan. A committee will be created to assist in the preparation of the future land use ordinance and they will utilize the comprehensive plan, as well as citizen input as a guide for the development of this ordinance. The town will regularly review and update the existing ordinances to ensure their consistency with state and federal laws, local needs and the intent of the Comprehensive Plan.
   **Time Frame:** Immediate
   **Responsible Party:** Planning Board, Selectpersons and/or Town Manager and committee.

2. **Policy:** The town will develop the necessary land use regulations as deemed appropriate by the will of the voters.
   **Strategy:** The town will continue to develop necessary land use regulations as deemed appropriate by the will of the voters and consistent with state statutes. The future Land Use Ordinance will protect the town's character and direct new development activities to the appropriate areas to ensure that the town grows in a responsible manner while maintaining a constant and diverse tax base.
   **Time Frame:** Immediate
   **Responsible Party:** Planning Board, Selectpersons and/or Town Manager and committee.

3. **Policy:** The town will develop compatible resource protection standards with nearby towns.
   **Strategy:** The town will work with neighboring communities and keep them informed of planning initiatives to insure compatibility along town borders. When any development or change in the land use ordinance occurs on town borders or within a shared resource a copy of information will be forwarded to the adjoining community by the town of Stockton Springs.
   **Time Frame:** Immediate
   **Responsible Party:** Planning Board, Selectpersons and/or Town Manager, Code Enforcement Officer and future Land Use Ordinance Committee.

4. **Policy:** The town will ensure adequate hydrological studies are done to guide development and to analyze existing groundwater quality to determine the need for the regulations in the proposed Aquifer and Wellhead Protection Overlay as described in the Land Use Plan.
   **Strategy:** The future land use ordinance will prohibit approvals for developments that will
have a significant impact on the aquifer. The land use ordinance will require that when
landowners, project planners, municipalities or state agencies propose a development in or
near the site of the aquifer that the applicant will have a hydrological study done to ensure
that no negative impact to the aquifer will result from the development. Early consultation
will help resolve avoidable conflicts and prevent unnecessary delays and economic pitfalls
that might otherwise arise during final project reviews.

**Time Frame:** Immediate

**Responsible Party:** Planning Board, Selectpersons and/or Town Manager, and Code
Enforcement Officer.

5. **Policy:** The town will promote development within growth areas with the following non-
ordinance strategies, in addition to ordinance strategies described above.

**Strategies:**

a. The feasibility of shared community wells and wastewater treatment systems to facilitate
more efficient structural developments in areas that are not served by public systems
will be examined.

b. Municipal infrastructure commitments to the proposed growth areas to make them
attractive such as street trees, parkland and bike trails will be examined.

c. Consider the town acceptance of private subdivision roads in designated growth areas
only.

**Time Frame:** Long Term

**Responsible Party:** Planning Board, Selectpersons and/or Town Manager, and Code
Enforcement Officer.

6. **Policy:** The town will seek to protect designated rural areas from incompatible development
and protect “rural character” in general, with the following non-ordinance strategies, in
addition to ordinance strategies described above.

a. To keep rural lands productive informational materials on the following programs will
be available for review at the town office by residents (a) the Tree Growth Tax
Program, and (b) the Farm and Open Space Tax Program.

b. The Select Board will consider the establishment of a fund to assist in critical
conservation purchases or stewardship endowments. At a minimum, the key rural
assets identified will be made known to conservation organizations to guide their
prioritization.

c. The Select Board will consider establishing a fund and offer a cost-share program for
professionally developed forestry and wildlife habitat management plans for
landowners in the rural area.

**Time Frame:** Long Term

**Responsible Party:** Planning Board, Selectpersons and/or Town Manager, and Code
Enforcement Officer.

7. **Policy:** The Town will adopt official electrical codes and fire safety standards.
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Strategy: The Select Board, in conjunction with the Code Enforcement Officer will present the Town with the National Electric Code and National Fire Protection Association regulations pertaining to Life Safety, Ingress, Egress and capacity provisions for adoption as official Town regulations.
Time Frame: Immediate
Responsible Party: Selectpersons and Code Enforcement Officer

8. Policy: For statistical and planning purposes, the Town will compile data on the conversion of seasonal to year-round housing units.
   Strategy: The Planning Board, in conjunction with the Code Enforcement Officer, will request property owners to report the conversion of a seasonal dwelling to a year-round dwelling to the Code Enforcement Officer, either in person or in writing. The Code Enforcement Officer will prepare an annual report of those statistics for the Planning Board to review.
   Time Frame: Immediate
   Responsible Party: Planning Board and Code Enforcement Officer

9. Policy: The Town will ensure road access from all properties within the Town.
   Strategy: The Planning Board will allow one driveway to service two stacked lots, provided a deeded right of way is granted to the back lot, and the driveway is named and addressed for E9-1-1 purposes. Driveways shall not service more than two lots without individual road frontage. Driveway’s servicing more than two lots shall be considered roads, and must meet Town approved minimum road design and construction standards.
   Time Frame: Immediate
   Responsible Party: Planning Board

10. Policy: The Town will seek no more than 10% of new residential construction along Route 1 within the Residential 2 District of the Rural Area.
    Strategy: If more than 10% of new residential construction occurs along Route 1 within the Residential 2 District of the Rural Area within any given 12 month period, the Select Board shall appoint a committee to review the zoning ordinance, subdivision ordinance, and non-regulatory policies in order to make recommendations for amendments to these ordinances and/or policies within 6 months of the committee being appointed.
    Timeframe: Ongoing
    Responsible party: Code Enforcement Officer shall track building permits and report to Town annually
PUBLIC PARTICIPATION

During the compilation of the comprehensive plan, the town of Stockton Springs actively encouraged participation from all of their residents. Each month the committee met twice to gather and collect information for the plan. The first meeting of the month included committee members and all interested individuals. The second meeting of the month included the committee, all interested parties and the town’s planning consultant from Penobscot Valley Council of Governments. All of the meetings were publicized and people were encouraged to attend through: information provided on the town’s website; the committee’s newsletter entitled “The Vision”; conspicuously placed meeting schedule notices and on many occasions the committee personally called residents to encourage their participation. Other outreach opportunities were also capitalized on, such as a Comprehensive Planning Committee booth at the annual Windjammer Race. A public hearing that discussed the entire content of the plan was held on May 28, 2002 and an additional public hearing on June 4, 2002 to discuss the land use section. Both of these meetings were utilized to ensure that the plan represented the wishes and the visions of the town’s residents and to educate these residents on the importance of conforming to the State’s Growth Management Regulations.

Results of 2000 Stockton Springs Children’s Poster Contest

In 2000, the Comprehensive Planning Committee sponsored a Children’s Poster Contest for the children in grades K through 5 in Stockton Springs. Home schooled children within these grade levels were also encouraged to enter. The theme of the artwork was “what they would like their town to look like in 5 or 10 years”. A total of 97 children entered the contest and for a month the posters where hung at the town office to allow residents to view the artwork and the children’s vision for the future. The children desired items ranging from a castle or a zoo in town to more simple items such as parks, sidewalks and safety for children.

The following is a listing of the items that were depicted by the children: Every animal in town well cared for; a pet shop, zoo and aquarium; a safe place to fly kites away from power lines; 7 requests for a swimming pool; a rally road away from trucks that is safe; a place to race safely; skateboard area; another park with playground equipment and a huge sandbox; large clock needed uptown so children will know when to go home; new school bus with good tires; a waterslide; happier homes and safe children; no drinking and driving; no drugs and knives; no more shooting or hurting people; no bomb scares in our schools or beatings; more police coverage and everyone obeying the rules; more churches; another day care center; sidewalks in the uptown area; rebuild uptown area; new apartment building where you can feel safe; slower drivers on our streets; speed control; aquarium and clean harbor with more fish etc.; slowdown sign on school street and also on church; new big school with playground; more parking area uptown and improved streets; trucks covered over on our roads so there will be no spill over of materials; another building at the town dock for the fishermen; a coffee shop and bait store at the town docks; a place in town for tenting that is supervised; new designs on future cars and boats; laundromat; small mall on outside of town with a variety of stores; bank and professional building for lawyers, dentists and etc.; bowling alley and coffee shop on US 1; flower
shop/music shop/rock shop; rainbow gardens that grow organic vegetables; electronic repair shop; food store and ice cream shop with candy; more two-family homes; a teen center where dances can be held, as well as classes in yoga, dance drama, music, art, and an area set aside where games can be enjoyed such as chess, etc. also some computers; all old buildings that cannot be fixed should be torn down after notifying the owners and new ones built; library/possibly movie theater on weekends; train links with other areas; once a month bus trips outside the area to attend some functions; community picnics and concerts; helicopter pad; new motel with pool; possible TV station and radio station; pizza store and Dunkin Donuts, etc.; car wash; and more angels and rainbows watching over the town.

2001 Comprehensive Town Plan Survey Results

A survey was also mailed to town residents. Local businesses became involved in the process and donated products or services as prizes. Names were drawn from the respondents and the prizes were awarded to encourage the return of the surveys. The following is the results.

Likes:

*Rural, small town character of the town 70
*People (friendly, helpful, concerned citizens) 45
*Harbor/Shoreline 40
*Beauty of area/Clean 40
*Parks/lighthouse 20
*Safety 12
*Health 12
*Town Administration/Services 20
*Heritage/History 11
*Location/Convenience 12
*Main Street Development 6
*Schools 12
*Little League Field 7
*Snowmobiling/Biking/Four Wheeling 6
*Miscellaneous:
  *Churches 2
  *Ed Perry’s Store 9
  *TJ’s 1
  *Just Barb’s 3
  *Train 1
  *Web Site 1
  *Blueberries 1
  *Lobstering 1
  *Lobstering 1
  *Neither 10
  *Nothing 6
  *”I Don’t Know” 2
Would Like/Suggested Improvements

BUSINESS DEVELOPMENT: 50
* Downtown Main St.
* Small, Clean Businesses
* High-Tech or Home Office type Businesses
* No Warehouse-type Stores
* More Fast Food Stores
* More Stores
* Kmart-type and etc. Stores
* Electronics Store
* Movies
* Pet Stores
* Bank
* More Jobs

TOWN SERVICES: 65
* Roads and Sidewalks
* Sewage Treatment
* Trash/recycling
* Telecommunications
* Water system
* Parking
* Airport
* No laws (1)
* No Policeman (3)
* Get Rid of Old Buildings
* Spruce Up Old Buildings
* Clean Up Areas
* Get Man off the Streets (2)
* Get Rid of Perpetual Yard Sales (1)
* Town Clock (2)
* Day Care Center

ORDINANCES AND ZONING 30

TAX ISSUES 22

RECREATIONAL AND CULTURAL OPPORTUNITIES 88
* Rec Center/Hang-out Area (9)
* Creative Arts Center
* More Bike Trails
* Skate Park (31)
* More Trails in Parks for walking, hiking, running
**Would Likes/Suggested Improvements** (Cont.)

*Library
*More Play Areas/Parks
*More Open Areas
*Fields for Soccer, Football, Basketball Court
*More Trails for Snowmobiles, horse riding,
*More Swimming Areas/Pools (3)
*Go-Cart Raceway (1)
*Recreational Program
*Zoo/Pet Shelter

**MARINA/CAPE DOCKS DEVELOPMENT**

*Stop Construction (1)
*Campers Clean Up After Themselves (1)
*Place for Cruise Liner to Stop (1)

**COMMERCIAL/INDUSTRIAL DEVELOPMENT**

*KMart-type stores (29)
*More Stores
*More Fast Food Stores (16)
*Airport and etc.
*More jobs

**COMMUNITY SPIRIT**

*Attitude towards “People from Away”
*Community Involvement/Celebrations
*Everybody Mind Their Own Business (1)

**EDUCATION**

*Middle School and High School Improvements
*Bigger K-5 School
*New School outside of town

**HEALTH AND SAFETY**

*Fire Hydrants (7)
*New Fire Station
*New Police Station
*Speed Control Enforcement (7)
*Full Time Police Officer
*No Police Officer
*Caution light on Rt. 1 by Sandy Point Church
*Clean Up Some Areas of Town
*No ATV Laws (1)
*Sidewalks (15)
Would Likes/Suggested Improvements (Cont.)

HOUSING
- Well-planned Low Income Housing
- No Subdivisions (1)
- Mobile Home Standards
- More Houses

OTHER SUGGESTIONS
- Make the Comprehensive Plan Committee a full-time standing committee (1)
- Increase Board of Selectmen to 5 instead of the present 3 (1)
- Go to Town Manager system (2)
- Landscape around old gravel pits to beautify landscape
- Control “full-time” yard sales
- Public Transportation for Route 1 (2)
- Provide rest area with local information to promote tourism
- Keep the town the same
- No suggestions (3)
- Keep the population the same

A final comment that was shared by many of the respondents was:

Change? Nothing! It’s perfect just the way it is! Whatever you need, you’ve got. It’s the nicest little town I have ever lived in – the BEST TOWN IN MAINE!

Additional Public Participation Activities

- The town also sponsored a fall bus trip. Individuals were offered the opportunity to board a bus for a guided tour of Stockton Springs. The various town streets were driven and occupants of the bus were educated on the significance of individual properties and locations.
- Flyers were handed out at the town meeting last year that explained the comprehensive planning process and the activities that the Comprehensive Planning Committee was undertaking.
- Seasonal residents were also emailed the minutes from the Comprehensive Planning Committee’s meeting to keep them informed of the progress. Their participation and ideas were encouraged through this mechanism.
SUMMARY

The town of Stockton Springs received a matching grant from the State Planning Office for the compilation of a comprehensive plan. The town created a Comprehensive Planning Committee that met twice each month to gather and collect information for the plan. The first meeting of the month included committee members and all interested individuals. The second meeting of the month included the committee, all interested parties and the town’s planning consultant from Penobscot Valley Council of Governments.

The committee created summaries for many of the sections and the following is an assemblage of those thoughts.

Community Overview

For most residents and summer visitors, Stockton Springs lies just far enough off the beaten track to offer a sense of safety and sanity. The beaten track in this case is U.S. Route 1, which used to be Stockton Springs’ Main Street as well as Maine’s main coastal highway. The Route 1 by-pass is viewed by many as a blessing for the sense of sanity, and a curse as it diminished the downtown economy. Currently Stockton Springs’ neighbors, particularly Belfast and Searsport, are grappling with the state’s new access management standards. Although Route 1 also passes through Stockton Springs, access rights in some areas had already been purchased as part of the by-pass. An access management master plan is currently being created in this region.

Early settlement of the town was more dependent on the ocean than a roadway system, as is the case with many other coastal communities in Maine, and Stockton Springs was a thriving port community. Today, Stockton Springs follows the trend that exists throughout Maine. They are a community with an aging population, faced with rising real estate values and taxes and an influx of retirement aged individuals. In 1990 the median age in the community was 36.0. By 2000 this number had increased to 40.7.

There are still reasons that Stockton Springs may yet experience a population boom by attracting people who are interested in pulling up roots and starting over someplace other than an urban center. The rewards to these people are: experiencing some of the good things of the past, as well as independence, natural and historic beauty, and a quiet solitude that can scarcely be found anywhere. You can still count many constellations on a clear night, watch shooting stars, or the Northern Lights in autumn rippling in the sky overhead, just as you could have done four hundred years ago. For these and many other reasons, Stockton Springs remains a wonderful community to reside in.

Public Services and Fiscal Responsibility

At present, Stockton Springs has a capital improvement plan which is being funded through annual reserves, voted on by the townspeople and based on the continuation of a State grant of $40,000/year for highway capital improvements. The town has reserve
accounts for the following items: highway equipment, fire equipment, ambulance equipment, salt/sand-shed equipment, and office equipment.

Through proper maintenance, cost effective investment management and the receipt of generous private grants, public facilities and services, though relatively few in number, the town’s assets have been maintained in better than average condition. The volunteer spirit in Stockton Springs is high and provides the town with exemplary emergency services (ambulance and fire). A formal Capital Investment Plan will be created to address future needs as is further discussed in the Fiscal Capacity Section of this plan. Although continued prudent management and the establishment of reserve accounts should insure adequate routine maintenance of existing facilities and services, continued growth could require expansion of the existing fire equipment housing facilities. This same growth will require that the town be ever cognizant of public water and wastewater needs. The town’s borrowing position is strong and could be called upon if required, although the town is also mindful that this would cause an increase in the local tax rate.

In the past five years, Stockton Springs has improved its roads and town buildings. Grants have been obtained for a new dock and park area, a new town building, and assistance to low and middle-income residents for septic systems and housing rehabilitation. Stockton Springs is faced with a promising growth rate. This is a factor to be considered in future analysis, given the impact or effect this growth will have on the existing infrastructure.

**Local Economy**

The town of Stockton Springs is a bedroom community, but that may change the future. The town would like to become more open to business to achieve economical diversification. Stockton is economically disadvantaged because it sits in the middle of two economically developed communities: Searsport and Bucksport. With the induction of the E/BDC, Stockton will be working towards establishing more economical development. Major employers of Stockton residents are located outside of Stockton.

The town recognizes that growth needs to be channeled to areas of town capable of handling development, while incurring minimal cost to the municipality. The town of Stockton will continue to encourage responsible commercial development in appropriate areas of the town through land use regulations, regional coordination and marketing.

**Housing Situation**

The town contains a wide economic range of single and multi-family homes. Our oceanfront or ocean view homes, as with most of Maine’s coastal properties, are in high demand by many out-of-state buyers. Due to the influx of out-of-state monies, and the demand for Maine’s coastal properties, the affordability of these properties to many Maine people is diminishing. Currently, some individuals are creating affordable housing by placing these older mobile homes on smaller inland lots. Therefore, it is important to assure, through appropriate land use ordinances and available programs, that safe and
affordable housing will be provided. The town will encourage opportunities for affordable housing for seniors and others, in the form of apartments, single, and multi-family dwellings in areas designated as appropriate through the future land use ordinance. The land use ordinance will designate both growth and rural areas in the town.

Some of Stockton Springs’ housing stock is in need of rehabilitation. A large portion of Stockton Springs’ structures were built prior to 1940, which contributes to their deteriorating condition. Many of the mobile homes in Stockton Springs predate the 1976 HUD Standards for manufactured housing.

The majority of the residents of Stockton Springs own their own homes. Since 1990, there has been a gradual increase in home ownership, which has contributed to a decline in the availability of rental properties. The 2000 Census data confirms that since 1990 the rate of owner occupied housing has increased by 3%.

Natural Resources

The town of Stockton Springs currently offers protection to its natural resources with a locally adopted shoreland zoning ordinance. These ordinance provisions will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated. In order to offer protection to the town’s water supply, a regional effort is necessary. Aquifer protection performance standards will be included in the future local land use ordinances.

The future land use ordinances will also consider the location of important soils, aquifers, critical natural resources, wildlife habitats, and resource lands, and discourage incompatible development in those areas. Properly managed forests can also be used as effective buffers and environmental tools in the protection of waters and wildlife resources. The town and the planning board recognize that it is important to ensure water quality and recreational opportunities for the benefit and use of future generations; therefore the planning board and/or the code enforcement officer will carefully review all projects to ensure compliance with statutes, regulations, and the future land use ordinances.