

PREPARED FOR:

Town of Stonington, ME
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Economic Resiliency Strategy

Town of Stonington, ME

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PREPARED BY:



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ABOUT CAMOIN ASSOCIATES

Camoin Associates has provided economic development consulting services to municipalities, economic development agencies, and private enterprises since 1999. We have served economic development organizations and local and state governments from Maine to California; corporations and organizations that include Amazon, Lowes Home Improvement, FedEx, Volvo (Nova Bus), and the New York Islanders; as well as private developers proposing projects in excess of \$6 billion.

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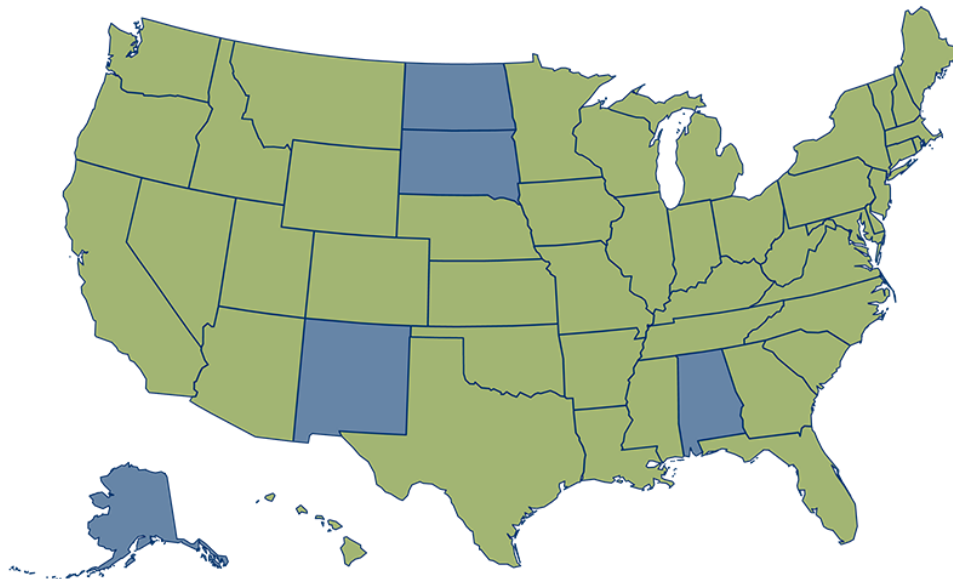
Additionally, our marketing strategies have helped our clients gain both national and local media coverage for their projects in order to build public support and leverage additional funding. To learn more about our experience and projects in all of our service lines, please visit our website at www.camoinassociates.com

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EXECUTIVE SUMMARY

Project Purpose

Stonington created this economic resiliency strategy to understand recent and emerging economic challenges and develop strategies to address these challenges and create economic opportunity.

Stonington is the number one lobster port in Maine and relies heavily on the fishing industry as a source of economic opportunity for businesses, workers, and residents. The economic well-being of Stonington and its residents is at risk due to several factors, including the uncertainty facing the fishing industry due to warming ocean temperatures, regulations from NOAA and others, and impacts of sea-level rise on the Town's shore-side infrastructure.

Impacts on the fishing industry will be felt across other local industries from companies that service and sell to the finishing industry to businesses that rely on spending by workers. Potential impacts on the community are significant, including the loss of local government revenues, a shortage of workers, the growth of short-term rentals which is driving up real estate prices, and more.

Stonington is taking a proactive approach to preparing for the future so that it can continue to be a prosperous, resilient year-round community. This includes understanding options for the fishing industry to continue to thrive under external threats and challenges, creating opportunities for compatible and even possibly alternative markets, and understanding other economic opportunities for businesses, workers, and residents.

Imperative For Action

The analysis conducted for the resiliency strategy revealed significant economic and community implications should current trends continue. These include:

- The lack of capacity to support a year-round local workforce and essential services, including schools, healthcare, and businesses.
- An overreliance on commuters to fill critical workforce positions while at the same time, commuters are becoming increasingly reluctant to drive down the peninsula for work due to time and gas prices.
- A lack of economic diversity, which makes the community highly vulnerable to changes and threats outside of its control, including climate and regulations, as well as seasonality.
- A lack of housing for year-round residents to support workforce needs and consistent economic activity for businesses.
- A lack of local fiscal capacity to support critical year-round service and infrastructure needs.
- Stonington is becoming increasingly seasonal, which leads to a lack of opportunities for year-round resident jobs and businesses.

These implications are also consistent with what was found in the Town's 2018 Comprehensive Plan. Its executive summary expressed the same sentiment in even greater detail.

While these challenges and implications are considerable, Stonington has many strengths and assets it can use to prepare for and respond to challenges and create economic opportunities for prosperity. These include:

- Lobstering/fishing industry (marine, seafood buying, wholesaling, processing, and special skills related to marine, including engines, navigation, and working in the ocean)
- Growing visitation/tourism
- Entrepreneurial energy and culture
- Small/local businesses
- Community nonprofits
- Infrastructure (waterfront, broadband, etc.)
- Open space, natural resources, and areas for recreation
- Community center village area
- Historic, artistic, and creative economy
- And more!

These assets, together with a continual process of understanding the situation and changes, planning and preparing, and action will lead to the continuation of this vibrant small coastal community. However, traditional growth and economic development approaches alone will not suffice.

Stonington has a carrying capacity that includes limits to developable land and resources. There is a point where if you grow too much, you end up degrading the sustainability of the natural resources, infrastructure, and ultimately people's livelihood and well-being. Because of these capacity limits, it is critical to focus on value-added and entrepreneurial opportunities for the year-round local economy without growing too much, too fast.

Economic Development Strategies for Stonington

Framework for Strategies and Actions



To succeed, strategies and actions must fit within an interconnected framework of community purpose and values so that, collectively, they can help the community create economic resiliency. Economic resiliency encompasses:

- **Asset- and values-based approach:** Economic resiliency is achieved when communities know who they are and what resources are available to them within their boundaries for economic prosperity. For Stonington, it also means building a business base that is locally owned and independent, which will help ensure that value and wealth are built within — and stay within — the community as much as possible.
- **Diversification:** An economic base containing multiple industries and different types and sizes of businesses helps communities weather potential shocks and challenges that arise.

- **Entrepreneurship:** A culture of entrepreneurship, where individuals feel supported in creating new businesses and opportunities, helps communities be resilient by bringing in new ideas and opportunities for ownership and community wealth through taxes and quality of life.
- **Forward-looking and action-oriented:** Community economic resiliency incorporates the ability to withstand and quickly recover from major disruptions or threats once they occur, as well as foresight about potential future changes.
- **Holistic:** It's important to view the economy, community, and environment as an interconnected system. Resilient economies are resilient systems, with multiple components working together in harmony to bring about shared prosperity in a community.
- **Fit with surrounding market environment:** Understanding where a community fits within its larger community, state, and regional economies and markets help both in planning and building connectivity across communities.

In applying this framework to the development and implementation of strategies and actions, it is important to understand that economic diversity and resiliency cannot be addressed by the Town alone. The Town has little or no control over many external conditions and related resiliency factors.

Additionally, even if the Town had the direct authority to act, the budgetary and fiscal constraints would not allow it to act all at once or alone. This includes the fiscal constraints placed on a small, coastal community like Stonington, which is a low receiver of state aid to education and state-municipal revenue sharing due to high valued properties.

The following provides a model for understanding the degree to which the Town can impact or influence issues, challenges, and opportunities.

Town Prioritization Model for Supporting Economic Resiliency

What can a town impact and influence, to what degree, and how?

Direct Control	Significant Influence	Supporting Role
<ul style="list-style-type: none"> • Infrastructure • Land Use • Governance/Civics 	<ul style="list-style-type: none"> • Housing • Local Education 	<ul style="list-style-type: none"> • Business/Industry • Workforce • Entrepreneurship

This framework will help the Town prioritize what it specifically can do as an organization, as well as provide stakeholders a full sense of what is needed throughout the system (public, private, and nonprofit) for economic resiliency.

Based on the framework above, the following are specific recommended strategies for creating economic diversity and resiliency. To help with prioritization and focus, three strategies have been deemed “core” strategies. These are fundamental and urgent to building long-term economic diversity and resiliency in the Town.

Core Strategies

- Retain and attract a year-round population and workforce to support year-round business and economic opportunities
- Support the blue economy (lobstering, fishing, clamming, small-scale aquaculture, and marine trades)
- Maintain and invest in infrastructure and land use policies and practices that support a resilient economy

The following supporting strategies are also important for economic diversity and resiliency in the Town and can best be achieved through collaborations and partnerships.

Supporting Strategies

- Support entrepreneurship and small businesses
- Develop the financial/fiscal capacity to support funding priorities
- Support workforce and education
- Build community capacity through governance and civic structures
- Develop sustainable visitation through arts, recreation, cultural heritage, and natural resource-based approaches
- Continue to develop Stonington’s communications and marketing ability

ECONOMIC RESILIENCY STRATEGY

Imperative For Action

The economic and demographic data reveal significant challenges with potential current and future implications. These challenges create an imperative for action and include:

Demographics

- Aging population
- Lower birth rates
- Declining school enrollments
- Inadequate education, workforce preparation, and skill levels to support current and emerging workforce needs
- Lower income levels and higher-than-average poverty levels
- Increasing seasonality of businesses and residents

Implications:

- Lack of capacity to support year-round, local workforce and essential services including schools, healthcare, and businesses.
- Overreliance on commuters to fill critical workforce positions while at the same time, commuters becoming increasingly reluctant to drive down the peninsula for work due to time and gas prices.
- All of this further exacerbates Stonington becoming increasingly seasonal, leading to a lack of opportunities for year-round resident jobs and businesses.

Economy

- Stonington's economy is highly concentrated into just a few industries: lobstering, fishing, and marine services; followed by retail, food/restaurants, accommodations, and construction.
- Challenges exist around workforce preparedness, availability, and retention with lower-than-average labor force participation rates.

Implications: Stonington is highly reliant on a limited number of industries as well as spending by people and businesses from outside the area. This lack of economic diversity makes the community highly susceptible to changes and threats outside of its control including climate and regulations, as well as seasonality.

Housing

- Relatively high value homes (due to the coastal location)
- Little increase in the development of new units
- Increasing number of short-term rentals
- Increasing sales of homes to the seasonal population

- Reluctance of property owners to rent to a year-round workforce due to challenges related to owning/operating a rental property

Implications:

- Lack of housing for year-round residents to support workforce needs and consistent economic activity for businesses.
- Rising property values increase valuations, which reduces the amount of state funding for education, increases county taxes, and results in less revenue sharing. Fiscal conditions for the Town can become more challenging as a seasonal population may be reluctant to support critical year-round needs.

These challenges were reiterated and expanded upon during the stakeholder and community engagement process, which included focus groups, conversations, and interviews. Additional challenges revealed through the community engagement process include:

- **Infrastructure:** Maintaining and improving roadways, pedestrian ways, parking, and sewer and water utilities
- **Civic engagement and preparedness:** Volunteering, governance, understanding of civics, and the importance of participating in local government

What might these implications mean for the future well-being of Stonington? It is impossible to predict with certainty, but considering potential plausible future scenarios can help in thinking, planning, and acting.

Here is one possible scenario related to changes to the lobster industry that came out of discussions with business and industry stakeholders in the community.

Hypothetical Scenario for Planning Purposes: Reduction in Lobstering Opportunities

Based on a combination of increased regulations and climate impacts, lobstering opportunities are significantly reduced in Stonington. Hypothetically, this would result in:

- Fewer fishermen are able to make a living lobstering.
- Some lobstermen sell, and some quit completely.
- This impacts the community overall but, in the short term, it dramatically impacts all marine-related businesses and those providing supplies, as well as those businesses benefiting from the spending by the industry and their workers.
- With less economic opportunity, some people move away, further eroding workforce and community capacity as well as school enrollment.
- Schools close, reducing capacity and offerings.
- Support for the working waterfront declines, and tourism and the seasonal economy are left as the largest economic activities, further increasing the seasonality of the economy.
- Home prices continue to rise as more homes become occupied by a seasonal population.
- The ability to support the workforce is further eroded.
- Economic opportunity and prosperity for a year-round community decline.

What can the Town do to prepare for this type of scenario?

The executive summary of the Town’s 2018 Comprehensive Plan expressed the same imperative for action in even greater detail:

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

“The Town has a very limited water supply. This discourages any new industries that need processed water from moving into the Town. The Town is concerned that a rapid decrease in the lobster harvest could cause a drastic change in the Town’s economy (lobster landings constitute about 76%

of the overall economy of the Town) and overall standard of living. Although such a decrease does not appear imminent, the purpose of a plan is to plan for that type of eventuality. To prepare for that is very challenging, especially given the limited water supply capacity. Given the essential need for most businesses to have a high-speed internet connection and reliable fast cell phone service, the Town needs to improve that capability in many parts of towns in order to create diversified economic opportunities.

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

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

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

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

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

"Although adaptation to climate change and sea level rise was not a theme of the State regulations indicating the content of comprehensive plans, this topic needs attention in later updates of this plan. In addition to the potentially detrimental effects on the lobster fishery, the buildings and infrastructure of Stonington's main village will be at risk of physical damage or destruction,

threatening the ability to serve tourists as well as fisherman. Some means need to be found to prevent, delay, and/or mitigate these potentially major effects."

Adding to the case for planning and preparation, Kate Kough states in an article in the *Maine Monitor* that in Stonington:

"Causeways and fresh water supply [are] at risk ... the town risks saltwater intrusion in its wells, and also faces a longer-term threat to the vital roads onto the island."¹

"A vulnerability study released in 2021 identified hundreds of businesses and residents that would be cut off from emergency services during various storm surge and sea level rise scenarios, as they are down roads with no other way in or out."

"The most pressing problem in recent years hasn't been saltwater but fresh water. With more and more seasonal residents and visitors, and longer periods without rain, Stonington's aquifers have struggled to keep up with demand."

Many of the findings and related strategies and actions that emerged from the Town's Comprehensive Plan process are relevant to a plan and action for economic diversity and resiliency.

It is therefore important that the implementation of the Town's Comprehensive Plan be a high priority and be done in conjunction with actions taken on this economic diversity and resiliency strategy.

Additionally, as part of the comprehensive planning process the Town developed the following vision for its future:

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

And further stated the economic goals of:

- Support the fisheries and fishery diversification
- Enhance economic diversity
- Increase the supply of workforce and low- and moderate-income housing
- Improve the public water supply capacity
- Create more economic opportunities in the "shoulder" seasons

¹ October 9, 2022, www.themainemonitor.org/unstoppable-ocean-stonington/

- Enhance local telecommunications capabilities

The Town's vision and associated economic development goals are compatible with the goals and objectives needed for economic diversification and resiliency.

The findings, hypothetical scenario, and cases above are meant to demonstrate the imperative to plan and prepare for the future. While these challenges and implications are considerable, Stonington has many strengths and assets it can use to prepare for and respond to challenges and create economic opportunities for prosperity. These include:

- Lobstering/fishing industry (marine, seafood buying, wholesaling, processing, and special skills related to marine, including engines, navigation, and working on the ocean)
- Growing visitation/tourism
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Therefore, the approach to economic resiliency planning in Stonington must address the following question:

How do you make the economy work year-round within the community's carrying capacity?

The following is a framework of economic resiliency strategies and actions that seek to answer this question.

Framework for Strategies and Actions

To succeed, strategies and actions must fit within a framework of community purpose and values that connects them so that collectively they can help the community create economic resiliency.



Economic resiliency encompasses:

- **Asset- and values-based approach:** Economic resiliency is achieved when communities know who they are and what resources are available to them within their boundaries for economic prosperity. For Stonington, it also means building a business base that is locally owned and independent, which will help ensure that value and wealth are built within — and stay within — the community as much as possible.
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TIER 1 | Activity the Town Has Direct Control Over

- **Infrastructure:** Investment, maintenance, operations, contracting, and planning
- **Land Use:** Policy and regulation and comprehensive planning (what can happen where)
- **Governance/Civics:** Policy, decision-making, and prioritization; and engagement, public participation, marketing, and communications

TIER 2 | Activity the Town Can Significantly Influence

- **Housing:** Through land-use, regulations, and permitting; and incentives related to infrastructure, land, and tax increment financing
- **Local Education:** Budgeting and policy through school board seats

TIER 3 | Activity the Town Can Help Support but Is Primarily Controlled by the Market, Businesses, and Individuals

- **Business and Industry:** Regulation, investment, and maintenance of infrastructure; advocacy; and connection to state and federal resources and technical assistance
- **Workforce:** Local education; housing; and investment in and maintenance of infrastructure, public services, and amenities
- **Entrepreneurship:** Regulation, investment, and maintenance of infrastructure; advocacy; and connection to state and federal resources and technical assistance

This framework will help the Town prioritize what it specifically can do as an organization, as well as provide stakeholders a full sense of what is needed throughout the system (public, private, and nonprofit) for economic resiliency.

Strategy and Action Plan for Economic Diversity and Resiliency

Core Strategies

With the above framework in mind, the following are specific recommended strategies and actions for economic diversity and resiliency. To help with prioritization and focus three strategies have been deemed “core” strategies. These are fundamental and urgent to building long-term economic diversity and resiliency in the Town.

The three core strategies are:

1. Retain and attract a year-round population and workforce to support year-round business and economic opportunities
2. Support the blue economy (lobstering, fishing, clamming, small-scale aquaculture, and marine trades)
3. Maintain and invest in infrastructure and land use policies and practices that support a resilient economy

1 | Retain and Attract a Year-Round Population and Workforce to Support Year-Round Business and Economic Opportunities

PURPOSE

A year-round economy requires a year-round workforce and demand for goods and services. Undertake and support specific efforts to retain and attract year-round residents, workers, and locally owned and operated businesses.

STRATEGIES AND ACTIONS

Initiate actions to retain and attract resident workers, small businesses, and entrepreneurs. Factors that drive worker and small business/entrepreneur location decisions include:

- Past or present connection to the community
- Family
- Immediate as well as longer-term job opportunities in a specific industry
- Presence and quality of critical services and amenities
- Low cost of living, particularly with housing
- Culture/heritage connection

Which factor is most important and to what degree will vary by person. However, in general, people in occupations that pay less or are out of line with the local cost of living are less willing and able to relocate.

- Focus outreach and support efforts on:
 - Students who are already residents and are graduating or have recently graduated from high school or college
 - Remote workers (focus on the quality of life and local culture as well as excellent broadband)

- Workers, entrepreneurs, and small businesses within the areas of strength for Stonington and the region who can benefit from the local assets and culture, including blue economy, visitation, arts, culture, recreation, and trades
- Support services and functions critical to the economic well-being of a year-round economy, workforce, and community.
 - Healthcare, family and daycare, social services, and education: Work with partners and stakeholders to build out an island wellness network to plan for and oversee availability and access to these critical services.

Although not appropriate in all circumstances, telehealth is both growing and improving as an option, and efforts to support and expand should be explored. Recent updates to telecommunication infrastructure in the community provide opportunities for telehealth adoption. Connect with healthcare providers to explore the expansion of telehealth service in the community and consider establishing a telehealth service area within a location accessible to the public.

- Construction/trades: Create a directory of local construction and trades contractors and make it accessible to residents. Help current and future job and career seekers find opportunities for training and apprenticeships.
- Year-round retail and food: Help promote and support year-round retail and food establishments. Consider off-season events and promotions to extend the operation through shoulder seasons.
- Transit support: Continue to support the promotion and expansion of transit options. As indicated in the Comprehensive Plan, the one-trip-a-week in and out of town transit scheme that serves Stonington in the winter (twice a week in the summer) is important to a small segment of the population, but because it does not allow any flexibility in the planning of out-of-town appointments and Bangor airport connections, it does not meet the needs of the community residents. The community has adapted to this by:
 - 1) creating several taxi services that will drive people just about anywhere for a price
 - 2) relying on friends and family taking time off work to transport their family members and neighbors to essential appointments
 - 3) creating a “Friends in Action” program that provides free transportation to seniors and disabled people needing transportation to medical appointments as far away as Portland
- Provide an environment that allows access to affordable housing opportunities for workers and residents.
 - Establish a Stonington housing committee to oversee housing policies and actions.
 - Make housing for year-round workers and families a priority. This is critical to a year-round resilient economy.
 - Continue to support, be involved with, and help implement the strategies and actions of Island Workforce Housing and maintain a collaborative relationship with Deer Isle.
 - Provide incentives and support for housing rehab, not just for new housing development. Consider creating a local housing group solely focused on rehab assistance. Support efforts to

purchase, rehab, and make available housing that comes on the market or is acquired through a lien process.

- Require registration of short-term rentals and consider establishing guidelines, parameters, and possible restrictions. Consider a fee on short-term rentals with proceeds accruing to the affordable housing fund.
- Improve the ability of property owners to create accessory dwelling units if used for year-round housing.
- Consider an incentive-type program for property owners who make their homes available for mid-term to year-round rental.
- Provide training and education on tenant and landlord rights and responsibilities.
- Explore developing housing projects in the Upper Village and near the airport. Reach out to housing agencies and developers to identify possible developers and property owners with interest and determine the possibility of public-private partnerships.
- As recommended in the Town’s 2018 Comprehensive Plan, amend the Subdivision Ordinance and Site Plan Review Ordinance to require that future developments creating 10 or more lots or dwelling units reserve 10% of those lots or units for low- to moderate-income housing. Further, this strategy recommends that the Town, with the permission of the voters, consider offering land and other assistance to any non-profit housing entity that is capable of financing and securing the construction of low- to moderate-income housing and/or workforce housing.
- Consider adopting an ordinance that any residential property sold by the Town only be used for long-term rental housing. This could be accomplished by adopting and recording a covenant running with the property.
- Help support businesses in their efforts to obtain housing for seasonal workers.

KEY STAKEHOLDERS AND PARTNERS

- Businesses
- Chamber of Commerce
- K-12 school system
- Healthcare providers
- Housing stakeholders and partners
 - Island Workforce Housing
 - Housing developers and property owners
 - Real estate community
 - Town of Deer Isle
 - Maine Housing

2 | Support the Blue Economy (Lobstering, Fishing, Clamming, Small-Scale Aquaculture, and Marine Trades)

PURPOSE

Support sustainability, resiliency, and emerging opportunities in the blue economy in Stonington, specifically lobstering, fishing, clamming, small-scale aquaculture, and marine-related trades. Ensure infrastructure, policies, and actions continue to reflect the historical and current importance of the value of the ocean and coastline along with the related local knowledge for supporting value-added economic opportunity.

STRATEGIES AND ACTIONS

- Advocate and communicate the value of the industry throughout Maine and the nation through newsletters, articles, social media, and outreach meetings.
 - Tell and share people-centric stories (workers, business owners, entrepreneurs, families, etc.).
 - Communicate the Stonington brand (coastal village community with a strong working waterfront, and market the “Stonington Lobster” brand. This should be a collective effort of the industry workers and owners, the Chamber of Commerce, and the Town.
 - Share information and stories about what the lobster industry means to Stonington, its economy, and the community.
 - Support the lobster industry in its advocacy against threats from “redlists,” closures, reductions, and others as they arise. Maintain regular communication with state and federal legislative delegations and other statewide partners.
 - Advocate for more licenses for non-lobster species and the timely processing of licenses and leases.
 - Work with state and federal delegations to ensure that Stonington is part of any programs to mitigate the economic impacts of regulations, as well as part of efforts to create new opportunities.
 - Bring back “fisherman day” to celebrate fishing/lobstering culture in Stonington.

- Protect and maintain the waterfront’s physical assets and ensure the future of Stonington’s working waterfront with a focus on commercial fishing, small-scale aquaculture, and marine trades.
 - Maintain and improve waterfront access for commercial activities.
 - Maintain and improve waterfront infrastructure within the Town’s purview, such as parking, roads, and piers. Continue to actively work to secure grants to improve the Fish Pier, Public Landing, and the Colwell Ramp as indicated in the Town’s Comprehensive Plan. Increase capacity/space for fuel area and skiff docks.
 - Explore and support cold storage expansion to support fishing and small-scale aquaculture and identify potential locations, partners, and investors.
 - Support proposed dredging as indicated in the Town’s Comprehensive Plan. Dredging is needed around both sides of the Fish Pier and the floats at the public landing (Hagen dock). The Town has used grant money for this in the past and will be actively seeking grant money in the future to meet these needs.

- Support new and emerging opportunities for business and economic diversity.

(Note: Most of these recommended actions require an industry/business lead with support from the Town and other partners as needed.)

 - Expand geographic markets (where goods and services are sold) and product markets (what is being sold).
 - Combine lobstering with other opportunities in the off-season, such as kelp growing and harvesting, other aquaculture, and marine trades.
 - Adopt technologies and innovations related to a changing regulatory environment (reductions but higher value), such as ropeless technology, data, and monitoring.
 - Support efforts for clean technology/climate resilience on the waterfront, such as electrification and clean energy.

- Support businesses in efforts to reuse fishing gear, such as the “Net Your Problem” initiative, training students, helping businesses launch and grow, and space for operations.
 - Enable the growth of small-scale aquaculture by creating needed access to waterfront, parking, storage, and equipment.
 - Work to help keep licenses for small and independent businesses across the lobster, fishing, and aquaculture industry.
 - Support opportunities for processing and value-added production, such as identification of land and assessment of water needs and capacity.
 - Support existing and new opportunities in the marine trades to sustain Stonington’s working waterfront by allowing access for multiple economic activities, including lobstering, fishing, clamming, small-scale aquaculture, marine trades, processing and wholesaling, commercial recreation, and transportation).
 - Connect local businesses and entrepreneurs in these sectors to regional, state, and federal innovation and entrepreneur resources.
 - Support industry efforts to establish a public market/exchange for seafood/sea-based products.
 - Support the development of the recreational boating industry without conflicting with other working waterfront industries.
- Continue to monitor and act on climate impacts as they relate to the waterfront and other infrastructure supporting these sectors and seek external funding and support for these efforts.
 - Support workforce and career development in blue economy-based industries and occupations.
 - Use the workforce/career tool kits produced by SeaMaine to support workforce development to help provide both companies and job seekers access to training resources, career pathways, and best practices.
 - Provide workforce support for lobstering community that wishes to transition or is forced to transition from lobstering.
 - Expose Pre-K through 12th-grade students to opportunities in the blue economy that include fishing but also other opportunities. (Example: Educate Maine, Aquaculture Pioneers program, <https://mainecareercatalyst.org/aquaculture-pioneers>)
 - Work with community colleges and technical schools on programs that provide training and education in marine, fishing, and aquaculture.
 - Support the health and wellness of fishermen/lobstermen and their families. The industry is physical and at times very stressful given threats and changes. Work with service providers and partners to support social, health, and wellness services.

KEY STAKEHOLDERS AND PARTNERS

- Stonington businesses
- Maine Center for Coastal Studies
- Maine Coast Fishermen’s Association
- Maine Lobsterman’s Association
- Maine Lobster Dealers Association
- Maine Lobstering Union, Local 207
- Atlantic Offshore Lobstermen’s Association

- Maine Marine Trades Association
- Maine Built Boats
- SeaMaine
- Maine Aquaculture Association
- Maine Aquaculture Innovation Center
- Lobster Institute at UMaine
- Coastal Enterprises Inc.
- Island Institute
- Gulf of Maine Research Institute
- Maine Technology Institute
- Focus Maine
- Maine Sea Grant at the University of Maine
- Maine Venture Fund: Gulf of Maine Ventures Bold Ocean Ventures

3 | Maintain and Invest in Infrastructure and Land Use/Sea Use Policies and Practices Supportive of Local Value-Added Economic Opportunity

PURPOSE

Maintain and invest in infrastructure and adopt land use policies and practices to support the economy and increase resiliency against climate change and sea-level rise impacts.

STRATEGIES AND ACTIONS

- **Sewer:** As indicated in the Town’s Comprehensive Plan, a major restriction to growth in the village area is limited water supply production capability. The existing sewer system could handle a doubling of its current flow rate. However, the Sanitary District Ordinance prohibits it from accepting commercial/industrial customers producing over 10,000 gallons per day. The Town should continue to examine options and alternatives for service capacity upgrades and expansions.
- **Water:** Examine new water sources for use in the Airport Road area which would be needed to support commercial development. If a new source of water can be found near any Airport Road proposed growth area, the water company does have the legal ability to serve that area. Regularly monitor and search for water resources to serve community economic interests by periodically updating hydrological surveys.
- **Telecommunications and Power:** Upgrades have been completed or are in progress, so no further action is needed at this point.
- **Transportation:** Work to implement strategies through the Maine DOT Village Partnership for the improvement of roads, parking, and pedestrian ways in the village area.

- Implement the recommendation by GEI Consultants, Inc. in the March 2021 “Stonington Adaptation Report.”

- Village and Downtown:
 - Create a master development plan for the upper and lower village and develop the upper village.
 - Support housing and commercial projects in the upper village.
 - Develop and implement a plan for the use of the Odd Fellow’s Hall with a focus on year-round, multi-purpose uses.
 - Install wayfinding/signage in conjunction with the Maine DOT Village Partnership.
 - Expand parking for commercial activity. As indicated in the Town’s Comprehensive Plan, the primary parking issues are:
 - 1) a lack of parking spaces close to the docks for all commercial fishermen (a deficit of about 15 to 20 spaces)

 - 2) a lack of space for loading and unloading large trucks to the business establishments on Main Street in the village area

 - 3) a lack of overnight and long-term parking close to the docks and motels and inns on Main Street in July, August, and September for tourists staying in the village area and using the Isle au Haut ferry

- Explore opportunities for additional commercial and industrial development.
 - Inventory developable land for housing and commercial development. Determine what can potentially be developed, who owns it, and whether it has development potential. Prioritize based on overlay/fit with the Comprehensive Plan.
 - Develop a plan for creating a commercial/industrial district and explore developing a new business/district park near the airport, dump, or elsewhere based on a property/parcel review. It could be used as flex space, cold storage, support for marine and small-scale aquaculture that doesn’t need to be on the waterfront, and artisan/maker space.

As indicated in the Comprehensive Plan, Stonington has elected to define two growth areas:

- 1) Around the traditional village area on the harbor on the southern coast of the town where public sewer and water are available; mixed uses occur that support the fishery, retail trade, and tourism; and where the main concentration of historically and architecturally important buildings occur.

- 2) Along Airport Road where the Town airport, Town garage, Town recycling center, and medical center are all located. The area has been a long-term host to a mobile home park, and it is next to a small business park that has already been developed. This area is better situated for expanding mixed uses, including commercial uses that need land and concentrated low- to moderate-income housing.

Although it would be logical to assume that these uses could occur within the village area on the harbor where there is public sewer and water, there are several major constraints there:

- 1) A lack of large tracts of buildable land
- 2) A lack of a large excess water supply capacity
- 3) Traffic congestion in the summer months

The Town is looking to encourage that type of development along Airport Road, but that area currently lacks some of the infrastructure it needs to attract development to that area.

KEY STAKEHOLDERS AND PARTNERS

- Water Company
- Maine DOT
- Hancock County Regional Planning
- Utility providers
- Developers
- Commercial construction stakeholders

Supporting Strategies

The following strategies are also important for Stonington’s economic diversity and resiliency and can best be achieved through collaborations and partnerships.

1 | Support Entrepreneurship and Small Businesses

PURPOSE

Support the ability of people to start and grow a business and/or create a job and make a year-round living.

STRATEGIES AND ACTIONS

- Help island entrepreneurs connect to resources and services for support. There are numerous regional and state resources supporting entrepreneurs and small businesses in general and some specifically in areas of economic and community relevance to Stonington. Programs, resources, and services can be accessed online. These include but are not limited to:
 - Maine Center for Entrepreneurship
 - Coastal Enterprises, Inc.
 - Maine Technology Institute
 - Maine Small Business Development Centers
- Increase awareness of residents about potential emerging small business and entrepreneurial opportunities in the marine and coastal economy.
- In addition to opportunities related to the blue economy some specific ideas that emerged through the engagement for this project include opportunities related to:
 - Granite industry opportunities

- An online store selling Stonington-only products and services in conjunction with a buy-local and regional effort
 - A Stonington fulfillment center for small businesses that provides packaging, shipping, and related services
 - Displaying “Stonington Made” products at public and non-profit locations throughout town
 - A shared commercial kitchen
- Focus support on businesses and entrepreneurs that are independent and owner-operated.
 - Continue to support a microloan program (a revolving loan program).
 - Continue to support the farmers market as a benefit to residents, workers, visitors, and independent local businesses.
 - Support local food and farming, including advocacy at a state level for programs protecting farm rights and waivers.
 - Initiate an island entrepreneur “meet-up” to spur the development of a local entrepreneur’s network.
 - Work with the school system and library to provide awareness and learning on entrepreneurship. This can occur in conjunction with National Entrepreneur Awareness week and/or times that best fit the culture and seasonality of Stonington.
 - Design and implement a business visitation program to support business development, retention, and expansion. This involves making and maintaining a database of businesses in the community and their key contacts, checking in with them periodically, capturing your interactions and their needs/requests, and then following up and responding as appropriate. Start small and build based on available time and resources.

KEY STAKEHOLDERS AND PARTNERS

- Entrepreneurs
- Library
- School system
- State and regional program and service providers

2 | Develop the Financial/Fiscal Capacity to Support Funding Priorities

PURPOSE

Most of the strategies contained in this economic diversification and resiliency strategy require that financial resources be implemented or addressed. Some, including the capital projects, will require significant resources. Important actions will not be taken without a long-term financing and budget implementation strategy.

As indicated in its Comprehensive Plan, the Town has historically used the following public investment mechanisms:

- Grants

- Use of reserve accounts
- Equipment leases on major pieces of equipment
- Bank borrowing

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

- Reserve accounts or revenues (founded through municipal taxation or other revenues)
- Bank borrowing
- Grants
- Private-public partnerships
- Bonding
- TIFs (Tax Increment Financing)

Stonington has no outstanding bonds and a very low non-current liability balance.

STRATEGIES AND ACTIONS

- Establish a 10-year budget plan for the Town to support of operating and capital priorities. Build on the Capital Budget Priorities contained in the Comprehensive Plan (see Attachment D). A draft budget plan and listing of capital and major priorities is provided at the end of this section.
- Consider all options for local funding, including:
 - Reserve accounts (founded through municipal taxation)
 - Bank borrowing
 - Grants
 - Private-public partnerships
 - Bonding
 - TIFs (Tax Increment Financing)
- Aggressively advocate for, seek, and apply for outside funding from:
 - State of Maine
 - Federal government (agencies plus congressional)
 - Foundations and nonprofits
 - Private donations

Focus on sources that consider climate impacts, economic transition impacts, and rural/island communities.

KEY STAKEHOLDERS AND PARTNERS

- Maine Department of Economic and Community Development
- Maine Department of Transportation
- Maine Connectivity Authority
- USDA Rural Development
- Hancock County Planning

3 | Support Workforce and Education

PURPOSE

Provide the education, skills, and workforce development that will enable workers and job seekers to find opportunities and thrive in their careers. Meet the needs of employers and provide the workforce demanded by the local economy in an ever-changing environment.

STRATEGIES AND ACTIONS

- Support workforce housing initiatives in partnership with developers and private businesses.
- Advocate for visas to support the hiring of foreign workers to state and federal delegations.
- Market to remote workers (who can live in Stonington) based on the quality of place and community and the broadband availability.
- Support the retraining necessary to make any workforce transitions within the blue economy and to outside industries, including entrepreneurship.
- Collaborate with partners around retraining and entrepreneurship.
- Provide support for workers impacted by the overall economy to transition into other employment.
- Increase awareness within the community and surrounding region of jobs and careers in the marine and coastal economy, including new and emerging opportunities.
- Connect into and support the workforce initiatives being developed throughout the state specifically within the coastal and marine industries, including those outlined in the report "Capture and Culture Fisheries of Maine: Training the Next Generation" by the Maine Sea Grant, Maine Center for Coastal Fisheries, and Maine Coast Fishermen's Association; the Island Institute; and forthcoming work by SeaMaine.
- Work to increase offerings related to coast and marine trades at the high school technical level and community college.
- Work with the local school system to further develop and resource experienced-based learning connected to the local economy.
- Support programs to help students in high school transition to training and education beyond high school.
- Assist in the promotion and uptake of Downeast Community Partners workforce training program that prepares residents for careers in weatherization.

KEY STAKEHOLDERS AND PARTNERS

- K-12 school system
- Hancock County Technical Center

- Students and parents
- Businesses and employers
- Project Launch
- Maine Center for Coastal Fisheries

4 | Build Community Capacity Through Governance and Civic Structures

PURPOSE

Increase awareness of and participation in civic activities and local governance to build capacity for greater community resiliency.

STRATEGIES AND ACTIONS

- Provide Pre-K through 12th-grade students with opportunities for civic learning and engagement.
- Develop a welcome package for new year-round and seasonal residents describing civic and governance opportunities.
- Use volunteers to inventory the skills and abilities of residents in the community who are willing to participate.
- Expand the Town's economic and community development position to a full-time, year-round job and focus it on the following roles and responsibilities:
 - Manage and provide staffing support to the economic development committee
 - Oversee the implementation and monitoring of the economic diversity and resiliency plan
 - Marketing and communications
 - Business retention and expansion/business visitation
 - Serve as a liaison between the community and local businesses, non-profits, and service providers
 - Grant writing and resource development

The Town has experienced progress and success since creating this dedicated position. Implementing the recommendations included in this strategy will require more capacity.

- Continue to look for opportunities for collaboration and cooperative service delivery with Deer Isle for efficiencies and sustainability.

KEY STAKEHOLDERS AND PARTNERS

- Local non-profits
- K-12 school system
- Volunteers

5 | Develop Sustainable Visitation Through Arts, Recreation, Cultural Heritage, and Natural Resource-Based Approaches

PURPOSE

Encourage and support sustainable and resilient visitation, retail, restaurant, accommodation, arts and culture, and recreation business opportunities that align with Stonington’s heritage, culture, and community. Tourism related to cultural, heritage, and natural/recreation attractions support longer stays and higher spending while helping to extend the visitation season.

STRATEGIES AND ACTIONS

- Focus strategies and actions on supporting visitation that balances and integrates year-round, seasonal, and day visitors while maintaining the culture and natural environment and fitting within the community’s capacity to serve.
- Increase visitors’ average length of stay and their daily economic impact on Stonington.
- Support opportunities for business development within:
 - Retail, restaurants, and accommodations
 - Recreation
 - Cultural and heritage tourism
 - Natural/eco-tourism
 - Arts
 - Downeast National Heritage Area

Ideas for opportunities to build on:

- Maritime history
- Granite history
- Regional arts alliance
- Provide additional opportunities for year-round socializing for students and residents.

KEY STAKEHOLDERS AND PARTNERS

- Businesses and artisans
- Chamber of Commerce
- Arts, cultural, recreation, and natural resource entities:
 - Opera House
 - Haystack Mountain Arts

Deer Isle Arts Association

6 | Continue to Develop Stonington’s Communications and Marketing Ability

PURPOSE

Create greater external awareness and appreciation of Stonington’s assets, opportunities, and importance to local, regional, and state economic resiliency to foster greater support for resources, investment, and network connections.

STRATEGIES AND ACTIONS

- Publicize the completion and adoption of the economic diversity and resiliency strategy and how it will be used through virtual and in-person events and actions:
 - News media
 - Regional and statewide coastal and island stakeholders (Island Institute, SeaMaine, etc.)
 - Federal legislative delegation
 - State legislators representing the town
 - State officials from the Maine Department of Economic and Community Development, Maine Department of Transportation, and Maine Department of Marine Resources
 - Regional organizations, including Hancock County Planning
 - Deer Isle officials and other communities within Hancock County
 - Business and industry-related organizations and associations

These can be a mix of in-person and hybrid events and range from briefings and discussions to hosting state and federal officials for an onsite tour and engagement.

Seek specific commitments for continued communication and collaborations for implementation from partners through one-on-one meetings.

- Ask the Stonington Chamber of Commerce and other regional chambers and business associations to make a proclamation of their board supporting the economic resiliency strategy.
- Share Stonington experiences and stories internally and externally via a monthly email newsletter and social media. Focus on Stonington as a vibrant, village/island community with significant importance to Maine’s economy, culture, and environment full of engaged people who are entrepreneurial and dedicated to the community.
- Further develop and share the Stonington “brand” (a coastal village community with a strong working waterfront, excellent arts, culture, natural resources, and recreational opportunities).

KEY STAKEHOLDERS AND PARTNERS

- Business associations and Chambers of Commerce. They can play critical roles in communicating to and supporting businesses and entrepreneurs and should when feasible take a lead role in related strategies and actions.
- Non-profits
- Volunteers

Budget Plan and Priorities

The following table lists a budget plan, including costs and priority levels. It integrates priorities from the Stonington Comprehensive Plan and other recent studies with the priorities that emerged from this resiliency project. It is meant to provide the Town with the framework for a capital plan for funding critical economic resiliency elements. Consistent with the resiliency criteria developed in this strategy, the following budget priorities are targeted at **making the economy work year-round within the community’s carrying capacity**, including the capacity of environment and the island’s natural resources, physical infrastructure, and people. This requires a focus on supporting **value-added and entrepreneurial opportunities for the year-round local economy without growing too much, too fast**. It also requires **investing in infrastructure for resiliency to climate change and sea level rise for smart coastal growth**.

Strategy	Cost	Priority Level
Working Waterfront		
Increase fisherman access to the shore	Total Cost: \$500,000; Cost to Town: \$125,000; Funding Sources: Reserves, bank borrowing, Shoreline Access Grant funding, and SHIP grants	High
Support proposed dredging around both sides of Fish Pier and Hagen dock	TBD, depending on extent of dredging	Medium
Housing		
Provide seed money to support development of low to moderate-income housing	Total Cost: \$100,000; Cost to Town: \$100,000; Funding Sources: Reserves and land incentives	High
Infrastructure for Climate Resilience		
Increase water company storage capacity	Total Cost \$2.3 million; Cost to Stonington Water Company: \$500,000; Funding Sources for Remainder: Outside grant funding and revolving loan fund	High
Oceanville Road, Whitman Road, Fifield Point Road, Ocean Street, and the Moose Island Causeway flood renovation	\$2million+	High
Sand Beach Road, Main Street, Atlantic Avenue, Burnt Cove Road, and Bayview Avenue road renovation	TBD, depends upon specifics and construction costs	Medium
West Main Street, Colwell’s Lane, and Rhode Island Avenue flood renovation	TBD, depending on nature and extent of flood renovation work	Low
Hagen's dock flood protection	TBD, depends on exact nature of flood protection development	Ongoing
Rhode Island Avenue Outfall Pipe - perform an updated survey of the outfall pipe invert and hire a wastewater systems design engineer to review the current use and storage capacity of the system and evaluate the potential implications that future seawater elevations might have on performance	TBD – related to extent of survey costs. Costs to update wastewater systems in the future likely to be high	Medium

Pump stations - Elevate the electrical equipment and controls of pump stations to prevent damage due to flooding. The next step would be to obtain a survey to verify the existing elevation of electrical equipment and controls	TBD – high and dependent on elevation and construction costs	Medium
Examine options and alternatives for sewer service capacity upgrades and expansions	Low, although any future service capacity upgrades and expansions likely to be expensive and require accessing grant funding	Medium
Examine new water sources for use in Airport Road area to support commercial development; search for water resources to serve community economic interests through hydrological surveys	Moderate – depending on costs of study and location of water resources on island	Medium
Commercial Areas & Activity		
Prioritize and plan for areas of commercial and industrial development, including infrastructure to support Airport Road Business Park and the upper and lower village areas, including development and planning for year-round multipurpose use of Odd Fellow’s Hall	Total Cost: \$300,000; Cost to Town: \$100,000; Funding Sources: Reserves, bank borrowing, and potentially outside rural development grant funding	High
Wayfinding/signage in conjunction with Maine DOT Village Partnership; Management of parking capacity and education projects to add value to business through sensible parking	Total Cost: \$150,000; Cost to Town: \$50,000; Funding Sources: Reserves, bank borrowing, and outside block grant funding	Medium
Bayview Street reconstruction	Total Cost: \$3 million; Cost to Town: \$3 million; Funding Sources: Reserves, bank borrowing, outside block grant funding	Medium
Colwell ramp completion	Total Cost: \$250,000; Cost to Town: \$125,000; Funding Sources: Reserves, bank borrowing, Isle au Haut contribution, and outside block grant funding	Medium/ongoing
Expand economic and community development position to full-time, year-round role	TBD; scaling with role	Medium

APPENDIX A: SITUATIONAL ASSESSMENT

A situational assessment provides an understanding of information, issues, trends impacting Stonington's economy so that it can develop strategies and actions to prepare. In this situational assessment we examine data and information regarding Stonington's:

- Demographics (population, enrollments, income)
- Economy (industry and workforce)
- Housing

The situational assessment is based on multiple inputs including existing reports/studies such as those from the Town including the Town's Comprehensive Plans, as well as materials from other entities such as state governments, nonprofits, and industry organizations; interviews and group conversations conducted by Camoin and Town staff specifically for this project; and data from local, state, and federal sources as well as proprietary sources. Listings of interviews and group discussions; material reviewed, as well as data sources are contained in the Appendices.

Summary of Findings

Demographics (population, enrollments, income)

Key takeaways:

- Demographic data points to major challenges ahead:
 - Aging population
 - Lower birth rates
 - Declining school enrollments
 - Inadequate education, workforce preparation, and skill levels to support current and emerging workforce needs
 - Lower income levels and higher than average poverty levels

Implications include:

- Lack of capacity to support workforce and essential services including school, healthcare, and businesses
- Overreliance on commuters to fill critical workforce positions
- If Stonington becomes increasingly seasonal, it will further exacerbate these demographic challenges
- Lack of opportunities for resident job, business, property opportunities

Economy (industry and workforce)

Key takeaways:

Stonington's economy is driven by:

- Lobstering (harvesting and wholesaling)
 - Lobster Landings in pounds and value in Hancock County and Maine saw moderate fluctuations from 1964 until the early 1990s. Landings then increased significantly over the last thirty years, reaching historic highs in the early 2010s. They have since dropped from the levels in the first half of the past decade but remain historically high.
 - Lobster values have tripled in Stonington from \$27 million in 2008 to over \$78 million in 2021, while harvest and trips have remained relatively stable and total weight has increase from 20.6 million to 13.8 million pounds.
- Retail, food, and accommodations
 - After initial declines during the start of COVID, taxable sales including restaurant & lodging experienced significant increases through 2021
- Workforce – in addition to demographic related challenges to the workforce, the labor force participation rate in the surrounding region (Hancock County) has a lower labor force participation rate than Maine and the US as a whole

Implications include:

Stonington highly reliant on a few industries and spending by people and businesses from away. This lack of economic diversity makes the community highly susceptible to changes and trends outside of its control.

Workforce challenges exist everywhere in the US and Maine and are felt particularly hard in Stonington. This restricts business and industry sustainability and growth opportunity for both seasonal and year-round businesses across all economic sectors.

Statewide data on fisheries reveals the importance of maintaining lobster for economic opportunity but also the growing importance of small-scale aquaculture to provide additional opportunity and diversity.

- Lobster has dominated the share of all fishery value over the last decade, peaking in its share of fishery value in 2015 at 80%, and ranging from 64%-80% over the past decade.
- Since 2015, Aquaculture has been increasing its share of total fisheries value, while lobster has remained high and all other fisheries have retracted.
- As evident in the 2020 data, Covid-19 pandemic significantly restricted the value for all fishing industries.
- Stonington with its significant assets in fishing industry infrastructure and knowledge can continue to find economic value and opportunity in the blue economy

Housing

Key takeaways:

- Stonington has relatively high value homes (due to its coastal location)
- Little increase in new units
- Increasing numbers of short-term rentals

Implications include:

- Lack of housing for year-round residents to support workforce

Strengths and Challenges

Stonington's strengths include:

- Lobstering/fishing -including marine, seafood buying, wholesaling, processing, special skills related to marine including engines, navigation, ocean
- Growing demand and opportunities for year-round and sustainable visitation/tourism
- Entrepreneurial energy and culture
- Small/local businesses
- History, arts, and culture
- Community nonprofits
- Infrastructure – waterfront, broadband,
- Open space, natural resources, areas for recreation
- Community center

Ongoing and upcoming challenges include:

- Federal policy changes and climate changes for lobstering/fishing
- Housing access and affordability
- Availability of labor/workforce to support a year-round economy
- Environment, climate related – sea level rise and more extreme weather events leading to flooding and deterioration of roads and threats to other infrastructure
- Sustainability and scalability of school system, healthcare system, volunteer services
- Limits to roadway upgrade and improvement options and pedestrian improvements
- Diminishing property base that is owned by year-round residents and businesses
- And more!

Demographics (population, enrollments, income)

- ◆ Stonington’s 2022 population is 1,040, compared to 2,162 for Deer Isle and Little Deer Isle, 55,612 for Hancock County, and 1,382,353 for the state of Maine
- ◆ From 2010-2020, Stonington’s population remained relatively flat (increasing 1.2%), similar to Hancock County as a whole (1.9%), but lower than Maine (2.5%) and much lower than Deer Isle/Little Deer Isle (10%)
- ◆ With a 1.5% decrease since 2020, the Town of Stonington has seen a slight population decline over the last two years. The county has seen a slight decrease (-0.1%), and growth has been slower than that of the state’s population overall (+0.6%)
- ◆ Populations are projected to decrease in Stonington (-1.3%) and Deer Isle/Little Deer Isle (-1.3%), and to slightly increase in Hancock County (+.04%) and the State of Maine (+0.9%) by 2027
- ◆ The number of households has decreased in both Stonington and Deer Isle + Little Deer Isle and increased in the county and state since 2020. Going forward, households are expected to decrease in Stonington and Deer Isle + Little Deer Isle (-1.0% and -0.8%) by 2027

Population

Site	Totals			
	2010	2020	2022	2027
Stonington	1,043	1,056	1,040	1,027
Deer Isle + Little Deer Isle	1,975	2,194	2,162	2,134
Hancock County	54,418	55,478	55,403	55,612
State of Maine	1,328,361	1,362,359	1,370,382	1,382,353

Source: ESRI

Population

Site	Percent Change		
	2010-2020	2020-2022	2022-2027
Stonington	1.2%	-1.5%	-1.3%
Deer Isle + Little Deer Isle	10.0%	-1.5%	-1.3%
Hancock County	1.9%	-0.1%	0.4%
State of Maine	2.5%	0.6%	0.9%

Source: ESRI

Households

Site	Totals			
	2010	2020	2022	2027
Stonington	515	520	515	510
Deer Isle + Little Deer Isle	929	970	960	952
Hancock County	24,221	24,948	24,982	25,187
State of Maine	557,219	582,437	587,939	596,387

Source: ESRI

Households

Site	Percent Change		
	2010-2020	2020-2022	2022-2027
Stonington	1.0%	-1.0%	-1.0%
Deer Isle + Little Deer Isle	4.2%	-1.0%	-0.8%
Hancock County	2.9%	0.1%	0.8%
State of Maine	4.3%	0.9%	1.4%

Source: ESRI

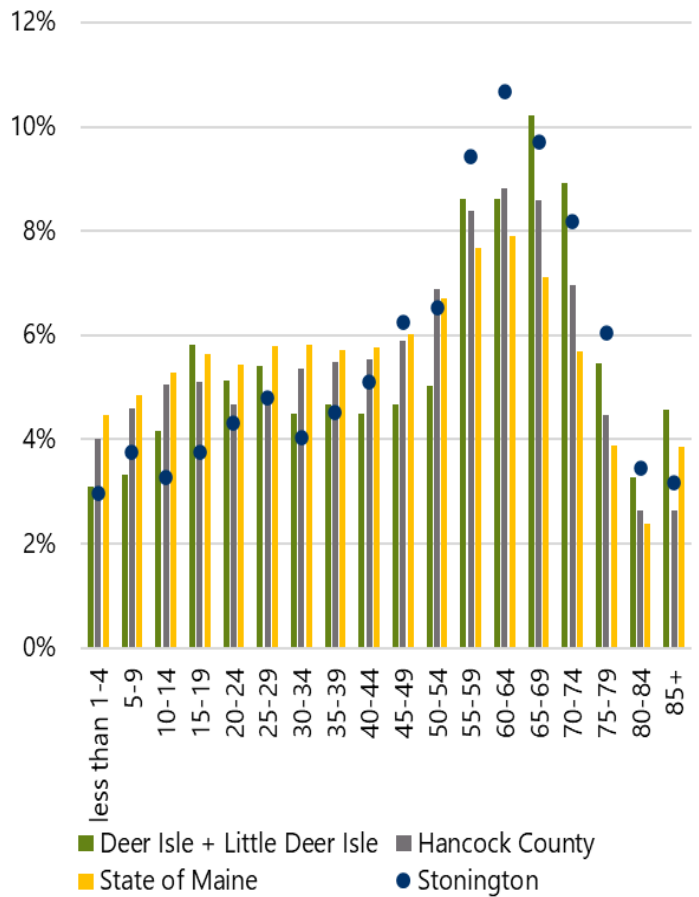
- ◆ Stonington has the greatest concentration of residents between 50 to 79 among analyzed geographies, indicating an older population that is continuing to age. Stonington also has a smaller percentage of young residents compared to neighboring geographies
- ◆ Stonington’s median age of 55.4 is similar to Deer Isle and Little Deer Isle at 54.7 but higher than Hancock County (49.5) and the State of Maine (45.5)
- ◆ The share of the population of Stonington that is 19 and under is 14% of the total population which is similar to Deer Isle/Little Deer Isle but lower than Hancock County (19%) and Maine (20%)
- ◆ The working age (20-64) population of Stonington is 56% of the total population, slightly above the proportion in Deer Isle and Little Deer Isle (51%) but equal to Hancock County (56%), and just below Maine overall (58%)
- ◆ Residents have been relatively stable in Stonington with the notable exception being 2019 and 2020 which experienced lower resident births than in any other year in Stonington. This, along with a slowing of births in Deer Isle/Little Deer Isle, point to lower future school enrollment

Population by Age Cohort, 2022

Age	Stonington	Deer Isle + Little Deer Isle	Hancock County	State of Maine
less than 1-4	3%	3%	4%	4%
5-9	4%	3%	5%	5%
10-14	3%	4%	5%	5%
15-19	4%	6%	5%	6%
20-24	4%	5%	5%	5%
25-29	5%	5%	5%	6%
30-34	4%	4%	5%	6%
35-39	5%	5%	5%	6%
40-44	5%	4%	6%	6%
45-49	6%	5%	6%	6%
50-54	7%	5%	7%	7%
55-59	9%	9%	8%	8%
60-64	11%	9%	9%	8%
65-69	10%	10%	9%	7%
70-74	8%	9%	7%	6%
75-79	6%	5%	4%	4%
80-84	3%	3%	3%	2%
85+	3%	5%	3%	4%
Total	100%	100%	100%	100%
Median Age	55.4	54.7	49.5	45.5

Source: ESRI

Age Distribution, 2022



Source: ESRI

Resident Births

Site	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Stonington	11	12	10	17	10	15	10	13	5	8	11
Deer Isle	23	18	12	15	20	23	24	15	19	17	11
Hancock County	476	435	488	489	459	479	455	422	398	415	374
State of Maine	12,698	12,692	12,767	12,678	12,588	12,695	12,284	12,299	11,763	11,532	12,001

Source: Maine Department of Health and Human Services

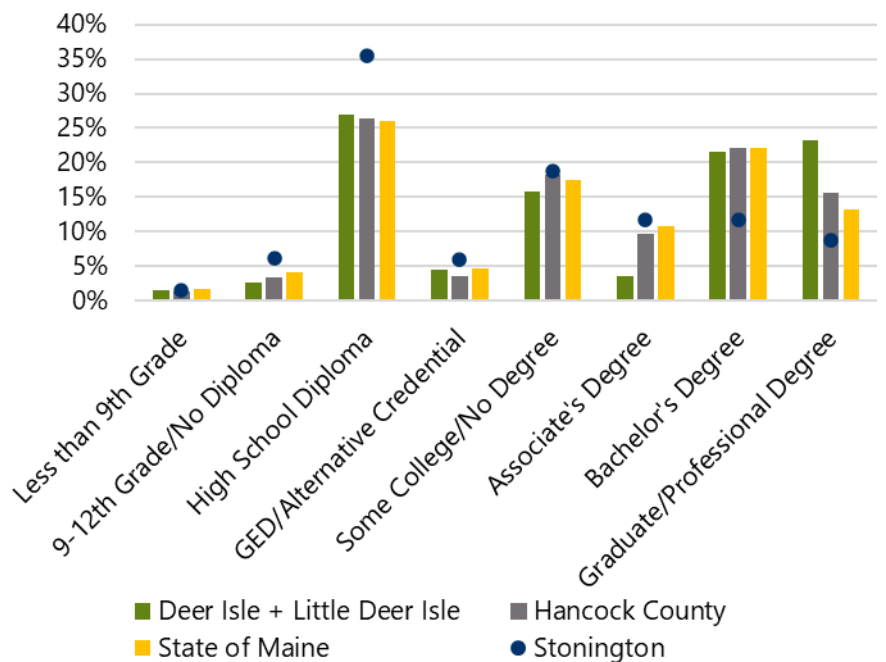
- ◆ The Town of Stonington has a similar concentration of residents with some college or an associate degree (19%) as the county (18%) and slightly more than Maine overall (17%)
- ◆ 49% of Stonington residents have a high school/equivalent or less education attainment, compared to 37% of residents in Deer Isle + Little Deer Isle, 33% of Hancock County residents, and 39% of the State of Maine. This has the potential to create challenges to obtaining the skills and background needed for skilled trades and professional occupations
- ◆ Fewer Stonington Residents have a bachelor's degree or higher than in any of the comparison geographies

Educational Attainment, 2022

Education Level	Stonington	Deer Isle + Little Deer Isle	Hancock County	State of Maine
Less than 9th Grade	2%	2%	1%	2%
9-12th Grade/No Diploma	6%	3%	3%	4%
High School Diploma	35%	27%	26%	26%
GED/Alternative Credential	6%	5%	3%	5%
Some College/No Degree	19%	16%	18%	17%
Associate's Degree	12%	4%	10%	11%
Bachelor's Degree	12%	22%	22%	22%
Graduate/Professional Degree	9%	23%	16%	13%

Source: ESRI

Educational Attainment, 2022



Source: ESRI

- ◆ In the Stonington and Deer Isle Community School District (CSD), enrollment levels across all grade levels have decreased over the last 10 years, falling 12% since 2013
- ◆ The grades with the greatest decrease have been 12th (-48%), 11th (-46%), and 9th (-26%)
- ◆ The grades to experiences the greatest increase have been 8th (+56%), 6th (+44%), and Kindergarten (+24%)
- ◆ Tracking cohorts, grades 6-8 (middle school) had the lowest cohort 10-year average size compared to all other grade cohorts while grades K-9 (elementary school) had the largest average cohort size
- ◆ In the near future (1-5 years) enrollments after falling to 10-year low in 2019, may stabilize or even increase slightly as the small middle and high school classes exit the system. However, declining births point to significant smaller enrollment levels unless significant in-migration occurs

Stonington + Deer Isle CSD Enrollment Levels

Grade	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	10-year Average
KG	25	26	20	26	32	26	24	27	20	31	26
1	23	27	25	21	24	29	27	27	23	20	25
2	22	23	30	24	20	22	30	28	25	23	25
3	26	22	23	26	21	19	23	30	28	30	25
4	29	22	20	23	23	20	16	21	26	26	23
5	24	25	24	19	25	20	26	19	24	26	23
6	16	20	25	23	21	23	21	26	21	23	22
7	37	14	20	26	25	21	23	23	27	18	23
8	18	34	16	21	25	24	18	24	18	28	23
9	31	19	38	18	28	30	22	26	24	23	26
10	28	27	20	40	19	26	29	23	26	25	26
11	37	25	29	25	38	19	26	28	22	20	27
12	42	38	26	38	23	39	21	26	26	22	30
K-5	149	145	142	139	145	136	146	152	146	156	146
6-8	71	68	61	70	71	68	62	73	66	69	68
9-12	138	109	113	121	108	114	98	103	98	90	109
Total	358	322	316	330	324	318	306	328	310	315	323

Source: Maine Department of Education

- ◆ Annual median income for households in Stonington was \$59,147 in 2022, lower than all other comparison geographies. Median household income however is expected increase by for than \$11,000 by 2027 within the Town
- ◆ 19% of Stonington households are below the poverty line, a larger percentage than seen in any of our comparison geographies
- ◆ 21% of households in the Town of Stonington earn less than \$25,000 compared to 20% of Deer Isle and Little Deer Isle households
- ◆ At the other end of the income distribution, 27% of Town of Stonington households earn over \$100,000 in 2022 while 36% of Deer Isle + Little Deer Isle earn over \$100,000. A majority of Stonington’s households (53% earn between \$50,000 and \$150,000 annually

Median Household Income

	2020	2022	2027
Stonington	\$54,800	\$59,147	\$69,134
Deer Isle + Little Deer Isle	\$55,577	\$66,381	\$81,124
Hancock County	\$58,345	\$62,040	\$69,789
State of Maine	\$59,489	\$63,833	\$75,625

Source: ESRI

Households Below the Poverty Line, 2020

	Count	Share
Stonington	97	19%
Deer Isle + Little Deer Isle	140	15%
Hancock County	2,614	10%
Maine	66,392	11%

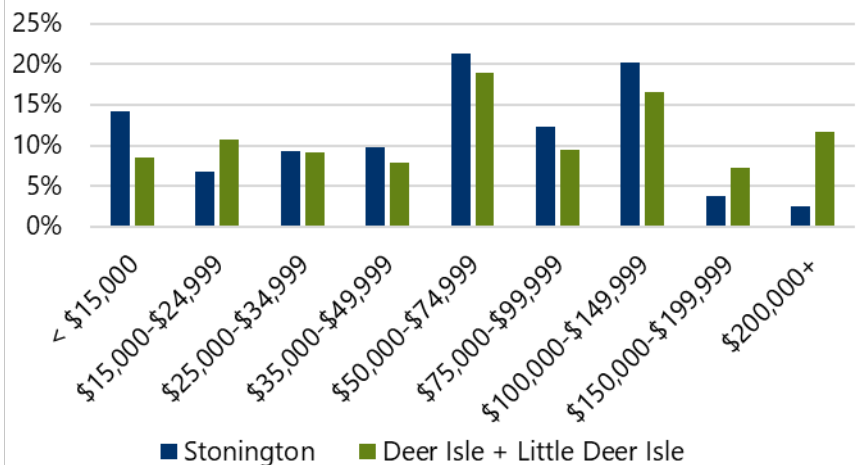
Source: ESRI

Household Income Distribution, 2022

	Stonington	Deer Isle + Little Deer Isle
< \$15,000	14%	9%
\$15,000-\$24,999	7%	11%
\$25,000-\$34,999	9%	9%
\$35,000-\$49,999	10%	8%
\$50,000-\$74,999	21%	19%
\$75,000-\$99,999	12%	9%
\$100,000-\$149,999	20%	17%
\$150,000-\$199,999	4%	7%
\$200,000+	3%	12%

Source: ESRI

Household Income Distribution, 2022



Source: ESRI

- ◆ Stonington’s breakdown of income by householder shows that the majority of households have an income level of \$50,000-\$149,999. The majority of households are 55+
- ◆ In Deer Isle and Little Deer Isle, the breakdown of shows a more even spread across income levels with the largest income bracket being \$50,000-\$74,999 with 19% of all households. The largest single age group is age 65-74, who own 26% of Deer Isle/Little Deer Isle households

Households by Income and Age of Householder, Stonington, 2022

	<25	25-34	35-44	45-54	55-64	65-74	75+	Total	Share
< \$15,000	3	7	7	10	18	21	7	73	14%
\$15,000-\$24,999	0	2	3	4	8	9	9	35	7%
\$25,000-\$34,999	2	5	5	6	8	11	11	48	9%
\$35,000-\$49,999	0	5	3	4	11	14	13	50	10%
\$50,000-\$74,999	7	10	13	21	24	19	16	110	21%
\$75,000-\$99,999	2	8	6	12	13	15	7	63	12%
\$100,000-\$149,999	2	7	11	19	26	22	17	104	20%
\$150,000-\$199,999	0	1	2	4	6	2	4	19	4%
\$200,000+	0	0	3	4	3	3	0	13	3%
Total	16	45	53	84	117	116	84	515	
Share	3%	9%	10%	16%	23%	23%	16%		

Source: ESRI

Households by Income and Age of Householder, Deer Isle + Little Deer Isle, 2022

	<25	25-34	35-44	45-54	55-64	65-74	75+	Total	Share
< \$15,000	2	7	6	7	19	22	19	82	9%
\$15,000-\$24,999	7	9	4	7	20	25	31	103	11%
\$25,000-\$34,999	3	10	6	6	12	26	24	87	9%
\$35,000-\$49,999	3	8	4	5	13	25	17	75	8%
\$50,000-\$74,999	5	22	24	24	39	47	20	181	19%
\$75,000-\$99,999	1	13	16	15	20	16	10	91	9%
\$100,000-\$149,999	3	17	23	22	43	37	14	159	17%
\$150,000-\$199,999	0	10	8	9	14	20	9	70	7%
\$200,000+	0	11	13	18	28	29	13	112	12%
Total	24	107	104	113	208	247	157	960	
Share	3%	11%	11%	12%	22%	26%	16%		

Source: ESRI

- ◆ In Hancock County the largest income bracket is \$50,000-\$149,999, with 20% of the households. The largest single age bracket group is those between 55-64
- ◆ For all of Maine, the breakdown of shows a more even spread across income levels with the largest income bracket being \$50,000-\$74,999 with 20% of all households. The largest individual age bracket is those between 55-64, who represent 21% of all households
- ◆ At the other end of the income distribution, 27% of Town of Stonington households earn over \$100,000 in 2022 while 36% of Deer Isle + Little Deer Isle earn over \$100,000

Households by Income and Age of Householder, Hancock County, 2022

	<25	25-34	35-44	45-54	55-64	65-74	75+	Total	Share
< \$15,000	122	230	239	306	543	507	501	2,448	10%
\$15,000-\$24,999	71	155	125	188	322	451	561	1,873	7%
\$25,000-\$34,999	81	234	186	205	379	515	527	2,127	9%
\$35,000-\$49,999	111	348	299	339	554	812	639	3,102	12%
\$50,000-\$74,999	161	603	634	859	1,173	1,107	523	5,060	20%
\$75,000-\$99,999	55	376	520	622	859	703	336	3,471	14%
\$100,000-\$149,999	53	401	743	790	973	651	304	3,915	16%
\$150,000-\$199,999	6	157	233	323	374	268	146	1,507	6%
\$200,000+	1	108	263	314	377	291	125	1,479	6%
Total	661	2,612	3,242	3,946	5,554	5,305	3,662	24,982	
Share	3%	10%	13%	16%	22%	21%	15%		

Source: ESRI

Households by Income and Age of Householder, Maine, 2022

	<25	25-34	35-44	45-54	55-64	65-74	75+	Total	Share
< \$15,000	2,899	5,374	4,888	5,981	10,130	8,923	9,084	47,279	8%
\$15,000-\$24,999	2,130	5,141	3,763	4,709	8,208	10,463	14,197	48,611	8%
\$25,000-\$34,999	2,496	6,477	5,323	5,529	8,988	11,017	12,960	52,790	9%
\$35,000-\$49,999	3,439	9,894	8,238	9,192	13,186	17,813	14,951	76,713	13%
\$50,000-\$74,999	3,723	14,617	14,130	17,718	23,490	22,048	10,836	106,562	18%
\$75,000-\$99,999	1,918	10,913	13,556	15,324	19,476	14,721	6,342	82,250	14%
\$100,000-\$149,999	1,272	12,088	19,552	20,845	23,104	14,057	5,757	96,675	16%
\$150,000-\$199,999	243	5,169	7,377	9,556	9,860	5,432	2,762	40,399	7%
\$200,000+	111	3,458	6,996	8,914	9,230	5,469	2,473	36,651	6%
Total	18,231	73,131	83,823	97,768	125,672	109,943	79,362	587,930	
Share	3%	12%	14%	17%	21%	19%	13%		

Source: ESRI

Economy and Workforce

- ◆ Based on the below data, it is clear that the blue economy, most notably fishing and lobstering, is severely undercounted in both Stonington and Deer Isle and Little Deer Isle. Employment in terms of harvesters is not reported in state and federal labor data. It is not classified as wage work reported on what is known as “covered employment and wage data”. Seafood buying, processing, and related services is however reflected in wholesale trade data. Therefore, these data should be viewed as provided insights into the economy excluding lobster and fishing. Note that tables display the largest industries as well as the total from all industries (thus, the sum of largest industries does NOT equal total)
- ◆ In Stonington Retail Trade, Wholesale Trade, and Accommodation and Food Services dominate the available data on jobs. Retail combined with accommodations and food services represents 38 % of total employment in 2021. Wholesale Trade and Transportation and Warehousing represent 27%
- ◆ Data on employment concentration (location quotient) reveal Stonington is highly concentrated in wholesale trade (from fishing), along with retail
- ◆ Over the five-year period 2016-2021 jobs in most sectors remained flat while wholesale trade experienced a net loss of 20 jobs
- ◆ In Deer Isle and Little Deer Isle data exhibits more diversity than Stonington with the top industries by available data being Construction, Government Services, Other Services, Wholesale Trade, and Health Care/Social Assistance. Government includes school systems as well as town government. The Wholesale Trade and Health Care and Social Assistance industries experienced decreases between 2016 and 2021. In Healthcare this was attributable to the closure of a nursing care facility.

Largest Industries, Stonington

NAICS	Description	2016 Jobs	2021 Jobs	Change In Jobs	LQ	Earnings per Worker	GRP
44	Retail Trade	96	103	7	3.31	\$41,409	\$7,454,504
42	Wholesale Trade	101	82	-20	7.21	\$52,869	\$6,607,070
72	Accommodation and Food Services	32	34	2	1.41	\$39,045	\$2,625,025
81	Other Services (except Public Administration)	34	33	-1	2.07	\$26,369	\$1,242,960
48	Transportation and Warehousing	14	15	1	1.14	\$49,093	\$931,128
52	Finance and Insurance	17	15	-2	1.15	\$91,148	\$3,021,399
62	Health Care and Social Assistance	10	12	1	0.28	\$29,799	\$473,468
51	Information	12	10	-1	1.77	\$37,369	\$580,044
Total		379	364	-15		\$45,567	\$35,047,862

Source: Lightcast

Largest Industries, Deer Isle + Little Deer Isle

NAICS	Description	2016 Jobs	2021 Jobs	Change In Jobs	LQ	Earnings per Worker	GRP
23	Construction	125	129	3	3.17	\$52,399	\$10,237,096
90	Government	122	117	-5	1.15	\$59,433	\$7,084,295
81	Other Services (except Public Administration)	104	108	5	3.04	\$21,581	\$2,596,288
42	Wholesale Trade	88	74	-13	2.97	\$56,219	\$7,998,112
62	Health Care and Social Assistance	111	73	-38	0.81	\$49,852	\$4,274,080
44	Retail Trade	58	57	-1	0.82	\$48,226	\$6,494,331
54	Professional, Scientific, and Technical Services	46	51	5	1.03	\$82,189	\$6,787,392
72	Accommodation and Food Services	46	43	-3	0.81	\$41,925	\$2,959,829
31	Manufacturing	17	18	1	0.33	\$38,751	\$844,329
61	Educational Services	11	11	0	0.60	\$48,413	\$543,036
Total		737	689	-48		\$49,509	\$65,476,656

Source: Lightcast

- ◆ In Hancock County, top industries include Retail Trade, Accommodations and Food Services, Health Care and Social Assistance, Other Services (which includes gardeners, caretakers, and maintenance workers), Construction, Professional, Scientific, and Technical Services, and Agriculture, Forestry, Fishing, and Hunting
- ◆ Despite the undercount of fishing employment, Agriculture, Forestry, Fishing, and Hunting is heavily concentrated in the county
- ◆ Hancock County has seen the most growth in Fishing and Research and Development employment between 2016-2021

Largest Industries, Hancock County

NAICS	Description	2016 Jobs	2021 Jobs	Change In Jobs	LQ	Earnings per Worker	GRP
44	Retail Trade	3,610	3,706	97	1.32	\$41,832	\$166,910,986
90	Government	3,475	3,431	-44	0.83	\$61,169	\$211,048,624
72	Accommodation and Food Services	3,285	3,187	-98	1.47	\$39,917	\$141,964,009
62	Health Care and Social Assistance	3,160	3,034	-126	0.83	\$67,593	\$218,290,359
81	Other Services (except Public Administration)	2,497	2,423	-74	1.67	\$31,254	\$92,953,438
23	Construction	2,279	2,453	174	1.49	\$51,278	\$162,948,171
54	Professional, Scientific, and Technical Services	1,902	2,280	378	1.14	\$79,068	\$213,912,083
11	Agriculture, Forestry, Fishing and Hunting	1,660	2,081	421	5.87	\$50,358	\$124,683,609
56	Administrative and Support and Waste Management and Remediation Services	1,385	1,503	118	0.86	\$34,320	\$58,280,370
31	Manufacturing	1,348	909	-439	0.42	\$60,518	\$61,983,963
61	Educational Services	563	615	52	0.82	\$32,112	\$22,482,911
52	Finance and Insurance	563	498	-64	0.42	\$89,051	\$54,568,609
71	Arts, Entertainment, and Recreation	546	537	-8	1.24	\$46,508	\$28,450,785
48	Transportation and Warehousing	512	456	-56	0.38	\$53,578	\$30,220,273
42	Wholesale Trade	491	440	-51	0.43	\$57,750	\$31,532,700
53	Real Estate and Rental and Leasing	348	426	78	0.87	\$54,040	\$66,065,360
51	Information	330	261	-69	0.50	\$52,434	\$16,869,154
55	Management of Companies and Enterprises	63	93	30	0.23	\$242,267	\$24,731,769
22	Utilities	59	59	1	0.62	\$116,187	\$7,495,638
21	Mining, Quarrying, and Oil and Gas Extraction	<10	<10	Insf. Data	0.09	Insf. Data	\$2,033,437
99	Unclassified Industry	0	0	0	0.00	\$0	Insf. Data
Total		28,082	28,401	319		\$52,673	\$2,369,887,627

Source: Lightcast

- ◆ As is consistent with the other geographies, the State of Maine data also does not reveal the full impact of the blue economy
- ◆ The top industries in the State are Health Care and Social Assistance, Government, and Retail Trade

Largest Industries, Maine

NAICS	Description	2016	2021	Change	Earnings		GRP
		Jobs	Jobs	In Jobs	LQ	per Worker	
62	Health Care and Social Assistance	109,905	109,908	3	1.21	\$68,806	\$8,745,208,522
90	Government	106,403	102,859	-3,545	0.99	\$73,630	\$9,095,052,127
44	Retail Trade	86,661	84,703	-1,957	1.21	\$42,683	\$6,639,336,090
31	Manufacturing	52,875	56,366	3,491	1.03	\$76,723	\$8,169,731,918
72	Accommodation and Food Services	58,096	53,337	-4,759	0.99	\$33,021	\$2,955,204,918
23	Construction	41,304	47,979	6,675	1.17	\$60,050	\$4,202,420,382
54	Professional, Scientific, and Technical Services	30,939	37,190	6,251	0.75	\$89,005	\$4,453,154,739
56	Administrative and Support and Waste Management and Remediation Services	35,669	33,443	-2,226	0.77	\$51,014	\$2,216,704,760
81	Other Services (except Public Administration)	33,861	30,952	-2,909	0.86	\$36,563	\$1,518,202,400
52	Finance and Insurance	25,080	26,379	1,298	0.88	\$106,992	\$5,910,950,138
61	Educational Services	20,028	22,145	2,116	1.19	\$41,986	\$1,071,641,285
42	Wholesale Trade	20,791	19,888	-903	0.78	\$92,293	\$4,434,091,222
48	Transportation and Warehousing	19,144	19,078	-66	0.64	\$62,090	\$1,543,034,958
11	Agriculture, Forestry, Fishing and Hunting	15,339	17,787	2,448	2.01	\$50,008	\$1,674,738,123
55	Management of Companies and Enterprises	9,963	14,734	4,771	1.45	\$116,567	\$1,902,416,603
71	Arts, Entertainment, and Recreation	11,753	11,413	-340	1.05	\$35,649	\$575,970,186
53	Real Estate and Rental and Leasing	8,870	9,398	528	0.77	\$59,753	\$2,202,444,498
51	Information	8,688	7,478	-1,210	0.57	\$80,776	\$1,721,906,389
22	Utilities	1,689	1,703	14	0.71	\$136,678	\$919,734,722
21	Mining, Quarrying, and Oil and Gas Extraction	212	336	123	0.15	\$72,658	\$79,999,195
Total		697,997	707,265	9,268		\$63,840	\$76,630,813,899

Source: Lightcast

- ◆ Occupation data also fails to adequately represent display the blue economy by omitting fishing harvest jobs, further supporting it being unrepresented in available data
- ◆ Occupation data represents occupations at establishments located in Stonington regardless of where the worker lives
- ◆ The largest occupations in Stonington include transportation and material moving occupations, sales and related occupations, and office and administrative occupations
- ◆ Occupational data confirms industry concentrations in wholesale trade from lobstering, retail, food and accommodations

Largest Occupations, Stonington

SOC	Description	2016 Jobs	2021 Jobs	Change in Jobs	LQ	Median	Median
						Hourly Earnings	Annual Earnings
53-0000	Transportation and Material Moving Occupations	71	73	2	2.71	\$17.00	\$35,366
41-0000	Sales and Related Occupations	61	60	-2	2.06	\$16.67	\$34,664
43-0000	Office and Administrative Support Occupations	42	33	-9	0.87	\$17.70	\$36,824
35-0000	Food Preparation and Serving Related Occupations	26	24	-2	1.04	\$16.16	\$33,616
11-0000	Management Occupations	16	19	3	0.87	\$37.66	\$78,335
37-0000	Building and Grounds Cleaning and Maintenance Occupations	21	19	-2	1.69	\$15.65	\$32,543
39-0000	Personal Care and Service Occupations	15	16	1	1.86	\$15.20	\$31,609
51-0000	Production Occupations	22	14	-8	0.80	\$18.02	\$37,488
49-0000	Installation, Maintenance, and Repair Occupations	15	13	-2	1.03	\$21.38	\$44,475
29-0000	Healthcare Practitioners and Technical Occupations	12	11	0	0.63	\$17.50	\$36,403

Source: Lightcast

Largest Occupations, Deer Isle + Little Deer Isle

SOC	Description	2016	2021	Change		Median	Median
		Jobs	Jobs	in Jobs	LQ	Hourly Earnings	Annual Earnings
47-0000	Construction and Extraction Occupations	87	83	-4	2.61	\$19.37	\$40,297
25-0000	Educational Instruction and Library Occupations	82	80	-3	1.99	\$20.64	\$42,932
43-0000	Office and Administrative Support Occupations	77	71	-6	0.84	\$17.96	\$37,352
53-0000	Transportation and Material Moving Occupations	60	63	3	1.07	\$17.64	\$36,682
31-0000	Healthcare Support Occupations	61	51	-10	1.60	\$16.20	\$33,706
37-0000	Building and Grounds Cleaning and Maintenance Occupations	54	48	-6	1.97	\$15.61	\$32,469
39-0000	Personal Care and Service Occupations	47	48	1	2.55	\$15.25	\$31,720
35-0000	Food Preparation and Serving Related Occupations	53	45	-9	0.87	\$16.36	\$34,027
11-0000	Management Occupations	42	44	2	0.91	\$37.18	\$77,331
41-0000	Sales and Related Occupations	46	43	-3	0.67	\$16.48	\$34,271
29-0000	Healthcare Practitioners and Technical Occupations	27	24	-4	0.59	\$29.39	\$61,131
49-0000	Installation, Maintenance, and Repair Occupations	21	23	1	0.82	\$21.01	\$43,693
13-0000	Business and Financial Operations Occupations	15	18	2	0.40	\$31.11	\$64,707
51-0000	Production Occupations	21	17	-4	0.45	\$16.02	\$33,320
21-0000	Community and Social Service Occupations	18	14	-4	1.10	\$21.54	\$44,813

Source: Lightcast

- ◆ The top occupations in Hancock County include office and administrative support occupations, building and grounds cleaning and maintenance occupations, and food preparation and serving related occupations

Largest Occupations, Hancock County

SOC	Description	2016 Jobs	2021 Jobs	Change in Jobs	LQ	Median Hourly Earnings	Median Annual Earnings
43-0000	Office and Administrative Support Occupations	2,862	2,730	-132	0.79	\$17.61	\$36,629
37-0000	Building and Grounds Cleaning and Maintenance Occupations	2,501	2,459	-42	2.49	\$15.55	\$32,336
35-0000	Food Preparation and Serving Related Occupations	2,762	2,435	-327	1.18	\$16.06	\$33,411
41-0000	Sales and Related Occupations	2,328	2,388	60	0.91	\$15.34	\$31,916
11-0000	Management Occupations	1,661	1,988	327	1.02	\$37.55	\$78,097
47-0000	Construction and Extraction Occupations	1,876	1,909	33	1.48	\$20.02	\$41,639
53-0000	Transportation and Material Moving Occupations	1,661	1,791	130	0.74	\$16.59	\$34,497
45-0000	Farming, Fishing, and Forestry Occupations	1,415	1,726	312	8.33	\$18.60	\$38,686
25-0000	Educational Instruction and Library Occupations	1,753	1,664	-88	1.02	\$22.30	\$46,387
29-0000	Healthcare Practitioners and Technical Occupations	1,396	1,332	-63	0.82	\$32.77	\$68,163
31-0000	Healthcare Support Occupations	1,211	1,202	-8	0.93	\$16.30	\$33,895
49-0000	Installation, Maintenance, and Repair Occupations	1,060	1,073	12	0.96	\$20.86	\$43,385
39-0000	Personal Care and Service Occupations	1,005	1,039	34	1.37	\$15.26	\$31,746
13-0000	Business and Financial Operations Occupations	780	983	203	0.55	\$30.34	\$63,107
51-0000	Production Occupations	1,112	886	-225	0.57	\$18.49	\$38,453
19-0000	Life, Physical, and Social Science Occupations	447	507	60	1.95	\$28.79	\$59,876
17-0000	Architecture and Engineering Occupations	477	454	-23	0.99	\$40.05	\$83,305
27-0000	Arts, Design, Entertainment, Sports, and Media Occupations	444	444	-1	0.85	\$19.47	\$40,501
15-0000	Computer and Mathematical Occupations	385	430	44	0.49	\$37.65	\$78,303
21-0000	Community and Social Service Occupations	391	408	17	0.81	\$21.65	\$45,035
33-0000	Protective Service Occupations	335	325	-10	0.53	\$20.46	\$42,559
55-0000	Military-only occupations	144	146	1	0.84	\$28.78	\$59,860
23-0000	Legal Occupations	76	82	7	0.33	\$27.81	\$57,848

Source: Lightcast

- ◆ While the state has a high concentration of farming, fishing, and forestry occupations
- ◆ The top occupations in the State are office and administrative support occupations, sales and related occupations, and transportation and material moving occupations

Largest Occupations, Maine

SOC	Description	2016	2021	Change	LQ	Median	Median
		Jobs	Jobs	in Jobs		Hourly	Annual
43-0000	Office and Administrative Support Occupations	88,798	86,311	-2,487	1.00	\$18.42	\$38,318
41-0000	Sales and Related Occupations	64,501	62,498	-2,004	0.96	\$15.12	\$31,446
53-0000	Transportation and Material Moving Occupations	48,587	53,787	5,200	0.89	\$17.22	\$35,809
35-0000	Food Preparation and Serving Related Occupations	57,597	50,090	-7,507	0.97	\$14.39	\$29,937
11-0000	Management Occupations	43,445	49,229	5,783	1.01	\$38.97	\$81,058
29-0000	Healthcare Practitioners and Technical Occupations	43,643	44,101	458	1.09	\$35.20	\$73,214
25-0000	Educational Instruction and Library Occupations	44,545	42,905	-1,640	1.06	\$24.05	\$50,014
47-0000	Construction and Extraction Occupations	36,870	40,889	4,019	1.27	\$21.93	\$45,608
51-0000	Production Occupations	38,977	40,267	1,291	1.04	\$19.06	\$39,639
31-0000	Healthcare Support Occupations	37,945	36,756	-1,189	1.14	\$16.54	\$34,412
13-0000	Business and Financial Operations Occupations	28,746	36,167	7,421	0.81	\$31.97	\$66,489
49-0000	Installation, Maintenance, and Repair Occupations	29,189	29,653	465	1.07	\$22.63	\$47,078
37-0000	Building and Grounds Cleaning and Maintenance Occupations	29,398	27,720	-1,678	1.12	\$14.83	\$30,842
39-0000	Personal Care and Service Occupations	19,109	18,681	-429	0.99	\$14.22	\$29,584
15-0000	Computer and Mathematical Occupations	13,499	14,410	910	0.66	\$36.89	\$76,738
21-0000	Community and Social Service Occupations	13,003	13,858	855	1.11	\$23.26	\$48,371
27-0000	Arts, Design, Entertainment, Sports, and Media Occupations	12,817	13,100	283	1.01	\$19.95	\$41,498
33-0000	Protective Service Occupations	12,460	11,760	-700	0.77	\$22.20	\$46,186
45-0000	Farming, Fishing, and Forestry Occupations	10,600	11,741	1,141	2.27	\$15.88	\$33,029
17-0000	Architecture and Engineering Occupations	10,719	11,327	607	0.99	\$39.24	\$81,612
19-0000	Life, Physical, and Social Science Occupations	5,529	6,380	851	0.98	\$30.54	\$63,519
23-0000	Legal Occupations	4,380	4,411	31	0.71	\$30.75	\$63,970
55-0000	Military-only occupations	3,638	2,547	-1,091	0.59	\$25.90	\$53,874

Source: Lightcast

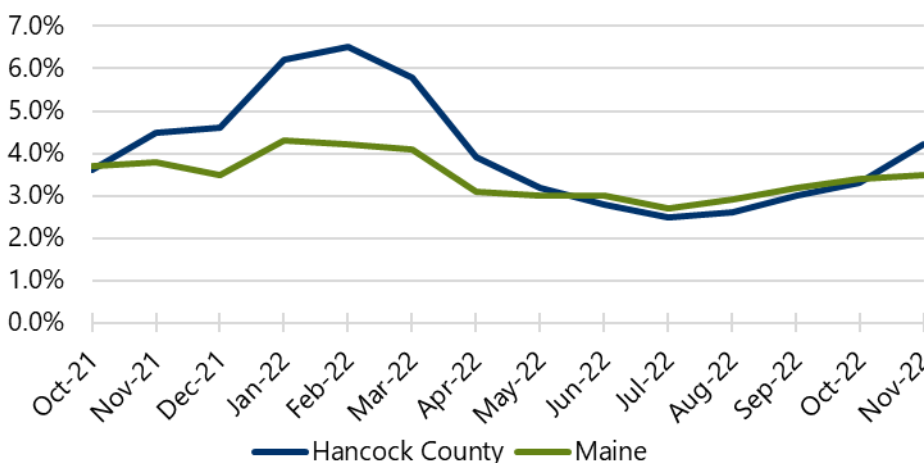
- ◆ Unemployment rates are compared in the graph below, with Hancock County having a slightly higher unemployment rate over the last 14 months than in the State of Maine
- ◆ Further labor force data is displayed in the table, revealing the employment and unemployment numbers over the 14-month available data range. Employment fell in both the county and state between October 2021 and November 2022
- ◆ While remaining relatively flat, the Hancock County Labor Force Participation Rate, lags behind both the State and national levels, sitting at 62.0% in 2021, compared to 62.9% and 63.6% in the broader geographies

Labor Force

Date	Hancock County			Maine		
	Employed	Unemployed	Unemployment Rate	Employed	Unemployed	Unemployment Rate
Oct-21	27,495	1,016	3.6%	656,386	486,316	3.7%
Nov-21	25,394	1,207	4.5%	649,082	494,977	3.8%
Dec-21	25,265	1,209	4.6%	649,342	495,905	3.5%
Jan-22	24,656	1,626	6.2%	641,507	504,752	4.3%
Feb-22	25,448	1,776	6.5%	647,487	499,917	4.2%
Mar-22	25,569	1,563	5.8%	648,270	500,299	4.1%
Apr-22	26,486	1,089	3.9%	647,733	501,962	3.1%
May-22	27,720	917	3.2%	651,499	499,369	3.0%
Jun-22	29,538	840	2.8%	668,013	484,193	3.0%
Jul-22	30,390	776	2.5%	671,484	482,135	2.7%
Aug-22	29,695	807	2.6%	663,225	491,728	2.9%
Sep-22	28,026	867	3.0%	650,142	506,168	3.2%
Oct-22	27,390	949	3.3%	650,285	507,435	3.4%
Nov-22	25,219	1,103	4.2%	642,582	516,513	3.5%

Source: US Bureau of Labor Stastics

Unemployment Rates, 2021-2022



Source: US Bureau of Labor Statistics

Labor Force Participation Rate

	Hancock County	Maine	US
2021	62.0%	62.9%	63.6%
2020	62.5%	63.0%	63.4%
2019	61.6%	62.9%	63.4%
2018	61.1%	63.0%	63.3%
2017	61.1%	63.1%	63.4%

Source: ACS 5-year Estimates, 2017, 2018, 2019, 2020, 2021

- ◆ Stonington has more outbound (244) than inbound commuters (208), with -36 net commuters – meaning more Stonington resident workers leave to go to work outside of Stonington than workers living elsewhere come into Stonington for work.
- ◆ Top inbound commuters come from Deer Isle, Little Deer Isle, Blue Hill, Ellsworth, and Sunset; Deer Isle and Little Deer Isle having double digit commuters into Stonington. Outbound Commuters primarily go to work in Deer Isle.

Inbound Stonington Commuters

ZIP	City	Inbound Commuters	Outbound Commuters	Net Commuters
04627	Deer Isle	112	117	-5
04650	Little Deer Isle	25	16	9
04614	Blue Hill	9	24	-16
04605	Ellsworth	8	11	-3
04683	Sunset	6	0	6
04676	Sedgwick	4	7	-3
04617	Brooksville	4	12	-8
04616	Brooklin	4	9	-5
04401	Bangor, Glenburn, Hermon, Veazie	3	2	1
04476	Penobscot	3	0	3
04472	Orland	3	0	3
04684	Srny	3	6	-3
04950	Madison	3	0	3
04412	Brewer	2	1	2
04496	Winterport	2	3	-1
04640	Hancock	2	1	1
04642	Harborside	2	1	1
04416	Bucksport	2	2	0
04619	Calais	2	0	2
04421	Castine	1	1	1
04957	Norridgewock, Mercer	1	0	1
04843	Camden	1	1	0
04849	Lincolnton, Northport	1	0	1
04915	Belfast, Swanville, Waldo	1	2	0
04473	Orono	1	2	-1
04673	Sargentville	1	2	-1
04005	Biddeford	1	1	-1
Total		208	244	-36

Source: Lightcast

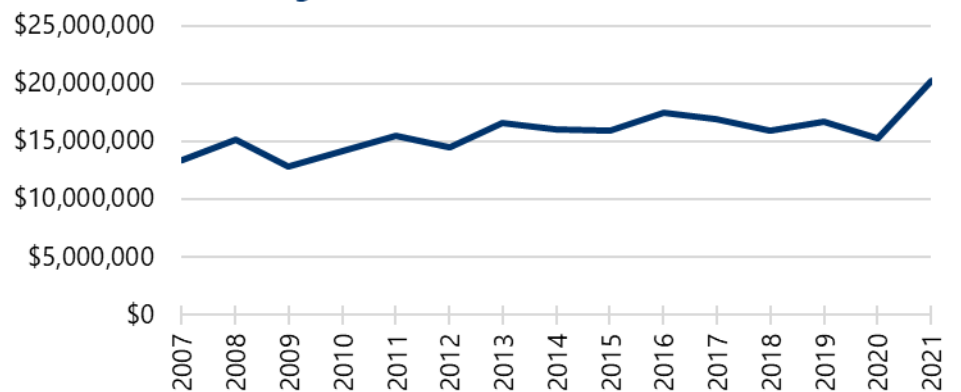
- ◆ In 2021, total taxable sales were just over \$20 million in Stonington increasing from \$13.4 million in 2007
- ◆ Restaurant & Lodging taxable sales have increased from \$3.4 million in 2007 to \$4.9 million in 2021, with most of the increase coming from the restaurant industry
- ◆ After initial declines during the start of COVID, taxable sales including restaurant & lodging experienced significant increases through 2021

Taxable Annual Sales -Stonington

Year	TOTAL	RESTAURANT	
		RESTAURANT	LODGING & LODGING
2007	\$13,439,129	\$1,826,179	\$1,561,388
2008	\$15,203,266	\$1,667,777	\$1,826,791
2009	\$12,800,400	\$1,654,363	\$1,275,710
2010	\$14,154,824	\$1,676,124	\$1,421,172
2011	\$15,461,212	\$1,838,505	\$1,668,487
2012	\$14,454,168	\$1,580,307	\$1,751,997
2013	\$16,609,548	\$2,098,441	\$2,612,908
2014	\$16,057,471	\$2,013,279	\$2,314,680
2015	\$15,906,286	\$1,817,890	\$2,393,284
2016	\$17,489,548	\$1,960,828	\$2,273,854
2017	\$16,922,672	\$1,771,323	\$2,275,799
2018	\$15,924,935	\$1,642,596	\$1,535,944
2019	\$16,668,604	\$2,198,466	\$1,262,753
2020	\$15,318,029	\$2,275,772	\$1,055,139
2021	\$20,230,692	\$3,248,658	\$1,735,050

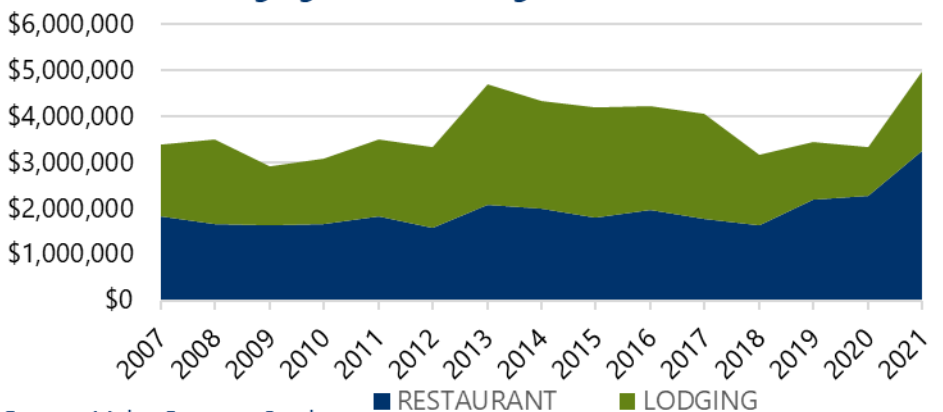
Source: Maine Revenue Services

Taxable Sales Stonington



Source: Maine Revenue Services

Restaurant & Lodging Sales - Stonington

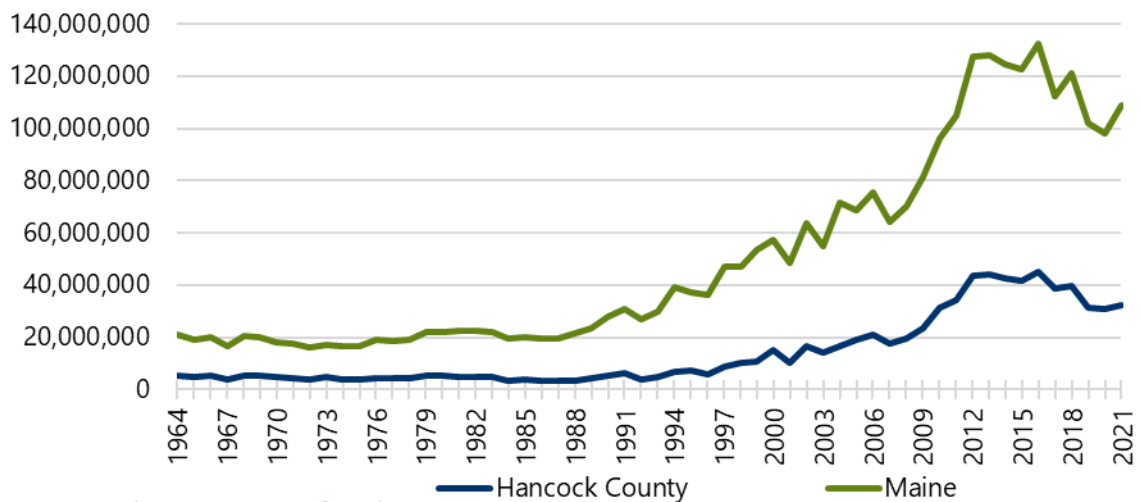


Source: Maine Revenue Services

Fishing, Lobster, and Aquaculture

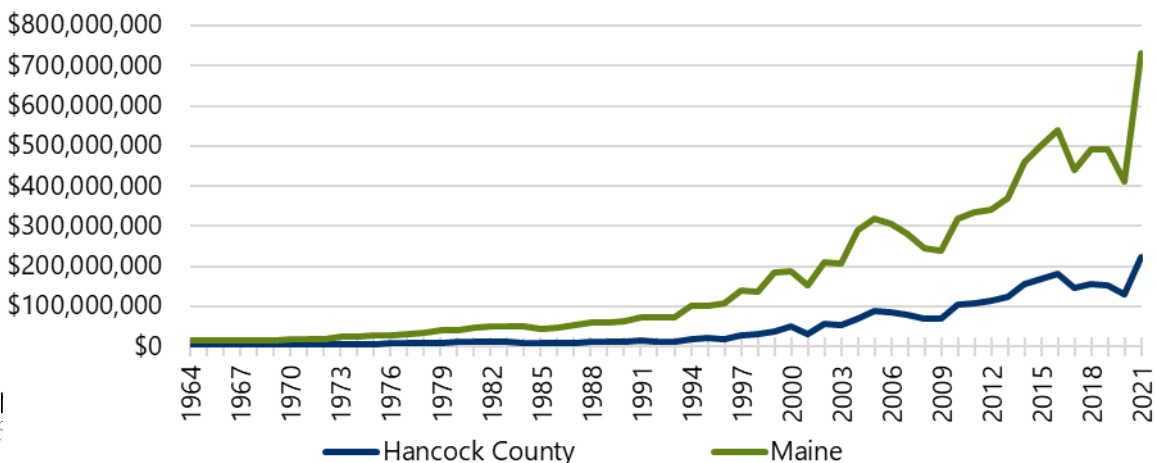
- ◆ The charts below display historical landing data in pounds and value for Hancock County and the state of Maine
- ◆ Lobster Landings in pounds saw moderate fluctuations from 1964 until the early 1990s. Landings then increased significantly over the last thirty years, reaching historic highs in the early 2010s. They have since dropped from the levels in the first half of the past decade but remain historically high
- ◆ Lobster landings value tells the same story with minimal fluctuations until the 1990s, but with especially sharp increases in values over the last year
- ◆ The increase in the 1990's was driven by multiple factors however chief among them was the loss of ground fishing opportunities and therefore more people in the industry turning to lobster to make a living.
- ◆ Also impact changes over time include the factors of:
 - Market prices and costs
 - Regulations including tariffs
 - Most recently the Covid Pandemic

Lobster Landings in Pounds



Source: Maine Department of Marine Resources

Lobster Landings Value



Source: Maine Department of Marine Resources

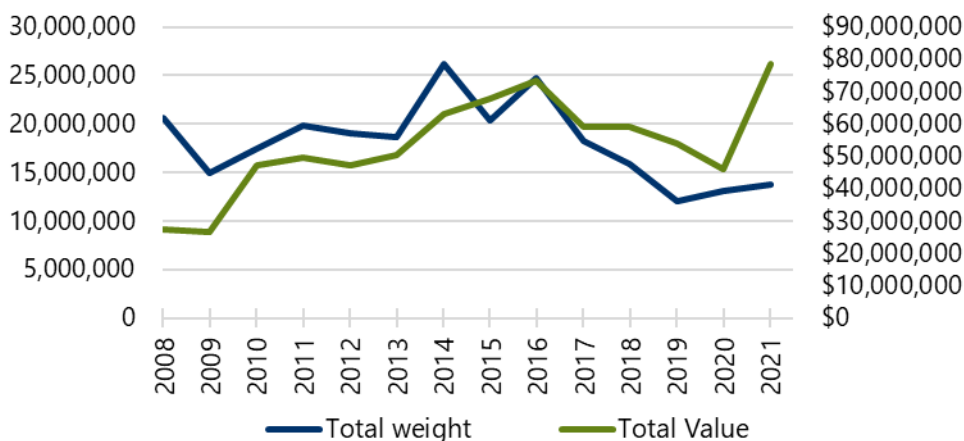
- ◆ More recent landings data are available for Stonington and Deer Isle displaying 2008-2021 Lobster values have tripled in Stonington from \$27 million in 2008 to over \$78 million in 2021, while harvest and trips have remained relatively stable and total weight has decreased from 20.6 million to 13.8 million pounds. In 2021 there were 661 harvesters.
- ◆ Deer Isle tells a slightly different story as the value and weight has remained more stable there, but total trips and total harvest have been cut in half since 2008. In 2021 there were 135 harvesters

Lobster Landings, 2008-2021

Year	Stonington							
	Total weight	% of State	Total Value	% of State	Total Trips	% of State	Harvesters	% of State
2008	20,585,732	29%	\$27,535,173	11%	29,041	11%	690	13%
2009	14,977,465	18%	\$26,702,769	11%	29,934	11%	677	12%
2010	17,402,496	18%	\$47,252,562	15%	36,152	13%	748	14%
2011	19,840,432	19%	\$49,443,459	15%	33,704	12%	644	12%
2012	19,041,263	15%	\$47,329,688	14%	33,023	12%	570	11%
2013	18,653,458	15%	\$50,503,975	14%	34,898	12%	596	12%
2014	26,117,576	21%	\$63,265,091	14%	32,706	12%	632	13%
2015	20,316,584	17%	\$67,885,451	14%	32,830	12%	582	12%
2016	24,671,377	19%	\$73,256,931	14%	34,952	12%	654	13%
2017	18,282,242	16%	\$59,019,934	13%	36,397	13%	669	13%
2018	15,879,443	13%	\$59,123,618	12%	33,310	13%	577	11%
2019	12,117,644	12%	\$53,800,628	11%	33,010	13%	673	14%
2020	13,139,087	13%	\$46,133,963	11%	27,467	12%	566	13%
2021	13,760,087	13%	\$78,520,815	11%	31,398	13%	661	15%
Total	254,784,886	17%	\$749,774,056	13%	458,822	12%	8,939	13%

Source: Maine Department of Marine Resources

Stonington Lobster Landings Weight and Value, 2008-2021



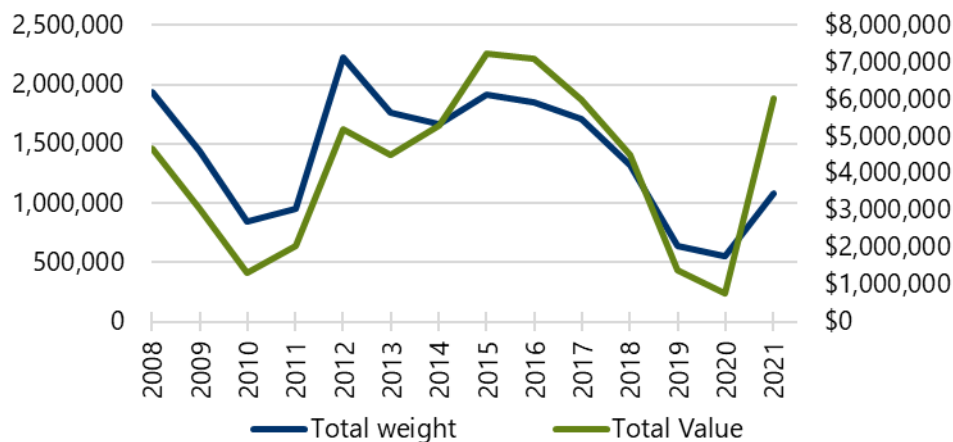
Source: Maine Department of Marine Resources

Lobster Landings, 2008-2021

Deer Isle								
Year	Total weight	% of State	Total Value	% of State	Total Trips	% of State	Total Harvesters	% of State
2008	1,936,011	3%	\$4,680,100	2%	10,482	4%	252	5%
2009	1,438,955	2%	\$3,034,400	1%	8,082	3%	204	4%
2010	847,665	1%	\$1,335,121	0%	6,353	2%	212	4%
2011	952,377	1%	\$2,057,490	1%	5,611	2%	199	4%
2012	2,225,499	2%	\$5,202,560	2%	7,157	3%	207	4%
2013	1,761,257	1%	\$4,488,306	1%	6,597	2%	154	3%
2014	1,666,722	1%	\$5,299,627	1%	6,638	2%	202	4%
2015	1,914,974	2%	\$7,244,359	1%	7,890	3%	248	5%
2016	1,854,082	1%	\$7,110,200	1%	7,116	2%	259	5%
2017	1,711,143	2%	\$5,985,149	1%	6,455	2%	189	4%
2018	1,325,142	1%	\$4,500,958	1%	4,413	2%	117	2%
2019	639,571	1%	\$1,387,067	0%	4,418	2%	135	3%
2020	553,630	1%	\$770,715	0%	3,142	1%	113	3%
2021	1,085,489	1%	\$6,018,470	1%	3,525	1%	112	3%
Total	19,912,516	1%	\$59,114,522	1%	87,879	2%	2,603	4%

Source: Maine Department of Marine Resources

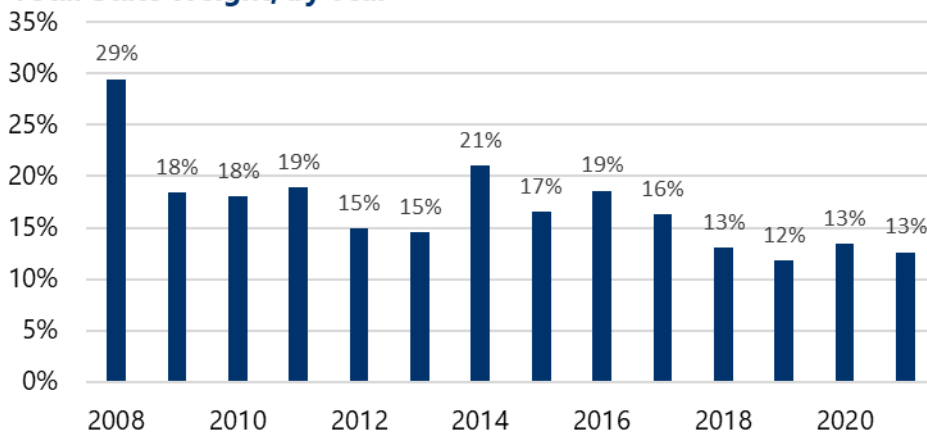
Deer Isle Lobster Landings Weight and Value, 2008-2021



Source: Maine Department of Marine Resources

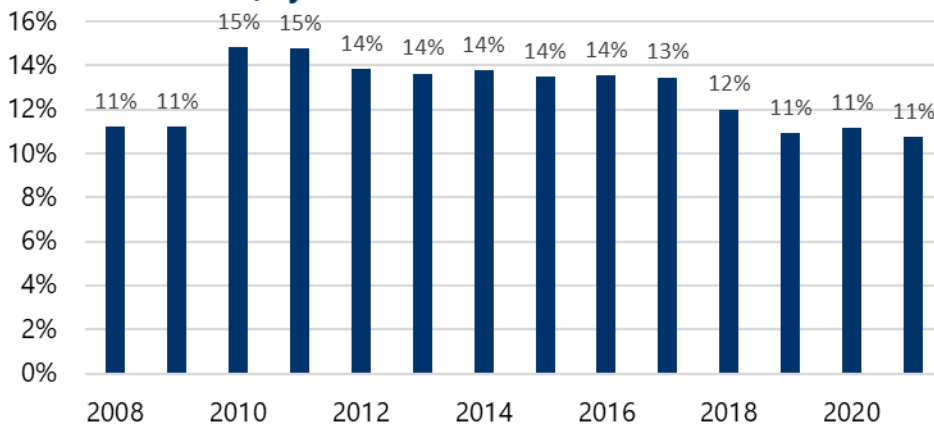
- ◆ Lobster Landings by weight over time is shown in the graph below, tracking what percent of total state weight Stonington has been responsible for from 2008-2021.
- ◆ After an abnormal year in 2008, Lobster landings in Stonington in terms of weight as a percent of the state have ranged between 12% to 21%. In 2021 they represented 13%.
- ◆ In terms of value of landings, Lobster landings in Stonington as a percent of the state have ranged between 11% to 15%. In 2021 they represented 11%.

Stonington's Lobster Landings Weight as a Percent of Total State Weight, by Year



Source: Maine Department of Marine Resources

Stonington's Lobster Landings Value as a Percent of Total State Value, by Year



Source: Maine Department of Marine Resources

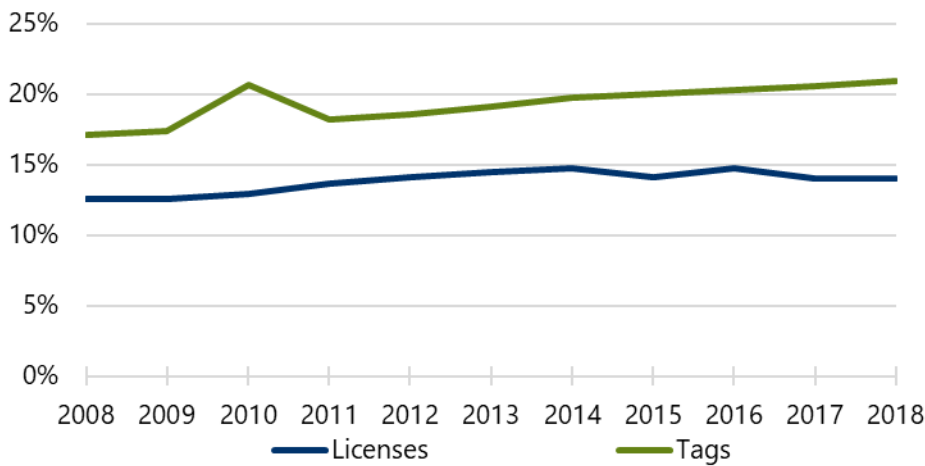
- ◆ Lobster Licenses are displayed for Zone C, as both Stonington and Deer Isle reside within this zone.
- ◆ Both licenses and tags increased from 2008-2018, with the tags in Zone C's share of all tags in Maine also increasing from 17% to 21% while licenses have remained relatively flat in terms of state share over the time series.

Zone C Licenses and Tags

Year	Licenses	% of State	Tags	% Of State
2008	1,091	13%	542,089	17%
2009	1,040	13%	538,223	17%
2010	1,036	13%	529,918	21%
2011	1,110	14%	542,370	18%
2012	1,145	14%	552,291	19%
2013	1,131	14%	559,295	19%
2014	1,144	15%	573,912	20%
2015	1,160	14%	586,590	20%
2016	1,244	15%	600,213	20%
2017	1,193	14%	610,626	21%
2018	1,177	14%	615,986	21%

Source: Maine Department of Marine Resources

Zone C Licenses and Tags, 2008-2018



Source: Maine Department of Marine Resources

Summary of Impact of Lobster Industry on Stonington

In 2021, Lobstering in Stonington represented:

- 651 harvesters
- 13.8 million pounds of catch
- \$78 million in value of harvest (11% total value of catch in Maine)

Additionally in 2021 Wholesale Trade and Transportation and Warehousing had 82 jobs representing 27% of all non-lobster harvesting jobs in Stonington and contributing \$6.6 million in gross regional product (economic output) – most all of this is related to the fishing and primarily lobstering industry.

In terms of understanding the further economic impacts of the lobster industry in Stonington, a 2009 study by the University of Maine² found that the Stonington economy receives \$2.5 million dollars in indirect and induced economic impacts (based on spending by businesses in the industry as well as their workers). This represents 8.37% of the total; value of lobster landings. Using that same methodology and applying to the 2021 harvest value of \$78.5 million results in:

- \$6.6 million in value contributed by the lobster industry beyond their direct spending on crew and equipment – this money circulates throughout the Stonington economy

That same study found that for each employee of a local lobster dealer 3.8 jobs occur in other places of the Stonington economy.

² Stonington Lobster And Fishing Industries: Infrastructure, Challenges And Opportunities, James Wilson, Ph.D. School of Marine Sciences University of Maine, Winter 2009

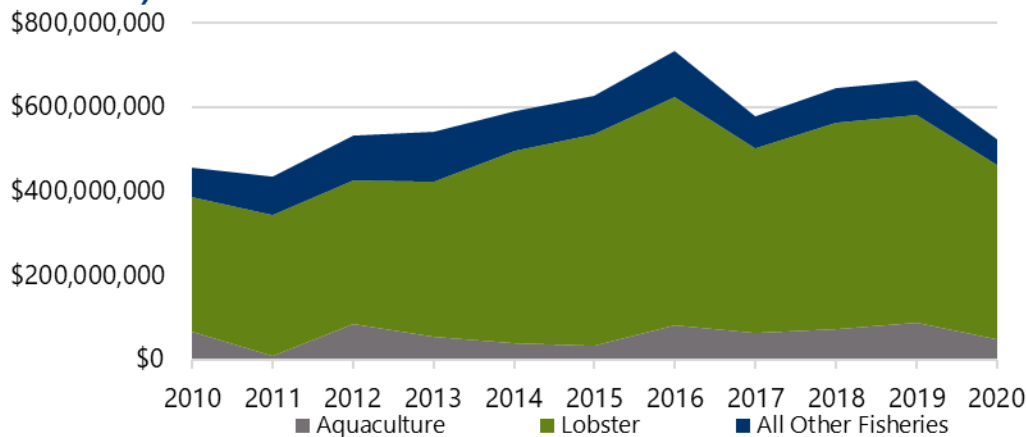
Data on fisheries for the state of Maine reveals the following:

- ◆ Lobster has dominated the share of all fishery value over the last decade, peaking in its share of fishery value in 2015 at 80%, and ranging from 64%–80% over the decade.
- ◆ Since 2015, Aquaculture has been increasing its share of total fisheries value, while lobster has remained high and all other fisheries have retracted.
- ◆ As evident in the 2020 data, Covid-19 pandemic significantly restricted the value for all fishing industries.

Harvest Value Trends (Aquaculture, Lobster, and All Other Fisheries)- Maine Statewide

	Aquaculture		Lobster		All Other Fisheries		Total Fisheries
	Value	Share	Value	Share	Value	Share	Value
2010	\$66,602,539	15%	\$318,891,895	70%	\$70,544,780	15%	\$456,039,214
2011	\$8,008,847	2%	\$334,539,734	77%	\$91,691,014	21%	\$434,239,595
2012	\$83,003,459	16%	\$342,079,520	64%	\$105,970,621	20%	\$531,053,600
2013	\$52,624,276	10%	\$370,383,981	68%	\$117,773,693	22%	\$540,781,950
2014	\$37,612,339	6%	\$459,508,386	78%	\$94,416,364	16%	\$591,537,089
2015	\$32,221,580	5%	\$502,450,309	80%	\$92,643,530	15%	\$627,315,419
2016	\$82,550,294	11%	\$540,183,010	74%	\$110,469,232	15%	\$733,202,536
2017	\$62,058,671	11%	\$438,515,983	76%	\$77,810,115	13%	\$578,384,769
2018	\$71,750,076	11%	\$492,307,298	76%	\$82,080,717	13%	\$646,138,091
2019	\$88,408,714	13%	\$493,003,762	74%	\$82,419,557	12%	\$663,832,033
2020	\$48,638,549	9%	\$412,487,339	79%	\$63,700,706	12%	\$524,826,594
Total	\$633,479,344		\$4,704,351,217		\$989,520,329		\$6,327,350,890

Harvest Value Trends (Aquaculture, Lobster, and All Other Fisheries)- Maine Statewide



Source: Maine Department of Marine Resources

Looking specifically at aquaculture the following provides trends on mussels, oysters, and Algae

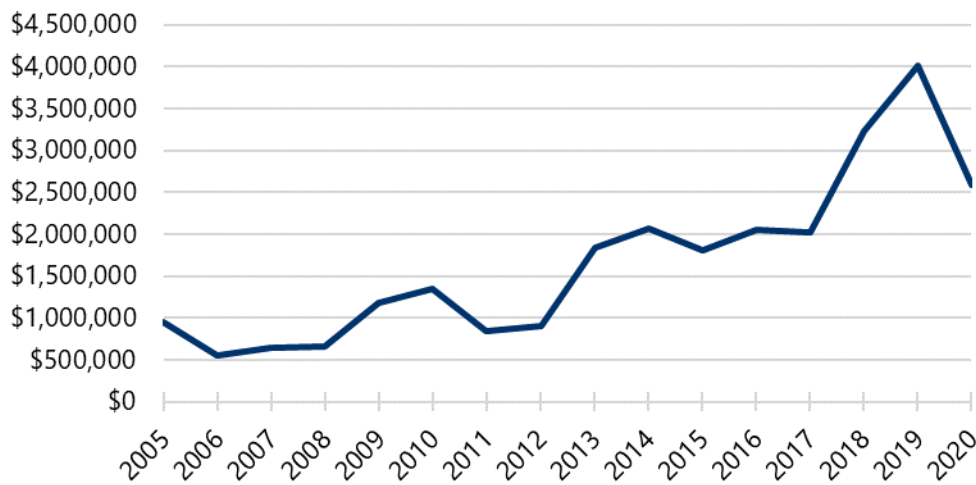
- ◆ Mussel value peaked at \$4,022,825 in 2019 and have increased 173% overall since 2005.
- ◆ The impacts of the Covid-19 pandemic are evident with the significant retraction in harvest and value in 2020.

Blue Mussels Harvest and Value- Maine Statewide

	Total Harvest	Total Value	Percent Change 1-YR	Percent Change 5- YR
2005	1,399,508	\$951,269		
2006	1,163,763	\$553,520	-42%	
2007	1,896,160	\$653,867	18%	
2008	632,330	\$664,822	2%	
2009	943,504	\$1,177,738	77%	
2010	1,402,608	\$1,344,652	14%	41%
2011	710,879	\$851,814	-37%	
2012	726,108	\$903,045	6%	
2013	1,419,188	\$1,843,353	104%	
2014	1,560,056	\$2,067,979	12%	
2015	1,365,593	\$1,808,899	-13%	35%
2016	1,604,648	\$2,051,194	13%	
2017	1,603,793	\$2,031,376	-1%	
2018	2,126,250	\$3,234,580	59%	
2019	2,347,146	\$4,022,825	24%	
2020	1,397,023	\$2,598,649	-35%	44%
Total	22,298,557	\$26,759,582	173%	

Source: Maine Department of Marine Resources

Blue Mussels Harvest Value- Maine Statewide



Source: Maine Department of Marine Resources

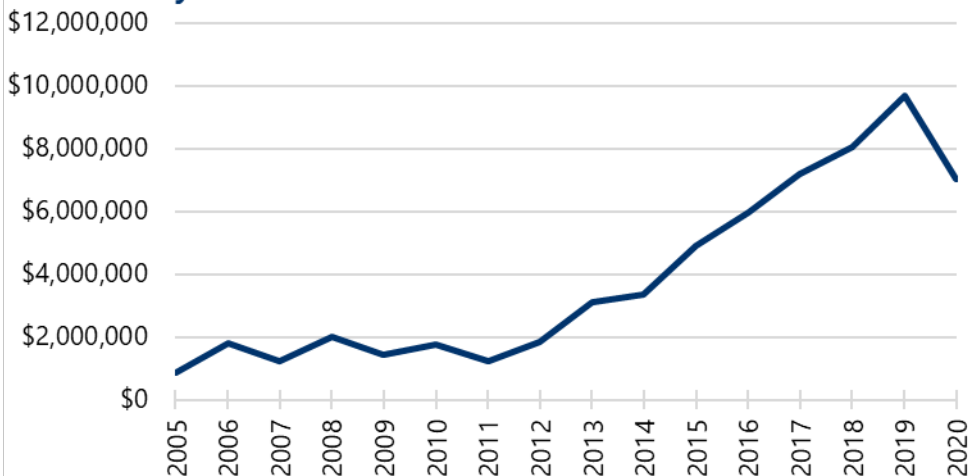
- ◆ Oysters value peaked at \$9,670,100 in 2019 and have increased 730% overall since 2005.
- ◆ The impacts of the Covid-19 pandemic are evident with the significant retraction in harvest and value in 2020.

American Oyster Harvest and Value- Maine Statewide

	Total Harvest	Total Value	Percent Change 1-YR	Percent Change 5- YR
2005	1,941,538	\$848,338		
2006	3,143,428	\$1,812,677	114%	
2007	2,652,865	\$1,220,531	-33%	
2008	3,624,787	\$2,024,575	66%	
2009	2,559,594	\$1,447,378	-29%	
2010	2,960,326	\$1,754,744	21%	107%
2011	1,791,401	\$1,225,472	-30%	
2012	2,875,814	\$1,851,331	51%	
2013	4,582,637	\$3,113,775	68%	
2014	5,023,530	\$3,359,665	8%	
2015	7,600,314	\$4,898,154	46%	179%
2016	8,804,391	\$5,964,214	22%	
2017	10,716,197	\$7,193,925	21%	
2018	11,891,465	\$8,054,957	12%	
2019	13,889,299	\$9,670,100	20%	
2020	10,060,919	\$7,041,070	-27%	44%
Total	94,118,505	\$61,480,906	730%	

Source: Maine Department of Marine Resources

American Oyster Harvest Value- Maine Statewide



Source: Maine Department of Marine Resources

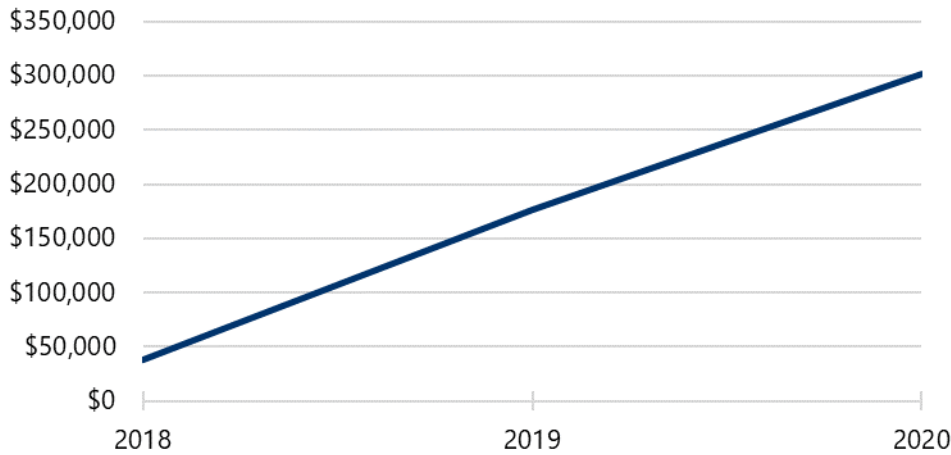
◆ Algae value and harvest both increased year over year with value increasing by 695% over the time series

Algae Harvest and Value- Maine Statewide

	Total Harvest	Total Value	Percent Change 1-YR	Percent Change 5- YR
2015	14,582			
2016	24,004			
2017	45,023			
2018	53,564	\$37,897		
2019	280,612	\$176,132	365%	
2020	497,146	\$301,285	71%	
Total	914,931	\$515,314	695%	

Source: Maine Department of Marine Resources

Algae Harvest Value- Maine Statewide



Source: Maine Department of Marine Resources

Community (housing)

- ◆ The Town's Comprehensive Plan provided an excellent situation assessment of housing in the Specifically worth noting for economic diversity and resiliency is the following:

There is a large seasonal population, both in terms of those owning their own housing in Stonington and in terms of transient tourists. Year-round residents own only 41% of the land area within the Town. Year-round residents own 56% of the total assessed building value but only 39% of the total assessed land value. This represents year-round residents owning only 45% of the combined assessed value of building and land in the Town. New construction and remodeling have become a significant component of the economy devoted to the seasonal resident population.

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

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

- ◆ Housing units in Stonington increased between 2000-2010 but have fallen since 2010, while the number of housing units increased between both 2000-2010 and 2010-2020 in Deer Isle and Little Deer Isle, Hancock County, and the State of Maine
- ◆ Stonington has seen a smaller increase in vacant units than the other geographies, but they have all experienced an increase in vacant units over the last two decades
- ◆ Deer Isle and Little Deer Isle has the highest average home value among analysis geographies, greater than Stonington, Hancock County, or the State of Maine. However, Stonington's median home value is slightly higher than Deer Isle/Little Deer Isle

Housing Units

Site	2000			2010			2020			Percent Change	
	Total	Owner Occupied	Renter Occupied	Total	Owner Occupied	Renter Occupied	Total	Owner Occupied	Renter Occupied	2000-2020	2010-2020
Stonington	909	385	117	993	375	140	963	381	134	6%	-3%
Deer Isle + Little Deer Isle	1,575	668	113	1,936	692	237	1,933	765	195	23%	0%
Hancock County	33,945	16,550	5,314	40,184	18,019	6,202	40,442	19,149	5,833	19%	1%
State of Maine	651,901	370,905	147,295	721,830	397,417	159,802	747,856	428,346	159,593	15%	4%

Source: ESRI

Occupied Housing Units

Site	2000		2010		2020	
	Owner	Renter	Owner	Renter	Owner	Renter
Stonington	77%	23%	73%	27%	74%	26%
Deer Isle + Little Deer Isle	86%	14%	74%	26%	80%	20%
Hancock County	76%	24%	74%	26%	77%	23%
State of Maine	72%	28%	71%	29%	73%	27%

Source: ESRI

Home Values, 2022

Site	Median Home Value	Average Home Value
Stonington	\$269,681	\$328,281
Deer Isle + Little Deer Isle	\$263,596	\$435,980
Hancock County	\$222,767	\$296,090
State of Maine	\$231,754	\$284,538

Source: ESRI

Vacant Units

Site	2000	2010	2020	Percent Change	
				2000-2010	2000-2020
Stonington	407	478	444	17%	9%
Deer Isle + Little Deer Isle	794	1,007	966	27%	22%
Hancock County	12,081	15,963	15,185	32%	26%
State of Maine	133,701	164,611	156,635	23%	17%

Source: ESRI

- ◆ In 2022, Stonington had 140 active short-term rental properties, significantly more than either Deer Isle or Little Deer Isle
- ◆ Compared to Deer Isle and Little Deer Isle, Stonington had a lower average daily rate and lower revenue but had a highest occupancy level than the neighboring geographies

Active Rentals

Year	Stonington	Deer Isle	Little Deer Isle
2019	138	86	10
2020	114	78	7
2021	100	70	8
2022	140	82	10

Source: AirDNA

Current Market Trends 2022

Geography	Active Rentals	Average		
		Daily Rate	Occupancy Rate	Revenue
Stonington	140	\$210	92%	\$3,379
Deer Isle	82	\$275	83%	\$3,548
Little Deer Isle	10	\$271	77%	\$3,605

Source: AirDNA

Engagement Findings

The following is a summary of findings based on interviews and group discussion conducted throughout the course of the project. Findings are grouped by major economic resiliency category.

Workforce and Education

Challenges

- Finding quality employees a challenge for most all businesses – businesses that are unable to attract and retain employees find sustainability and growth of business constrained
- Seasonality of businesses creates challenges for both business and workers
- Lack of affordable housing directly contributes to workforce challenges
- Lobstering is a big positive for the community economy but also makes diversifying the workforce and providing a pipeline of workers for other industries difficult
- High turnover in school system
- Low performing (challenged) school system
- Addiction creates challenges

Opportunities

- Strong knowledge base of all aspects of the marine economy marine economy
- Nursing home or ICC building as retraining center

Housing

Challenges

- Housing affordability and availability issue is felt across the community
- Lack of developable land
- Lack of access to large rental properties creates the rental pressure on housing inventory
- Seasonal and short-term rentals don't help year-round housing seekers

Opportunities

- Some businesses are taking matters into own hands and providing housing for employees
- Town Trailer Park is in the works for year-round workers – can also be used to attract people to stay longer term

Infrastructure/Land Use

Challenges

- Parking an issue in the summer – but Town doing as much as they can do
- Waterfront access – one main launch ramp, in need of some repair
- Limited space on waterfront; limited lots
- Lack of developable land
- Transportation: roads are narrow and not designed for heavy traffic and state owned
- Lack of bike lanes

- Creating wider roads and bike lanes is difficult because it would require easements or taking over private property
- Climate changes roads, sewer, water systems
- Community prosperity level is dependent on how quickly we can respond in terms of power outages, etc.

Opportunities

- Well-developed waterfront infrastructure
- Avenues for growth and increased foot traffic toward western part of Main Street
- MaineDOT Village Partnership Initiative – seed funding and matching dollars for investment in downtown/village centers

Business and Industry

Blue Economy – Lobstering, Fishing, Marine Trade

Challenges:

- Pending and current federal policy changes impacting lobstering based on protection of right whale
 - reducing lines allowed and areas to harvest
 - requiring changes to gear and vessels
 - reporting and data requirements
 - Additionally, the regulations for protection of the right whale are harder on lobsterman, than other industries (offshore wind) and it isn't fair
- Influence on consumers from special interest groups labeling lobster non-sustainable via "Red List"
- Rising costs of doing business:
 - Cost of bait due to rising costs overall and supply chain issues, exacerbated by COVID supply chain issues
 - Rising cost of fuel
 - Rising cost of equipment – traps and more
- Rail strike was a threat to getting bait as it is shipped to Maine via rail
- Lobster prices – have not kept pace with rising costs – margins are really tight – as a result some captains have cut crews size down
- Demand impacted by COVID particularly by cruise ships, hotels/resorts/casinos, restaurant chains
- China demand impacted by COVID as well as tariffs/trade policy
- Canadian competition has historically had an impact
- No alternative species to fish – lack of licenses, closures, etc. makes combining with lobster impossible – loss of ground fishing in 1990's Closing of ground fishing created increase in lobstering in 1990's but also now limits alternatives and the ability for lobsterman to fish multiple species
- Workforce constraints particularly for sternmen but across industry as well – use of seasonal works from Puerto Rico as well as foreign workers has helped but constraints remain
- Lack of alignment on advocacy, goals, communications within industry
- Boat building – there was a luxury boat building crash in 2008 due to recession. Some transitioned to lobster boat

Opportunities

- Lobstering consists of many small independent businesses (lobsterman) in addition to larger buyers and processors
- Number of people involved in the repair and building of watercraft – very unique specialization for the island that could be marketed and further developed
- Deep local ecological and navigational knowledge of the ocean that can be leveraged into different occupational opportunities
- Town is working to be proactive – started this study prior to lobster redlisting/new regulations; now have a few years reprieve, need to start setting actions in motion now to see dividends down the road
- Continued support for lobster industry
- Extend to emerging opportunities in “blue economy” – aquaculture, coast and marine research, marine trades and services, recreational boating
- Seafood processing– value added food production
- Some in lobster industry turning to aquaculture as an alternative or offseason add-on – though value not as high

Visitation, Retail, Restaurant, Accommodations

Challenges

- Business close for season, lack of open businesses and activity in later fall through spring
- Hard to remain open year-round for restaurants, but during the peak months, there are not enough restaurants
- Seasonality means each year many businesses must ‘start-over’ in terms of workforce

Opportunities

- Arts and cultural-based visitation
- Many artisans in region
- Strong local and regional assets to build on including
 - Opera House
 - Haystack
 - Granite Museum
 - Library
- Collaboration among entities – packaging things/service/experiences together (ex: lodging, kayaking outing, dinner, etc.)
- Creating a fulfillment coop for locally made goods - a way to extend the Stonington brand. A “Stonington Etsy” – business infrastructure

Governance/Community

Challenges

- Rural island communities rely on everybody pitching in including within local governance and volunteerism to be resilient
- Our young people need the ability and confidence to be resilient and the desire to work and make the community stronger.
- Lack of civics education
- Seasonality of population makes continuity difficult

Opportunities

- Overall strong cohesiveness in community
- Build human and social capital When people move to Stonington, get them signed up for helping out and share how they can contribute: what are their skills? Who are they?
- Increase civics education and engagement opportunities in partnership with the school system


Resources/Assets


The following specific assets that play a role in the local economy were identified:


- Stonington Lobster Coop
- Stonington Opera House
- Waterfront Infrastructure – piers, buying stations – Seven buying stations in Stonington creating healthy infrastructure and competition
- Related to art: robust set of nonprofits
- Library
- Community Center
- Granite Museum
- Stonington Economic Development Committee
- Stonington Chamber of Commerce
- Maine Center for Coastal Fisheries
- Historical Buildings
- Isle Au Haut Boat Service
- Stonington Public Library
- Island Institute
- Oddfellow's Hall
- Maine Lobsterman Association
- Maine Lobster Union 207

APPENDIX B: DATA SOURCES


PROPRIETARY DATA SOURCES

 **Lightcast** (formerly Emsi Burning Glass) is a global leader in labor market analytics, offering a data platform that gives a comprehensive, nuanced, and up-to-date picture of labor markets at all scales from national to local. Key components of the platform include traditional labor market information, job postings analytics, talent profile data, compensation data, and skills analytics. Lightcast integrates government data with information from online job postings, talent profiles, and resumes to produce timely intelligence on the state of the labor market. Job and compensation data is available by industry, occupation, educational program, and skill type. [Click to learn more.](#)


 **Esri ArcGIS Business Analyst** combines proprietary statistical models covering demographic, business, and spending data with map-based analytics to offer insights on market opportunities for industries, businesses, and sites. Business Analyst integrates datasets covering a wide range of topics including demographics, consumer spending, market potential, customer segmentation, business locations, traffic counts, and crime indexes, which can be overlaid spatially to produce customizable maps and uncover market intelligence. Data can be pulled for standard and custom geographies, allowing for valuable comparison between places. [Click to learn more.](#)

 **AirDNA** provides market intelligence on short-term rental properties around the globe. Powered by Vrbo and Airbnb data from over 10 million properties in 120,000 markets, AirDNA aggregates and analyzes property-level listings to distill market trends and forecasts. Granular data at the ZIP code level on nightly rates, occupancy, monthly revenue potential, property type, ratings, and seasonality can be leveraged to understand broader residential market dynamics and the impact of short-term rentals on housing supply and demand. [Click here to learn more.](#)

PUBLIC DATA SOURCES

 **AMERICAN COMMUNITY SURVEY**
U.S. CENSUS BUREAU

The **American Community Survey (ACS)** is an ongoing statistical survey by the US Census Bureau that gathers demographic and socioeconomic information on age, sex, race, family and relationships, income and benefits, health insurance, education, veteran status, disabilities, commute patterns, and other topics. Mandatory to fill out, the survey is sent to a small sample of the population on a rotating basis. The questions on the ACS are different than those asked on the decennial census and provide ongoing demographic updates of the nation down to the block group level. [Click to learn more.](#)

 **United States Census 2020**

Conducted every ten years in years ending in zero, the **US Decennial Census of Population and Housing** is a complete count of each resident of the nation based on where they live on April 1st of the Census year. The Constitution mandates the enumeration to determine how to apportion the House of Representatives among the states. The latest release of the 2020

Census contains data for a limited number of variables, including: total population by race/ethnicity, population under 18, occupied and vacant housing units, and group quarters population. [Click to learn more.](#)



The **Local Area Unemployment Statistics** (LAUS) program estimates total employment and unemployment for approximately 7,500 geographic areas on a monthly basis, from the national level down to the city and town level. LAUS data is offered through the US Bureau of Labor Statistics (BLS) by combining data from the Current Population Survey (CPS), Current Employment Statistics (CES) survey, and state unemployment (UI) systems. [Click to learn more.](#)

MAINE DATA SOURCES

- Maine Revenue Services
- Maine Department of Marine Resources

APPENDIX C: COMMUNITY & STAKEHOLDER ENGAGEMENT

As part of the engagement process surrounding this economic resilience strategy, interviews were conducted with Stonington residents, entrepreneurs, and business owners. Two site visits were held in person to collect feedback and better understand Stonington's economy from community members, and three virtual sessions were held to provide options for more residents to provide input and engage with the substance of this strategy. Additionally, interviews were conducted in-person and virtually with key stakeholders in Stonington identified by the Town. A brief summary of engagement activities is included below:

SITE VISIT 1

- Harbor Committee
- Stonington Selectmen
- Business Interviews
- SEDC & Chamber of Commerce Breakfast

SITE VISIT 2

- Stonington Economy Development Committee
- MDOT Village Planning Initiative
- Lobster Site Visits
- 3 Group Stakeholder Meetings
- Retail Site Visits
- Stonington Selectmen

ADDITIONAL INTERVIEWS/FOCUS GROUPS

- 3 Resident Focus Groups – Stonington Economy Conversation Sessions
- In-person/virtual interviews with key stakeholders

APPENDIX D: COMPREHENSIVE PLAN COMPONENTS

Town of Stonington Comprehensive Plan

Completed - March 5, 2018

Key components Specifically Related to Economic Diversity and Resiliency

Many of the findings and related strategies and actions that emerged from the Town's Comprehensive Plan process and contained in the final plan are directly relevant to a plan and action for economic diversity and resiliency. It is therefore important that the implementation of the Town's Comprehensive Plan be done in conjunction with action on this economic diversity and resiliency strategies. The following provides specific components of the Comprehensive Plan organized by economic diversity and resiliency issue area.

The Imperative for Action:

The Town's Comprehensive Plan in its executive summary expressed the context for an imperative for action.

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

The Town has a very limited water supply. This discourages any new industries that need process water from moving into the Town. The Town is concerned that a rapid decrease in the lobster harvest could cause a drastic change in the Town's economy (lobster landings constitute about 76% of the overall economy of the Town) and overall standard of living. Although such a decrease does not appear imminent, the purpose of a plan is to plan for that type of eventuality. To prepare for that is very challenging, especially given the limited water supply capacity. Given the essential need for most

businesses to have a high-speed internet connection and reliable fast cell phone service, the Town needs to improve that capability in many parts of towns in order to create diversified economic opportunities.

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

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

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

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

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

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

Also, in the Comprehensive Plan the challenge of carrying capacity of the Town that limits alternatives was also expressed and summarized as follows:

The Town is entering a new era in which transient residents and summer tourism in general are becoming bigger economic players than before. Although much of this tourism is based on its historical working waterfront, the question is whether the working waterfront and other local industries can be sustained, and whether year-round residents will be forced off the island as real-estate prices are hiked up by seasonal residents. This factor is the most significant, as there is a limit to the amount of shorefront access available to expand the fishery and there is less and less workforce housing available. So, both the fishery and the tourism market will run into limits that can stop the expansion of the economy.

The Vision:

As part of the comprehensive planning process the Town developed the following vision for its future:

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

This vision is compatible with the goals and objectives needed for economic diversification and resiliency.

Blue Economy - Need for strategies that maintain working waterfront (fisheries, marine trades):

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

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

What is not known is how much of the value of the fish and shellfish landed at Stonington goes into the Stonington economy. Note that 25 commercial lobster licenses and 25 commercial fishing vessels were registered with the State by Stonington residents in 2016. However, there were 506 mooring permits issued in Stonington in 2016 and a cursory scan of June 22, 2014 Google Earth photos show on the order of 100 fishing boats on

moorings within Stonington. So it is likely that much of the net income going directly to lobstermen landing their catch in Stonington is not going directly to the Stonington economy.

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

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

Infrastructure:

Transportation

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

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

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

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

Sewer/Wastewater

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

The sewer system is a sewer district run by a Board of Trustees separate from the Town government. It is not a combined sewer and stormwater system.

The existing sewer system could handle a doubling of its currently flow rate. However, the Sanitary District Ordinance prohibits it from accepting commercial/industrial customers producing over 10,000 gallons per day.

Water

The public water is provided by a Water Company wholly owned by the Town. It is governed by a set of Trustees separate from Town government (although the Trustees also serve as Selectpersons of the Town). The Water Company is planning a main replacement and a small extension of about 550' in the fall of 2017. This extension will only pick up a few residential customers. Other improvements to the system that may occur in the future, given enough money to finance the improvements, will include: a) adding a second storage tank of about 500,000 gallons; b) replacing old piping; and, c) developing additional water supply through getting more out of existing wells, locating new water supply wells, or decreasing its unaccounted for water. The expansion of the Water Company system is greatly restrained by its production capability. No new sources are currently known and there are currently no plans to locate new supplies, due to the costs of exploration and costs of extension of water transmission mains.

There are two issues relating to Water Company expansion: 1) there is a limited ability to serve new commercial users or significant expansion of residential use; and, 2) the Company cannot currently serve areas remote from the harbor village area. However, if a new source of water can be found near any Airport Road proposed growth area, it does have the legal ability to serve that area.

Telecommunications and Electricity

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

Broadband cable is advertised as being available everywhere in Stonington, but it primarily only exists along the Route 15 and Route 15A corridor. Spectrum will cover the costs up to \$500 to extend cable from Route 15, but the expense of extensions much beyond one or two lots off Route 15 would be prohibitive to most people. DSL service is available to those with landline service in parts of Stonington, but the northernmost part of Oceanville

Road and the westernmost part of Airport Road have no DSL. The offered DSL service does not meet the State definition of “broadband” service. Cell service is poor or non-existent in many parts of the Town, including the village. As noted above, part of the village does not have 3-phase power, from Atlantic Avenue to the Fish Pier. Three-phase power does extend up Childs Road from Route 15A. It extends from Route 15 onto Settlement Road. It goes down Atlantic Avenue.

Airport

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

Housing:

There is a large seasonal population, both in terms of those owning their own housing in Stonington and in terms of transient tourists. Year-round residents own only 41% of the land area within the Town. Year-round residents own 56% of the total assessed building value but only 39% of the total assessed land value. This represents year-round residents owning only 45% of the combined assessed value of building and land in the Town. New construction and remodeling has become a significant component of the economy devoted to the seasonal resident population.

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

There is a negative synergism resulting from sale of existing homes to seasonal residents willing and able to pay more than Stonington households can pay, decrease in year-round population, and decrease in number of school children.

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

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

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

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

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

Economic Development:

Economic Development Goals

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

Tourism

Tourism represents about 12% of the local economy and it appears to be on the increase in the past year or so. Tourism was growing at a rapid rate before the economic downturn of 2008, then it declined and has only recently rebounded to former levels in the past several years. To support the local tourism industry, the community has taken the following steps, among others: a) Reconstructed Hagen dock and re-configured parking

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

Critical Services: Healthcare

The Town is fortunate in having its own medical center on Airport Road that has 2 resident dentists, 3 doctors, and a nurse practitioner. Most emergency medical services are handled by the Blue Hill Hospital. Serious cases requiring hospitalization often go to Eastern Maine Medical. Although the Town, given its size and location, generally considers its local health care facilities to be adequate, the opioid crisis has started to exceed local abilities to deal with it. There is inadequate local treatment capability and new support groups/counseling in the community are starting to form to address the problem (e.g., Opiate-Free Island Partnership, Inc.). The Town Annual report includes separate reports from 10 different agencies/groups focused in some way on providing better health care to different segments of the local population. Consolidation by regional hospital networks may have some benefits but have taxed some staffers, State Medicaid support for the elderly and poor may decrease, particularly for funding for nursing care, pushing for telecare and aging in-home; however, lack of good coverage for telecommunications and cell service in the Town means these new directions for treating those problems do not work well locally. Although there are local programs to provide transportation to medical appointments for the elderly and disabled, there are great demands on many families to have to take time off to deal with family medical issues.

Village Area

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

New Commercial/Industrial Development Areas

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

From a pragmatic viewpoint, and given the declining population, little to no land is needed for development in the next 10 years. Over the past 10 years, there have been a total of 59 permits issued for new residential and commercial development, and, of this, only 5 were permits for new commercial development. Most development in the recent past has been the renovation of existing buildings. Therefore, the amount of land needed is primarily for second home development, assuming that the past trend in seasonal home development continues. If all this land occurs in the Shoreland Limited Residential Zone next to the ocean, then the minimum land needed would be about 45 acres. There is more than enough vacant land to satisfy this demand in the Shoreland Zone. If all the residential demand occurs outside the Shoreland Zone, then the minimum amount of residential land required would be 30 acres. Again, there are more than enough vacant inland acres to satisfy this need. There is no expected new industrial land use nor new institutional land demand in the next 10 years. There will probably be a small demand for commercial land. Based on past experience, the commercial land demand can probably be satisfied with 10 acres of developable land. Again, this is a small amount of land, which is available.

Stonington has elected to define two growth areas as shown on Figures 92, 93, and 94: 1) Around the traditional village area on the harbor on the southern coast of the town where public sewer and water are available, mixed uses occur that support the fishery, retail trade, and tourism, and where the main concentration of historically and architecturally important buildings occur. 2) Along Airport Road where the Town airport lies, the Town garage is placed, the Town recycling center exists, the medical center lies, the area has been a long-term host to a mobile home park, and it is next to a small business park that has already developed. This area is better situated for expanding mixed uses that include commercial uses that need land, concentrated low- to moderate-income housing.

Finances/Fiscal Capacity

The Town has historically used the following public investment mechanisms:

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

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

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

Stonington has no outstanding bonds and very low non-current liability balance

Capital Budget Priorities:

- Provide Seed Money to start Low- to Moderate Income Housing project off Airport Rd – Total Cost \$100,000; Town Cost - \$100,000 - Reserves and Bank Borrowing
- Increase Fisherman Access to Shore; Total Cost - \$250,000; Town Cost- \$125,000 - Reserves and Bank Borrowing; outside funding - Shoreline Access Grants
- Expand Parking in Village Area; Total Cost - \$125,000 Town Cost - \$100,000 Reserves & Bank Borrowing; outside funding - Block grant
- Re-locate Fire House within Village Area; Total Cost \$500,000; Town Cost- \$400,000 – Bonding; outside funding - Block grant Bonding
- Colwell Ramp Completion; Total Cost - \$150,000; Town Cost - \$100,000 - Reserves and Bank Borrowing; outside funding - Block grant; Town of Isle au Haut Contribution
- Bayview Street Reconstruction; Total Cost - \$500,000; Town Cost - \$300,000 - Reserves and Bank Borrowing; outside funding - Block grant
- Start Infrastructure for Business Park off Airport Rd; Total Cost -\$50,000; Town Cost - \$50,000 Grant Reserves and Bank Borrowing; outside funding - possible Rural Dev.
- Increase Water Company Storage Capacity; Total Cost- \$700,000; Town Cost -\$0; outside funding - Grants; Revolving Loan Fund

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