Stonington Harbor
Improvement Projects
SMALL HARBOR IMPROVEMENT PROJECTS PROGRAM GRANT APPLICATION

4.17.2017
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Letters of Support

Application Submitted by the Town of Stonington and the Borough of Stonington

TOWN OF STONINGTON
BOARD OF SELECTMEN
Robert R. “Rob” Simmons, First Selectman
Michael Spellman
Kate Rotella

BOROUGH OF STONINGTON
BOARD OF WARDEN AND BURGESSES
Jeffrey Callahan, Warden
Michael Adair
Robert Scala
Amy Nicholas
Howard Park, III
Amanda Barnes
Karen Von Ruffer Hills

STONINGTON HARBOR MANAGEMENT COMMISSION
Jay Spalding, Chairman
Sherman Crites
Jesse Diggs
Rodney Johnstone
Bruce MacKinnon

Bruce Anderson
Paul O'Neill
Caleb Rose
Edward Smith
Overview

For nearly two centuries, Stonington Harbor has served as a vital economic resource for the Town of Stonington and the surrounding region. The fact that one of the earliest federal breakwater projects is located here is clear evidence of the harbor’s significance in the early 19th century. Stonington was home to Nathaniel Palmer’s sealing fleet, which brought home valuable seal pelts from the Antarctic in the 1820’s and 30’s. From 1840 to 1890, Stonington Harbor was the critical link in the New York - Boston steamship/railroad journey. And in the late 19th and early 20th centuries, Stonington Harbor became the homeport for a major fishing fleet.

Although the steamships and sealers no longer come into Stonington Harbor, it remains an important economic engine. The harbor still is homeport to a commercial fishing fleet as well as a diverse array of water-dependent enterprises. In summer the harbor is full of pleasure craft from up and down the eastern seaboard. Tourists come to enjoy views of the harbor, Watch Hill, and Fishers Island, and to patronize the local restaurants and shops. Children learn how to sail and kayak at the two yacht clubs and at the New England Science and Sailing Center. All of these activities, which are discussed in more detail later, employ hundreds of people, and they all happen because of Stonington Harbor.

The purpose of this proposal is to seek funding that will help ensure the continued vitality of Stonington Harbor and nearby communities. Two key pieces of harbor infrastructure – the 1827 breakwater and the south fishing fleet dock --- are in need of significant repairs. The breakwater originally provided protection against storm waves to the eastern side of the Harbor, which is where virtually all the economic activity occurs. But storm activity over the past 190 years has taken its toll. South dock is where most of the fishing fleet ties up, and it, too, has been damaged by storms. The funding we seek will enable Stonington to develop detailed drawings and specifications needed in order to begin repairs to both structures. The remainder of this proposal spells out the rationale for this request.

GEOGRAPHY

Stonington Harbor has a north-south measurement of 1.1 nautical miles. It has 4.4 nautical miles of shoreline and lies within the Town of Stonington. The northern part of the Harbor is bounded by a railroad causeway which separates it from Lambert's Cove. Passages exist under two railroad bridges that are serviced by a channel within the harbor. The western shoreline consists of rock bluffs and headlands along the southern part at Wamphassuc Point. Moving northward, there are minor escarpments and low beaches.
To combat these swells, two large piers and two stone breakwaters provide some measure of protection to the harbor:

- South Pier
- North Pier
- Wamphaussuc Breakwater
- Stonington Harbor Breakwater

Chart 1 from Stonington Harbor Management Plan
One Harbor Two Projects
Stonington Harbor is an important center of commerce, recreation and community. As such, there are a variety of needs, which will improve these various elements from different perspectives. For example, while some improvements are needed to assist and retain the largest commercial fishing fleet located in Connecticut, others are needed to retain land-based activities valued in the hundreds of millions. The two main projects are the South Pier Renovation and the Stonington Harbor Breakwater.
**Proposal**

The proposed use of funds for the Small Harbor Improvement Projects Program application include the following goals and objectives:

<table>
<thead>
<tr>
<th>PREPARE</th>
<th>SHARE</th>
<th>PROTECT</th>
<th>MODERNIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Adapt to sea level rise&lt;br&gt;• Restore infrastructure</td>
<td>• Improve public access to Stonington Harbor</td>
<td>• Protect the harbor from wave action during coastal storms</td>
<td>• Update important coastal infrastructure</td>
</tr>
</tbody>
</table>

**Harbor Vision**

The vision for the Harbor is located within the Stonington Harbor Management Plan, adopted in October of 2012. This Plan outlines three main goals that align with the vision:

<table>
<thead>
<tr>
<th>RESOURCE PROTECTION</th>
<th>ECONOMIC DEVELOPMENT</th>
<th>PUBLIC ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Flood protection&lt;br&gt;• Water quality enhancement&lt;br&gt;• Shellfish habitat</td>
<td>• Commercial fishing and shellfishing&lt;br&gt;• Town dock&lt;br&gt;• Harbor services</td>
<td>• Waterfront access&lt;br&gt;• Moorings and anchorage&lt;br&gt;• Recreational fishing</td>
</tr>
</tbody>
</table>

**Vision Impediments**

<table>
<thead>
<tr>
<th>RESOURCE PROTECTION</th>
<th>ECONOMIC DEVELOPMENT</th>
<th>PUBLIC ACCESS</th>
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</thead>
<tbody>
<tr>
<td>• Flooding&lt;br&gt;• Stormwater runoff&lt;br&gt;• Funding</td>
<td>• Federal regulations&lt;br&gt;• Flood damage&lt;br&gt;• Funding</td>
<td>• Property values&lt;br&gt;• Water quality&lt;br&gt;• Resource demand</td>
</tr>
</tbody>
</table>
SOUTH PIER RENOVATION PROJECT

The South Pier is a critical infrastructure element within Stonington Harbor. The Pier is part of the Town Dock complex, and provides an important access point for commercial fisherman, protects valuable resources within the harbor and enables public access. This facility is failing, and threatening the livelihood of the many small businesses that are serviced by it.

SOUTH PIER SITE MAP

Aerial view of the town dock complex.

SITE PLAN OVERVIEW – SOUTH PIER RENOVATION

WORK PLAN – SOUTH PIER RENOVATION

The project will be approached via a multi-phase process:

- Phase 1 Preliminary design and permitting – ACTIVE PHASE
- Phase 2 final design, construction documents and bid manual – FUTURE
- Phase 3 Construction – FUTURE
# BUDGET – SOUTH PIER RENOVATION

## GRANT ACTIVITIES

<table>
<thead>
<tr>
<th>SOURCES</th>
<th>USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Harbor Improvement Projects Grant</td>
<td>Design / Engineering $250,000</td>
</tr>
<tr>
<td>Town of Stonington In Kind</td>
<td>Project Management $15,000</td>
</tr>
<tr>
<td></td>
<td>Legal $5,000</td>
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<tr>
<td></td>
<td><strong>Total</strong> $270,000</td>
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</table>

How grant funds are proposed to be utilized

## PROPOSED SCHEDULE – SOUTH PIER RENOVATION

<table>
<thead>
<tr>
<th>PROJECT ELEMENTS</th>
<th>MONTH 1</th>
<th>MONTH 2</th>
<th>MONTH 3</th>
<th>MONTH 4</th>
<th>MONTH 5</th>
<th>MONTH 6</th>
<th>MONTH 7</th>
<th>MONTH 8</th>
<th>MONTH 9</th>
<th>MONTH 10</th>
<th>MONTH 11</th>
<th>MONTH 12</th>
<th>MONTH 13</th>
<th>MONTH 14</th>
<th>MONTH 15</th>
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</thead>
<tbody>
<tr>
<td>Source funding to develop design and contract documents</td>
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<tr>
<td>Consultant procurement (QBS)</td>
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<tr>
<td>Contract development, scope refinement, agreement authorization</td>
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<tr>
<td>Engineering / Design</td>
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<td>Permitting</td>
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</tr>
</tbody>
</table>
STONINGTON HARBOR BREAKWATER
PROJECT

Army Corps of Engineers records reveal, in 1827 Congress appropriated $200 to plan a “pier.” A year later, $20,000 was appropriated not only to build the pier, but in so doing, to create a structure that would have the added purpose of making Stonington “a good and secure harbor.”

In 1830, with construction underway, a second appropriation of $16,491.67 was made, with the note that, while the project would be located as planned, the “width on the top [was] being made but 12 feet, instead of 20 feet, as first proposed.”

This project was part of an ongoing Federal effort to make more Atlantic coast harbors commercially viable. However, from the first, when the designed width of the new structure was reduced, it is obvious that what was being built in Stonington was only seen in part as a commercially useful wharf.

It was also (perhaps primarily) meant to be a breakwater — a barrier to protect the (deeper) east side of the harbor that, along with a natural barrier called Penguin Shoal to the west, would provide shelter from storm-driven waves for the harbor as a whole.

Within Stonington Harbor, the Stonington Harbor Breakwater structure, built by the Federal Government between 1827 and 1831 (13 years after the Battle of Stonington), holds both practical and cultural significance for harbor users and the residents. For many decades, the massive stone breakwater not only provided a public dock and a source of storm protection for the east side of Stonington Harbor, but was a favorite destination for walkers, pleasure boaters and sport fishermen.

HISTORY

Army Corps of Engineers records reveal, in 1827 Congress appropriated $200 to plan a “pier.” A year later, $20,000 was appropriated not only to build the pier, but in so doing, to create a structure that would have the added purpose of making Stonington “a good and secure harbor.”

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It was also (perhaps primarily) meant to be a breakwater — a barrier to protect the (deeper) east side of the harbor that, along with a natural barrier called Penguin Shoal to the west, would provide shelter from storm-driven waves for the harbor as a whole.
However, since maintenance was abandoned, it has been suffering substantial and accelerating damage, as the breakwater has lost both mass and structural integrity. Community leaders (e.g., Town of Stonington, Stonington Borough, Stonington Harbor Management Commission) have come to the realization that the structure would soon be beyond repair - unless action were undertaken. Since the construction of the breakwater, the US Environmental Protection Agency estimates that mean sea level in this area has risen by a foot, and the historical rate of increase is expected to double by 2050.

**STONINGTON HARBOR BREAKWATER SITE MAP**

Battered by higher seas and unmaintained, the breakwater is crumbling. It is overtopped at places during ordinary spring tides, and the entire structure can become submerged during major storms. At such moments, storm driven surges that overwhelm the outer breakwaters (but the original structure once could bar) are no longer significantly impeded. The breakwater has ceased to be an effective source of protection for the harbor’s east side.

**PROJECT MANAGEMENT DETAILS**

**PERMITS/**
- CT DEEP Certificate of Permission #201503391-MG issued 07.07.2015; Expires 07/07/2018

**CONSULTANTS/**
- Preliminary Engineering and Permit Assistance – Docko, Inc.; Mystic, CT 06355; 860.572.8939

**SOURCES OF FUNDS/**
- $30,000 State of Connecticut
- $30,000 Town of Stonington (in kind)

**PROJECT MANAGEMENT**
Stonington Harbor Management Commission
152 Elm Street
Stonington CT 06378
WORK PLAN – BREAKWATER

The project will be approached via a multi-phase process:

- Phase 1 Preliminary design and permitting – COMPLETED
- Phase 2 final design, construction documents and bid manual – ACTIVE PHASE
- Phase 3 Construction – FUTURE

The next steps for this phase of the project are contained in detail within this report and aligns with the following elements:

- Consultant Procurement
- Design and Engineering
- Construction documents and bid manual

SITE PLAN OVERVIEW

ELEVATION DIAGRAM
# BUDGET – BREAKWATER

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<tr>
<td>Small Harbor Improvement Projects Grant</td>
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<tr>
<td>$135,000</td>
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<tr>
<td>Town of Stonington In Kind</td>
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How grant funds are proposed to be utilized

## PROPOSED SCHEDULE – BREAKWATER

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</tr>
<tr>
<td>Contract documents / project manual</td>
<td>12 13 14 15</td>
</tr>
</tbody>
</table>

### Local and Regional Support

The economic value of the Stonington Harbor Breakwater and the South Pier of the Town Dock is of such importance to the local and regional economy that it has received widespread 100% support from the Borough and Town government officials, and the Stonington Harbor Management Commission (SHMC). In addition, 100% of the affected entities that have been contacted have also offered their enthusiastic support for repairing the breakwater and the Town Dock pier.
This has included the following, going north along the east side of the harbor waterfront from the Stonington Harbor Breakwater to the Town Dock:

1. Stonington Marina: 34 slip marina
2. "Breakwater" Restaurant: 100-person waterfront restaurant
3. Stonington Harbor Yacht Club
4. New England Science and Sailing (NESS), hands-on educational facility
5. Harbor Edge Dockominiums
6. Southern New England Lobster and Fishermen's Association (SNEFLA)

Letters of support are included as an Appendix to this proposal.

**Funding Committed to-date:**
The funding committed to-date for repairing/rebuilding the Stonington Harbor Breakwater has been limited to a $30,000 grant that was issued by the State of CT in

**Stonington Harbor Breakwater**
Concerns about the deterioration of the Stonington Harbor Breakwater resulted in the Stonington Harbor Management Commission initiating a joint Task Force (with representatives of the Town and Borough Governments and State Senator Andrew Maynard) to assess, plan and seek support for the restoration of the Old Stonington Wharf/Breakwater. As a result, in early February 2015 proposals by the Task Force were formally obtained for professional advance planning and engineering related to renewal and restoration of the “Old Stonington Wharf / Breakwater”.

This advance planning work was funded by a state grant of $30,000 and completed in June 2015. Based on the preliminary design, a Certificate of Permission (COP) was issued obtained in July 2015 (COP #201503391-MG). Development of a bid-package and construction of that design is currently unfunded and the object of this SHIPP funding request.

**South Pier of the Town Dock**
The deterioration of the South Pier of the Town Dock affects its safety and functionality as a landing dock for loading and off-loading catches from the commercial fishing fleet. An attempt to repair portions of this pier was performed over 15 years ago and the results were unsatisfactory and consistent with the meager funds that were allocated from the SNEFLA budget. To date, there are no Town of State funds committed to repairing this pier.

**In-Kind Funds:** As a participant in the above described Task Force, the Town of Stonington has already committed $5000 in "in-kind" funds to resolve ownership issues with the Stonington Harbor Breakwater (which was recently transferred from Federal to State ownership), to participate with the above identified joint Task
Force to manage the breakwater preliminary design and to develop a project manual to be used going forward with the project.

Other Projects
Neither the Stonington Borough, the Town of Stonington or the State of Connecticut have any other current or future planned projects, or allocated funds designated to the repair/re-construction of the Stonington Harbor Breakwater or the South Pier of the Town Dock.

Economic Value
For nearly two centuries, Stonington Harbor has served as a vital economic resource for the Town of Stonington and the surrounding region. The fact that one of the earliest federal breakwater projects is located here is clear evidence of the harbor’s significance in the early 19th century. Stonington was home to Nathaniel Palmer’s sealing fleet, which brought home valuable seal pelts from the Antarctic in the 1820’s and 30’s. From 1840 to 1890, Stonington Harbor was the critical link in the New York - Boston steamship/railroad journey. And in the late 19th and early 20th centuries, Stonington Harbor became the homeport for a major fishing fleet.

Although the steamships and whaling ships no longer come into Stonington Harbor, it remains an important economic engine for the Borough and the Town of Stonington. The harbor still is homeport to a thriving commercial fishing fleet as well as a diverse array of water-dependent enterprises. In summer the harbor is full of pleasure craft from up and down the eastern seaboard. Tourists come to enjoy views of the harbor, and nearby Watch Hill, and Fishers Island, and to patronize the local restaurants and shops.

Children learn how to sail and kayak at the two yacht clubs and at the New England Science and Sailing Center (NESS). All totaled, there are five commercial marinas, two yacht clubs, two “dockominiums”, a sailing educational facility, and a small boat association that provides access to the harbor for potentially over 400 recreational boaters. In addition, the Town and Borough issues an additional 250 permits for private recreational moorings, with a waiting list of over eight years. All of these activities, which are discussed in more detail below, employ hundreds of people, and it all happens because of Stonington Harbor.
The purpose of this proposal is to seek funding that will help ensure the continued vitality of Stonington Harbor and nearby communities. Two key pieces of harbor infrastructure – the 1827 breakwater and the south fishing fleet dock – are in need of significant repairs.

The images above depict the current condition of the over-washed Stonington Harbor Breakwater and the deterioration and collapsing of the South Pier of the Town Dock. Connecticut Port Authority SHIPP funds are requested to repair both of these structures that are vital to the economic core of Stonington Borough and the Town of Stonington. The Stonington Harbor Breakwater provides protection against storm waves on the eastern side of the Harbor, which is where all of the economic activity occurs.

But damaging storms over the past 190 years has taken its toll. The South Pier of the Town Dock is where much of the fishing fleet ties up and provides direct access to trucks for off-loading their catches, and it too has been undermined and damaged by storms creating safety concerns for its continued use.

The funding we seek will enable Stonington to develop detailed drawings and specifications needed in order to begin repairs to both structures. The remainder of this proposal spells out the rationale for this request.
NOAA navigation chart 13214 shows Stonington Harbor, the Breakwater and the South Pier of the Town Dock. It is important to note that on the western end of the Stonington Harbor Breakwater stands USCG Aid-to-Navigation (ATON) "9" which is 4m high, flashes red every 4 sec, and marks the eastern edge of the channel. This is also known to mark deepest side of the channel and used by the deep draft commercial fishing vessels.

The figure below shows the Stonington Harbor and the location of the various entities within the harbor that are adversely affected by the failing Stonington Harbor Breakwater and the collapsing South Pier of the Commercial Fishing Dock. Further details of these entities and their economic importance are provided below.

The economic value of Stonington Harbor encompasses its commercial importance, its residential appeal and value, and its recreational participants and tourism industries. The Harbor itself directly supports several commercial industries, which includes commercial fisheries, educational facilities, marinas, and recreational boating. It also contributes to the economy of merchants in Stonington Borough, and indirectly affects the economy of the Town of Stonington which includes nearby Mystic and its commercial and tourist attractions.

Stonington Harbor, with its unique location with immediate access to highly productive commercial fishing grounds, is the homeport of the last viable commercial fishing fleet in CT. Collectively, the economic impact of these direct and indirect industries can be severely threatened by the failure or collapse of
either the Stonington Harbor Breakwater or the South Pier of the Stonington Town Dock.

COMMERCIAL FISHING FLEET
Historically, Stonington Borough and Stonington Harbor has been the homeport of commercial fishing (and previously whaling and sealing) fleets for nearly 200 years. The site of the Town Dock was the landing dock for steamships that linked Stonington with New York City for travelers who then boarded trains in Stonington to complete the trip to Boston. The current commercial fishing fleet consists of 14 independently operated fishing "draggers/scallop" boats and 12 lobster boats that rent space to operate out of, and land their catches, at the Town Dock. In addition, there is a commercial fish processing plant that rents space at the Stonington Town Dock to service the fishing fleet.

The Town Dock consists of a North and South Pier for berthing vessels and provides dockside access for ship support activities. The South Pier as been significantly undermined by recent tidal and severe storm action. It is in need of immediate repair to regain its' safe use for large vehicular access to service the commercial fishing fleet boats and their catches.

Commercial fishing is a dangerous vocation and many of our commercial fishermen have lost their lives in pursuit of this activity. The Fishermen's Memorial at the western edge of the Town Dock includes a granite monument that pays homage to 41 fishermen who have died and forms the fabric of the entire community. The images below show the vessels at the Town Dock and the Fishermen's Memorial overlooking the harbor with the Stonington Harbor Breakwater and ATON in the background.

In addition to docks, the site also provides access to the facilities and equipment needed to maintain and operate the commercial fishing fleet boats with the necessary support facilities and equipment (e.g., truck space for loading / unloading, bait, fuel, ice, buildings for processing catches, access by large trucks, and crew and visitor parking).
In 2016, the commercial fishing fleet landed 700,000 pounds of lobster and 1,000,000 pounds of fish that was processed and sold locally, throughout the USA, and in Asia and Europe, at an average wholesale price (i.e., at the boat) of $3-$4 / pound (depending on the catch, the quotas, and market demand). This represents an average annual market value of about $5.1M - $6.8M for 2016 (Source: SNEFLA Stonington landings records). They also landed 750,000 pounds of bait that was used locally and also sold to other New England commercial fishermen in Maine, where a shortage of bait exists. This market is small now, only about $20,000 annually, but growing rapidly due to demand.

The table below illustrates the historical value of the commercial fishing fleet in Stonington. As shown, the total value of landings in Stonington for 2006 only was $8.19M compared with a ten (10) year average of $9.10M for the period from 1997-2006. Assuming that the average of $9.1M remains constant to 2016, the total average value of landing for 2016 of $5.95M (i.e., $3.50/lb x 1.7Mlbs = $5.95M) and represents up to 65% of the total dollar value of all Connecticut landings. The economic value of the Stonington commercial fishing fleet is clearly significant and needs to be supported.

### Landings By Species

<table>
<thead>
<tr>
<th>Species</th>
<th>Average from 1997-2006</th>
<th>2006 only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scallop</td>
<td>5,268,459</td>
<td>5,690,408</td>
</tr>
<tr>
<td>Lobster</td>
<td>969,486</td>
<td>800,218</td>
</tr>
<tr>
<td>Summer Flounder, Scup, Black Sea Bass</td>
<td>669,818</td>
<td>759,058</td>
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<tr>
<td>Monkfish</td>
<td>548,713</td>
<td>107,636</td>
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<td>Smallmesh Groundfish</td>
<td>482,725</td>
<td>164,166</td>
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<tr>
<td>Large mesh Groundfish</td>
<td>473,867</td>
<td>234,212</td>
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<tr>
<td>Squid, Mackerel, Butterfish</td>
<td>445,394</td>
<td>275,485</td>
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<tr>
<td>Other^2</td>
<td>122,965</td>
<td>104,074</td>
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<tr>
<td>Skate</td>
<td>108,756</td>
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<td>Tilefish</td>
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<tr>
<td>Red Crab</td>
<td>84</td>
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$9,108,718                      $8,194,721
How does the Stonington landings compare with statewide commercial fishermen landings? The table below shows CT only total in terms of revenues and pounds of landings. Based on the above 2016 Stonington landings compared with the 2014 statewide landings, in terms of pounds, Stonington potentially represents a significant 23% of the statewide commercial fishing market (i.e., 1.7Mlbs / 7.523Mlbs = 0.23).

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Revenues</th>
<th>Total Landings</th>
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<tbody>
<tr>
<td>2005</td>
<td>$37,570</td>
<td>13,628</td>
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<tr>
<td>2006</td>
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<td>2007</td>
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<tr>
<td>2008</td>
<td>$17,206</td>
<td>7,131</td>
</tr>
<tr>
<td>2009</td>
<td>$15,907</td>
<td>6,568</td>
</tr>
<tr>
<td>2010</td>
<td>$17,636</td>
<td>8,668</td>
</tr>
<tr>
<td>2011</td>
<td>$20,932</td>
<td>10,940</td>
</tr>
<tr>
<td>2012</td>
<td>$21,132</td>
<td>9,040</td>
</tr>
<tr>
<td>2013</td>
<td>$14,632</td>
<td>7,957</td>
</tr>
<tr>
<td>2014</td>
<td>$14,145</td>
<td>7,523</td>
</tr>
</tbody>
</table>

TOTAL LANDINGS AND LANDINGS OF KEY SPECIES/SPecIES GROUPS (THOUSANDS OF POUNDS)

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Landings</th>
<th>Fluke &amp; Other</th>
<th>Scallop</th>
<th>Shrimp</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>13,628</td>
<td>6,548</td>
<td>5,087</td>
<td>7,080</td>
</tr>
<tr>
<td>2006</td>
<td>11,750</td>
<td>5,807</td>
<td>3,931</td>
<td>5,943</td>
</tr>
<tr>
<td>2007</td>
<td>10,050</td>
<td>4,522</td>
<td>3,952</td>
<td>6,119</td>
</tr>
<tr>
<td>2008</td>
<td>7,131</td>
<td>4,248</td>
<td>4,585</td>
<td>2,576</td>
</tr>
<tr>
<td>2009</td>
<td>6,568</td>
<td>4,485</td>
<td>5,282</td>
<td>2,320</td>
</tr>
<tr>
<td>2010</td>
<td>8,668</td>
<td>3,172</td>
<td>6,823</td>
<td>2,113</td>
</tr>
<tr>
<td>2011</td>
<td>10,940</td>
<td>5,529</td>
<td>7,926</td>
<td>3,117</td>
</tr>
<tr>
<td>2012</td>
<td>9,040</td>
<td>5,172</td>
<td>5,277</td>
<td>2,030</td>
</tr>
<tr>
<td>2013</td>
<td>7,957</td>
<td>4,478</td>
<td>5,145</td>
<td>2,246</td>
</tr>
<tr>
<td>2014</td>
<td>7,523</td>
<td>4,485</td>
<td>5,145</td>
<td>2,246</td>
</tr>
</tbody>
</table>

SNEFLA

The Southern New England Fishermen’s and Lobstermen’s Association (SNEFLA) was established in 1931 and provides the fishermen with an organization that also represents their interests regarding fishing regulations and legislative action. In support of the fleet, SNEFLA arranges for the supplies, such as ice ($135,000 in 2016), fuel ($649,000 in 2016) and miscellaneous oil, filters, crew clothing, etc. ($51,000 in 2016). As an example of their commitment to the commercial fishing fleet, SNEFLA recently launched a national bumper sticker campaign to draw attention to the challenges facing the commercial fishing industry and to encourage legislation that will increase catches and landings, and ultimately ensure survival of the commercial fishing industry.

Although located within the Borough, the Town Dock is Town property, and oversight is provided by the Waterfront Commission within the Town of Stonington government. The image below shows the deteriorating south pier.

All of the commercial fishing fleet, the related support industries, and the community merchants rely on a safe and strategically located deep water harbor with sufficient dockage and support facilities to sustain their businesses. A video
tribute to the Stonington Fishermen can be found at:
youtube.com/watch?v=WCL-x9fVeXo

Peripheral businesses that rely on the sustained viability of the commercial fishing fleet include the local restaurants and housing markets, and related businesses inherent in any small town with a limited primary business base (e.g., grocery stores, shops, other restaurants, gasoline stations, hairdressers, insurance agents, recreational facilities, schools).

BLESSING OF THE FLEET
Every year for over 60 years during the last week end in July, the annual Blessing of the Fleet remembers Stonington’s fishermen who live to provide fish for the nation and all too often have died at sea in the process.

The two-day celebration includes parades, bands, food, music, dancing on the docks, and a Sunday Mass followed by a Blessing of the Fleet with the parade of boats laying of a flowered anchor shaped wreath on the waters outside the harbor. An annual event that attracts hundreds of visitors to participate in the parade, Blessing by the Arch Bishop, and the post-blessing festivities. The above historical photos from the SNEFLA archives show the enormous popularity of the Blessing of the Fleet and its' importance to the community.
THE PORTUGUESE HOLY GHOST SOCIETY
This Society was founded in Stonington in 1914, and is made up of Stonington residents of Portuguese descent. The society serves as a social nexus to many of the town’s fishermen, attracts locals and visitors to their semi-annual "Fish & Chips" and other traditional Portuguese religious and social events, and generally is the social focal point for the captains, crew and the families of the commercial fishing fleet. The economic value of the commercial fishing fleet and the Holy Ghost Society is of such significant that the Town suspended taxation of the Society to ease its' financial burdens and encourage it to be staple in the community.

EDUCATIONAL FACILITIES
The New England Science and Sailing Foundation, NESS (nessf.org) is a non-profit ocean adventure educational program for K-12, adults and families. NESS engages students in experiential learning that builds confidence, teamwork, and leadership skills and also has a significant STEM (Science, Technology, Engineering, Mathematics) program that encourages their students to develop technical skills.

NESS is located directly on the Harbor north of the Stonington Breakwater, has a fleet of over 100 boats ranging from paddle boards to 35-foot sailboats and taught over 6000 students in 2016. NESS relies on the ability of the Stonington Breakwater to buffer the weather-related surface water conditions and enable their students to be, and feel, safe when learning to sail.

RESTAURANTS
Directly to the north of the Stonington Breakwater is the restaurant "Breakwater" (breakwaterstonington.com) which sits on pilings over the water and includes a 200-foot long dock that extends into the harbor and benefits from the protection that the Stonington Breakwater could provide if re-built. The restaurant operates year-round and is an attraction both for its food and location, employs up to 50 people, is open to the public and serves thousands of locals and tourists every year. There is no question that the Stonington Harbor Breakwater provides a buffer from the wind-driven wave and southerly originating weather.
THE COMMUNITY FACILITIES
The La Grua Center is located in an historic stone building immediately to the east of the waterfront homes adjacent to the Stonington Harbor Breakwater. Its' mission is to serve and strengthen community in an historic space where a diverse array of activities creates opportunities for people to come together and connect. The Maurice C. La Grua Center opened its doors in 2008 as a venue for education, the arts, celebrations, meetings and other activities that bring area residents together and enrich our lives. Today, nearly seven days a week, events and classes are held at La Grua Center. Most events are offered free of charge and are open to all, thanks to the generous support from members of the community (lagruacenter.org)

YACHT CLUB
The Stonington Harbor Yacht Club (shyc.us), due to its' proximity is directly affected by condition of the Stonington Harbor Breakwater. The Stonington Harbor Breakwater directly abuts The Stonington Common’s dock system where numerous Stonington Harbor Yacht Club (SHYC) watercraft are kept. The Commons is a multi-unit mid-rise residential condominium which also houses the SHYC clubhouse. SHYC watercraft kept at the dock include: 30’ pilot house race committee power boat, two center consoles, power inflatable boats, numerous Optimist prams sailed by children in the Youth Sailing Program, and three Ideal 18 sailboats are moored just off The Commons’ docks and are primarily protected by the SHB.

The loss of annual revenues relating to our various racing programs can range between $10,000 and $15,000. Likewise, providing an active Youth Sailing Program serving both member and non-member children is an important part of SHYC services. The loss of annual revenues relating to their various Youth Sailing Programs can range between $25,000 and $35,000.

SHYC rents the west side of The Commons dock which it in turn rents to transient yachts during the sailing season. Approximately 145 transient boats visited SHYC last year and paid dockage fees. Damage to the docks reducing or eliminating their functionality as rental dock space could reduce cash flow to SHYC by $20,000 to $30,000 per year due to a loss of these fees.
SHYC employs 27 personnel throughout the year whose jobs could be at risk if major elements of the club’s primary services were imperiled or curtailed.

MARINAS
The Stonington Harbor Marina (stoningtonharbormarina.com) at 32 Water Street is bordered to the south by the Stonington Breakwater and is directly impacted by the ability of the Stonington Breakwater to minimize the effects of southerly wind and storms. The marina is assessed at $557,300, and has 34 recreational rental slips with gross receipts of $143,935 in 2016.
BOROUGH MERCHANTS
There are over 50 separate merchants located in Stonington Borough on Water Street whose economy depends on the local and tourist markets. These businesses include small boutique shops, several restaurants, clothing stores, jewelry stores, hair salons and hairdressers, news store, real estate offices, and other commercial businesses (stoningtonboroughct.com).

STONINGTON FARMER'S MARKET
Sponsored by the Stonington Village Improvement Association (SVIA), the weekly Farmer's Market (sviastonington.org/farmers-market) occurs at the Town Dock and features fresh seafood from the Fleet and fresh produce from nearby farms, some of which have been in operation for 10 generations. The enormously popular market attracts residents and visitors from the Borough and surrounding communities who come to buy fresh, healthy, local food.

Items sold at the market include locally grown vegetables fish, shrimp, scallops, etc. It is held on a field adjacent to the Town Docks and is a great place to connect with friends and neighbors, let kids have fun at the playground while shopping for local fresh seafood.

HOUSING
The Stonington Harbor Breakwater offers significant protection to the waterfront residences that are on the lower east side of Stonington Harbor and immediately north of the breakwater. As expected, theses waterfront homes are most vulnerable to the effects of storm driven wave, surge and extreme tidal action but the long-term prognosis is the rising sea level occurring global-wide.

The Stonington Harbor Breakwater provides a buffer for these homes from southerly originating storms and wind generated wave action, and therefore affects their Fair Market Value (FMV). This in turn affects their assessments and the tax revenues collected by the Town and Borough. The overall assessed value of these waterfront properties is over $51M and generates tax revenues of over
RECREATIONAL VALUE AND PUBLIC ACCESS
Stonington Harbor offers public access at several locations for recreational enjoyment. It also has significant value due not only to the harbor itself but its' proximity to nearby protected inland waters, recreational islands and land preserves (e.g., Sandy Point), its' access to open waters for recreational fishing, recreational boating and competitive sailing. It also is a safe stopover harbor for vessels in transient through Fisher's Island Sound, offering access to marina facilities, temporary dockage and a USCG designated transient mooring area with launch services available.

STONINGTON HARBOR MANAGEMENT COMMISSION (SHMC)
The SHMC is a joint commission consisting of members from the Borough and the Town and is chartered with being stewards of the harbor (stonington-ct.gov/waterfront-commission). The SHMC issues annual permits for 420 recreational moorings in the Harbor which are placed on the harbor grid administered by the Harbor Master (appointed by the Governor). These moorings generate over $22,000 annually in permit fees.
This image shows the grid and the 43 moorings on the east side that most are affected by the deteriorating Stonington Harbor Breakwater, along with the HM boat and the new Stonington Municipal Dock that is also the homeport for the Stonington Police Department patrol boat. Note the Stonington fishing dock and fleet in the background.

**STONINGTON SMALL BOAT ASSOCIATION**
Located adjacent to the Town Dock, the facility features boat racks and a launch ramp for over 120 small boats. Membership fees provides access to the facility and use of the launching ramp. Boats may be stored and launched on the premises, are limited to a maximum of 300 pounds and must be sail, paddle or oar powered. Virtually all of these small boats stay within the Harbor and rely on the protection provided by the collapsing Stonington Harbor Breakwater.

**WAYLAND’S WHARF:**
This public access facility includes a small landing dock for pick up and drop off of boater's and their guests, a gazebo with benches for enjoying the sights of Stonington Harbor, and ample parking. The wharf was designated by the Borough to be used solely for the enjoyment of residents and visitors and is protected from southerly winds by the Stonington Harbor Breakwater and the adjacent docks and piers. The Stonington Harbor Breakwater and the waterfront properties are shown here in the photo.
SPECIAL OLYMPICS
The sailing portion of the CT Special Olympics occurs each summer in Stonington Harbor and is co-sponsored by NESS, the Stonington Harbor Yacht Club and the Wadawanuck Club. The mission of Special Olympics is to provide year-round sports training and athletic competition in a variety of Olympic-type sports for children and adults with intellectual disabilities. This gives them continuing opportunities to develop physical fitness, demonstrate courage, experience joy and participate in a sharing of gifts, skills and friendship with their families, other Special Olympics athletes and the community.

The event attracts hundreds of special needs participants and their families. It is staged at the floating docks of the Stonington Marina, immediately adjacent and to the north of the deteriorating Stonington Harbor Breakwater. The importance of the breakwater in providing a wind and wave buffer to these special needs athletes cannot be over-stated. In fact, it is this pristine location with protected waters that is the reason the Special Olympics occurs in Stonington Harbor. Repairing the Stonington Harbor Breakwater is paramount to the continuation of this event.
BUSINESSES VALUES AND NUMBER OF EMPLOYEES AFFECTED
The table below summarizes the waterfront dependent businesses that would be affected by the further deterioration of the Stonington Harbor Breakwater and the South Pier of the Town Dock. A net loss of over $34M in business income and over 186 jobs could be lost. Adding in the cost of full or partial re-building of damaged structures could increase the total "at-risk" to $34M.

REAL ESTATE VALUES AND TAX REVENUES AFFECTED
The tables below summarize the Fair Market Value (FMV) and resulting tax revenues of the businesses and residential real estate on the east side of the harbor going north from the Stonington Harbor Breakwater to the Town Dock. These are the properties that are most in jeopardy by the continued over wash and ultimate failure of the Stonington Harbor Breakwater.

<table>
<thead>
<tr>
<th>BUSINESS</th>
<th>ADDRESS</th>
<th>BUSINESS TYPE</th>
<th>GROSS REVENUES (EST 2016)</th>
<th>REBUILD COST (EST)</th>
<th>BOATS</th>
<th>JOBS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stonington Marina</td>
<td>32 Water</td>
<td>Marina</td>
<td>$143,935</td>
<td>$1,250,000</td>
<td>34</td>
<td>2</td>
</tr>
<tr>
<td>La Grua Center</td>
<td>32 Water</td>
<td>Education Center</td>
<td>$200,000</td>
<td>n/a</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Blue Hill Bay LLC</td>
<td>66 Water</td>
<td>Restaurant</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>-</td>
<td>50</td>
</tr>
<tr>
<td>NESS (Stonington site)</td>
<td>72 Water</td>
<td>Education Center</td>
<td>$1,300,000</td>
<td>$1,000,000</td>
<td>250</td>
<td>10</td>
</tr>
<tr>
<td>SHYC</td>
<td>32 Water</td>
<td>Yacht Club</td>
<td>$80,000</td>
<td>n/a</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Harbor Side Condos &amp; Docks</td>
<td>1 Church</td>
<td>Private Docks</td>
<td>$1,000,000</td>
<td>$500,000</td>
<td>20</td>
<td>1</td>
</tr>
<tr>
<td>Harbor Edge Dockominiums</td>
<td>4 Northwest</td>
<td>Private Docks</td>
<td>$2,300,000</td>
<td>$750,000</td>
<td>46</td>
<td>1</td>
</tr>
<tr>
<td>SSBA</td>
<td>Town Dock</td>
<td>Small Boat Storage</td>
<td>$3,000</td>
<td>$2,000</td>
<td>120</td>
<td>-</td>
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<tr>
<td>SNEFLA</td>
<td>Town Dock</td>
<td>Dock Management</td>
<td>$946,753</td>
<td>n/a</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>Stonington Harvesters</td>
<td>Town Dock</td>
<td>Commercial Fishing¹</td>
<td>$6,300,000</td>
<td>n/a</td>
<td>2</td>
<td>18</td>
</tr>
<tr>
<td>Briar Patch Fishing Boats</td>
<td>Town Dock</td>
<td>Commercial Fishing</td>
<td>$11,550,000</td>
<td>n/a</td>
<td>4</td>
<td>25</td>
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<tr>
<td>Gambardella Wholesale Fish</td>
<td>Town Dock</td>
<td>Processing/Packing</td>
<td>$4,900,000</td>
<td>n/a</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>Commercial Fishing Fleet</td>
<td>Town Dock</td>
<td>Near Shore Fishing</td>
<td>not available</td>
<td>n/a</td>
<td>17</td>
<td>51</td>
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<tr>
<td>Seawell Fish</td>
<td>Town Dock</td>
<td>Packing/Retail</td>
<td>not available</td>
<td>n/a</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$29,723,688</strong></td>
<td><strong>$4,502,000</strong></td>
<td>497</td>
<td>186</td>
</tr>
</tbody>
</table>
The total residential and business real estate Fair Market Value (FMV) is over $51M and generates over $1M in Real Estate tax revenues (includes Personal Property tax estimate) combined for the Town and Borough. The FMV of these properties would decline, and the resulting real estate (and resulting personal property) tax revenues would therefore be reduced if the Stonington Harbor Breakwater continues to deteriorate and not provide protection from southerly wind-driven storm wave action.

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>STREET</th>
<th>BUILDING SIZE (SF)</th>
<th>BUILDING VALUE</th>
<th>LAND VALUE</th>
<th>TOTAL VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unit 1B</td>
<td>Water St</td>
<td>4,500</td>
<td>3,250,000</td>
<td>incl</td>
<td>3,250,000</td>
</tr>
<tr>
<td>Unit 1C</td>
<td>Water St</td>
<td>4,500</td>
<td>3,250,000</td>
<td>incl</td>
<td>3,250,000</td>
</tr>
<tr>
<td>Unit 1D</td>
<td>Water St</td>
<td>4,500</td>
<td>3,250,000</td>
<td>incl</td>
<td>3,250,000</td>
</tr>
<tr>
<td>Unit 1E</td>
<td>Water St</td>
<td>4,500</td>
<td>3,250,000</td>
<td>incl</td>
<td>3,250,000</td>
</tr>
<tr>
<td>Unit 1F</td>
<td>Water St</td>
<td>4,500</td>
<td>3,250,000</td>
<td>incl</td>
<td>3,250,000</td>
</tr>
<tr>
<td>Unit 1G</td>
<td>Water St</td>
<td>4,500</td>
<td>3,250,000</td>
<td>incl</td>
<td>3,250,000</td>
</tr>
<tr>
<td>60</td>
<td>Water St</td>
<td>15,652</td>
<td>693,900</td>
<td>524,500</td>
<td>1,218,400</td>
</tr>
<tr>
<td>66</td>
<td>Water St</td>
<td>6,634</td>
<td>171,300</td>
<td>1,067,900</td>
<td>1,239,200</td>
</tr>
<tr>
<td>68</td>
<td>Water St</td>
<td>7,373</td>
<td>207,800</td>
<td>334,500</td>
<td>542,300</td>
</tr>
<tr>
<td>70</td>
<td>Water St</td>
<td>7,773</td>
<td>383,200</td>
<td>1,295,900</td>
<td>1,679,100</td>
</tr>
<tr>
<td>72</td>
<td>Water St</td>
<td>5,996</td>
<td>357,700</td>
<td>291,700</td>
<td>649,400</td>
</tr>
<tr>
<td>76</td>
<td>Water St</td>
<td>6,248</td>
<td>762,100</td>
<td>1,144,400</td>
<td>1,906,500</td>
</tr>
<tr>
<td>80</td>
<td>Water St</td>
<td>4,833</td>
<td>602,800</td>
<td>1,093,800</td>
<td>1,696,600</td>
</tr>
<tr>
<td>84</td>
<td>Water St</td>
<td>5,576</td>
<td>540,900</td>
<td>1,114,600</td>
<td>1,655,500</td>
</tr>
<tr>
<td>88</td>
<td>Water St</td>
<td>7,421</td>
<td>415,200</td>
<td>1,107,700</td>
<td>1,522,900</td>
</tr>
<tr>
<td>90</td>
<td>Water St</td>
<td>2,700</td>
<td>217,400</td>
<td>766,800</td>
<td>984,200</td>
</tr>
<tr>
<td>92</td>
<td>Water St</td>
<td>4,384</td>
<td>372,900</td>
<td>1,080,000</td>
<td>1,452,900</td>
</tr>
<tr>
<td>94</td>
<td>Water St</td>
<td>7,454</td>
<td>1,030,000</td>
<td>1,130,000</td>
<td>2,160,000</td>
</tr>
<tr>
<td>96</td>
<td>Water St</td>
<td>1,972</td>
<td>61,800</td>
<td>740,600</td>
<td>802,400</td>
</tr>
<tr>
<td>98</td>
<td>Water St</td>
<td>5,946</td>
<td>782,200</td>
<td>1,095,900</td>
<td>1,878,100</td>
</tr>
<tr>
<td>100</td>
<td>Water St</td>
<td>7,992</td>
<td>910,200</td>
<td>1,140,700</td>
<td>2,050,900</td>
</tr>
<tr>
<td>102</td>
<td>Water St</td>
<td>4,958</td>
<td>425,300</td>
<td>1,128,500</td>
<td>1,553,800</td>
</tr>
<tr>
<td>104</td>
<td>Water St</td>
<td>5,886</td>
<td>276,900</td>
<td>540,000</td>
<td>816,900</td>
</tr>
<tr>
<td>106</td>
<td>Water St</td>
<td>4,666</td>
<td>234,900</td>
<td>594,000</td>
<td>828,900</td>
</tr>
<tr>
<td>110</td>
<td>Water St</td>
<td>4,702</td>
<td>340,600</td>
<td>594,000</td>
<td>934,600</td>
</tr>
<tr>
<td>112</td>
<td>Water St</td>
<td>5,073</td>
<td>303,000</td>
<td>407,600</td>
<td>710,600</td>
</tr>
<tr>
<td>1</td>
<td>Church St</td>
<td>1,364</td>
<td>348,500</td>
<td>n/a</td>
<td>348,500</td>
</tr>
<tr>
<td>1E</td>
<td>Church St</td>
<td>1,440</td>
<td>350,100</td>
<td>n/a</td>
<td>350,100</td>
</tr>
<tr>
<td>1F</td>
<td>Church St</td>
<td>1,373</td>
<td>345,000</td>
<td>n/a</td>
<td>345,000</td>
</tr>
<tr>
<td>1-5</td>
<td>Church St</td>
<td>2,851</td>
<td>777,100</td>
<td>n/a</td>
<td>777,100</td>
</tr>
<tr>
<td>1D</td>
<td>Church St</td>
<td>1,328</td>
<td>344,500</td>
<td>n/a</td>
<td>344,500</td>
</tr>
<tr>
<td>4</td>
<td>Cross St</td>
<td>2,744</td>
<td>148,100</td>
<td>534,600</td>
<td>682,700</td>
</tr>
<tr>
<td>1</td>
<td>Northwest St</td>
<td>4,361</td>
<td>177,200</td>
<td>324,000</td>
<td>501,200</td>
</tr>
<tr>
<td>9</td>
<td>Northwest St</td>
<td>5,430</td>
<td>127,800</td>
<td>434,800</td>
<td>562,600</td>
</tr>
<tr>
<td>19</td>
<td>Northwest St</td>
<td>2,730</td>
<td>254,100</td>
<td>340,200</td>
<td>594,300</td>
</tr>
<tr>
<td>21</td>
<td>Northwest St</td>
<td>3,975</td>
<td>267,700</td>
<td>340,200</td>
<td>607,900</td>
</tr>
</tbody>
</table>

**TOTAL** | **177,835** | **$31,730,200** | **$19,166,900** | **$50,897,100**
SUMMARY
It is clear that Stonington Harbor has major economic, commercial and historical significance to the Borough and the Town of Stonington and drives the local and regional economy. Every effort should be expended to ensure continued safe use of the harbor by the commercial fishing fleet and recreational boaters alike, and to protect the real estate values. The CT Port Authority SHIPP funds sought for repairing the Stonington Harbor Breakwater and the South Pier of the Town Dock will achieve these goals for the current generation and those to come.
Summary
NESS emphatically supports the rebuilding of the Stonington Harbor Breakwater, and believes it should be a very high priority for the State of Connecticut. There are four major reasons we believe this project is crucial to our organization and the community:

1) Safety
2) Preservation of the Economic Vitality of the Harbor
3) Protection of Property from a major Storm
4) Preservation of a Historic Cultural Asset

Introduction to NESS
New England Science & Sailing Foundation ("NESS") is a non-profit ocean adventure education program, located on the Stonington Harbor. We are a classroom without walls and use sailing, marine science, powerboating, and adventure sports to teach STEM. We engage students in experiential learning that builds confidence, teamwork, and leadership skills. Our core values guide our growth and the programs we provide:

- **Experiential Learning:** We actively engage students through doing, seeing, feeling, and inquiring for more-than-just-hands-on experiences that heighten learning.
- **Personal Growth:** We take students out of their comfort zones for transformational personal discovery and empowerment.
- **Inclusiveness:** We open doors to on-the-water learning and personal growth for all, regardless of financial means or intellectual or developmental abilities.
- **Stewardship:** We help foster connections between students and their communities and the natural environment to engender relevancy, respect, and protection.

1) Safety

The safety of our students is our number 1 priority. We had approximately 6,000 students in our various programs throughout 2016. 2,000 of those participated in programs on the water here in Stonington Harbor. Consistent with our yearly growth below, we expect that number to increase for 2017 as well.
That breakwater provides the needed cover and swell protection when there is a South or Southeast wind. Many of our students are as young as 4 years old, and could not safely be out on the water in such conditions, without the breakwater.

2) **Preservation of the Economic Vitality of the Harbor**

   If this protection no longer exists, many of our Sailing programs would not be able to be run safely. Approximately 15% of the time, there is a wind over 15 knots from this direction. This would result in approximately $25-$30 thousand lost revenue, as well as lost jobs.

   Additionally, our Marine Science programs use the tide pools created by the breakwater. If the breakwater was no longer there, we would lose approximately $30-$40 thousand of program revenue on the Marine Science education side.

   Lost revenue and lost jobs at NESS also means that less people would be in Stonington Borough daily, which would have a secondary economic impact on other businesses. For example, a parent who would bring their young child to a sailing program here in the summer, might spend an afternoon having lunch and shopping in the borough. If the program can no longer happen, those parents will no longer be here spending money at other businesses. Additionally, there would be fewer employees buying breakfast or lunch here daily.

3) **Protection of Property from a Major Storm**

   NESS would suffer a large loss due to property and equipment damage if there were a major storm and the breakwater was not there to provide much needed protection. NESS owns and operates approximately 250 floating watercraft, 30 powerboats, and a J-105 sailboat (35
foot), all of which are valued at approximately $500 thousand. Additionally, we have property valued at $2.8m which would be subject to flooding if the breakwater were not there because of storm surge. Finally, our moorings would be exposed to the elements as well and could possibly be in danger. Note that while NESS property is not right next to the breakwater, we are “third in line”, meaning that if the breakwater were destroyed, 2 other businesses directly between us and where it once stood would probably suffer damages first before we did, but it certainly would be a domino effect.

4) **Preservation of a Historic Cultural Asset**

NESS, as a community sailing program, greatly values the history of the Stonington Borough and Harbor. As educators who spend a large amount of time on the water, this breakwater is a unique point of discussion in our curriculum. This would be a large loss of history if it were no longer in the harbor. Talking about something that was built in the 1820s that “used to be right here” doesn’t have quite the impact as showing students the physical structure in person.
Stonington Harbor Breakwater
Financial Impact Summary on Stonington Harbor Yacht Club
If a Project Grant is Not Awarded

- The Stonington Harbor Breakwater (SHB) (AKA “Monsanto Breakwater”) directly abuts The Common’s dock system where numerous Stonington Harbor Yacht Club (SHYC) watercraft are kept. The Commons is a multi-unit mid-rise residential condominium which also houses the SHYC clubhouse. SHYC watercraft kept at the dock include:
  - A 30’ pilot house race committee power boat
  - A 19’ center console power boat used to assist in managing races
  - A second 19’ center console power boat used to coach/manage the Youth Sailing Program
  - A 10’ powered inflatable boat used to coach/manage the Youth Sailing Program
  - Numerous Optimist prams sailed by children in the Youth Sailing Program
  - Additionally, three Ideal 18 sailboats are moored just off The Commons’ docks and are primarily protected by the SHB
  - Three additional Ideal 18 sailboats are moored on the west side of the harbor and also protected by the SHB
  - Furthermore, a float holding a number of 420 sailboats used in the Youth Sailing Program is located on the west side of the harbor and is also protected by the SHB

- Sponsoring sailboat races and related activities is a primary and critical activity provided by SHYC to its members and the general public (non-members). Loss or significant damage to our Race Committee watercraft due to waves proceeding over the SHB during high tide or storm periods would severely impact membership activity, hence the number of members, and the operation and even viability of SHYC. The loss of annual revenues relating to our various racing programs can range between $10,000 and $15,000.

- Likewise, providing an active Youth Sailing Program serving both member and non-member children is an important part of SHYC’s services. Loss or significant damage to either of the coaching power boats or the participant’s sailboats due to waves proceeding over the SHB during high tide or storm periods would severely impact membership activity, hence the number of members, and the operation and even viability of SHYC. The loss of annual revenues relating to our various Youth Sailing Programs can range between $25,000 and $35,000.

- SHYC rents the west side of The Commons dock which it in turn rents to transient yachts during the sailing season. Approximately 145 transient boats visited SHYC last year and paid dockage fees. Damage to the docks reducing or eliminating their functionality as rental dock space could reduce cash flow to SHYC by $20,000 to $30,000 per year due to a loss of these fees.

- The many owners and crew/guests of transient boats renting SHYC dock space proceed to dine at SHYC and at the numerous Stonington Borough restaurants, and shop in the many attractive Borough retail establishments, adding thousands of dollars to the local economy annually, all of which would be lost if the docks were not available due to damage.

- SHYC employs 27 personnel throughout the year whose jobs could be at risk if major elements of the club’s primary services were imperiled or curtailed.
RE: Impact of inner breakwater on the following properties
Breakwater restaurant: 66 Water Street
Inn at Stonington: 60 Water Street

I am the principal owner in Blue Hill Bay LLC which owns 60, 66, and 68 Water Street. 60 and 68 water are operated as the Inn at Stonington. 66 Water Street is a restaurant called Breakwater (ironic). The restaurant in its current configuration has been there since the late 70's. Previous to that it was a more modest restaurant and a fishing pier.

I have been asked to comment on some specific questions regarding the financial impact the existing breakwater might have on my property. I will address 66 water first.

- The town has the property appraised at $1,508,300. Taxes paid to the town in 2016 were $21,379. The Boro taxes were $2683.
- I have a 200’ pier with berthing on both sides. I have a permit to extend the dock an additional 200’. There was a 400’ pier that was destroyed in Hurricane Sandy. This pier is used primarily by transients and restaurant patrons.
- The restaurant employs approximately 50 people in the summer time and 20 in the off season. It is open to the public and provides access to the waterfront for thousands of people every year.

In regards to the importance of the breakwater to our property, I believe that without it our building would not be here. In a hurricane with direct wave impact I believe that our building would probably be undermined. The likelihood of reconstruction of a commercial activity there would be minimal due to our local economics.

In regards to the Inn, I see no economic impact one way or the other as the property is not a water driven use.

I can be reached at 860 535 2000 if you have any further questions.

Bill Griffin
Hi Jess,

I am the owner's representative for Stonington Acquisitions LLC that owns the Stonington Harbor Marina, a 34 slip recreational marina built in 2006 located at 32 Water Street, www.stoningtonharbormarina.com. The tax assessor's value of the marina on the 2015 bill was $557,300. No commercial slips, 34 recreational. 2015 gross rents of $143,935. There are no amenities, however the marina rents the perimeter slips to the Stonington Harbor Yacht Club. We have one subcontracted dock master that would be adversely affected if the marina were to close.

Please let me know if you need any additional information.

Best,
Jessica Fogg
SVP Finance

On behalf of the Stonington Harbor Yacht Club (SHYC) I am responding to your request to our General Manager, Ursula Kmetz, of 3/13/17 to summarize the broad economic impact of the continued deterioration of the Stonington Harbor Breakwater (SHB). As noted in the attached Financial Impact Summary, SHYC's clubhouse and its marine activities, all of which are critical to the ongoing viability of the club and its operations, are located directly abutting the SHB. Even now, each occurrence of high tides, windy conditions, and certainly hurricanes such as Irene or Sandy, puts property in the lee of the SHB such as ours at serious risk as waves routinely wash over the barrier rendering it ineffective. Strengthening and increasing the height of the SHB is critical to our ongoing operations by protecting our on-water assets from damage, and protecting the club's viability to its members and the community at large of which we are a noteworthy part.

I, our Commodore, Betsy Bowman, and other members or our board are available to support the efforts of the Stonington Harbor Management Commission and our Stonington community to secure the funds necessary to rectify this critically dangerous situation.

Sincerely,

Joseph L. Williams, III
Fleet Captain
Stonington Harbor Yacht Club

Cell: 203.536.7900  Home: 860.535.1026
Email: jwilliams@ouillham.awerence.com
From: Akim Frysell [nightcap37@gmail.com]
To: jsiggs@comcast.net
Cc: 
Subject: FW: Rebuilding Stonington Harbor Breakwater

Please see my response in red. If you have any additional questions to my response or additional questions please let me know. You are free to use all or part of this information to help state your case. All I ask is that you provide me with any edited version of information.

From: Akim Frysell [nightcap37@gmail.com]
To: jsiggs@comcast.net
Cc: 
Subject: FW: Rebuilding Stonington Harbor Breakwater

1. Financial impact if the Breakwater Project is not funded and the breakwater fails completely
   a. Approximate value of your property. Description of our property.
      Harboredge facility is a 46 slip dockominium. With 4 about 2,200 sq. foot
      condominiums and a parking lot of 46 spaces and a marine service building.
      I put the total value of the dockominium at somewhere around 1.3 million to 1.7 million. This is from a high in 2007 of over 2 million.
      The loss of taxable property tax for the town has shrunk from a high in 1990 to now is considerable. The value has shrunk because of a declining economy as well as damage caused from storms and swells coming into the harbor. Storms are hard to prevent but the swells can be controlled with proper prevention. Damage from Sandy was extensive and the members spent about $150,000 to repair the facility. This was unavoidable and the worst storm we have had in the 30 years I have been there. The real issue for us are the swells entering the harbor especially at high tide and high winds from the south. This causes boats to swing back and forth and on occasion snapping lines and boats will run into the finger piers or docks. Hard to put a value on this as most of this expense is up to individual owners. We as an association are diligent and keep an eye on conditions as well as extra lines and larger lines. The real help for us would be to extend the breakwater as well as increase the height. If I had to put an annual value of repair on this I would say $2,500 to $4,000 as an association and total of $500. On members. The next loss in value is to the town as we use have taxes amounting to $1,100 per slip and currently are around $550.00 per slip. If the conditions in the harbor improved the value would increase, demand would increase. The benefit to our facility is the slips are deep water slips, easy access to the sound and well it is in Stonington Harbor. The swells hurt us.
   b. Number of commercial boat slips, etc (as appropriate) We are a non-commercial facility. All boats are pleasure boats
   c. Potential lost revenues. We are not a business as such we do not generate revenues.

2. Types of public access, commercial activities and marine related services provided by your facility (i.e., restaurant, inn, marina, commercial
   fishery, etc.)
   a. Facilities that could be closed or have reduced operations if the breakwater fails to provide adequate protection. Does not relate to us
      other than demand

3. Number of current employees that could be adversely affected
   a. Number of new jobs that could be created with an improved breakwater. Does not apply to us

We are requesting the following information about your facility to substantiate the economic impact of the breakwater:

1. Financial impact if the Breakwater Project is not funded and the breakwater fails completely
   a. Approximate value of your property. Description of our property.
      Harboredge facility is a 46 slip dockominium. With 4 about 2,200 sq. foot
      condominiums and a parking lot of 46 spaces and a marine service building.
      I put the total value of the dockominium at somewhere around 1.3 million to 1.7 million. This is from a high in 2007 of over 2 million.
      The loss of taxable property tax for the town has shrunk from a high in 1990 to now is considerable. The value has shrunk because of a declining economy as well as damage caused from storms and swells coming into the harbor. Storms are hard to prevent but the swells can be controlled with proper prevention. Damage from Sandy was extensive and the members spent about $150,000 to repair the facility. This was unavoidable and the worst storm we have had in the 30 years I have been there. The real issue for us are the swells entering the harbor especially at high tide and high winds from the south. This causes boats to swing back and forth and on occasion snapping lines and boats will run into the finger piers or docks. Hard to put a value on this as most of this expense is up to individual owners. We as an association are diligent and keep an eye on conditions as well as extra lines and larger lines. The real help for us would be to

2
extend the breakwater as well as increase the height. If I had to put a annual value of repair on this I would say $3,500 to $4,000 as an association and total of $600. On members. The next loss in value is to the town as we use have taxes amounting to $1,100 per slip and currently are around $550.00 per slip. If the conditions in the harbor improved the value would increase, demand would increase. The benefit to our facility is the slips are deep water slips, easy access to the sound and well it is in Stonington Harbor. The swells hurt us.

b. Number of commercial boat slips, etc (as appropriate) We are a non-commercial facility. All boats are pleasure boats.

c. Potential lost revenues. We are not a business as such we do not generate revenues.

2. Types of public access, commercial activities and marine related services provided by your facility (i.e., restaurant, inn, marina, commercial fishery, etc.)

   a. Facilities that could be closed or have reduced operations if the breakwater fails to provide adequate protection. Does not relate to us other than demand

3. Number of current employees that could be adversely affected

   a. Number of new jobs that could be created with an improved breakwater. Does not apply to us

Thank You

Alvin L. Fryxell Jr.