



CITY OF BELFAST

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MANAGER'S REPORT
Belfast City Council Meeting
Tuesday, June 6, 2023

5:45 p.m. Request to go into Executive Session on a Personnel matter pursuant to 1 M.R.S.A. 405 (6) A.

6:00 p.m. Council Work Session with the Climate Crisis Committee

7:00 p.m. Regular Council Meeting

All City Council Meetings and City Committee Meetings will be conducted in-person at Belfast City Hall, effective May 3, 2022.

TO: Mayor Eric Sanders and Honorable Members of Belfast City Council

FROM: Erin Herbig, City Manager

DATE: Thursday, June 1, 2023

Agenda Items:

10-A Request to appoint Angie Crosby of Belfast as City Clerk for the City of Belfast.

On April 6, 2023, the City of Belfast listed the employment opportunity for the City Clerk position. This position became vacant when the former City Clerk, Amy Bradford, became the

City's new Finance Director/Treasurer. Applications were due on May 1st. The City received 34 complete applications.

The City Clerk Hiring Committee, which was composed of Councilor Mary Mortier, Human Resources Administrator Nancy Driscoll, Assistant to the City Manager Manda Cushman and City Manager Erin Herbig, held first round interviews with 12 well-qualified candidates on Thursday, May 18th. On Wednesday, May 24th, the committee held a second round of interviews with 3 candidates. The committee came to a unanimous decision on the final candidate, Angie Crosby, for your consideration and appointment.

Ms. Crosby has been an integral part of the City of Belfast team, serving for the last 7 years as the City's Deputy Clerk. Within those 7 years Ms. Crosby has attended many training courses, achieving her City Clerk Certification on September 11, 2018. As the Deputy City Clerk, it has been her responsibility to step into the role of City Clerk when that person is unavailable, she provided that support from September 2021 to January 2022, during which time she oversaw an election.

More recently, Ms. Crosby took on the role of Interim City Clerk from March 2023 to present. Once again, she has done an amazing job during this time of transition, maintaining staff morale and the demands of the Clerk's Office, all while being short-staffed. The City of Belfast is fortunate to have a team member like Ms. Crosby who steps up when needed and faces new challenges head on with a smile on her face.

The hiring committee was pleased that Ms. Crosby submitted her application for consideration and was excited to learn more about her experiences to date within the world of a municipal clerk. The committee was impressed by her ideas on how to continue to grow and improve the department for the betterment of the City of Belfast and the services that the office provides to the community.

It is always extra special to acknowledge when local "kids" like myself decide to make roots in our community that they were raised in and choose the City as a place for their career. Ms. Crosby was raised in Belfast, attended the local schools here and has grown and raised her own

family here. She is married and has a daughter who is graduating high school this week. A lot of big and exciting changes for the Crosby household.

If approved by the City Council, the City Clerk Hiring Committee requests a motion is made to appoint Angie Crosby of Belfast as City Clerk for the City of Belfast. If appointed by the City Council, Ms. Crosby will be sworn in at the meeting by a notary public.

Please see the attached employment advertisement, job description, and employment application (10-A) providing further information. I will be at the meeting to present, re-introduce Ms. Crosby to the community, and answer any questions.

10-B Authorize the City Manager to sign an employment contract with Nancy Driscoll of Northport to serve as the Human Resources Administrator for the City of Belfast.

The City of Belfast was very fortunate to contract for HR and payroll services in February 2023. Before that time, the City of Belfast had operated without a formal HR Administrator, with many tasks of this position falling onto the City Manager and Finance Departments. As the City of Belfast has grown, and our long-standing vacant emergency positions are now all filled, it became clear that the City had grown to a point where we needed to reevaluate how we had been providing these services to our employees and how we could improve them. Over the last four months we have worked hard to come up with the best path forward.

It is never easy to add a new position within an organization, especially when the City Council must remain cognitive of financial impacts on the City taxpayer, but I am thankful to the City Council for their leadership, acknowledgement, and commitment to their employees by formally creating this new position.

On April 6, 2023, the City of Belfast listed the employment opportunity for the Human Resources (HR) Administrator/Payroll position. Applications were due on May 1st. The City received 9 applications.

The Human Resources Administrator/Payroll Hiring Committee, which was composed of Councilor Mary Mortier, Assistant to the City Manager Manda Cushman and City Manager Erin Herbig, held first and second round interviews with three well qualified candidates on Thursday, May 25th. The committee came to a unanimous decision on the final candidate, Nancy Driscoll, for your consideration.

If approved by the City Council, the Human Resources Administrator/Payroll Hiring Committee requests that a motion is made to authorize the City Manager to sign an employment contract with Nancy Driscoll of Northport to serve as Human Resources Administrator/Payroll for the City of Belfast.

Please see the attached employment advertisement, job description, and employment contract (10-B) providing further information. I will be at the meeting to present, re-introduce Ms. Driscoll to the community, and answer any questions.

10-C Request from the Fire Chief to accept a \$200.00 donation to the Belfast Ambulance Department.

The City of Belfast Ambulance Department has received a donation of \$200.00 from The First National Bank in recognition of National EMS Week, which was May 21-27, 2023. The City of Belfast thanks the First National Bank and their support to our first responders.

Fire Chief Patrick Richards requests that, if approved, a motion is made to accept the funds of \$200.00 and to place these funds into the Department's Supplies and Expenses account #270-504. This account has a current balance of \$2,413.20.

Please see the attached memo (10-C) from Fire Chief Patrick Richards providing further detail. I will be at the meeting to present and answer any questions.

10-D Request to accept and award #2 Fuel Bids for FY23-24 for the City of Belfast.

Each year the City of Belfast goes out to bid for #2 Fuel Oil for each of the City of Belfast facilities. In previous years, the City has always locked in our fuel at a fixed rate. Last year, due to the instability of the market, no fuel supplier was able to provide the City with a fixed rate bid. The City did however receive bids for rack/variable pricing with a fixed delivery rate and although not our typical bid process, we locked into a bid to RH Foster at a Searsport rack rate plus a fixed \$.239 delivery cost. Although this caused a level of uncertainty with our fuel costs, as we now look at our heating fuel expenditure for this fiscal year, it worked out very well.

This year the market is more stable and fuel companies have moved back to providing a fixed rate bid. The City of Belfast went out to bid on May 22, 2023, requesting that bids be submitted by May 30, 2023, at 10:00 AM. The City received three bids. Please see the attached (10-D) bid opening sheet. These bids, as expected, are more comparable to our pre-pandemic fixed rates.

As these bids must be awarded or rejected within two hours of receiving bids due to market fluctuations hour to hour, and fuel companies are unable to extend a bid offer for much longer than this, the City Manager is authorized to accept or reject bids on behalf of the City of Belfast. Following receipt of the bids the City Manager awarded the bid to Maritime Energy for \$2.635 per gallon.

At this time, I am requesting that the City Council formally accept all three bids as presented and to award the bid to Maritime Energy at a fixed rate of \$2.635 per gallon from November 1, 2023, through July 31, 2024.

Please see the attached bid opening sheet (10-D) outlining the three bids received. I will be at the meeting to present and answer any questions.

10-E Presentation and discussion on the draft Comprehensive Plan.

The Comprehensive Planning Committee is in the final stages of the update process and looks forward to discussing high level comments and next steps with the City Council.

Please see the enclosed (10-E) full draft plan. This document is the culmination of several years of hard work by the Comprehensive Planning Committee in close collaboration with City of Belfast staff, boards, committees, residents, business owners, and local and regional organizations.

At this time, I would like to recognize the dedication exhibited by the members of the Comprehensive Plan Committee. Members include Committee Chair John Carrick, Jill Goodwin, Anne Saggese, Syrena Thompson, Thomas Fowler, and Jonathan Beal. Without their efforts, the completion of this plan would not have been possible.

Susanne Paul and Noel Musson of the Musson Group, as well as members of the Comprehensive Planning Committee, will be at the meeting to present the draft Comprehensive Plan and answer any questions.

10-F Request from the Climate Crisis Committee for the City of Belfast and Climate Crisis Committee to Co-host an event by Coastal Mountain Land Trust.

Coastal Mountain Land Trust (CMLT) has reached out to the Climate Crisis Committee to request that the City of Belfast and Committee co-host and financially support their program scheduled on October 19, 2023, at the Belfast Boathouse. This program features a concert by the Halcyon Quartet and is part of CMLT's Waldo County Conservation Initiative that they hope will engage and stimulate conversations regarding challenges and opportunities facing our climate-changed world.

The Climate Crisis Committee is supportive of the request, that if approved by Council, would include payment of \$400.00 to CMLT to become a co-sponsor of the program and to authorize staff to waive the \$56.00 fee for CMLT to rent the Boathouse for the event which is scheduled on October 19th. Funding is suggested to come from the Undesignated Fund Balance.

Please see the attached memo (10-F) from Fred Bowers, Climate Crisis Committee Chair outlining the request in further detail. Mr. Bowers will be at the meeting to present and answer any questions.

10-G Request from the Parks and Recreation Director to accept a \$600.00 donation to the Parks and Recreation Department.

The City of Belfast Parks and Recreation Department has received a donation of \$600. \$200 from each of the following organizations: Waldo County YMCA, Belfast Area High School/RSU #71, and the Friends of the Belfast Dog Park through the Friends of Belfast Parks.

The Belfast Parks and Recreation Department treats the Walsh Field area for tick control with an organic spray applied by a licensed applicator each year. The treatment costs the City approximately \$800 each year. Walsh Field is regularly utilized by the donating organizations, and we would like to thank them for their support so that we can ensure the health and well-being of all that access this park.

The Parks and Recreation Director requests that, if approved, a motion is made to accept the funds of \$600 and to place these funds into the Department's Parks Maintenance account #610-585. This account has current balance of -\$1,577.38.

Please see the attached memo (10-G) from Parks and Recreation Director Norm Poirier providing further details. Director Poirier will be at the meeting to present and answer any questions.

10-H Request from the Parks and Recreation Director to approve a new Facility Use Request by the First Baptist Church to utilize Steamboat Landing Park on Sunday, July 16, 2023, from 9:00 AM to 11:00 AM for a morning worship service.

Ted Chaffee, Pastor of the First Baptist Church in Belfast, has reached out to request use of Steamboat Landing Park and gazebo area. This type of event is not one that has been historically approved by Council. Though the Parks and Recreation Director does note that this event is not an all-day event.

The Parks and Recreation Director recommends that if approved, the City develop criteria and restrictions in an effort to be prepared for other faith-based organization park use requests. This may include limiting the time of the request.

If approved, Parks and Recreation Director Norm Poirier requests that a motion be made to approve the new Facility Use Request by the First Baptist Church to utilize Steamboat Landing Park on Sunday, July 16, 2023, from 9:00 AM to 11:00 AM for a morning worship service.

Please see the attached memo and Facility Use Application (10-H) from Parks and Recreation Director Norm Poirier explaining the request in further detail. Director Poirier will be at the meeting to present and answer any questions.

10-I Request by Airport Manager Kenn Ortmann to accept donations to pay for an Airport mural project.

Several months ago, David Hurley expressed an interest in working with the Municipal Airport to create murals to decorate two sides of the electronic equipment building. While this building is very efficient at housing much of the equipment necessary to light the runway and taxiways and the beacon, its appearance to visitors approaching the Airport from the parking lot is not ideal.

After review from the Belfast Airport Advisory Committee, the committee believed having one side of the building showing an iconic yellow Piper Cub representing the recreational use of the Airport and the other side showing a Pilatus 24 representing the corporate and charter uses of the Airport would best reflect the multiple functions of the Airport.

Mr. Hurley has quoted a price of \$1,750.00 to create the murals on two walls of the building. The local EAA Chapter and local pilots have combined to donate the entire amount necessary to create these two murals. Airport Manager Ortmann requests that, if approved, these funds be placed into the Airport Maintenance Account #640-594 for this project. This account has a current balance of \$4,820.

If approved by the City Council, the Airport Manager request that a motion is made to authorize the City Manager and City Treasurer to accept seven donations totaling \$1,750.00 which will be placed into account #640-594 Airport Maintenance, to authorize City staff to hire David Hurley to paint two murals on two sides of the Airport electronic equipment building, and to authorizing the City Manager to sign any necessary documents as part of the project.

Please see the attached memo (10-I) from Airport Manager Kenn Ortmann explaining the request in further detail. Airport Manager Ortmann will be at the meeting to present and answer any questions.

10-J Request by Airport Manager Kenn Ortmann to authorize the City Manager's signature on a "Consent and Acknowledgement Re: Easement" by and between the City of Belfast and Shasta Terra, LLC.

Shasta Terra, LLC is in the final stages of acquiring property for development of a solar project, which includes the installation and construction of solar panels, cables, transformers, substations, and other future improvements as approved by the City of Belfast Planning Board.

Shasta Terra, LLC had originally asked the City to waive the easements we had purchased and recorded in 2016. The City refused, believing it is critical to maintain:

(i) aviation easements; (ii) the right to remove any vegetation such as trees, bushes, and shrubs on the Property that would interfere with the aviation easements; (iii) the right of aircrafts to cause and emit noise, vibrations, fumes, deposits of dusts, fuel particles, etc.; (iv) the prohibition of the Owner to install lights and structures (permanent or temporary) which might create glare or contain misleading lights which may reasonably be confused with runway operations ("Glare Interference"); and (v) the prohibition of the Owner to permit or create any means of electrical interference or radio transmissions which could affect radio communications or the movement and safe operation of aircrafts over the Easement area ("Electrical Interference") to protect the safety of pilots using the Airport and to maximize the benefits of this resource.

The development of the solar farm is however compatible with neighboring land use and sees a parallel interest in limiting the growth of tall trees.

City Attorney Kristin Collins redrafted the document to replace the easement waiver language with the following:

- Consent to the Project. The City consents to the development, construction, maintenance, use, and removal of the Project within the Easement.

- Conformance with Easement Rights. The City hereby agrees that the Project as approved by the City's Planning Board does not violate or conflict with the City's rights under the Easement.

If approved by the City Council, the Airport Manager requests that a motion is made to acknowledge and endorse the City Manager's signature, retroactive to May 22, 2023, on the attached "Consent and Acknowledgement Re: Easement" document protecting the easement rights of the Airport and indicating our support for the solar farm project.

Please see the attached memo (10-J) from Airport Manager Kenn Ortmann explaining the request in further detail. Airport Manager Ortmann will be at the meeting to present and answer any questions.

10-K Request by Code and Planning Director to review, discuss and authorize improvements at the Church Street and Northport Avenue intersection designed by the City Engineer.

In April 2023, the City Council authorized the City Engineer to generate a design for improvements to the intersection and Church Street and Northport Avenue. A concept utilizing a "tactical urbanism" approach to the intersection design was initially suggested by the Belfast Pedestrian, Biking and Hiking (PBH) Committee and supported by Code and Planning staff. City Engineer Mandy Holway of Olver Assoc. Inc. has generated the enclosed final design for consideration at this time.

The proposed design incorporates a first step approach to improvements at the intersection. Given this past winter's development regarding the private property reaching out into the intersection, the pedestrian crosswalk across Northport Avenue would now be re-connected to the sidewalks on Church Street. The design also incorporates new striping and bollards that would identify and protect "bulbs" for pedestrians and other users to collect at. Finally, this

design improves the angle at which drivers may enter or exit Church Street, providing an angle that is closer to 90 degrees for visibility and traffic calming. This design, utilizing paint and bollards only at this time, would give the community the opportunity to experience the improvements before further substantial upgrades, such as curbing or additional "bulb" enhancements, are considered. All proposed improvements would be located within the roadway.

After considering comments from Public Works Director Bob Richards, the City Engineer, and representatives of the PBH committee, City staff requests that the City Council and Mayor review the design and consider granting approval so that the City's Public Works Department may install it.

The estimated cost of 80 bollards, the only specific items that would need to be purchased for the project, is \$6,620.00. This number may be a high estimate based on a retail price and the City may be eligible for a municipal or bulk discount.

If approved by the City Council, City staff requests a motion is made approving installation of the proposal and authorize funding of up to \$6,620.00 from account #420-573 Sidewalk Improvements and Maintenance for the proposed project at the intersection of Church Street and Northport Avenue. This account has a current balance of \$67,813.25.

Please see the attached memo and design (10-K) from Director of Code and Planning Bub Fournier explaining the request in further detail. Director Fournier will be at the meeting to present and answer any questions.

10-L Request by Code and Planning Director to pursue property maintenance and cleanup actions on multiple properties

In FY23-24 budget, the City Council authorized a Demolition and Property Maintenance Account #720-918 in order to facilitate Code Enforcement related actions to target distressed properties in Belfast. At this time, the Code and Planning Department is looking for direction from the City Council to facilitate action upon. The Department has prioritized the following:

1. 2 Eldorado St: Sanitation, junkyard, unsafe structure in violation since 2021. Exterior cleanup is needed.
2. 27 Park Hill Rd: Condemned (2020) vacant house, trash out, possibly secure.
3. 181 Poors Mill Rd: Exterior junkyard, needs additional cleanup and/or secure.
4. 243 Waterville Rd: Vacant home site needs to be fully demolished and cleaned up.
5. 234 Belmont Ave: Vacant abandoned home as of Nov. 2023. Needs to be secured.

The current balance in this account is \$9,416. Actions would include yard cleanup, securing, demolition and/or interior trash outs by a contractor. Any actions incurring fees paid from the account would be recouped after placing a lien on the property as per the City's adopted property Maintenance Code.

If approved by the City Council, City staff requests a motion is made to authorize the Code and Planning Department to utilize funds up to \$9,416 from the Demolition and Property Maintenance Account #720-918 to address property maintenance concerns identified above.

Please see the attached memo and design (10-L) from Director of Code and Planning Bub Fournier explaining the request in further detail. Director Fournier will be at the meeting to present and answer any questions.

10-M Discussion and consideration on restructuring City Committees.

At the March 21st Regular City Council Meeting, City Staff presented a recommended reorganization to the existing citizen committee structure to increase efficiency and produce better outcomes. The goal of this restructuring would also include the benefits of enhancing

communication between the City Council, City Committees, and City Staff; to better align committee work with the Council's policy priorities, which includes addressing housing issues identified in the 2021 Community Revitalization Plan by creating a new committee; providing better City staff support to City Policy Committees; standardizing the committee process and its interactions with the City Council and City staff; standardizing membership terms for committee members; and encouraging citizen participation and harnessing their enthusiasm and passion for committee work.

City staff proposed the following committee restructuring process in two phases. Phase One of this restructuring process would see the creation of four new committees, to be called City Policy Committees; this would include the Housing and Property Development Committee; Climate, Energy, and Utilities Committee; Pedestrian, Transportation, and Accessibility Committee; and the Parks, Trails, and Recreation Committee.

All current committee members will retain their committee posts after the restructuring, if so desired by existing committee members. After an obligatory transitional period, which will not extend past 2026, each City Policy Committee will be comprised of nine to eleven members, of which it is recommended that one or two of those membership slots be occupied by City Councilors. Each City Policy Committee will also have the authority to have up to two alternates, and to appoint non-voting student members. Members will be appointed to a two-year term with approximately half the committee members' term expiring in odd-numbered years with the rest expiring in even-numbered years. One City staff member will be assigned to each City Policy Committee. City staff assignments to support City Policy Committees will be based on vocational background/experience, interest, workload, and assigned by the City Manager.

Following the presentation and discussion on March 21st, the City Council requested that the proposed survey be sent to impacted committee members and staff for additional feedback before finalizing the restructuring. These surveys were provided to the City Council prior to the start of the April 4th Council Meeting along with information regarding current committee membership and terms.

At the April 4th Council Meeting, the City Council tabled the discussion until the April 18th Council Meeting to allow for time to review the survey results and so that the Rail Trail and

Harbor Walk Committee could submit their survey results. The discussion was tabled again at the April 18th meeting until a future meeting.

Economic Development Director Thomas Kittredge, Director of Code and Planning Bub Fournier, Parks and Recreation Director Norm Poirier and I will be at the meeting to answer any questions.

10-N Request to hire Attorney Jonathan Pottle of Eaton Peabody to provide legal representation to the City of Belfast Zoning Board of Appeals.

City staff recommends that the Council approve engaging the services of Attorney Jonathan Pottle of Eaton Peabody, to provide legal services to the Belfast Zoning Board of Appeals (ZBA) associated with an administrative appeal of a Code Enforcement Officer decision. The anticipated cost of Mr. Pottle's services is \$225.00 per hour. These funds may be taken from the ZBA account #680-606. This account has a current balance of \$1,500.00.

If approved by the City Council, City staff request that the Council make a motion authorize the City Manager to sign an engagement of services with Attorney Jonathan Pottle of Eaton Peabody, retroactive to May 31, 2023, to provide legal services to the Belfast ZBA associated with an administrative appeal of a Code Enforcement Officer decision.

Please see the attached engagement (10-N) from Jonathan Pottle of Eaton Peabody outlining the proposal for conflict counsel in further detail. I will be at the meeting to present and answer any questions.

10-O Request to approve a CMP pole permit for one new pole located on Cottage Street.

Please see the attached (10-O) CMP pole permit application for one new pole on Cottage Street, at the intersection of Allyn Street. City Code Enforcement Officer Steve Wilson and Director of Public Works Bob Richards have reviewed the request and recommend the Council approve this pole permit.

If approved by the City Council, City staff requests that a motion is made to authorize City staff to approve the CMP pole permit for one new pole located on Cottage Street. I will be at the meeting to present and answer any questions.

10-P Request to approve a CMP pole permit for one new pole located on Waldo Ave.

Please see the attached (10-P) CMP pole permit application for one new pole on Waldo Ave. City Code Enforcement Officer Steve Wilson and Director of Public Works Bob Richards have reviewed the request and recommend the Council approve this pole permit.

If approved by the City Council, City staff requests that a motion is made to authorize City staff to approve the CMP pole permit for one new pole located on Waldo Ave. I will be at the meeting to present and answer any questions.

10-Q Request to go into Executive Session on a Real Estate matter pursuant to 1 M.R.S.A. 405 (6) C.

10-R Signing of Council Orders

On Tuesday, May 23rd the Belfast City Council began budget hearings on the fiscal year 2023-2024 budget.

Each budget is a time of reflection on the year before and a look at what our priorities will be for the next year. With each budget, I find myself more and more proud of the work we have done together to lead our community to evolve and grow into a better version than the year before. I am confident the FY23-24 City of Belfast Budget that will ultimately be approved by the City Council, will serve our municipality well as we navigate our way to a bigger and brighter future.

The proposed City Manager's budget can be found on the City website here :

<https://www.cityofbelfast.org/153/City-Budget>

And the City Manager's Budget Message can be found on the City website here:

<https://www.cityofbelfast.org/119/City-Manager>

The budget hearings have been scheduled as follows:

Budget Hearing Schedule FY 23-24

***Other Scheduled Council Meetings**

Tuesday, May 23rd

6:30PM FY2023-24 Budget Hearings

6:30pm Budget introduction and overview

7:00pm Airport

7:30pm Cable Television

8:00pm Economic Development

Thursday, May 25th

6PM FY2023-24 Budget Hearings

6:00pm Public Works/Sidewalks/Trees/Road Construction/Street Lighting

8:00pm City Clerk/Elections

Tuesday, May 30th

***6PM Executive Session**

7PM FY2023-24 Budget Hearings

7:00pm Library

7:30pm Cemetery

8:00pm City Building Maintenance/Boathouse

Thursday, June 1st

6PM FY2023-24 Budget Hearings

6:00pm Harbor

7:00pm Transfer Station

8:00pm City Administration

***Tuesday, June 6th**

6PM Work Session with the Climate Crisis Committee

7PM Regular Council Meeting

Thursday, June 8th

6PM FY2023-24 Budget Hearings

6:00pm Wastewater Treatment Plant

6:30pm General Assistance/Social Services

7:00pm Fire/Ambulance/EMA Director

Tuesday, June 13th

6PM FY2023-24 Budget Hearings

6:00pm Assessing

6:30pm Parks & Recreation

7:00pm Police/Animal Control/Crossing Guards/State Law Enforcement

Thursday, June 15th

6PM FY2023-24 Budget Hearings

6:00pm Planning & Codes/Planning & Zoning

7:00 Misc. Promotionals/Social Services Agencies

7:00pm Capital Projects

Tuesday, June 20th

6PM Special Council Meeting

6:30PM FY2023-24 Budget Hearings

6:30pm Hydrants/MMA Dues/State MDEA/EMA Director

Debt Services/Employee Benefits/Municipal Insurance/Reserve Fund

***7PM Regular Council Meeting**

Thursday, June 22nd

6PM FY2023-24 Budget Hearings

6:00pm Revenues

6:30PM FY2023-24 Budget Deliberations

***Wednesday, July 5th**

**6PM Joint Work Session with Housing and Property Development
Committee**

7PM Regular Council Meeting

***Tuesday, July 18th**

7PM Regular Council Meeting

Public Hearing, Budget Approved by Council

**City of Belfast
Consent Agenda
Tuesday, June 6, 2023
Meeting #23**

The following items are proposed as our Consent Agenda. As in the past the items are voted on in one blanket motion to the affirmative. One Councilor makes a motion to approve the items as stated, and then another Councilor will second that motion and the whole Council votes. If a Councilor requests an item be removed from the consent agenda, they do so during the adoption of the agenda. If a member of the public requests that an item be removed from the consent agenda, they can do so in the open to the public section. Suggested motions are listed and supporting material is enclosed.

9) Permits, Petitions and Licenses - Consent Agenda

- A. Request from the Fire Chief to confirm Emma Fonger as a part-time EMT for the Belfast Ambulance Department.**

Motion to confirm Emma Fonger as a part-time EMT for the Belfast Ambulance Department.

- B. Request from the Fire Chief to confirm Morgan Fonger as a part-time EMT for the Belfast Ambulance Department.**

Motion to confirm Morgan Fonger as a part-time EMT for the Belfast Ambulance Department.

- C. Request from the Chief of Police to confirm Aiden Tripp as a part-time Parking Enforcement Officer for the Belfast Police Department.**

Motion to confirm Chief of Police to confirm Aiden Tripp as a part-time Parking Enforcement Officer for the Belfast Police Department.

- D. Request to approve an Incorporated Civic Organization License for the Belfast Free Library for the Belfast Area Chamber of Commerce After Hours Event on August 16, 2023, from 5:00 p.m. to 8:00 p.m. located at 106 High Street, Belfast, Maine.**

Motion to approve an Incorporated Civic Organization License for the Belfast Free Library for the Belfast Area Chamber of Commerce After Hours Event on August 16, 2023, from 5:00 p.m. to 8:00 p.m. located at 106 High Street, Belfast, Maine.

- E. Request to approve an off-premises catering permit for Bell the Cat Inc. d/b/a Bell the Cat Inc. for the Means Wealth Management Project Business After Hours event on May 24, 2023, from 5:00 p.m. to 7:00 p.m. located at the Hutchinson Center, 80 Belmont Ave., Belfast, Maine.**

Motion to approve an off-premises catering permit for Bell the Cat Inc. d/b/a Bell the Cat Inc. for the Means Wealth Management Project Business After Hours event on May 24, 2023, from 5:00 p.m. to 7:00 p.m. located at the Hutchinson Center, 80 Belmont Ave., Belfast, Maine.

- F. Request to approve an off-premises catering permit for The Otis Group Incorporated d/b/a Rollie's for a private celebration of life event on May 20, 2023, from 11:00 a.m. to 4:00 p.m. located at the Belfast Boathouse, 34 Commercial St., Belfast, Maine.**

Motion to approve an off-premises catering permit for The Otis Group Incorporated d/b/a Rollie's for a private celebration of life event on May 20, 2023, from 11:00 a.m. to 4:00 p.m. located at the Belfast Boathouse, 34 Commercial St., Belfast, Maine.

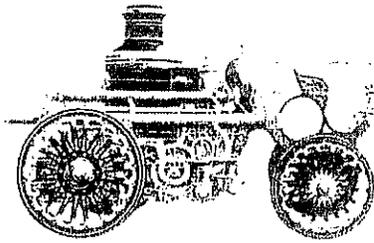
- G. Request to approve an off-premises catering permit for The Otis Group Incorporated d/b/a Rollie's for a private memorial service on May 15, 2023, from 12:00 p.m. to 3:00 p.m. located at the Belfast Marina, 15 Front St., Belfast, Maine.**

Motion to approve an off-premises catering permit for The Otis Group Incorporated d/b/a Rollie's for a private memorial service on May 15, 2023, from 12:00 p.m. to 3:00 p.m. located at the Belfast Marina, 15 Front St., Belfast, Maine.

- H. Request to approve an application for 3-coin operated machines (Golf Game, Pinball and Claw) for Bowen's Tavern LLC d/b/a Bowen's Tavern located at 181 Waterville Road, Belfast, ME.**

Motion to approve an application for 3-coin operated machines (Golf Game, Pinball and Claw) for Bowen's Tavern LLC d/b/a Bowen's Tavern located at 181 Waterville Road, Belfast, ME.

9.A+B



Belfast Fire & Ambulance Department
131 Church Street • Belfast, Maine 04015
Phone 338-3362

May 23, 2023

Honorable Mayor Sanders

Belfast City Councilors

City Mgr Herbig

Re; Part time EMT's Emma Fonger and Morgan Fonger

I submit for your confirmation the names of Emma Fonger and Morgan Fonger for Part time EMT. These young ladies are sisters that live locally and attend the University of Maine during the school season. They obtained their Basic EMS license while in college, work for the University of Maine Ambulance service while on campus and wish to continue learning and utilizing their skills while home for the summer. This will work out well for both young ladies and Belfast EMS as the summer call volume will increase and positions will be vacant due to vacations.

Thank you for this consideration.

Patrick Richards

Fire Chief/Ambulance Director

9.C



Memo

To: City Manager Erin Herbig
From: Chief Robert Cormier
cc: City Council
Date: 05/31/23
Re: Hiring of a Part-time Parking Enforcement Officer (Summer Position)

Dear Erin,

During the summer, the department adds a second part-time Parking Enforcement Officer to assist with the increase in visitors, traffic, and related parking issues. The second Parking Enforcement Officer covers when the primary Parking Enforcement Officer is off or on vacation. For this position, I have an application from a graduating senior of Mount View High School who is looking to work part-time for the city during the summer and continue his education in the fall. Applicant Aid Tripp is a member of the Honor Society, High Honor Roll, and voted student of the month in his school each year. He also served as his Class Treasurer, earned a Career Exploration Badge from the Maine JMG Career Exploration Program, and participated in Varsity Track and Field. While attending Mount View, he has also held several jobs to help support his family. Aiden's lives locally and his long-term goal is to pursue a career in Law Enforcement, hoping to apply to the City of Belfast as a Police Officer if the opportunity is available when he graduates from college. I am respectfully seeking approval to hire Aiden Tripp for the position of Part-time Parking Enforcement Officer for the City of Belfast this summer. If approved his start date would be on Wednesday, June 21st when he would begin training with the primary Parking Enforcement Officer. Thank you for your consideration,

Sincerely yours,

Chief Robert Cormier

10. A



**City of Belfast
Employment Opportunity
City Clerk**

The City of Belfast, population 7,000, is looking for a City Clerk. Responsible for the preparation and maintenance of official documents; supervision of elections; issuance of various licenses and permits; recording various documents; and preparation of reports.

The successful applicant must have knowledge and understanding of the State statutes relating to the duties and responsibilities of town and city clerks. Ability to maintain records, prepare reports, and to plan, assign and supervise the work of subordinates. The salary range for this position is \$65,500 to \$71,100 in addition to a competitive benefits package. The schedule for this position is a 4-day work week, Monday through Thursday.

Applicants must be US Citizens and residents of the State. A minimum of a high school diploma and experience in work involving the maintenance and preparation of records supplemented by courses in business education or office procedures, or any equivalent combination of experience and training. Certification as a municipal clerk or ability to obtain certification within a reasonable length of time. The job description may be found online at the City's website at cityofbelfast.org

All applications are to be submitted in confidence and should include a letter of introduction, a completed Belfast Employment Application form (found on web site under Job Openings) and a resume which must be received at the City Manager's Office, 131 Church St. Belfast, Maine 04915 no later than Monday, May 1, 2023. E-mailed submissions will be considered if scanned and signed with originals sent via regular mail post-marked before the application deadline.

Applications should be in a sealed envelope and addressed to:

City of Belfast City Clerk Search
C/O City Manager 131 Church Street Belfast, Maine 04915

The City of Belfast is an equal opportunity employer.



**CITY OF BELFAST
CITY CLERK**

Nature of Work:

This is responsible administrative work in the custody of City records and in serving as City Clerk.

Employee of this class is responsible for the preparation and maintenance of official documents; supervision of elections; issuance of various licenses and permits; recording various documents; and preparation of reports. Work is performed in accordance with the City ordinances and State and federal laws with a high degree of independence and general supervision from the City Manager.

Essential Duties and Responsibilities:

Validates official documents, oversees posting of official notices and advertisements, records papers with federal and state government as received.

Issues various licenses such as marriage, hunting, fishing and dog licenses, and maintains all related records.

Maintains records of births, deaths, marriages, burials and sends monthly reports to the State of Maine Office of Vital Statistics; issues certified copies of same.

Oversees and participates in the collection of various taxes including excise and property taxes, and prepares all tax liens for the Tax Collector.

Computes excise tax on new and used automobiles, trucks, trailers, motorcycles and boats, keeping and processing records of same.

Prepares monthly reports on various areas of office activity.

Administers all elections including scheduling and appointing ballot clerks; orders and prepares ballots; issues absentee ballots; processes and records ballots and reports election results and accepts voter registration.

Collects monies and answers inquiries at City Office.

Prepares a daily deposit of all monies received in the Clerk's Office.

Administers all "oaths of office".

Performs related duties as required.

Requirements of Work:

Thorough knowledge and understanding of the State statutes relating to the duties and responsibilities of town and city clerks.

Thorough knowledge of modern office procedures, practices and equipment.

Ability to establish and maintain effective working relationships with other City officials, employees and the general public.

Ability to rapidly acquire and assimilate knowledge of the provisions of the City ordinances and state regulations relating to the operation of the office and City government, and ability to communicate this to office staff and the public.

Proficiency in the use of the adding machine and typewriter.

Ability to maintain records and prepare reports.

Ability to plan, assign and supervise the work of subordinates.

Ability to use the computer system to conduct business and maintain records.

Training and Experience Required:

High school graduation and experience in work involving the maintenance and preparation of records supplemented by courses in business education or office procedures; or any equivalent combination of experience and training.

Necessary Special Requirements:

Must be able to obtain certificate as a municipal clerk.

April 14, 2023

Erin Herbig
City Manager
Mayor & City Council, City of Belfast
131 Church Street
Belfast, ME 04915

Dear City Manager, Mayor & City Council,

I would like to be considered for the position of City Clerk for the City of Belfast. I would love the opportunity to step up into a Supervisory role and lead the team that I have been an integral part of for the last 7+ years. Within my time with the City of Belfast I have been given the opportunity to attend many trainings offered to succeed within my role. With these trainings I attained my City Clerk Certification on September 11, 2018 and will continue to hold this certification going forward. I was given the opportunity and responsibility to step into the City Clerk's role, to lead and supervise from September 2021 to January 2022 as well as March 7, 2023 to current as interim City Clerk. As the Deputy City Clerk, it is my role to step in to fill the position of City Clerk when that person is unavailable. I believe I have been able to provide that coverage for the City of Belfast seamlessly over the years. I believe that I have proven my ability to step up into this role and continue the great customer service and atmosphere that the City of Belfast and the previous Clerk have set in place.

Elections are the largest item within the City Clerk's responsibilities that needs to be executed with diligence, hard work and accuracy. I have worked side by side with the City Clerk in education, preparation, organization, training and execution of 7 RSU Elections, 4 Primary Elections, 2 presidential Elections, 6 General/Referendum Elections and 2 Caucuses. During my time leading the team as City Clerk, I was able to prepare, report, organize and lead staff to a successful Election in 2021. I not only provide support for the City Clerk but the Tax Collector as well. This includes training, guidance, reporting, inventory reconciliation, and staff support for all the various duties.

I would like to provide you an idea of what I currently handle as Deputy Clerk/Deputy Tax Collector. My daily tasks consist of vehicle registrations, dog licensing, Inland Fisheries & Wildlife registrations, vital records requests, answering customer questions via phone or in office, email responses, sewer and tax payments and processing all department account receivables. I currently complete and/or oversee the daily and weekly composition, reporting, auditing and organization of all motor vehicle transactions performed in our office. Monthly reports such as dog licenses, vital records reconciliation, motor vehicle uploads, concealed weapons and online boat registrations. I am in charge of voter registrations and maintaining voter records as well as communication with the Secretary of State for Election purposes. I recently have been trained on the City Clerks and Elections budget process, along with tracking and purchasing all items included within the budget. As well as employee scheduling and monitoring coverage in the office. This is just a snapshot of the vast majority of items that are held within the Clerk and Tax Collector office, but hoping this will give you an idea of the experience that I bring to the team.

When I came to the City of Belfast, I had no experience in Municipal Government, however, I was ready for a change and excited to learn something completely new. With my previous experience as a pharmacy technician, I was always working in a fast paced environment which also included customer service. I found this to be a great match for the transition into this new role at the City of Belfast. As a part of this

team, I have contributed in many ways, to be more efficient with tasks, organization, reporting, training, and the overall layout of operations in the Clerks office.

I have grown to love what I do, take pride in it, appreciate the opportunity to move up and continue the success within this office.

Sincerely,

A handwritten signature in cursive script that reads "Angie Crosby". The signature is written in black ink and is positioned above the printed name.

Angie Crosby

Angie Crosby

Belfast, ME 04915

QUALIFICATIONS

- Outstanding written and oral communication skills
- Able to multitask and work efficiently
- Exceptionally organized and detail oriented
- Good in Microsoft Word, Excel, and Outlook
- Team Player
- Passionate about building customer relationships and defusing customer situations

PROFESSIONAL EXPERIENCE

Certified Deputy Clerk, Deputy Tax Collector, Deputy Registrar & Notary Public

City of Belfast, Belfast, ME

July 2015 – Present

Deputy Clerk

Accept payments on all Sewer, Real Estate and Personal Property bills. I perform BMV transactions and Inland Fisheries and Wildlife transactions. I also do monthly reporting for Vitals, Dogs and Concealed Weapons. I do the weekly & monthly BMV report. I have helped in the training and hiring of fellow employees. Also stepping in when City Clerk is unavailable.

Deputy Registrar

I assist the Clerk with preparation for each election. I am at a polling location all day on the day of election. I also go to the assisted living and nursing homes to allow the patients to vote and still feel like part of the community.

Pharmacy Technician

Waldo County General Hospital, Belfast ME

June 2006 – December 2015

-
- *Processed monthly reports
 - *Documented patient information obtained from doctor orders
 - *Maintained patient privacy and confidential patient information
 - *Worked as part of a team to ensure patient safety

- *Prepared intravenous medications and intravenous chemotherapy medications
- *Prepared and delivered medication orders for all the departments

Rite Aid Pharmacy

Belfast, ME 04915

February 2000 – August 2006

- *Worked hand and hand with doctors to meet the customers expectations
- *Worked in a fast-paced work environment to ensure patient safety
- *Was able to work against the clock to get prescriptions done in a timely manner
- *Answered Phones
- *Work with the public

Education

Belfast Area High School
Belfast, Maine

Belfast, ME 04915

City of Belfast

Employment Application

In compliance with Federal and State Equal Employment Opportunity laws, qualified applicants are considered for all positions applied for without regard to race, color, religion, sex, national origin, age, marital status or the presence of non-job related medical condition or handicap.

Due to Maine Laws, applications are not confidential.

(Answer all questions—please type or print in ink)

Date of Application: 4/18/23

Position(s) applied for: City Clerk

Referral Source: Advertisement Friend Relative

Job Service Other Interim City Clerk for City of Belfast

Name: Crosby Angie Anne
Last First Middle

Social Security Number: _____

Residence Address: _____
Street City State Zip Code Belfast ME 04915

Mailing Address: _____
Belfast, ME 04915

Phone Number: _____

Are you known to schools/references by some other name? NO

If so, what name: _____

Have you filed an application or been employed here before? Yes

If yes, date(s): July 2015 to Present

(2)

Give name, address and phone number of three references not related to you:

Megan Peterson
Amy Bradford
Jennifer Warren

Employment Experience:

List each job held. Start with your present or last job. Include military service assignments and volunteer activities.

1. Employer City of Belfast 2. Employer Waldo County General Hospital
From July 2015 to Present From June 06 to December 2015
Address 131 Church St, Belfast Address 118 Northport Ave, Belfast
Type of Work Deputy Clerk Type of Work Pharmacy Tech
Reason for Leaving _____ Reason for Leaving No way to grow

If you need additional space, please continue on a separate sheet of paper and attach.

Summarize special skills and qualifications acquired from employment or other experiences.

Education:

Level	Name	Location	Years Completed
Elementary			4 5 6 7 8
High School			9 10 11 12
Undergraduate			1 2 3 4
Graduate			1 2 3 4

(3)

Diploma: _____ Academic _____ Vocational _____

Degree(s) _____

Describe course of study, specialized training, apprenticeship, skills and extra-curricular activities: _____

AGREEMENT:

I certify that the answers provided by me herein are true and complete to the best of my knowledge.

I authorize you to make such investigation and inquiries of my personal employment, and other related materials that may be necessary in arriving at an employment decision. I hereby release employers, schools, and person from all liability in responding to inquiries in connection with my application.

I understand that person(s) soliciting this application may base their selection of applicants to interview or hire on qualifications listed in the Administrative Personnel Code of the City of Belfast, and that I am not entitled to an interview simply by virtue of having applied for the position.

In the event of employment, I understand that false or misleading information provided in application or interview(s) may result in my discharge. I understand also, that I am required to abide by all the rules and regulations of the City.

Date: 4/18/23 _____



Signature of Applicant

10. B



**City of Belfast
Employment Opportunity
Human Resources Administrator/Payroll**

The City of Belfast, population 7,000, is looking for a Human Resources Administrator/Payroll. Responsible for the complex administrative, technical, and professional work in directing and supervising the personnel systems of the organization, including classification, compensation, recruitment, selection, labor relations, and training.

The successful applicant must have knowledge of modern policies and practices of public personnel administration; thorough knowledge of employee classification, compensation and benefits, recruitment, selection, training, and labor relations; working knowledge of risk management and safety practices. Ability to prepare and analyze comprehensive reports; ability to carry out assigned projects to their completion; ability to communicate effectively verbally and in writing; ability to establish and maintain effective working relationships with employees, city officials, labor unions and the public; ability to efficiently and effectively administer a human resource system. The salary range for this position is \$63,500 to \$83,200 in addition to a competitive benefits package.

Applicants must be US Citizens and residents of the State. A minimum of a degree from an accredited four-year college or university with a degree in human resources, public administration, business management of a closely related field, and five years of experience in a human resources capacity. The job description may be found online at the City's website at cityofbelfast.org

All applications are to be submitted in confidence and should include a letter of introduction, a completed Belfast Employment Application form (found on web site under Job Openings) and a resume which must be received at the City Manager's Office, 131 Church St. Belfast, Maine 04915 no later than Monday, May 1, 2023. E-mailed submissions will be considered if scanned and signed with originals sent via regular mail post-marked before the application deadline.

Applications should be in a sealed envelope and addressed to:

City of Belfast Human Resources Administrator/Payroll Search
C/O City Manager 131 Church Street Belfast, Maine 04915

The City of Belfast is an equal opportunity employer.



**CITY OF BELFAST
HUMAN RESOURCES ADMINISTRATOR/PAYROLL**

Nature of Work:

Performs a wide range of duties, including payroll and compensation, recruiting and staffing, performance and training, labor relations, administering employment benefits and organizational development. An HR administrator works closely with managers and employees to resolve employee issues and review performance appraisals.

Essential Duties and Responsibilities:

Maintains a human resources and payroll system that meets top management information needs under the broad policy guidance of the City Manager.

Forming and maintaining employee records.

Updating databases internally, such as sick and maternity leave.

Being the first point of contact for employees on any HR related queries.

Preparing payroll by calculating pay and deductions and issuing checks, employee benefits and FMLA.

Advise on employee development best practices.

Advise on hiring and terminations.

Provide guidance on employee behavior and conflict resolution.

Communicates official plans, policies and procedures to staff and the general public.

Manages human resources and payroll matters to achieve goals within available resources.

Maintains harmony among workers and resolves grievances.

Prepares a variety of studies, reports and related information for decision-making purposes.

Keeps record of insurance coverage, pension plan, and personnel transactions such as hires, promotions, transfers, performance reviews, and terminations.

Conducts wage survey within labor market to determine competitive wage rate.

Prepares employee separation notices and related documentation and conducts exit interviews to determine reasons behind separations.

Plans and directs implementation and administration of benefits programs designed to insure employees against loss of income due to illness, injury, layoff, or retirement.

Directs preparation and distribution of written and verbal information to inform employees of benefits programs such as insurance plans, pension plans, paid time off, bonus pay, and special employer sponsored activities.

Writes directives advising department managers of local, state, and federal policy regarding equal employment opportunities, compensation, and employee benefits.

Organize, maintain, and update internal databases with digital personnel records of relevant employee information.

Supervise new employee onboarding, prepare offer documentation, and conduct orientation sessions.

Provide training and development opportunities.

Calculate staff entitlements such as annual leaves.

Handle all employee queries, written or verbal, with the utmost confidentiality.

Keep up to date on current issues and matters related to the HR department.

Tools And Equipment Used:

Requires frequent use of personal computer, including word processing, database and spreadsheet programs; calculator, telephone, copy machine and fax machine.

Physical Demands:

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential

functions.

While performing the duties of this job, the employee is frequently required to sit and talk or hear. The employee is occasionally required to walk; use hands to finger, handle, or feel objects, tools, or controls; and reach with hands and arms.

The employee must occasionally lift and/or move up to 10 pounds.

Specific vision abilities required by this job include close vision and the ability to adjust focus.

Work Environment:

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

The noise level in the work environment is usually moderately quiet.

Education and Experience:

Graduation from an accredited four-year college or university with a degree in human resources, public administration, business management of a closely related field, and five years of experience in a human resources capacity.

Necessary Knowledge, Skills and Abilities:

Considerable knowledge of modern policies and practices of public personnel administration; thorough knowledge of employee classification, compensation and benefits, recruitment, selection, training, and labor relations; working knowledge of risk management and safety practices;

Skill in planning, directing and administering personnel programs and systems; skill in operating the listed tools and equipment;

Ability to prepare and analyze comprehensive reports; ability to carry out assigned projects to their completion; ability to communicate effectively verbally and in writing; ability to establish and maintain effective working relationships with employees, city officials, labor unions and the general public; ability to efficiently and effectively administer a human resource system.

Necessary Special Requirements:

Must be bondable.

Nancy Anne Driscoll

E-Mail:

RE: Human Resources Administrator / Payroll

Dear Hiring Committee:

Please review the attached resume, which highlights the skills and accomplishments that will enable me to contribute effectively to the team.

During my 20 years in the management field, I have demonstrated leadership, independence, human resources mastery, exemplary work habits and proactive efficiency. My specialized education also offers an invaluable asset that should separate my candidacy from many others. I would appreciate the opportunity to meet with you to discuss the Human Resource Administrator / Payroll position which I am eminently qualified for.

Throughout my tenure I frequently had the opportunity to independently use my honed management skills. I'm proud that I was able to reduce the turnover rate significantly, decrease abuse of leave issues by 62%, increase productivity on a regular basis, and meet all deadlines by implementing a corporate contingency plan for leave consistency.

I enjoy the leadership challenges, responsibilities, and goal setting that is involved in my work, and applying my innate abilities to solve difficult situations. I also have proven ability with analytical and technical writing, quarterly reports, tax reconciliation, recruitment, training, staffing, compensation, FMLA, ADA, SNLA, DVL, COVID and safety policies, maternity, military, retirement, health care issues, succession planning, personnel cost planning, budget and finance management, personnel development, training and event management, travel management and environmental health and safety, organizational management, personnel administration, time management and payroll, all of which I have been called upon to use on a regular basis. Former Maine SHRM Midcoast Association Region President.

Serving as HR Director at the Boston Police Department my management skills were further enhanced as I faced many daily challenges. Working for you would allow me to provide the City of Belfast with superior customer service while providing me a very exciting opportunity to serve in my home community.

Thank you for taking the time to review my qualifications. I would appreciate the opportunity to interview and answer any questions that you may have.

Sincerely,

Nancy Anne Driscoll

City of Belfast

Employment Application

In compliance with Federal and State Equal Employment Opportunity laws, qualified applicants are considered for all positions applied for without regard to race, color, religion, sex, national origin, age, marital status or the presence of non-job related medical condition or handicap.

Due to Maine Laws, applications are not confidential.

(Answer all questions—please type or print in ink)

Date of Application: 4/14/23

Position(s) applied for: HR Administrator / Payroll

Referral Source: Advertisement Friend Relative
 Job Service Other

Name: Driscoll Nancy A
Last First Middle

Social Security Number: _____

Residence Address: _____
Street City State Zip Code Northport ME 04849

Mailing Address: Lincolntonville, ME 04849

Phone Number: _____

Are you known to schools/references by some other name? _____

If so, what name: _____

Have you filed an application or been employed here before? yes

If yes, date(s): 2/14/23 to present

(2)

Give name, address and phone number of three references not related to you:

Tom Peacock

Don Tidd

Logan Poirier

Regina Caggiano

Employment Experience:

List each job held. Start with your present or last job. Include military service assignments and volunteer activities.

1. Employer City of Belfast 2. Employer Washburn + Doughty

From 4/14 to present

From 1/19 to 3/21

Address 131 Church Street

Address East Boothbay, ME

Type of Work HR Admin/Payroll

Type of Work HR Director

Reason for Leaving N/A

Reason for Leaving Covid - Shutdown
Downsized

If you need additional space, please continue on a separate sheet of paper and attach.

Summarize special skills and qualifications acquired from employment or other experiences.

described in cover letter, additionally recently
I've realized an increased patience
with myself - a deep inner calmness that
helps me to navigate situations.

Education:

Level	Name	Location	Years Completed
Elementary			4 5 6 7 (8)
High School			9 10 11 (12)
Undergraduate			1 2 3 (4)
Graduate			1 2 3 (4)

(3)

Diploma: Academic Vocational

Degree(s) Associates, Bachelors, MBA

Describe course of study, specialized training, apprenticeship, skills and extra-curricular activities: Gardening, Sailing & running
please see attached Resume for specialized training & skills

AGREEMENT:

I certify that the answers provided by me herein are true and complete to the best of my knowledge.

I authorize you to make such investigation and inquiries of my personal employment, and other related materials that may be necessary in arriving at an employment decision. I hereby release employers, schools, and person from all liability in responding to inquiries in connection with my application.

I understand that person(s) soliciting this application may base their selection of applicants to interview or hire on qualifications listed in the Administrative Personnel Code of the City of Belfast, and that I am not entitled to an interview simply by virtue of having applied for the position.

In the event of employment, I understand that false or misleading information provided in application or interview(s) may result in my discharge. I understand also, that I am required to abide by all the rules and regulations of the City.

Date: 4/14/23

Nancy A. Diocoll
Signature of Applicant

Nancy Anne Driscoll

OBJECTIVE

To secure a position as a valued member of your management team leveraging my skills, energy, and talent.

SUMMARY OF QUALIFICATIONS

An accomplished executive with proven expertise in:

◆ Policy Development and Payroll Administration	◆ Comprehensive Health Care Program
◆ Labor Relations and Negotiations	◆ Employee Relations and Workers Compensation
◆ Personnel Development and Retention	◆ Project Analysis and Workforce Planning
◆ Developing SOPs on a Regional Basis	◆ Recruiting and Hiring
◆ Legal Compliance Issues	◆ Benefit Program Administration

PROFESSIONAL EXPERIENCE

Washburn & Doughty
Human Resources Director

East Boothbay, Maine
January 2019 – March 2021

Building Tugboats and Ferry's in the strong Maine tradition

- All HR and Safety functions, to include COVID protocols and procedures

Boston Police Department
Human Resources Director

Boston, Massachusetts
May 2016 – January 2019

Dating back to 1838, dedicated to working in partnership with the community using innovative strategies and partnerships to protect everyone in the city.

- Oversees the Occupational Health Services and Wellness Unit
- Experience in strategic planning and execution to advance the mission and objectives of the Department
- Developed an interactive web site to discuss concerns with the HR Department or among one another
- Ability to motivate teams and simultaneously manage several projects
- Recruitment efforts and accomplished the unprecedented feat of managing two officer recruitment classes that resulted in the hiring of 131 new patrolmen for each class while simultaneously developing and conducting a Detective promotional exam for 600 officers
- Provide support for all departments collaborating with management teams to promote individual growth plans for employees
- Promote wellness within the department, coordinating and holding annual health fairs
- Represent the Department at Civil Service hearings, committee meetings, and at formal functions
- Review activity reports and financial statements to determine progress and status in attaining objectives and revise objectives and plans in accordance with current conditions
- Ability to communicate and interact with officials at all levels of government and to work effectively with a wide range of constituencies in a diverse community
- Being fluent with the terms and conditions of the collective bargaining agreements for 13 different unions, 11 sworn and 2 civilian unions.

Mathews Brothers Company
Human Resources Director

Belfast, Maine
October 2012 - April 2016

Americas oldest international window and door manufacturer with annual sales in excess of \$1.5 million.

- Originates and leads Human Resources practices and objectives that provide an employee-oriented, high performance culture that emphasizes empowerment, quality, productivity and standards
- Encourage goal attainment, and the recruitment and ongoing development of a superior workforce
- Coordinates implementation of services, policies, and programs through Human Resources staff
- Reports to the CEO and serves on the executive management team
- Assists and advises company managers about Human Resources issues
- Employee services and counseling

Stock Building Supply
Regional Human Resources Director

Conway, South Carolina
January 2000 – July 2008

An international building supplier with 369 locations and annual sales in excess of \$3.2 billion.

- Direct the human resources functions, manage grievance, arbitration and agency issues and manage the peer review program
- Background includes: A 13% turnover reduction, award of a six-year compensation package and a reduction in worker's compensation expenses by 60%
- Maintained implementation of human resources initiatives and strategies; improved the organization's supervisory training, conflict/complaint resolution, employee development/relationships and benefit and compensation solutions
- Maintained OSHA required programs and federal regulations accordance to pertinent laws
- Develop, analyze, and implemented standard operating procedures for automated activities within the company; supervise acquisition and maintenance of equipment on a market level
- Design, write, and implement a corporate safety program that encompasses all natural and manmade disasters and threats. Include all aspects of the business from finance procedures to customer service and deliveries
- Offering 7 years' experience in being a corporate trainer and positive catalyst for change to promote an increase in customer service and promote positive attitudes to increase revenue
- Experience in addressing groups and giving presentations that are both informative and teaching
- Maintained payroll and business expenditure tracking for 300 associates at different levels of management, as well as the accounts for 12 subcontractors
- Managed payroll for 12 subcontractors
- Proficient technical writing skills, excellent verbal and written communication skills and analytical ability of showing growth and outcome in spreadsheets and analytical reports for comparison data

Pelicans / Builders First Source
Human Resources Manager

Conway, South Carolina
March 1998 – January 2000

National provider of building materials processing-catalyst for the building industry.

- Implemented a performance measurement and development program for supervisors focused on enhancing management performance, team building and management
- Led the organization's market negotiations
- Coordinated market relations at several distribution centers
- Created and implemented results-based training and development, managed policies and procedures for all U.S. locations
- Standardized benchmarks for measurement of attendance, training effectiveness, cost per hire, labor cost and product improvements

EDUCATION

Master of Business Administration

University of Phoenix, with Honors, GPA: 3.9

Designed to enhance the management skills needed to function effectively within an organization.

Bachelor of Science in Health Administration

Grand Canyon University, with Honors, GPA: 4.0

Summa Cum Laude, member of Phi Theta Kappa Honor Society

The conceptual and analytical skills required to manage supervisory roles in health care organizations.

SPECIALIZED TRAINING

I have continued my education on corporate levels to include the following certification courses: HR Management, Safety Management (to include financial aspects as well), OSHA regulations and requirements, Workman's Compensation Conferences, Drug and Alcohol Abuse Awareness in the Work Place, Job Site Safety Rules and Regulations, Blood Borne Pathogen Trained, CPR Certified, First AIDE Responder Certified, Management Style Seminars, Emergency Preparedness Coordinator, Emergency Management Institute -US Department of Homeland Security Trained to include: IS100 and IS100b-introduction to incident command system; IS200 and ICS200b-ICS for single resources and initial accident incident; IS700a-National incident management system(NIMS); IS701a-NIMS multiagency coordination system (MACS); IS702a-NIMS public information systems; IS703a-NIMS resource management; IS704-NIMS communications and information management; IS800b-National response framework, State and Federal Employment Rules and Awareness Classes taught.

Author of non-publicized Corporate Safety Policy Manual with OSHA standard tests in both English and Spanish, Author of non-publicized Corporate Disaster Recovery Plan for Management and Credit, Author of non-publicized Corporate Accident Reporting and general HR guidelines, and Irate Customer Certified.

References:

Tom Peacock

Regina Caggiano, Director of Civil Service (BPD)

Logan Poirier, Sr. Project Engineer (Washburn & Doughty)

Tim Crawford, IT Director for Camden National

Don Tidd, retired Purchasing Director for Mathews Brothers

EMPLOYMENT AGREEMENT
BETWEEN
THE CITY OF BELFAST AND NANCY DRISCOLL

Introduction

This memorandum will outline the terms and conditions of the contracted position of Human Resources / Payroll Administrator between the City of Belfast (hereinafter referred to as "City") and Nancy Driscoll (hereinafter referred to as "Employee").

Section 1: Term

The term of this Agreement is for three (3) years from June 1, 2023, through May 31, 2026. In the event that the Agreement is not renewed, all compensation, benefits and requirements of the Agreement shall remain in effect until the expiration of the term of the Agreement unless the Employee voluntarily terminates the contract. In the event that the contract is terminated not for cause, as provided in Section 15 of this Agreement, the Employee shall be entitled to severance, as defined in Section 15 of this Agreement.

The Employee agrees that she will be physically present at City's offices on three 12-hour days, specifically Tuesday, Wednesday, and Thursday, during normal business hours.

Section 2: Duties and Authority

The Employee shall begin performing the duties of Human Resources / Payroll Administrator on June 1, 2023. The Employee agrees to faithfully perform the duties of Human Resources / Payroll Administrator as dictated in the applicable job description (attached) and generally directed on a day-to-day basis by the City Manager. Unless specifically displaced by the terms and conditions herein or the City of Belfast, the Human Resources / Payroll Administrator shall be subject to the terms and conditions of the Personnel Code.

Section 3: Salary

The contractor rate of pay shall be set at \$90,000 per year, paid on a bi-weekly basis according to the approved current City of Belfast pay periods. This rate is to be paid in a manner consistent with all other municipal employees including a cost of living increase each year based on National Wage Indexing every fiscal year beginning in FY24-25. This salary shall be reviewed in the month of May, at the time of any contract renewal or extension, by the City Manager, subject to approval of the City Council, as part of the Contractor's annual performance evaluation as discussed below.

Section 4: Performance Evaluation, Goals and Objectives

The City Manager shall annually review the performance of the Employee in the month of May subject to the City's generally used process, Performance Evaluation Form, and format for the evaluation. The process at a minimum shall include the opportunity for both parties to:

- (a) Prepare a written evaluation.
- (b) Meet and discuss the evaluation, and
- (c) Present a written summary of the evaluation results.

The final written evaluation should be completed and delivered to the Employee within 30 days of the evaluation meeting.

Section 5: Vacation

The Employee will be granted 3 weeks of vacation each year of the Agreement. Accrual and carryover shall be in accordance with existing City policies. All vacation requests must be approved by the City Manager.

Section 6: Health Insurance

The City will grant a health insurance buy back of \$291.66 each month of the Agreement. This shall be in accordance with existing City policies.

Section 7: Sick Leave and Earned Time Off

Sick leave and earned time off shall be provided in the same manner as is the practice for all City administrative employees in accordance with existing City policies.

Section 8: Disability

Should the Employee be permanently disabled or otherwise unable to perform her duties, after reasonable accommodation, because of sickness, accident, injury, mental incapacity, or health, the City shall have the right to terminate this Agreement, all of which shall be considered "cause" in accordance with Section 15.

Section 9: Retirement

The Employee shall be permitted to participate in Social Security with both the Employee and the City making the required contributions. The Employee shall be permitted to participate in the ICMA Retirement System with the City contribution being 8 percent of base pay, or the actual percentage paid to ICMA for other administrative employees, whichever is higher.

Section 10: General Business Expenses

The Employee's expense allowance is intended to cover her actual official expenses. The City recognizes that certain expenses of a non-personal but job-related nature are incurred by the Employee. The Employee will receive a car allowance of \$250 per month, payable monthly, for use of her personal vehicle for City business. It is further agreed that all other necessary and Council approved expenses will be paid. Travel by car outside a 50-mile radius from Belfast shall be reimbursed at the mileage rate in effect for all City employees.

Section 11: Mobile Phone Expenses

The Contractor shall have a City-owned mobile phone and phone number, with a subscription allowance not to exceed \$120.00 per month.

Section 12: Professional Development

The City agrees to pay annual membership dues for the Employee to participate in the Society for Human Resources Management Association (SHRM). The City agrees to pay conference fees, travel, and lodging expenses for the SHRM annual conference.

Section 13: Employee Incentive Allowance

Employee shall have access to a discretionary allowance of \$1,500 per year which may be used at the discretion of the Contractor, with approval by the City Manager, for incentives for other employees such as food, garb, recognition, acknowledgements, or other expenses.

Section 14: Employee Wellness Allowance

Employee shall have access to a discretionary allowance of \$1,500 per year which may be used at the discretion of the Employee, with approval by the City Manager, for a wellness program or health fair for other employees such as incentivized activities to promote health and wellness to employees.

Section 15: Termination of Contract

Termination of this Contract prior to expiration of the term shall be performed in accordance with the City of Belfast Charter. Should the termination of the Employee's Contract be for cause not arising from the Employee's performance, the Employee shall be entitled to a lump sum payment of four (4) months base pay. If the City terminates the Employee for cause, no such severance payment shall be due and owed to the Employee. The City shall have the burden to prove cause by a preponderance of evidence.

Section 16: Voluntary Termination of Contract

The Employee agrees to provide the Employer with a 90-day written notice prior to her voluntary termination of the contract. Failure to provide such notice will result in forfeiture of the remaining accumulated vacation and sick leave benefits.

Section 17: Integration

This Agreement constitutes the entire agreement between the parties. This Agreement supersedes any prior oral or written agreement between the parties.

Section 18: Severability

If any provision, or portion thereof, of this Agreement is held to be unconstitutional, invalid, or unenforceable, the remainder of this Agreement shall not be affected and shall remain in full force and effect.

Section 19: General Provisions

This Agreement may be amended at any time in writing, as duly executed by both parties. This Agreement shall be governed by the laws of the State of Maine, and venue shall be Waldo County Superior Court. Subject headings shall not affect the meaning of the substantive provisions.

Section 20: Confidentiality

The Contractor agrees that she will not disclose, divulge, reveal, report or use, for any purpose, any Confidential Information which she has obtained, except as authorized by the City of Belfast. This obligation will survive the expiration or termination of this Agreement and will continue indefinitely.

All written and oral information and materials disclosed or provide by the City of Belfast to the Employee under this Agreement is Confidential Information regardless of whether it was provided before or after the date of this Agreement or how it was provided to the Employee.

Section 21: Other Benefits

Benefits or employment conditions not addressed in this document shall conform to those policies in effect for the administrative employees of the City of Belfast.

Section 22: Notice

All notices, requests, demands or other communications required or permitted by the terms of this Agreement will be given in writing and delivered to the Parties of this Agreement as follows:

1. Erin Herbig, Belfast City Manager
131 Church Street, Belfast, ME 04915, USA

2. Nancy Driscoll
PO Box 115, Lincolnville, ME 04849

Read and Agreed to on:

Nancy Driscoll

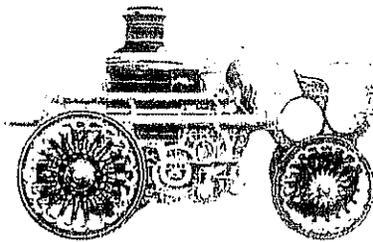
Date: _____

City of Belfast City Manager:

Erin Herbig

Date: _____

10.C



Belfast Fire & Ambulance Department
*131 Church Street * Belfast, Maine 01015*
Phone 338-3362

May 17, 2023

Honorable Mayor Sanders

Belfast City Councilors

City Mgr Herbig

Re; \$200.00 donation

Please accept this \$200.00 donation from The First National Bank in recognition of National EMS Week. With your acceptance of this donation, I would recommend a deposit into account 270-504.

Thank you,

Patrick Richards

Fire Chief/Ambulance Director

10.D



CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

E-mail: cityhall@cityofbelfast.org
Tel: (207) 338-3370
Fax: (207) 338-2419

**#2 Fuel Bid
Bid Opening
May 30, 2023 at 10:00 a.m.**

Present at the opening: Erin Herbig, City Manager and Manda Cushman, Assistant to the City Manager

There were a total of three (3) bids submitted as follows:

Maritime Energy **Bid: \$2.635 per gallon**
234 Park St.
Rockland, ME 04841
(207) 975-1846
Contact: Chris Seavey

Dead River Company **Bid: \$2.70 per gallon**
17 Airport Rd.
Belfast, ME 04915
(207) 338-4739
Contact: Kergan Thomann

R H Foster Energy **Bid: \$2.769 per gallon**
81 Mecaw Rd.
Hampden, ME 04444
(207) 659-0910
Contact: Jim Van Uden

Attest: 
Manda Cushman, Assistant To The City Manager

10.E



Planning & Economic Development • Permitting • Project Management

Memorandum

To: City of Belfast, Maine City Council
From: Susanne Paul, Senior Planner and Project Manager, The Musson Group
Noel Musson, Principal Planner, The Musson Group
CC: Erin Herbig, City Manager; Bub Fournier, Director of Planning and Codes
Re: City of Belfast, Maine Comprehensive Plan Update
Date: May 16, 2023

Members of the City of Belfast City Council,

The Comprehensive Planning Committee is in the final stages of the update process and looks forward to discussing high level comments and next steps with you at the June 6, 2023 City Council meeting.

Enclosed you will find the full draft plan. This document is the culmination of several years of hard work by the Comprehensive Planning Committee in close collaboration with City of Belfast staff, boards, committees, residents, business owners, and local and regional organizations.

If you would like to provide any written comments you can submit them to compplan@cityofbelfast.org by May 26, 2023.

Thank you for your review of the plan and we look forward to discussing with you on June 6, 2023.

Sincerely,

Susanne Paul, Project Manager
Senior Planner and GIS Analyst
The Musson Group

Noel Musson
Principal Planner
The Musson Group



CITY OF BELFAST, MAINE

**Draft Comprehensive Plan Update
May 2023**

Prepared by The Musson Group



ACKNOWLEDGMENTS

The City of Belfast Comprehensive Plan was a complex effort to bring together a large cross-section of individuals to reflect on the future of Belfast. This group included, but was not limited to: residents, city staff; local, regional, state, and national non-profits; institutional leaders; business owners; county and state agencies; and Belfast boards and committees. A portion of this plan process took place as the COVID-19 pandemic raged. Thank you to all who attended meetings virtually or carefully in-person, participated in interviews and provided feedback. The vision, goals, objectives, and strategies in this plan reflect the thoughtful input of all those who participated in this project.

This plan product would not exist without the commitment and dedication of the Belfast Comprehensive Planning Committee members to articulate the values and history of Belfast, and to celebrate the unique quality of the Belfast community. This planning process greatly benefited from collaboration with the City Manager and City of Belfast staff, consultation with city boards and committees. We greatly appreciate everyone who participated in the process and shared their ideas for the future of Belfast.

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PART 1: BACKGROUND & FUTURE LAND USE

**EXECUTIVE SUMMARY
VISION STATEMENT
GUIDING PRINCIPLES
COMMUNITY ENGAGEMENT
IMPLEMENTATION & EVALUATION
REGIONAL COORDINATION
FUTURE LAND USE**

A VISION FOR BELFAST

The City of Belfast is an historic coastal community that supports the needs of its community members. We honor the voices of our community and encourage citizen engagement and participation. We value our vibrant downtown core and will continue to support local eateries, shops, offices, and businesses that service the local and surrounding communities. We value our artistic and creative community. We value our role as a county seat and service center for Waldo County.

Belfast's waterfront is home to an active marine economy which has shaped and supported the city over generations, as well as increased recreational opportunities which contribute to the attractiveness of Belfast as a destination.

The City of Belfast will continue to be a vibrant place to live, work, and play by supporting diverse housing choices, preserving and protecting open space and agricultural lands, implementing innovative climate policy, and connecting our community through enhanced bicycle, pedestrian, and transportation networks.



Above: View of Belfast Main Street, waterfront, and Harbor. (Photo courtesy Belfast Chamber of Commerce)

GUIDING PRINCIPLES

PURPOSE

A comprehensive plan is an enormous undertaking to examine numerous topics and data points, and to create goals, objectives, and strategies with the intention of weaving it all together into a cohesive and integrated plan. The goals, objectives and strategies of this plan are guided by three “Guiding Principles”: Community Health, Social Equity, and Sustainability and Resilience. The purpose of these guiding principles is to create a cohesive framework for the comprehensive plan and spotlight key themes. The following guiding principles are integrated throughout the various topic areas covered in the plan and help illustrate how many of the goals, objectives and strategies in the plan are interrelated. Many of the issues listed under these guiding principles fit into multiple categories.



COMMUNITY HEALTH

Community health encompasses aspects of individual physical health, mental health, collective public health, the health of the economy and the environment.



SOCIAL EQUITY

Social equity is the idea that all community members can participate, prosper, and reach their full potential. (Source: PolicyLink / American Planning Association)



SUSTAINABILITY AND RESILIENCE

Sustainability and resilience are interrelated but distinct ideas about planning for the future. Sustainability looks at the ability for future generations to meet their needs and thrive without depleting their resources. Resilience is the ability for a community to prepare for, recover from, and adapt to low-probability but high-impact events, such as natural disasters, infrastructure failures, or human-caused threats, as well as impending changes due to climate change.



COMMUNITY HEALTH

Community health encompasses aspects of individual physical health, mental health, collective public health, the health of the economy and the environment.

Issues of Community Health include but are not limited to:

- Existence of and access to recreational opportunities
- Existence of and access to medical services
- Walkability
- Access to public facilities like a YMCA, recreational centers, hospital
- Places for leisure and to connect with others
- Existence of and access to needed mental health services
- A sense of purpose within the community
- A sense of belonging to community
- Inclusiveness, being welcomed, and feeling safe
- Adequate supply of different housing types and price-points
- Reliable public information and communication about emergencies and non-emergencies
- Planning for public health emergencies (eg. Brown-tail Moth outbreak)
- Public open spaces, gathering places, trail networks
- Availability of good-quality necessities like clean water, clear air, and nutritious food
- Reliable waste management and sanitation infrastructure
- Protected water, marine, forest, and agricultural resources



SOCIAL EQUITY

Social equity is the idea that all community members can participate, prosper, and reach their full potential. (Source: PolicyLink / American Planning Association)

Issues of Social Equity include but are not limited to:

- Access to food and addressing food insecurity
- Access to a range of housing types at a range of price points and addressing housing insecurity
- Access to services regardless of race, ethnicity, income, ability, age, gender
- Access to parks, trails, and open space for physical/mental health and community gathering
- Transportation and mobility options (walking, cycling, livery services, transit, automobiles)
- A range of educational opportunities (including art afterschool programs, adult ed, and other non-traditional education programs)
- Broadband access and the implications on remote work and learning
- A sense of belonging to community
- Inclusiveness, being welcomed, and feeling safe



SUSTAINABILITY AND RESILIENCE

Sustainability and resilience are interrelated but distinct ideas about planning for the future. Sustainability looks at the ability for future generations to meet their needs and thrive without depleting their resources. Resilience is the ability for a community to prepare for, recover from, and adapt to low-probability but high-impact events, such as natural disasters, infrastructure failures, or human-caused threats.

Sustainability is typically looked at through three lenses: economic sustainability, environmental sustainability, and social sustainability (“people, planet, profit”).

Issues of Sustainability include, but are not limited to:

- Fossil fuels and energy use in homes, workplaces, transportation (e.g., gas vs electric vehicles)
- Land preservation
- Attracting and keeping employers
- Housing diversity, affordability, and workforce retention
- Diverse economy that offers quality jobs year round
- Fiscal responsibility
- Historic and cultural preservation
- Working waterfront sustainability in the face of pressures from other non-commercial fishing activities
- Ensuring opportunities for younger members of the community (jobs, housing, etc.)
- Sustainability of shoreline and waterfront land use as it pertains to sea-level rise and flooding

Issues of Resilience include, but are not limited to:

- Planning for the most vulnerable community members (including younger community members who do not have the same agency in their lives and can be vulnerable to unexpected events)
- Infrastructure resilience: roadways, sidewalks, energy networks, public facilities, and services
- Public health emergencies
- Natural or human-instigated disasters and / or extreme weather, particularly current and impending changes due to climate change, such as large-scale fires, flooding from storms combined with sea level rise – especially ones that overlap with king tides – heat, drought, winter storms

COMMUNITY ENGAGEMENT

OVERVIEW

The Belfast Comprehensive Plan Committee, with the assistance of The Musson Group, began a community visioning public process in February 2021. This public process was conducted through various means including, city staff and committee engagement, subject matter experts focus groups and interviews, and a community-wide survey.

The Community Survey was the first form of public engagement and was launched February 1st, 2021. This survey stayed open through May 1st, 2021. The survey was publicized on the city's website and social media accounts and was promoted by Comprehensive Plan Committee members, City Council, and City Staff. Paper copies of the survey were made available at the City Hall and various other local locations including the Chamber of Commerce, library, and the Waldo County General Hospital's Covid-19 vaccine clinics. The Community Survey received 1,029 responses. In addition to the Community Survey, the Comprehensive Planning Committee began subject matter expert engagement in March 2021. Subject matter expert engagement consisted of multiple points of outreach including round-table discussion focus group meetings, one-on-one interviews, and City Staff and Committee communication. Focus group meetings were conducted over Zoom with two groups. The first focus group was centered on community health and wellness and the second was centered on economic development and housing. The community health and wellness discussion had nine participants in attendance, representing six local organizations. The economic development and housing discussion had six participants in attendance representing four local organizations.

In addition to the focus group discussions, the committee conducted an additional 14 one-on-one targeted interviews. While the Community Survey and focused discussions were on-going, the Comprehensive Planning Committee took time to meet with various City Staff and City Committees during their regularly scheduled committee meetings. This included a session with the Economic Development Director, Harbor Master, Climate Crisis Committee, to name a few. A brief description of the public participation efforts is included below. A more complex overview, including input received, follows in the appendix of this plan.

COMMUNITY SURVEY

The Community Survey served as a starting point for the Comprehensive Plan Committee to begin understanding the community's vision and values. The following key findings were identified from the 1,029 survey responses.

Survey Respondent Background:

1,029 survey responses

- 72% respondents are year-round residents
- Of the year-round residents who responded – 62% own their home; 10% rent their home
- While 91% of respondents stated their housing is adequate to for their needs, only 70% stated their housing is affordable based on their needs.
- Of year-round Belfast residents who responded, 92% stated their housing is adequate, and 68% stated their housing is affordable
- Over 50% (53.8%) of respondents are between the ages of 55 and 74.

According to survey respondents, Belfast is best described as “An historic, coastal community that serves the day-to-day needs of residents.”

Priority goals over the next 10 years:

- Expansion of high-speed broadband
- Protect marine resources
- Take measures to address the impacts of climate change
- Protect undeveloped open space, fields, and forested land

Policy Updates:

When asked if survey respondents agree or disagree with specific policy updates, respondents strongly agree that the City should consider zoning amendments that address the impacts of climate change. There was somewhat strong agreement for zoning amendments that would encourage creative housing development opportunities and allowing and encouraging both residential and commercial development outside the bypass.

City Investments:

While respondents strongest support is for improvements to broadband connectivity in under-served areas, there is also somewhat strong support for the following:

- Purchase of open space land for conservation and passive recreational use
- Resources and assistance to help seniors continue to live within the community
- Construction and improvements of bicycle and pedestrian access and facilities
- Increasing police and public safety capacity, including additional police training in areas of nonviolent intervention and mental health awareness
- Resources and assistance to help low-income residents continue to live within the community
- Resources and assistance to those experiencing housing insecurity

City Facilities:

Respondents rated the following facilities and services as exceptional/adequate:

- Winter road maintenance
- Transfer station
- City Hall services
- Library programs and resources

The area rated as needing improvement is broadband service availability. Two other areas that are adequate/needs improvement are activities for youth and activities/programs for at-risk residents.

TARGETED OUTREACH

The committee engaged key individuals and organizations who provided valuable input on challenges and opportunities facing business and specific population groups. Their input contributed to the recommendations and goals of this comprehensive plan and policy guides. By integrating input and forming

relationships with key groups and individuals, the city will be able to better implement recommended action items in the future and create champions for the future projects and initiatives recommended in the plan.

According to those interviewed, Belfast is best described as “a regional hub offering services and employment opportunities to residents and neighboring community members” and “an historic, coastal community that serves the day-to-day needs of residents.”

When participants were asked if there were specific things that they love about working, living, or doing business in Belfast, many mentioned they love that the community is strong, diverse and supportive.

Participants, both in the interviews and focus groups, discussed the following as opportunities and challenges facing Belfast in the coming years:

- Affordable housing
- Climate change
- Remaining business positive

Hurdles facing subject matter experts and their organizations included:

- Funding
- Attracting younger membership and employees
- Staffing
- Housing

Community Health & Wellness

Those participating in the round-table discussion on community health and wellness brought a consensus that there are a lot of organizations doing important and good work but that there is an overall community need for collaboration. The organizations doing work that centers around housing, homelessness, food security, childcare, workforce development, transportation, recovery support and other social services need support to align the work and connect various services with guests of various organizations.

There is an opportunity to work together to provide collaborative added value to the community by bringing organizations with goals that align to the community in a cohesive and organized way.

The discussion centered on the following challenges facing the Belfast community:

- Housing
- Food services
- Family and child services
- Transportation
- Access to medical & dental care
- Need for affordable commercial spaces
- Community stigma
- Collaboration among community organizations including for grant applications
- Not enough case management and social work in Waldo County

Belfast is a welcoming community that values its diverse population. It will be important for the comprehensive plan to use inclusive language that reflects this value.

Economic Development & Housing

Those who participated in the second round-table discussion focused on similar challenges as the community health and wellness discussion but from an economic perspective. With participants from the real estate industry in attendance, there was discussion around what is prohibiting people from buying homes in Belfast. This included, to name a few, challenges stemming from the need to align zoning with the needs of home-buyers, access to financing, and access to construction workers for small-scale residential projects. Infrastructure, including public transportation is also a factor limiting growth in the city.

The discussion centered on the following challenges facing the Belfast community:

- Housing
- Workforce (trades in particular)
- Office Space
- Public Transportation
- Childcare

LOCAL SUBJECT MATTER EXPERTS AND PUBLIC REVIEW

Drafts of each policy guide chapter were sent to subject matter experts for various topic areas (city staff, boards, committees, relevant organizations) for feedback. A final draft of the plan was then presented to the Belfast City Council for feedback. Next, the full comprehensive plan product was shared publicly on the city's website, during an open house forum, and sent to all local subject matter experts for review.

A list of local subject matter experts for this review period is listed below.

Recreation and Open Space

Norm Poirier, Parks and Rec Department
Larry Theye, Parks and Rec Chair
Chole Chun, Belfast Bay Watershed Coalition
Jack Shaida, Coastal Mountains Land Trust
Kathy Given, Harbor Master

Mobility and Transportation

Belfast Ped Bike Hike Committee
Kathy Given, Harbor Master
Bob Richards, Belfast Public Works Director
Kenn Ortmann, Belfast Municipal Airport
Waldo Community Action Partners

Natural Resources

Kathy Given, Harbor Master
Belfast Water District
Belfast Bay Watershed Coalition

Housing

Waldo Community Action Partners (WCAP)
Waldo Co Homeless Coalition
Habitat for Humanity
Midcoast Realtors Association

Public Facilities

Bob Richards, Belfast Public Works Director
Belfast Ped Bike Hike Committee

Climate Crisis

Belfast Climate Crisis Committee
Public Works
City Engineer
Wastewater Treatment Plan
Thomas Kittredge, Economic Development Director

Historic and Cultural Resources

Megan Pinette, Belfast Historical Society
Phil Carthage, Belfast Historical Society

Economy, Fiscal Capacity and CIP

Thomas Kittredge, Economic Development Director
City of Belfast Finance Director
Erin Herbig, City Manager

All City Committees

Airport Advisory Committee
Belfast Water District Trustees
Board of Assessment Review
Broadband Committee
Cemetery Trustees
Climate Crisis Committee
Energy Committee
Harbor Advisory Committee
In Town Design Review
Library Board of Trustees
Parks and Recreation Commission
Pedestrian, Biking and Hiking Committee
Planning Board
Zoning Board of Appeals

IMPLEMENTATION & EVALUATION

Implementation and evaluation are critical components of any comprehensive plan. This comprehensive plan outlines a vision, goals, and objectives for City of Belfast planning and land use policies. To help achieve these goals and objectives, the plan also identifies an ambitious list of recommended strategies and actions, ranging from the broad to the specific. Successful implementation of these strategies in the long term will require prioritization of strategies and timelines, continued review of roles and responsibilities, sufficient budgets, consideration of staff time and capacity, synergies with other projects and opportunities, and regular review of progress.

IMPLEMENTATION

The policy guide chapters of this plan list the goals and objectives for each topic area and then highlight strategies with identified implementation timelines and the potential responsibility for implementation. In addition, strategies that are required by the State of Maine are noted. This implementation chapter provides 1) guidance on the highest priority action items that will support the initial implementation of the plan, and 2) guidance on evaluation. The highest priority strategies for Short-Term (1-3 years) Implementation by topic area are following:

Future Land Use

- Continue to refine zoning and land use policies to:
1) clearly define the desired scale, intensity, and location of future development; 2) maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; 3) Clearly define protective measures for critical natural resources and, where applicable, important natural resources; and 4) clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas.
- Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas as identified below in this Future Land Use Plan.
- Collaborate with state, regional, and local land conservation organizations to establish goals for future land conservation and protection of existing open space.
- Encourage construction of new housing within the growth area, and where sewers and other infrastructure already exists, to decrease disturbance of forest and open space, incentivize walking and cycling, and support compact growth goals.

Mobility and Transportation

- Coordinate with the Planning and Public Works Department to create a Belfast pedestrian and cycling plan that inventories existing pedestrian and cycling infrastructures and identify locations for improved and new sidewalks, crosswalks, bike lanes, bike parking in order to improve safe and convenient walking and cycling, as well as access to parks, trails, open spaces, and recreational areas.
- Assess where wayfinding improvements are needed. Develop and implement a signage and wayfinding system for vehicles, cyclists, and pedestrians, including: consistent design; universal symbols; consistent language; and standards for the future.
- Identify locations for additional electric vehicle charging stations and create incentives for developers to install stations in new developments where appropriate.
- Collaborate with relevant city committees and departments on development and planning

projects, particularly in areas identified as priorities for bike, pedestrian or trail facilities, recreation, accessibility improvements or affordable housing opportunities.

- Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.

Housing

- Explore the extent to which city ordinances, codes, and permitting processes are causing unintentional constraints on affordable housing development, such as the conversion of single-family homes into multi-family homes that could be used as rentals or parking regulations that prohibit some single-family homes from becoming multi-family rentals.
- Encourage partnerships between Belfast employers and developers for the development of workforce housing.
- Create a housing coalition, taskforce or committee to 1) convene stakeholders and develop creative recommendations on how the city can identify partnerships for workforce housing opportunities; 2) monitor and study the need for short-term housing regulation; 3) identify new housing types and locations that would complement existing neighborhoods; and 4) understand the extent to which statewide building codes, insurance, permitting, and lending practices impact which housing types get built.

Parks, Trails, Recreation, and Open Space

- Create a Parks, Trails, Recreation, and Open Space strategic plan that inventories and analyzes the existing public parks, trail systems, recreation and open space system, including range ways and public rights-of-way water access points. This plan should look at the distribution of land and facilities, facility conditions, current and future needs, and strategies for management responsibilities, land acquisition goals and opportunities, funding, maintenance, and operations.

- Coordinate with the Planning and Public Works Department to create a Belfast pedestrian and cycling plan that inventories existing pedestrian and cycling infrastructures and identify locations for improved and new sidewalks, crosswalks, bike lanes, bike parking in order to improve safe and convenient walking and cycling, as well as access to parks, trails, open spaces, and recreational areas.
- Explore potential opportunities for new parkland, trails, and open space on the east side of Belfast harbor.
- Assess and improve accessibility standards in accordance with Americans with Disabilities Act (ADA) to public parks and open spaces.
- Work collaboratively with stakeholder groups to pursue opportunities to protect significant open spaces and recreational land.
- Identify locations in the city for new recreational infrastructure such as short-term shelters along trails, kayak racks, bike racks, benches, and consistent signage and wayfinding.

Public Facilities

- Identify capital improvements needed to maintain or upgrade public services to accommodate any growth and changing demographics.
- Survey and inventory the current Belfast stormwater management system; determine MEDOT/City jurisdictions; develop a comprehensive design for upgrade.
- Continue to invest in solar and other renewable energy sources for the City of Belfast.
- Inventory and categorize public facilities according to which age groups and ability ranges they serve and identify any gaps in service that may be present. Consider additional programming and new facilities as appropriate.
- Identify areas in the city where public wi-fi access is currently provided and identify areas where it could be provided in the future.
- Explore the feasibility of digital public infrastructure and what other municipalities are considering about how to provide digital infrastructure as a public utility.

- Explore options for regional delivery of local services, and work cooperatively with adjacent communities to consider opportunities for regional service delivery.

Historic Preservation

- Identify city-owned buildings of historic value and explore strategies for funding and maintaining those structures.
- Seek State and Federal grants to rehabilitate and maintain historic buildings and streetscapes, including but not limited to funding from Maine DECD, Maine DOT and non-governmental organizations.
- Research grant programs and / or existing tax credit programs through organizations such as Efficiency Maine or the Maine Historic Preservation Commission that specifically help with weatherization of historic structures.
- Encourage the use of historic preservation tax credits by area residents, businesses, and property developers.
- Create an action plan for climate impacts on historic and cultural resources, such as resources in high flood-risk areas. Refer to the Maine Historic Preservation Commission’s Guidelines on Flood Adaptation for Rehabilitating Historic Buildings.

Natural Resources

- Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).
- Work with the Belfast Water District to examine the need to enact revised public wellhead and aquifer recharge areas protection mechanisms, as necessary. Continue to implement the land acquisition strategy for the Water District and priority list of parcels to acquire for continued water quality protection.
- Consider a variety of tools to protect the working landscape economy (working farmland, forested areas, and other natural resources), such as a working landscape protection plan, tax abatement

programs, agricultural zoning and buffers, transfer-of-development rights programs, easements, and protection of prime soils. Encourage owners of productive farm and forest land to enroll in the current use taxation programs. Provide information about the current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.

- Develop a strategic design plan that addresses sea-level rise in the inner harbor.
- Encourage agricultural practices and tree plantings that provide maximum habitat for songbirds and pollinators; encourage permaculture practices and maximize biodiversity in order to adapt to climate-induced invasives.

Economic and Fiscal Capacity

- Continue efforts to support, retain, and attract businesses that offer quality jobs and above average pay, through tools such as credit enhancement agreements, discounted land prices, and grant funding.
- Work with local technical and vocational training centers to identify ways to expand vocational education and training programs in order to increase the supply of skilled labor. This includes pursuing grant funding or other funding mechanisms to ensure a sustainable vocational training program in Belfast; continuing to promote the CareerCenter On-The-Job-Program and other CareerCenter programs that assist with workforce development; and supporting the Maine Quality Centers grant programs that provide customized workforce training grants for Maine employers seeking to locate or expand their operations in Maine.
- Aggressively pursue strategies that support the development of year-round housing that is affordable to the workforce population (those earning approximately 60% to 120% of the Area Median Income), such as changes to land use ordinance policies, funding programs for construction of housing that is affordable to the

workforce, and the creation of a housing land trust to increase the supply of housing for residents that will live in Belfast year-round, seasonal workers, and short-term contract workers.

- Continue to provide financial support for the Belfast Economic Development Department.

Climate (this section presents a compilation of climate solution strategies from other topic areas)

- Develop a “Climate Action Plan” to establish guidance for reducing emissions, including: goals and targets for managing sea-level rise; reducing dependence on fossil fuels; resilience planning strategies, such as exploring best practices for shoreline protection measures; improving city capacity for Geographic Information Systems (GIS) mapping in order to identify areas of Belfast and public infrastructure that are at risk due to issues associated with changing climate.

- Continue to invest in solar and renewable energy sources for the City of Belfast.
- Continue to partner with the Waldo County Emergency Management Agency to provide emergency shelters in times of extreme heat or cold.
- Develop incentives that increase stewardship and reduce loss of farmland, woodlands and wetlands.
- Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas as identified below in this Future Land Use Plan.

EVALUATION

The comprehensive plan is intended to serve as a road map for City Council policy making and a resource for the City Manager, department heads, and committees as they plan and prioritize their respective work. Ultimately, the success of the plan will be measured by its implementation over time.

Monitoring the plan’s implementation should be an open and ongoing process. As the plan is implemented, the Comprehensive Planning Committee will evaluate progress and annually identify areas in need of clarification or modification. The committee also is responsible for reviewing proposed land use related ordinance changes for compatibility with the comprehensive plan.

Overall, progress on the plan will be evaluated by the Comprehensive Planning Committee, in collaboration with the City Manager, at least every five years to determine the following:

- The degree to which the Future Land Use Plan and other chapter strategies have been implemented;
- Percent of municipal growth-related capital investments that have been directed to growth areas;
- The location and amount of new development in relation to designated growth areas and rural areas;
- The status of future planning efforts for the focus areas identified in the Future Land Use Plan;
- The amount of critical natural resource, critical rural, and critical waterfront areas protected through acquisition, easements, or other measures.

REGIONAL COORDINATION

As a regional service center, employment center, and county seat, Belfast’s needs are linked with those of its surrounding communities. Belfast has a year-round population of 6,938 and the daytime population increases by approximately 1,500 due to daily commuters from the surrounding area. Daily visitors, particularly in summertime, number over 4,000 according to the Chamber of Commerce – whether from nearby communities, or from further afield.

KEY ISSUES FOR REGIONAL COORDINATION

There are several significant topics in Belfast and surrounding communities that could benefit from regional coordination. For each of these issues below, the issue is briefly described and potential regional partners are listed. This list is not exhaustive and as these issues evolve over time and organizations grow and change, new partners emerge.

HOUSING

Housing insecurity is one of the most pervasive ongoing issues in the MidCoast region and the State of Maine. Nationwide, Maine has the ninth largest gap between the income of an average renter and the income needed to afford a two-bedroom rental, according to a recent study from the National Low Income Housing Coalition. MaineHousing data for 2020 shows that 56.9% of Belfast households, and 59.1% of Waldo County households are unable to afford a median two-bedroom rent. Much of the housing stock in Belfast and the surrounding towns is older, with much of it built before World War II. This suggests a significant need for home repair, and in some cases lead remediation and accessibility improvements – particularly in lower income homes.

Belfast has a need for new housing units, particularly “missing middle” housing, a term that refers to housing types in between detached single-family homes and larger apartment buildings - such as duplexes, fourplexes, cottage courts, and courtyard buildings - that provide more diverse housing options and price points. Belfast had the second highest percentage of renter occupied units in the Belfast Labor Market Area, when compared to surrounding communities. According to the American Community Survey, in 2021 Belfast had a relatively high percent of residents below the poverty level when compared the surrounding towns. There is ongoing homelessness and housing insecurity in the MidCoast region, particularly families with young children. Construction of additional housing and conversion of existing housing into more units, and in particular year-round rental housing affordable to various middle-income residents, would help to address housing supply and affordability issues and provide more options for the variety of household compositions in the region.

In May of 2023 the City of Belfast created a new Housing and Property Development committee, which will begin work on a number of strategies recommended in this plan. There are several state and regional partners that currently work on housing issues in Waldo County and the City of Belfast.

Housing Regional Partners

- **MaineHousing and Waldo Community Action Partners.** Waldo County Community Action Partners runs a variety of programs in Waldo County and the City of Belfast, including housing programs funded by MaineHousing related to weatherization and heating, home repair, and powerline extension.
- **Maine Habitat for Humanity.** Habitat for Humanity is active in Waldo County. They previously built houses in the

county and are working to complete a ReStore project at 92 Belmont Ave that will serve the surrounding area. ReStores accept donations and sell a constantly changing inventory of diverse, high-quality merchandise to the public at a fraction of the retail price, while diverting reusable household items and building materials from area landfills. There is also another house construction project in the works for 2023. Once the ReStore is up and running the goal is to use the profits to build one house per year.

- **Greater Bay Area Ministerium.** The Greater Bay Area Ministerium (GBAM) is primarily a food cupboard whose mission is to collect, store, and distribute food and promote nutrition for those in need, in an atmosphere of dignity and respect. In addition to food support, GBAM is also developing homeless support services.
- **Waldo County Homeless Coalition.** The Waldo County Homeless Coalition promotes county-wide planning and strategic use of resources.
- **The Genesis Fund.** The Genesis Fund is a certified Community Development Financial Institution that brings together resources to create housing and other economic and social opportunities for people and places being left out of the mainstream economy. The Genesis Fund makes regular presentations to Waldo County organizations who may be seeking their technical assistance program support and should be considered for future collaborative housing initiatives.
- **Local Institutions.** RSU71 and other owners of institutional buildings can be considered important partners in making buildings available for redevelopment as affordable workforce or senior housing should conditions allow.
- **Neighboring Communities.** Belfast is exploring the idea of creating a housing committee and municipal land trust that could coordinate their efforts within the City of Belfast with state, regional, and neighboring community housing initiatives.

ECONOMY

Belfast's diverse economy is an economic driver for the city and the surrounding area. With a mix of strong year-round employers, in sectors including manufacturing, government and professional services, social services, retail, and arts and culture, Belfast is an important employment center as well as a draw for visitors. The walkable, historic downtown, mix of restaurants and shops, variety of arts programming, annual festivals and beautiful natural environment make Belfast an attractive location for a business, and also draws thousands of visitors to the region. MidCoast communities share many of the same economic challenges – helping new businesses to get off the ground, attracting a workforce that allows businesses to grow, providing housing affordable to that workforce, and identifying and capitalizing on emerging trends and opportunities.

Economy Regional Partners

- **MidCoast Economic Development District.** In effect a Council of Governments, MCEDD brings communities together from Brunswick to Stockton Springs, and develops a regional economic development plan that identifies emerging trends and opportunities, as well as projects particularly important to the region. Other opportunities include supporting MidCoast Economic Development Authority planning and grant programming review, regional loan and assistance programs, efforts to identify and obtain resources for member communities, shared access to technical assistance, loan support for small businesses, and sustainability and resilience planning efforts through the state resilience planning grants from the Office of Policy, Innovation, and Future.
- **Northern Border Regional Commission.** The Northern Border Regional Commission can invest in economic and infrastructure projects in a number of Maine counties, including Waldo County. Recent project awards include \$350,000 for technical assistance for climate resiliency planning, growth strategies for second stage businesses, and access to capital/investments for the Eastern Maine Development Corporation to support Hancock, Penobscot, Piscataquis, and Waldo County.

- **Maine and Company.** Maine & Co. is a private, non-profit corporation with members and a board comprised of senior executives from Maine's top businesses, the president of the Maine State Chamber of Commerce and the commissioner of Maine's Department of Economic & Community Development. Their services include real estate site searches, data collection and analysis, incentives identification and valuation, site visit coordination, workforce analysis, and financing coordination. Recent efforts in Belfast include support for OnProcess Technology, athenahealth, and a proposed Nordic Aquafarms project.
- **Eastern Maine Development Corporation.** Eastern Maine Development Corporation (EMDC) provides integrated services that boost businesses, communities and individuals. EMDC's comprehensive programs and hands-on approach accelerates economic development and strengthens the economy.
- **Maine Governor's Office of Policy, Innovation, and Future.** The Governor's Office of Policy Innovation and the Future (GOPIF) serves as a key coordinator, working collaboratively with other State agencies and stakeholders to address critical long-term issues facing the State of Maine. Their program work around economic development includes workforce development, climate and energy, and economy and innovation.
- **Belfast Area Chamber of Commerce.** The mission of the Belfast Area Chamber of Commerce is to champion a thriving business environment for its members through promotion, networking, advocacy, community partnerships and access to relevant information. The Chamber works with businesses throughout Waldo County, promoting area business development opportunities, new ventures trainings, and connecting Belfast businesses or new entrepreneurs with other regional and state-wide training programs and resources. They produce a member directory, run annual events, and coordinate with Belfast area communities for networking and support.
- **State and regional economic development organizations.** A diverse mix of government agencies, nonprofits, and professional organizations provide opportunities to leverage state and regional programs and services for local and regional benefit.
- **Maine Office of Community Development.** The Office of Community Development (OCD) is a division within the Department of Economic & Community Development (DECD) and the primary focus of OCD is the administration of the HUD funded Community Development Block Grant (CDBG) Program which includes regional technical assistance and training.
- **Maine Office of Business Development.** The Office of Business Development provides targeted business development designed to attract particular types of businesses that have potential for Maine and businesses that are considered to be compatible with Maine's environment and interests. This office seeks and encourages firms to expand or locate in Maine. The office is responsible for the implementation of programs designed to promote Maine products in national and international markets and to develop markets for industry located in Maine.
- **Coastal Counties Workforce.** Coastal Counties Workforce, Inc. (CCWI), is a non-profit 501(c)(3) entity founded to administer and oversee the delivery of the workforce system's services for the 6 Coastal Counties in Maine. CCWI is the entity (mechanism) working on behalf of the Region's Local Board and CEO to ensure their responsibilities under federal workforce development law and federal funding are met. CCWI's jurisdiction includes Maine's six coastal counties (York, Cumberland, Sagadahoc, Lincoln, Waldo and Knox).

TRANSPORTATION

Belfast is a county seat and service center located right on the US Route 1 corridor. Transportation in Belfast is predominantly focused around automobiles, and the Route 1 by-pass road alleviates congestion in Downtown Belfast while providing easier and more efficient passage for those passing through to points north, south, and west. Additional mobility and transportation infrastructure includes the Belfast Municipal Airport, which has potential for additional use, a trail system, and an on and off-road network of cycling routes. In addition, there is great potential for passenger

ferry service between Belfast and Islesboro and for mobility connections between the waterfront, downtown, and other destinations in the city, such as the grocery store, hospital, airport, banks, and other services.

Transportation Regional Partners

- Maine Department of Transportation (DOT). MaineDOT is an important partner for planning regional transportation – from highway improvements, to marine infrastructure, continued rail service and regional bicycle trails. In particular, MaineDOT programs and funding for multi-modal transportation improvements are important for many of the mobility goals and objectives identified in this plan.
- Waldo Community Action Partners (WCAP) – Waldo County Transportation provides the Downtown Area Shuttle (DASH), a limited scheduled shuttle-style bus route service around Belfast. The DASH operates Monday through Friday from 8AM to 12PM and 1PM-5PM. Fares range from \$2.00 one-way to \$50.00 for a monthly pass.
- Maine State Ferry Service. There is currently no service to Belfast but there is potential and interest in a passenger ferry connection between Islesboro and Belfast.
- Belfast Municipal Airport. The Belfast Municipal Airport is an important partner in discussions of future economic development and transportation connections for airport users to other parts of the city and beyond.
- Federal agencies. The US Coast Guard and US Army Corps of Engineers are important partners in ensuring safe marine transportation, clear channels and a protected harbor.
- Land Trusts and non-profits. Land trusts such as the Coastal Mountain Land Trust and non-profits like Belfast Bay Watershed Coalition are important partners in advancing trail networks and related infrastructure.

MUNICIPAL SERVICES AND INFRASTRUCTURE

There are regional opportunities for sharing services and infrastructure:

- **Police, Fire, and Rescue.** Belfast Fire and EMS has contracted services to provide fire and EMS response to the Town of Swanville and contracted EMS only to the towns of Northport, Belmont, Morrill and Waldo. Mutual Aid agreements are held for Fire and EMS with all towns throughout Waldo County.
- **Libraries.** The Belfast Free Public Library serves many people who do not reside in the city, and through collaboration with other libraries, provides access to a wider range of books and materials than it could on its own. Library cards are free to residents and taxpayers of Belfast, the children of Waldo County 18 years of age and younger. Others may purchase a card for an annual fee.
- **Broadband.** Belfast is not a member of the MidCoast Internet Development Corporation – a new organization working to advance fast and reliable broadband to the region, but neighboring Northport is a member and the Belfast Broadband committee is actively working on addressing broadband access concerns in Belfast.

EDUCATION

Belfast areas schools fall under Regional School Unit #71, which includes the Ames School (Town of Searsmont), Captain Albert Stevens (City of Belfast), East Belfast (City of Belfast), Gladys Weymouth (Town of Morrill), Kermit Nickerson (Town of Swanville), Troy Howard (City of Belfast), Belfast Area High School (City of Belfast), Belfast Community Outreach Program in Education (BCOPE) (City of Belfast), and Belfast Adult Education (City of Belfast). Belfast also coordinates with the University of Maine Hutchinson Center, as well as the Waldo County Technical center, both located in the City of Belfast.

NATURAL RESOURCES AND MARINE AREAS

Belfast shares important natural and marine areas with its neighboring communities – each of which provides an opportunity for collaboration. There are a number of organizations that steward and manage open space and natural resources in the Belfast region.

Belfast Bay Watershed Coalition. The Belfast Bay Watershed Coalition supports conservation and stewardship of natural and public resources in the Belfast Bay watershed through research, community-building, and education.

Coastal Mountains Land Trust. Coastal Mountains Land Trust (CMLT) is a nonprofit land conservation organization, founded in 1986, that seeks to permanently conserve land to benefit the human and natural communities of Western Penobscot Bay. There are a number of CMLT preserves in the City of Belfast and Waldo County. CMLT currently has a Waldo County Initiative to increase the acres of conserved lands in Waldo County. There are opportunities to create trail connections between these spaces within Belfast and surrounding communities.

Maine Department of Agriculture, Conservation and Forestry (DACF). Maine DACF is an important partner in providing support for land-based and natural resource interests. The Department balances and develops the state's various land-based, natural-resources including Maine agriculture, forests, outdoor recreation and public-access.

National organizations. National nonprofits such as the Nature Conservancy, the Trust of Public Land, and the Rails-to-Trails Conservancy can provide technical assistance, grant information, and other support for land and water conservation efforts and trail management.

FUTURE LAND USE

The City of Belfast is a desirable place to live, work, and visit. It is known for its diverse year-round economy, lively arts scene, strong local businesses, dynamic waterfront, active community participation, beautiful rural areas, and historic walkable downtown. As a county seat, a services center, an employment center, and a destination for arts and recreation, Belfast will continue to be a desirable place; and while rapid growth or change is not guaranteed for Belfast in the near future, any change can often be viewed as both positive and negative. The role of planning – particularly future land use planning – is to provide a framework for managing change. This comprehensive plan lays the framework for managing potential robust growth in Belfast in the next ten years.

The Future Land Use Plan is the chapter of the comprehensive plan that reflects the analysis, goals, objectives and recommendations from each section of the plan. The policy statements in this chapter are intended to serve as the foundation for zoning and other land use regulations. The state Growth Management Act instructs that future land use plans should clearly designate growth areas, rural areas, and critical natural resources areas. Growth areas are those places where future growth is appropriate and desired, where a variety of housing types can occur, that allow for efficient use of public facilities and services, and that encourage compact – rather than sprawling – development. Rural areas include important agricultural and forest lands, and large undeveloped areas that provide space for habitat, resource production, outdoor recreation, natural resources and scenic views. Rural areas are typically low density and are not intended for significant additional growth on par with the density envisioned in a growth area. Critical natural resources areas are those areas that contain a critical mass of vulnerable natural resources should have maximum protection from development.

The following section outlines Belfast’s future land use goals, objectives, and strategies.

FUTURE LAND USE KEY FINDINGS

- Both the historic walkable downtown and the outer rural areas are key to Belfast’s identity and character as a city.
- Housing availability and affordability is a major problem and many people who work in Belfast cannot afford to live in Belfast, and this impacts economic development.
- The city has undertaken several recent zoning code revisions, in particular changes to the outside rural zone to allow more flexibility for the type and amount of allowed housing
- Despite recent updates to the code, there are still many zones and the code could be further simplified and streamlined.
- The City of Belfast recognizes the importance of compact development and multi-modal mobility, like walking and cycling.
- The effects of climate change and sea level rise may impact land use and the cost of doing business on the waterfront over time. According to projections from NOAA and the State of Maine, there are several parcels along the waterfront that are vulnerable to sea level rise in the next 50 years and future planning must account for these potential impacts.

FUTURE LAND USE GOALS

- Encourage and accommodate a diverse year-round population that will contribute to the strength and resilience of Belfast
- Growth and development are focused in appropriate areas
- Zoning and development standards are clear and easy to apply
- Land use policy enhances and strengthens Belfast’s neighborhoods and community, encourages a range of housing options, and prioritizes those who live and work in Belfast
- Land use policy supports connectivity through multi-modal transportation options and connections to services, retail, employment, residential and recreational areas
- Growth and development policies protect critical natural resources and public health
- Land use planning and policy decisions factor in food security, climate change, and resilience thinking

FUTURE LAND USE OBJECTIVES

- Use zoning tools to create appropriate transitions between rural areas and growth areas and preserve the distinction between the two areas.
- Make zoning and new development consistent with the city’s land use goals, compatible with historic patterns of development, and consistent with community health and living standards.
- Support the location, type, scales, and intensities of land uses the community desires as stated in the comprehensive plan vision.
- Encourage new development to help increase safe and accessible pedestrian infrastructure throughout the designated growth areas, where appropriate.
- Support the level of financial commitment necessary to provide needed infrastructure in growth areas.
- Sustain a thriving waterfront that supports a diverse set of uses, honors Belfast’s cultural and maritime roots, and connects to other parts of Belfast and nearby islands.
- Improve connections, particularly multi-modal, between residential, commercial, employment, and recreational areas.
- Ensure that zoning and land use policies support the development of jobs available year-round.
- Ensure that land use policies support expansion of health services such as hospitals and medical offices.
- Increase the supply of affordable housing through flexible land use and permitting policies.
- Create neighborhoods that include varied housing options and accommodate a mixture of incomes.
- Ensure that permitting processes are timely, efficient and transparent.

- Locate green spaces throughout the city.
- Identify and protect important historic and cultural resources.
- Identify and protect important natural resources.
- Protect and enhance access to the water (physical and visual).
- Protect critical rural and waterfront areas from the impacts of development.
- Coordinate Belfast’s land use strategies with other local and regional land use planning efforts.
- Create land use policy that supports the other goals and objectives in the comprehensive plan.

FUTURE LAND USE STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
FLU-1	Continue to review and simplify the zoning code to: 1) improve clarity of the language and review process, 2) achieve consistency with existing and desired land uses, 3) support the city in accomplishing land use goals, and 4) ensure that allowed uses and standards are aligned with current community needs and 5) use incentives where appropriate.	Planning Staff, Planning Board, City Council	Ongoing	
FLU-2	Continue to refine zoning and land use policies to: 1) clearly define the desired scale, intensity, and location of future development; 2) maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; 3) Clearly define protective measures for critical natural resources and, where applicable, important natural resources; and 4) clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas.	Planning Staff, Planning Board, City Council	Short-Term (1-3 years)	Yes
FLU-3	Communicate with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Planning Staff, Planning Board, City Council	Ongoing	
FLU-4	Provide Planning and Codes Department with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 3-0A M.R.S.A. §4451.	City Council	Ongoing	Yes
FLU-5	Track new development in the community by type and location.	Planning Staff	Ongoing	Yes
FLU-6	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas as identified below in this Future Land Use Plan.	City Manager, City Council	Ongoing	Yes
FLU-7	Periodically (at least every five years) evaluate implementation of this plan in accordance with Section 2.7 of the Growth Management Act.	Planning Staff	Medium-Term (3-5 years)	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
FLU-8	Consider policies on short-term rentals to balance the demand for vacation rentals with the need for year-round housing and the desire to maintain neighborhood character.	Planning Staff, Planning Board, City Council	Short-Term (1-3 years)	
FLU-9	Collaborate with state, regional, and local land conservation organizations to establish goals for future land conservation and protection of existing open space, including an inventory of prime farmland soils and areas with best potential for agricultural uses.	Coalition of city committees, planning, regional open space protection organizations, statewide organizations and other municipalities	Short-Term (1-3 years)	
FLU-10	Explore amending the Airport Overlay zoning district based on actual airport operations in order to increase potential for development in the Airport Growth zone.	Planning Staff, Planning Board	Medium-Term (3-5 years)	
FLU-11	Encourage construction of new housing within the growth area, and where sewers and other infrastructure already exists, to decrease disturbance of forest and open space, incentivize walking and cycling, and support compact growth goals.	Planning staff, Planning Board, City Council	Ongoing	
FLU-12	Continue collaboration between the city and neighboring community members to support and protect public rights-of-way and range way access points to the water.	Planning Staff, Planning Board, City Council	Ongoing	
FLU-13	Explore potential opportunities for new parkland, trails, and open space on the east side of Belfast harbor and outside of the by-pass road, as well as multi-use trails outside of the by-pass areas that create more multi-modal connections between the outer areas of Belfast and downtown.	City staff (Planning, Economic Development, Public Works, Parks Department)	Long-Term (5+ years)	
FLU-14	Consider requirements for Low-Impact Design (LID) on-site or “sponge” retention concepts in development projects to support climate, public infrastructure, and overall stormwater management goals and objectives.	Planning Staff, Planning Board, City Council	Medium-Term (3-5 years)	
FLU-15	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	City staff (Planning, Economic Development, Public Works, City Manager), City Council	Ongoing	Yes
FLU-16	Assign responsibility for implementing to the Future Land Use Plan to the appropriate committee, board, or municipal official.	Planning Staff	Ongoing	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
FLU-17	Include in the Capital Investments Plan anticipated municipal capital investments needed to support proposed land uses.	City staff (Planning, Economic Development, Public Works, Financial Manager, City Manager), City Council	Ongoing	Yes
FLU-18	Establish goals for future land conservation and protection of existing open space.	City staff (Planning, Economic Development, Public Works, City Manager), City Council	Medium-Term (3-5 years)	
FLU-19	Explore emerging land conservation tools that may ensure long-term sustainability of marine based "working waterfront" land uses such as commercial fishing and boat building.	Planning staff, Harbor Master, Economic Development Department	Short-Term	

FUTURE LAND USE AND CRITICAL NATURAL RESOURCES AREAS MAPPING

Belfast's future land use planning anticipates that residential, industrial, institutional, mixed-use, and open space areas will remain largely consistent with existing patterns. The plan also anticipates that the regulations governing development will not be static, but will adjust and adapt to changing needs and policy direction at the local and state level. Zoning boundaries and specific use, dimensional, and performance standards will be modified over time as ordinances are revised and updated. Future land use modifications will be informed by a combination of the vision, goals, objectives, and strategies of this plan.

The Future Land Use Map provides the high-level framework for making future zoning, policy, and investment decisions and provides a reference point for regulatory standards, which will help preserve Belfast's quality of life, community character, and cherished small-city lifestyle. The following maps show "Growth Areas", "Rural Areas", and "Critical Natural Resources Areas".

Growth Areas. The anticipation is that most residential and non-residential development over the next ten years will occur in the growth area. Public sewer and water are available in much of the growth area. Strong, connected neighborhoods are fundamental to the city's overall health. Establishing a growth area does not guarantee that growth will occur; it simply indicates where growth is most appropriate.

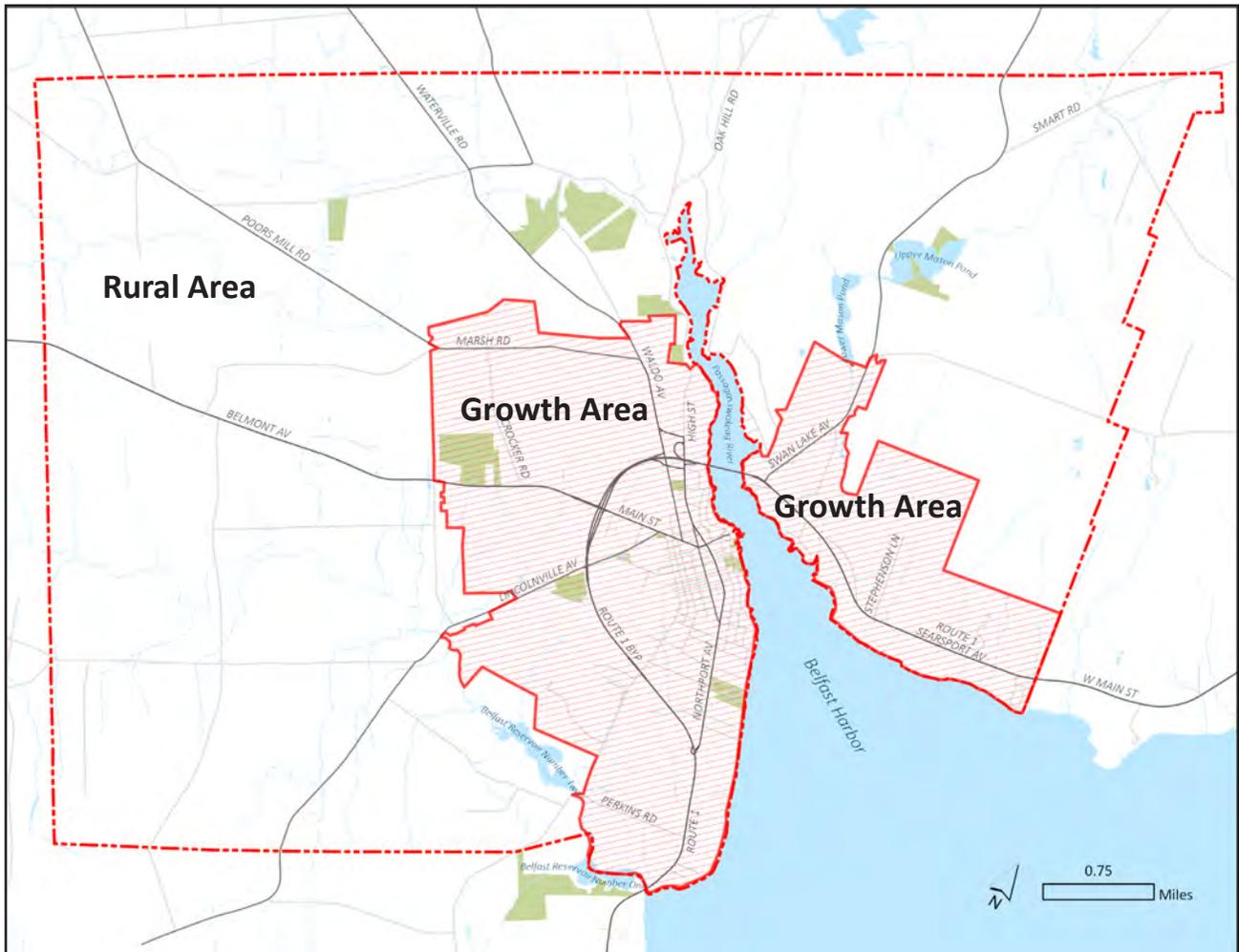
Rural Areas. These are areas that are predominantly undeveloped, have large contiguous areas of open land and are not serviced, or likely to be serviced, by public water and/or sewer in the foreseeable future. New development may be appropriate in the rural area, provided it is in line with the newly revised Outside Rural 1 and 2 zones that seek to provide more flexibility for new housing but also keep development compatible with the rural landscape.

Critical Natural Resources Areas. Future Land Use within the Growth Areas and Rural Areas will need to consider appropriate protective measures for the city's critical natural resources. Critical Natural Resources can include (but are not limited to) wetlands of special significance; significant wildlife habitat; threatened, endangered and special concern animal species habitat; scenic vistas; natural communities that are critically imperiled or rare; areas containing plant species declared to be threatened or endangered; prime farmland and farmland of statewide importance; or coastal bluff areas vulnerable to erosion. The Critical Natural Resources Map indicates where these areas are currently identified.

Overall, Future Land Use throughout the city should be thought of in a nuanced way which recognizes that all land, excluding that which is permanently conserved, has potential for some change as enabled under current zoning designations and regulations.

Future Land Use Map

The map below illustrates the growth area for the City of Belfast.

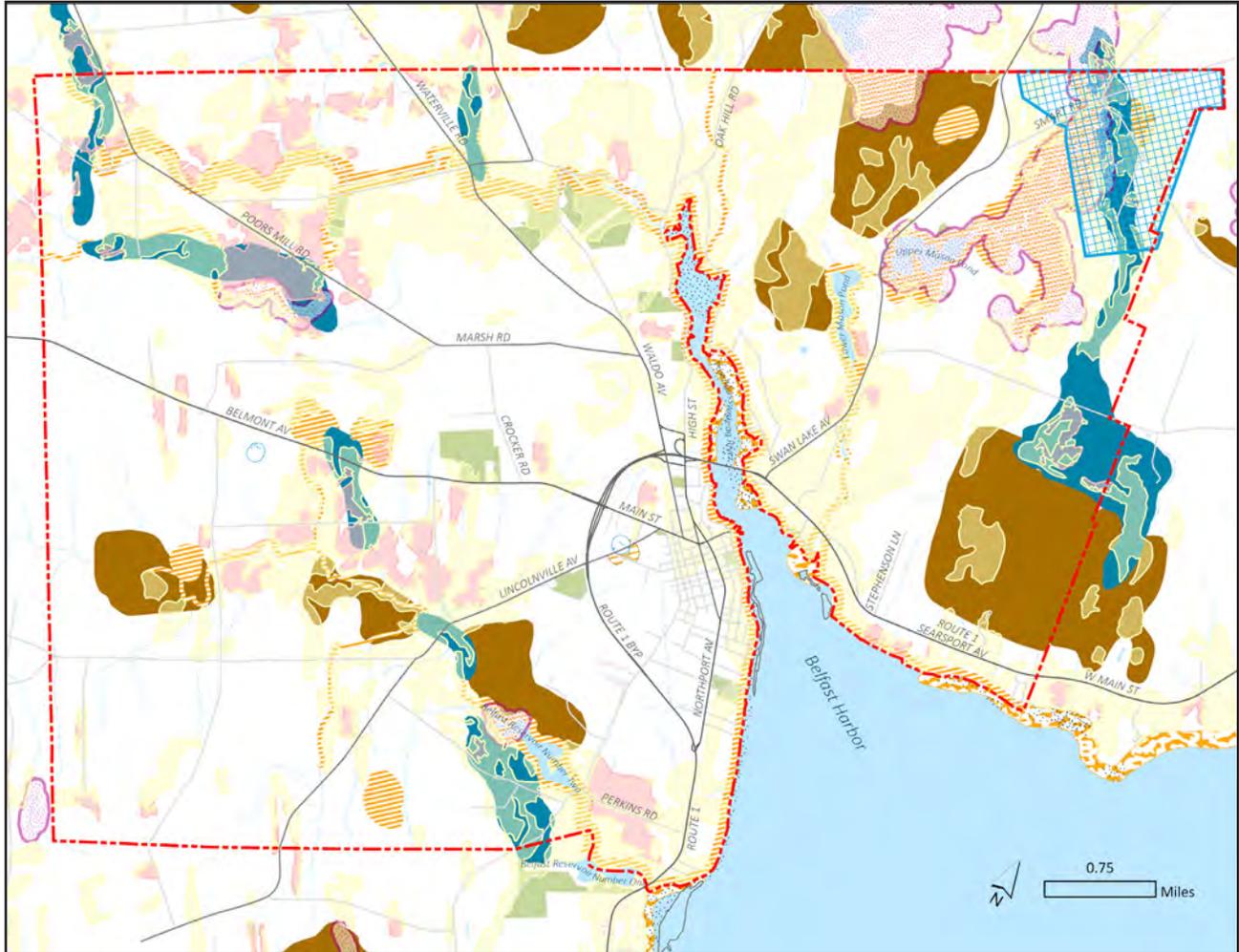


City of Belfast, Maine Future Land Use Focus Areas

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Belfast Future Land Use Growth Area

Critical Natural Resources Map

The map below shows the location of critical natural resources in the City of Belfast.

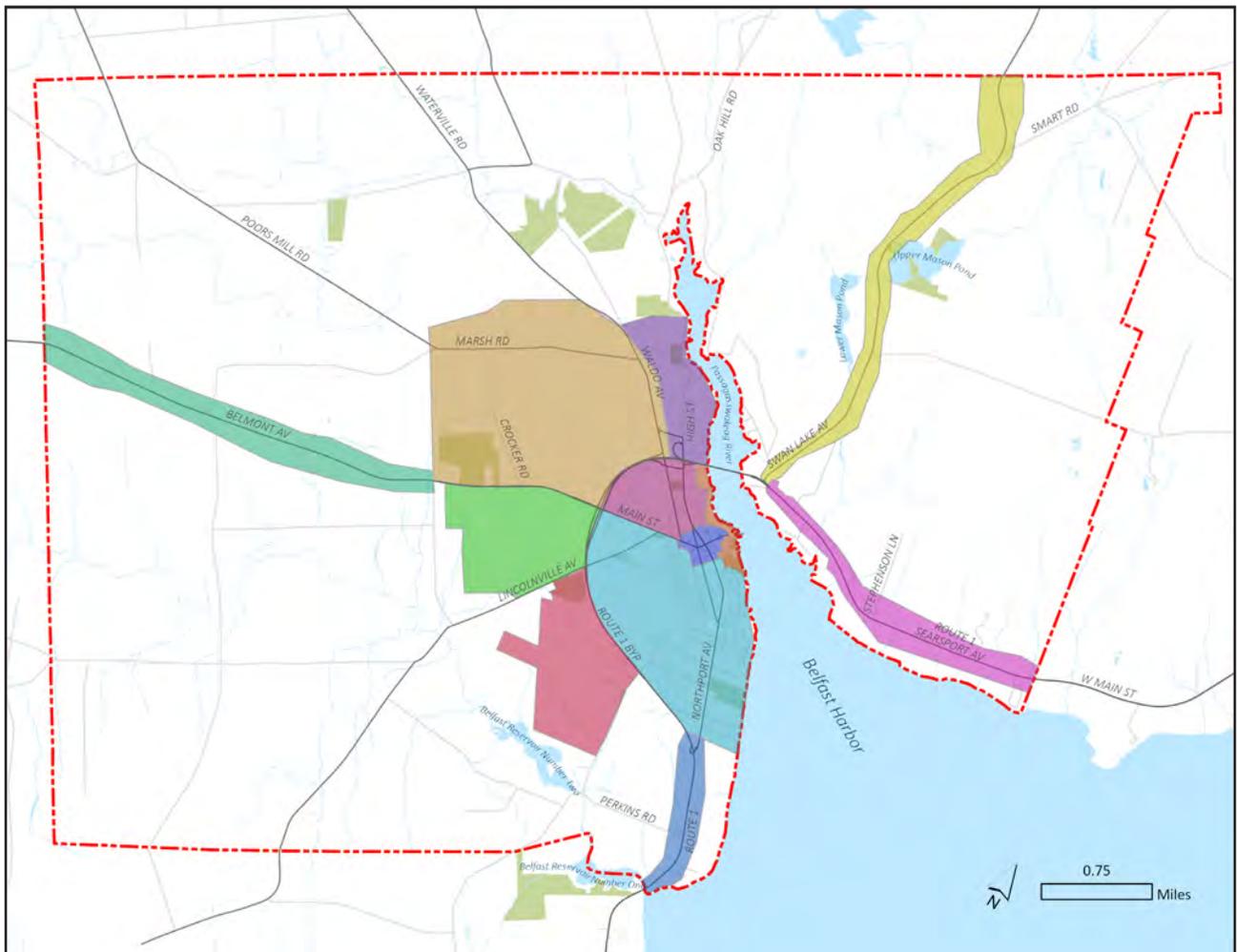


City of Belfast, Maine Critical Natural Resources Areas

- | | |
|---|---|
| Belfast City Boundary | Maine Deer Wintering Areas |
| Parks and Public Open Spaces | Farmland of statewide importance |
| Eelgrass Gain in Density 1997-2010 | Farmland of statewide importance within large agricultural area |
| Eelgrass Gain in Extent 1997-2010 | Maine Aquifers |
| Eelgrass Loss in Density 1997-2010 | Maine Piping Plover and Least Tern Essential Habitat |
| Eelgrass Loss in Extent 1997-2010 | Maine Roseate Tern Essential Habitat |
| Eelgrass No Change | Maine DMR Molluscan Shellfish 2010 |
| Inland Waterfowl and Wading Bird Habitat | Maine DMR Public Health-Seed Mussel Conservation Areas |
| Maine Shorebird Areas | Belfast Watershed District |
| Endangered, Threatened & Special Concern Wildlife Habitat | Shoreland Zone |
| Tidal Waterfowl and Wading Bird Habitat | |
| Significant Vernal Pools | |

FUTURE LAND USE – FOCUS AREAS

The following Focus Areas are sub-areas of Belfast that present unique challenges and opportunities as the city grows and land use pressures increase in the future. The Focus Areas are not meant to represent official or administrative boundaries and instead are used in this plan to draw attention to unique neighborhoods, their varying characteristics, and special planning needs. In these areas the city will need to address a combination of special planning, zoning, or infrastructure considerations. Each Focus Area has its own attributes and qualities that necessitate closer examination in the land use planning process. This Focus Areas section of the Future Land Use chapter provides additional insight and guidance on each of these areas.



City of Belfast, Maine Future Land Use Focus Areas

- | | |
|------------------------------|---------------------------|
| Belfast City Boundary | Route 1 East |
| Parks and Public Open Spaces | Route 1 South |
| Airport and Industrial Park | Route 3 Rural |
| Belfast Office Park | Swan Lake Avenue Corridor |
| Downtown | The Waterfront |
| Inside the Bypass | Upper High Street |
| Marsh and Crocker | Waldo Ave |

Waterfront

The Belfast waterfront area runs approximately from Route 1 at the north end to the Belfast Boathouse at the south end. The waterfront is an active part of downtown Belfast that supports numerous uses including boat building, commercial fishing, recreational boating, the Harbor Walk multi-use trail, outdoor events and festivals, restaurants, and galleries. Belfast’s waterfront acts as a gateway to the city for those arriving by boat and a link between the commercial downtown and the city’s maritime activities. Many coastal Maine towns face increasing development pressure on waterfront property. Future planning should determine an appropriate balance for Belfast between the traditional marine-based and dependent “working waterfront” uses – such as commercial fishing and boat building – and redevelopment for other uses. In addition, sea-level rise, storm surges, and flooding from climate change will pose challenges for waterfront uses. At the north end of this zone, the demolition of Penobscot McCrum created a large vacant lot, at the junction of the Harborwalk, rail-trail, Armistice Bridge, Front Street, and adjacent to new city parking and an electric vehicle charging facility.

Unique Attributes: Several large open spaces; marinas; restaurants; Front Street Shipyard; scenic views; access and connection to the Harbor Walk trail, the Armistice Bridge, and the rail-trail

Special Planning Considerations:

- Consider creating a vision for the Belfast waterfront and determine the appropriate balance of marine and non-marine uses along the waterfront
- Explore emerging land conservation tools that may ensure the long-term sustainability of “working waterfront” uses
- Continue to provide services for marine users
- Pursue opportunities to improve connections between the waterfront and other parts of Belfast and even Searsport via livery or shuttle services, and to Islesboro via a direct year-round ferry
- Study parking, particularly during events and festivals
- Ensure sufficient open space for events and gatherings
- Consider impacts of climate change / sea-level rise / storm surge in waterfront planning
- Review strategies identified in the City of Belfast Community Revitalization Plan (2021)

Downtown

Main Street, from the waterfront to Market Street and several blocks in either direction, is the heart of downtown Belfast, with mixed-use commercial/residential buildings, government services, restaurants, galleries, shops, and the Belfast Community co-op. The Main Street corridor connects the waterfront to downtown neighborhoods and the retail area west of Congress Street, just inside the Belfast by-pass. Main Street and the downtown area play a major role in the character and image of the City of Belfast. The historic, small-town walkable Main Street and downtown area are not just a draw for tourists seeking a coastal small-town experience, but for year-round residents who enjoy walkable urbanism.

Unique Attributes: Historic architecture, traditional Main Street with small storefronts, walkable, mixture of retail, restaurants, government offices and services.

Special Planning Considerations:

- Balance the demand for event parking, parking for customers, and parking for employees
- Continue using zoning and planning tools to support mixed use development
- Consider expanding uses in this area to include lodging establishments
- Support multi-modal mobility through continued investments in pedestrian and cycling infrastructure
- Review priority goals and strategies identified in the City of Belfast Community Revitalization Plan (2021) for Focus Area 1.

Inside the By-Pass

The Belfast by-pass creates a physical edge and transition point between Downtown Belfast and the outer areas of the city, which range from commercial, to industrial, lower-density residential and rural. “Inside the by-pass” is generally synonymous with older homes, walkable neighborhoods, close proximity between commercial, residential, downtown, city services, and the waterfront.

Unique Attributes: Neighborhood character; access to sewer and water infrastructure; older homes; walkable and bikeable streets; neighborhoods are well-connected to downtown, city services, and the waterfront areas.

Special Planning Considerations:

- Actively identify and pursue opportunities for in-fill housing where appropriate, to focus growth where city water and sewer exist or can be easily extended as appropriate
- Assess flexibility of parking standards to allow conversion of single-family houses to multi-family as appropriate
- Make use of local and state programs, policies, and tools to support preservation and rehabilitation of historic architecture
- Identify opportunities for additional pedestrian and cycling connections and infrastructure improvements
- Review priority goals and strategies identified in the City of Belfast Community Revitalization Plan (2021) for Focus Area 2.

Marsh and Crocker

The Marsh and Crocker area is a mixture of residential and commercial uses stretching from where Route 3 intersects the Route 1 by-pass to the intersection of Marsh and Crocker roads, including the areas fronting Marsh Road on the north and Crocker Road on the west. This area was identified in the previous future land use plan as an area to encourage additional housing. In this comprehensive plan update, the Marsh and Crocker area is part of the growth area, with both Residential 4 zoning and Route 3 Retail zoning along Route 3.

Unique Attributes: Quiet residential area in close proximity to downtown and Route 3 commercial area; some existing sewer and water infrastructure allow for growth potential; potential for improved bicycle and pedestrian connections to Waldo Avenue and existing Route 3 commercial areas.

Special Planning Considerations:

- Explore the feasibility of extending city water and sewer along Crocker Road north toward Marsh Road in order to accommodate additional residential growth on city water and sewer infrastructure.
- Identify opportunities to create safe and accessible cycling and pedestrian connections to Downtown Belfast via Waldo Avenue and the Route 3 commercial area.
- Pursue future growth that is compatible with existing character and connects with existing development.

Upper High Street

The Upper High Street area is unique in that it is close to downtown but feels more rural in character. There are generally larger lots and it is predominantly residential, with a few small, in-home businesses as well as the Belfast Variety Store.

Unique Attributes: City sewer and water does extend to the edge of this area which could make it appropriate for additional growth. There are several different zones in this area including RES-2, OR-1, and RES-4. High Street connects downtown Belfast to several open spaces, the Passy Rail-Trail trailhead, and the Hills-to-Sea trailhead.

Special Planning Considerations:

- Consider extension of safe and accessible cycling and pedestrian infrastructure along High Street for connection to trails and open spaces.
- Determine the appropriate balance of residential and commercial along Upper High Street and ensure an appropriate transition along High Street inside and outside the by-pass.

Waldo Avenue

The Waldo Avenue area is located north of Main Street / Belmont Avenue and west of the waterfront, just inside the by-pass. This area is primarily residential with small-scale commercial uses, and several institutional uses, including Waterfall Arts, the Grove Cemetery, Belfast Area High School, the Belfast Adult Education Campus.

Unique Attributes: Close proximity to downtown amenities and services; mixture of residential, commercial, and industrial uses;

Special Planning Considerations:

- Consider additional sidewalks connections
- Determine the appropriate balance of residential and commercial along Waldo Avenue and ensure an appropriate transition between Waldo Avenue inside and outside the by-pass

Belfast Office Park

The Belfast Office Park is located in between Route 3 / Belmont Avenue east of the Route 1 by-pass road and Route 52 / Lincolnville Avenue. This area includes several campuses for mid-to large businesses and institutions. The Route 3 entrance provides access to athenahealth, the University of Maine- Hutchinson Center, and the former MBNA campus. This property was purchased by Bangor-based Penobscot Community Health Care (PCHC) and is slated for redevelopment in order to expand operations in that area. The Troy Howard Middle School campus and Waldo County YMCA are accessed along Route 52.

Unique Attributes: Predominantly commercial properties, with a few institutional uses; undeveloped forested areas; Little River trail access to the North Forest Preserve and Walsh Field Recreational Area.

Special Planning Considerations:

- There is room for future office growth in this area and the current zoning supports many uses. This area has public water and limited private sewer on the PCHC property. PCHC has indicated they will pursue a variety of uses in the future
- Maintain trail access and connections; improve pedestrian safety crossing Route 3 and Route 52 to access parkland

Airport and Industrial Park

The Belfast Municipal Airport, built in the 1940's, is a general aviation airport located between Lincolnville Avenue, U.S. Route 1, Congress Street, and Little River Drive. It has an area of approximately 218 acres and a paved runway 4,000 feet long. The airport is used by typical privately owned airplanes, and there is some use by small to medium charter and corporate jets and turbine aircraft. There is no regular commercial passenger service. Local businesses such as athenahealth use the Belfast Municipal Airport as do charter companies bringing in corporate executives, Front Street Shipyard customers, and tourists.

Unique Attributes: Located just outside of the by-pass, near downtown and Route 3 commercial areas; potential for additional growth.

Special Planning Considerations:

- Continue efforts to create an Airport Overlay zone that encourages appropriate uses and dimensional requirements so that the airport continues to thrive without unnecessary limits on adjacent properties

Swan Lake Avenue Corridor

The Swan Lake Avenue corridor (Route 141) runs from Route 1, on the east side of Belfast to the city border with the Town of Swanville to the north. The corridor is predominantly lower-density rural residential with some small businesses and light industrial uses along either side and forested sections. There are properties owned by the Belfast Water District that are protected for aquifer water quality. A portion of this corridor is within the Maine DOT Urban Compact Area, which creates more opportunity for municipal direction to access management.

Unique Attributes: Rural character; mixture of housing types; provides access to several open spaces and recreational areas including Goose Pond Canoe Launch Area and the Littlefield Preserve.

Special Planning Considerations:

- Improve pedestrian access and safety issues
- Consider an access management study for the portion of the Swan Lake Avenue Corridor in the State Urban Compact Area to ensure safe and efficient traffic flow along a rural route.
- Ensure an appropriate transition in development character and intensity along Swan Lake Avenue in between Route 1 and areas to the north.

Route 3 Corridor

The Route 3 corridor stretches from the Route 1 by-pass to the Belfast city border with the Town of Belmont to the west. Route 3 has two distinct sections: one is the commercial and retail strip section in and around the by-pass intersection, which is zoned Route 3 Commercial, and the other is the rural residential section from the Belmont border to Edgecomb Road, which is zoned Route 3 Rural. The Route 3 corridor has several zones along commercial and retail are

Unique Attributes: Route 3 is a gateway into Belfast from the west, with the rural portion offering scenic sections of wooded areas and open space; Route 3 commercial area is walkable from downtown / inside the by-pass area.

Special Planning Considerations:

- Maintain an intentional transition on Route 3 from rural to commercial in order to limit sprawl
- Limit curb-cuts and access points along the section of Route 3 that is outside of the State Urban Compact Area.
- Consider extension of safe and accessible pedestrian and cycling infrastructure out towards the University of Maine Hutchinson Center.

Route 1 South Corridor

The Route 1 South Corridor is the southern gateway into the City of Belfast, running from the Northport border to the intersection of Route 1 and Northport Avenue. Major features of this area are The Battery, a historic Civil War battery that later became a summer cottage community, and the Penobscot Shores retirement community. This area is characterized by a mixture of lower-density residential with some small-scale commercial, light-industrial uses on adjacent roads, and a large, planned land-based salmon farm.

Unique Attributes: Access to the Little River Trail off of the adjacent Perkins Road; Access to the historic Battery area off of Battery Road.

Special Planning Considerations:

- Consider zoning changes in the area of Route 1 South where it meets Perkins Road to allow for additional commercial uses and high density.
- Explore the feasibility of extending safe, accessible, and appropriate pedestrian and cycling infrastructure to connect downtown Belfast to the Little River Trail and Belfast Reservoir, considering the mixture of uses in this area and that Route 1 is a major thoroughfare.

Route 1 (Searsport Avenue) Corridor

The Route 1 / Searsport Avenue corridor is a major thoroughfare on the east side of Belfast, connecting Belfast to Searsport and coastal points north. This corridor is a mixture of lower-density residential and commercial, with a number of hotels, a campground, and small-scale anchor businesses. The south side of Route 1 is home to waterfront properties, along with the Belfast Inn and Young's Lobster Pound. In some locations along this corridor there are views of Belfast Bay. The section of Route 1 that is in between the Passagassawakeag River and the Goose River are part of the Maine State Urban Compact Area, a zone established by the Maine Department of Transportation that regulates highway access points.

Unique Attributes: A mixture of residential and commercial properties; public access points to the water via historic rangeways; sewer and water infrastructure; narrow, linear lot lines that extend north from Belfast Bay.

Special Planning Considerations:

- Continue to recognize and protect public access points to the water at the historic rangeway locations
- Consider additional compact village-scale residential and commercial growth in the area where Searsport Avenue and Swan Lake Avenue intersect, along with safe and accessible pedestrian and cycling infrastructure that safely connects this area to the East Belfast School, the Armistice Bridge, and Downtown Belfast

PART 2: POLICY GUIDES

RECREATION & OPEN SPACE

MOBILITY & TRANSPORTATION

HOUSING

HISTORIC & CULTURAL RESOURCES

PUBLIC FACILITIES

ECONOMIC & COMMUNITY VITALITY

NATURAL RESOURCES

CLIMATE SOLUTIONS

HOW TO USE THE POLICY GUIDES CHAPTER

Part 2: Policy Guides of the City of Belfast Comprehensive Plan presents the analysis and strategic recommendations for each of the state-mandated plan topic areas, including a section on Climate Solutions. Each topic area section provides a brief background overview, a list of key findings, and then the goals, objectives, and strategies for that topic. The "Key Findings" in each topic area section are summaries from the data gathering and analysis presented in Part 2: Inventory Chapters of the City of Belfast Comprehensive Plan, which is found in the next part of this document. Key Finding set the stage for the goals, objectives, and strategies that follow.

All strategies are listed in a table format with unique strategy numbers, the recommended strategy, the suggested department or organization responsible for implementation, the recommended time frame, and a column that notes if the strategy is required by the state. All strategies are also listed in table format in Part 4: Strategies Appendix of the plan.

RECREATION & OPEN SPACE

Public parks, open spaces, trails, and recreational areas are critical infrastructure for towns and cities, playing important roles as social gathering places, spaces for physical activity, and areas to access and experience nature. Open space closely relates to each of the plan's guiding principles of community health, social equity, sustainability, economic health and vitality, and climate resilience. The number of parks, trails, public open spaces and recreational opportunities in Belfast has increased substantially over the last several decades. There are now a wide variety of recreational spaces and public parks in Belfast for a city of its size. Unlike many Maine communities, Belfast has few significant fresh water bodies like lakes and ponds, and thus the Passagassawakeag River, Belfast Harbor, the Goose River with Upper and Lower Mason Pond, and the Little River provide water-based recreational opportunities. The city will benefit in the future from further strategic planning and coordination for the parks, trails, recreation, and open space system. Included in this system are lands conserved through easements or trust ownership, an extensive trail network, and city-owned public parks and recreational spaces. This plan aims to go farther than previous comprehensive plans in recognizing the important role that public parks and trails play in knitting the city together and making Belfast a desirable and livable place to call home. The following goals, objectives and strategies seek to elevate parks, recreation, open space and trails in city planning efforts and are shaped by the guiding principles of community health, social equity, sustainability and resilience.

PARKS, RECREATION, OPEN SPACE, AND TRAILS KEY FINDINGS

- **Belfast is a regional destination for recreational opportunities, including trails and marine recreation.** Within the Belfast city limits, there are ten city-owned parks and open space areas, four preserves managed by the Coastal Mountains Land Trust, a rail-trail, several hard-surface and natural surface trail systems, a water trail on Mason Pond, recreational programs at the YMCA, and water-based recreation on Mason Pond, the Passagassawakeag River, and Belfast Bay. These amenities serve residents and visitors alike, as social gathering places, areas for active recreation, and open spaces for connecting with nature. Many tourists plan their trips to Belfast because of how well these open space amenities, such as the Belfast Rail Trail, the Harborwalk trail and the waterfront parks, are integrated into the city.
- **While Belfast has a strong system of public open spaces and recreation opportunities for a city of its size, the city must plan strategically for sufficient and equitable funding, maintenance, operation of programming in existing parks, trails, recreational and open space facilities.** In addition, strategic planning for future additions to this open space system is key. Parks, trails, open space and recreational areas are a major element of Belfast livability infrastructure. Strategic planning for these facilities is critical to understanding the system as a whole and to the short- and long-term sustainability of these amenities.
- **The Belfast waterfront parks are major placemaking features.** Placemaking is the idea that public spaces are integral to the heart and soul of a community. Heritage Park, Steamboat Landing Park, and the Belfast Commons collectively provide approximately eight acres of public open space along the Belfast waterfront. These parks play a critical role in the social life of the city as public gathering spaces for signature events and festivals and as memorable places to spend time downtown and enjoy scenic views of the Harbor. City Park, further south from the waterfront, is another beloved park in Belfast, offers a variety of amenities and has a long history as a destination park, providing open space, recreation, water access, and community gathering space.

- **The city-owned public rights-of-way and historic range-ways are unique public open space features in Belfast that should be protected and maintained for future public use.** Currently there are 17 public access ways to water in Belfast, with the majority along Belfast Bay. These rights-of-way allow for equitable access to the waterfront and require ongoing close coordination with neighboring residents and landowners.
- **The east side of the Belfast harbor has great potential for additional public open spaces and trail use.** The Armistice Footbridge is a highly-popular trail in Belfast and additional trail and open space extensions on the east side of the Belfast harbor should be explored.
- **Belfast has potential to be a highly walkable and bikeable community.** Inside the by-pass, many residents walk and cycle for fitness and also for transportation. Additional sidewalks are needed for safety and accessible walkability. An increase in formally established bikeways and bike lanes would improve safe and efficient cycling.
- **Safe, convenient, walkable and bikeable access to parks, trails, and open space is not equitably distributed throughout the city.** There are more opportunities to safely walk and cycle inside the by-pass road than outside the by-pass road. Even though some of that discrepancy is due to the obvious differences in density and land use patterns, the city should look for creative ways to create safe and accessible walking and cycling opportunities and connections outside the by-pass road.
- **Opportunities exist for new open spaces and additional trail connections.** Belfast has a number of parks, trails, and open spaces but there are longer-term visions for additional public open space, new trails, and trail loop connections to create more access for residents and improve connections between existing trails and open spaces. As new development occurs, it is important to consider opportunities to connect and expand the open space and trail network.
- **The three major trails in Belfast, the Little River Trail, the Harborwalk, and the Belfast Rail Trail, are currently maintained by separate entities.** Trails in the City of Belfast are managed by a mix of city staff, volunteers, and non-profits. The Belfast trail network could benefit from strategic planning that clarifies relationships, responsibilities, and ensure adequate funding for operations and management.
- **The outdoor economy is an important factor to consider when investing in recreational infrastructure and outdoor space.** City parks, hiking trails, playing fields, water access sites and other spaces – both land and water – make up the backbone of the outdoor economy. The City of Belfast has a wealth of outdoor recreational opportunities that make it highly desirable for locals and visitors.
- **Safe and convenient multi-modal access for all ages and abilities to parks, trails, open spaces and recreational areas is critical to parks and recreation service delivery.** To ensure equitable access to Belfast parks, trails, recreation and open spaces, Belfast should have a connected network of sidewalks, multi-use paths, and bicycle infrastructure in close proximity to the majority of residents that accommodates all ages and abilities.
- **Recreation facilities are valuable community assets.** The Waldo County YMCA provides indoor recreational programming and services such as fitness classes, swimming instruction and lap swimming, adult and youth sports teams, and senior programming. In addition, the high school track and pool are used by residents. Other recreational programming includes programs offered by All Play, Kids Unplugged, The Game Loft, and CG Bikes.

PARKS, RECREATION, OPEN SPACE, AND TRAILS GOALS

1. Promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.
2. An integrated system of parks, trails, open spaces and recreational opportunities that improve community health, social equity, and make Belfast a livable, sustainable, and desirable place to visit and call home.

PARKS, RECREATION, OPEN SPACE, AND TRAILS OBJECTIVES

1. A well-maintained and adequately funded network of accessible and inclusive public open spaces and recreational opportunities
2. A sufficient number and variety of public parks, open spaces, and recreational amenities are located throughout the City of Belfast.
3. Safe and convenient multi-modal access to existing parks, open spaces, trailheads, and recreational amenities.
4. Increased connections to publicly-accessible trails for motorized and non-motorized uses, with safe and convenient multi-modal access to trailheads.
5. Preserved and protected existing public access points to the water and scenic views of Belfast Bay, i.e. rangeways.
6. Each major water body has at least one major point of public access for boating, fishing, and swimming.

PARKS, RECREATION, OPEN SPACE, AND TRAILS STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
REC-1	Create a Parks, Trails, Recreation, and Open Space strategic plan that inventories and analyzes the existing public parks, trail systems, recreation and open space system, including range ways and public rights-of-way water access points. This plan should look at the distribution of land and facilities, facility conditions, current and future needs, and strategies for management responsibilities, land acquisition goals and opportunities, funding, maintenance, and operations.	Parks and Recreation Staff, Planning and Codes, Public Works, Non-Profit Organizations	Short-Term (1-3 years)	Yes
REC-2	Coordinate with the Planning and Public Works Department to create a Belfast pedestrian and cycling plan that inventories existing pedestrian and cycling infrastructures and identify locations for improved and new sidewalks, crosswalks, bike lanes, bike parking in order to improve safe and convenient walking and cycling, as well as access to parks, trails, open spaces, and recreational areas.	Friends of Belfast Parks, Belfast Bay Watershed Coalition, Coastal Mountains Land Trust, Belfast Parks and Recreation Department, Ped Bike Hike Committee	Short-Term (1-3 years)	
REC-3	Extend, maintain, and where possible connect the network of trails for motorized and non-motorized uses by acquiring new trail corridors where and when feasible. Explore strategies to manage and minimize conflicts between motorized and non-motorized trail uses and clarify where motorized uses are appropriate.	Parks and Recreation Staff	Ongoing	Yes
REC-4	Create a priority list of future desired trail connections and work with landowners to create connections when opportunities arise.	Parks and Recreation Staff	Med-Term (3-5 years)	
REC-5	Explore potential opportunities for new parkland, trails, and open space on the east side of Belfast harbor.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works, Parks and Recreation Department	Mid-Term (3-5 years)	
REC-6	Explore potential opportunities for new parks outside the by-pass road, as well as multi-use trails outside the by-pass area that create more multi-modal connections between the outer areas of Belfast and downtown.	Parks and Recreation Staff	Long Term (5+ years)	
REC-7	Assess and improve accessibility standards in accordance with the Americans with Disabilities Act (ADA) to public parks and open spaces.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works, Parks and Recreation Department	Ongoing	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
REC-8	Work collaboratively with stakeholder groups to pursue opportunities to protect significant open spaces and recreational land.	Friends of Belfast Parks, Belfast Bay Watershed Coalition, Coastal Mountains Land Trust, Belfast Parks and Recreation Department, Ped Bike Hike Committee	Short-Term (1-3 years)	Yes
REC-9	Create public education materials on the benefits and protections for landowners when they allow public access. At a minimum this will include information on Maine’s landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A §159-A.	Parks and Recreation Staff	Long Term (5+ years)	Yes
REC-10	Continue collaboration between the city and adjacent neighbors to support and protect the public rights-of-way and range ways access points to water.	Parks and Recreation Staff	Ongoing	
REC-11	Identify locations in the city for new recreational infrastructure such as short-term shelters along trails, kayak racks, bike racks, benches, and consistent signage and wayfinding.	Parks and Recreation Staff, Planning and Codes, Public Works, Non-Profit Organizations	Med-Term (3-5 years)	

MOBILITY & TRANSPORTATION

Transportation and mobility are interconnected with the guiding principles of community health, social equity, sustainability, economic health and vitality, and climate resilience. By ensuring a range of safe, accessible, and convenient mobility options, the City of Belfast can offer a transportation network that serves those who cannot afford to own a car or two cars; provide physical and environmental health benefits from walking and cycling; and reduce carbon emissions and reliance on fossil fuels. In addition, a diverse transportation network improves connectivity between various sections of the city. Belfast is a regional hub for northern MidCoast Maine, where many residents from surrounding communities frequently come to work, shop, recreate, receive health care, and use public services. The transportation network consists of local, regional, and nationwide connections, including roadways, bicycle networks, pedestrian trails and paths, a community-based shuttle bus service, and a general aviation airport. There is a Concord Trailways coach bus stop on Route 3 in Belfast, connecting Belfast to Boston, Portland, and Bangor. This service plays an important role connecting to several major airports and cities. The city has made major improvements to the pedestrian network in recent years such as construction of the Harbor Walk and investments in the Armistice Bridge. There are multiple quasi-public transit options which offer limited rides and access for seniors and other residents in need of regional transportation or specific needs such as rides to health care appointments or to pick up prescriptions or groceries. Waldo Community Action Partners (WCAP) administers a free bus system and their strategic plan aims to have regular routes running in the immediate future.

MOBILITY AND TRANSPORTATION KEY FINDINGS

- **Automobiles are the main mode of transportation in Belfast.** While many residents in downtown Belfast walk and bike for errands, most people who live in Belfast are automobile dependent. Historically, most of the retail shopping and services were located in the downtown area; however, the development of shopping centers adjacent to the by-pass, for example, increased automobile dependency for those living downtown. Residents living outside of the downtown area have no other options than driving or calling the MidCoast Public Transportation service “Downtown Area Shuttle” (DASH), which has a limited service area.
- **Sustainable transportation trends may become more prominent in the city.** According to the U.S. Environmental Protection Agency (EPA), the transportation sector is one of the largest contributors to anthropogenic U.S. greenhouse gas (GHG) emissions. In 2019, the EPA estimated that the transportation sector accounted for one third of U.S. GHG emissions and 82% of the emissions in the transportation sector are caused by automobiles. The growth in the number of hybrid and electric vehicles will continue into the foreseeable future and this will in turn increase demand for electric vehicle (EV) charging stations. The City of Belfast currently has several EV charging stations: two that are on public land and an additional station is in development at the Hannaford parking lot. The city should plan for additional stations in the future and/or create incentives for private development of charging stations.
- **Belfast has a sufficient supply of parking, though during the summer months some areas of the city, such as the Belfast Harbor and Main Street, experience parking conflicts.** Due to the density of businesses along Main Street, finding convenient parking is often a challenge compared to other parts of downtown. It is important to strike a balance between providing adequate parking and maintaining the experience of an historic, walkable, human-

scaled downtown. Belfast parking standards currently support small-scale development and an appealing pedestrian downtown experience. A small portion of downtown Belfast is exempt from on-site parking requirements. The city may benefit from a parking assessment that inventories existing parking and gathers information on perceptions of parking adequacy.

- **Several transit options exist in Belfast, but are limited and do not support regular commuting.** Nonprofit organization Waldo Community Action Partners (WCAP) offers the MidCoast Public Transportation service called the “Downtown Area Shuttle” (DASH). This service is free within 0.75 miles of the established route boundary but this boundary is limited and the service is not regular enough to support commuting. Concord Trailways stops in Belfast and provides service to Portland, Boston, and Bangor, which is particularly important for those needing access to major airports. There is a seasonal water taxi that takes people from the public landing to Young’s Lobster Pound on the east side of the river but does not serve any additional commuting or transportation purpose.
- **As a service center for surrounding communities within the region, Belfast experiences a steady volume of traffic in and out of the city.** As the City of Belfast is not near an interstate, State Routes 1 and 3 are priority routes that serve a large volume of through traffic at certain times of day. State Routes 7, 52, 137, and 141 are also key corridors for connecting Belfast to neighboring towns. Belfast experiences a morning and evening commuter rush hour associated with work times and school schedules. Occasionally, neighbors and friends informally share rides together for errands, longer trips or commuting, but there is very little formal ride sharing and a significant percentage of the traffic at any given time is one person per car.
- **The State of Maine limits curb cuts outside of the State Urban Compact Areas.** The City of Belfast and the State of Maine encourage density to occur in areas with water and sewer and seek to limit curb cuts outside of the State Urban Compact Areas. This approach is designed to provide safer access for travelers passing through Belfast. In some areas of the city, namely Route 1 / Searsport Avenue, sewer and water does exist but outside of the State Urban Compact Area. While additional growth may be appropriate in this area, any new development must balance the need for safe through-travel with the need for curb cuts and access.
- **Numerous safety improvements are needed in various locations throughout the city.** In the last five years, a number of intersections and one road section were identified by Maine DOT as high crash locations. The city has invested in pedestrian and cyclist safety enhancements over the last 20 years but there are still a number of areas that need addressing to improve accessibility and mobility options. It is important to look at the regional transportation plan and how those priorities impact intersections in Belfast. Interchanges connecting Rte. 1 and other major arteries are clunky at times and improvements could prevent cross-town speeding on smaller roads such as City Point, Back Belmont, Marsh, Pitcher and others.
- **More mobility links are needed.** The major roadway routes leading into Belfast create a semi hub and spoke pattern of development, with primarily residential land uses and some commercial uses located along those roadway corridor spokes. Closer to the by-pass, there are several large employers and institutional campuses located in the wedges in between these corridors. Mobility links can include new roads but also new and improved sidewalks, crosswalks, trailheads, connector trails, bike routes and off-road bikeways. These links can increase options and opportunities for people to move more easily in and around Belfast. More links are needed, particularly links that connect those areas outside of the by-pass to areas inside of the by-pass, as well those areas in between major roadways leading to and from downtown Belfast. Creating new linkages between these wedges and corridors improves mobility and circulation. In addition, the new Outside Rural rezoning concept supports this development pattern via development corridors along main roads, with the City’s downtown hub as a connection point.

- **The City of Belfast has a popular trail network and a walkable downtown area, which encourages walking and cycling for transportation and not just recreation.** The Belfast area trails and cycling network is also discussed in the Parks and Recreation section. These trails are valuable not just as recreational amenities but also as an important part of the transportation network, expanding multi-modal opportunities for residents. Despite the higher levels of walkability in the downtown area, there are still gaps to address and pedestrian safety issues along Route 1 and outside the by-pass area. Increased connectivity between existing and proposed recreational areas is important, as well as additional cycling routes to safely connect cyclists from areas outside of the by-pass to downtown.
- **Traffic, pedestrian improvements, accessibility, and parking are all currently part of the city's development review criteria.** City committees and departments, such as the Pedestrian, Biking, and Hiking Committee, the Harbor Advisory Committee, the Public Works Department, and the Parks and Recreation Commission provide important additional support to the City Council on multi-modal transportation planning and safety matters. It is important to work closely with these groups to ensure that multi-modal transportation planning principles, pedestrian safety, Americans with Disabilities Act (ADA) requirements, infrastructure realities, and connectivity goals are considered in planning and development review processes.
- **The Belfast Municipal Airport plays an important role in the city economy and has additional potential.** For many visitors, the airport is their first impression of the City of Belfast. Virtually all of these visitors economically support Belfast businesses by spending their tourism dollars here or by bringing their business and jobs to Belfast. A major challenge is providing ground transportation to connect these visitors to their final destination. With limited public transportation options, a distance of 1.8 miles, and an elevation change of approximately 200 feet, a walking or biking connection between the airport and downtown is challenging or impossible for those with children, luggage, or disabilities. The challenges are even greater for most other business, entertainment, dining, food and lodging destinations. An airport "courtesy car", adequate taxi/on-demand transportation options, and a fully staffed and equipped rental car business are needed to fully realize the economic benefits of the aviation component of the transportation network. There is a proposal to update the zones around the Airport and to adopt an Aviation Overlay District that better reflects actual airport operations. The Overlay District will identify properties unduly burdened by the current zoning, releasing them to be considered for development, recreation, and transportation connectivity, as well as identifying areas where additional restrictions are necessary and appropriate.
- **The waterfront has more potential as a transportation hub and needs more transportation connections.** The Belfast waterfront has limited float and docking facilities that can support larger private and commercial vessel operations. Up until World War II, the Belfast waterfront served as a transportation hub. Now the majority of the waterfront is either commercial fishing or recreational uses, such as kayaking and smaller sail and motor boats. There are currently few options for visitors by boat to find transportation connections to other parts of the city, such as livery services, ride hailing, or bus routes to services like the hospital, doctors' offices, grocery stores, the laundromat, the Concord Trailways stop, Walgreens or Reny's. There is strong interest in having the Belfast waterfront serve a year-round water taxi between Belfast and Islesboro, as many Islesboro islanders shop, do their banking, and dine and attend events in Belfast. A water taxi would further support the idea of additional transportation connections such as livery service or bus routes.
- **Future land use planning in the city has encouraged higher-density housing and non-residential development to occur in areas close to existing public and private services so that residents can choose to walk rather than drive or drive shorter distances.** The City of Belfast values all levels of mobility and continues to promote planning efforts that increase walkability, cycling, and shorter automobile trips in the city. There are numerous opportunities to create a safer, more accessible built environment for pedestrians and cyclists.

MOBILITY AND TRANSPORTATION GOALS

1. A safe, accessible, and efficient multi-modal transportation system that meets residential, commuter, commercial, and visitor needs.
2. Mobility options for varying ages, abilities, and income-levels.
3. A walkable, bikeable community.
4. A transportation system that promotes public health, supports economic health and vitality, protects natural and cultural resources, addresses the climate crisis, and improves overall livability while minimizing increases in vehicle miles traveled.
5. A fiscally responsible capital improvement strategy that maintains streets, sidewalks, and other transportation infrastructure in good condition.

MOBILITY AND TRANSPORTATION OBJECTIVES

1. Increase pedestrian and trail connections to community resources.
2. Reduce vehicle miles traveled for Belfast residents.
3. Patterns of development that do not degrade the capacity of the overall road network.
4. Improve safety of the local transportation network, inclusive of pedestrians, cyclists, and automobiles.
5. Increase number of electric vehicles charging stations.
6. Improve wayfinding signage for both vehicles and pedestrians.
7. Increase public transit options.

MOBILITY AND TRANSPORTATION STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
MOB-1	Coordinate with the Planning and Public Works Department to create a Belfast pedestrian and cycling plan that inventories existing pedestrian and cycling infrastructures and identify locations for improved and new sidewalks, crosswalks, bike lanes, bike parking in order to improve safe and convenient walking and cycling, as well as access to parks, trails, open spaces, and recreational areas.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works	Short-Term (1-3 years)	Yes
MOB-2	Pursue the idea of a year-round water taxi between Islesboro and Belfast.	Planning Staff, Economic Development Department, Public Works, Chamber of Commerce, Our Town Belfast	Medium-Term (3-5 years)	
MOB-3	Work with major employers to create ride sharing incentives. Explore options for a “Park and Ride” service that may help alleviate commuter traffic and provide more options for people commuting in and out of Belfast.	Planning Staff, Economic Development Department, Public Works, Chamber of Commerce, Our Town Belfast	Medium-Term (3-5 years)	
MOB-4	Create options for additional transportation links from the waterfront to other key locations in the city. This could include livery services, ride hailing, or bus routes.	Planning Staff, Economic Development Department, Public Works, Chamber of Commerce, Our Town Belfast	Medium-Term (3-5 years)	
MOB-5	Explore the idea of an airport “courtesy car”, adequate taxi/on-demand transportation options, and a fully staffed and equipped rental car business to fully realize the economic benefits of the aviation component of the transportation network.	City staff (Airport Managers, Planning, Economic Development, Public Works)	Long-term (5+ years)	
MOB-6	Continue use of policies that require all new development of a certain size to assess road capacity and identify needed road improvements resulting from additional density.	Planning Staff, Planning Board	Ongoing	
MOB-7	Assess where wayfinding improvements are needed. Develop and implement a signage and wayfinding system for vehicles, cyclists, and pedestrians, including: consistent design; universal symbols; consistent language; and standards for the future.	Economic Development Department, Chamber of Commerce, Our Town Belfast	Short-Term (1-3)	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
MOB-8	Identify locations where inclusive and traffic calming design approaches, such as those promoted by Complete Streets principles, are appropriate.	Planning Staff, Planning Board	Medium-Term (3-5 years)	
MOB-9	Identify locations for additional electric vehicle charging stations and create incentives for developers to install stations in new developments where appropriate.	Economic Development Department, Chamber of Commerce, Our Town Belfast, Corporate Sponsors	Short-Term (1-3 years), Ongoing	
MOB-10	Work with city committees and advocates to perform a pedestrian audit and use that audit to inform a priority list of areas identified as needing safety and accessibility improvements.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works	Medium-Term (3-5 years)	
MOB-11	Collaborate with relevant city committees and departments on development and planning projects, particularly in areas identified as priorities for bike, pedestrian or trail facilities, recreation, accessibility improvements or affordable housing opportunities.	City staff (Planning, Economic Development, Public Works, Parks Department)	Ongoing	
MOB-12	Coordinate with state, regional and neighboring towns' multi-modal transportation planning projects and initiatives, as appropriate.	Planning Staff, Planning Board	Ongoing	Yes
MOB-13	Coordinate closely with Maine DOT to improve pedestrian safety in areas on the fringe of town where there are safety or design issues created by the varying rules and authority between city and state roads.	Planning Staff, Planning Board	Long-term (5+ years)	
MOB-14	Identify additional funding for pedestrian and cycling improvement projects, such as the Federal Transportation Alternatives (TA) funding program and the MaineDOT Bicycle and Pedestrian Program Funding.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works	Ongoing	
MOB-15	Continue requiring sidewalks for new developments and redevelopment projects to improve pedestrian mobility and safety, and to create existing and future sidewalk connections. Utilize waivers for these improvements only in extreme situations.	Planning Staff, Planning Board	Ongoing	
MOB-16	Investigate opportunities to create pedestrian links that are not the road rights-of-way, such as easements for connector footpaths or hard-surface trail segments.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works	Long-term (5+ years)	
MOB-17	Develop and implement a priority list of intersection improvements, particularly those identified by Maine DOT as high crash locations.	Planning Staff, Planning Board	Medium-Term (3-5 years)	
MOB-18	Develop creative strategies that provide additional temporary parking during larger events.	City staff (Planning, Economic Development, Public Works, Parks Department)	Ongoing	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
MOB-19	Create a parking survey to better understand public perception of parking in Belfast.	Planning Staff, Public Works	Medium-Term (3-5 years)	
MOB-20	Perform periodic counts and assessments of parking that both takes into account future planned development, especially in downtown, and also encourages walking, biking, and alternative transportation modes.	Planning Staff, Public Works	Medium-Term (3-5 years)	
MOB-21	Work collaboratively with the Chamber of Commerce, major employers, airport neighbors, and the city's Airport Manager to identify barriers and new opportunities for the Belfast Municipal Airport.	City staff (Airport Managers, Planning, Economic Development, Public Works)	Ongoing	
MOB-22	Use creative access management design and circulation strategies to allow development but limit curb cuts for new development in areas within the growth area but outside of the State Urban Compact Area.	Planning Staff, Planning Board	Ongoing	
MOB-23	Continue to meet the State of Maine policy objectives in the Sensible Transportation Policy Act (23 M.R.S.A. § 73); state access management regulations pursuant to (23 M.R.S.A. § 704); and state traffic permitting regulations for large developments pursuant to 23 M.R.S.A § 704-A).	Planning Staff, Planning Board	Ongoing	Yes
MOB-24	Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Planning Staff, Planning Board	Short-Term (1-3 years), Ongoing	Yes
MOB-25	Collaborate with Waldo Community Action Partners (WCAP), local large employers, and private bus companies to expand local and inter-city transit to the extent feasible.	City staff (Planning, Economic Development, Public Works), City committees, non-profits.	Ongoing	
MOB-26	Utilize building and zoning codes to encourage electric vehicles and human-powered transport.	Planning Staff, Planning Board	Ongoing	
MOB-27	Support the use of electric vehicles by increasing public charging facilities, including one or more multi-charger fields, and considering buildings codes that incentivize private EV charging facilities where multi-unit buildings and commercial structures are built.	Economic Development	Medium-Term (3-5 years)	
MOB-28	Work with city committees, Waldo Community Action Partners (WCAP) and other advocates to perform a survey and audit for public transit usage and demand. Use that survey and audit to inform decisions about additional public transit services within Belfast, and between Belfast and surrounding communities, to increase access to non-automobile transportation options, maximizing equity considerations and leveraging current and future State and federal financial resources.	City staff (Planning, Economic Development, Public Works), City committees, non-profits.	Medium-Term (3-5 years)	

HOUSING

The City of Belfast continually attracts new residents and businesses because of its high quality of life, sense of community, access to the coast and recreation, strong school system, and perception of safety. Over the years, the City’s housing supply has not provided enough variety in housing types and at varying price points, and the development of more “Missing Middle Housing” types and affordable housing is needed. Missing Middle Housing is defined as a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes—located in a walkable neighborhood. Missing Middle Housing types include those that are often less common, but offer more affordable options, such as: duplexes (side-by-side and stacked); bungalow courts, carriage houses and accessory dwelling units (ADUs), courtyard apartments, town homes, and small to medium-sized multi-family buildings.

Housing that is affordable to those who live, or would like to live, in Belfast is limited and much of the housing stock consists of older, single-family homes. Public health studies consider safe, secure housing a social determinant of health. There are housing insecure community members in Belfast who are routinely moving between temporary living arrangements because they cannot afford housing. The topic of a stable workforce housing supply is a significant topic of conversation amongst major institutions and employers in the City of Belfast. In addition, given the recent combined forces of the COVID-19 pandemic, the increase in remote work opportunities, and the increase of the retiree population, the city is faced with added pressure on the housing market and the need for more housing at a variety of price points.

KEY FINDINGS

- **Although the Belfast housing market offers some variety of housing price-points, more middle-income housing is needed.** The City of Belfast housing stock includes high-priced seasonal homes, historic and waterfront homes, manufactured housing, senior housing, moderately-priced and lower-income homes, an eco-village, and some age-restricted communities. There is generally no clustering of housing by price-point, though houses in the Historic District and along the water tend to be more expensive.
- **There is a shortage of affordable housing for those who work in Belfast.** From 2007 to 2018, those earning the median income in the region could not afford to buy the median priced home in Belfast. Over the last several decades, the City of Belfast has partnered with organizations to build more affordable housing, but there is still not enough affordable housing available, particularly homes that are considered “starter homes.” There is increasing interest in pre-fab, modular, and tiny house construction and the city ordinance should allow for a wider range of housing options and types. For a service center community to thrive, it must be an affordable place for a large portion of its workforce to reside within its borders.
- **There is a significant rental affordability gap in Belfast.** More than half (56.9%) of renters in 2020 in Belfast could not afford the median rent charged for a 2-bedroom apartment. Rental units account for more than a third of occupied housing and that percentage is expected to rise. According to MaineHousing 2020 data, the median 2-bedroom rent was approximately \$1,228. The annual median income of a renter in 2020 was \$38,528 and the income needed to afford the annual median 2-bedroom rent is \$49,117.
- **There is no specific organization that focuses just on affordable housing.** While there is no specific affordable housing organization in the City of Belfast at this time, many organizations and institutions in discussion with each

other about the issue. These include Waldo Community Action Partners, Maine Affordable Housing Coalition, and many of the major employers such as Waldo County General Hospital, Bank of America, and athenahealth

- **Short-term rentals are popular in Belfast, particularly during the summer months.** The city does not currently track the number of short-term rentals nor do they require permits for owners that are participating in the short-term rental market. There is some concern and uncertainty about the impact of short-term rentals on the year-round housing market supply and housing affordability, particularly when short-term rentals are purchased and managed by people with higher incomes who live outside of town. There is also concern about the impact of short-term rentals on neighborhood dynamics and community life. While no consensus exists about the impacts of short-term rentals, it is important to monitor this phenomenon and give consideration to the role those short-term rentals play in the local economy and community experience.
- **Belfast must anticipate and plan for an influx of new residents.** Belfast, like many other Maine cities and towns, experienced an influx of people in recent years due to a combination of factors, including the COVID-19 pandemic, an increase in remote work technology and opportunities, climate change refugees, and retirees. According to recent data from the Maine Department of Labor, this reversed previous cyclical migration patterns. Belfast should consider what impact this trend has on housing in the immediate future and beyond.

HOUSING GOALS

1. Encourage and promote affordable, decent housing opportunities for all Maine citizens.
2. Affordable housing options for all who want to live in Belfast.
3. Creative solutions for closing the affordability gap for renters and owners.
4. A diversity of housing types for different types of households (eg. singles, families – with or without children, seniors, starter homes)
5. Code, permitting, and review processes that support the creation of affordable housing in the City of Belfast.
6. The creation of a housing partnership organization.

HOUSING OBJECTIVES

1. Increase the total number of occupied units in Belfast.
2. Increase the supply of market rate homes for purchase and for rent.
3. Expand options for safe and decent housing types affordable to various price points and that meet residents' varying stages in life and household composition.
4. Decrease regulatory hurdles that prevent the creation of additional affordable housing.
5. Increase collaboration between city institutions and organizations to address workforce housing needs in Belfast.
6. Decrease direct fossil fuel use (e.g., propane, heating oil, gasoline) in new residential construction and increase use of sustainable electricity in ways that reduce overall emissions and energy costs

HOUSING STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
HOU-1	Pursue policies that support development of a variety of housing types at different price points throughout the City. Consider adjusting the minimum lot sizes in areas where appropriate to facilitate the development of more housing types and affordable housing.	Housing and Property Development Committee, Planning and Codes, Planning Board, City Council	Ongoing	
HOU-2	Create an inventory in Geographic Information Systems (GIS) of potential future housing development sites, current regulations on those sites, and potential new units yielded.	Housing and Property Development Committee, Planning and Codes, Planning Board	Long-Term (5+ years)	
HOU-3	Explore the extent to which City ordinances, codes, and permitting processes are causing unintentional constraints on affordable housing development, such as the conversion of single-family homes into multi-family homes that could be used as rentals or parking regulations that prohibit some single-family homes from becoming multi-family rentals.	Housing and Property Development Committee, Planning and Codes, Planning Board	Short-Term (1-3 years)	
HOU-4	Encourage partnerships between Belfast employers and developers for the development of workforce housing.	Housing and Property Development Committee, Economic Development Department, Private Sector	Short-Term (1-3 years)	
HOU-5	Convene stakeholders and develop creative recommendations on how the City can identify partnerships for workforce housing opportunities; 2) monitor and study the need for short-term housing regulation; 3) identify new housing types and locations that would complement existing neighborhoods; and 4) understand the extent to which statewide building codes, insurance, permitting, and lending practices impact which housing types get built.	Housing and Property Development Committee, City Council, City Staff (City Manager, Planning and Codes, Economic Development Department), Non-Profit Community, Private Sector	Short-Term (1-3 years)	Yes
HOU-6	Explore the feasibility of a registration or tracking mechanism for short-term rentals.	City Council, Planning and Codes	Medium Term (3-5 years)	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
HOU-7	Review zoning ordinances on the location and type of manufactured housing allowed and where this type of housing may exist in the city. Ensure manufactured housing shall be permitted to be placed or erected on individual house lots where single-family dwellings are allowed, subject to the same requirements as single-family dwellings.	Planning and Codes, Planning Board	Ongoing	Yes
HOU-8	Develop local programs to encourage weatherization and insulation of existing buildings and new construction, and to encourage installation of heat pumps or other green heating /cooling methods that maximize energy efficiency. Cooperate with the City Energy Committee in weatherizing city buildings and continuing to increase use of green energy for city operations. Educate residents about Efficiency Maine programs that support insulation improvements.	Planning and Codes, Economic Development, City Energy Committee	Medium Term (3-5 years)	
HOU-9	Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable / workforce housing.	Planning and Codes, Planning Board	Ongoing	Yes
HOU-10	Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Planning and Codes, Planning Board	Ongoing	Yes
HOU-11	Seek to achieve a level of at least 10% of new residential development built or placed during the next decade to be affordable.	Planning and Codes, Planning Board	Ongoing	Yes
HOU-12	Support the efforts of regional housing coalitions in addressing affordable and workforce housing needs.	Planning and Codes, Planning Board, City Council	Ongoing	Yes
HOU-13	Review zoning ordinances on the location of new mobile home parks to ensure they are allowed in a manner and location that statute allows.	Planning and Codes, Planning Board, City Council	Ongoing	Yes

HISTORIC & CULTURAL RESOURCES

Belfast has a rich history, shaped by the natural resources that supported the local and regional economy, including farming, fishing, forestry, commerce, and shipbuilding. Downtown Belfast and its adjacent residential neighborhoods are noted for historical architecture. In 1865, a large fire nearly destroyed the entire downtown and an ordinance was passed prohibiting the construction of wooden buildings in the area. The newly built downtown, with predominantly brick buildings, has survived with little change and is now regarded as a major aspect of the historic character and charm of downtown Belfast. The downtown area is an historic district, as are several residential areas with gracious homes of former ship owners and prosperous merchants. Historic resources are not just downtown; sites such as old homes, graveyards, mill sites, and old stone walls are located throughout Belfast and are a valuable part of the City's heritage. Belfast is a sum of its past parts: these resources create an identity, provide perspective on the evolution of the city, and make Belfast unique. Stewardship of historic and cultural resources helps to create a feeling of place-based connection to the past and present, community pride, and encourages us to reflect on the past. Protection and promotion of these resources can reinforce Belfast's identity, encourage neighborhood reinvestment, and support continued economic development.

KEY FINDINGS

- **The City of Belfast has a rich history that shaped its physical landscape and character, and this character is a large part of the Belfast identity.** Belfast's significant historic character is highly valued and still evident today, particularly in the downtown area which includes a designated Historic District and individual historic buildings listed on the National Register of Historic Places. An architectural survey of this district is currently underway and will help update the inventory of contributing resources and document the current appearance of the district. The street pattern and intersection of Main Street, Church Street and Beaver Street, for example, create a unique place-based experience within downtown Belfast, where the Post Office was once the Customs House, sitting at the top of the hill and looking down Main Street to the waterfront. The brick buildings along Main Street and High Street provide a character that is distinctly Belfast and this cluster of smaller-sized retail storefronts creates a desirable human-scaled, walkable downtown. The historic range ways and public water access points are another example of how the history of Belfast is still evident in the landscape today. The working-class character of Belfast is integral to the history and current atmosphere of the city and as the city evolves, it will be critical to ensure that working-class people can continue to live in Belfast.
- **There is no historic preservation review board or committee in the City of Belfast, nor is there state or federal oversight of privately-owned and privately-funded renovations of historic buildings.** Belfast protects historic and cultural resources less through city ordinances and land use policies and instead through the promotion of state and federal tax abatement and grant funding programs. The City of Belfast land use ordinance currently mentions identifying and avoiding interference with historic resources in several sections. It is important to strike a productive balance between respecting private property rights and creating regulation that helps educate residents and protect significant historical resources. In the years following the formation of the Belfast Historic District (1990s), the City of Belfast discussed the idea of creating a historic preservation review board for residential properties in that district and a Belfast Historic Preservation Ordinance, but those ideas never came into fruition. At this time there are varying opinions about the degree to which historic preservation should be regulated in the City of Belfast.

- **Though most historic and cultural resources are in good to fair condition, many are in need of repair and/or renovation.** The Waterfall Arts building in Belfast is an excellent example of an adaptive reuse project that helps preserve and protect an historic structure while also providing needed space for a community organization. Creative thinking coupled with funding either through grants or incentive programs can provide opportunities to protect historic resources while also meeting the goal of increasing affordable housing, particularly multi-family, or space for community organizations like Waterfall Arts.
- **To date, no property owners have used Federal or State historic preservation tax credits.** At this time, the Belfast Historical Society and Museum refers homeowners to the Maine Historic Preservation Commission. Maine HPC is responsible for the identification, evaluation, and protection of Maine’s significant cultural resources as directed by the National Historic Preservation Act of 1966. They maintain the National Register of Historic Places, conduct survey activities, and review projects that use federal funds or require a federal or state permit or federal license. There are numerous tax credit and grant programs available for use by local communities.
- **There are historic structures and properties in Belfast that are vulnerable to threats posed by climate change and this must be factored into resilience planning efforts.** Climate change along with unpredictable and extreme weather events can significantly damage historic structures and cultural resources. In Belfast there are older homes and sites that are at risk from sea level rise coupled with flooding from extreme storms, from extreme wind, and other extreme weather events. The city should take advantage of federal and state resources that assist with planning for the protection and repair of historic structures and cultural resources that are damaged by climate change.
- **Belfast has an active historical society that provides educational programming, stewardship, and technical assistance on city projects.**

HISTORIC AND CULTURAL RESOURCES GOALS

1. Preserve Maine’s historic and archaeological resources.
2. Identify, protect, promote, and restore the City of Belfast's historic and cultural resources.

HISTORIC AND CULTURAL RESOURCES OBJECTIVES

1. All City of Belfast historic and cultural resources are inventoried, and appropriate planning strategies are identified to protect and retain these resources
2. Historic and cultural resource protection and promotion is recognized an economic development tool
3. Historic and cultural resources are identified and assessed on a site level as part of the development review process
4. City residents and visitors recognize the value of Belfast's historic character and cultural resources

HISTORIC AND CULTURAL RESOURCES STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
HIS-1	Create a Geographic Information Systems (GIS) inventory of sites with high potential for archaeological and/or historic resources.	Historical Society, Planning and Codes	Short-Term (1-3 years)	
HIS-2	Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary, plan for a comprehensive community survey of the community's historic and archaeological resources. Belfast will pursue the following MHPC recommendations: Prehistoric Archaeological Sites- Survey needed along Belfast Harbor shoreline and Passagassawakeag River, and around lakes and ponds/ marshes near sandy soils; Historic Archaeological Sites- A professional survey for historic archaeological sites to focus on agricultural, residential, and industrial sites relating to the earliest Euro-American settlement of the town in the second half of the 1700s; Historic Buildings/Structures/ Objects- A comprehensive survey of Belfast's above-ground historic resources needs to be conducted in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.	Historical Society, Maine Historic Preservation Commission	Medium-Term (3-5 years)	Yes / Combined with City language
HIS-3	Identify city-owned buildings of historic value and explore strategies for funding and maintaining those structures.	Historical Society, Our Town Belfast	Short-Term (1-3 years)	
HIS-4	Seek State and Federal grants and/or existing tax credit programs through organizations to rehabilitate, weatherize, and maintain historic buildings and streetscapes, including but not limited to funding from Efficiency Maine, Maine Historic Preservation Commission, Maine DECD, Maine DOT and non-governmental organizations. Encourage the use of historic preservation tax credits by area residents, businesses, and property developers.	Historical Society, Our Town Belfast, Economic Development Department	Short-Term (1-3 years)	
HIS-5	Create a wish list of future adaptive reuse projects, like the Waterfall Arts example, for historic buildings and explore funding sources and/or partnership that could support these projects.	Historical Society, Our Town Belfast, Economic Department	Long-Term (5+ years)	
HIS-6	For sites with identified potential for historical and archaeological resources, require subdivision or non-residential developers to look for and identify any historical and archaeological resources and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation; memorialization as appropriate; coordination with the State of Maine Historic Preservation Commission.	Planning and Codes, Historical Society	Medium-Term (3-5 years)	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
HIS-7	Require the use of maps and information provided by the Maine Historic Preservation Commission into the planning and development review process, where applicable.	Planning and Codes, Historical Society	Medium-Term (3-5 years)	Yes
HIS-8	Expand the interpretive signage program for cultural sites around the City of Belfast.	Historical Society, Our Town Belfast, Economic Development	Long-Term (5+ years)	
HIS-9	In collaboration with Our Town Belfast, create educational and promotional materials to inform property owners of historic preservation tax credits to reduce the costs to redevelop older buildings for new uses while maintaining their historical appeal.	Historical Society, Our Town Belfast, Planning and Codes	Medium-Term (3-5 years)	
HIS-10	Create an action plan for climate impacts on historic and cultural resources, such as resources in high flood-risk areas. Refer to the Maine Historic Preservation Commission’s Guidelines on Flood Adaptation for Rehabilitating Historic Buildings.	Historical Society, Our Town Belfast, Economic Development Department, Climate Crisis Committee	Short-Term (1-3 years)	

PUBLIC FACILITIES

One of the city's central functions is to provide the essential infrastructure and services that people depend on to live, work, and recreate in Belfast. The City of Belfast offers a range of facilities and services for its citizens and those surrounding towns, including public education, water and sewer infrastructure, emergency medical services, parks and recreation facilities, and a solar field that generates electricity for the city. Equitably provided public facilities and services can improve quality of life, enhance neighborhoods, and support a strong business environment throughout the city. Investments in public infrastructure can stimulate investment in private properties and businesses, further contributing to the economic vitality of the community. Public facilities and services are also key to the city's long-term sustainability and resilience. Support for public safety, public works, and emergency preparedness help address environmental change, protect public health, and plan for resiliency.

KEY FINDINGS

- **The largest expenditure in the public facilities and services category is education.** Regional School Unit (RSU) 71 consists of nine schools, six of which are located in the City of Belfast. The high school, Belfast Area High School, recently received substantial renovations.
- **Most public facilities (parks, the waterfront, police, fire, schools, City Hall, sewage treatment) are located within designated growth areas, many in or near downtown, so funding for their improvement benefits those growth areas.** Locating most public facilities in designated growth areas reinforces the successful functioning and desirability of those areas, encourages future investment and growth in those areas, and can create unanticipated positive synergies and economies of scale for the City of Belfast. More discussion on growth areas is found in the Future Land Use chapter.
- **The City of Belfast gets about 70% of their electricity from various city-owned solar installations, including a large one on Crocker Road.** Belfast recently invested in the replacement of the city maintenance yard and constructed a large solar field as part of the project. This major project, funded by a bond initiative, is an investment in sustainable energy and community resilience.
- **Public facilities should serve all ages and abilities.** The aging population of Belfast indicates that the city must continue to invest in facilities and services that serve a senior population, while also ensuring that there are sufficient number and type of facilities and services to serve youth, teens, and young families so that the City of Belfast can continue to attract and retain a younger population.
- **Fast and reliable internet service is not available in all areas of the city.** Access to fast, reliable affordable internet service is increasingly critical if not required to participate in essential aspects of our day-to-day lives. Schools shifting to distance learning during the COVID-19 pandemic, for example, directly illuminated the digital divide between those with reliable internet service and those without.
- **In recent years, the City of Belfast heavily prioritized investments in wastewater system upgrades.** These upgrades included replacing old, leaking, undersized sewers; upgrading several wastewater pumping stations; upgrades to the existing treatment facility; and efforts to eliminate combined sewer overflow points. Property owners in areas that are not on public water and sewer are responsible for maintenance and disposal of septic

waste; and while they generally manage their waste responsibly, some individual property owners do not regularly maintain their systems and this leads to system failure. In the past the city has assisted those who cannot pay for the cost of upgrades by using small system grant funds available through Maine Department of Environmental Protection and city revenues.

- **Belfast has provided public water and sewer services to areas where there is sufficient land area to support anticipated growth for at least the next 10-20 years.** Most areas for which growth is targeted have access to public sewer and most city work and expenditures have focused on upgrading existing sewer lines to address infiltration and inflow concerns.
- **An increase in the frequency and intensity of storms may cause strong storm surges and flooding along Belfast coastal areas, and overwhelm stormwater management infrastructure.** City stormwater management facilities are in good condition, though changes in the number, duration, and intensity of major rainfall events in the past 10 years has or is expected to cause problems with the capacity of current city facilities.
- **Emergency Medical Services are provided by the City of Belfast to Belfast and neighboring communities.** Belfast provides ambulance services to Belmont, Morrill, Northport, Swanville, and Waldo residents and fire service to Swanville residents.

PUBLIC FACILITIES GOALS

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

PUBLIC FACILITIES OBJECTIVES

1. Well-maintained and adequately funded public infrastructure and services.
2. Public facilities and services that promote and support growth and development in identified growth areas.

PUBLIC FACILITIES STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
PUB-1	Identify capital improvements needed to maintain or upgrade public services to accommodate any growth and changing demographics.	City Manager, Public Works	Short-Term (1-3 years)	Yes
PUB-2	Continue to prioritize wastewater investments in areas designated for future growth and support on-site septic upgrades where needed and feasible. Coordinate planned service extensions with the Future Land Use plan.	City Engineer, Public Works, Planning and Codes, City Council	Medium-Term (3-5 years)	Yes
PUB-3	Survey and inventory the current Belfast stormwater management system; determine MEDOT/City jurisdictions; develop a comprehensive design for upgrade.	City Engineer, City Council	Short-Term (1-3 years)	
PUB-4	Explore the use of user or impact fees for different city services and facilities depending on residency status of the user.	City Manager, Public Works, Planning and Codes	Long-Term (5+ years)	
PUB-5	Encourage coordination between the Belfast Water District and the towns of Swanville and Searsport for the mutual protection of the aquifer and for the monitoring of potential impacts from the Swanville dump / transfer station on groundwater quality.	City Manager, City Council, Planning and Codes, Belfast Water District	Medium-Term (3-5 years)	
PUB-6	Continue to require building permit applicants to obtain approval from the Belfast Water District in the building permit process in order to ensure there is enough capacity to serve new projects. Request that Water District officials notify the city of similar proposals in adjacent communities that might substantially affect the annual sustainable yield. If public water supply expansion is anticipated, identify and protect suitable sources.	Planning and Codes, Belfast Water District	Ongoing	Yes
PUB-7	Continue efforts to expand the capacity of the wastewater treatment plant, and to separate storm and sanitary sewers.	Wastewater Treatment, Public Works	Ongoing	
PUB-8	Periodically review school age population numbers, population projections and school facility capacity needs.	RSU 71, Planning and Codes, Public Works	Medium-Term (3-5 years)	
PUB-9	Provide for adequate maintenance of cemeteries. Determine need for additional land. Purchase or transfer existing, city-owned land for cemetery use as needed.	Cemetery Department, Planning and Codes, City Council	Ongoing	
PUB-10	Continue to invest in infrastructure in designated growth areas. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	City Manager, City Council	Ongoing	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
PUB-11	Continue to invest in solar and renewable energy sources for the City of Belfast.	City Manager, City Council	Ongoing	
PUB-12	Inventory and categorize public facilities according to which age groups and ability ranges they serve and identify any gaps in service that may be present. Consider additional programming and new facilities as appropriate.	Public Works	Short-Term (1-3 years)	
PUB-13	Work with the Broadband Committee to identify gaps in broadband service and prioritize construction of broadband infrastructure to those areas.	City Manager, Planning and Codes, Broadband Committee	Medium-Term (3-5 years)	
PUB-14	Identify areas in the city where public wi-fi access is currently provided and identify areas where it could be provided in the future, such as public parks and/or the public landing.	Combine with strategy (15)	Short-Term (1-3 years)	
PUB-15	Explore the feasibility of digital public infrastructure and what other municipalities are considering about how to provide digital infrastructure as a public utility.	Broadband Committee	Short-Term (1-3 years)	
PUB-16	Consider amending current ordinance provisions to better address stormwater management concerns, including greater use of low impact development standards wherever possible and appropriate. Continue the past and current practice of addressing stormwater improvements when sewer improvements are constructed.	Planning and Codes, Planning Board	Medium-Term (3-5 years)	
PUB-17	Explore options for regional delivery of local services, and work cooperatively with adjacent communities to consider opportunities for regional service delivery.	City staff, County staff	Ongoing	Yes
PUB-18	Annually evaluate city public facilities and services needs in order to adequately maintain municipally owned properties and plan for their long-term maintenance and upgrade.	City Manager, Public Works	Ongoing	
PUB-19	Continue using capital reserve funds to assist in the replacement and purchase of equipment for the Police, Fire, and Public Works departments.	City Manager, Public Works	Ongoing	
PUB-20	Continue to judiciously implement Tax Increment Financing (TIF) strategies to assist in the construction of desired public facilities in targeted areas.	City Manager, Finance Manager, Planning and Codes, Planning Board	Ongoing	
PUB-21	Explore what a “working waterfront” means in Belfast, and continue to invest in projects that support this vision of a Belfast working waterfront.	Planning and Codes, Planning Board, Economic Development	Medium-Term (3-5 years)	
PUB-22	Continue to partner with the Waldo County Emergency Management Agency to provide emergency shelters in times of extreme heat or cold.	City staff, County Emergency Management	Ongoing	

ECONOMIC & COMMUNITY VITALITY

As the county seat of Waldo County, the City of Belfast is an important service center for the upper mid-coast region, offering a diverse set of employment opportunities through various economic sectors including the working waterfront, creative economy, education, public services, and healthcare. Belfast is also home to a dynamic creative and cultural sector, natural beauty, and a desirable small-town atmosphere anchored by an attractive and walkable downtown. Maintaining a robust and diverse Belfast economy is a key element to the long-term success of Belfast as both a county seat and a cultural center. The city must continue to foster this vibrant economy by balancing the needs of existing industry and local business while setting the stage for additional growth and new commercial development. It will be crucial that the city supports the existing economic base while maintaining an economic climate that promotes innovative industry, including green energy and climate resilience. It is also paramount to recognize how the topic of economic and community vitality of Belfast is interconnected to issues of affordable housing, mobility and transportation, education, public services and facilities, and natural and cultural resources. This section identifies key findings, goals, objectives, and strategies for economic and community vitality, Fiscal Capacity and Capital Improvements programming.

KEY FINDINGS

- **People are struggling to make a living on one job. Belfast needs more employers that can expand the tax base, offer above average wages, and provide good quality jobs.** The city is working to support these businesses and attract new ones with tools such as credit enhancement agreements, offering land at a discount, and pursuing grant funding where applicable.
- **Belfast offers diverse employment opportunities in a range of industries and wants to avoid developing an economy overly-dependent on seasonal tourism.** Belfast experienced many of the economic shifts most cities did during the mid-20th century but has made a remarkable recovery in the last few decades. The City of Belfast once again includes healthcare, government and public services, technology, fishing, boat building, manufacturing, education, arts, restaurant and retail, tourism, agriculture and forestry, and natural resources management. A diverse economy is critical to the continued success of Belfast as a regional hub, county seat, and desirable place to live, work, and visit.
- **Employment opportunities increasingly require more specialized skills and workforce development programs bolster economic development by ensuring Belfast current and future businesses can find skilled and qualified employees.**
- **The city is a cultural center with a vibrant and expanding creative economy.** The influx of artists and the creative economy played a role in the revival of Belfast. Belfast has a concentration of arts and cultural events, organizations and opportunities that serve the local community and visitors alike. People come to Belfast from various locations throughout mid-coast Maine to Belfast for lectures, plays, musical events, movies, and more. The Arts & Economic Prosperity 5 study completed in 2017 noted that the nonprofit arts and culture sector is a significant industry in the Greater Belfast Area, accounting for \$7.8 million in total economic activity in 2015, supported 155 full-time equivalent jobs, and generated \$729,000 in local and state government revenue.

- **Tourism, namely accommodations, is an integral component of the local and regional economy.** The tourism economy in Belfast has always been strong due to the city’s beautiful location at the head of the Belfast Bay, the concentration of arts and cultural offerings, events and programming, biking, hiking, and watersport opportunities, and the character of walkable downtown. The town is popular with visitors from out of state but also Mainers who enjoy visiting the coast. In order to keep Belfast a desirable and thriving community for year-round residents, it is critical to determine and establish a sustainable balance between the tourism economy and other sectors.
- **The Belfast economy has experienced decreasing levels of unemployment.** Since 2011 there are 60 more establishments in the City of Belfast and there has been a steady gain in multiple industries. Many businesses have grown; and while businesses have come and gone over the last decade Belfast has always been a net job importer, with people living outside of the city and coming in to the city for work.
- **The city land use ordinance supports home-based businesses in all residential districts.** By supporting home-based businesses in all residential districts, the City Belfast allows for greater flexibility for some residents to make their living without having to lease additional office space while also retaining the residential character of their neighborhood. This is particularly important for small business owners that are just getting started and for whom the cost of a separate office may be prohibitive or a barrier to establishing their business. It is important for the city to examine how access to broadband in different parts of Belfast impacts home-based business opportunities. In addition, the city should consider that some home-based businesses may eventually outgrow their space at home and look at what options are available in Belfast in order to retain those businesses.
- **Belfast’s harbor and marine resources are critical assets that contribute to the overall economic vitality of the city.** The city’s many beautiful views of the harbor, easy access to fishing and opportunities for outdoor recreation in clean water, and an active waterfront all make Belfast a desirable place to live, work, and visit. The City of Belfast should continue to recognize the importance of these marine resources for the city economy.
- **Protected natural resources are critical to the Belfast economy.** Less than 2% of Belfast’s residents are currently working in farming, fishing, and forestry operations but protection of Belfast’s environment and natural resources must continue in order to allow for continued fishing and marine-based activities; to sustain the tourism industry; and to support ongoing interest in local agricultural operations.
- **Public infrastructure is critical to the advancement of Belfast’s economy.** Given that much of the city infrastructure was built before 1950, the city recognizes that many infrastructure improvements, including the city water mains and sewer system, are in need of upgrades. In addition, public or quasi-public transportation services such as coach bus are important to consider from an economic development standpoint.
- **Stable municipal finances play an important role in economic and community vitality and sustainability.** There are inevitable fluctuations in state revenue sharing that make it hard for the city to plan ahead and this can have an impact on hiring and benefits, for example.
- **Belfast has several Tax Increment Financing (TIF) districts that generate revenue for general improvements and infrastructure enhancements to those districts.** Given that there are very few local funding options in the state, the use of TIF districts in Belfast is a successful way to invest in viable projects that provide substantial benefit to the city while also stimulating future development and investment. Belfast TIF districts such as the downtown waterfront TIF district and the Northport Avenue TIF district support vital city revitalization and physical infrastructure work. In addition, there are three affordable housing TIF districts that enable the construction of badly needed below market rate housing.

- **The community has sufficient borrowing capacity and has a successful track record of using municipal bonds to pay for major projects.** The city has successfully used bonding capacity to pay for major projects like upgrades to the sewer system and wastewater treatment plan, the reconstruction of the Armistice Bridge, and the construction of the Harborwalk trail.
- **According to the last several approved city budgets, the top revenue sources were property taxes, ambulance fees, and state municipal revenue sharing.** Education, public works, and central government are typically the top annual expenditures. As noted above, state revenue sharing projections can be unpredictable and the city budget relies heavily on property tax revenue. The 2021 mil rate was 22.0 and recent property tax reassessments particularly impacted those residents inside the by-pass. The most recent budget for public works and education was almost \$11 million, which primarily covers employee salaries and benefits.
- **Belfast’s outstanding long-term debt is well within the statutory limit.** As of June 2021, the city’s outstanding debt was approximately \$12.2 million, which is well under the state limit of 15% or nearly \$139 million.

ECONOMIC AND COMMUNITY VITALITY GOALS

1. Plan for, finance, and develop an efficient system of public facilities and service to accommodate anticipated growth and economic development.
2. Foster a nimble and creative economic climate and culture that encourages new employers, increases job opportunities, sustains the unique and diverse mix of sectors in Belfast, and ensures long-term sustainability as a year-round community.

ECONOMIC AND COMMUNITY VITALITY OBJECTIVES

1. Finance existing and future facilities and services in a cost-effective manner.
2. Make a financial commitment to support desired economic development, including needed public improvements.
3. Reduce Maine’s tax burden by staying within the statutory spending limitations.
4. Promote and strengthen Belfast’s position as a commercial center for local residents and surrounding communities.
5. Pursue economic development for Belfast that both reflects the community’s goals and vision while also supporting the role that Belfast plays in the region.
6. Coordinate with surrounding towns, regional economic development organizations, and other initiatives as necessary to support Belfast’s economic development goals.
7. Ensure that Belfast land use and development codes and regulations support future growth and development, where deemed appropriate, and that these ordinances reflect the desired scale, design, intensity, and location of future economic development.
8. Pursue land use regulations that ensure commercial development is compatible with the character of Belfast.

9. Ensure that high quality technology services are available throughout Belfast to serve the needs of residents, businesses, and government.
10. Support and strengthen Downtown as an important and economically viable center of cultural, government, and retail activity.
11. Encourage year-round job growth through the expansion of existing industrial and office uses while also attracting new, year-round job-creating industrial and office uses.
12. Support existing local vocational and technical training, and higher-educational opportunities such as the UMaine Hutchinson Center and Waldo County Technical Center.

ECONOMIC AND COMMUNITY VITALITY STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
ECON-1	Explore grants available to assist in the funding of capital investments within the community.	City Manager, Finance Department, Economic Development Department	Ongoing	
ECON-2	Continue efforts to support, retain, and attract businesses that offer quality jobs and above average pay, through tools such as credit enhancement agreements, discounted land prices, and grant funding.	Economic Development Department	Short-Term (1-3 years), Ongoing	
ECON-3	Work with local technical and vocational training centers to identify ways to expand vocational education and training programs in order to increase the supply of skilled labor. This includes pursuing grant funding or other funding mechanisms to ensure a sustainable vocational training program in Belfast; continuing to promote the CareerCenter On-The-Job-Program and other CareerCenter programs that assist with workforce development; and supporting the Maine Quality Centers grant programs that provide customized workforce training grants for Maine employers seeking to locate or expand their operations in Maine.	RSU 71, Economic Development Department, Hutchinson Center, GameLoft	Short-Term (1-3 years)	
ECON-4	Explore opportunities to bring a Maine Community College to Belfast.	City Manager, Economic Development Department	Medium Term (3-5 years)	
ECON-5	Continue to promote and partner with the University of Maine's Hutchinson Center to support their variety of educational and cultural programs.	Economic Development Department	Ongoing	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
ECON-6	Continue support for arts and cultural organizations, such as Waterfall Arts and the Belfast Creative Coalition, the local theaters, etc, through marketing, identifying grant opportunities, and identifying locations for new and emerging arts organizations.	Economic Development Department	Ongoing	
ECON-7	Ensure that local land use regulations allow opportunities for individuals to participate in the creative economy in appropriate zoning districts.	Planning and Codes, Planning Board, Economic Development Department	Ongoing	
ECON-8	Aggressively pursue strategies that support the development of year-round housing that is affordable to the workforce population (those earning approximately 60% to 120% of the Area Median Income), such as changes to land use ordinance policies, funding programs for construction of housing that is affordable to the workforce, and the creation of a housing land trust to increase the supply of housing for residents that will live in Belfast year-round, seasonal workers, and short-term contract workers.	Planning and Codes, Planning Board, City Council, Economic Development, Belfast Housing Coalition (to-be-established)	Short-Term (1-3 years)	
ECON-9	Ensure that public facilities for year-round residents are funded and maintained as well as those primarily serving tourists.	City Manager, Finance Department, Public Works,	Ongoing	
ECON-10	Recruit businesses that provide quality year-round jobs.	Economic Development Department	Ongoing	
ECON-11	Explore strategies to monitor or regulate short-term vacation rentals to understand how many exist, where, what kind, and determine the appropriate balance between year-round and seasonal housing for Belfast in order to support a strong year-round economy.	Planning and Codes, Planning Board, City Council, Economic Development, Belfast Housing Coalition (to-be-established)	Short-Term (1-3 years)	
ECON-12	Promote coordination between the City Chamber of Commerce, the Main Street program (Our Town Belfast), the Belfast Economic Development Department, and the Belfast Planning Department to ensure that home-based businesses continue to receive support as needed (help finding new locations, broadband access, and the impact of parking and ADA requirements).	City Manager, Economic Development Department, Planning and Codes	Ongoing	
ECON-13	Ensure that local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Planning and Codes, Planning Board	Ongoing	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
ECON-14	Continue to protect critical viewsheds and marine access points such as the rangeways.	Planning and Codes, Public Works, Parks and Recreation Department	Ongoing	
ECON-15	Continue efforts to reduce point and non-point source water pollution to keep Belfast Harbor and our rivers and streams clean.	Belfast Bay Watershed Coalition, Planning and Codes	Ongoing	
ECON-16	Include land conservation for agriculture and commercial forestry operations in local or regional economic development plans.	Planning and Codes, Economic Development Director	Ongoing	
ECON-17	Enhance and promote the “Emerald Necklace” and recreational trails network in Belfast as a means of encouraging outdoor oriented tourism.	Friends of Belfast Parks, Belfast Bay Watershed Coalition, Coastal Mountains Land Trust, Belfast Parks and Recreation Department, Rail-Trail Committee, Public Works	Medium Term (3-5 years)	
ECON-18	Limit non-residential development in areas identified by the State of Maine as critical rural and natural resources areas to natural resource-based businesses and services, nature tourism / outdoor recreation businesses, farmers’ markets, and home occupations. See Future Land Use Plan.	Planning and Codes, Planning Board, City Council	Ongoing	Yes
ECON-19	Consider a variety of tools to protect the working landscape economy (working farmland, forested areas, and other natural resources), such as a working landscape protection plan, tax abatement programs, agricultural zoning and buffers, transfer-of-development rights programs, easements, and protection of prime soils. Encourage owners of productive farm and forest land to enroll in the current use taxation programs. Provide information about the current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	Planning and Codes, Planning Board	Medium Term (3-5 years)	Yes
ECON-20	Continue to provide financial support for the Belfast Economic Development Department.	City Council, City Manager	Ongoing	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
ECON-21	Continue to enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Planning and Codes, Planning Board, City Council	Ongoing	Yes
ECON-22	If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc).	City Manager, Finance Department, Economic Development Department	Ongoing	Yes
ECON-23	Participate in any regional economic development planning efforts.	Planning and Codes, Economic Development Department	Ongoing	Yes

NATURAL RESOURCES

Natural Resources are critical to the health, economy, natural beauty and long-term sustainability of the City of Belfast. The key findings and strategies outlined in this chapter are interrelated with key findings and strategies in other sections throughout this plan, including parks, recreation and open space; transportation and mobility; economic and community vitality; and historic and cultural resources. Natural resources in Belfast provide key ecosystem services, such as wetland absorption of stormwater runoff, they play a role in the recreation-based tourism economy, they provide drinking water, habitat and scenic views. Agricultural and forest resources are integral to the livelihoods of numerous Belfast residents and provide the rural setting that is an important part of Belfast’s character. The following section provides goals, policies, and strategies for Critical Natural Resources, Water Resources, Marine Resources, and Agricultural and Forest Resources plan topics in the City of Belfast.

KEY FINDINGS

- **The City of Belfast shoreland zoning ordinance provisions are consistent with state law and approved by Maine DEP.** The city has worked cooperatively with the Maine Department of Environmental Protection to adopt shoreland regulations that vary from the state model regulations in order to better reflect existing development patterns in Belfast and better integrate future development.
- **Many opportunities for new conservation partnerships exist which will aid in the additional protection of critical natural resources.** Numerous organizations exist in the State of Maine to support current and future conservation planning work. These include, but are not limited to the Audubon Society, Land for Maine’s Future Program, the Maine Coast Heritage Trust, the Natural Resources Council of Maine, Coastal Mountains Land Trust, Friends of the Belfast Bay Watershed, and The Nature Conservancy’s Maine office.
- **Belfast is home to several rare or significant species, two of which are rated as being of “Special Concern”.** The Rambur’s Forktail dragonfly habitat consists of boreal upland forest, lakes and ponds, emergent marsh, wet meadow / shrub marsh, and intertidal tidal marsh, all of which occur in Belfast. Though population numbers are rebounding, the Bald Eagle continues to be rated as a species of Special Concern.
- **The City of Belfast has numerous areas with scenic views which are critical to the tourism economy and make Belfast a desirable place to live.** The city’s many beautiful views of the harbor, easy access to fishing and opportunities for outdoor recreation in clean water, and an active waterfront all make Belfast a desirable place to live, work, and visit. The City of Belfast should continue to recognize the importance of these marine resources for the city economy.
- **Belfast’s harbor and harbor facilities are facing the impacts of climate change.** Both sea-level rise and flooding from extreme storm events are an increasing concern for the Belfast harbor and harbor facilities.
- **Belfast must address climate change impacts on stormwater infrastructure.** Belfast’s relatively shallow soils over bedrock limit rainwater storage, leading quickly to surface runoff, while the generally steep contours of land surrounding Belfast Bay increase the potential for erosion at the coastal edges. For these reasons, the current rainfall trend will overwhelm the capacity of the present stormwater drainage system. Although the city has implemented many upgrades, climate change and increased intensity of storm events indicate that further actions are needed to address stormwater runoff.

- **While the Maine Department of Marine Resources has recorded overall water quality in Belfast is within healthful limits, there are point-source and nonpoint-source pollution causing harm to marine habitats.** Winter road salts are a major contribution to nonpoint-source pollution. The high chloride levels in road salts threatens drinking water, is toxic to wildlife and reduces dissolved oxygen, can increase soil erosion, and damage private and public property and corrode water infrastructure. Although Belfast has taken major steps to address point sources of pollution, sources from industrial sites and home pesticide and herbicide use, for example, still exist in Belfast.
- **Belfast does not currently have groundwater pollution issues but ongoing monitoring is important.** Establishing best practices for avoiding groundwater pollution and continuing to monitor sources of groundwater pollution is critical, particularly in areas where residents rely on well water.
- **The City of Belfast is actively addressing brownfields pollution issues.** Several brownfield sites, including one on Congress Street from the city barns that include sand storage and other materials, and another along Front Street are now remediated. Front Street is built on top of a dump and the cleanup of this site was part of the Harbor Walk project.
- **The Watershed and Aquifer Protection District is successfully protecting public water supplies and their recharge areas.** The majority of drinking water sources are on the east side of the city near Swanville. The Watershed and Aquifer Protection District is an overlay district that protects public groundwater and surface water supplies and their recharge areas. No significant development has occurred within these overlay districts.
- **Over the last twenty years the city invested \$10 million to upgrade the wastewater treatment plant and decrease infiltration and inflow into the city sewer system.** This work is successfully decreasing the frequency and volume of pollutant discharges into Belfast Bay. The wastewater treatment plant is located in a low-lying area of the city along Front Street that is vulnerable to climate change impacts such as increased flooding and sea level rise.
- **While the Watershed and Aquifer Protection District is successful, potential future development poses a water quality threat to major water bodies in Belfast, including drinking water sources.** Maine DEP assessed public water supplies and rated the Belfast Public Water District future risk of chronic contamination as moderate, the Piper Stream Mobile Home Park risk as high, and the Belfast Curling Club as moderate. The Water District is working on buying up land to continue and improve protection of water bodies in the protection district area.
- **The market for local agricultural products is increasing and agriculture and forestry are an important part of the Belfast community.** Larger-scale, traditional agricultural activities have declined, while specialized, small-scale and niche-farming activities have increased, like the raising of alpacas, organic and heirloom crops, and sustainable forestry. There is increasing interest, particularly in the 25-45 age group, in replanting yards with vegetable gardens for community use and creating cooperative gardening worksites.
- **The rising value of land for residential uses and the increased valuation of land that could be converted to residential use have reduced the amount of land farmed and forested.** In 2019, there were 1,034.45 acres in the Farmland Protection Program, down from 1,601.68 in 2009. Farming and forestry activities consume fewer municipal services than residential activities. The city should consider programs and policies that allow for a more integrated and multi-purpose approach to land use.
- **Many of The City of Belfast zoning districts support agricultural and forestry uses, including farmers markets and access to local food for school lunch programs.** Programs such as the middle school agricultural program and the Re-Entry Center produce and/or sell their own vegetables.

- **Marine resources and ocean access are critical to the Belfast economy.** Belfast citizens who participated in a community planning process called “The Vibrancy Project” ranked the maintenance and protection of a clean, real, and friendly working waterfront as the highest priority measure to improve quality of life and commerce in the city.
- **Fisheries are currently well-managed in Belfast.** The city has few concerns regarding how fishery resources are being managed at the local and regional level, and recreational fisherman have not expressed any significant concern regarding the condition of fishery resources that are subject to recreational fishing.
- **Belfast Harbor has seen a dramatic increase in growth and activity.** Since the 1980s, the harbor has undergone a renaissance of sorts – transforming from primarily industrial and commercial fishing uses into a beautiful, active waterfront with recreational uses as well. There are numerous businesses along the waterfront. One of those businesses, the Front Street Shipyard, is highly regarded for their craftsmanship. The Harbor Walk, along with several large city parks and the rail-trail, draw residents and visitors from town down to enjoy the waterfront space, to dine at restaurants, buy souvenirs, and attend events. Boaters come to the waterfront to get boats serviced, use the showers and restrooms, get gas, and spend time in downtown Belfast. There is great potential for improved connections between Belfast Harbor and Isleboro as well as the waterfront and other points in the city.
- **There is increasing pressure on mooring availability in the harbor but there is adequate capacity of city-owned waterfront facilities for commercial fisherman and recreational uses.** Fishing is on the decline, which puts less pressure on the waterfront facilities to serve the commercial fishing community. Due to the city’s location along the Belfast Bay and being slightly removed from the heart of the Penobscot Bay, recreational boaters have a number of facility and supplier options. It is important to continually assess the role of the waterfront and ensure that needs are met.

NATURAL RESOURCES GOALS

1. Protect the State’s critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.
2. Safeguard the State’s agricultural and forest resources from development which threatens those resources.
3. Protect the quality and manage the quantity of the State’s water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.
4. Land use planning and policies that factor in climate change and resilience thinking.

NATURAL RESOURCES OBJECTIVES

1. Increase acres of conserved critical natural resources in Belfast.
2. Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.
3. Use appropriate regulatory tools for the protection of natural resources.
4. Increase resilience by managing flood-prone low-lying areas using the latest inundation modeling tools.
5. Identify and safeguard areas of prime farmland or land capable of supporting commercial forestry.
6. Protect, maintain, and improve marine habitat and water quality, particularly through the upgrade of existing public sewer and wastewater systems.
7. Recognize the importance of water-dependent land uses and determine the appropriate balance with other complementary land uses.
8. Maintain and improve harbor management facilities.
9. Decrease ecosystem vulnerabilities through sustainable forestry, farmland, and open space management.
10. Protect, maintain, and where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.
11. Protect current and potential drinking water sources.
12. Protect significant surface water resources from pollution.
13. Protect water resources in growth areas while promoting future growth and development in those areas.
14. Improve the capacity of existing infrastructure to capture stormwater on site in order to protect natural resources, particularly Belfast Harbor.

NATURAL RESOURCES STRATEGIES

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-1	Continue existing conservation partnerships and build new partnerships as opportunities arise.	City Staff, Committees, State Agencies, Non-profits	Ongoing	
NAT-2	Support efforts to identify and prioritize land for protection and participate in public private partnership efforts as appropriate.	Planning and Codes, Coastal Mountains Land Trust, Belfast Bay Watershed Coalition	Ongoing	Yes
NAT-3	Re-examine existing stormwater regulations to ensure new and replacement stormwater systems have the capacity to manage increased stormwater flows in an environmentally sensitive manner.	Planning and Codes, Belfast Water District, Public Works	Medium-Term (3-5 years)	
NAT-4	Continue to ensure local ordinances include stormwater runoff performance standards consistent with Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 MRS §420-D and 06-096 CMR 500 and 502); Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds; Maine Pollution Discharge Elimination System Stormwater Program (MPDES).	Planning and Codes, Belfast Water District	Ongoing	Yes
NAT-5	Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties, and require their implementation by contractors, owners, and community officials and employees.	Planning and Codes, Planning Board	Ongoing	Yes
NAT-6	Implement recommendations from the Belfast Harbor Management Plan.	Planning and Codes, Planning Board, Harbor Master, Public Works, City Manager, City Council	Medium-Term (3-5 years)	
NAT-7	Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Parks and Recreation Department, Harbor Committee, Harbor Master	Short-Term (1-3 years)	Yes
NAT-8	Assess and refine pier and dock regulations to minimize the potential negative impacts of a proliferation of these structures in ecologically sensitive areas, or in areas where navigation might be impeded.	Planning and Codes, Harbor Master, Public Works	Medium-Term (3-5 years)	
NAT-9	Ensure Best Management Practices during construction, including earthmoving, to reduce non-point source runoff pollution.	Planning and Codes	Ongoing	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-10	Consider requirements for on-site capture of stormwater runoff such as Low Impact Development (LID) standards, which are practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.	Planning and Codes	Medium-Term (3-5 years)	Yes
NAT-11	Continue to monitor for possible groundwater pollution, particularly at sites where there are oil storage tanks located near public and private water supplies.	Planning and Codes, Belfast Water District	Ongoing	
NAT-12	Identify faulty septic systems and any local, regional, or state incentive programs that may help cover the costs of replacements.	Planning and Codes, Belfast Water District	Ongoing	
NAT-13	Support the Watershed and Aquifer Protection District by discouraging new development in the district and continuing close monitoring of water quality.	Planning and Codes, Belfast Water District	Ongoing	
NAT-14	Work with the Belfast Water District to examine the need to enact revised public wellhead and aquifer recharge areas protection mechanisms, as necessary. Continue to implement the land acquisition strategy for the Water District and priority list of parcels to acquire for continued water quality protection.	Planning and Codes, Belfast Water District	Short-Term (1-3 years)	Yes
NAT-15	Educate business owners and homeowners on the proper storage and disposal of subsurface waste, solid waste, fertilizers, herbicides, and related chemicals, including recycling at the redemption center/transfer station. Continue using signage along watershed boundaries and pavement markings at storm drains for passive education about how surface runoff impacts Belfast Bay water quality.	Belfast Water District	Ongoing	
NAT-16	Collaborate with local residents and businesses, neighboring communities, the Department of Environmental Protection, and the Department of Marine Resources to develop an action plan that protects fishery habitats and creates strategies to further identify and eliminate point and non-point sources of water pollution. This includes working with marine businesses and industries to participate in clean marina / boatyard programs.	Planning and Codes, Belfast Water District, Harbor Master, Public Works	Medium-Term (3-5 years)	Yes
NAT-17	Consider state funding programs such as the Working Waterfront Access Protection Program, which assists commercial fisheries, co-ops, the municipal governments, and other interested parties in securing strategically significant working waterfront properties to protect vital resources that support commercial fishing at working waterfronts.	Planning and Codes, Economic Development Department, Harbor Master, City Manager	Short-Term (1-3 years)	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-18	Support policies that promote community gardening, cooperative small-scale agricultural and edible landscapes.	City Staff and Committees / Boards	Ongoing	
NAT-19	Work with partners to identify locations suitable for community gardens, small-scale agriculture, or local forestry uses.	Planning and Codes, Planning Board, Economic Development, Maine Farmland Trust, Maine Department of Agriculture, Cooperative Extension Service	Ongoing	
NAT-20	Encourage land use policies that support an integrated and multi-purpose approach to land use, where appropriate, such as allowing grazing around solar arrays.	Planning and Codes, Planning Board	Medium-Term (3-5 years)	
NAT-21	Collaborate with Maine Farmland Trust to support efforts to keep land in agricultural production.	Planning and Codes, Planning Board, Economic Development, Maine Farmland Trust, Maine Department of Agriculture, Cooperative Extension Service	Ongoing	
NAT-22	Explore what a “working waterfront” means in Belfast, and continue to invest in projects that support this vision of a Belfast working waterfront.	Planning and Codes, Planning Board, City Council, Harbor Master	Short-Term (1-3 years)	
NAT-23	Consider a variety of tools to protect the working landscape economy (working farmland, forested areas, and other natural resources), such as a working landscape protection plan, tax abatement programs, agricultural zoning and buffers, transfer-of-development rights programs, easements, and protection of prime soils. Encourage owners of productive farm and forest land to enroll in the current use taxation programs. Provide information about the current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	Planning and Codes, Economic Development, Maine Farmland Trust, Maine Department of Agriculture, Cooperative Extension Service	Short-Term (1-3 years)	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-24	Promote agricultural practices that retain and increase moisture and organic content in soils.	Planning and Codes, Planning Board, Economic Development, Maine Farmland Trust, Maine Department of Agriculture, Cooperative Extension Service	Ongoing	
NAT-25	Encourage the use of carbon sequestration techniques, crediting programs, and access to voluntary carbon markets for farm and woodland property owners.	Planning and Codes, Planning Board, Economic Development, Maine Farmland Trust, Maine Department of Agriculture, Cooperative Extension Service	Ongoing	
NAT-26	Improve Belfast’s “urban forest” by monitoring the condition of street trees, maintaining them properly, and replanting when necessary. Explore creation of a Belfast urban forest management strategy.	Public Works, Planning and Codes	Medium-Term (3-5 years)	
NAT-27	Include land conservation for agriculture and commercial forestry operations in local or regional economic development plans.	Planning and Codes, Economic Development Department, Cooperative Extension	Medium-Term (3-5 years)	
NAT-28	Continue to enhance and promote the “Emerald Necklace” and recreational trails network in Belfast as a means of encouraging outdoor oriented tourism.	Belfast Bay Watershed Coalition, Parks and Recreation Department, Ped/Bike/Hike Committee, Our Town Belfast, Chamber of Commerce	Ongoing	
NAT-29	Limit non-residential development in areas identified by the State of Maine as critical rural and natural resources areas to natural resource-based businesses and services, nature tourism / outdoor recreation businesses, farmers’ markets, and home occupations. See Future Land Use Plan.	Planning and Codes, Planning Board, City Council	Ongoing	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-30	Develop a strategic design plan that addresses sea-level rise in the inner harbor.	Harbor Committee, Climate Crisis Committee, Harbor Master	Short-Term (1-3 years)	
NAT-31	Periodically review and assess state regulations regarding development in areas vulnerable to sea-level rise and how they compare to Belfast land use and development regulations.	Planning and Codes, Planning Board, Harbor Master, Harbor Committee, Climate Crisis Committee	Medium-Term (3-5 years)	
NAT-32	Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	Planning and Codes, Belfast Bay Watershed Coalition	Long-Term (5+ years)	Yes
NAT-33	Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	Belfast Bay Watershed Coalition	Ongoing	Yes
NAT-34	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Belfast Bay Watershed Coalition	Ongoing	Yes
NAT-35	Provide educational materials at appropriate locations regarding aquatic invasive species.	Belfast Bay Watershed Coalition	Ongoing	Yes
NAT-36	Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning and Codes	Ongoing	Yes
NAT-37	Designate critical natural resources at Critical Resource Areas in the Future Land Use Plan.	Comprehensive Planning Committee, Planning and Codes	Ongoing	Yes
NAT-38	Through local land use ordinances, required subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning and Codes, Planning Board	Medium-Term (3-5 years)	Yes
NAT-39	Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent State "Beginning with Habitat" (BwH) program maps and information regarding critical natural resources.	Planning and Codes, Planning Board	Medium-Term (3-5 years)	Yes
NAT-40	Initiate and/or participate in inter-local and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Planning and Codes, Planning Board, City Council	Ongoing	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-41	Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land use to provide access to or support the conduct of commercial fishing activities.	Planning and Codes, Harbor Committee, Harbor Master	Ongoing	Yes
NAT-42	Continue to provide sufficient fundings and staffing of the Harbor Master position and staff a Harbor Committee	City Manager, City Council	Ongoing	Yes
NAT-43	Continue to work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	Planning and Codes, Public Works, Parks and Recreation, Harbor Committee	Ongoing	Yes
NAT-44	Encourage agricultural practices and tree plantings that provide maximum habitat for songbirds and pollinators; encourage permaculture practices and maximize biodiversity in order to adapt to climate-induced invasives.	Planning and Codes, Non-Profit Community, Belfast Garden Club	Ongoing	
NAT-45	Use selected trees and shrubs to strategically provide shade/cooling and protect against high winds, especially inside the by-pass.	Public Works, Planning and Codes	Ongoing	
NAT-46	Develop incentives that increase stewardship and reduce loss of farmland, woodlands and wetlands.	Planning and Codes, Belfast Bay Watershed Coalition	Short-Term (1-3 years)	
NAT-47	Encourage the use of carbon sequestration techniques, crediting programs, and access to voluntary carbon markets for farm and woodland property owners.	Climate Crisis Committee	Medium-Term (3-5 years)	
NAT-48	Work with state, regional, and local partners to identify habitat areas for species of special concern and develop tools and partnerships for protection of those areas.	Maine Department of Environmental Protection, Maine Department of Inland Fisheries and Wildlife, Coastal Mountains Land Trust	Medium-Term (3-5 years)	

CLIMATE SOLUTIONS

Belfast is a healthy, safe, and beautiful coastal city with a strong sense of community created by many diverse small businesses in the retail, light industrial, service and hospitality sectors, along with many recreational, arts and cultural attractions. Sustaining these qualities is critical to the future of Belfast and requires anticipating and adapting to changes posed by the climate crisis, such as long-term shifts in temperature and weather patterns, and the ensuing effects of these shifts.

In June 2019, Governor Janet Mills signed LD 1679 into law, with strong support from the Maine Legislature, to create the Maine Climate Council. In December 2020, the Maine Climate Council published *Maine Won't Wait*, a four-year Climate Action Plan that outlines goals and strategies to combat climate change in Maine.

Maine Won't Wait identifies four major goals:

- Reduce Maine's Greenhouse Gas Emissions,
- Avoid the Impacts and Costs of Inaction,
- Foster Economic Opportunity and Prosperity, and
- Advance Equity through Maine's Climate Response.

While *Maine Won't Wait* is not regulatory, the Belfast Comprehensive Plan recognizes the importance of this topic. This Climate Solutions chapter pulls together the key findings related to climate solutions from the Inventory chapters in the plan and compiles the related goals, objectives, and strategies from the Policy Guide chapters of the Belfast Comprehensive Plan.

KEY FINDINGS

- **As a coastal community, Belfast is vulnerable to risks posed by sea level rise.**
- **An increase in the frequency and intensity of storms may cause strong storm surges and flooding along Belfast coastal areas, and overwhelm stormwater management infrastructure.** City stormwater management facilities are in good condition, though changes in the number, duration, and intensity of major rainfall events in the past 10 years has or is expected to cause problems with the capacity of current city facilities.
- **Rising temperatures and increased severe weather may impact public health, disrupt ecosystems dynamics, and increase pest populations, such as ticks and brown-tailed moths.**
- **Sustainable transportation and energy trends may become more prominent in the city, from electric vehicle charging stations to the use of sustainable electricity sources.** According to the U.S. Environmental Protection Agency, the transportation sector is one of the largest contributors to Greenhouse Gas (GHG) emissions, and the Belfast GHG Inventory indicates that Belfast's three largest emitters are transportation and residential and

commercial energy use.

- **Future land use planning in the city has encouraged higher-density housing and non-residential development to occur in areas close to existing public and private services so that residents can choose to walk rather than drive or drive shorter distances.** The City of Belfast values all levels of mobility and continues to promote planning efforts that increase walkability, cycling, and shorter automobile trips in the city. There are numerous opportunities to create a safer, more accessible built environment for pedestrians and cyclists.
- **There are historic structures and properties in Belfast that are vulnerable to threats posed by climate change and this must be factored into resilience planning efforts.** Climate change along with unpredictable and extreme weather events can significantly damage historic structures and cultural resources. In Belfast there are older homes and sites that are at risk from sea level rise coupled with flooding from extreme storms, from extreme wind, and other extreme weather events. The city should take advantage of federal and state resources that assist with planning for the protection and repair of historic structures and cultural resources that are damaged by climate change.
- **Belfast’s harbor and harbor facilities are facing the impacts of climate change.** Both sea-level rise and flooding from extreme storm events are an increasing concern for the Belfast harbor and harbor facilities.

CLIMATE SOLUTIONS GOALS

1. A meaningful reduction in greenhouse gas emissions.
2. Land use planning and policies that factor in food security, climate change, and resilience thinking.
3. Resilient and sustainable city infrastructure that provides a foundation for economic and community vitality.
4. A transportation system that promotes public health, supports economic health and vitality, protects natural and cultural resources, addresses the climate crisis, and improves overall livability while minimizing increases in vehicle miles traveled.
5. Proactive steps to address climate crisis through integration of state, regional, and local climate priorities into municipal decision-making.

CLIMATE SOLUTIONS OBJECTIVES

1. Infrastructure that can withstand flooding associated with sea-level rise, storm surge, and an increase in precipitation.
2. Increase number of electric vehicles charging stations.
3. Decrease direct fossil fuel use (e.g., propane, heating oil, gasoline) and increase use of sustainable electricity in ways that reduce overall emissions and energy costs.
4. Reduce vehicle miles traveled for Belfast residents.
5. Increase resilience by managing flood-prone low-lying areas using the latest inundation modeling tools.
6. Decrease ecosystem vulnerabilities through sustainable forestry, farmland, and open space management.

7. Increase bike and pedestrian connections to publicly-accessible trails, open spaces, and trailheads.

CLIMATE SOLUTIONS STRATEGIES

The Climate Solutions strategies in the table below are the strategies already outlined in the other policy guide topic areas above, with the exception of the first strategy, which is unique to the Climate Solutions topic.

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
CLIM-1	Develop a “Climate Action Plan” to establish guidance for reducing emissions, including: goals and targets for managing sea-level rise; reducing dependence on fossil fuels; resilience planning strategies, such as exploring best practices for shoreline protection measures; improving city capacity for Geographic Information Systems (GIS) mapping in order to identify areas of Belfast and public infrastructure that are at risk due to issues associated with changing climate.	Climate Crisis Committee, City Staff, City Council	Short-Term (1-3 years)	
REC-8	Work collaboratively with stakeholder groups to pursue opportunities to protect significant open spaces and recreational land.	Friends of Belfast Parks, Belfast Bay Watershed Coalition, Coastal Mountains Land Trust, Belfast Parks and Recreation Department, Ped Bike Hike Committee	Short-Term (1-3 years)	Yes
MOB-25	Collaborate with Waldo Community Action Partners (WCAP), local large employers, and private bus companies to expand local and inter-city transit to the extent feasible.	City staff (Planning, Economic Development, Public Works), City committees, non-profits.	Ongoing	
MOB-26	Utilize building and zoning codes to encourage electric vehicles and human-powered transport.	Planning Staff, Planning Board	Ongoing	
MOB-27	Support the use of electric vehicles by increasing public charging facilities, including one or more multi-charger fields, and considering buildings codes that incentivize private EV charging facilities where multi-unit buildings and commercial structures are built.	Economic Development	Medium-Term (3-5 years)	
MOB-1	Coordinate with the Planning and Public Works Department to create a Belfast pedestrian and cycling plan that inventories existing pedestrian and cycling infrastructures and identify locations for improved and new sidewalks, crosswalks, bike lanes, bike parking in order to improve safe and convenient walking and cycling, as well as access to parks, trails, open spaces, and recreational areas.	Pedestrian, Biking, Hiking Committee, Planning Staff, Public Works	Short-Term (1-3 years)	Yes

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
MOB-3	Work with major employers to create ride sharing incentives. Explore options for a “Park and Ride” service that may help alleviate commuter traffic and provide more options for people commuting in and out of Belfast.	Planning Staff, Economic Development Department, Public Works, Chamber of Commerce, Our Town Belfast	Medium-Term (3-5 years)	
HOU-8	Develop local programs to encourage weatherization and insulation of existing buildings and new construction, and to encourage installation of heat pumps or other green heating/cooling methods that maximize energy efficiency. Cooperate with the City Energy Committee in weatherizing city buildings and continuing to increase use of green energy for city operations. Educate residents about Efficiency Maine programs that support insulation improvements.	Planning and Codes, Economic Development, City Energy Committee	Medium Term (3-5 years)	
HIS-10	Create an action plan for climate impacts on historic and cultural resources, such as resources in high flood-risk areas. Refer to the Maine Historic Preservation Commission’s Guidelines on Flood Adaptation for Rehabilitating Historic Buildings.	Historical Society, Our Town Belfast, Economic Development Department, Climate Crisis Committee	Short-Term (1-3 years)	
PUB-11	Continue to invest in solar and renewable energy sources for the City of Belfast.	City Manager, City Council	Ongoing	
PUB-3	Survey and inventory the current Belfast stormwater management system; determine MEDOT/City jurisdictions; develop a comprehensive design for upgrade.	City Engineer, City Council	Short-Term (1-3 years)	
PUB-22	Continue to partner with the Waldo County Emergency Management Agency to provide emergency shelters in times of extreme heat or cold.	City staff, County Emergency Management	Ongoing	
NAT-30	Develop a strategic design plan that addresses sea-level rise in the inner harbor.	Harbor Committee, Climate Crisis Committee, Harbor Master	Short-Term (1-3 years)	
NAT-31	Periodically review and assess state regulations regarding development in areas vulnerable to sea-level rise and how they compare to Belfast land use and development regulations.	Planning and Codes, Planning Board, Harbor Master, Harbor Committee, Climate Crisis Committee	Medium-Term (3-5 years)	
NAT-44	Encourage agricultural practices and tree plantings that provide maximum habitat for songbirds and pollinators; encourage permaculture practices and maximize biodiversity in order to adapt to climate-induced invasives.	Planning and Codes, Non-Profit Community, Belfast Garden Club	Short-Term (1-3 years)	

ID	Strategy	Suggested Responsibility	Time Frame	State Required?
NAT-45	Use selected trees and shrubs to strategically provide shade/cooling and protect against high winds, especially inside the by-pass.	Public Works, Planning and Codes	Ongoing	
NAT-46	Develop incentives that increase stewardship and reduce loss of farmland, woodlands and wetlands.	Planning and Codes, Belfast Bay Watershed Coalition	Short-Term (1-3 years)	
NAT-24	Promote agricultural practices that retain and increase moisture and organic content in soils.	Planning and Codes, Planning Board, Economic Development, Maine Farmland Trust, Maine Department of Agriculture, Cooperative Extension Service	Ongoing	
NAT-47	Encourage the use of carbon sequestration techniques, crediting programs, and access to voluntary carbon markets for farm and woodland property owners.	Climate Crisis Committee	Medium-Term (3-5 years)	
FLU-18	Establish goals for future land conservation and protection of existing open space.	City staff (Planning, Economic Development, Public Works, City Manager), City Council	Medium-Term (3-5 years)	
FLU-6	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas as identified below in this Future Land Use Plan.	City Manager, City Council	Ongoing	Yes
FLU-14	Consider requirements for Low-Impact Design (LID) on-site or “sponge” retention concepts in development projects to support climate, public infrastructure, and overall stormwater management goals and objectives.	Planning Staff, Planning Board, City Council	Medium-Term (3-5 years)	

PART 3: INVENTORY CHAPTERS

EXISTING LAND USE

POPULATION & DEMOGRAPHICS

ECONOMY

HOUSING

CRITICAL NATURAL RESOURCES

WATER RESOURCES

AGRICULTURAL & FOREST RESOURCES

MARINE RESOURCES

HISTORIC & ARCHEOLOGICAL RESOURCES

RECREATION & OPEN SPACE

MOBILITY & TRANSPORTATION

PUBLIC FACILITIES & SERVICES

FISCAL CAPACITY

CLIMATE SOLUTIONS

EXISTING LAND USE

Originally home to Penobscot Native Americans, Belfast became an established post for trading between English settlers and Native Americans in the late 1700s. Scotch-Irish families began settling the area in the late 1700s and early 1800s and a shipbuilding and maritime economy developed and thrived through the 1800s. As those industries declined, factories and food-processing plants sprung up along the waterfront. Route 1 was later rerouted around downtown Belfast; and instead of draining the downtown area of economic activity and life, it allowed downtown Belfast to flourish and retain its historic character.

Today, Belfast is small but dynamic waterfront city with a strong sense of character. Belfast employs a number of land use regulations that govern the form, pattern, and use of land in the city. This chapter outlines the existing land use cover, notes the character and pattern of recent development, describes existing key neighborhoods and corridors, and provides an overview of city land use regulations.

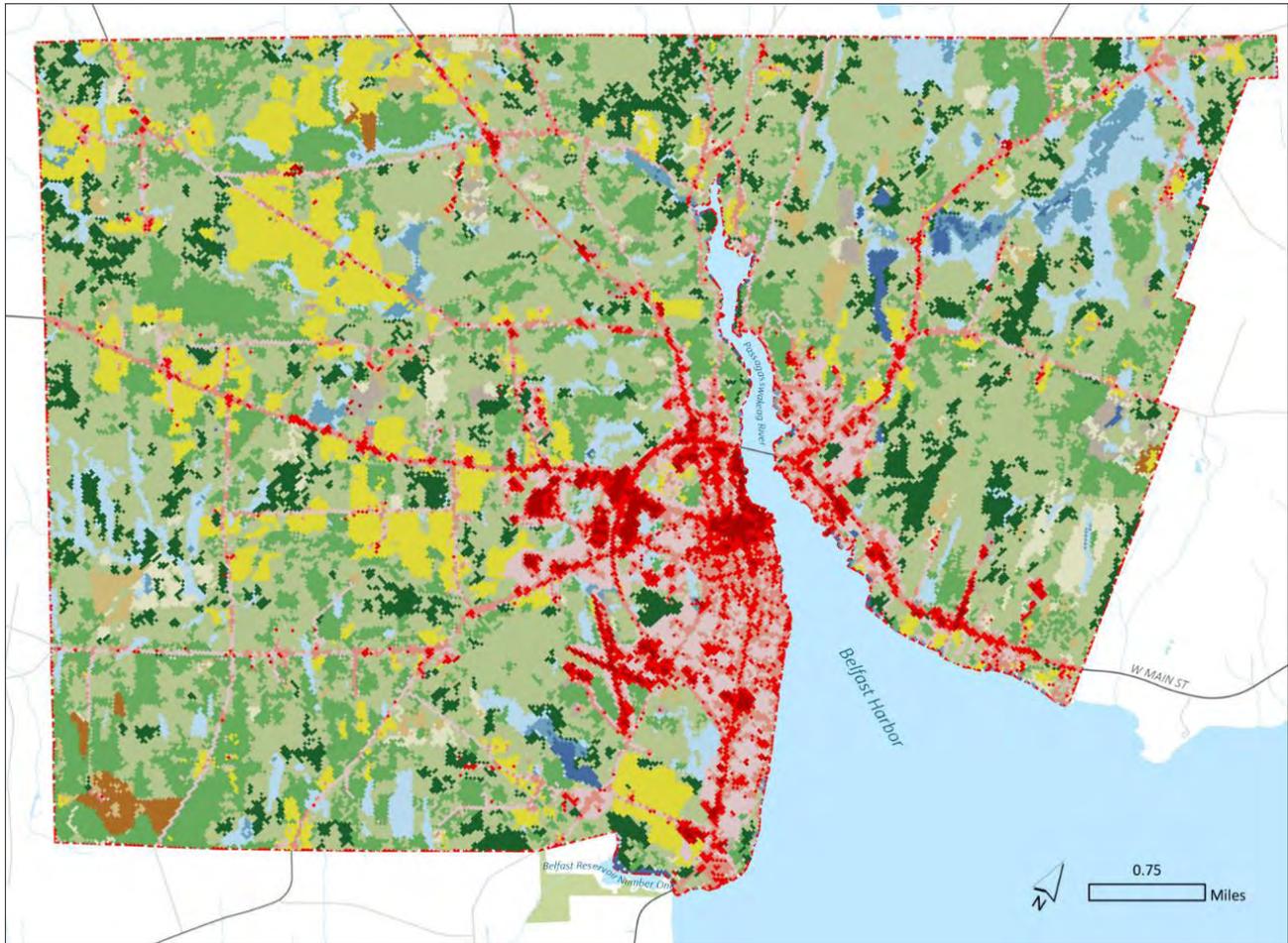
LAND USE PATTERNS

Belfast is the County seat of Waldo County and plays an important role as a retail and service center in the northern end of MidCoast Maine. The city is situated at the mouth of the Passagassawakeag River, where the river meets the Belfast Bay, and has a thriving and active waterfront. The waterfront is surrounded by a walkable downtown core, with residential neighborhoods fanning out from the downtown area. The Maine Route 1 by-pass road is both colloquially and physically a defining physical feature for Belfast, creating a transition between the historic downtown waterfront section of the city and the lower-density and auto-dependent retail, residential, and eventually rural areas of Belfast. The outer rural areas of Belfast are a mixture of working farms, rural homesteads, and significant areas of natural habitat and open space. Belfast has several highly scenic agricultural and forested areas along the routes leading into town.

According to land cover classifications by the National Land Cover Database:

- **Approximately 25% of the city is categorized as developed land.** Developed land in Belfast includes the downtown areas around the harbor, residential neighborhoods, commercial, industrial, institutional land uses, and some land developed for agricultural purposes.
- **Approximately 74% of the city is categorized as undeveloped land.** Undeveloped land includes undeveloped areas within developed neighborhoods, natural areas such as wetlands and riparian habitats, deer wintering areas, shrub and scrub zones, forested areas, and various forest types. The majority of the undeveloped land is outside the by-pass area and away from the downtown core.
- **The remaining 1% is categorized as open water.** Open water in the city of Belfast includes Lower Mason Pond and Upper Mason Pond, the Belfast Reservoirs, and several smaller unnamed ponds.





City of Belfast, Maine Land Cover Map, National Land Cover Dataset

- | | |
|-----------------------------|------------------------------|
| Open Water | Evergreen Forest |
| Developed, Open Space | Mixed Forest |
| Developed, Low Intensity | Shrub / Scrub |
| Developed, Medium Intensity | Herbaceous |
| Developed, High Intensity | Hay / Pasture |
| Barren Land | Woody Wetlands |
| Deciduous Forest | Emergent Herbaceous Wetlands |

RECENT DEVELOPMENT

There have been a few subdivisions over the past 10 years, but, by and large, development in Belfast is occurring lot by lot through exempt divisions of land, on existing undeveloped lots, and via redevelopment. The recent development is generally consistent with the community’s vision. Given recent updates to the zoning ordinance undertaken in the last several years, the city has spent a large amount of time and energy reflecting on existing and future land use and ensuring that new development is in line with these regulations.

PRIMARY DISTRICTS, CORRIDORS, AND NEIGHBORHOODS

- **Waterfront.** The Belfast waterfront is a busy hub of marine related and non-marine related uses, including several marinas, waterfront restaurants, boat dealers, the Front Street Shipyard, and the Harbor Walk multi-use path that connects to the Armistice Bridge. There are several significant areas of parkland along the waterfront that serve as community gathering spaces for events.
- **Downtown.** Downtown Belfast is anchored by Main Street and the cross streets of Church Street and High Street. Downtown Belfast is a walkable mixed-use commercial residential area with a number of historic buildings, restaurants, shops, county and city office buildings, and other services such as the post office, banks, the Belfast Co-op and the laundromat.
- **“Inside the By-Pass”.** The Route 1 by-pass creates a physical edge between the outer commercial and rural parts of Belfast and the historic commercial and residential downtown. The area referred to as “inside the by-pass” has the greatest mix of residential and commercial land use. Inside the by-pass has a walkable village character, with older homes and historic residential streets. Captain Albert W Stevens Elementary School, Belfast Area High School, the Waldo County General Hospital, Belfast City Park are all located inside the by-pass.
- **Waldo Avenue / North of Main Street.** The Waldo Avenue neighborhood is located just north of Main Street / Belmont Avenue on either side of Waldo Ave and in between the river and Route 1. This area of Belfast is a mixture of institutional and community uses like Belfast Area High School, Waldo Community Action Partners, Waterfall Arts, and Grove Cemetery, as well as in-town medium density residential uses. This neighborhood is generally walkable to downtown, with many opportunities for sidewalk expansions.
- **Route 3 Corridor.** The Route 3 Corridor stretches from the by-pass road out past the southwest edge the Belfast city limits and serves as one gateway for the west side of town. Closer in to the by-pass, Route 3 is primarily auto-dependent commercial development. Major retailers include Hannaford, Walgreens, and Reny’s. Further out from the by-pass, Route 3 is a low-density rural residential and agricultural corridor, with several small businesses mixed in.
- **Route 1 South Corridor.** The Route 1 South Corridor of Belfast is located just outside the junction of the Route 1 by-pass and Northport Avenue and acts as the southern gateway into Belfast. This area is characterized by a mixture of lower-density residential and commercial development with residential roads extending off to the waterfront and Perkins Road extending west towards the airport and Belfast reservoirs. This area includes and a large, planned land-based salmon farm.

- **Swan Lake Avenue Corridor.** The Swan Lake Avenue Corridor is a primarily lower-density residential corridor connecting Swanville and the northeast side of Belfast. This corridor has limited commercial and pockets of medium-density residential where they are several mobile home parks. The Belfast Water District owns several properties for aquifer protection.
- **Searsport Avenue Corridor.** The Searsport Avenue Corridor is the eastern gateway into the City of Belfast. This area is primarily lower-density commercial on the north side of Searsport Avenue and a mixture of lower-density residential and commercial on the south side of Searsport Avenue. Given the many views of the Bay from Searsport Avenue, there a mixture hotels, inns, and motels along Searsport Avenue, and a campground. This east side of Belfast also includes several historic public access points to the water or rangeways.

REGULATIONS AND OVERSIGHT

The City of Belfast includes a Planning and Codes department that employs four staff overseeing a variety of tasks pertaining to municipal planning and code enforcement. In addition, the city maintains a number of other committees that participate in planning and land use-related activities and provide guidance to the City Council:

- **Planning Board:** Seven-member board oversees planning and development cases.
- **Climate Crisis Committee:** Advocates for increased education, engagement, data collection, and solutions to address current and future impacts of climate change in Belfast.
- **Airport Advisory Committee:** Advises the Belfast City Council, the City Manager, and the Airport Manager with respect to Belfast Municipal Airport-related management and development matters.
- **Comprehensive Planning Committee:** Manages the development and implementation of state-mandated long-range comprehensive plans for land use and growth management.
- **Harbor Advisory Committee:** Reviews projects and issues related to management and development of the Belfast Harbor and provides guidance to City Council and other committees on harbor-related issues.
- **Cemetery Trustees Committee:** Determines and implements strategies that protect, promote and preserve the beauty, dignity, historical and cultural values of seven cemeteries and Grove Chapel to serve users now and into the future.
- **In-Town Design Review Board:** Reviews applications for certain types of permits in particular districts to determine if proposed construction activity is compatible with the character and form in those districts.
- **Belfast Water District:** Owns and manages land for the protection of drinking water sources for the City of Belfast.
- **Housing and Property Development Committee:** Formed in May of 2023; will focus on addressing housing needs in the City of Belfast.
- **Pedestrian, Biking, and Hiking Committee:** Advocates for multi-modal transportation improvements; collaborates with city government and other committees.
- **Parks and Recreation Commission:** Works closely with the Director of Parks and Recreation and other recreation organizations to establish, maintain, and improve city parks and green spaces, and provide recommendations for budgeting and policy to the City Council.
- **Zoning Board of Appeals:** Reviews deciding administrative appeals, granting or denying variances, or interpreting ordinance provisions.
- **Broadband Committee:** Researches broadband availability to identify deficiencies in coverage and/or speeds; informs residents; provides guidance to the Belfast City Council regarding investment in broadband infrastructure.
- **Rail-Trail Committee:** Coordinates management and operations of Passy Rail-Trail.

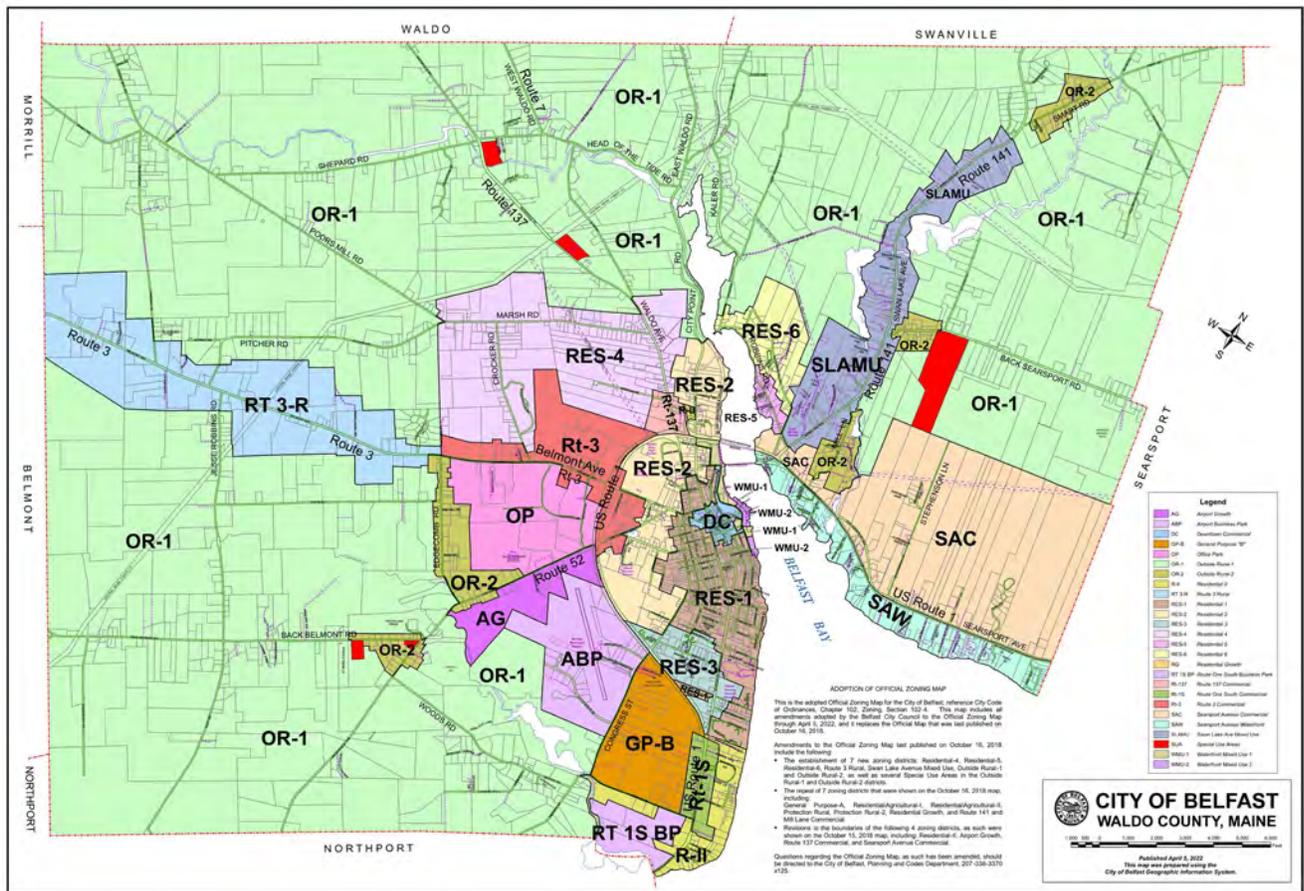
CITY OF BELFAST ORDINANCES

The city has recently undergone a number of zoning and land use regulation revisions and updates in order to create a zoning ordinance that reflects the community vision stated in previous comprehensive planning efforts. In addition, these changes are part of an overall effort to improve the efficiency and clarity of the land use regulation and development process. The city has a number of land use regulations that govern the form, pattern, and use of land. The following table lists ordinances regulating land use in the City of Belfast.

REGULATION	CHAPTER AND SECTION
Buildings and Building Regulations	§74-1 – §74-133
Comprehensive Plan	§76-1
Floods	§78-1-- §78-95
In-Town Design Review	§80-1 – §80-52
Shoreland Zoning (see below)	§82-1 – §82-451
Signs	§86-1 – §86-190
Site Plans	§90-1 – §90-132
Subdivisions	§94-1
Technical Standards	§98-1 – §98-252
Zoning (see below)	§102-1 – §102-1457

CITY OF BELFAST ZONING CODE

The City of Belfast currently has 25 zones in the land use and zoning ordinance. The zoning code has undergone a number of revisions and updates in the past several years in order to simplify the code, bring certain areas of the zoning code in line with existing land uses, and create more flexibility. The map below shows the latest zoning in the City of Belfast and the individual zones are listed in the table on the next page.



Belfast Zones in the Zoning Code. Source: Chapter 102, City of Belfast Zoning Code	
Zone	Description
Airport Growth (AG)	The purpose of the Airport Growth District is to accommodate a potential future need for appropriate commercial growth adjacent to the airport.
Airport Business Park (ABP)	The purpose of the Airport Business Park District is to accommodate airport use along with manufacturing, industrial, and professional service uses.
Downtown Commercial (DC)	The purpose of the Downtown Commercial District is to accommodate a mixture of businesses and higher-density housing in the downtown areas.
General Purpose "B" (GP-B)	The purpose of the General Purpose B District is to accommodate a variety of general uses such as residential, agriculture, recreation, governmental, some commercial, and essential services.
Office Park (OP)	The purpose of the Office Park District is to allow a mixture of office, commercial, light industrial, and residential use mixed uses.
Outside Rural-1 (OR-1)	The purpose of the Outside Rural-1 is to accommodate a variety of lower-density uses including residential, commercial agricultural, recreational, storage, and some manufacturing uses in the city's outer rural areas with larger parcels.
Outside Rural-2 (OR-2)	The purpose of Outside Rural-2 is to act as a transition from higher-density districts to the Outside Rural District 1 and to accommodate a mix of uses including residential, commercial agricultural along with other uses that have smaller parcels and medium-density.
Residential II (R-II)	The purpose of the Residential II District is to accommodate primarily residential uses along with supporting uses and services with a possibility for increased density if on public sewer and water.
Route 3 Rural (RT 3-R)	The purpose of the Route 3-Rural District is to maintain a lower-density commercial and residential corridor along Route 3 as a transition between rural areas and more developed sections of Belfast, allowing for storage, agricultural, and some manufacturing uses.
Residential 1 (Res-1)	The purpose of the Residential 1 District is to accommodate primarily residential uses with higher-density allowances inside the bypass.
Residential 2 (Res-2)	The purpose of the Residential 2 District is to accommodate primarily residential and institutional uses with higher-density allowances inside the bypass than outside the bypass.
Residential 3 (Res-3)	The purpose of the Residential 3 District is to accommodate mixed uses that includes primarily residential uses along with some light-industrial and institutional uses, with higher-density allowances inside the bypass than outside the bypass.
Residential 4 (Res-4)	The purpose of the Residential 4 District is to accommodate low to medium-density residential and limited commercial uses outside of the bypass in an area that is appropriate for additional growth.
Residential 5 (Res-5)	The purpose of the Residential 5 District is to allow for lower-density residential uses.
Residential 6 (Res-6)	The purpose of the Residential 6 District is to allow limited types of residential uses, such as single family and two-family residential dwellings, small-scale institutional or commercial uses, and maintain the existing low-density character.
Route One South Business Park (RT 1S BP)	The purpose of the Route One South Business Park District is to allow for commercial and light industrial uses along the southern portion of Route 1.

Belfast Zones in the Zoning Code. Source: Chapter 102, City of Belfast Zoning Code	
Zone	Description
Route 137 Commercial	The purpose of the Residential/Agricultural I District is to accommodate a mix of residential, agricultural, a limited number of commercial uses while operating in a way that allows more density and smaller lots.
Route One South Business Park (Rt-1S)	The purpose of the Route One South Commercial District is to accommodate commercial and light industrial land uses along the southern portion of Route One.
Route 3 Commercial (RT-3)	The purpose of the Route 3 Commercial District is to accommodate larger commercial and retail uses, and some residential, along Route 3, close to the Route 1 bypass.
Searsport Avenue Commercial (SAC)	The purpose of the Searsport Avenue Commercial District is to accommodate primarily commercial and some residential uses along the north side of Searsport Avenue.
Searsport Avenue Waterfront (SAW)	The purpose of the Searsport Avenue Waterfront District is to accommodate a mix of smaller-scale commercial and residential uses and to maintain a lower-density character while also protecting that waterfront.
Swan Lake Ave Mixed Use (SLAMU)	The purpose of the Swan Lake Ave Mixed Use District is to accommodate a mix of commercial, residential, and small-retail uses along Route 141 while allowing more density and smaller lots than the surrounding rural districts.
Special Use Areas	The purpose of the Special Use Areas District is to accommodate existing land uses that were previously non-conforming.
Waterfront Mixed Use 1	The purpose of the Waterfront Mixed Use 1 District is to accommodate a mix of uses along the waterfront within the downtown area.
Waterfront Mixed Use 2	The purpose of the Waterfront Mixed Use 2 District is to accommodate a mix of uses along the waterfront while allowing more residential development and density than WMU-1.

SHORELAND PROTECTION

Shoreland/Waterfront Zoning: Belfast has adopted Shoreland Zoning provisions (Chapter 82 of the Belfast Code), which are intended to provide protection to shorefront areas, within a 250-foot area from the normal high-water line of all tidal waters, identified freshwater wetlands that are 10 acres or more, the upland edge of freshwater wetlands, salt marshes, salt meadows, wetlands associated with great ponds, rivers and specified flood hazard areas. An area of 75 feet from the normal high-water line is set for other water bodies including tributary streams. These shoreland zones include Resource Protection, Limited Residential, Urban Residential, General Development, Stream Protection, Stream Development, Manufactured Housing Community, and Waterfront Development. Beyond shoreland zoning, an Aquifer-Watershed Overlay District has been established to protect areas with aquifers that are used for public drinking water supplies by limiting development. See the ordinance provisions for more information on these standards and permitted uses.

POPULATION & DEMOGRAPHICS

An important goal of a municipal comprehensive plan is to relate the demographics of a community to its economy, development, and environment. Most of the chapters and the recommendations of this plan are dependent upon or strongly influenced by the size and composition of the City of Belfast’s current and forecasted population, both year-round and seasonal.

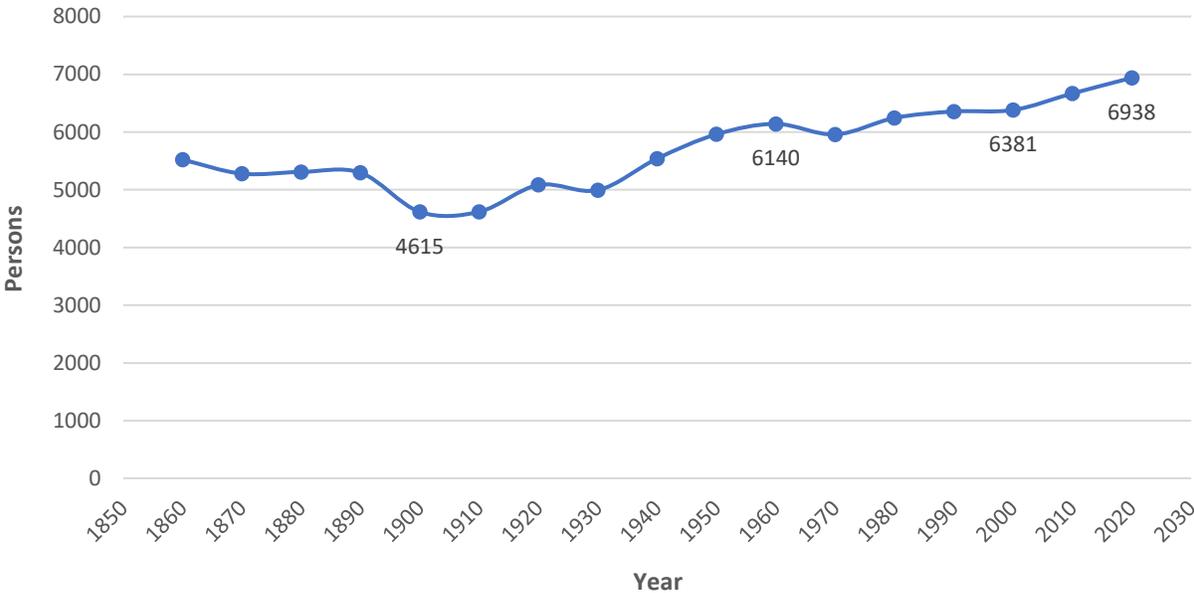
POPULATION TRENDS AND PROJECTIONS

Belfast’s population growth has remained relatively consistent over the past 70 years (since 1950), with population ranging between 6,000 and 7,000. There have been periods of no growth and decline during the late 1800s, early 1900s, 1930s and 1960s. More recently, Belfast has experienced modest growth. In 2000, 6,381 people lived in Belfast, and according to the Decennial Census, by 2020 the population was reported at 6,938; a modest increase over twenty years. Since 1960, Belfast’s growth rate has been outpaced by Waldo County, echoing trends of many regions, where outlying areas attract more new residents than do their service center communities.

Since 1960, the population of Waldo County and the State of Maine has been steadily increasing. It is anticipated that by 2038, both populations should start to stabilize. By 2038, the State Economist Office forecasts that Waldo County will have 44,120 persons and the State’s population will total 1,371,607, both increases from current population levels.

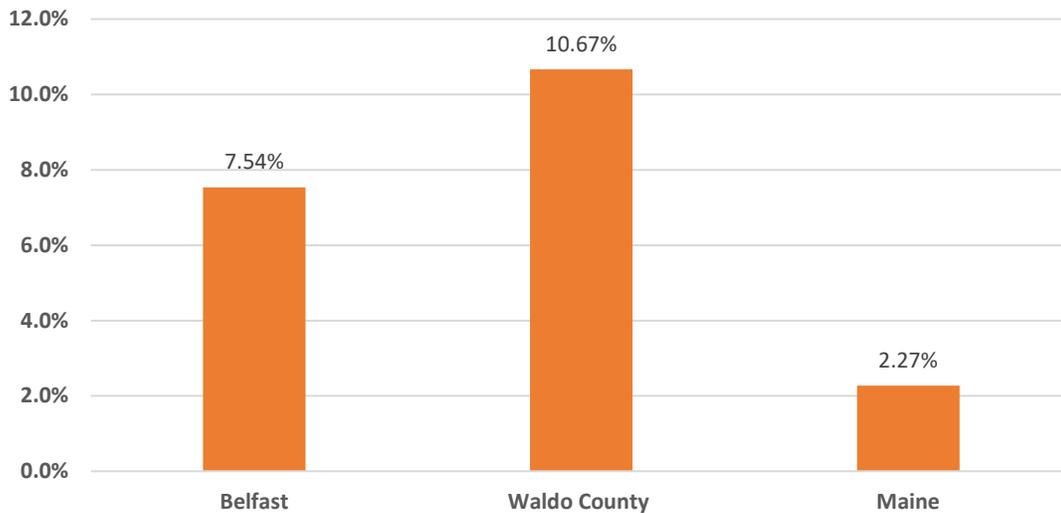
Belfast Population Change 1860-2020

Source: Maine State Economist and U.S. Census



Percent Change in Population (2018-2038)

Source: Maine State Economist



Since 1990, Belfast’s population has been gradually increasing. According to the State Economist Office, by 2038 Belfast’s population is projected to increase to 7,220. The total amount of births between 2011 and 2020 totaled 552, while deaths totaled 997. Natural change (births minus deaths) accounted for a net decrease of 445 persons. Population gains from 2011-2020 are the result of people moving into Belfast.

Changes in land use within Belfast, including new year-round residential development, will determine the actual population growth or decline in the city. The implications of changing population demographics include new demands for municipal services to support the aging population, workforce challenges, and funding. See the Public Facilities Chapter for more discussion and recommendations.

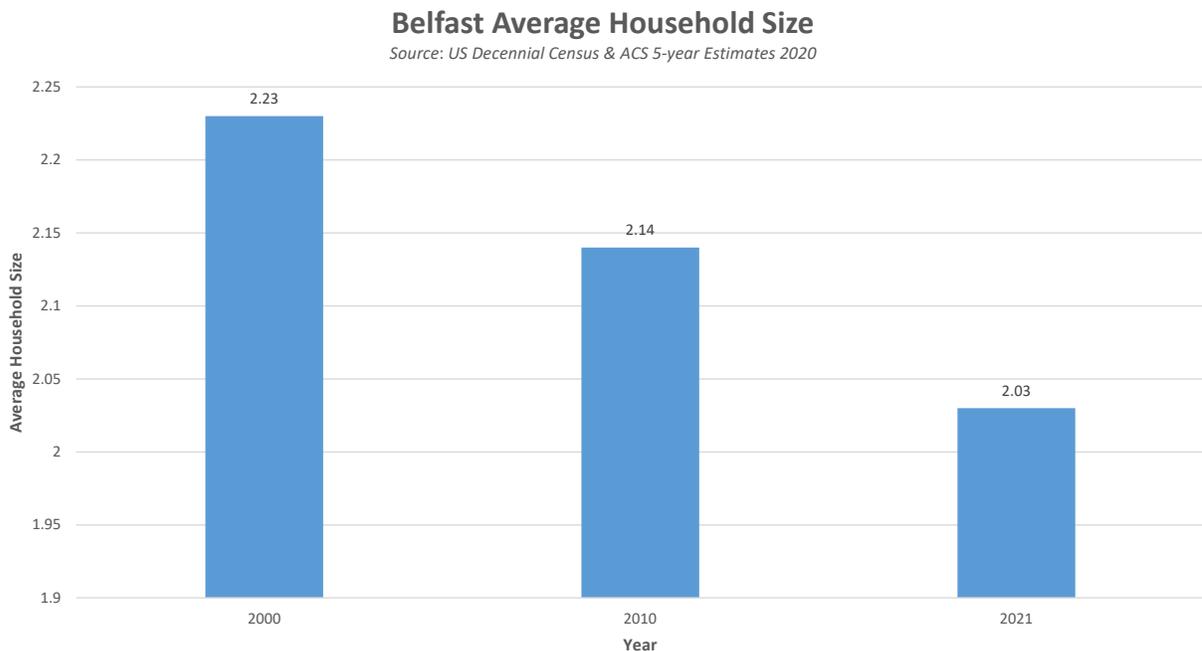
If recent trends continue, the need for housing for the elderly, from independent living to assisted living facilities, will increase. The private sector has developed senior housing to meet the needs of more affluent retirees; the 2004 expansion of the Tall Pines facility is an example of such. A 32-unit elderly housing project was constructed in 2002 by Volunteers of America, and in 2012, the 24-unit Goose River Elderly Housing project on Swan Lake. As of 2020, 49 new affordable housing units will be constructed in Belfast on Wight St. after Governor Janet Mills released a \$15 million senior housing bond (Bangor Daily News, 2020). The city will continue to pursue subsidized housing for low and moderate-income people. See the Housing Chapter for more information on housing trends and needs.

SEASONAL POPULATION TRENDS

As a scenic, coastal community with a lively and historic downtown and an active waterfront, Belfast experiences significant increases in seasonal populations and has hotels, motels and inns offering accommodations. Relative to some neighboring coastal communities, Belfast has a modest number of seasonal residences. According to the American Community Survey, in 2021 Belfast had 298 housing units used seasonally, recreationally, or occasionally. It is anticipated that this figure will increase in future years as Belfast has experienced an increase in commercial and seasonal visitor activity in the past several years. Also, new industrial/service developments such as the Front Street Shipyard may result in an increase in the number of seasonal residents. See the Housing Chapter for more information.

Belfast, like other communities, cannot predict how the tourist profile may change over the next ten years with any accuracy. That said, the number of seasonal events in Belfast has grown dramatically over the past several years, as has the creative economy, which is perhaps best illustrated by the growth of Waterfall Arts, the Friday Night Artwalks, and the establishment of the Belfast Creative Coalition with the assistance of a Maine Arts Commission Grant. These developments, when coupled with our waterfront location, vibrant downtown, location on Route 1, and proximity to significant population centers in Maine all appear to be fueling an increase in short-term (1 day) and longer-term visitation by tourists. A very important component is the number of visitors from other Maine communities who like to visit Belfast.

Based mostly on anecdotal comment, it appears that quite a few residents of Belfast became interested in settling here after first visiting the community as a tourist. These residents are generally older individuals and families whose children have started families of their own. Empty nesters make up the largest group of new residents and may continue to comprise a large portion of our tourism market.



In addition to accommodations, many restaurants and retail stores see much of their sales activity occur during the expanding tourist season and these businesses comprise a large portion of our local economy. Public services and finance and health care services, however, are the city's largest employment sectors. Belfast is truly a destination, and the viability of this community depends upon maintaining and enhancing our offerings to seasonal visitors, while at the same time seeking to ensure that our traditional way of life and economy are not impinged or overrun; as has occurred in some of Maine's larger resort communities. See the Economy Chapter for more information, discussion, and recommendations.

Based upon 298 seasonal/recreational housing units reported by the American Community Survey for 2021, and estimating non-resident household size at 2.03 persons, about 438 persons may stay in seasonal housing in Belfast. Assuming household size stays consistent, combined with the year-round population forecast of 7,220 people, in 2038 Belfast may total 7,658 persons in season for extended stays. That figure is likely to increase with the expansion of these facilities and with new facilities, some of which involve the conversions of the larger historic single-family homes to inns.

AGE CHARACTERISTICS

The proportion of school-aged children (5-17) has declined over the past two decades. The number of young adults (18-44) has also declined from 1990-2010. The number of middle-aged persons (45-64) has increased from 1990-2010, but has declined as of 2021. The number of retiree-aged persons (65+) has significantly increased since 2010. Most of the growth seen in Belfast is the result of in-migration of new residents rather than through natural increase (births to residents).

Age Cohort	1990	2000	2010	2021
0-19	1,703	1,488	1,447	1,143
20-44	2,131	1,870	1,721	1,512
45-64	1,341	1,744	2,038	1,780
65+	1,180	1,279	1,462	2,455

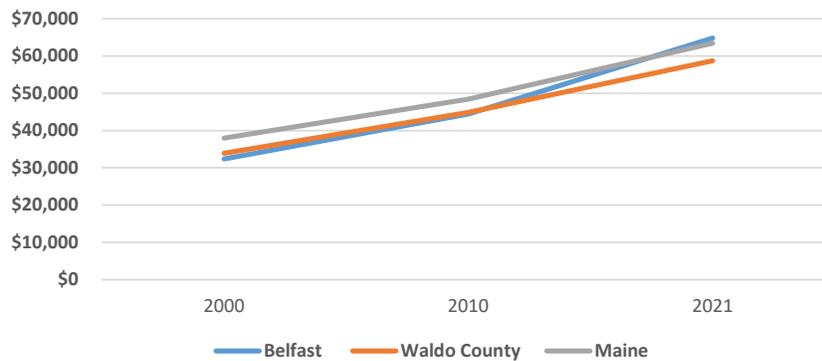
Source: Decennial Census, ACS 5-year Estimate 2021

INCOME CHARACTERISTICS

The median household income in Belfast in 2000 was \$32,400. From 2000 to 2021, the median household income in Belfast steadily increased to roughly \$64,784. The median household income in Waldo County also steadily increased from 2000 to 2021.

Median Household Income

Source: *MaineHousing*



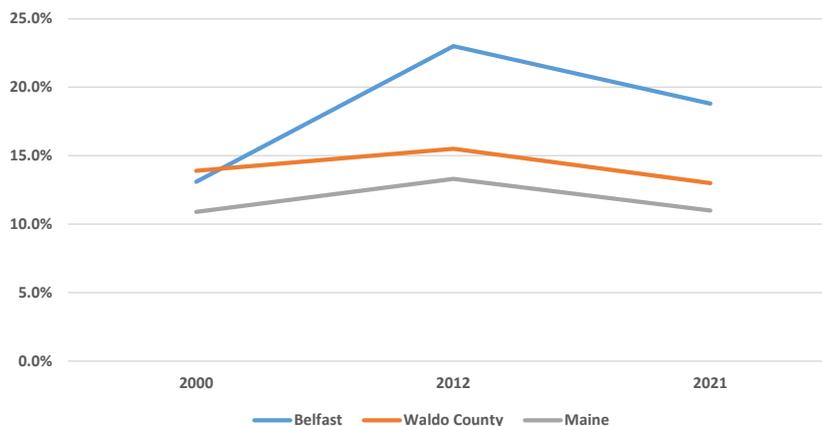
In Belfast, from 2000 to 2012 the percent of population below the poverty line increased by about 76%, but then declined by around 18% between 2012 and 2021. There was also a slight increase in poverty levels in both Waldo County and Maine, but after 2012, the poverty levels have been steadily declining.

Poverty Percent	2000	2012	2021
Belfast	13.1%	23.0%	18.8%
Waldo County	13.9%	15.5%	13.0%
Maine	10.9%	13.3%	11.0%

Source: *Decennial Census, ACS 5-year Estimate 2021*

Percent of Individuals Below Poverty Level

Source: *US Decennial Census 2000, ACS 5-year Estimates 2012 & 2021*

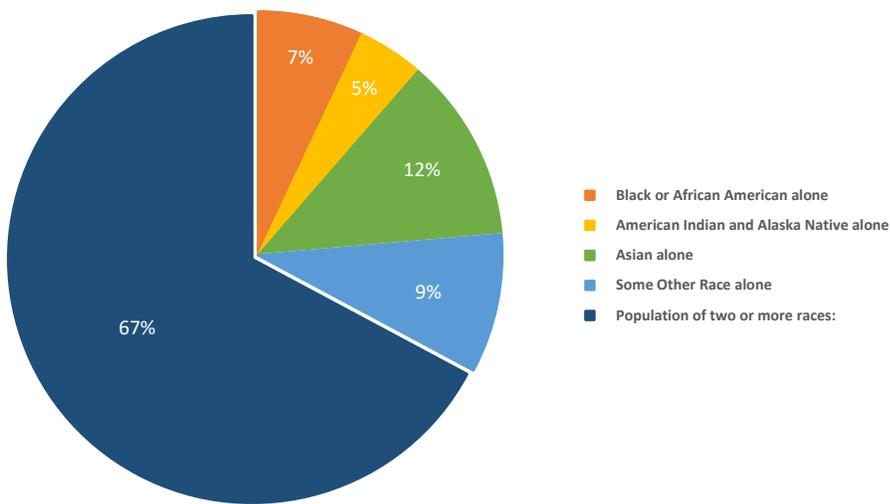


RACE, ETHNICITY, AND GENDER

Belfast’s population is diversifying. From 2000-2020 the percentage of white population has declined by over 4%. In 2020 there was also an increase in people who identify as Hispanic and other non-white races. In 1990 only 1.1% of the population of Belfast was non-white, while in 2020, 6% of the population was non-white. According to the 2020 Decennial Census, 1.3% of Belfast’s population identifies as Hispanic or Latino.

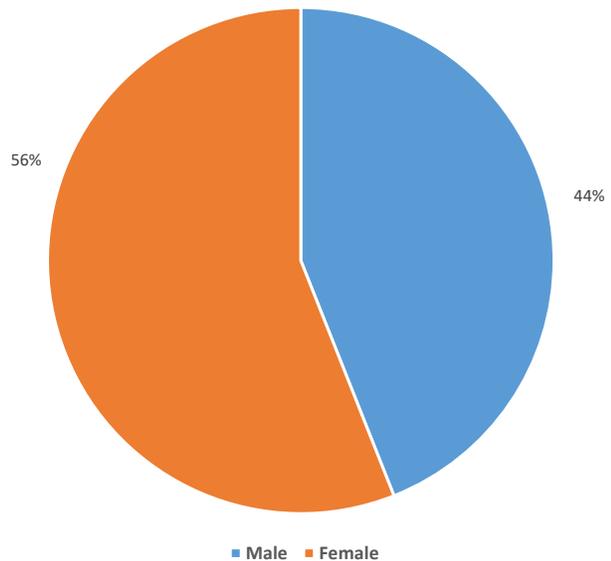
Percentage Breakdown of Non-White Population

Source: Decennial Census 2020



Percentage of Males and Females

Source: ACS 5-year Estimates 2021



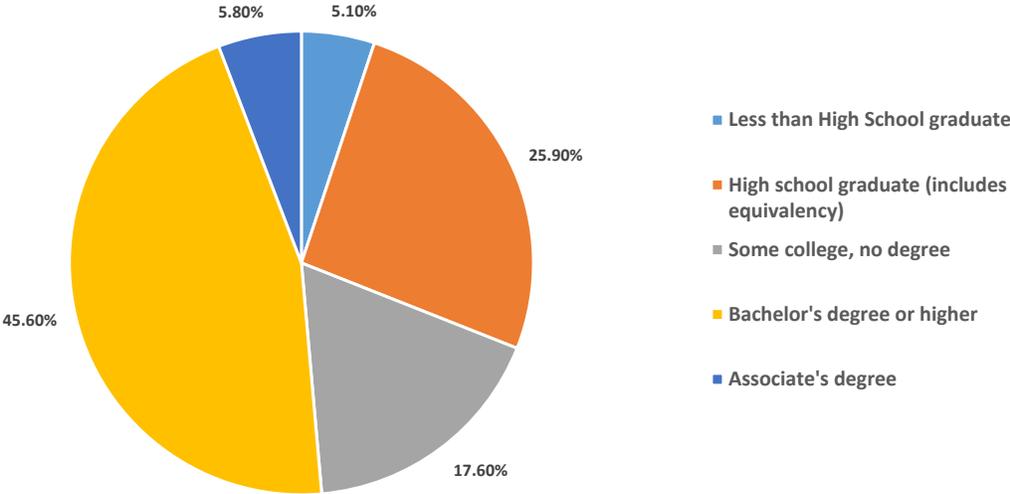
EDUCATIONAL ATTAINMENT

Compared with the rest of the State of Maine and Waldo County, Belfast has a slightly lower percentage of high school graduates, but a higher percentage of college graduates. As of 2021, around 17.6% of Belfast residents have had at least some college education and over half graduated from high school.

Although education comprises the largest single category of municipal expenditure, education is a function of the school system, and is not under the control of the municipal government. See the Public Facilities Chapter for recommendations on education. See the Fiscal Capacity Chapter for a discussion on municipal revenues and expenditures, the local tax burden, and recommendations.

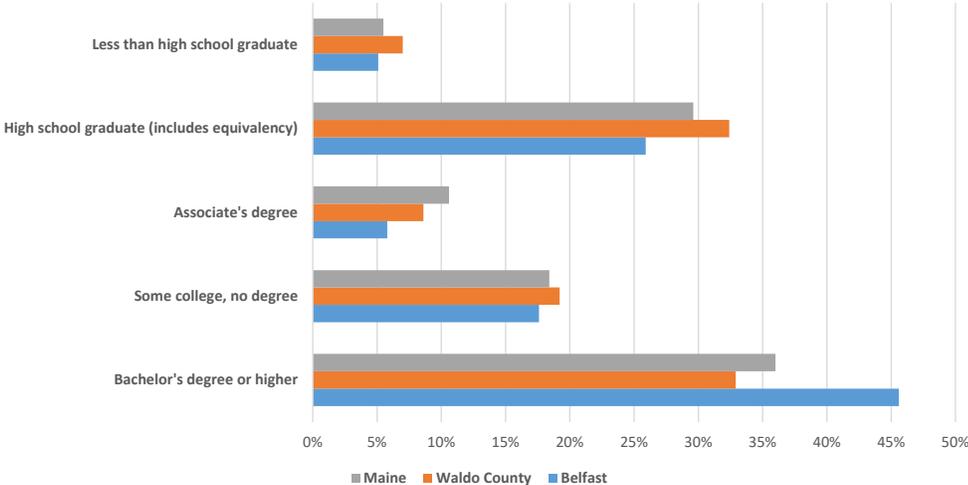
Belfast Educational Attainment 2021

Source: ACS 5-year Estimates 2021



Educational Attainment Comparison

Source: American Community Survey 5-year Estimates 2021



ECONOMY

This chapter identifies and analyzes the local and regional economy, including employment sectors, businesses, employment rates, and retail sales. The goal of this chapter is to develop policies that expand the city's tax base, improve job opportunities for residents needing employment, and encourage overall economic well-being.

Belfast is the principal service center community for the labor market area and for Waldo County. Most of the region's jobs are located in Belfast. Accordingly, commute times for Belfast residents are noticeably lower than for the county as a whole. The American Community Survey estimated in 2021 over 50% of the city's labor force worked in management, professional, and related occupations. Together, the sales and office occupations and the service occupations make up over fourth of the labor market. The third largest category, service occupations, employed 18.2% of the population.

MAJOR EMPLOYERS

In 2021, athenahealth remained the largest employer in Belfast with between 800-900 employees. Bank of America and Waldo County Healthcare, Inc. are the second largest employers in the city, with between 700-800 employees each. Waldo County Healthcare, Inc., which operates Waldo County General Hospital, has remained a larger employer over the years and has invested in new office buildings and renovations. Medical and related occupations have remained strong, and are likely to increase with the aging of the city's population.

Several major new employers have decided to locate to Belfast in the last decade. These include: OnProcess Technology, a technology optimization business which now employees around 150-250 persons and the Front Street Shipyard, a boat repair, boat retrofit, boat storage and boat building business which purchased and redeveloped the former Stinson Seafoods site in 2011. Front Street Shipyard now employees between 50-150 persons. These new enterprises and several long-standing significant employers; Ducktrap River of Maine (100-249 employees), Mathews Brothers Company (100-249 employees), and government services such as RSU 71, the city, and the County of Waldo; provide a strong, year-round major employer base for the community and region.

Belfast has been and remains the largest service center community in Waldo County. Historically, residents of surrounding communities have chosen to work and shop in Belfast. That trend continues. The market for goods and services offered in Belfast extends well beyond the city's borders and its population. Belfast's economy has weathered the rise and fall of several once significant sectors, from maritime activities, fishing, shipbuilding, to food processing, and most recently financial services. Tourism including most prominently accommodations, retail stores, and to a lesser but growing extent, artisan crafts and fine arts, has had a steadily increasing importance to the local and regional economy. With the aging of Belfast's long-time and new residents, the provision of medical and social services continues to grow as well.

Overall, there are more jobs available in Belfast than there are persons over 18 years of age who are in the workforce; Belfast is a net importer of jobs. Most employers located outside of Belfast but within the Belfast labor market area operate businesses that employ less than 100 persons.

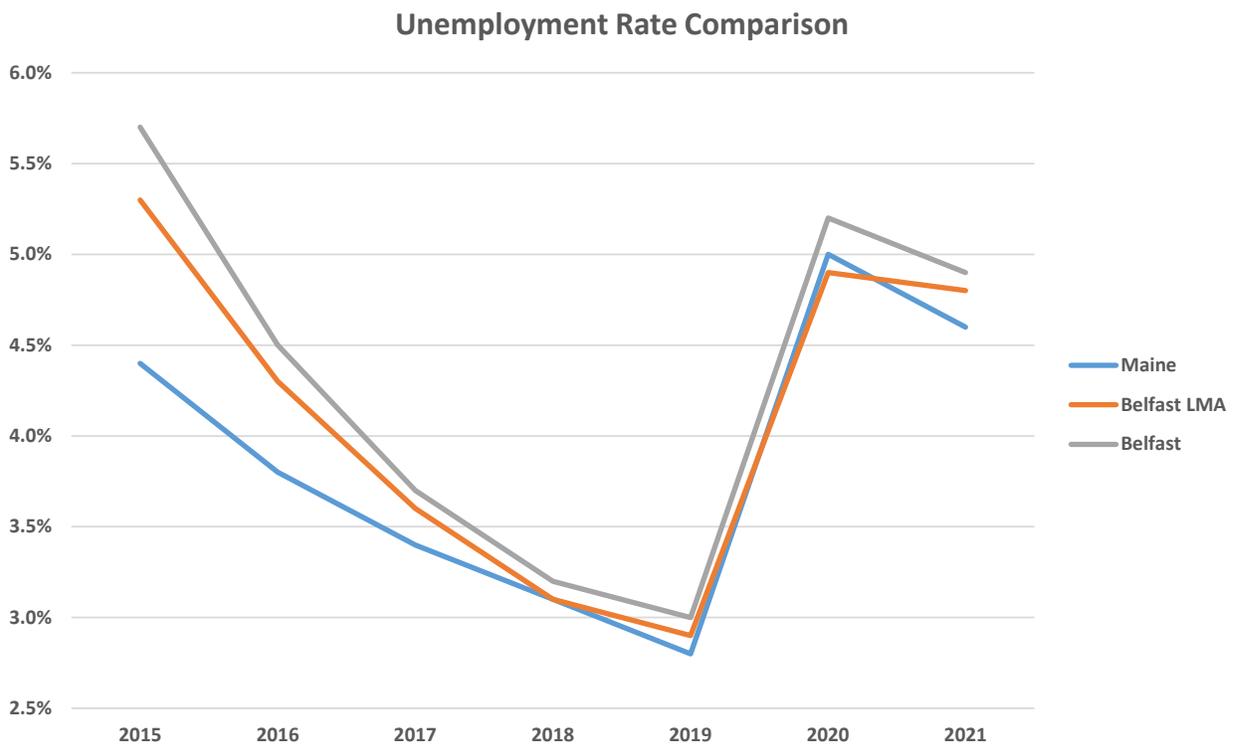
Belfast Labor Market Area Major Employers with 50+ Employees Each

(Sorted by Size, then by Name)

Company/Organization Name	Partial Address	Municipality	Sector	Employees
athenahealth	Hatley Rd	Belfast	Health Services	800-900
Bank of America	Schoodic Dr	Belfast	Finance	700-800
Waldo County Healthcare, Inc.	Northport Ave	Belfast	Hospital	700-800
Pride Manufacturing Co LLC	10 N Main St	Burnham	Furniture-Manufacturers	250-499
RSU #71	173 Lincolnville Ave	Belfast	Schools	200-300
OnProcess Technology	Schoodic Dr	Belfast	Technology	150-250
City of Belfast	Church Street	Belfast	Municipal	150-250
Hannaford Supermarket & Pharmacy	Lincolnville Ave	Belfast	Grocery	100-249
Mathews Brothers Co.	Footbridge Rd	Belfast	Millwork	100-249
Ducktrap River of Maine	Little River Dr	Belfast	Seafood-wholesale	100-249
Genesis Health Care, LLC	2 Footbridge Rd	Belfast	Health Services	100-249
Hamilton Marine	US 1	Searsport	Marine equipment-supplies	100-249
Hidden Valley Camp	161 Hidden Valley Rd	Montville	Camps	100-249
Harbor Hill Ctr	Footbridge Road	Belfast	Nursing care	100-249
Robbins Lumber, Inc.	NA	Searsmont	Lumber	100-249
Unity College	Ghent Rd	Unity	Education	100-249
Belfast Co-op	High St	Belfast	Grocery	50-150
Front Street Shipyard	Front Street	Belfast	Boat Repair & Bldg	50-150
Tall Pines	Martin Ln	Belfast	Assisted Living	50-99
Fair Haven Camps	81 W Fairhaven Ln	Brooks	Campgrounds	50-99
GAC Chemical Corp	Mack Point	Searsport	Chemicals-industrial	50-99
Irving Oil	Station Ave	Searsport	Oils-petroleum	50-99
Lane Construction Corp	190 Swan Lake Rd	Belfast	General Contractors	50-99
Renys Department Store	Belfast Plz	Belfast	Retail	50-99
Sweetser	Sweetser Dr	Swanville	Social services	50-99
Viking Lumber, Inc.	Searsport Ave	Belfast	Construction	50-99
Sequel Care of Maine	321 W Main St	Searsport	Counseling Services	50-99
Tarratine Golf Club	241 Golf Club Rd	Islesboro	Golf Courses	50-99
Xact Telesolutions	4 Clifford Cmns	Unity	Telephone Companies	50-99

UNEMPLOYMENT

Belfast experienced decreasing levels of unemployment between 2010 and 2019. Overall, the size of the labor force in the Belfast Labor Market Area (LMA) has declined by 416 workers in the past 6 years from 2015 – 2021 though the number of people employed in 2021 increased by 168 from the previous year. Between 2016 and 2021, the unemployment rate in the Belfast LMA averages slightly higher than the State. Increases in unemployment due to the COVID-19 pandemic are seen throughout the state and country during 2020 and 2021.



Source: Maine Department of Labor

Note: Belfast LMA includes the municipalities of Belfast, Belmont, Brooks, Freedom, Islesboro, Jackson, Knox, Liberty, Monroe, Montville, Morrill, Northport, Searsport, Searsport, Stockton Springs, Swanville, Thorndike, Unity, and Waldo.

The Belfast economy experienced a tremendous loss in 2005 when MBNA sold its operations to Bank of America. MBNA, more than any other employer, helped pull Belfast out of the economic malaise it suffered in the late 1980's when several major processing plants closed in Belfast. From 1995 to 2005 MBNA quickly grew into employing nearly 2400 persons in Belfast, the largest of MBNA's operations in Maine. Fortunately, Bank of America remains a strong employer (about 700-800 employees). In late 2007 athenahealth purchased the former phase I MBNA campus and now employs about 800-900 people with similar skills to the former MBNA employees. This provided employment opportunities for some who lost positions when MBNA left. MBNA, Bank of America, and athenahealth have resulted in a significant increase in the amount of professional office and service employment sectors in Belfast.

Belfast has a diverse economy and its many employers offer employment opportunities for persons who are highly skilled to positions which require lesser skills. On the whole, employment opportunities in Belfast, like most areas of the State and country are requiring more specialized skills and greater educational training. See the Housing Chapter for more information, including a discussion on business, industrial and residential property values.

ECONOMIC DEVELOPMENT PRIORITIES

The city seeks to maintain and enhance a diversified economic base, with expanding job opportunities in various sectors, with emphasis on employing local residents, graduates of local schools, and attracting new working-aged residents to the city and region. Diversity in employment opportunities could protect the city from downturns in specific sectors, as seen in the past with food processing and more recently with finance. Likewise, the city believes that residents should have access to a wide range of retail stores and services. Accordingly, the city has and will continue to seek to attract new businesses that can serve resident needs.

Despite setbacks associated with the recession that began in 2007 – 2008, the city is greatly encouraged by the development of several new significant employers in the past 10+ years; OnProcess Technology, athenahealth, and Front Street Shipyard. In addition, since 2014, 53 new businesses have opened in the downtown area; including restaurants, retail establishments, and several offices and service businesses. While most of these businesses have only several employees, collectively, they represent a major addition to the workforce. Continuing, Belfast's Creative Economy, the importance of which was highlighted in the 2006 Creating Vibrancy Report, is growing, which is consistent with the city's goal to encourage entrepreneurial development and the health of the downtown area.

DOWNTOWN BELFAST

Belfast's traditional downtown, which is located adjacent to its working waterfront, has experienced significant additional business development in recent years. Few buildings, the upper floors as well as the lower floors, remain unoccupied. Upper floor development includes both residential apartments and professional office and service businesses. The amount of pedestrian and vehicular traffic has increased, and many believe that Belfast is experiencing a parking problem in the downtown--- too much demand for too few spaces.

Growth in the downtown and the community's perception of the downtown and waterfront area has been spurred by the Front Street Shipyard's redevelopment of the former Stinson Seafoods property; a development which has had a transformative impact on the working waterfront and which has attracted additional business to the downtown. In addition, the community's decision to establish Our Town Belfast (Main Street program) has provided an invaluable resource to help organize downtown merchants and encourage additional events in Belfast. Further, the Belfast Creative Coalition, Waterfall Arts and the Friday Night Art Walks have provided support to the art community, encouraged more visitor traffic and generated excitement. Several of the larger new employers in the city, such as athenahealth and Front Street Shipyard, have cited the services and character of the downtown as one of the key reasons they chose to come to Belfast.

Belfast's downtown features many historic structures that are 100+ years old; most of which contribute greatly to the downtown's character. Downtown property owners and business owners have frequently had to adapt to shifting economic realities, such as in the 1960's when the Route 1 by-pass was constructed, and again in the 1980's when many of the manufacturing plants in the downtown permanently closed. At present, the downtown features a mix of traditional stores, such as a hardware store and a shoe store, as well as specialty shops, service businesses, a growing number and variety of eating establishments, and residential units (upper floors) for persons who want to live in the downtown. Downtown Belfast is a vibrant center for the city and the region.

NATURAL RESOURCE INDUSTRIES

Less than 2% of Belfast's residents currently work in farming, fishing, and forestry occupations. It remains important, nevertheless, that the city and region's environment be protected in order to allow a continuation of fishing and other marine based activities. Likewise, opportunities for forestry activities, as a way to augment the income of residents, must be done in a manner that sustains the forestry resources for future generations. Improper timber harvesting can negatively impact existing and prospective residents, through increased pollution runoff, degradation of groundwater drinking supplies and soil erosion. The city and area also appear to be experiencing a growing interest in agricultural operations, mostly small and/or specialized farms. Chase's Daily, a former downtown restaurant, was an example of a business which used its agricultural fields in Freedom, Maine for the menu and goods that they sold in downtown Belfast. See the Natural Resources Chapter for more information. Crucially, the tourism-based economy could be threatened by degradation of our environment.

TOURISM

Tourism is an important part of our economy. Although less prominent than seen in communities to our south like Camden, tourism is a sector with promise for growth. Most believe that the amount of tourism in the community has grown significantly in the past decade, and that the community is poised to experience additional growth in the next 5 years and beyond. The city has worked with and funded the Chamber of Commerce and Our Town Belfast to enhance tourist-based businesses. Annual events and festivals are held to attract tourists and promote the creative economy, and the number of local events is growing. The development of the Front Street Shipyard, the collective efforts to focus on the Arts, and city's efforts to improve its downtown infrastructure, such as the reconstruction of the Armistice Bridge in 2006 and construction of the Belfast Harbor Walk in 2013, all contribute to the health of the tourism market. Continuing, Belfast is one of the top 10 ports in Maine for the number of cruise ship visitors per year, and we are experiencing an

increasing amount of bicycle related tourism. Belfast has worked hard to establish a good environment for both residents and tourists and the community's efforts appear to be yielding results. Several tourism enhancing strategies are included in this plan.

HOME OCCUPATIONS

Home occupations are allowed in all residential districts; in recognition of the value such businesses have in our local and regional economy. The adopted Future Land Use Plan proposes revisions to current standards governing home occupations in rural areas, with the intent of creating more opportunities for home-based businesses. Working from home for one's self or telecommuting to save transportation costs, is becoming increasingly popular. In 2021, about 9.7% of Belfast's resident labor force worked at home. Residents are more likely to remain in our community if the city affords them the opportunity to earn a better living through their own ingenuity. At the same time, city land use code provisions seek to protect the residential character of neighborhoods, by limiting those activities that could cause a nuisance or threaten the environment, and so would be better located in industrial and commercial districts.

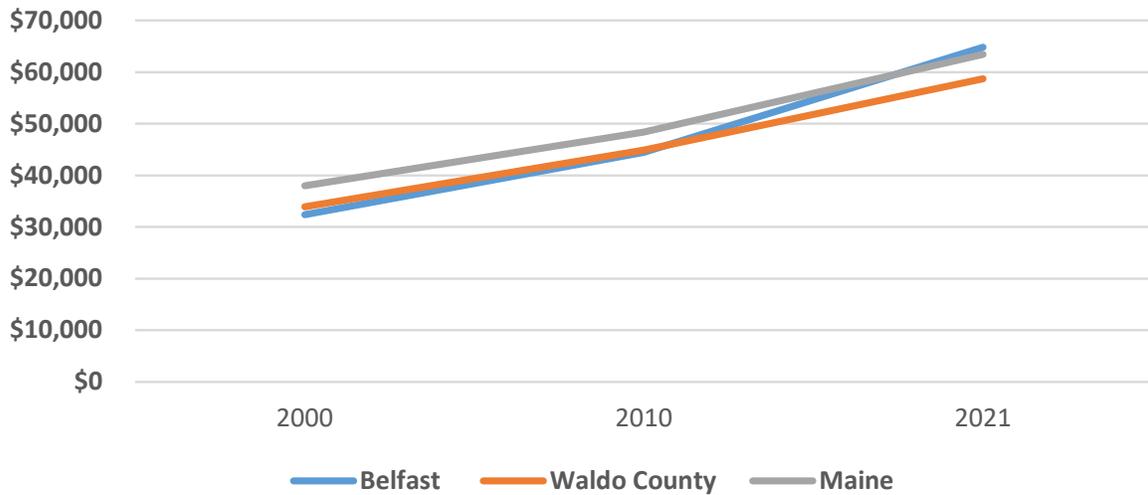
PUBLIC FACILITIES

Public and private provision of sewer and water are described in the Public Facilities Chapter and are mapped. Opportunities for businesses to connect to these and other infrastructure like broadband (DSL, T1, wireless, and cable) and three-phase power are available in the commercial and industrial districts accessing Routes 1 and 3. Outside of these areas, broadband service is limited and can affect opportunities for business activity and home occupations that require internet connectivity. The city's intent is to use existing areas which feature public sewer and water as its prime growth areas to support non-residential development. To date, most larger employers have located in areas with existing services and public infrastructure. The city believes that modern facilities are available for new and expanding businesses, and are estimated to meet the need of the planning period (10 years) of this comprehensive plan as well as for future years. Belfast far surpasses its neighbors in the provision of public facilities.

CONDITIONS AND TRENDS

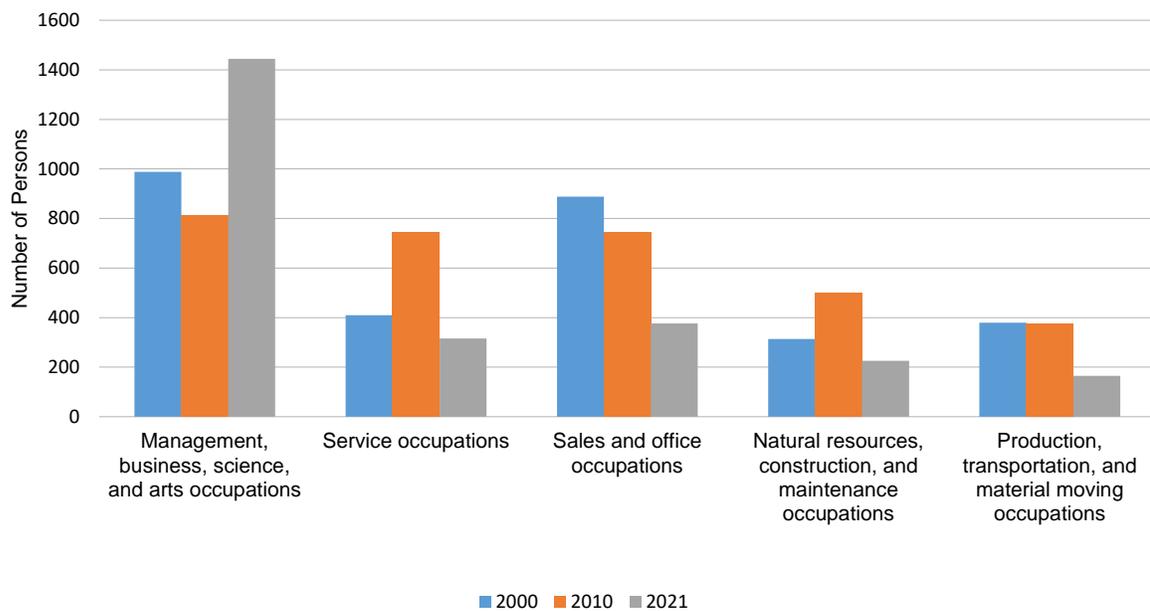
Median Household Income

Source: MaineHousing

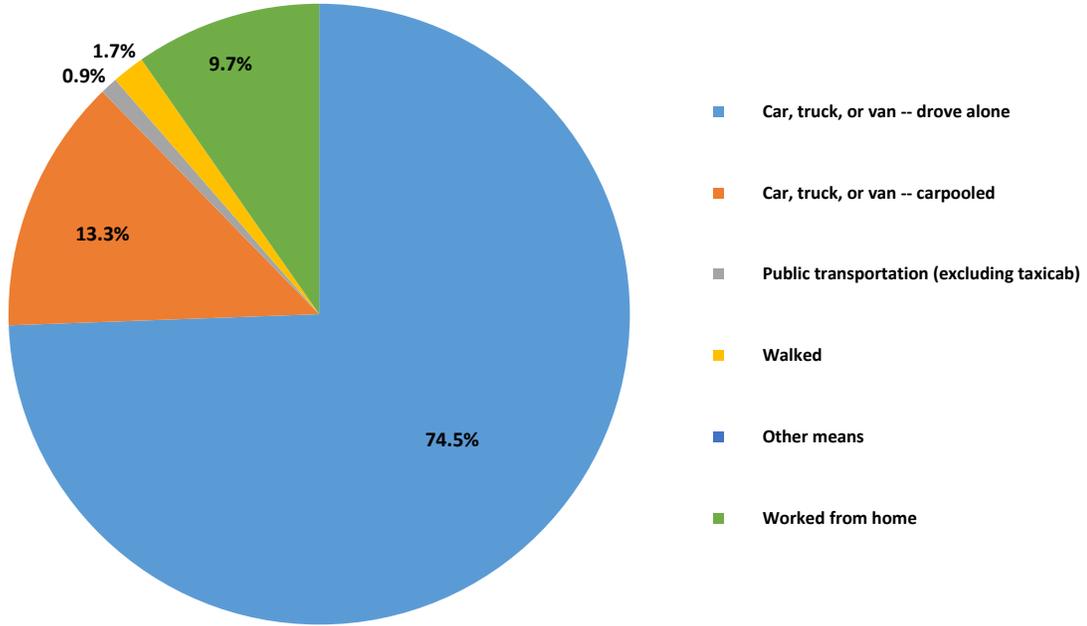


Belfast Occupation Type

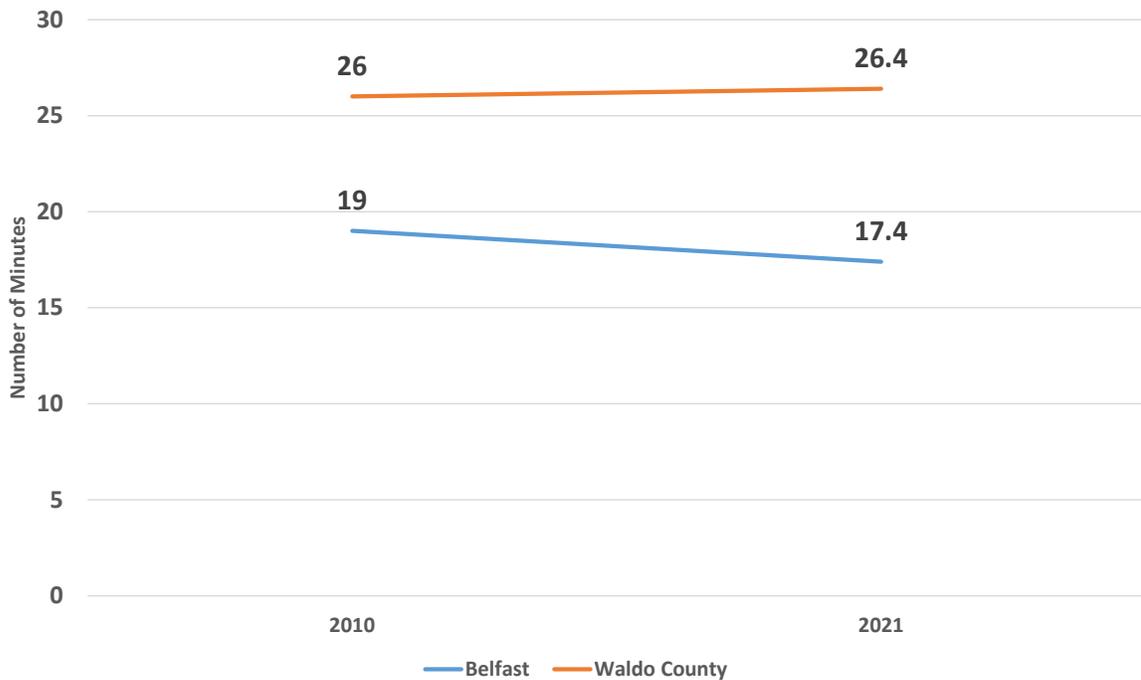
Source: U.S. Census ACS 5-year Estimates



Belfast Transportation to Work
 Source: U.S. Census ACS 5-year Estimates 2021



Commute Times to Work
 Source: US Census ACS 5-year Estimates



Between 2000 – 2021, over 70% of Belfast residents drove alone to work. Commute times to work in Belfast have increased from 1980 – 2000 and declined slightly from 2010 – 2021. Compared to the City of Belfast, commute times to work in Waldo County have remained relatively steady since 2010. According to the American Communities survey, over 50% of Belfast residents work in the City of Belfast.

TAX INCREMENT FINANCING

Belfast, in 2006, designated a Downtown/Waterfront TIF (Tax Increment Financing) District. Taxes assessed above the figure set on the date that the TIF was established can be used for improvements in this District, including infrastructure enhancements that will make the area more attractive for existing and new development, and will bring more consumers to the downtown. When the TIF was first established the city anticipated that the Belfast Bridge, LLC redevelopment project proposed for the former Stinson Seafoods site would generate considerable annual revenues to the TIF. Unfortunately, this project was unsuccessful and few dollars flowed into the TIF for its first 5 years. However, Front Street Shipyard's development of the same former Stinson Seafood's' site began generating revenues to the TIF in 2011. The city has used some of these new revenues to construct the Harbor Walk and other downtown improvements. The city also established the Northport Avenue TIF district in 2005, mostly so the city could obtain revenues to pay the cost of a sewer extension to the Mathew Brothers manufacturing plant on Perkins Road; an approach which helped the company expand.

RETAIL SALES

Taxable sales are one of the few available indicators of the actual size, growth, and retail economic character of a region. The table below shows total taxable retail sales for the Belfast Economic Summary Area (ESA) from 2017 – 2021. All figures are in real dollars, not adjusted for inflation. From 2017 – 2021, total taxable sales in Belfast increased by 29.6%. The largest sector apart from Personal or Consumer Retail sales was Building Supply. This sector saw an increase of 38.3% during this five-year period. Business Operating had the largest increase in sales, while Lodging declined, likely due to the COVID-19 pandemic.

Belfast ESA Taxable Retail Sales in Thousands of Dollars (2017 - 2021)						
Source: Maine State Economist						
	2017	2018	2019	2020	2021	% Change
Auto Trans	\$36,294	\$36,507	\$37,526	\$38,406	\$44,935	23.8%
Building	\$39,926	\$48,193	\$50,096	\$53,408	\$55,205	38.3%
Business Op	\$9,004	\$10,289	\$10,339	\$11,799	\$17,599	95.5%
Food Store	\$38,800	\$39,679	\$40,639	\$41,164	\$42,062	8.4%
General	\$24,039	\$24,563	\$24,781	\$25,233	\$32,256	34.2%
Lodging	\$9,747	\$9,900	\$6,515	\$3,702	\$7,383	-24.3%
Other	\$20,008	\$19,866	\$21,549	\$24,978	\$33,310	66.5%
Personal	\$194,685	\$206,229	\$210,138	\$208,878	\$246,474	26.6%
Restaurant and Lodging	\$35,618	\$37,421	\$35,548	\$25,689	\$38,706	8.7%
Restaurant	\$25,871	\$27,521	\$29,033	\$21,986	\$31,323	21.1%
Total	\$203,689	\$216,518	\$220,477	\$220,677	\$264,073	29.6%

Source: Maine State Economist 2021. See Category descriptions below.

Note: In Maine’s sales tax system, codings are by store type, not product. Thus, each store is coded into one of the store-type groups below depending on its predominant product; i.e., furniture sold by a furniture store will be included in General Merchandise sales while furniture sold by a hardware store will be included in Building Supply sales.

Consumer Retail Sales: Total taxable retail sales to consumers

Total Retail Sales: Includes Consumer Retail Sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial heating oil purchases)

Building Supply: Durable Equipment Sales, Contractors’ Sales, Hardware Stores and Lumber Yards.

Food Stores: All food stores from large supermarkets to small corner food stores. The values here are snacks and non-food items only, since food intended for home consumption is not taxed.

General Merchandise: In this sales group are stores carrying product lines generally carried in large department stores. It includes clothing, furniture, shoes, radio-TV, household durable goods, home furnishings, etc.

Other Retail: This group includes a wide selection of taxable sales not covered elsewhere. Examples are dry goods stores, drug stores, jewelry stores, sporting goods stores, antique dealers, morticians, book stores, photo supply stores, gift shops, etc.

Auto: This sales group includes all transportation related retail outlets. Included are auto dealers, auto parts, aircraft dealers, motorboat dealers, automobile rental, etc.

Restaurant/Lodging: All stores selling prepared food for immediate consumption. The lodging group includes only rentals tax.

HOUSING

Housing represents the major investment of most individuals. Property taxes provide the basis for funding Belfast municipal services and schools. With rising property values and assessments, affordable housing is an ongoing concern for many residents. The Belfast housing market is multi-layered with various housing price-points found in different areas within the city. The city of Belfast housing stock includes high-priced seasonal homes, historic and waterfront homes, senior housing, moderately-priced and lower-income homes, an eco-village, and some age-restricted communities. There is generally no clustering of housing by price-point, though houses in the Historic District and along the water tend to be more expensive. The moderately priced housing tends to be occupied by those who depend on the local and regional economy for their livelihood.

OVERVIEW

Belfast's population is projected to increase from 6,938 in 2020 to 7,220 by the year 2038, as forecasted by the State Economist office. In 2021, the median household size was 2.03. According to the Decennial Census, in 2020 Belfast had 3,750 housing units, and 86% (3,241) were considered occupied. Belfast had about 509 vacant units (unoccupied housing units) in 2020. Between 2000 and 2020, the City of Belfast recorded 629 new housing units, and 168 of those housing units were added between 2010 and 2020. The percent of housing unit growth slowed by about 10% between 2010 and 2020 compared to the growth between 2000 and 2010. Assuming the median household size (2.03) and the housing unit growth rate stays consistent in 2038, Belfast may not have enough housing to accommodate the projected population.

In 2021, rental units accounted for 35% of the occupied housing stock. It is likely that the share of rental units will increase after 2020. This is due to several factors, including but not necessarily limited to:

- The construction of government assisted affordable rental housing (over 100 units of such housing were constructed between 2000-2010)
- Homeowners constructing a rental unit along with their residence to assist them in paying mortgage costs
- New housing projects such as the Belfast Cohousing (Eco-Village) project (36- 40 units) on Tufts Road which consists entirely of duplex and multi-family units, partly because of energy costs
- The establishment of rental housing in the upper floors of downtown buildings
- The need for more rental housing in Belfast

However, the 'gap' between income levels and the cost to construct new multi-family housing adversely affects a developer's ability to obtain sufficient rental income to support the cost of new construction. For planning purposes, it is forecasted that up to 45% of the new units in the next 10 to 20 years could be multi-family rental or ownership housing.

AFFORDABLE HOUSING

By State and federal definitions, housing is considered affordable if a household does not spend more than 30% of its monthly income on housing. In deciding whether to make mortgage loans, banks use similar definitions of affordability. According to MaineHousing, over 50% of households from 2000-2022 could not afford a median home. Between 2013 and 2021, the affordability index for homeownership mostly stayed between 0.50 and 0.70. MaineHousing's affordability indexes are a measurement of housing affordability in a defined area which is based on a ratio of area median home prices to the area median household income. A ratio of one or higher indicates affordability.

According to MaineHousing, in 2020 over half (56.9%) of renters in Belfast could not afford the median rent charged for a 2-bedroom apartment. This has resulted in the higher occupancy of some units (families sharing apartments) and the occupancy of substandard units for which lower rents are charged.

It is important to note the limitations of the Census and MaineHousing data. The housing sale data consists of sales through the real estate multiple listing service. Homes and property sold without a broker are not included, and tend to be lower priced than those sold through the multiple listing service. Sales of property to family members, along with the use of mobile homes, are ways residents have reduced their housing costs. In 2021, 10.7% of the Belfast housing stock included mobile homes. Census and State data does not account for illegally occupied apartments or units for which the rent collected is not reported.

It is widely understood that Belfast has a significant need for more affordable housing. In 2017 MaineHousing estimated an additional 183 units of subsidized rental housing was needed at that time. Further, the city's housing needs extend beyond low-income households eligible for subsidized housing. Those earning median and moderate (150% of median) incomes are in large part often unable to afford housing in Belfast, and choose to live in one of the communities in which property taxes are often lower. For a service center community to thrive, it must be an affordable place for a large portion of its workforce to reside within its borders.

The city has worked cooperatively with project developers and pursued Community Development Block Grants (CDBG) to support the creation of affordable housing units for working families (workforce housing), the elderly, and those with special needs. Through these efforts over 100 affordable housing units were built between 2000 and 2013, including the following:

- **Realty Resources**, 38-unit project (workforce housing) on Ryan Road which opened in late 2007 (CDBG Public Infrastructure Grant funding).
- **Volunteers of America**, 32 units, elderly housing, on Congress Street, which opened in 2001 (CDBG Public Infrastructure Grant funding).
- **Community Housing of Maine/CEI**, a 6-unit housing project for persons with special needs located on MidCoast Drive that opened in 2002.
- **PenquisCAP**, 24 units of workforce housing located on Patterson Hill which opened in 2002.
- **Group Home Foundation**, 5-unit independent living project for persons with special needs that opened in 2009 (CDBG Housing Assistance funding).
- **Goose River Partners**, elderly housing project located on Swan Lake Avenue was completed in 2013, which added 24 units of affordable housing in the city.
- **Penobscot Landing at 75 Wight Street**, age 55 and older, managed by C&C Realty. 25 apartments, of which 21 are 1 bedrooms and 4 are studios. Waldo County income limits apply.

- **Belfast Acres Estates at 80 Wight Street**, owned and managed by Realty Resources. 25 units, Waldo County income limits apply.
- **115 Congress Street**, 36 units of affordable housing with income restrictions at 60% or below area median income plus 12 units of rural rental housing at 80% or below area median income.

In 2011 and 2014 the city obtained a CDBG Housing Assistance Grant which provided funding to assist property owners with renovation of rental units. The renovation efforts focused on code compliance and energy concerns. As the regional service center for Waldo County, Belfast is often expected to provide more affordable housing opportunities for the elderly, low/moderate income persons and persons with special needs, because other communities in the County lack the medical and support services and jobs that are available in Belfast. Despite all past and current efforts, it is generally acknowledged that regional affordable housing efforts have not kept pace with demand. Strategies to improve this are presented at the end of this chapter.

The city created a Housing and Property Development Committee in 2023 to help address housing issues. In the 1990s there was an informal group that met at the WaldoCAP offices to consider housing affordability concerns, and the city, in 2002 conducted a housing assessment using CDBG funds and established an affordable housing task force several years later. While there is ongoing interest and concern regarding the affordability of housing in Belfast, no specific advocacy group has been founded. Several regional organizations do address housing concerns, including WaldoCAP and Penquis CAP, as has the city, through its pursuit of CDBG grants to aid affordable housing projects.

SEASONAL HOMES

Most housing units in Belfast have been constructed to a standard to qualify as a year-round home and have needed utility services. Unlike other Waldo County communities, Belfast has no significant lake or coastal 'communities' that serve mostly seasonal residents. While Belfast clearly experiences an increase in its summer population by seasonal visitors, most reside in houses that satisfy year-round standards and in traditional neighborhoods. The conversion of year-round units to seasonal round units is an increasing concern in Belfast, as in many coastal communities in Maine, particularly as the COVID-19 pandemic saw an increase in purchases of second homes and an influx of new residents escaping the city to live in a lower-density area. The city is open to exploring how to address this issue and several strategies in the Housing Policy Guide chapter of this plan speak to this issue.

ASSISTED LIVING HOUSING

With the aging population of Belfast, the region, and the state, it is anticipated that additional senior and assisted units will be needed, both at market rate and subsidized. MaineHousing estimated, in 2017, 103 subsidized senior housing units were needed to meet need. Given Belfast's service center function and proximity to health care facilities and the availability of municipal infrastructure like public water and sewer, it is likely that most of the region's needs for senior and assisted living facilities will be met within Belfast. Some elder care housing facilities are also found in smaller Waldo

County service centers, like Searsport and Winterport. As noted above, the 24-unit Goose River Partners elderly housing project, which received both Maine State Housing Authority and Rural Development Authority funding, completed construction in July 2013.

ALTERNATIVE MODELS

In 2011, a group of residents broke ground on the Belfast Co-Housing and Eco-Village project, a 38-unit residential subdivision that features net zero energy housing, community gardens, and sustainable development. The housing development is clustered on 3 acres with over 40 acres of surrounding open space and fields. The Co-Housing and Eco-Village project is a significant accomplishment for its founders, particularly at a time when the housing market was very depressed. In 2018, the last unit offered for sale in the Belfast Co-Housing and Eco-Village project was sold. The city role in this project was to use local zoning standards that allowed this type of development.

ADDITIONAL HOUSING ISSUES

Since December 2010, Belfast has been required to enforce the statewide building code (MUBEC Code.) With this requirement, Belfast began conducting building inspections of single-family and two-family dwellings as well as many accessory buildings. Before that, Belfast enforced the BOCA code on multi-family and nonresidential development only. The need to inspect most construction resulted in a greater workload for the Code and Planning Department, however, it also created the opportunity to ensure that new construction better satisfies building and energy code requirements. The most frequent complaints that are brought to the attention of the Code Enforcement Officer involve rentals at multi-family rental units, such as inadequate heat and water, faulty electric and poor building standards. The second most frequent complaint involves nuisance concerns regarding how an abutter may maintain their property; uncontrolled trash and litter, too many abandoned vehicles, and stormwater problems. The Code Enforcement Officer routinely works with the aggrieved parties and often has been able to obtain voluntary compliance in addressing the issues. In limited cases the city had to pursue legal action to resolve the complaint.

Several other concerns involve the use of older mobile homes (predating HUD 1976 standards), with concentrations of substandard housing in these areas, both mobile homes located on individual lots and in mobile home parks. Strategies to replace these homes are presented at the end of this chapter.

MaineHousing estimated that in January 2019 there were 1,215 homeless individuals in Maine. 10 of those individuals identified their last residences as located in Waldo County. It is believed this figure underestimates the homeless population in Belfast, which is difficult to measure due to the community's small size, fluctuations, and the transient nature of homelessness. The local soup kitchen regularly serves approximately 60 persons per day. While most of these persons are not homeless, it is indicative of the economic edges on which many live.

LOCAL REGULATIONS

Overall, Belfast’s land use regulations support the creation of affordable housing. Smaller minimum lots sizes (7,500 square feet in certain residential growth areas) are allowed in locations served by water and sewer, as are multi-unit, multi-family structures. In 2010, the city also adopted flexible zoning standards to allow the development of small scale (less than 7 units) housing developments in rural areas (small subdivisions) provided the houses constructed satisfy affordability standards. These new regulations resulted in construction of three Habitat for Humanity house in Waldo County. The adopted Future Land Use plan recommends adopting similar provisions to encourage affordable housing in several of the city’s urban zoning districts.

The city has established areas where manufactured housing is currently allowed and this type of housing is proposed to be allowed in many of the city zoning districts pursuant to the adopted Future Land Use Plan. The current Zoning Ordinance also permits congregate care units for the elderly, with no density limitations, in several zoning districts (growth areas with sewer and water services) and the adopted Future Land Use Plan recommends that this policy continue for many of the city’s growth areas.

HOUSING AFFORDABILITY INDEX

MaineHousing produces the Homeownership Housing Facts and Housing Affordability Index for Maine. The Homeownership Affordability Index is the ratio of Home Price Affordable at Median Income to Median Home Price. An index of less than 1 means the area is generally unaffordable- i.e., a household earning area median income could not cover the payment on a median priced home (30 year mortgage, taxes and insurance) using no more than 28% of gross income. The tables below show the Belfast Housing Affordability Index from 2014-2021, the Belfast Labor Market Area (LMA) Housing Affordability Index from 2017-2021, and the Housing Affordability Index in 2021 for all of the individual towns in the Belfast LMA.

As shown in the tables below, Belfast is generally unaffordable to a household earning the median income, it is less affordable than the Belfast LMA’s housing market, less affordable than Congressional District 2, Waldo County, and Maine.

Year	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
2014	0.65	\$191,000	\$38,815	\$56,710	\$124,578
2015	0.66	\$165,000	\$33,1332	\$49,996	\$109,409
2016	0.67	\$184,600	\$37,700	\$56,481	\$123,445
2017	0.58	\$232,500	\$41,708	\$71,943	\$134,750
2018	0.56	\$237,000	\$42,927	\$76,880	\$132,332
2019	0.67	\$231,750	\$48,867	\$73,467	\$154,149
2020	0.86	\$249,000	\$62,676	\$73,249	\$213,059
2021	0.68	\$325,000	\$64,784	\$94,742	\$222,232

Source: MaineHousing.

Belfast, ME LMA Housing Market	Year	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
Belfast LMA	2017	0.84	\$176,000	\$43,961	\$52,503	\$147,365
Belfast LMA	2018	0.81	\$180,500	\$45,831	\$56,809	\$145,621
Belfast LMA	2019	0.86	\$188,500	\$49,453	\$57,501	\$162,116
Belfast LMA	2020	0.87	\$226,000	\$55,930	\$64,164	\$196,998
Belfast LMA	2021	0.76	\$272,750	\$57,778	\$75,948	\$207,497
Individual Towns in Belfast LMA, 2021						
Belfast	2021	0.68	\$325,000	\$64,784	\$94,742	\$222,232
Belmont	2021	0.71	\$267,500	\$52,057	\$73,060	\$190,601
Brooks	2021	0.91	\$169,500	\$43,605	\$47,959	\$154,112
Freedom	2021	0.85	\$249,950	\$60,750	\$71,609	\$212,046
Islesboro	2021	0.6	\$470,000	\$75,658	\$126,521	\$281,054
Liberty	2021	0.7	\$290,000	\$52,404	\$75,100	\$202,359
Maine	2021	0.8	\$295,000	\$63,421	\$79,202	\$236,223
Monroe	2021	0.73	\$225,000	\$45,345	\$62,471	\$163,317
Montville	2021	0.8	\$264,950	\$59,821	\$74,571	\$212,542
Morrill	2021	0.87	\$249,000	\$61,893	\$70,745	\$217,843
Northport	2021	0.82	\$335,000	\$72,332	\$88,141	\$274,914
Searsmont	2021	0.98	\$235,000	\$64,907	\$66,320	\$229,994
Searsport	2021	0.72	\$227,000	\$46,059	\$63,677	\$164,195
Stockton Springs	2021	0.91	\$235,250	\$60,616	\$66,531	\$214,335
Swanville	2021	0.71	\$300,000	\$58,611	\$81,977	\$214,491
Thorndike	2021	0.87	\$161,000	\$44,403	\$51,212	\$139,594
Unity	2021	0.67	\$240,000	\$44,569	\$66,562	\$160,702
Waldo	2021	1.06	\$198,250	\$54,844	\$51,596	\$210,730

Source: MaineHousing.

HOUSING AFFORDABILITY INDEX COMPARISONS

Location	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
Belfast	0.68	\$325,000	\$64,784	\$94,742	\$222,232
Belfast, ME LMA Housing Market	0.76	\$272,750	\$57,778	\$75,948	\$207,497
Congressional District 2	0.88	\$220,000	\$52,685	\$59,980	\$193,243
Waldo County	0.80	\$270,000	\$58,732	\$73,831	\$214,784
Maine	0.80	\$295,000	\$63,421	\$79,202	\$236,223

Source: *MaineHousing*

UNATTAINABLE HOMES AS A PERCENTAGE OF HOMES SOLD

Location	Percentage of Unattainable Homes Sold	Affordable Homes Sold	Unattainable Homes Sold
Belfast	72.2%	30	78
Belfast, ME LMA Housing Market	70.8%	135	327
Maine	64.8%	7,254	13,331
Waldo County	67.7%	215	451
Congressional District 2	58.2%	4,331	6,035

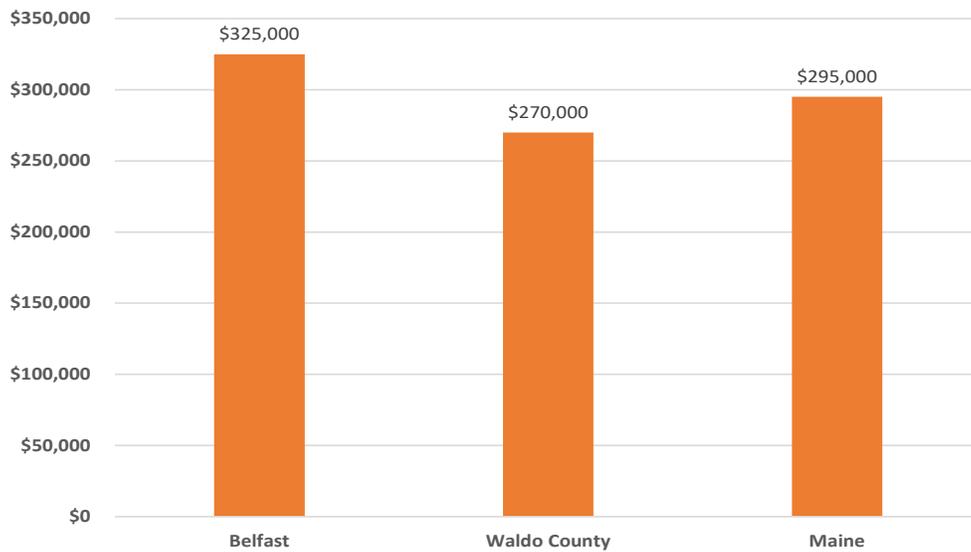
Source: *MaineHousing*

MEDIAN HOME PRICE

The median home price in 2021 in Belfast was higher than the County and the State. Roughly 50% or greater of households across all locations were unable to afford the median home price in 2021.

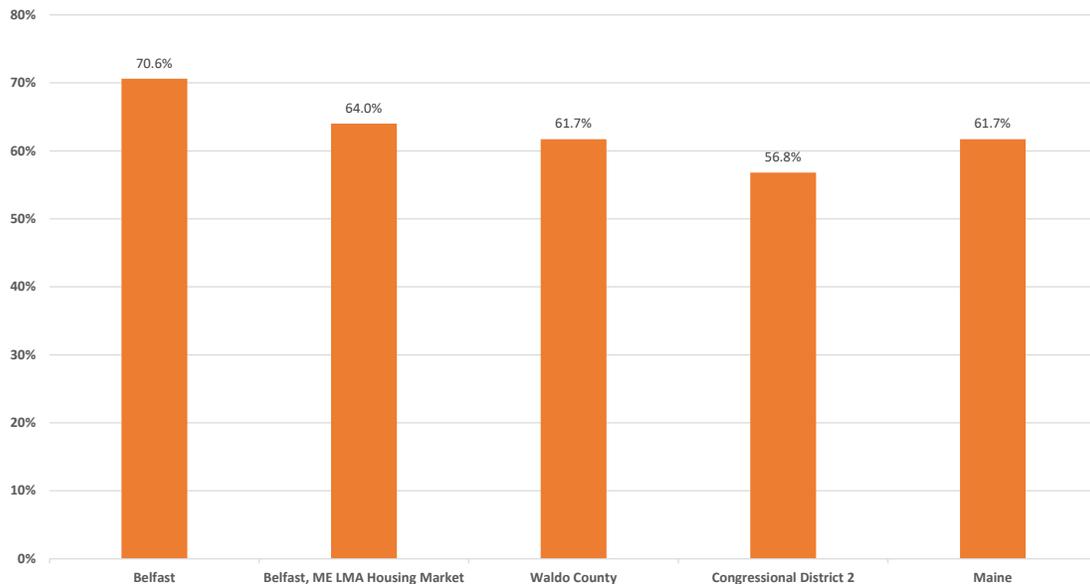
Median Home Price in 2021

Source: MaineHousing



Percentage of Households Unable to Afford Median Home in 2021

Source: MaineHousing



CRITICAL NATURAL RESOURCES

Critical natural resources are integral to the environment. The purpose of this chapter is to help the city identify, manage and adequately protect its critical natural resources, and safeguard the local economy dependent on these resources. Note: for marine resources, see the Marine Resources Chapter; for water resources, see the Water Resources Chapter. Critical Natural Resources are defined by the State as those areas in the community comprised of one or more of the following:

- **Shoreland zone**
- **Multi-function wetlands:** Wetlands found to provide three or more wetland functions as depicted on the Wetlands Characterization Maps developed by the Maine Department of Inland Fisheries & Wildlife
- **Essential Wildlife Habitats and Threatened, Endangered, and Special Concern Species:** Occurrences as depicted on maps prepared by the Department of Inland Fisheries and Wildlife pursuant to the Maine Endangered Species Act
- **Significant wildlife habitat:** As defined in 38 MRSA §480-B(10)
- **Significant freshwater fisheries habitat**
- **Rare and exemplary natural communities, and rare plants:** Occurrences as determined by the State’s Natural Areas Program database
- **Coastal sand dune systems:** As defined in the Natural Resources Protection Act 38 MRSA §480-B(1)
- **Beginning with Habitat Focus Areas of Ecological Significance:** As identified by the Beginning with Habitat Program of the Maine Department of Inland Fisheries and Wildlife
- **Fragile mountain areas:** As defined in 38 MRSA §480-B(3)
- **Coastal bluffs and coastal landslide hazards:** As depicted on maps prepared by the Maine Geological Survey
- **Flood plains:** As depicted on Federal Emergency Management Agency flood hazard identification maps
- **Areas designated as a National Natural Landmark:** Pursuant to the National Park Service’s National Natural Landmark Program (36 Code of Federal Regulation, Section 62)

KEY ISSUES

Federal, State, and municipal regulations offer protection for most critical natural resources in Belfast, excluding large habitat blocks. Crucial to this protection, however, is ongoing monitoring to detect illegal activities and remediate where environmental damage has occurred. Funding at the Federal, State and municipal level is insufficient to ensure complete protection. Further regulatory protection at the municipal level may be warranted. Specifically, these areas within Belfast should be considered for additional protection through municipal regulation: areas with steep slopes (see the map titled Topography), forested wetlands, and select wetlands under 10 acres in size that have limited regulation by the Maine DEP. However, the use of conservation easements or purchases may be more tenable to residents and voters than regulations. Easements and conservation purchases almost always result in permanent protection while municipal regulations are subject to future amendments or repeal.

The city's shoreland zoning ordinance provisions, including waterfront districts, are consistent with current State law and have been approved by the Maine DEP. The city specifically notes that it has worked cooperatively with the DEP to adopt shoreland regulations that vary from the state model regulations, including but not limited to the establishment of the Urban Residential Shoreland subdistrict, the Waterfront Development Shoreland subdistrict, the Stream Development Shoreland subdistrict and the Manufactured Housing Community Shoreland subdistrict. The above subdistricts better reflect existing development patterns in Belfast and are modeled on the premise that future development should be consistent with existing development. Also, shoreland zoning districts of adjacent shorelands in the neighboring communities of Belmont, Morrill, Northport, Swanville and Waldo are consistent with Belfast's provisions for these border area shorelands.

MANAGEMENT EFFORTS

The city can work with non-profit, local, state, and national advocacy groups to acquire property in critical areas for conservation outright or with easements. Specifically, the following areas should be considered for conservation:

- Areas along the Passagassawakeag River
- Areas within the Water District's watershed
- Areas along the bay
- Additional areas along the Little River

Partners could include Audubon Society, Land for Maine's Future Program (Augusta), Maine Coast Heritage Trust (Topsham, Rockport), Natural Resources Council of Maine (Augusta), and Coastal Mountains Land Trust (Camden).

The city can educate residents on the value of critical natural resources through outreach programs, conservation committee efforts, and in cooperation with local schools. Programs could describe the existing resources found locally, threats from pollution, and ways in which residents can reduce their own household waste through reuse, recycling and proper disposal.

The Maine Farmland Trust and the Coastal Mountains Land Trust have sought the preservation of critical natural areas in and around Belfast, especially along ecologically sensitive water bodies and valuable wetland habitats. The city has worked with the Coastal Mountains Land Trust in the past on preservation projects.

IMPORTANCE OF NATURAL RESOURCES

Protecting critical natural resources goes hand in hand with several of the key policies of the following chapters of this plan: Agriculture and Forestry, Economy, Land Use, Marine Resources, Recreation, and Water Resources. See those chapters for their specific policies and strategies. More generally, the protection of one resource, like water quality, often involves the protection of other resources that occupy the same geography, like natural habitats. Similarly, conserving wetlands, which absorb water runoff and attenuate flood flows, reduces the risk of flooding in already developed areas nearby.

In Belfast, the Rambur's Forktail (a dragonfly) and the Bald Eagle are the only identified Rare Animals, with a rating of Special Concern. The American Chestnut is the only identified Rare Plant, with a rating of Special Concern. The state identifies one American Chestnut on Route 1. Two more are found on Kaler Rd. Atlantic Salmon Spawning and Rearing

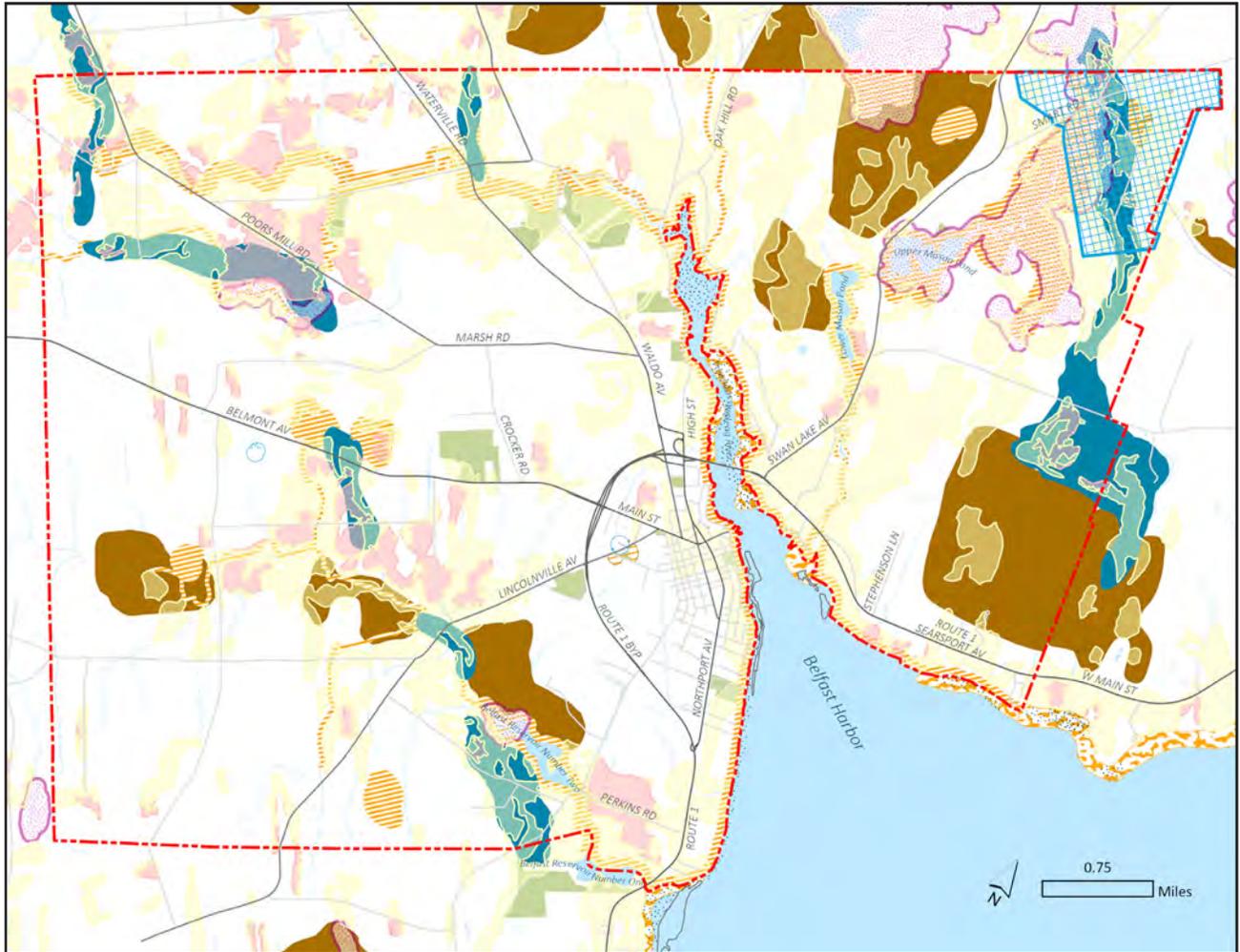
Habitat are identified on the Passagassawakeag River near and between the Route 7/137 and the Doak Rd crossings. Belfast has no state-defined Focus Area of Ecological Significance, no state-identified significant freshwater fisheries habitat, no fragile mountain area, and no National Natural Landmark.

SCENIC VIEWS

Scenic views in Belfast focus principally on Belfast Harbor and Bay, as seen from public streets and public parks and landings. Other scenic areas include the upper reaches of the Passagassawakeag River, the Goose River and Upper and Lower Mason Pond, the Little River, particularly the area near Route 1 and the area near Outer Congress Street, and the numerous open fields and wooded areas that border many of the rural roads in Belfast. See the map titled Scenic Resources. Scenic resources of Belfast Harbor and Bay are noted in the Marine Resources chapter of this plan as well. The Gateway 1 plan includes a scenic resources map of views from Route 1; see the map titled Belfast Detail of Gateway 1 Scenic Quality Assessment Section Four (Upper Bay and River). In the 1997 Comprehensive Plan, these areas were rated for scenic value [1-9, the higher the number the more scenic]:

- City Park [9]
 - Little River Dam and Little River, looking toward the Bay [6]
 - Upper Little River Dam and Brook [7]
 - Route 52, at junction with Prescott Road (Greenlow Corner), looking toward Belfast [7]
 - Doak Road Bridge [5]
 - Head of Tide [6]
 - City Point to Upper High Street [7]
 - Goose River, adjacent to Swan Lake Avenue [7]
 - Goose River, adjacent to Route 1 [7]
 - Armistice Bridge [7]
 - City Landing [8]
 - Lower Main Street toward the Bay [7]
 - Hayford Hill Area [8]
 - Kirby Lake [5]
 - Patterson Hill [6]
 - Upper and Lower Mason Ponds [N/A]
- Additional sites of high scenic value include:*
- Steamboat Landing
 - Harbor Walk
 - Belfast Rail Trail
 - Heritage Park
 - Bridge to the boathouse





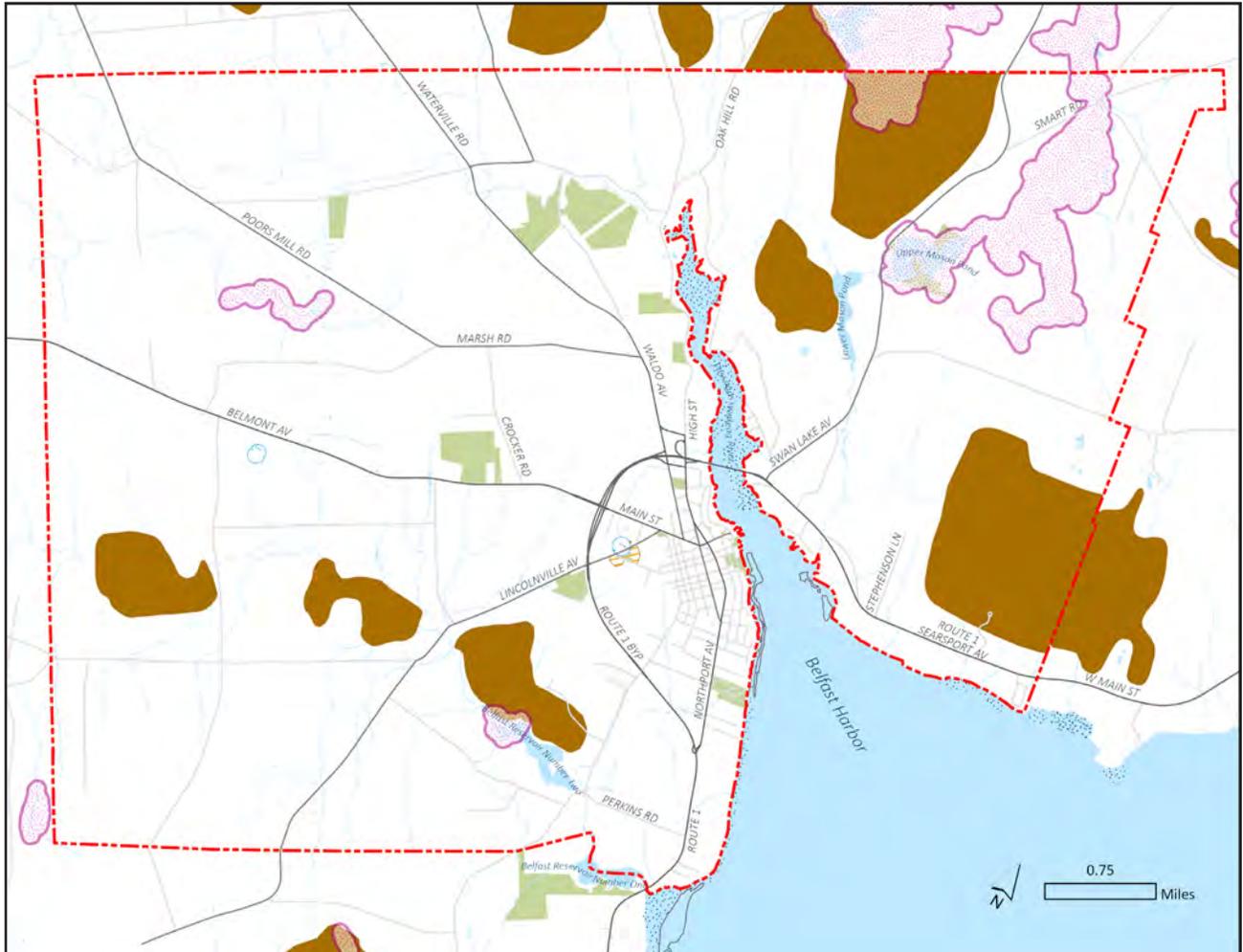
City of Belfast, Maine Critical Natural Resources Areas

- Belfast City Boundary
- Parks and Public Open Spaces
- Eelgrass Gain in Density 1997-2010
- Eelgrass Gain in Extent 1997-2010
- Eelgrass Loss in Density 1997-2010
- Eelgrass Loss in Extent 1997-2010
- Eelgrass No Change
- Inland Waterfowl and Wading Bird Habitat
- Maine Shorebird Areas
- Endangered, Threatened & Special Concern Wildlife Habitat
- Tidal Waterfowl and Wading Bird Habitat
- Significant Vernal Pools
- Maine Deer Wintering Areas
- Farmland of statewide importance
- Farmland of statewide importance within large agricultural area
- Maine Aquifers
- Maine Piping Plover and Least Tern Essential Habitat
- Maine Roseate Tern Essential Habitat
- Maine DMR Molluscan Shellfish 2010
- Maine DMR Public Health-Seed Mussel Conservation Areas
- Belfast Watershed District
- Shoreland Zone



City of Belfast, Maine Scenic Areas

- Belfast City Boundary
- Parks and Public Open Spaces
- Belfast Scenic Areas



City of Belfast, Maine Significant Habitat Areas

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Eelgrass Gain in Density 1997-2010
-  Eelgrass Gain in Extent 1997-2010
-  Eelgrass Loss in Density 1997-2010
-  Eelgrass Loss in Extent 1997-2010
-  Eelgrass No Change
-  Inland Waterfowl and Wading Bird Habitat
-  Maine Shorebird Areas
-  Endangered, Threatened & Special Concern Wildlife Habitat
-  Tidal Waterfowl and Wading Bird Habitat
-  Significant Vernal Pools
-  Maine Deer Wintering Areas

WATER RESOURCES

Water resources are vital to Belfast residents, the environment, and the economy. The sensible use of water resources will help ensure the physical health of residents, as well as the usefulness and value of properties. The purpose of this chapter is to help the city identify, manage and adequately protect its water resources, protect the health of residents and safeguard the local economy dependent on water resources. Note: for marine resources, see the Marine Resources Chapter.

KEY ISSUES

There are several state-identified point sources of pollution from licensed discharges (five wastewater outfalls, four overboard discharges). See the map titled Water Resources for their locations. One of the state-identified wastewater outfalls has ceased operation; it once served Stinson’s Cannery. Two wastewater outfalls are part of the Wastewater Treatment Plant. See the Public Facilities Chapter for information on pollution reduction from the Wastewater Treatment Plant. The city has successfully pursued the elimination of two privately owned overboard discharges within the past twenty years. Also, the city has expended over \$10 million in public funds in the past twenty years to decrease the amount of infiltration and inflow into the city sewer collection system, which has had a direct impact on water quality issues associated with the two city outfalls for the wastewater treatment plant. Belfast believes it has taken significant steps to address point system discharges, and it is pursuing additional steps to further reduce existing infiltration and inflow into the sewer system, which the city feels is the most effective way it can further affect point sources of discharge.



General View of Swan Lake, Belfast, Maine. Circa 1930-1945. Source: Boston Public Library Tichnor Brothers Collection.

Runoff from rain falling on impervious surfaces, like buildings and pavement, can be expected from new development. In such runoff, pollutants occurring naturally like phosphorous and synthetic like petroleum products can be transported into wetlands and water bodies. However, impervious surface percentage maximums, as set in shoreland zoning ordinance provisions, can limit the amount of runoff into water bodies. In especially sensitive areas, resource protection designations prohibit development. Best Management Practices during construction, including earthmoving, are referenced in the city’s code. It is believed that shoreland zoning and related provisions are effective overall. However, with Maine coast experiencing increasing amounts of rainfall from more frequent storms, and storms which produce greater volumes of rainfall and for longer durations, Belfast, like many Maine municipalities, will need to re-examine existing stormwater regulations to ensure new and replacement stormwater systems have the capacity to manage stormwater flows in an environmentally sensitive manner.

The city is unaware of pollution threats to groundwater supplies overall. There are limited locations where pollution from underground oil storage tanks have been reported, and remediation/cleanup has occurred when a spill was reported. Maine DEP records 66 facilities with oil storage tanks in Belfast, of which three facilities are near public water supplies and two are near private water supplies. See the next table for these facilities. No tanks are located on aquifers.

BELFAST UNDERGROUND TANKS NEAR DRINKING WATER SOURCES

Master Tank ID	Reg #	Tanks	Facility	Vo (gal)	Installed	Status	Status Date	Leak Detection
1513004	1513	4	Stanley Chev	1,000	1/1/1968	Abandoned	6/1/1990	Unknown
1824001	1824	1	Waldo County Jail	4,000	1/1/1974	Active	1/1/1974	Manual groundwater sampling
4282001	4282	1	Tallpines Rehab	5,000	3/1/1986	Active	3/1/1986	Secondary containment with continuous electrical monitoring
15262004	15262	4	Big Apple	20,000	5/5/1997	Active	5/5/1997	Secondary containment with continuous electrical monitoring
20346001	20346	4	Belfast Variety Rt. 52	13,000	8/17/2000	Active	10/25/2000	Secondary containment with continuous electrical monitoring

Source: Maine DEP Note: None of these tanks was approved under State Site Law after September 2001.

The City of Belfast was awarded a \$300,000 Brownfields grant in 2019 from the Environmental Protection Agency (EPA). The City of Belfast utilized this Brownfields Assessment funding to continue to implement and improve its existing comprehensive community-wide Brownfields Assessment Program which has been proactively identifying properties on which pollution threats may exist and helping property owners to abate any identified problems. In 2022, the city received another Brownfields Assessment Grant in 2022 for \$500,000. In addition, in 2022 the city received a \$1,000,000 Brownfields Revolving Loan Fund Grant, to be used to provide loans to for-profit entities and subgrants to nonprofits and units of government, for actual cleanup costs at sites in Belfast. The city has also previously secured site-specific cleanup grants from EPA, both for city-owned sites (45 Front Street), and also for nonprofits (Waterfall Arts), and units of government (the former Waldo County Jail and Sheriff's House). They secured cleanup grants from Maine Department of Environmental Protection (MEDEP), which have been used at 45 Front Street, and at the site of the current Belfast Soup Kitchen, and previously secured a cleanup loan from MEDEP and the Department of Economic and Community Development to cleanup parcels formerly owned by Home Supply Center located along Washington Street (where Central Maine Power also conducted an approximately \$1.5 million cleanup).

WATER QUALITY PROTECTION

The city believes that public water supplies and their recharge areas are adequately protected overall through the Watershed and Aquifer Protection District- zoning standards advocated by the Belfast Water District and enacted in the early 1990s. To date, no significant development has occurred within these overlay district areas, and the Water District has not identified any problems within its watershed. At present, no changes are proposed to the current regulatory standards. The city will rely upon the Water District to identify the potential need for other standards. No expansions of public water supply are anticipated.

Non-regulatory measures to protect water quality include the education of business owners and homeowners on the proper storage and disposal of subsurface waste, solid waste, fertilizers, herbicides, and related chemicals, including recycling at the redemption center/transfer station. For example, signage has been installed to inform residents of watersheds boundaries and pavement markings have been installed near storm drains to remind us that stormwater, along with any pollutants it carries, ends up in Belfast Bay. The city can encourage local and regional land trusts to pursue the protection of habitats abutting watercourses through conservation easements or through purchase.

The most significant measure the city has taken is to spend over \$10 million in public funds over the last twenty years to upgrade the wastewater treatment plant and to decrease infiltration and inflow into the city sewer collection system. Prior to this work many of Belfast's sewer mains were over 100 years old and in serious disrepair. The work has been very costly, but the city was very successful in decreasing the frequency and volume of pollutant discharges into the Bay. The city also has often used municipal and/or state funds to replace malfunctioning septic systems for those who cannot afford the cost of replacement.

There are various opportunities to partner with local and regional advocacy groups that promote water resource protection. This could include working with these groups to provide educational materials to landowners and developers as well as using data collected through regional efforts to contribute to the identification of key areas of water resource protection. These groups include the Belfast Bay Watershed Coalition (based in Belfast), a group of organizations and individuals working to support conservation and stewardship of natural, scenic, historic, and public access resources of the Belfast Bay Watershed through research, community-building and education. It is affiliated with the Lower Penobscot

Watershed Coalition. Regional and state natural resource organizations that can serve Belfast include the State of Maine Drinking Water Program (Augusta), Maine Rural Water Association (Brunswick), Natural Resources Council of Maine (Augusta), and Coastal Mountains Land Trust (Camden).

CONDITIONS AND TRENDS

See the map titled Water Resources for the locations in Belfast of national inventory wetlands by type, water bodies, stream classification, wetland boundaries (drainage divides), overboard discharges, wastewater outfalls, and aquifers of significant yield. See the next table for water body descriptions. See also the map titled Land Cover and map titled Zoning for current and permitted land uses adjacent to water bodies.

WATER BODY DESCRIPTIONS

Water Body	Ecological, Economic, Recreational Values	Current Watershed Land Uses	Threats to Water Quality	Documented Water Quality
Belfast Bay and Harbor	See Marine Resource Chapter			
Belfast Reservoir #1	Water Supply	Forested	Development	None known
Belfast Reservoir #2	Water Supply	Forested	Development	None known
Belfast Reservoir Outlet	Water Supply	Forested	Development	None known
Goose River	Hydropower, Water Recharge	Residential, Nonresidential	Run-off, development	None known
Little River	Water Supply Recreation	Residential Forested Agriculture	Run-off, development	None known
Lower Mason Pond	Recreation	Residential	Development	See Water Resource Appendix
Marsh Fork Stream	Water Quality	Forested & Residential	Residential development	None known
Passagassawakeag River	Ecological (Atlantic Salmon Habitat), Economic	Forested, Residential, Mixed Use/Developed	Wastewater outfalls, overboard discharges	None known
Upper Mason Pond	Recreation	Forested, Wetlands, Clear-cut, Residential	Residential development, hydropower levels	See Water Resources Appendix
Warren Brook	Water Quality	Forested & Residential	Minimal threats	None known
Webster Brook	Water Quality	Forested & Residential	Minimal threats	None known
Wescot Stream	Recreation	Forested & Residential	Residential development	None known

Notes: The reservoirs no longer supply drinking water. All rivers and streams are Class B. All estuaries and marine waters are Class SB.

Statutory Definition of Class B waters:

Class B shall be the 3rd highest classification.

Class B waters shall be of such quality that they are suitable for the designated uses of drinking water supply after treatment; fishing; agriculture; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired. [1985, c. 698, § 15 (new).]

Statutory Definition of Class SB waters:

Class SB waters shall be the 2nd highest classification.

Class SB waters must be of such quality that they are suitable for the designated uses of recreation in and on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation and as habitat for fish and other estuarine and marine life. The habitat must be characterized as unimpaired. [2003, c. 227, §7 (amd).]

PUBLIC WATER SUPPLIES IN BELFAST

Public Water System (PWS) Name	PWS Type	Source Name	Source Type	PWS ID#
Belfast Water District	C	Jackson Pit Well GP 51'	WL	ME0090140
Piper Stream Mobile Home Park	C	125' Bedrock Well 11/1990 50 GPM	WL	ME0095560
Belfast Water District	C	Gp Wells-Smart Rd Well 47'	WL	ME0090140
Belfast Curling Club	NC	Dr Well	WL	ME0008779
County Rose Webbas Roadhouse	NC	Bedrock Well	WL	ME0021568
Belfast Cohousing & Ecovillage Condos	C	*No Source Water Assessment	WL	ME0092433
Belfast United Methodist Church	NC	*No Source Water Assessment	WL	ME0092356

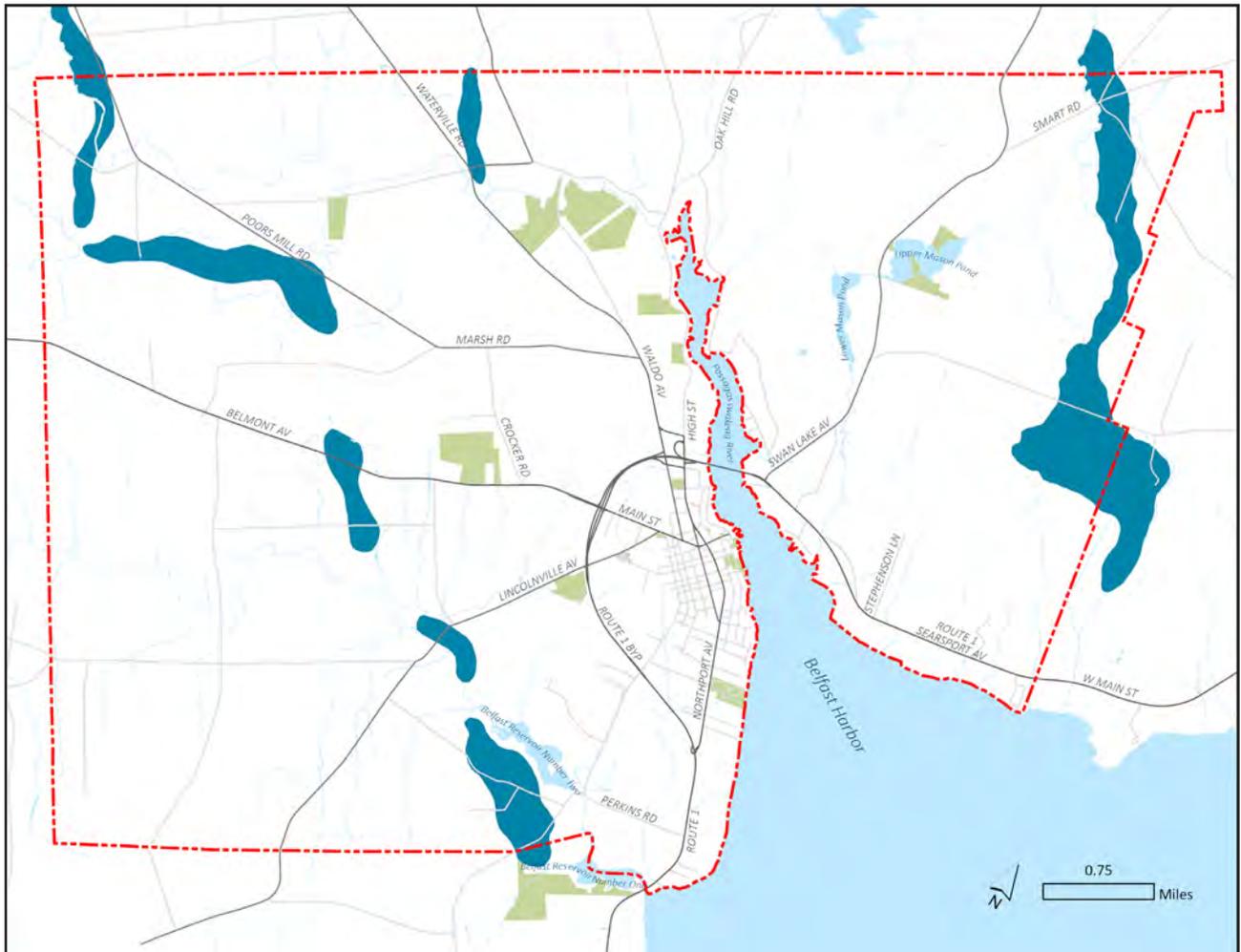
Notes: C = Community Water System: A public water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

NC = Non-Community Water System: A public water system that is not a community water system.

Maine DEP has assessed public water supplies in Belfast. They rate the Belfast Public Water District future risk of chronic contamination as moderate; for Piper Stream Mobile Home Park the risk is high; and for the Belfast Curling Club the risk is moderate. The placement of land around these supplies into resource conservation through conservation easements or through resource protection zoning would improve these ratings and reduce the future threats to drinking water. At some point the city may need to work with the owners of the Piper Stream Mobile Home Park to install updated subsurface wastewater management improvements to reduce the risk of contamination, and/or to require the owner to purchase abutting land to create a buffer zone around the park.

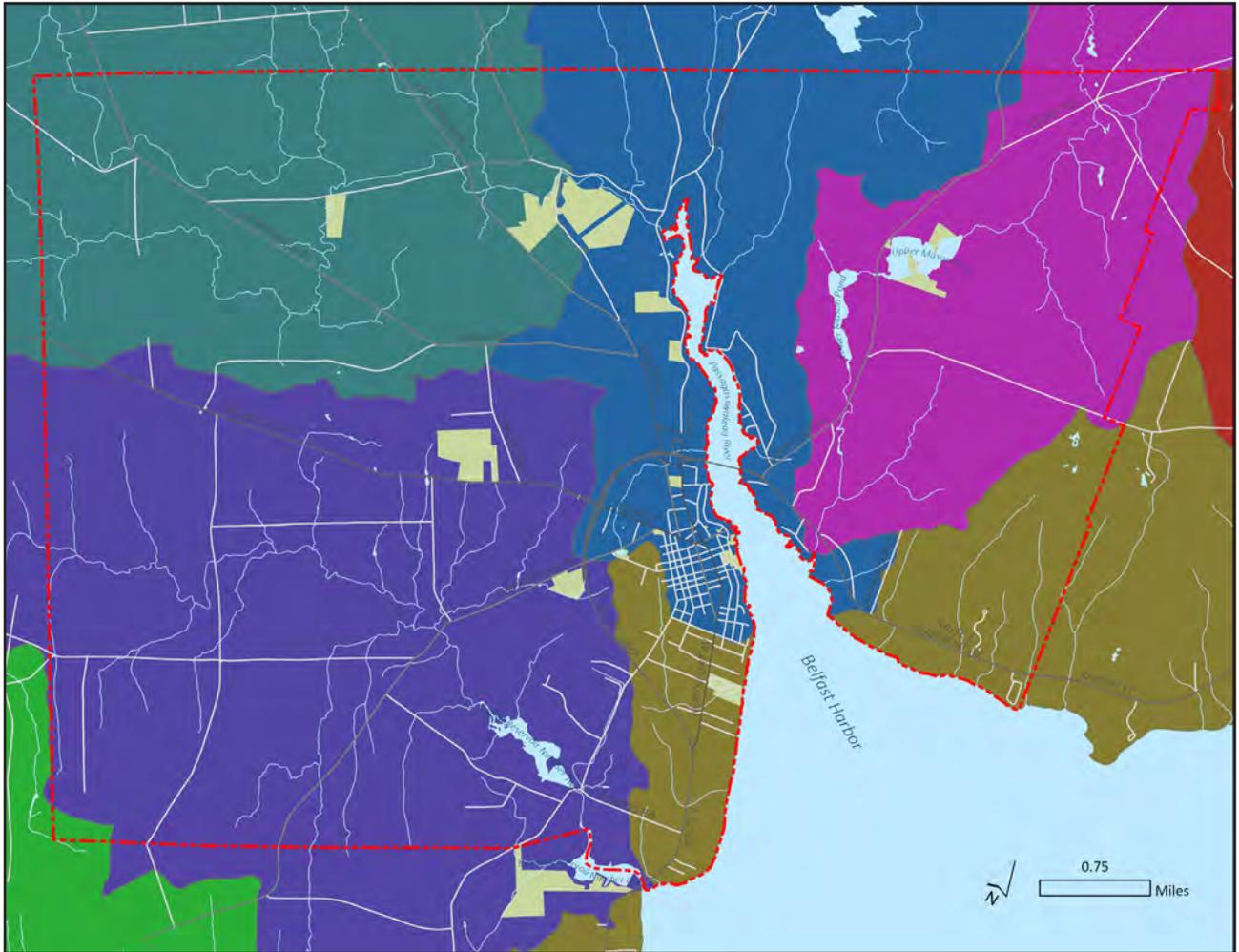
SHORELAND PROTECTION

Shoreland/Waterfront Zoning: Belfast has adopted Shoreland Zoning provisions (Chapter 82 of the Belfast Code), which are intended to provide protection to shorefront areas, within a 250-foot area from the normal high water line of all tidal waters, identified freshwater wetlands that are 10 acres or more, the upland edge of freshwater wetlands, salt marshes, salt meadows, wetlands associated with great ponds, rivers and specified flood hazard areas. An area of 75 feet from the normal high water line is set for other water bodies including tributary streams. These shoreland zones include Resource Protection, Limited Residential, Urban Residential, General Development, Stream Protection, Stream Development, Manufactured Housing Community, and Waterfront Development. Beyond shoreland zoning, an Aquifer-Watershed Overlay District has been established to protect areas with aquifers that are used for public drinking water supplies by limiting development. See the ordinance provisions for more information on these standards and permitted uses.



City of Belfast, Maine Aquifers

- Belfast City Boundary
- Parks and Public Open Spaces
- Maine Aquifers



City of Belfast, Maine Watersheds

- Belfast City Boundary
- Parks and Public Open Spaces
- Belfast, Maine Watersheds WMD HU12
- Belfast Reservoir Number One-Little River
- Ducktrap River
- Mill Brook
- Passagassawakeag River
- Penobscot Bay Frontal Drainages
- Penobscot Bay-Atlantic Ocean
- Swan Lake-Goose River
- Wescot Stream

AGRICULTURAL & FOREST RESOURCES

Farming and forestry are significant land use activities that are important to the economic well-being of numerous Belfast residents. These open space resources are integral to Belfast’s rural character and are important to Belfast’s residents, who have over the years, indicated a strong preference for preserving the city’s rural character. This chapter describes agricultural and forestry resources in Belfast and recommends steps for their protection.

KEY ISSUES

Agriculture and forestry are more important to the community than the small number of those employed in these sectors might suggest. The market for local agricultural products is increasing and Belfast residents could likely support more activity in this sector. Sustainable forestry provides a small but useful supplemental income to large landowners, and helps reduce property tax valuations, allowing residents who work in the local economy or are on fixed incomes to remain in Belfast. Larger scale, traditional agricultural activities have declined, while specialized, small-scale and niche-farming activities have increased, like the raising of alpacas, organic and heirloom crops.

In early 2023, there were a total of 3,797.41 acres enrolled in the Current Use Taxation Program. Of those acres, 2,210.42 were in the Farmland Protection, which was up from 1,034.45 acres in 2019; 1,260.54 were enrolled in Tree Growth, slightly down from 1,524.33 acres in 2019; and 326.45 in the Open Space program, which is slightly down from the 361.67 acres in 2019. Those property owners participating in the farmland and tree growth tax programs are benefiting from reduced tax assessments based on the current (non-residential) use of their property or portions thereof. It is estimated that additional farmland and woodlots might be eligible to participate in these voluntary programs.

The rising value of land for residential uses and the increased valuation of land that could be converted to residential use have reduced the amount of land farmed and forested. Property tax is the primary source of revenue for municipal government services. Residential uses are often sought because of the increased property tax revenue that they will generate. Importantly, however, residential uses consume significantly more municipal services than do farming and forestry activities. Scattered residential development in formerly rural areas breaks up contiguous parcels and facilitates increased residential development. Farming has typically been small-scale; however, niche operations catering to specialized markets can still flourish. No industrialized forest operations (encompassing 500 acres or more per site) are found in Belfast. Voluntary tree growth designation is likely to continue. Although, limited amounts of forestry conservation easements in the city mean that the existing forestry activities may decline as scattered development in formerly rural areas increase.

LAND USE AND ZONING

Many of the current zoning districts support agricultural and forestry uses. In addition, many of the city’s commercial zoning districts allow low scale agricultural activities and the city zoning regulations allow domestic chickens in urban residential neighborhoods.

The City's Future Land Use Plan, adopted as part of this Comprehensive Plan, supports the Outside Rural – 1 (OR-1) zoning district. This district clearly allows and encourages agricultural and forestry uses, and allows home occupations at a scale that can support small agricultural, husbandry, forestry and similar uses. There are many large undeveloped rural parcels in Belfast, and at present, there is minimal pressure to redevelop these parcels for residential use. Most remain open field and forestry lands.

The Future Land Use Plan also recognizes that many areas in Belfast support a wide range of uses. As such, it is recommended that agricultural activities be allowed in mixed use/commercial zoning districts. The city also will consider policies similar to its domesticated chicken policy for urban areas.

THE LOCAL AGRICULTURAL ECONOMY

The city is very supportive of non-regulatory steps to support farming and forestry including farmers' markets, working with the local Chamber of Commerce to help market agriculture products, and working with school lunch programs to incorporate local goods. The city actively supports outreach and education on the importance of local farms and forestlands to local schools and the public. Troy Howard Middle School has an award-winning garden project on site in which the student plan, grow and market a large variety of crops for use both in the school cafeteria and to sell to the public.



Image from belfastfarmersmarket.com.

Belfast has a long-established food co-operative, The Belfast Co-Op, that serves as an anchor to the downtown business district and has over 3,000 members. It actively partners with local growers and producers to highlight the regional agricultural bounty. Additionally, the Co-op provides advocacy and education regarding healthy living and foods, often partnering with other area organizations with similar interests. The city is also host to the Belfast Farmers' Market, a 43-yr-old cooperatively managed membership of farmers and food producers that set-up market on Friday mornings year-round with a range of 15-25 members depending on the season. Additionally, a popular year-round public market called the United Farmers Market has opened in the former Mathews Brothers factory between Miller and Spring Streets. This venue hosts a wide variety of artisans as well as food producers, local farms and ready-to-eat foods on Saturday mornings.

Spring through Fall, there are many pop-up vendors selling local goods from produce to honey and maple to seafood all over the city and a number of permanent farm stands along the major routes leading into the city designed to take advantage of its population density. The Maine Farmland Trust (located in Belfast) and the Coastal Mountains Land Trust work with landowners who wish to conserve their properties for the continuation of sustainable agricultural and forestry operations.

AGRICULTURE AND FORESTRY PROGRAMS

The open space provided by farming and forestry activities is important to the rural character that surrounds the Downtown and is found in backland areas away from the highway commercial development that is spreading along Route 1 and Route 3. According to the American Community Survey, only 1.5% of Belfast's residents worked in agriculture, forestry, fishing and hunting, and mining occupations in 2021. However, the public's attention on the value of locally raised healthy food has boosted the market for these commodities. Accordingly, grocery stores and supermarket chains are offering more local produce and related goods for sale in Belfast. Belfast's population could become a larger market for dairy and crops raised within Waldo County and nearby.

In 1997, there were eight active farms in Belfast: one dairy farm, one dairy and sheep farm, and six general agriculture farms. There were 434.59 acres registered in Belfast under the States Farm and Open Space Law: 57.5 acres in crops, 365.09 acres in pasture, 4 acres in orchard and 8 acres in horticulture. All of this land is located in the rural area. In 2022, there were 38 properties enrolled as farmland in Belfast. There were 2,210.42 acres in the Farmland Protection Program and 326.45 acres in the Open Space Program. The increased acreage in crops, pasture, and horticulture from 1997 to 2021 is due to increased participation in the program, rather than an increase in farming activity.

The Tree Growth Tax Law Program allows for the assessment of forestland based on current use rather than market value as long as the land is managed for timber production and remains as forest. In 1997, there were 2,130.6 acres registered in Belfast under the Tree Growth Tax Law Program. All but 23.75 acres of this acreage are in rural locations. Most of this acreage is located on the west side of the city. In 2021, there were 1,260.54 acres registered in Belfast under the Tree Growth Tax Law Program. Most of this acreage is in rural locations.

WALDO COUNTY AGRICULTURAL SALES

Year/Item	1978	1982	1992	1997	2007	2017
All crops	\$1,257,000	\$1,850,000	\$2,796,000	\$2,796,000	\$5,002,000	\$8,479,000
Livestock / Poultry	\$46,202,000	\$34,681,000	\$14,336,000	\$12,229,000	\$17,818,000	\$14,476,000
Nursery & Greenhouse Products	\$130,000	\$185,000	\$541,000	\$1,211,000	\$1,613,000	\$2,539,000
Fruits, Nuts, & Berries	\$393,000	\$723,000	\$1,511,000	\$650,000	\$1,284,000	\$1,005,000

Source: USDA/Dept. of Commerce, Agriculture Census 1978-2017. 2017 was the most recent Agricultural Census.

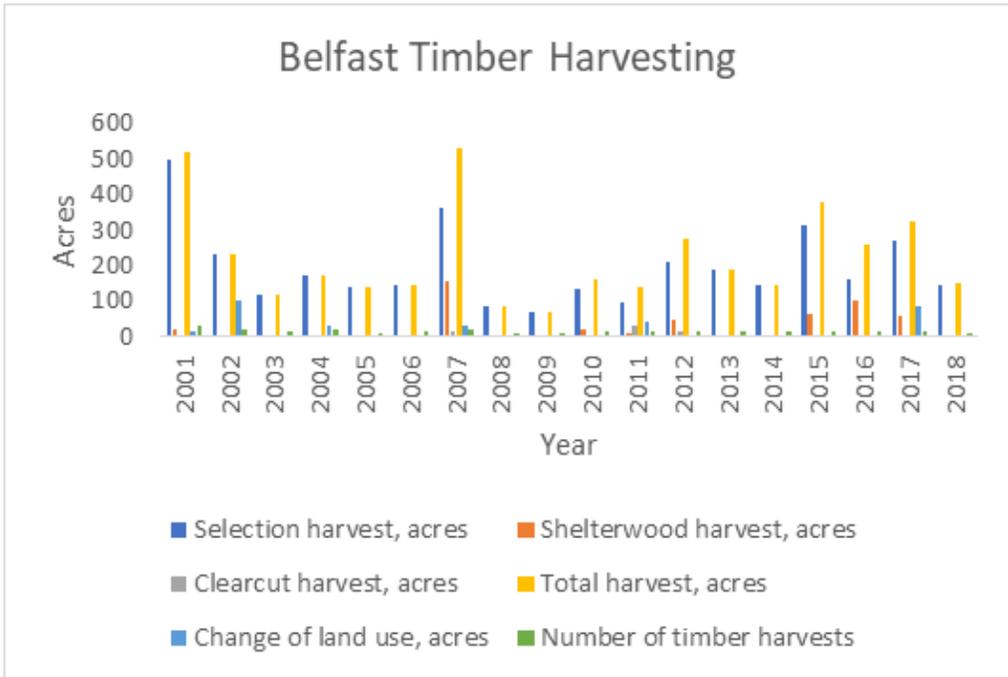
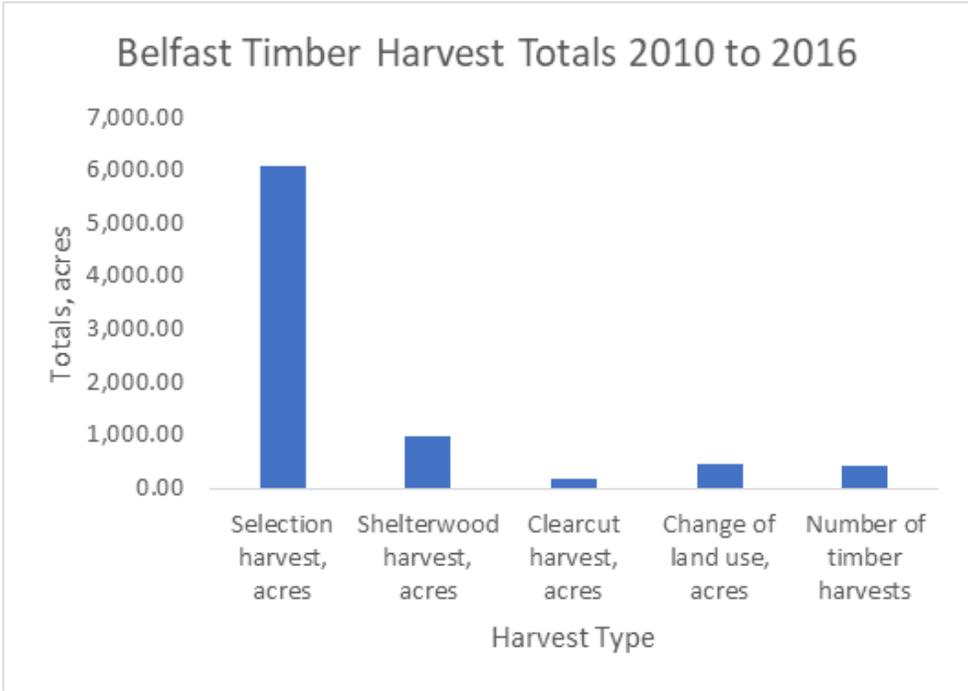
Notes: Most agricultural activity in the county occurs outside Belfast. All crops category includes nursery and greenhouse products.

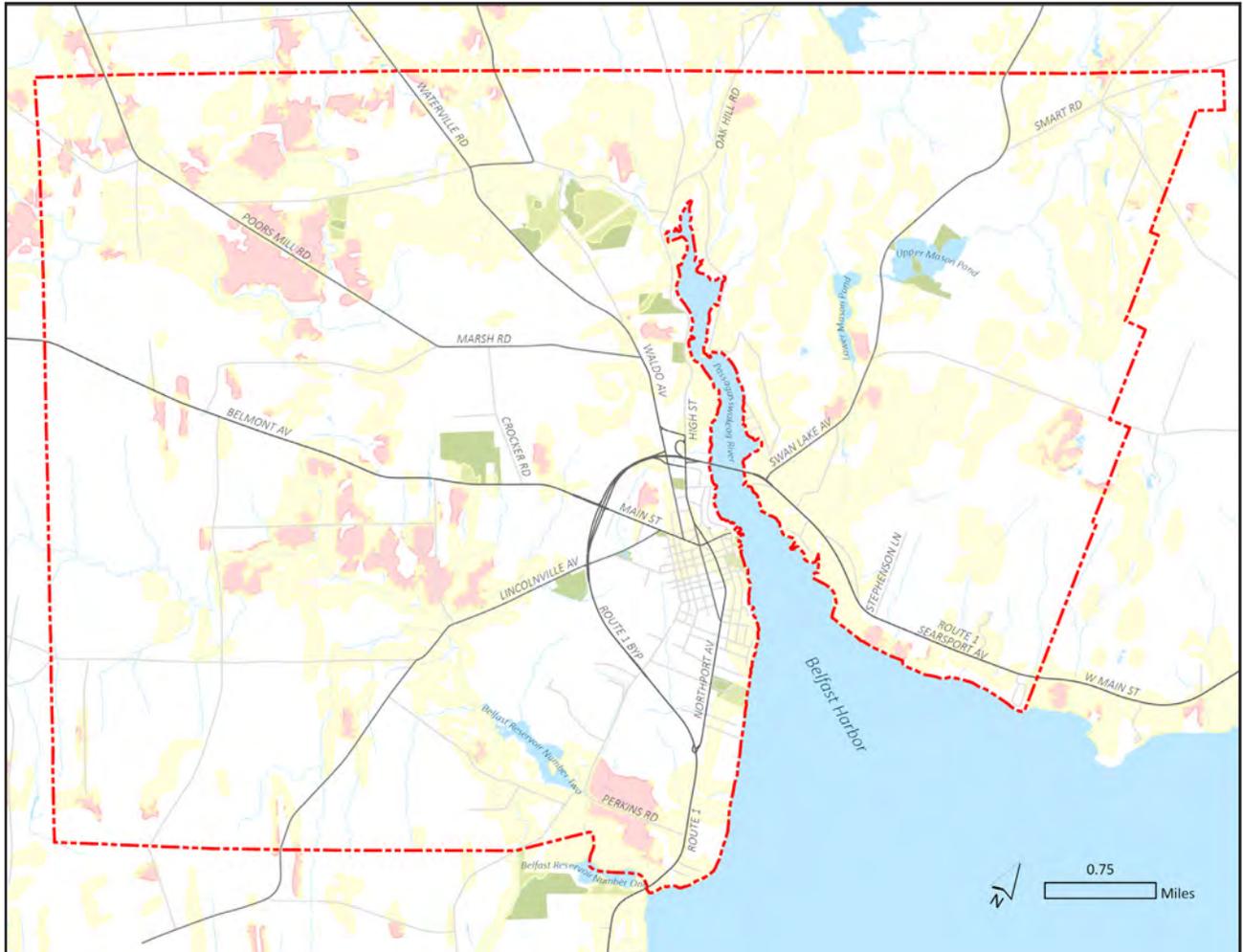
FORESTRY MANAGEMENT PRACTICES

Clear-cutting has only arisen as an issue in Belfast twice in the past 15 years. Off the Route 1 bypass, about 30 acres were cleared on property adjacent to and under the same ownership as a mobile home park. Maine DEP fined the owner and they have paid restoration fees, which were likely in excess of the revenue made from the timber sold. The cleared lot has yet to be developed. Another 15 acres were cleared in 2012. Selective cutting has occurred as part of regulated woodlands management throughout the rural portions of the city. To date, clear cutting has not been a major concern. The city can advise farmers and woodlot owners on best management practices and put these persons in contact with state officials for further guidance.

TIMBER HARVESTING

Selection harvesting was the most prominent type of timber harvesting in Belfast, while clearcut harvesting has been the least prominent. Total harvest acres were greatest in 2001 and 2007. Total harvested acres declined significantly after 2007. Since 2012, timber harvesting has been consistent on a yearly basis.





City of Belfast, Maine Farmland of Statewide Importance

- Belfast City Boundary
- Parks and Public Open Spaces
- Farmland of statewide importance
- Farmland of statewide importance within large agricultural area

MARINE RESOURCES

Access to the ocean and its abundant marine resources has been a staple of the coastal economy in the State of Maine for centuries. This ocean access has been described at the state level as the working waterfront. Past and present uses of the working waterfront in Belfast include, but are not limited to, commercial fishing, aquaculture, rail transportation, marine transportation, boat building and repair, and recreational opportunities.

Citizens who participated in a community planning process called ‘The Vibrancy Project’ ranked the maintenance and protection of a real and friendly working waterfront as the highest priority measure to improve quality of life and commerce in the city. The purpose of this chapter is to help the city identify, manage, and protect its marine resources and working waterfront features in order to safeguard the local economy that is dependent on these uses.

KEY ISSUES

Belfast, like many Maine communities, experienced problems with operation of its public sewer system, including occasional overflows of sewage into the coastal waters of Belfast Bay. Belfast’s sewer system consists of 31 miles of sewer pipe, much of which are over 100 years old and in extremely poor condition. The city has taken very aggressive measures to address this pollution issue.

In 2000, the city contracted with its engineering firm, Olver Associates, to prepare a Sewer System Master Plan to abate problems associated with Combined Sewer Overflows (CSOs). Since 2001, the city has completed many of the identified projects at a public cost of over \$10 million dollars to eliminate CSOs, upgrade the wastewater treatment plant, and significantly decrease the amount of infiltration into the city sewer system. Since then, Belfast, like most Maine communities, has experienced a significant increase in the annual amount of rainfall; however, the sewer improvements constructed have significantly reduced the number and intensity of overflows into the Bay. See the Public Facilities chapter and Capital Improvement Plan in the Fiscal Capacity chapter of this plan for more information.

WATER QUALITY AND FISHERIES RESOURCES

Water quality can be degraded by many factors, resulting from natural occurrences, and human activity. Pollution can be classified by its origin. Point source pollution originates from a single point, such as an outflow pipe overboard discharge with untreated wastes from a residence, business, or factory. The Maine DEP’s Bureau of Land and Water Quality lists three overboard discharges and five wastewater outfalls approved within Belfast. See the Water Resources Map for their locations.

The city has few current concerns regarding how fishery resources are being managed at the local and regional level. Maine’s Department of Marine Resources (DMR) has instituted seasonal restrictions that affect when construction can occur in near-shore waters; however, the agency has exercised reasonable and locally desired flexibility in applying these standards to construction projects. Further, recreational fishermen have not expressed any significant concern regarding the condition of fishery resources that are subject to recreational fishing. Unfortunately, despite being less common in the area, few salmon now enter Belfast Bay or the Passagassawakeag River and it appears that salmon will not become a significant local recreational fishery.

COASTAL LAND USE

Belfast Harbor, starting in the mid-1990s, has seen a dramatic increase in growth and activity. The amount of growth is similar to that experienced along much of the Maine coast. While activity began to level off in 2008-2009 due to the large impact the economy plays in both the boating industry and shorefront real estate markets, the amount of activity in the harbor increased significantly in 2011-2012 with the development of the Front Street Shipyard, a major boat repair, refitting, storage and building operation. The arrival of the Shipyard, combined with ongoing pressures on the harbor, prompted the city in 2011-2012 to prepare a new inner harbor management plan. The City Council adopted the plan and accompanying ordinance amendments recommended by the Harbor Committee. The city and the Harbor Master implement this plan. The harbor is a critical vibrant part of the community, and the management of the harbor has been effective overall.

According to the Harbormaster, for the past nine years, there have been approximately 300 total moorings in Belfast Harbor. Recently, the establishment of moorings for riparian or shorefront owners, along with an increase in transient cruisers renting overnight moorings and dock space, has put additional pressure on the number of moorings available. There is also a large number of boaters from Islesboro, Castine, Northport and surrounding areas who come for lunch or stay for the day to enjoy the downtown or one of the many activities held on the waterfront. A cruise line brings small passenger ships into Belfast and the harbor is now among the top 10 in Maine for the number of cruise ship passenger visits per year.

There remains room for further development in the harbor, including setting additional moorings and expanding slip space and developing the inner harbor. However, any increase of substantial slip space in the outer harbor may largely depend on creating additional protection that would need to be provided by a breakwater or wave attenuator. The alluring assets of Belfast Harbor may be attributed to its wide diversity in users, including strong support in maintaining a working waterfront, fisheries and aquaculture.

MANAGEMENT

Belfast adopted an official management plan for the harbor in 1991 and an inner harbor management plan in 2011-2012. The city has been implementing provisions of the plans including approaches such as involving the Belfast Harbor Committee in the review of Shoreland Permits for marine facilities, establishing five respective management districts for the harbor and associated wharf line limits for marine facilities, and periodically amending the Harbor Operations Ordinance. In 2010, the City Council authorized the city to secure professional consulting services to prepare a downtown waterfront plan. A key component of this planning effort involved examining use and development of the working waterfront area, including both public and privately owned lands, and the use of the Inner Harbor area. This effort led to preparation and adoption of ordinances for the Inner Harbor area, as well as the construction of an expanded commercial fisherman's wharf that was completed in 2013.

According to the U.S. Army Corps of Engineers report from January 2021, the Belfast city manager requested a study under Section 107 of the River and Harbor Act of 1960 to determine the feasibility of implementing a navigation improvement project for Belfast Harbor. The town requested a study for construction of breakwaters across the outer harbor to further protect the harbor from wave action and storms. This improvement would potentially provide further protection of harbor anchorages and allow for expansion of commercial and recreational activities.

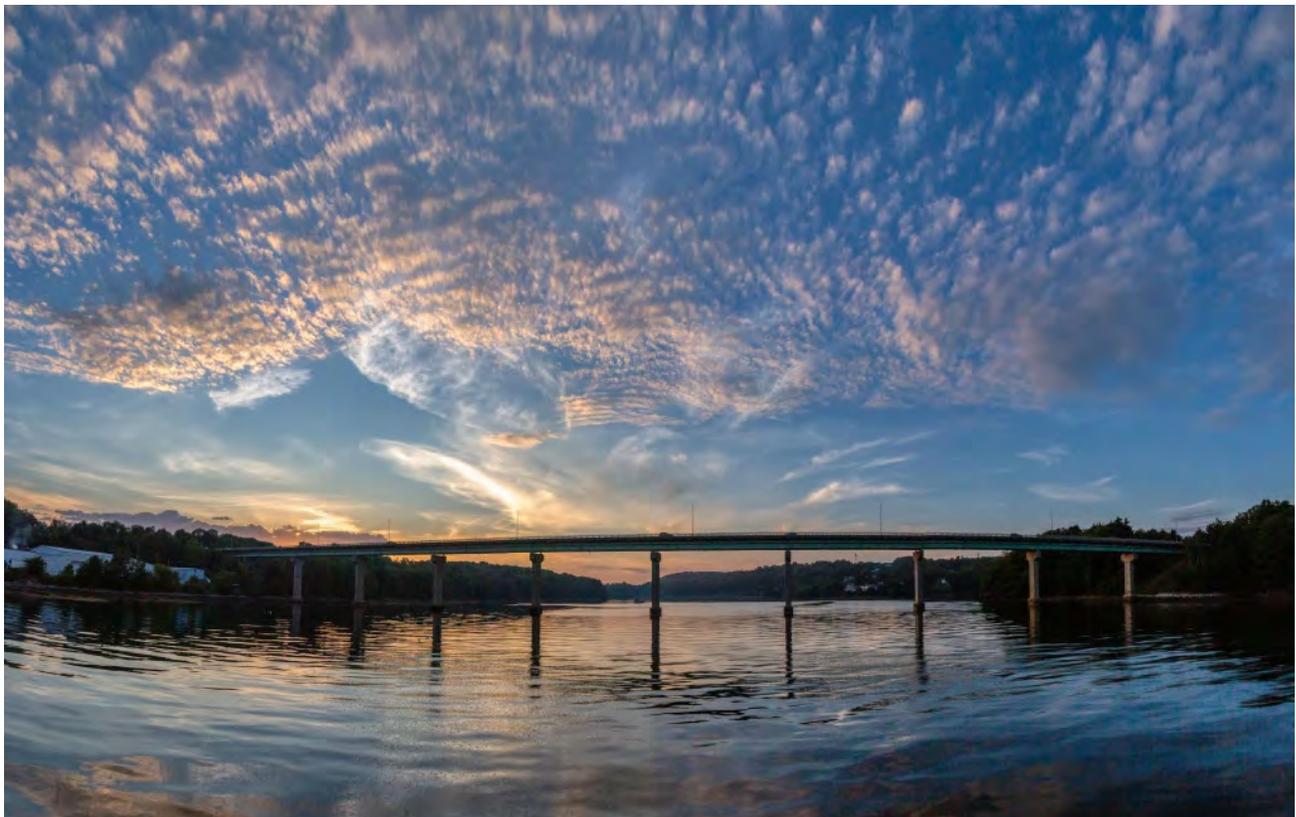
COASTAL ACCESS

Current capacity of city-owned facilities will be adequate to meet the anticipated demand of commercial fishermen and recreational users. Proposed improvements over the next 10 years to these facilities are aimed at enhancing public access, ensuring there are adequate support facilities for harbor operations, and providing needed maintenance to existing facilities. Belfast has numerous rangeways (rights-of-way) to the shore that were inventoried and surveyed in 2010. Many rangeways have been improved to increase pedestrian access to the waterfront. Recently, art installations have been added along the rangeways to draw attention and increase use.

A key improvement to the waterfront was the 2013 expansion of the commercial fisherman's wharf at the City Landing. The commercial fisherman's wharf supports most of the local fishing fleet, primarily lobstermen.

SCENIC RESOURCES

The Public Landing, Heritage Park, Thompsons Wharf, Steamboat Landing, and Belfast City Park, have protected visual and physical access to coastal waters. An inventory of additional visual access points is recommended in this plan, including water views from the footbridge, Hayford Hill (Route 3), and Little River/Goose River (Searsport Avenue/Route 1). Beyond publicly owned land and land in conservation, such as that owned by the Coastal Mountain Land Trust along the Passagassawakeag River, other scenic views are not protected. A map of scenic views is found in the Critical Natural Resources inventory chapter.



Passagassawakeag River at sunset. Source: <https://jazzerstenhdr.wordpress.com>.

CONDITIONS AND TRENDS

MARINE RESOURCES LICENSES HELD BY BELFAST RESIDENTS

Type/Year	2002	2003	2004	2005	2006	2007	2018	2019
Dealers	19	17	14	13	13	11	11	15
Harvesters	58	67	52	52	49	42	19	20



FISHES AND DECAPODS FOUND IN THE VICINITY OF BELFAST BAY

Genus and Species	Common Name
Crangon septemspinosa	Sand Shrimp
Carcinus maenas	Green Crab
Gasterosteus aculeatus	Threespine Stickleback
Apeltes quadracus	Fourspine Stickleback
Pungitius pungitius	Ninespine Stickleback
Tautogolabrus adspersus	Cunner
Cyclopterus lumpus	Lumpfish
Myoxocephalus aeneus	Grubby
Pholis gunnellus	Rock Gunnel
Syngnathus fuscus	Northern Pinefish
Microgadus tomcod	Atlantic Tomcod
Urophycis tenuis	White Hake
Pseudopleuronectes americanus	Winter Flounder

Source: Maine DMR.

The city notes that mackerel and stripers are in the river, and both attract recreational fishing interest (Maine Department of Marine Resources).

See the map titled Land Cover for the locations of developed, forested, cultivated, and open areas along and near the coast. See the map titled Current Land Use for the existing zoning along and near the coast, including waterfront zones. Most development along the coast is residential, not water dependent. Commercial uses and water dependent commercial uses are primarily located adjacent to downtown and along a stretch of shoreline that is about 3,500 lineal feet in length. Water dependent uses are found at and near landings, piers and wharfs, which are adjacent to downtown. It also is noted that little of the coastline in Belfast is well suited for significant water dependent commercial activities, and that all commercial fishermen operate out of the city’s harbor facilities and that fishermen do not have their own dock.

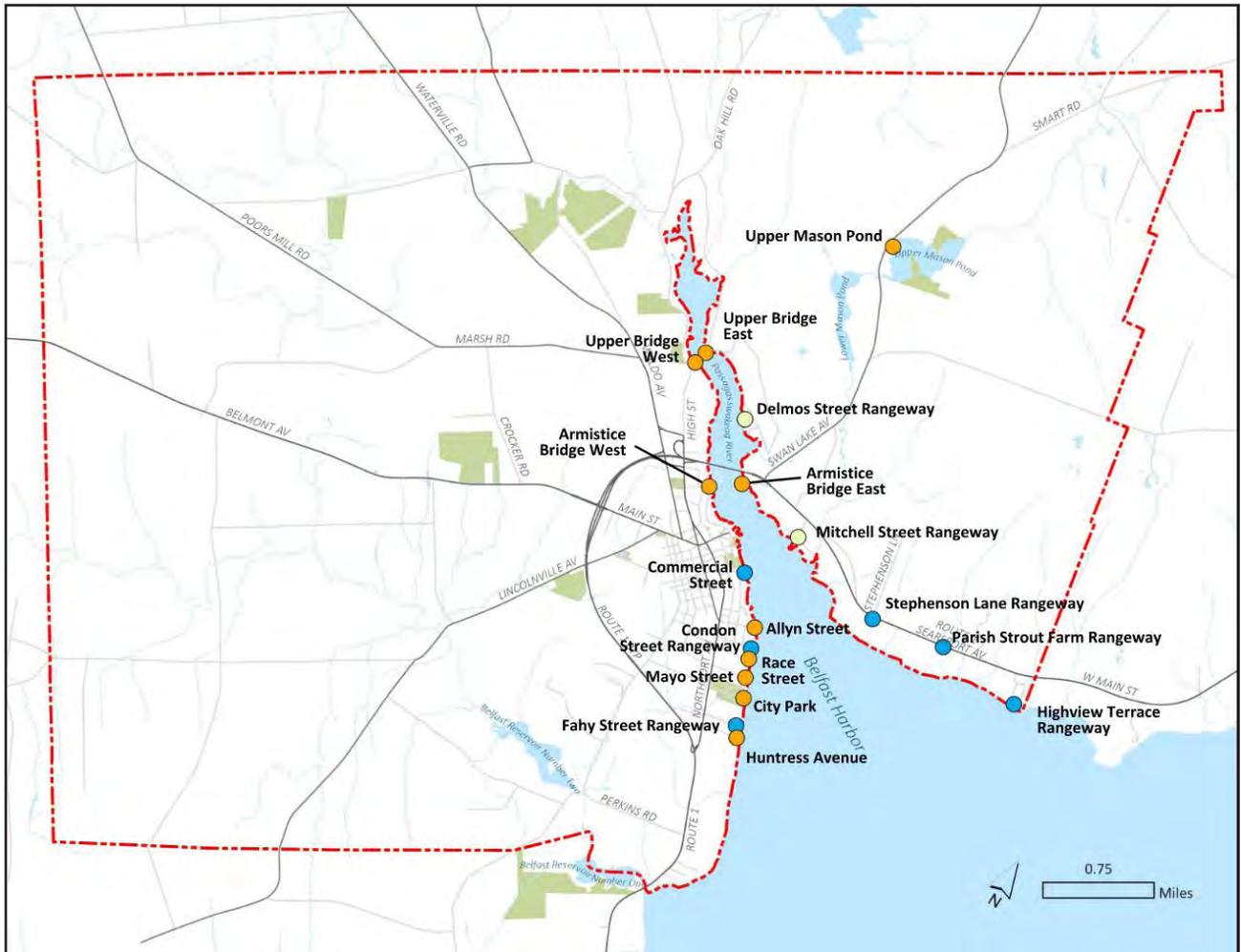
FLOODPLAIN MANAGEMENT

Belfast participates in the National Flood Insurance Program, and the city has adopted Floodplain Management Ordinance provisions (Chapter 78 of the Belfast Code). See the maps titled Flood Zones and Flood Zones (Downtown) for the location and types of flood zones . Special flood hazard areas are inundated by 100-year floods, i.e., less than a one percent chance of being equaled or exceeded in a given year. Ordinance provisions limit development in flood prone areas and require that the development allowed in these areas is suitably designed to withstand flooding. The city updated its Floodplain Management Ordinance and associated FEMA floodplain maps in 2015.

SHORELAND / WATERFRONT ZONING

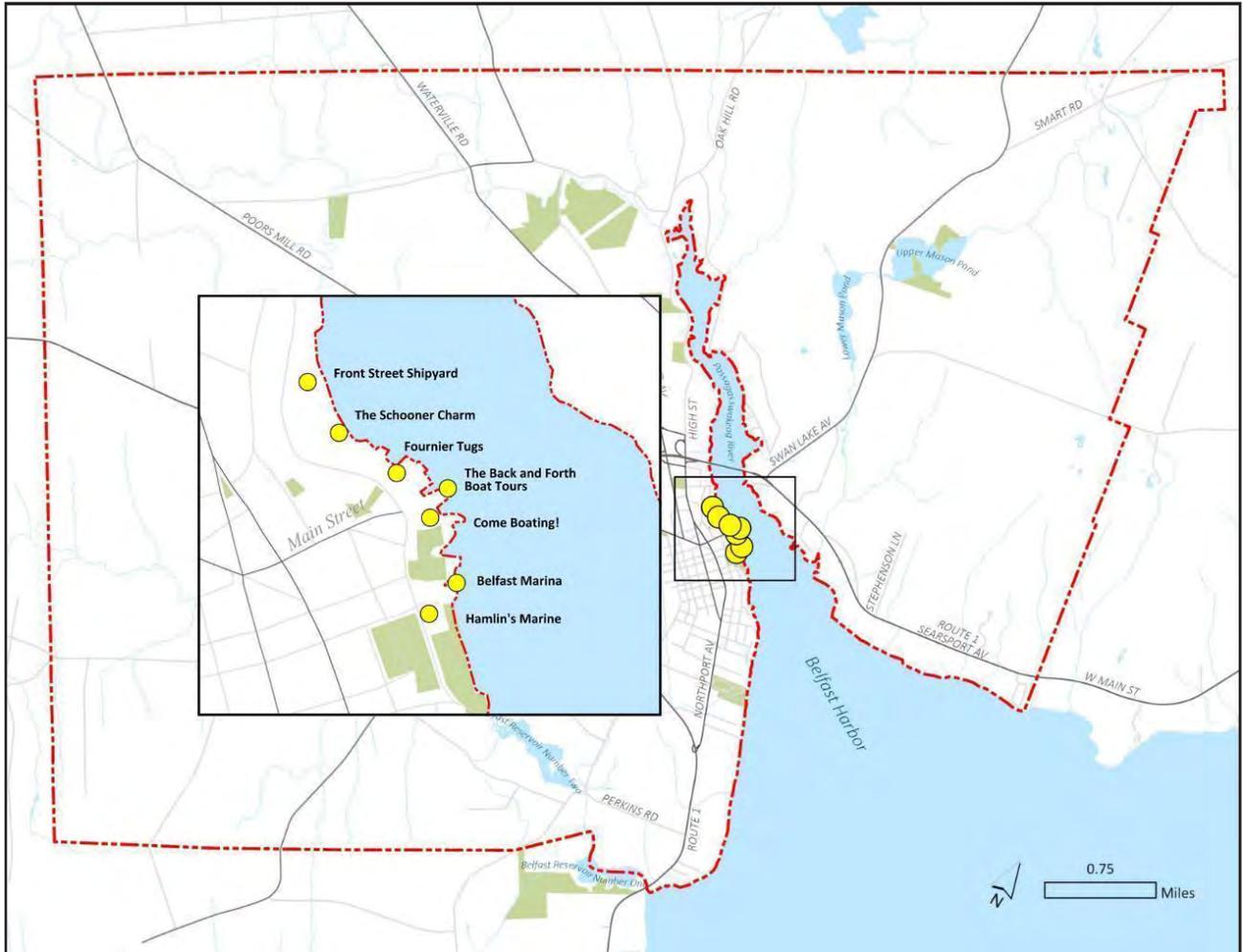
Belfast has adopted Shoreland Zoning provisions (Chapter 82 of the Belfast Code), which are intended to provide protection to shorefront areas within 250 feet of the normal high water line of all tidal waters; identified freshwater wetlands that are 10 acres or more; the upland edge of freshwater wetlands, salt marshes, salt meadows, and wetlands associated with great ponds and rivers; and specified flood hazard areas. An area of 75 feet from the normal high water line is set for other water bodies including tributary streams. These shoreland zones include Resource Protection, Limited Residential, Urban Residential, General Development, Stream Protection, Stream Development, Manufactured Housing Community, and Waterfront Development. Waterfront Development districts include Waterfront I "A" Downtown, Waterfront Mixed Use, and Searsport Avenue Waterfront. Land use standards are defined for each zone. Waterfront districts allow marine and water dependent uses, in addition to a range of other mixed uses. The city notes that its Shoreland Ordinance provisions often vary from those identified in the State Shoreland Model Ordinance, and that the State Department of Environmental Protection has reviewed and approved all City Ordinance provisions. See the ordinance provisions for more information on these standards and permitted uses.

Belfast has adopted harbor management ordinance provisions (Chapter 30 of the Belfast Code) to regulate marine activities within Belfast waters (harbor and bay). A City Council-appointed Harbor Advisory Committee provides recommendations to the City Council through the City Manager and Harbormaster. This Committee also provides recommendations to the Planning Board in its review of proposed docks and piers that require permits in the shoreland zone. The City Council and City Manager appoint a Harbormaster who oversees the city's moorings, floats, docks, ramps, breakwater, channels, and adjacent municipal property and ensures that the public grounds maintenance division provides for their proper maintenance. As previously noted, in 2012 the City Council adopted new provisions to regulate use of the inner harbor area. All Harbor Ordinances can be found in the City Code of Ordinances.



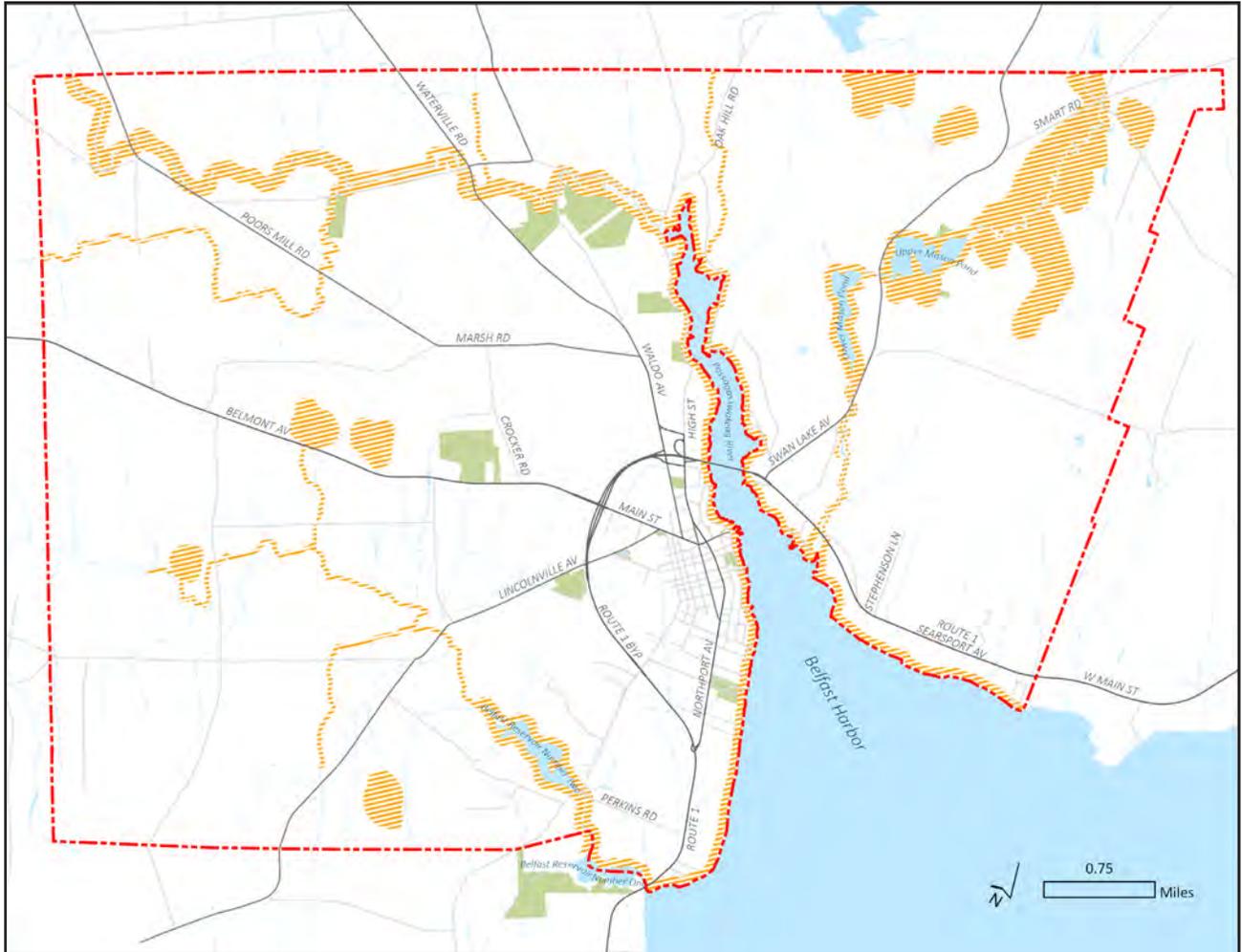
City of Belfast, Maine Public Access Points to Water

- Belfast City Boundary
- Parks and Public Open Spaces
- Public Way
- Public Way, Historic Rangeway
- Public Way, Unclear Status



City of Belfast, Maine Water Dependent Uses

- Belfast City Boundary
- Parks and Public Open Spaces
- Belfast Water Dependent Uses



City of Belfast, Maine Shoreland Zoning

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Shoreland Zone

HISTORIC, CULTURAL & ARCHAEOLOGICAL RESOURCES

The history of Belfast has been shaped by the natural resources that supported the local and regional economy, including farming, fishing, forestry, commerce, and shipbuilding. The City of Belfast, which celebrates its 250th anniversary in 2023, is noted for its historic architecture, particularly in the downtown area. As a result of the fire in 1865, when nearly the entire downtown was destroyed, an ordinance was passed prohibiting the construction of wooden buildings in the area. The resulting brick downtown has survived with little change. Downtown is an historic district, as are several residential areas with gracious homes of former ship owners and prosperous merchants. Historic resources, such as old homes, graveyards, mill sites, and old stone walls, are a valuable part of the city's heritage. These resources establish community character and make Belfast unique. They also help to create a feeling of community pride, encouraging us to preserve the best of our past. This chapter outlines the city's history, identifies the known prehistoric and historic resources, and recommends steps for their protection.

KEY ISSUES

Belfast has a designated Historic District and individual historic buildings listed on the National Register of Historic Places. Much of the area inside the Route 1 bypass includes many historic homes, and the street grid pattern reflects early traditional city development and planning. The In-Town Design Review Ordinance provisions (Chapter 80) that were enacted in 2001 and updated in 2018 require, or strongly encourage, proposed new development and renovations of existing buildings to be compatible with existing [historic] development, and to positively contribute to the character of the community. Design standards are identified in the Ordinance. These provisions also prohibit or strongly discourage the demolition or removal of existing "noteworthy" structures that have helped to shape and create the present character of the city.

Land use standards in shoreland zones (Chapter 82 Article V) require that for approval a project must be deemed to not adversely impact archaeological and historic resources as designated in the Belfast Comprehensive Plan. To help in this evaluation is the requirement that proposed development on or adjacent to sites listed on, or eligible to be listed on, the National Register of Historic Places also be submitted to the Maine Historic Preservation Commission for review and comment; and the City must consider that review before deciding on the application.

In site plan review (Chapter 90, Article II), the code enforcement office must consider the following criteria during project review, "Aesthetic, cultural and natural values. The proposed development will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, archaeological sites, significant wildlife habitat identified by the state department of inland fisheries and wildlife or the city as rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline." A similar provision is also found in the state-mandated subdivision review criteria (Title 30-A MRSA 4404) and is enforced through subdivision ordinance provisions.

CONDITIONS AND TRENDS

Most significant historic resources are in good to fair condition. Several residences that are located in the Historic District are in disrepair and warrant renovation. In 2011, the city worked with Our Town Belfast (Belfast Main Street program) to make property owners aware of historic preservation tax credits (Federal and State) to reduce the costs to redevelop old buildings for new uses and maintain their historical appeal. To date, no property owner has chosen to use these tax credits.

The Belfast Historical Society and Museum is an active historical society in Belfast and receives revenue from grants and member dues. The city also contributes to the operation. The Society's public outreach includes informational presentations, walking tours of the downtown and the adjacent historic neighborhoods, the Museum in the Streets program, and collections available for research. The Society also has assisted city government on the range-way project and several of its members serve on the In-town Design Review Committee.

See the map titled Archaeological Resources for the general location of areas sensitive for prehistoric archaeology and for the one-kilometer areas within which a prehistoric or historic archaeological site is located. See the map titled Historic District (Downtown) for the Belfast National Register Historic District. Cemeteries are a cultural resource providing insight into the history of the community. Belfast's principal cemeteries are shown on the Public Facilities Map.

This summary is from the Belfast Historical Society and Museum and has been edited:

In the spring of 1770 Scots-Irish families from Londonderry, New Hampshire settled Belfast. Legend has it that the name Belfast, after the Northern Ireland city, was chosen by a coin toss. Fear of British attack led these original proprietors to abandon the settlement during the American Revolution, but they returned in the 1780s to build a



The view from the Post Office looking down Main Street in the 1880s. (Photo courtesy Belfast Historical Society and Museum)

vibrant, prosperous outpost that would become the market center for the outlying area.

Abundant timber, a gently sloping waterfront, and proximity to varied agriculture gave rise to shipbuilding and maritime commerce, with fortunes made in both. Hundreds of wooden sailing ships were built by local shipyards and, during the 19th century, as much as 30% of the male population was employed in the maritime trades.

In 1868, construction began on the Belfast and Moosehead Lake Railroad, which connected Belfast to the Maine Central Railroad at Burnham Junction. Belfast merchants sold a variety of goods and steamship operators, who provided transportation between coastal towns, advertised “shopping excursions” to Belfast. Prosperous shipbuilders and merchants constructed the architecturally significant houses that dominate our residential neighborhoods today. Two disastrous fires consumed much of the downtown area in 1865 and 1873, but merchants rebuilt with brick, creating a pleasing and long-lasting commercial district. The Belfast Historic Districts, residential and commercial, are included on the National Register of Historic Places.

The city’s prosperity, built on shipbuilding and commerce in such unglamorous cargoes as hay, ice, apples, and fertilizer, began to fade as the 20th century unfolded. A four-story shoe factory dominated the industrial area, and Belfast became a blue-collar town. By the 1950s poultry, sardine and potato companies had set up processing plants along the waterfront. Belfast called itself the “Broiler Capital of the World” and each July, thousands came to eat barbecued chicken on Broiler Day.

In 1962 Route 1, which had come straight through downtown via High Street, was rerouted around the city and across a new bridge. Some saw the rerouting as the death knell for a once-vibrant shire town, but in hindsight, the bypass preserved the city’s heart and soul and in the 1980s a rebirth began. Public and private investment restored



Broiler Festival Broiler Queen Candidates circa 1960. (Photo courtesy Belfast Historical Society and Museum)

some of the past luster. The arts flourished, the railroad was briefly revived for tourist excursions, and the stately houses and commercial buildings were restored. In the early 1990s, USA Today named Belfast as one of America’s “culturally cool” communities. Today, Belfast is that rare combination of quiet small town with an active social and cultural life that is attractive to residents and visitors alike.

HISTORIC BUILDINGS

The Maine Historic Preservation Commission has identified the following properties and districts as being listed on the National Register of Historic Places:

Reference Number	Property Name	Street and Number
80000257	Belfast Commercial Historic District	Main St. between Church and Cross Sts.
86002733	Belfast Historic District	Roughly bounded by High, Grove and Elm, Congress, Main and Market and Imrose
93000195	Belfast Historic District (Boundary Increase)	59--63 Anderson St.
95001476	Belfast Historic District (Boundary Increase)	121 High St.
73000148	Belfast National Bank	Main and Beaver Sts.
82000783	Black Horse Tavern	Searsport Ave.
78000331	Church Street Historic District	Irregular pattern along Church St. from High to Franklin Sts.
76000115	First Church of Belfast	Church St.
77000087	Hayford Block	47 Church St.
73000246	Masonic Temple	High St. (U.S. 1)
73000150	Primrose Hill Historic District	High and Anderson Sts.
73000245	White, James P., House	1 Church St.

A number of other buildings and sites have been identified as having historic value, including: Tide Water Grist Mill on Route 1, Little River Inn (1796) on Route 1, Wales Miller (1800) on Marsh Road, Otis (1800) on City Point Road, First Sawmill (1770) on Kaler Road, Pattershall (1800) on West Swanville Road, Harvey Way (1800) on Waldo Avenue Extension, R.R. Thompson House on Miller Street, Quimby House on Miller Street, Brewster House on Northport Avenue, M.L. Slugg House on Condon Street, Parsonage “Hearthside” on Old Searsport Avenue, and Stephenson Tavern.

According to the Maine Historic Preservation Commission (MHPC), three prehistoric sites (numbers 40.2, 41.52, and 41.53) are located along the northeast shore of Passagassawakeag Estuary/Bay.

ID	Name	Cause, Boat Type	Date
ME 034-001	“S.T. Co. No. 5”	Wreck, Barge	1924
ME 034-002	Minister’s Point Battery	Military, Battery	1863
ME 034-003	Little River Battery	Military, Battery	c. 1863
ME 034-004	“E.S. Wilson”	Wreck, Schooner	1900
ME 034-005	“Mary Elizabeth	Wreck, Schooner	1869
ME 034-006	“Maine”	Wreck, Schooner	1869
ME 034-007	C.P. Carter Shipyard	Shipyard	1841-c. 1899
ME 034-008	“Ida L. Small”	Wreck, Schooner	Jan 2, 1870
ME 034-009	Joseph Kaler Brickyard	Brickyard	1859
ME 034-010	C.P. Carter Shipyard Shipwreck	Wreck, Ship	Potentially associated with Carter Shipyard

HISTORICAL SOCIETY AND PRESERVATION

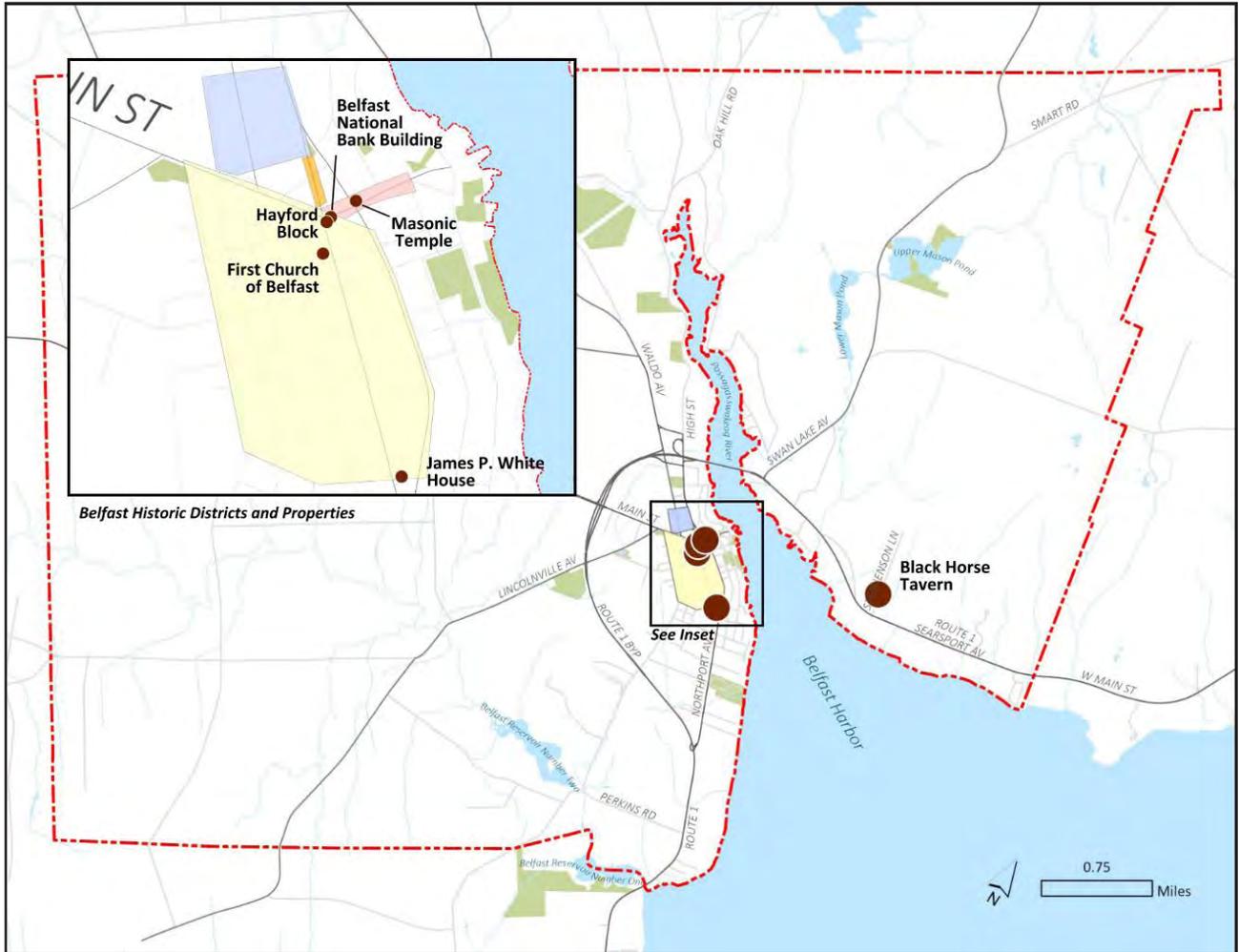
The Belfast Historical Society and Museum (10 Market Street) is dedicated to the collection, conservation, preservation, and interpretation of artifacts relevant to Belfast history. The collections include vintage photographs, maps, postcards, interpretive displays and an extensive research archives and library. Monthly informative programs are held April through October and include guest speakers, slideshows, and discussions, and the Society regularly conducts informative walking tours of the downtown and adjacent residential areas. The Belfast Historical Society and Museum is a member of The New England Museum Association, Maine Archives and Museums and a contributing member to the Maine Memory Network.

THREATS TO HISTORIC RESOURCES

The renovations of historic buildings may or may not be done in a historically sensitive manner. This threat is more likely for buildings that are privately owned and when those renovations are funded privately without guidance or oversight from state or federal agencies. City codes, particularly Chapter 80, In-town Design Review, encourage but do not mandate historically sensitive renovations. With the goal of encouraging the renovation and reuse of historic structures, demolition permits are required before historic structures can be razed (Chapter 80). Prehistoric sites along shorelines are subject to coastal erosion and with sea rise, may become submerged.

HISTORIC PROPERTIES AND CLIMATE CHANGE

Historic properties will be vulnerable now and in the near future to the impacts of climate change, including increased storms, erosion, and high winds. Community members, municipal officials, planners, preservationists, scientists, and visionaries need to prioritize protection of historic properties and districts. Historic buildings in Belfast that could be vulnerable to climate change impacts in the form of sea level rise include Masonic Temple and First Church of Belfast. The Maine Historic Preservation Commission (MHPC) has established a webpage to assist entities throughout the state with planning for the effects of climate change on historic properties and cultural resources through the process of identification, adaptation, resiliency, and mitigation. MHPC has developed this web application so that as communities, regions, officials, and citizens create plans to deal with changing climate, museums or archives within the subject areas can be identified, evaluated, and their futures contemplated.



City of Belfast, Maine Historic Districts and Properties

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Belfast Commercial Historic District
-  Belfast Historic District
-  Church Street Historic District
-  Primrose Hill Historic District
-  Belfast Historic Properties

PARKS, RECREATION, TRAILS & OPEN SPACE

The natural resources of Belfast and the region provide numerous outdoor recreational opportunities like hiking, hunting, horseback riding, ATV, snowmobiling, cross-country skiing, fishing, canoeing, kayaking, and sailing. Open space includes Belfast Bay and associated coastal areas, rivers and streams, athletic fields, parks, farms, forestlands, wetlands, and ponds. One of the city's goals is to preserve, strengthen and advance public recreation opportunities. The city should seek to provide a comprehensive range of recreational uses including open space, water access and recreation facilities and programs to meet the needs of the community's diverse population.

OVERVIEW

Belfast should look to maintain existing facilities and services and should consider opportunities for new facilities and programs. The city should be bold in this effort, and should not limit its approaches to methods used in other towns and cities. Existing facilities, in general, can meet the projected needs of the community over the next ten years. Allocating sufficient resources for the ongoing maintenance of all facilities is crucial.

Upgrades or enhancements are recommended and many are planned for in the following city park facilities:

- **Belfast City Park:** Lighting; buried electrical service; road paving; grading of baseball field; pool bathhouse rehab; walkway repaired continued and enhanced; rehab restrooms; re-line and re-surface the pool (20 acres).
- **Kirby Lake (the Muck):** Ongoing trail maintenance (3 acres).
- **Skate Park (skateboards):** Re-design and upgrade.
- **Sportsman Park:** Entrance sign/marker; trail development (21 acres).
- **Steamboat Landing:** Water service for event vendors; drinking fountain (2.4 acres).
- **Wales Park:** Ramp and/or steps for entrance off Congress Street (1.5 acres).
- **Walsh Field Recreation Area (Ballfields, Dog Park, Little River Trailhead):** Sidewalk and parking lot repair or replacement.
- **Park on Main.** Construction of a performance area, a light hand rail up the hill, and a small garden. This work was in collaboration with Our Town Belfast.
-

CONSERVATION EASEMENTS & LAND TRUSTS

The city has worked with area land trusts, particularly the Coastal Mountain Land Trust, regarding the preservation of open spaces and access. The city also has aggressively pursued retaining public ownership of long established rangeways that provide public access to coastal areas. Continuing, the city has worked cooperatively with Friends of Belfast Parks

to maintain and fund improvements to many of the city's parks. While the city has not established a specific open space fund, the city has often committed taxpayer revenues to benefit public access and recreation. For example:

- In the mid-1980s the city created Heritage Park
- In 1999 the city worked with MBNA to establish Belfast Common and Steamboat Landing Park
- In 2008 the city purchased additional land to expand the size of Belfast Common
- In 2010 the city purchased the former Belfast & Moosehead Lake Railroad right-of-way to create the Rail Trail
- In 2014 the city established Park on Main

The city has adopted policies and ordinances to help guide its activities, and recognizes that future amendments to such may be needed.

ACCESS TO WATER BODIES

There is public access to the major water bodies in Belfast. Drinking water is supplied through groundwater wells, not surface waters. Accordingly, recreational access to surface waters does not threaten public drinking water sources. The city owns or controls multiple access points to the water. These are either rangeways or Rights-of-Way. The city routinely maintains most of these access points and is systematically working to make desired improvements. The city has recently made significant improvements to the preservation of rangeways for pedestrian use and access to the water.

TRAIL MAINTENANCE

The city maintains walking paths located within its parks, including waterfront walkways. The city also maintains the Armistice Bridge (the original Route 1 Memorial Bridge), which provides pedestrian access over the Passagassawakeag River to connect the east and west sides of Belfast. In general, recreational trails outside parks are maintained by private entities. No known conflicts exist.

CONDITIONS AND TRENDS

The Recreation Data Set has been incorporated and updated in the Belfast Comprehensive Plan map titled: Parks, Recreation, Trails, and Open Space.

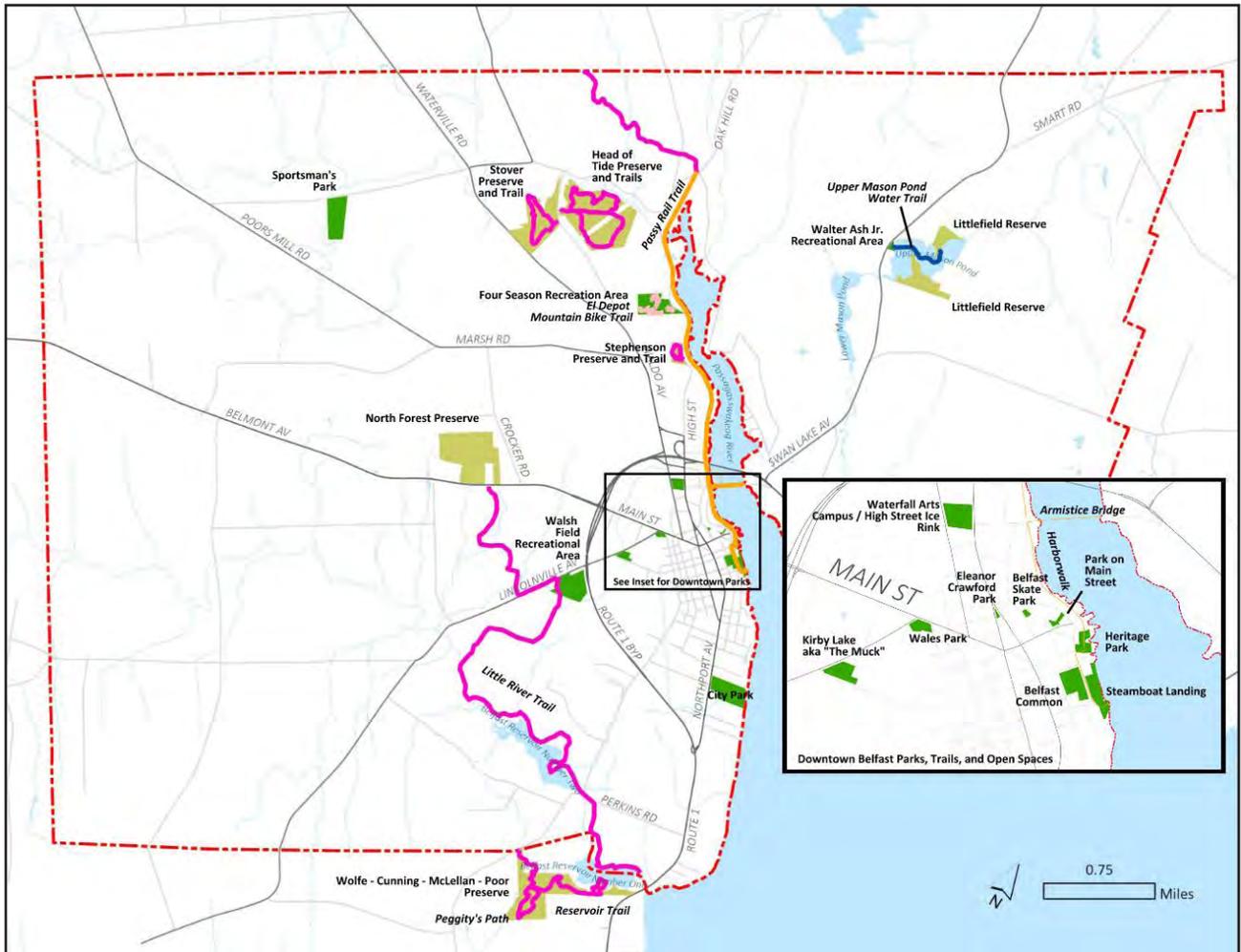
The following publications are available: “Belfast City Rangeways: Public Shore Access (City of Belfast); “The Green Emeralds of Belfast” (Friends of Belfast Parks); “Belfast, In-town Nature Trail” (Hartdale Maps) and “Walk & Bike Belfast” (Hartdale Maps); “Trails” (Belfast Bay Watershed Coalition); “Belfast City Park Arboretum”; “Hills to Sea Trail” (Waldo County Trails Coalition); “Labyrinth Walk” (Phineas P. Quimby Labyrinth). These describe public recreational areas in the community. Programs designed to bring in visitors, families and friends are identified each year in annual reports and publications. The Coastal Mountains Land Trust also has trail maps and publications describing natural area and activities. Belfast has an extensive system of city owned and maintained rangeways and public parks that support public access to Belfast Bay. The city notes that unlike many Maine communities there are few significant fresh water bodies (large ponds) in Belfast.

There are a number of recreational facilities in Belfast, which are available to the public (See the map titled Recreation):

- **Armistice Bridge (reconstructed in 2006)/Pedestrian Footbridge (Formerly known as the Veterans Memorial Bridge):** This renovated span (about 800 feet in length) crossing the Passagassawakeag River provides scenic views of the harbor and downtown, and provides connectivity across the river between the east and west sides of Belfast.
- **Belfast Area High School (recently renovated):** This facility has an indoor swimming pool with spectator seating and a gymnasium, and is surrounded by 20 acres, which accommodate 1,320 feet of running track, as well as baseball, football, field hockey, and soccer fields.
- **Belfast City Park:** This is a 20-acre municipal park with a 10,479 square foot outdoor pool with dressing rooms, baseball field, a full basketball court, two tennis courts, an innovative playground, benches, four pickle ball courts, restrooms, concession stand, and picnic tables with grills adjacent to them.
- **Belfast Common:** Dedicated in 1999, this park is on the former site of a poultry processing plant. People fly kites, walk dogs, picnic, sunbathe, and sled in the winter. An amphitheater provides a beautiful spot for concerts and is popular for outdoor events and weddings.
- **East Belfast School:** This 3-acre area has a soccer field and playground. The facility also has an indoor gymnasium.
- **Eleanor Crawford Park:** This is a very small, triangular shaped park with benches and a flower garden.
- **Waterfall Arts Building (Former Governor Anderson School):** This 5-acre site includes baseball, football and softball fields, swings, and an outdoor ice rink. There are 50 parking spaces available.
- **Heritage Park:** This area is adjacent to the boat launching ramp and public landing and is the location of the Come Boating! shed and dock. It provides an unobstructed view of the harbor and upper Penobscot Bay, and is equipped with picnic tables and benches for use by the public. It also supports public events.
- **High Street Ice Rink:** This is a small, seasonal ice rink that is part of the Waterfall Arts campus. The site includes benches, lighting, and tables.
- **Kirby Lake (The Muck):** This is a half-acre area used for ice skating during the winter. The area is lit where skaters can put on their skates and there are picnic tables and benches. It is a popular location for bird watching.
- **Public Landing Ramp:** This is a 1.5-acre area that includes a paved boat launch ramp and the Harbor Master’s Office. It is bordered by floats, which provide temporary docking space for boaters using the ramp, a parking area, and toilet and shower facilities. Fuel and water are available at the adjacent public landing.
- **Skateboard Park:** This site has paved surfaces and ramps for skateboarding.
- **Sportsman Park:** This is a 21-acre site with a stream for fishing and areas for dogs to be off-leash. Future development of its wooded setting could include walking trails, cross-country ski trails, and other outdoor recreation activities.
- **Steamboat Landing:** In 1999, MBNA donated a portion of its waterfront property to the city. A gazebo is used for weddings, concerts, poetry readings, and picnics. The city also owns the Boathouse at the park which it uses for public events and rents to the public for private parties. The park has picnic tables and benches, kayak launch and rack, and is used for events, such as Belfast Wienerfest, Maine Celtic Celebration, Belfast Arts in the Park, and Harborfest. The Harbor Walk also runs through the park.

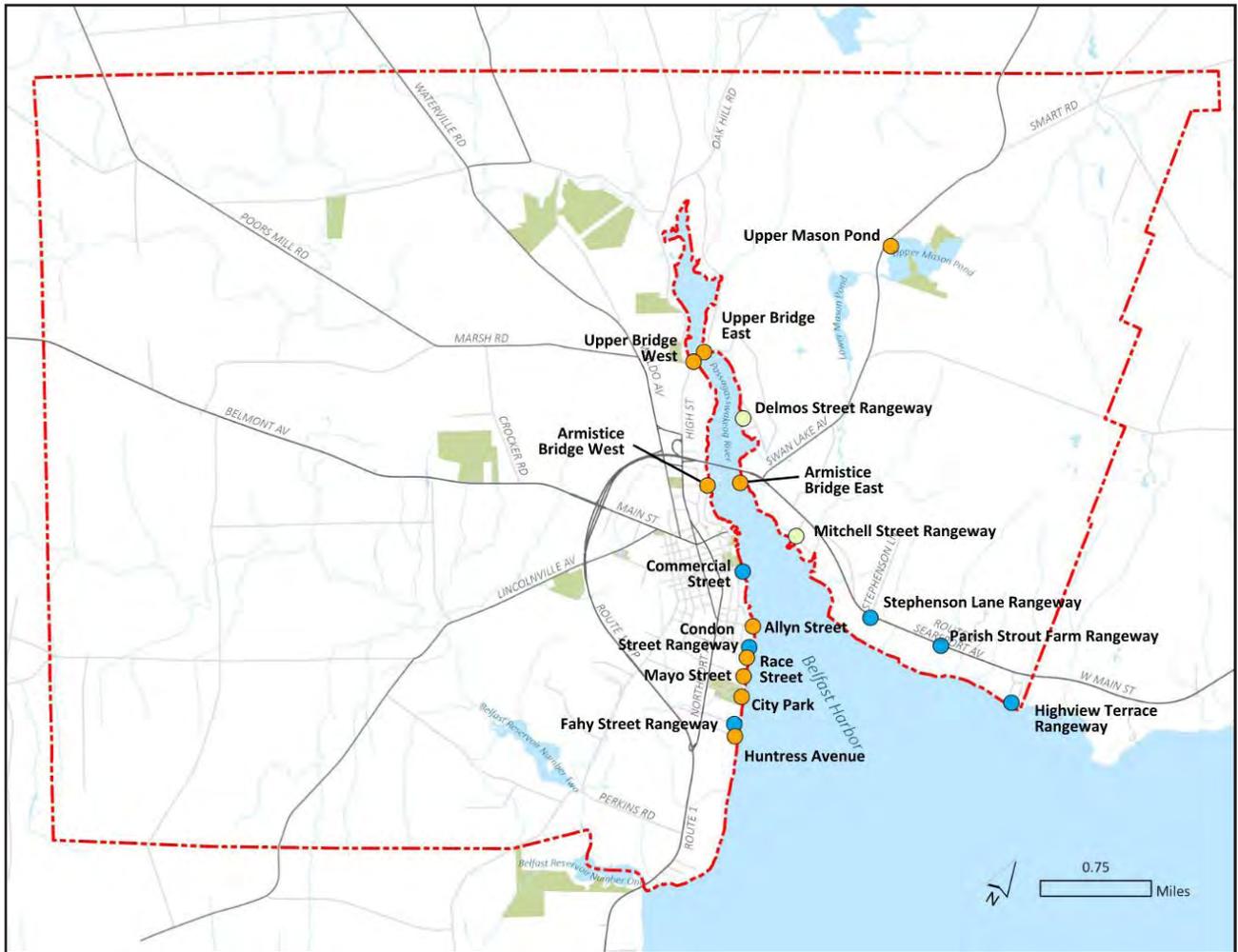
- **Wales Park:** This two-acre plot of open space has a picnic shelter, benches, grills and swings and a slide for children.
- **Walsh Field Recreation Area:** This area has a Dog Park that opened in 2008 and was created by the Friends of Belfast Parks and members of the community as a gift to the city, its dog owners, and their dogs. There is also a Little League baseball field, softball field and the Little River Trailhead developed and maintained by the Belfast Bay Watershed Coalition.
- **Little River Trail:** This natural surface trail stretches approximately 5 miles from the Nordic Aquafarms property at Route 1 Belfast Reservoir Number One along the Little River north to Route 3 / Belmont Avenue.
- **Park on Main:** A pocket park on Main Street in downtown with a picnic table chessboard, shady area, and a flower garden.
- **Kayak Launching Area:** Located at the Upper Bridge East Rangeway.
- **Passy Rail Trail:** A 2.2-mile multi-use path that runs within the rail corridor along the upper stretches of the Passagassawakeag River.
- **Harbor Walk:** A path that connects the Belfast waterfront between the Armistice Bridge and the Boathouse at Steamboat Landing.
- **Rangeways:** 12 rangeways are located throughout the city that provides public access to the water and scenic views of the Bay.
- **4-Seasons Recreation Area:** Part of the former city-owned ski area that re-opened in 2010 with areas for sledding, tubing and snowboarding. The Passy Greenway Trail traverses the area. This site has a parking area.

There are also private health and recreational establishments that are available to Belfast residents. They include the Bay-Area Fitness, Belfast Dance Studio, the Game Loft, Waterfall Arts, Come Boating, Curling Club, and the YMCA. The YMCA opened its new facility in 2001 (including a walking track, gymnasium, and weight room) and its indoor pool in 2009. The city provides an annual subsidy to the YMCA, which allows income eligible residents to become YMCA members at no cost or at a reduced rate.



City of Belfast, Maine Parks, Trails, and Open Space

- - - Belfast City Boundary
- City of Belfast
- Coastal Mountains Land Trust
- Hiker Trail
- Mountain Bike Trail
- Multi-use Trail
- Water Trail



City of Belfast, Maine Public Access Points to Water

- Belfast City Boundary
- Parks and Public Open Spaces
- Public Way
- Public Way, Historic Rangeway
- Public Way, Unclear Status

MOBILITY & TRANSPORTATION

A safe and dependable transportation system is the lifeline of every community. This chapter details the current condition and usage of Belfast’s transportation system. The city’s main goal is to plan for the efficient maintenance and improvement of the transportation system so it can accommodate and well serve existing and anticipated development.

KEY ISSUES

SAFETY:

Between 2016-2021, Maine DOT reported three intersections and two road sections as high crash locations in Belfast . These were the section of Belmont Avenue between Jesse Robbins Road and Edgcomb Street, Main Street between Washington Street and High Street, the intersection of Congress Street coming off Route 1 bypass, Belmont Ave/Route 3 ramp coming off Route 1 South, and High Street ramp coming off Route 1 North . In 2006, the city, in coordination with Maine DOT, HNTB (traffic consulting firm) and the Federal Highway Administration, conducted a transportation safety audit of Route 1 as a supplement to the Gateway 1 strategic planning process. The Safety Audit report has a full list of observations and specific recommendations. Many of the observations from the 2006 Safety Audit are still relevant today including:

1. Intersection improvements should receive the highest priority. More specifically:

- Congress Street and Route 1 – MDOT constructed improvements to this intersection in 2007. It appears that the improvements have addressed some key safety issues; however, the city believes that additional improvements are warranted. For example, for northbound traffic, there is no lane for through traffic if a vehicle is turning left onto Congress Street by the Business Park and another vehicle is turning right onto Congress Street by the Tall Pines facility. Further, there is no signal light at the intersection.
- Lincolnville Avenue/Rte 52 and Route 1 – In 2009, long awaited pedestrian improvements were constructed. However, the city believes the intersection requires additional improvements, particularly for traffic on the west side of the intersection.
- Belmont Avenue/Rte 3 and Route 1– Significant improvements were constructed to this road in 2005; however, the city believes that additional improvements are needed to the current on and off ramp system for the intersection.
- Swan Lake Avenue/Rte 141 and Route 1 – The city and MDOT constructed initial pedestrian-oriented improvements to this intersection in 2010 through a \$120,000 traffic calming grant. In 2012, the city worked directly with MDOT to conduct a follow-up Safety Audit that focused specifically on the Route 1/Route 141 (Swan Lake Avenue) intersection. In 2013 the city used a \$100,000 traffic calming grant to make additional pedestrian-oriented improvements to the intersection, including a pedestrian signal. However, the city believes that the long-term approach is to reconstruct the intersection and that a roundabout could be a productive way to address current and future traffic volumes.

2. Enhance navigation signs, guide signs, and warning signs.

3. Adjust street name signs and/or replace with larger signs for better visibility for drivers and for emergency response.

4. Access management strategies:

- Limit curb cuts by consolidating separate entrances that are close together, and regulating requests for new entrances.

5. Install Maine Uniform Traffic Control Device compliant crosswalk warning signs.

6. Coordinate impact fees charged by State and City for needed transportation improvements resulting from proposed development.

7. Add dedicated bike lanes, marked on roadway, shoulder or paths off of Route 1 that provide linkages to East Coast Greenway project and which encourage and support bicycle use in Belfast.

8. Examine if it is appropriate to establish greater consistency in traffic speeds along the Route 1 corridor in Belfast, including the bypass area.

Beyond Route 1, longstanding safety concerns exist for other state and municipal roads. The volume and traffic along Route 52 present ongoing concerns. Other key concerns regarding state routes include speed of traffic on Route 141/ Swan Lake Avenue and the lack of a viable emergency vehicle route if the Memorial Bridge is congested.

TRAFFIC SPEED:

A concern often voiced by residents regarding numerous city roads, particularly rural roads, is the speed of traffic, which people have stated lessens their quality of life. In addition, the poor quality of initial construction (particularly a poor road base) of many local roads results in chronic problems for the city in trying to maintain a substandard road. The city faces high maintenance costs for such roads, but city lacks the funds to reconstruct most roads.

See the Transportation Posted Speeds and Compact Area Map for the speed limits of state and city roads. Speeding is a concern, especially on Routes 1, 3 and 141 and ongoing enforcement is costly. In 2009 and 2013, the city constructed traffic calming improvements at the Rte 141/Rte 1 intersection. Further, the city has received numerous requests from local residents to consider the reduction of traffic speeds on the roads where they live. Examples of such requests in past years include but are not necessarily limited to: Doak Road, Stephenson Lane, Woods Road, Miller Street, High Street and Swan Lake Avenue. An additional concern is City interest in MDOT examining the desirability of establishing more consistent speed limits for Route 1.

CONGESTION AND TRAVEL DELAY:

The Belfast Comprehensive Plan map titled Transportation Network shows the customer service level (CSL) of State and

local roads in Belfast. CSL is a measure of safety, condition and service. The lowest CSL found in Belfast is on Route 52 extending southwest from Route 1 into Northport. This road is rated as a Level D on an A-F scale, indicating the level of safety, condition, and service of the road. The CSL takes into account crash history, paved roadway width, pavement rutting, bridge reliability, pavement condition, roadway strength, bridge condition, ride quality, posted road or bridge, and congestion. Congestion at the following locations has been noted by residents and municipal officials: Route 1 and Route 52, Route 1 and Route 141, Route 1 and Route 3, and Route 1 and Congress Street.

TRAVEL VOLUME AND TYPE:

The Transportation Network Traffic Volumes map shows factored annual average daily traffic volumes at key points on state, state aid and municipal roadways in Belfast from 2020. The Route 1 bypass, serving the purpose for which it was built, has a higher volume than local downtown streets.

TRAFFIC PROBLEMS CAUSED BY SUCH THINGS AS ROAD AND DRIVEWAY LOCATIONS AND DESIGN, ROAD MAINTENANCE NEEDS, TRAFFIC CONTROL DEVICES, GROWTH PATTERNS, AND LACK OF TRANSPORTATION OPTIONS:

Road maintenance is an ongoing effort and municipal budgets are stretched as the cost of such maintenance increases much faster than the costs of other goods and services, due principally to the costs of petroleum and petroleum-based products like asphalt. The state and federal match for such work has always been important and has become even more crucial to maintain safe roadways. The city has worked with property owners to maintain the safety and mobility (traffic flow at the posted speed) of roadways by addressing access management within the urban compact boundary. New entrances and driveways are approved in accordance with access management goals while balancing private property rights to allow for the use of properties abutting roadways.

The city understands that encouraging growth within and near the in-town area will reduce transportation costs and auto-dependency. The city's minimum lot size of 7,500 square feet for most of the area located within the Route 1 bypass underscores its efforts to encourage dense growth in areas near services. This area also features an existing system of interconnected streets that create multiple ways for a person to travel to their destination. In addition, the city has encouraged most larger scale employers and retail development to occur in the area immediately adjacent to the Route 1 bypass. At the same time, there is concern about the amount of congestion that might develop in these areas from new development.

Current state access management rules apply to all state roads located outside of the urban compact area, and to the Pitcher Road. The city has cooperatively worked with MDOT in the implementation of these rules, and recognizes that good quality access management rules are warranted to improve public safety and manage traffic. That said, the city is concerned that current MDOT rules, and the implementation of those rules, may conflict with the city's intent to allow greater development in some areas, such as along Searsport Avenue.

The city's current access management standards are less strict than the state standards. That said, the city believes it has often been effective in managing the number of curb cuts on state roads located within the urban compact area, including efforts to reduce the number of curb-cuts at existing businesses when they apply for new permits. The city also recognizes that it should review its current access management standards to ensure its standards well address public safety needs, while also allowing appropriate types of development.

Belfast and the surrounding communities lack effective alternative transportation options in comparison with more densely developed communities in other areas of the State. There is no daily, city-wide bus service for all residents, and public transportation options are very limited. Thus, residents are largely dependent on their privately-owned vehicles for daily trips to work, stores and elsewhere. See Alternative Transportation Modes later in this chapter for existing public transportation services.

LACK OF TRANSPORTATION LINKS BETWEEN NEIGHBORHOODS, SCHOOLS, RECREATION, SHOPPING, AND PUBLIC GATHERING AREAS:

Much of the densely developed area located within or near the Route One bypass has a well-established system of neighborhood blocks connected by sidewalks and streets. The area features most of the city's parks, two of its schools, and the downtown retail and service area. Outside of the bypass, Belfast is accessible primarily by roadways. Much of the development in these areas occurs linearly along the adjacent road. There are few neighborhoods and even fewer connecting roads/streets and sidewalks. That said, the city has worked to use both city and MDOT monies to install pedestrian-oriented improvements on Route 1 to foster greater connectivity and to provide safer routes to the city schools located outside of the bypass.

The city believes that parking is generally adequate for current and projected future use at most schools, recreation, shopping and public gathering areas. Some downtown parking lots require improvements, and there likely always will be a need for more parking near the harbor in the summer, but on the whole, the city does not feel that Belfast has a significant shortage of parking. See the table under Parking below for municipal parking lot locations and capacities. This public parking augments the onsite parking provided at shopping and other locations. Concern for improving the safety of pedestrian and bicycle routes helped shape the recommendations in this chapter. Residents in general, especially children and the elderly, should be able to get around portions of the city without depending exclusively on motor vehicles.

CLOSED OR POSTED BRIDGES OR ROADS:

There are no closed bridges or roads. The city, however, routinely posts seasonal weight limits on many of its roads in the early spring when such roads are most susceptible to damage because of 'break-up' and a poor road base.

PEDESTRIAN AND BICYCLING SAFETY:

Belfast has devoted increasing attention and resources to enhance pedestrian and bicycle safety over the past 20 years. Two of the premier projects are the reconstruction of the Armistice Bridge (Footbridge) across the Passagassawakeag River and the Harbor Walk, which created connectivity along the Belfast waterfront between the Armistice Bridge and the Boathouse at Steamboat Landing. The reconstruction of the Armistice Bridge was completed in 2006 at a cost of \$3.6 million (\$2.6 million in City funds.) The Harbor Walk was completed in 2013 at a cost of \$1.6 million (\$800,000 in City funds.)

In 2010, the city also purchased the former right-of-way owned by the Belfast and Moosehead Lake Railroad. In 2016 the city completed construction of the Rail Trail, a 2.2-mile multi-use path within the rail corridor, which runs along the upper stretches of the Passagassawakeag River. In addition to the Harbor Walk and Rail Trail projects, the city has made improvements to key intersections, extended and reconstructed sidewalks, and explored avenues to foster greater pedestrian and bicycle use to increase connectivity.

In 2008, at the request of the Belfast Vibrancy Committee, the Belfast Bay Watershed Coalition and Belfast Trails produced a report titled “The Vision for Pedestrian, Biking, and Hiking Mobility in Belfast,” which identified pedestrian and bicycling safety concerns. Key concerns included Route 1 crossings at Route 52, Belmont Ave/Route 3, and Route 141- all heavily used pedestrian and bicycle routes that connect downtown Belfast with key destinations outside the bypass. As noted in the report, “We view them as critical because they are the most lacking in infrastructure and planning in terms of safety relative to their high rate of pedestrian use (or potential use) and because they involve routes and intersections with heavy auto traffic.” This report helped spur action on several of the most critical projects and prompted the City Council to appoint and designate a Pedestrian, Biking and Hiking Committee to regularly advise the Council.

ROAD USE CONFLICTS

Routes 1 and 3 are major State routes that serve a large volume of through traffic. See the Transportation Map for these figures. These roads also serve local commerce in Belfast. These different uses can create conflicts, especially regarding speed. The installation of traffic signals at key intersections on Route 3 (Belmont Ave & Main Street) helped regulate traffic. Enforcement of posted speeds is crucial. The limited use of traffic calming measures in some areas of Route 1, particularly along Searsport Avenue, have been or are being implemented. A sizable portion of Belfast’s business activity is located downtown, not on Routes 1 or 3.

Conflicts in Belfast also occur between how the city and State view use of a road. The main area of conflict appears to be Searsport Avenue (Route 1). Belfast extended public sewer service to this area in the mid-1990s and views Searsport Avenue as an area that can support significant development. In contrast, it appears that MDOT would prefer the city limit the amount of development along much of Searsport Avenue. At present, few use conflicts occur west of Crocker Road on Route 3, and the main concerns on state roads, such as Routes 52, 137, and 141, appear to be the speed of traffic in areas that often support residential development.

STATE & REGIONAL TRANSPORTATION PLANS

MDOT's Long Range Transportation Improvement Plan provides general goals for the maintenance and improvement of the state transportation system to meet the need of residents and businesses. These goals are in agreement generally with the Belfast Comprehensive Plan. There are no Belfast specific projects or impacts included in this plan; however, a lack of adequate funding to preserve and enhance the state transportation network will impact Belfast along with many other Maine communities over the next twenty years. The community will need to lobby Maine DOT directly for adequate transportation investments in Belfast and the region.

The 2019-2021 Maine DOT Work Plan includes these projects in Belfast:

- Municipal Airport, safety and infrastructure improvements that may include obstruction removal – Phase 2, runway 33. \$221,450.
- Poor Mills Road, Sheldon Bridge replacement over Goose River, located 0.89 miles east of Shepard Road. \$715,000.
- Goose River Bridge replacement over Goose River, located 0.15 miles east of Mitchell Street. \$2,355,000.
- Waldo Avenue, painting bearings and beam ends on the Waldo Avenue Bridge over Route 1. Located 0.05 miles northwest of Field Street.

ROAD DESIGN STANDARDS

The proposed major land uses (see the Land Use Chapter of this plan), including the mixed use/growth along Route 1 in East Belfast and along portions of the Route 1 bypass, and the area labeled ‘encourage new residential’ along the bypass, will incorporate access management controls along state roadways, shared entrances/ driveways, and new internal street networks that avoid dead-end subdivision roads wherever possible. In following these strategies, the city seeks to maintain the mobility, capacity and posted speeds of Routes 1 and 3. That said, potential conflicts may arise, particularly with respect for Searsport Avenue (Rte 1,) because the city believes this area is well-suited for additional development. Overall, the City seeks to encourage patterns of development that do not degrade the capacity of the overall road network. For example, the city hopes to concentrate future larger retail development into the area near the Route 1 and 3 intersection that is presently used for intense retail and office development, but in doing such, the city also recognizes that road improvements will be needed.

ROAD MAINTENANCE

The Department of Public Works performs a wide variety of tasks associated with maintaining, and in some cases, upgrading its extensive network of city roads. For example, the city regularly resurfaces city roads on a 10 – 12-year schedule, and typically replaces culverts every other scheduled road resurfacing, about every 20 – 25 years. The city regularly maintains open drainage swales adjacent to the road, repairs and extends sidewalks, installs warning signage, sweeps many of the streets, and grades several remaining roads which have a gravel surface.

The city is concerned that all roadways and bridges that are constructed be well engineered and built to last so that potential damage from flooding and adverse weather and use can be minimized. Substandard design or construction will result in higher costs to taxpayers and/or subdivision associations for repair and remediation. Road damage from flooding, adverse weather conditions and from use, especially heavy trucking activity, requires that roads be built to appropriate standards, including sufficient sub-bases, drainage systems and grading. While this may cost more in development costs upfront, it will reduce long-term costs for the taxpayers, residents, and business owners, all of whom depend on the road network. To that end, the city has adopted and enforced good quality road construction standards through implementation of its subdivision and site plan regulations, and the City Council will only accept a road for public ownership if it is engineered and construction of the road is inspected by the city engineer to determine compliance with city requirements.

PARKING

Parking is generally sufficient in most parts of the city. The city owns and maintains 2 large public parking areas (60 – 100 vehicles each), 4 smaller public parking lots, and a significant amount of designated on-street public parking in its downtown and waterfront areas. While this is a significant amount of parking, there are concerns that the increased amount of growth that has occurred in the downtown in the past several years, and an increase in the number of major events, may lead to temporary shortages in the amount of parking. At present, there is no cost (no meters) to use any city parking space or facility.

Municipal Parking Lots	# of Spaces	Condition	Use
Washington Street	95 paved	Fair	Heavy
Cross Street	28 paved	Fair	Moderate
Beaver Street	60 paved	Good	Heavy
Steamboat Landing (2 areas)	45 paved	Good	Moderate
Belfast Commons	16 paved	Excellent	Moderate
Belfast Harbor	40 paved	Good	Heavy/Seasonal

Most issues associated with the use of existing public parking areas fall into the category of a nuisance rather than a crisis. Examples of these conflicts are as follows:

- Employees of downtown businesses and offices use on-street parking spaces rather than the off-street parking lots, which limits the amount of parking readily available to customers. In 2012 the city revised its parking ordinance, increased enforcement and worked cooperatively with Our Town Belfast (local Main Street organization) and local business owners to address this concern. It appears that these efforts have helped lessen the problems.
- There often is a conflict between short-term and longer-term users at the limited amount of parking near the city harbor.
- There is more public parking along lower Main Street than upper Main Street.
- Periodic events which involve a significant number of customers can overburden the amount of public parking available in a select area.
- Similar to many communities, there is not enough parking to support a major event, which results in the need for off-site satellite parking lots and transporting people to the event.

Belfast believes it has adopted progressive parking standards which support attracting small scale development to its downtown and working waterfront area. For example, Belfast does not require any on-site parking in much of the downtown area, and the Planning Board has the authority to grant reductions in the amount of on-site parking required in other areas in the downtown and along the working waterfront. Also, through the contract zoning provisions the city has adopted for some uses, larger-scale proposals could have some flexibility regarding the amount of parking provided to complement existing, traditional downtown development patterns.

Clearly, there also is market demand to locate retail, office and job creation activities outside of the downtown area. Certain retail facilities want to locate directly on Routes 1 or 3 to take advantage of the large volume of through-traffic, some of which make brief stops at these facilities on their way to destinations beyond Belfast. Belfast believes the amount of parking it requires is consistent with industry norms. Further, the city restricts the maximum amount of parking which can be provided on a site and its standards encourage the use of shared parking. The city updated its parking standards in 2010, which can be found in its Code of Ordinances (Chapter 98, Technical Standards Article VIII. Parking and Loading Facilities).

Safety of vehicles and pedestrians is one of the stated purposes of the parking and loading facilities section of the Belfast Code; reference Chapter 98, Technical Standards, Article VIII, Parking and Loading Facilities. To that end, specific standards to ensure clearly defined entrances and adequate parking and space for circulation patterns are included in this ordinance provision.

In 2010, the city commissioned the development of a master plan for its downtown and waterfront area which examined realistic approaches the city could implement to increase the amount of on-street and off-street parking in this area. A recommendation of this study, which has now been completed, was the construction of improvements to the Cross Street/Miller Street/Spring Street area creating an additional 35 on-street parking spaces. This project was funded by a \$500,000 CDBG Grant matched by city funds.

ALTERNATIVE TRANSPORTATION MODES

Waldo Community Action Partners (WCAP) – Waldo County Transportation provides the Downtown Area Shuttle (DASH), a limited scheduled shuttle-style bus route service around Belfast. The DASH operates Monday through Friday from 8AM to 12PM and 1PM-5PM. Fares range from \$2.00 one-way to \$50.00 for a monthly pass.

WCAP also operates a bus route service between Belfast and shopping venues in other towns. Twice monthly trips are made from Belfast to Waterville with stops in Waldo, Brooks, Knox, Thorndike, Unity and Burnham. Twice monthly trips are made from Belfast to Augusta with stops in Belmont, Morrill, Searsport, Montville, Liberty and Palermo. Twice monthly trips are made from Belfast to Rockland with stops in Northport and Lincolnville. Weekly trips are made from Belfast to Bangor, with stops in Searsport, Stockton Springs, Prospect, Frankfort, and Winterport. Weekday trips are made between Belfast and Searsport. Once weekly trips are made from Belfast to Troy, Unity, Thorndike, Freedom, Knox, Jackson, Belmont, Brooks, Waldo, Swanville, Liberty, Morrill, Monroe, Montville, Winterport, Frankfort, Palermo, Prospect, Stockton Springs, and Searsport. Trips three times a week are made from Belfast to Lincolnville Center, Lincolnville Beach and Northport. Fares for all these trips are \$3.50 or less. WCAP also offers door-to-door transportation to Belfast from all towns in Waldo County and is available for grocery shopping, personal business and medical appointments for low-income families. This service requires an application process. WCAP provides transportation by bus, van or automobile for MaineCare members to medical appointments for clients that cannot arrange their own medical transportation. Medical transportation is provided by agency and or volunteer drivers.

Concord Coach (Trailways) offers daily service on their Maine Coastal Route between Orono and Logan Airport. In addition to Belfast, other key stops include Bangor, Rockland, Portland and Boston.

The frequency of scheduled bus service is not sufficient for most individuals to be able to partake on a regular basis,

as would be required for commuting to work daily. The community's relatively small total population and its dispersed location of residents and workplaces inhibit public transportation to some extent. However, with an aging population and rising fuel costs, public transportation may become a more feasible future option. Service between the in-town area and local stores, such as Hannaford and Reny's, may prove feasible. Strategies to address this need are presented at the end of this chapter.

BELFAST MUNICIPAL AIRPORT

The Belfast Municipal Airport, built in the 1940's, is a general aviation Airport located between Lincolnville Avenue, U.S. Route 1, Congress Street, and Little River Drive. It has an area of approximately 218 acres and a paved runway 4,000 feet long. The airport is used by small to medium charter and corporate jets and turbine aircraft, along with typical privately owned airplanes. There are no private airports in Belfast. Local businesses such as athenahealth use the airport as do charter companies bringing in corporate executives, Front Street Shipyard customers, and tourists. There is no regular commercial passenger service and no scheduled carriers that offer flights between Belfast and other locales. As such, the airport is a significant facility, but it is not a critical part of the transportation system for most residents.

The airport is adjacent to the Belfast Airport Business Park, is lighted, and remains open 24 hours a day. Aviation fuel services are available and tie downs are available. There are about twenty t-hangars currently at or under construction. The Fixed Base Operator (FBO) is Maine Scenic Airways. According to the FAA, in 2019 there were about 15 aircraft based on the field, and an average of 27 aircraft operations daily, of which 60% were general aviation, 20% transient general aviation, and 20% air taxi. An Airport Layout Plan Update was published in 2008 and the city is working to implement the plan and is constructing a new runway 15 partial parallel taxiway and a runway 33 bypass taxiway. The city has made a significant number of improvements to the airport in the past 5 years.

Belfast has zoned the Belfast Municipal Airport and land around it as either Business Park-Airport District or Airport Growth District. Within both of these districts, aviation uses are permitted, there are structure height limitations, and residential uses are prohibited. Also, the previous Future Land Use Plan adopted as part of the 2021 Comprehensive Plan approvals recommends that the current Airport Growth zoning district be replaced by an Airport Overlay District, which can be used to better manage uses and activities that could conflict with the airport. The land use regulations the City has established for the areas surrounding its airport are consistent with FAA guidelines.

LAND-SIDE & WATER-SIDE TRANSPORTATION FACILITIES

The City of Belfast has an authentic working waterfront. The waterfront supports two boat building operations (Front Street Shipyard established in 2011 and French & Webb established in the 1990s), a tugboat operation (serves Mack Point), three private marinas, two public marinas, a cadre of small restaurant and retail operations, and three public parks (Steamboat Landing, Heritage Park, and land near the Armistice Bridge). The establishment of the Front Street Shipyard in 2011 at the former Stinson Seafoods property had a transformative impact on the waterfront, including use of the Inner Harbor area. The Shipyard has the largest marine travel-lifts (165 and 400 tons) located north of Newport, Rhode Island.

Unfortunately, the amount of area which can be used for the working waterfront is very limited. There is only about 2,500 lineal feet of shore land which has the water depth to support significant marine development, and the deeper waters only occur on the westerly side of the River. This area is framed by the Armistice Bridge to the north, and the Steamboat Landing area to the south. The lack of additional land underscores the need for the city to obtain maximum beneficial use of on-shore public and private lands in this area, and to wisely use its inner harbor to support commercial fishing and working waterfront uses.

Belfast, like many smaller coastal harbors, needs float and docking facilities that can support larger private and commercial vessel operations. For example, while Belfast is now among the top 10 ports in Maine regarding the number of cruise ship passengers per year, the size of a cruise ship that may call on Belfast is limited by our current docking facilities. Further, more dock space is needed for transient vessels, and the Harbor Committee would like to install better quality fuel facilities. The 2013 construction of an expanded commercial fisherman's wharf has helped address the needs of a small but active commercial fishing fleet (mostly lobsters), however, more area is needed land-side to support operations of the public harbor.

The city enforces its state-approved shoreland zoning and floodplain management ordinance provisions. In 2004 the city worked with the Maine Department of Environmental Protection to overhaul its shoreland and zoning regulations for its working waterfront. The city's regulations allow intense use of the working waterfront area; for example, 100 percent lot coverage, no setback from the high-water mark and flexibility on structure height. The city regularly advises applicants to ensure compliance with applicable state and federal regulations relating to development of marine transportation facilities. Further, the city routinely works with Maine DOT, Maine Department of Conservation, and Army Corps of Engineers (ACOE) regarding the construction of marine facilities, and had the ACOE conduct a maintenance dredge of the Belfast Harbor channel.

There are no current or potential seaport terminals in Belfast. There are no current or potential public ferry services in Belfast. Two small cruise ship lines, however, now call on Belfast during the summer months, and there is some interest from larger cruise ship lines. In addition, there are boat charter rentals in Belfast, including sailing and motorized tour boats that regularly provide excursion tours during the summer months.

TRANSPORTATION & LAND USE

The city has encouraged housing development in areas close to existing public and private services, so residents can choose to walk rather than drive and public transportation with fixed routes becomes more practical at sufficient development densities to provide adequate ridership levels. In rural portions of the city, the use of conservation subdivisions/cluster can help to preserve habitats by setting aside ecologically sensitive but developable land into permanent conservation. See the Land Use Chapter of this plan.

Aside from the WCAP bus service, there are no major transportation facilities in Belfast, nor are any proposed. Improvements to bike and pedestrian pathways have been a priority of the city in recent years. Existing facilities would be enhanced with development as proposed in the Land Use Chapter of this plan.

The city's adopted future land use plan recommends encouraging denser residential development and more intense non-residential development in the following areas: areas located within the Route 1 bypass, such as the downtown area; in areas immediately adjacent to the Route 1 bypass, such as the Belfast Business Park and the area that supports Bank of America, athenahealth and most of the city's larger retail establishments; and adjacent to Searsport Avenue (Rte 1 on eastside). These areas have existing services and are more likely to attract development.

The Belfast Planning Board, through its existing land use ordinances, particularly its site plan, subdivision plan and technical standards ordinances, must consider factors such as safety, congestion and mobility in its review and approval of a development permit. The city's ordinance includes access management standards and the Board often uses the services of a professional traffic consultant to analyze traffic impacts.

Densities within many areas located inside the Route 1 bypass are quite high, often 7,500 square feet for single-family and two-family residential units, and there are no density limits in the downtown commercial zoning district. These are sufficient densities to foster public transportation and, through the allowance of mixed uses within downtown, promote walking from home to stores and such. Unfortunately, Belfast's relatively small population, about 6,714 persons, impedes development of a good quality public transportation system. Also, there are no freight rail lines in Belfast, and there does not appear to be any demand for rail freight. See the Land Use Chapter of this plan.

CONDITIONS AND TRENDS

The Transportation Data Set has been incorporated and updated in the Belfast Comprehensive Plan maps titled: Transportation Network, Transportation Network (Downtown), and Transportation Posted Speeds and Compact Urban Area.

The Transportation network map shows the locations of roads and bridges. Similar to roads owned by the State of Maine, nearly all city streets are paved. However, the sub-base for many of these paved roads is inadequate, which leads to frequent and long-term maintenance problems. Such roads are usually in reasonable condition during the warmer months, but suffer frost heaves and similar problems in the winter. The city has reconstructed several of its major streets located within the Route 1 bypass, such as Front Street from Main Street to Pierce Street, Miller Street and Northport Avenue; however, the total number of streets and rural roads that warrant reconstruction dwarf the available funds. As such, the city commits to regular maintenance of its streets.

The city also has committed significant local monies to maintaining its bridges. In 2006, the city completed reconstruction of the Belfast Footbridge, which was the original MDOT Route 1 bridge, at a cost of nearly \$3.6 million. In 2009, the city reconstructed the culvert bridge on Oak Hill Road, and it also regularly replaces culverts.

See Pedestrian and Bicycling Safety above for recommended pedestrian improvements to address safety concerns. Sidewalks are located along many of the roads within the downtown and area within the Route 1 bypass.

CONNECTIVITY

The city has undertaken several projects in the last 5+ years to examine how to achieve better connectivity throughout the city. In 2006, the city completed reconstruction of the Belfast Footbridge across the Passagassawakeag River. In 2013 the city constructed the Belfast Harbor Walk along .75 mile of its working waterfront. with a total cost of \$1.8 million. In 2009–2010, the city used MDOT monies to construct pedestrian crossing improvements at the Rte 1/Rte 52 and Rte 1/Rte 141 intersections. In 2016 the city completed construction of the Rail Trail, a 2.2 mile multi-use path within the rail corridor that runs along the upper stretches of the Passagassawakeag River.

The City Council established a Pedestrian, Biking and Hiking Committee in 2009. The committee’s recommendations are included in this Chapter. The Council also charged the City Parks and Recreation Committee with identifying options for preservation and development of the City’s rangeways, most of which provide public access to the coast. The City has begun implementing a rangeway management plan which included public art installations and pedestrian-way identifiers to preserve the use of these coastal access points.

Further, the city has focused on connectivity both in-town and regionally, connecting pedestrians to recreation, cultural, and scenic routes within the city, in addition to connecting the local trails to neighboring trail systems and communities. Museum in the Streets is an example of a local program developed and implemented by the Belfast Historical Preservation Society that connects recreation with cultural and educational programs.

REGIONAL TRAILS:

This section describes trails (either existing or envisioned) that connect the City of Belfast with other trail systems, other communities, or other destinations outside the immediate city. We envision initiative, funding and maintenance for these trails to come from other organizations, such as the Belfast Bay Watershed Coalition and Coastal Mountains Land Trust. Support from the city would be cooperation in planning, letters of support for funding, and acknowledgment of the value trails bring to the community.

1. Rail Trail to City Point Bridge
2. Little River Trail (Belfast Reservoirs / Nordic Aquafarms property to North Forest Preserve, Troy Howard, and the Hutchinson Center). This trail almost forms a partial ring around Belfast; a connection from the North Forest Preserve to the Stover Preserve on to the Passy River through the Head of Tide Preserve would complete the ring.
3. East Coast Greenway, an interurban pedestrian and bicycle route connecting the entire East Coast, from Florida to Maine and the Maritimes
4. Maine Birding Trail: Belfast is part of the Maine Birding Trail (see Mainebirdingtrail.com)
5. Inter-town trail connectors for hiking and skiing
 - a) Moose Point State Park and Searsport
 - b) Frye Mountain
 - c) Durham State Forest & Northport
 - d) Hurds Pond
6. Passagassawakeag Canoe Trail and Goose River Canoe Trail

TRAFFIC

Major Traffic Generators	Hours of Operation
Waldo County General Hospital	24 hours per day
Bank of America/athenahealth Care	7AM-6PM
High School	7AM-2PM
Middle School	7AM-3PM
Elementary Schools	7AM-3PM

In addition to traffic associated with the above schools and employers, there are a number of public events that occur mostly in the summer that result in additional congestion. Overall, summer traffic is much heavier than winter traffic.

ROAD STANDARDS

The city uses its adopted standard to determine if a newly constructed street can become a city owned road. This standard is consistent with good quality road construction standards and includes standards such as but not limited to: 18 inches of road base, 4 inches of asphalt, and 20 feet of travel width with 3 feet gravel shoulders. Unfortunately, most current city roads were constructed prior to the adoption of the above standards and most do not satisfy current requirements. The city regularly maintains all city streets, including any accompanying stormwater and sidewalk improvements.

There are about 150 privately owned roads in Belfast. Many of the roads are unpaved, less than 500 feet in length and serve only 3–6 houses. Other private roads, however, are paved and serve a significant number of residences. For example, the streets in the Crosby Manor Estates project will ultimately serve about 60 units, the Tara Mews Subdivision about 26 units, and the Oceans East Housing Project about 38 units. Some of these roads are associated with major condominium or affordable housing projects, while others, such as Bowling Green Lane and Birch Street serve single-family residential subdivisions. In most larger and recent developments, the city required establishment of a homeowner’s association to maintain the private road. For a sizable number of the private roads that serve smaller projects, which often were initially developed through the exempt division of property provision, there is no homeowner’s association, which can lead to poor road maintenance and problems for emergency vehicles to reach all residences.

In the case of most private roads, there is little likelihood that the adjacent homeowners could successfully request that the city accept the road unless they made significant and costly improvements at their expense to satisfy city road acceptance standards. In recent years, several neighborhood associations have proposed that the city accept their street in its current condition; however, the Council refused to do such because the road was substandard.

EVACUATION ROUTES

Route 3 is identified as an evacuation route in the FEMA-approved Waldo County Hazard Mitigation Plan. Route 3 would serve as the principal evacuation route inland, while Route 1 would serve as the south or northeast evacuation route.

LIGHTING

The Route 1 Safety Audit that MDOT conducted with city representatives in 2006 identified inadequate lighting at the Route 1/Route 137 exchange. Concern also has been raised regarding inadequate lighting for both pedestrians and motorists on Starrett Drive. A lack of lighting on Front Street was addressed during its reconstruction. Belfast has a policy of not installing street lights on most rural roads, except at intersections where streets connect. Belfast has gained control of street lighting throughout the city. LED lights have been installed to increase energy efficiency and cost savings.

TRANSPORTATION NOISE

State law sets noise level limits for motor vehicle operation, motor vehicle engines and exhaust, and vehicle sound systems. Enforcement is the responsibility of the police. Violations are traffic infractions. Two nuisance issues that warrant additional attention are noise generated by motorcycles with no mufflers or illegal mufflers, and jake brakes associated with truck traffic.

PRESERVATION OR PROTECTION OF SCENIC, HISTORIC, OR CULTURAL RESOURCES ADJACENT TO TRANSPORTATION FACILITIES

Transportation projects in historically sensitive areas should be designed in a context sensitive manner that preserves the historic qualities of the areas whenever possible. Most of the city's downtown is designated as an Historic District and a portion is designated as a Commercial Historic District. These districts are on the National Register of Historic Places. The city, through its In-town Design Review Ordinance, has established a permitting process that applies to new construction, renovation of the exterior of an existing structure, or the demolition of an existing structure to ensure such development is compatible with the existing character of buildings in the surrounding area. The Belfast Planning Board, through its Subdivision and Site Plan Ordinances, has the authority to consider "aesthetic, cultural and natural values" in its review of an application.

Belfast's downtown has significant historic resources, as reflected in the designations on the National Register of Historic Places (see the map titled Belfast Historic District/Belfast Commercial Historic District.) Accordingly, transportation infrastructure improvements in this area, such as sidewalk treatments and street lighting, should align with the historic character of the downtown.

PRESERVATION OR PROTECTION OF NATURAL RESOURCES ADJACENT TO TRANSPORTATION FACILITIES

The city is unaware of any city road with major impact on disrupting significant wildlife habitat areas as identified on the IF&W habitat maps. Most identified habitat areas in Belfast are located where there are no publicly owned roads. One potential area is near the intersection of Smart Road and Achorn Road, which is identified as waterfowl habitat. However,

this is a minor road crossing. The city's main approach will be to ensure that new road construction, both public and private, considers habitat related concerns.

ACCESS MANAGEMENT

Belfast has adopted access management standards (Chapter 98, Technical Standards.) The Belfast Planning Board applies these standards in its review of applications for a subdivision, site plan, and use permit. At present, city standards are not as strict as MDOT access management standards; however, most streets to which these standards apply support different volumes and speeds of traffic than are typical of most state roads. That said, Belfast intends to review and refine its current access management standards when it pursues implementation of its future land use plan.

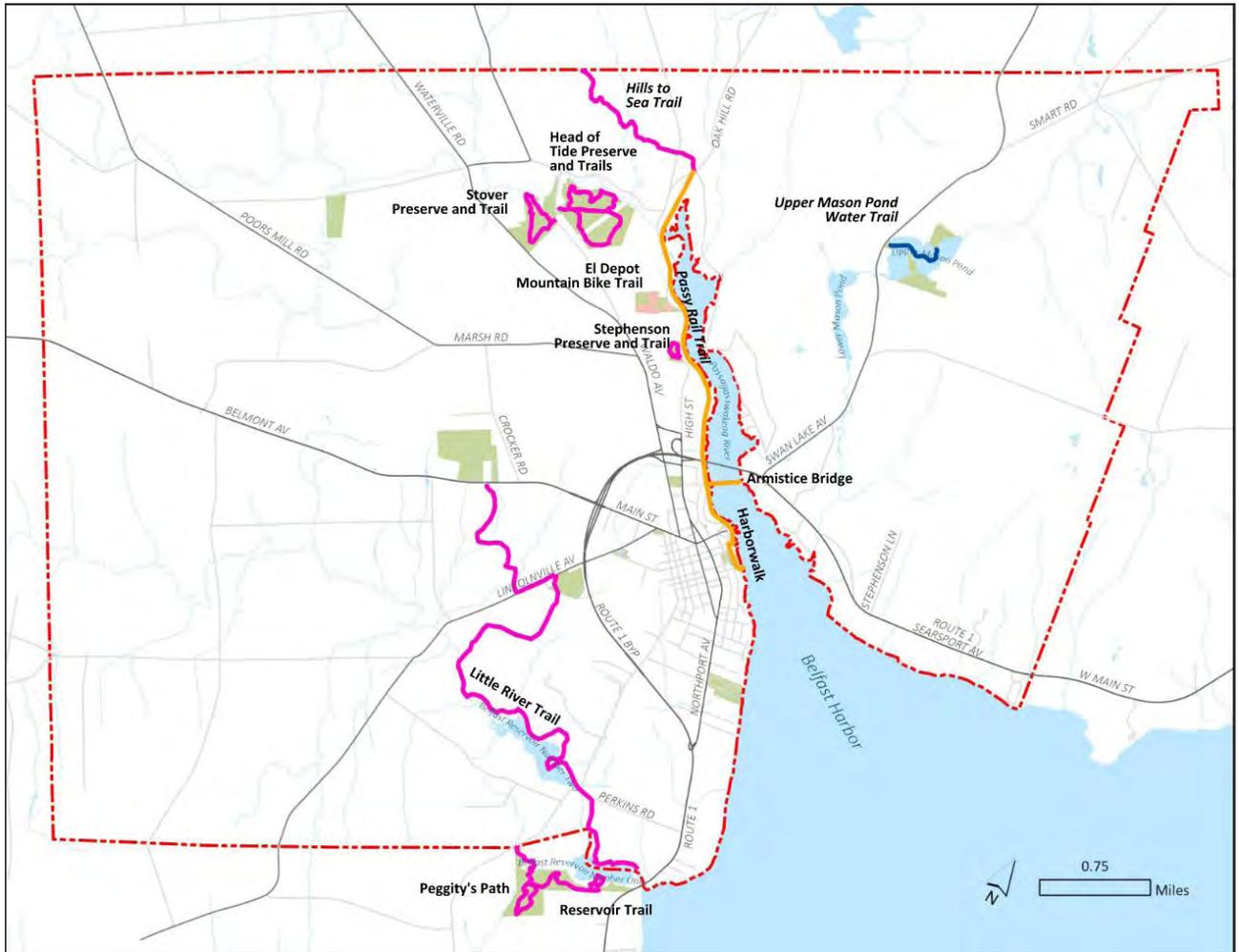
FUTURE LAND USE AND MOBILITY

The City of Belfast Future Land Use Plan encourages denser residential development and more intense non-residential development in areas where public services are located. The Future Land Use Plan also encourages mixed-use development in many of these areas in order to increase options for multi-modal transportation such as walking and cycling.

The Future Land Use Plan, particularly in areas located within the Route 1 bypass, typically allows minimum lot size requirements of 7,500 square feet with 60 feet of street frontage for single-family and two-family houses. In addition, in areas where multi-family housing is allowed, density can approach 15 or so units per acre. The city does not apply density standards to elderly housing and congregate care facilities.

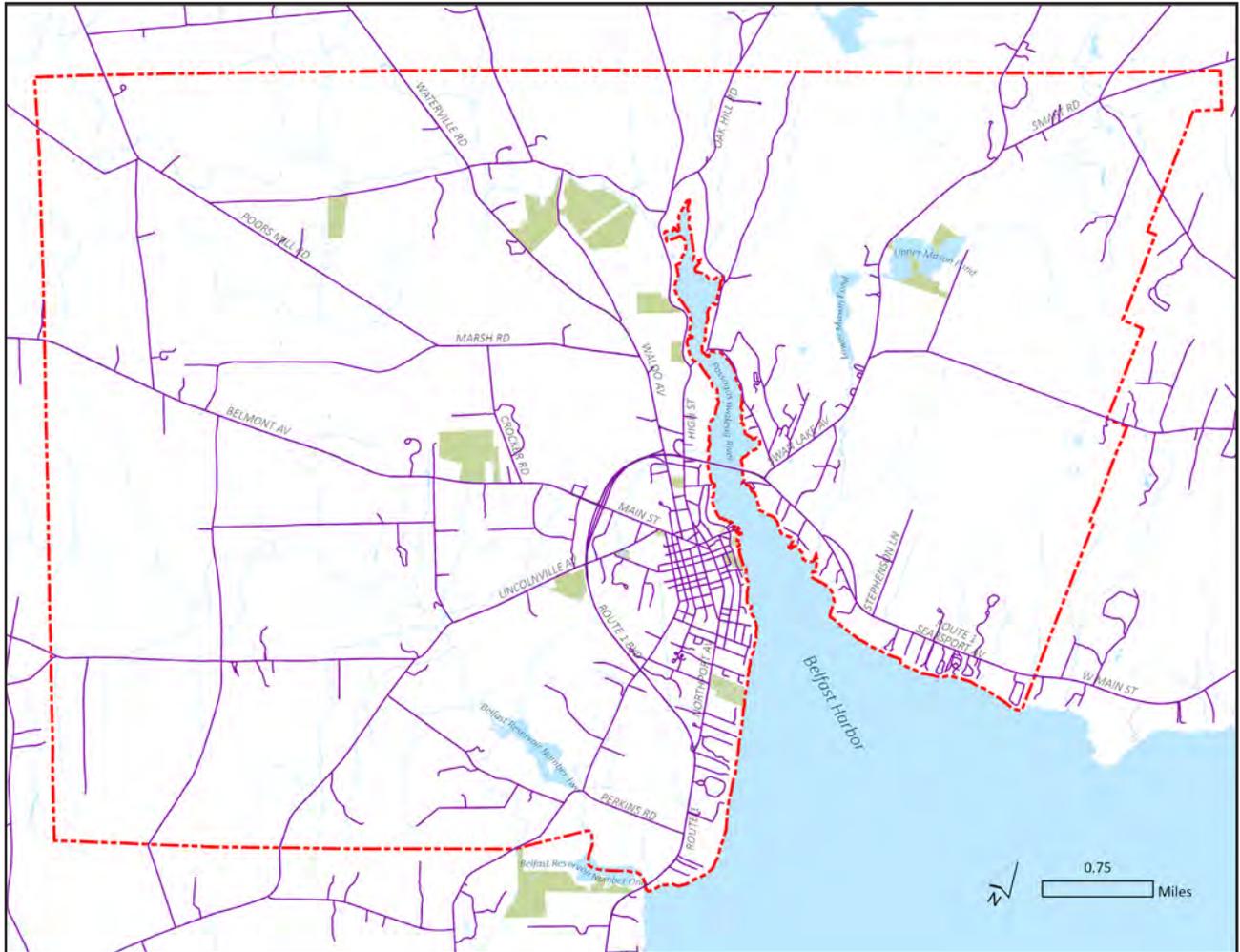
The city adopted Subdivision, Site Plan, Zoning, Shoreland, Floodplain, Technical Standard and Building Regulation ordinances to assist in managing impacts associated with new development or the redevelopment of existing sites. The city also employs professional staff to assist the Planning Board in the administration of these ordinances. Belfast notes that it adopted its first Zoning Ordinance in 1934, and it is accustomed to performing reviews of minor and major development projects. The city's standards clearly address transportation and traffic concerns, as well as requiring sidewalks and bicycle facilities when appropriate.

The City Future Land Use Plan lays out how the city intends to address future development in Belfast and recommendations in the Mobility and Transportation Policy Guide and Future Land Use Plan address the relationship between future land use and mobility.



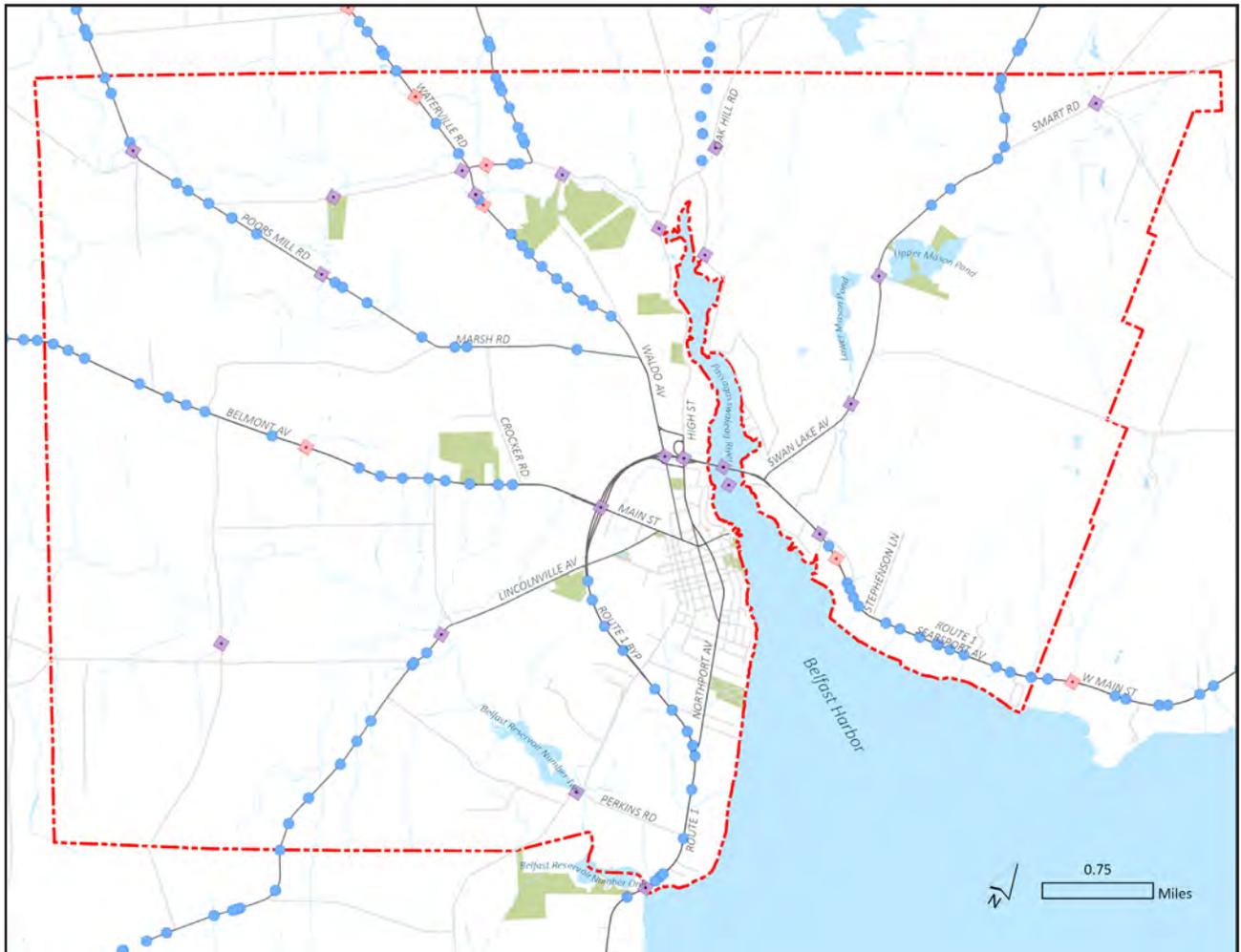
City of Belfast, Maine Trail Network

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Hiker Trail
-  Mountain Bike Trail
-  Multi-use Trail
-  Water Trail



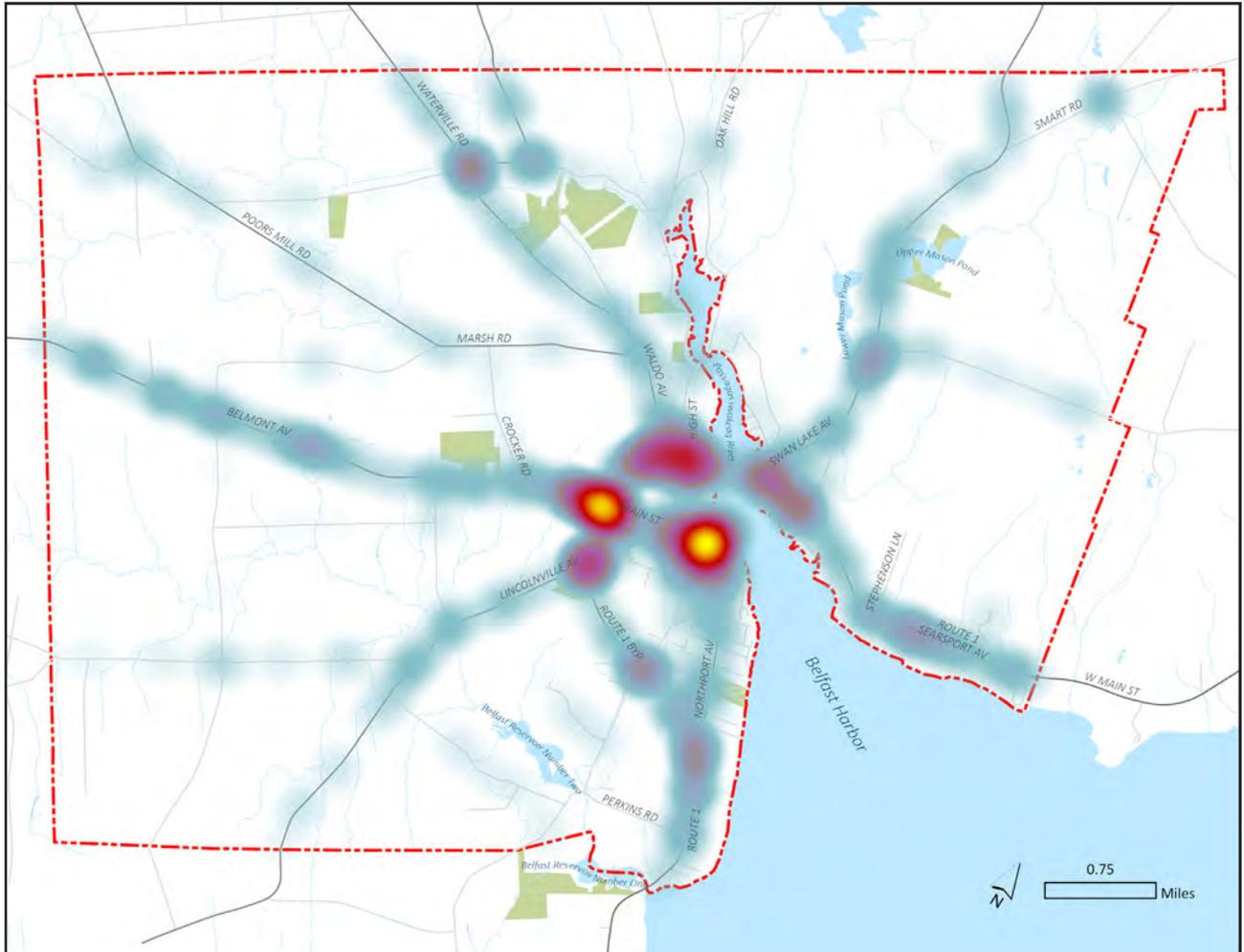
City of Belfast, Maine E911 Road Network

- Belfast City Boundary
- Parks and Public Open Spaces
- Maine E911 ROADS



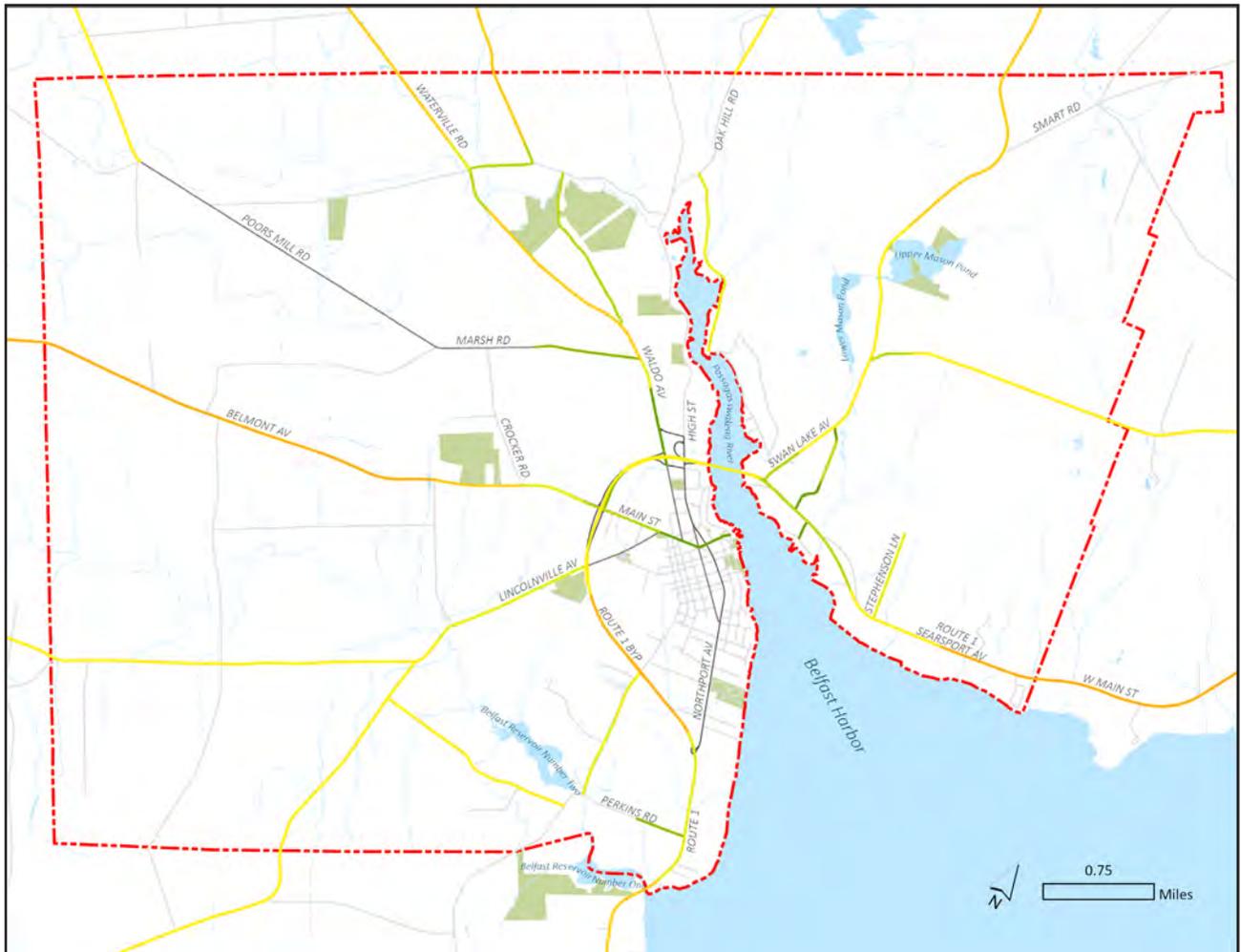
City of Belfast, Maine Bridges and Culverts

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Bridges
-  Cross Culverts
-  Large Culverts

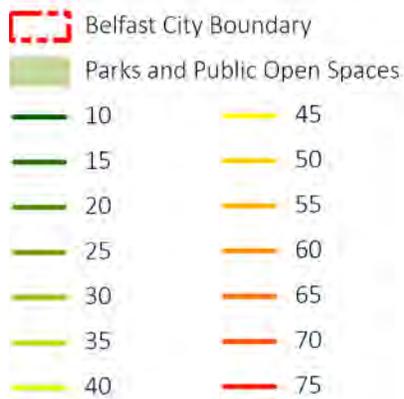


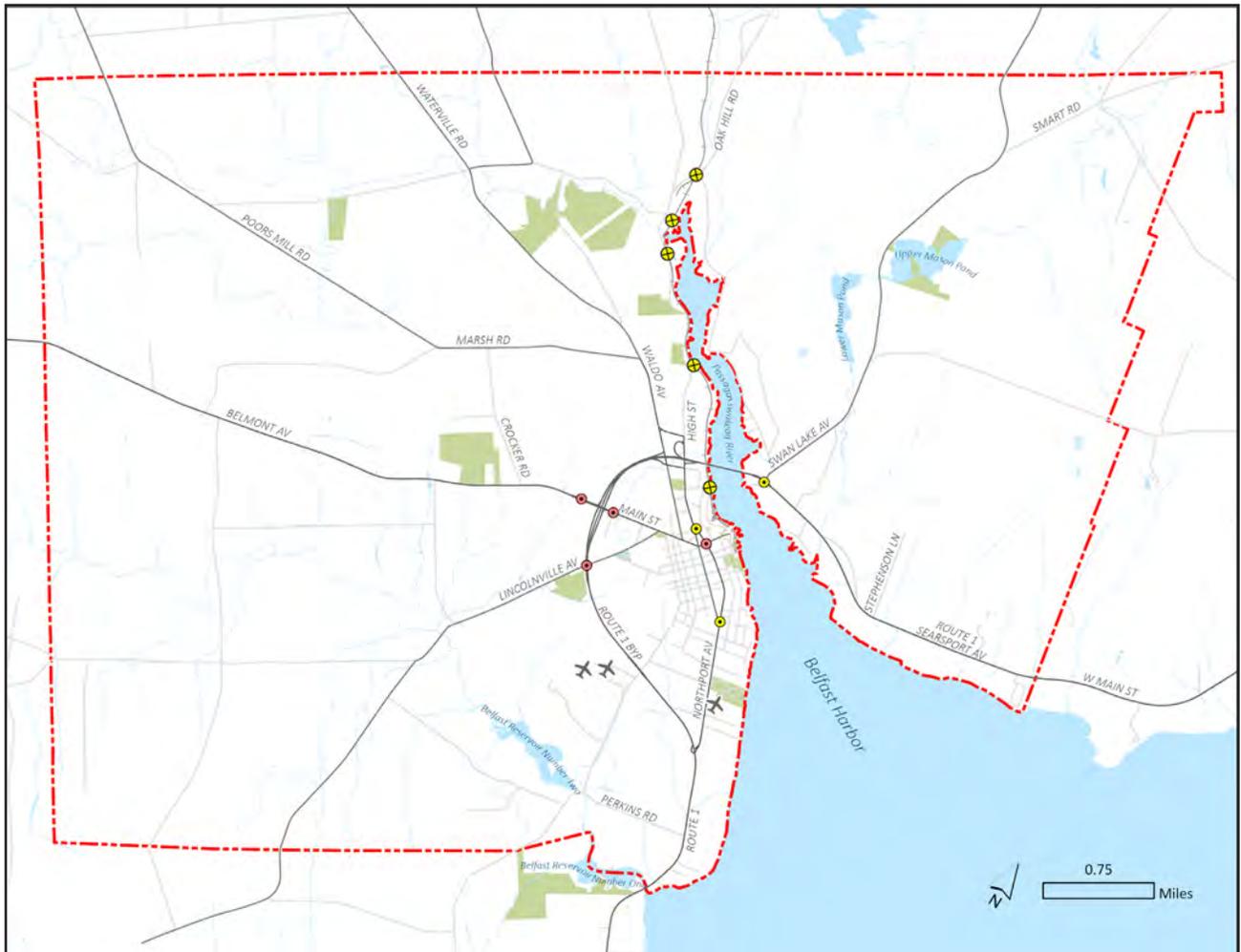
City of Belfast, Maine Crash Density

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Sparse
Dense



City of Belfast, Maine Posted Speed Limits





City of Belfast, Maine Rail, Airports, Traffic Signals

-  Belfast City Boundary
-  Parks and Public Open Spaces
-  Airports
-  Signal
-  Beacon
-  Railroad Crossings
-  Active
-  Inactive, with track
-  Abandoned, possibly no track.
-  Track removed, Right of way repurposed.

PUBLIC FACILITIES & SERVICES

The City of Belfast provides a range of facilities and services for its citizens. The Water District owns and operates the water supply system and the School District operates the school system. The single largest expenditure is education. This chapter describes existing public facilities and services, and the extent to which they adequately meet the City's needs today and have the available capacity to serve Belfast for the next ten years. The goal of this chapter is to plan, finance, and maintain an efficient system of public facilities and services that will accommodate the City's future needs. See the Public Facilities Map for the location of these facilities within Belfast.

OVERVIEW

Municipal services include emergency services (fire, police and EMT), city administration, public works (road, storm sewer, public sewer), parks and recreation, public library, and others. The Belfast Water District provides public water services. Municipal services also include management and operations of actual facilities such as buildings and recreation areas. The modest increase in population projections for Belfast during the planning period of ten years suggests that the city must continue to handle the needs of residents and businesses and may need to plan for an increase service provision. In addition, the aging of the population and expectations for improved services like ambulance and road maintenance might encourage the city to invest more in these areas.

General municipal administration employs 17 full-time year-round persons, and 2 part-time persons. Public works employs 13 full-time year-round persons, and uses part time and seasonal employees to help maintain the roads in winter and the parks in summer. General municipal administration staff and facilities are housed in City Hall, located on Church Street. Public Works staff, equipment, and facilities are located on Crocker Road. The City Hall provides adequate space for current and anticipated staffing needs for the ten-year planning period of this plan. A potential need is for off-site storage of records.

Anticipated needs are noted in the strategies section of this chapter and in the Capital Improvement Plan. Both large and small-scale businesses require basic public services, roadway access, water/sewer connections, etc. In the current economy, access to markets far beyond Belfast is essential for many businesses as well. Internet and telecommunications infrastructure in Belfast was significantly improved with the arrival of MBNA. Although MBNA downsized and was acquired by Bank of America, much of that infrastructure (i.e., telecommunications and three-phase power) remains in place for new tenants of the commercial and office park facilities in Belfast. While reasonable quality cell phone service is now available in most areas of Belfast, an ongoing concern in many rural areas is the quality and availability of internet service. As of 2019, there were approximately 40 households in Belfast considered underserved for broadband (meaning they do not meet the 25/3 mbps ratings considered the minimum standard for broadband speed).

WASTEWATER TREATMENT

The City of Belfast Wastewater Treatment System consists of 31 miles of gravity sewer lines and force mains, 18 pump stations, and a 1,490,000 gallon per day secondary wastewater treatment facility. The city has been aggressively replacing old leaking undersized sewers with new watertight sewers that are sized to carry flows for the next century. Several wastewater-pumping stations have been upgraded, with the most recent (2012) project occurring along Front Street. The city has also been removing excess groundwater and precipitation flows from the sewer system with the goal of eliminating the two combined sewer overflow (CSO) points.

The city has been able to extend the life of its present treatment facility instead of building a new plant. In the long run, this will save millions of dollars compared to the cost of a new plant. Water quality in Belfast Harbor continues to improve and the treatment plant consistently produces a fully compliant effluent. While the city's unseen wastewater collection and treatment infrastructure improvements are not the most visible sign of the community's recent growth, the city's aggressive focus on these capital improvements are the foundation upon which much of the new growth has been built.

Excess Groundwater			
Infiltration / Snowmelt storm water inflow			
Location	GPD	GPD/Inch of Rain	Work Performed
Vine/High/Waldo Ave	180,000	95,000	Future Upgrade
Miller Street	170,000	95,000	Future Upgrade
Maine Street	80,000	50,000	System Upgraded
Glenview Lane	110,000	50,000	System Upgraded
North Ocean Street	50,000	35,000	System Upgraded
Washington/Green Street	50,000	25,000	Future Upgrade
Penobscot Terrace	90,000	10,000	System Upgraded
Mayo Street	60,000	40,000	Future Upgrade
Totals	790,000	400,000	

CSO abatement efforts over the past 20 years have reduced CSO flows from a historical average of 382,000 gallons/year to an average of 159,000 gallons/year over the past four years. The treatment plant's design capacity is 1,000,000 GPD (Peak Hourly 3.8 MGD). There are approximately 1,475 users of the sewer system (1,200 residential and 275 commercial).

Recent sewer extensions have been few and limited in size, partly because most areas for which 'growth' is targeted have access to public sewer, and at present, there is limited need to extend existing lines to facilitate additional growth. As noted above, most city work and expenditures have focused on upgrading existing sewer lines to address infiltration and inflow concerns.

The city operates a public sewer system and the Belfast Water District operates the water system. Overall, both services are available to areas that need them: areas that support dense residential development and intense nonresidential development; larger retail stores (e.g. Downtown, Hannaford and Reny's), large public facilities (e.g. Troy Howard Middle School and Belfast High School), large office complexes (e.g. BOA and athenahealth), industrial development (e.g.

Mathews Brothers and Ducktrap River) and denser residential development such as occurs inside the Route 1 bypass and in some areas on the eastside. Public water is available to all of the above areas. Also, water service is available to some areas where sewer is not available, such as along sections of Swan Lake Avenue located west of the Back Searsport Road (end of line terminates at the intersection of Swan Lake Ave and the Back of Searsport Road), mostly because this is the route that public water is provided from the district's groundwater wells.

Most areas where public water and sewer is not available rely upon on-site septic and water. In most cases, the density of existing development and desired future development is quite low, a 1.5-to-2-acre lot size, and most intense nonresidential uses are prohibited. On-site services can be used to support such development. That said, there are some isolated problems, including several mobile home parks located in rural areas. The cost of providing sewer and water to these isolated areas does not warrant the service extensions, and the provision of public services to these areas would cause growth to occur in areas that the city considers rural. Overall, Belfast has provided public services to areas where there is sufficient land area to support anticipated growth for at least the next 10–20 years.

Property owners are responsible for the maintenance and disposal of septic waste. Several private services which pump private septic wastes contract with the city sewer treatment plant for processing this waste. Also, Moore's Septic operates a DEP and city permitted privately owned facility on the Back Searsport Road to dry and spread solids pumped from subsurface systems. The current system generally works well; however, some individual property owners do not regularly maintain their system, which may lead to a system failure. Most current system failures are isolated events and typically occur when a system reaches its anticipated life expectancy. When a failure occurs, the city requires the property owner to replace the system. For cases in which the property owner cannot pay the cost, the city has used small system grant funds that may be available through the DEP and city revenues to help pay replacement costs.

STORMWATER MANAGEMENT

Overall stormwater management facilities are in adequate condition, and the Public Works Department regularly maintains the existing system. Facilities include stormwater management basins and filtration or other treatment systems such as detention ponds, culverts, and/or vegetated swales. When the city has upgraded an existing public sewer line or extended public sewer to an area, it has also improved existing stormwater facilities. Public Works systematically replaces culverts during road overlay projects. Changes in the number, duration and intensity of major rainfall events in the past 10 years has or is expected to cause problems with the capacity of current city facilities. During Planning Board review of proposed developments, the most frequent concern abutting property owners raise involves managing stormwater. In the Future Land Use Plan it is recommended that the city consider amending current ordinance provisions to better address stormwater management concerns, including greater use of low impact development standards.

BELFAST WATER DISTRICT

The Belfast Water District is governed by a quasi-municipal Board of Trustees, which is directly responsible to the State of Maine Public Utilities Commission. The Water District is a self-supporting utility. The city's water supply is provided by two underground wells on the east side of the Passagassawakeag River. One of the wells, dug in 1950, is located near

the juncture of Smart Road and Achorn Road. The other well, dug in 1965, is located near Jackson Pitt, just off Route 141 in Swanville. The water quality of these wells is excellent and requires only fluoridation and some chlorination. The city's aquifer overlay district, established in the early 1990s at the request of the Water District, protects the aquifer in Belfast, which is the source for these wells. The Water District continues to maintain the Little River Reservoir as a back-up water supply. In 2018, about 628,521 gallons per day were pumped on average. In 2021 that figure was about 555,867 gallons per day, which is below the estimated capacity of the system. Replacement of aging waterlines has significantly reduced the loss of water within the distribution system itself. The extension of the water system based on need has been in keeping with the policies of the comprehensive plan. Like sewer extensions, water extensions have been few and limited in size. Also, public water service typically is available to areas the city has targeted as growth areas.

REGIONAL SCHOOL UNIT

In the fall of 2019 Regional School Unit (RSU) 71 opened the newly renovated Belfast Area High School. The renovations cost \$7.6 million and consisted of multiple new facilities including classrooms, bathrooms, locker rooms, cafeteria, a math and special education wing, and a renovation of the pool. RSU 71 consists of the following schools:

1. Belfast Area High School
2. BCOPE (Belfast Community Outreach Program in Education)
3. Captain Albert W. Stevens School
4. Gladys Weymouth School
5. East Belfast School
6. Ames Elementary
7. Kermit Nickerson
8. Troy A. Howard Middle School
9. Belfast Adult Education

Six of the RSU 71 schools are located in Belfast (Belfast Area High School, BCOPE, Captain Albert W. Stevens School, East Belfast School, Belfast Adult Education and Troy A. Howard Middle School). Belfast is also home to the University of Maine Hutchinson Center, River School Belfast, Waterfall Arts, and Cornerspring Montessori School.

Under current regulations, and with some vacant parcels nearby, new residential development is possible around most of the schools located in the city. The Belfast Area High School and Captain Albert W. Stevens School are located within the Route 1 bypass and are within walking distance of existing residential neighborhoods. Sidewalks and pathways serve these schools. In 2010, the city worked with MDOT Safe Route to School funds to construct improvements to pedestrian crosswalks at the Route 1/Route 52 intersection, which enhanced walkability. While very few students walk to the Eastside Elementary School, the city also constructed pedestrian improvements to the Route 1/Swan Lake Avenue intersection.

SOLID WASTE MANAGEMENT

In 1992, the city established a new recycling center and transfer station at the Business Park. The city operates the transfer facility and has a contract with a private vendor to haul some of the waste to the Penobscot Energy Recovery Company incinerator in Orrington. In recent years the city worked to increase its recycling rate. Private companies also contract with some residents to collect their waste curbside, and most businesses contract with private companies to collect and dispose of their solid waste. It is anticipated that the system’s current capacity will be able to handle projected growth during the ten-year planning period.

EMERGENCY RESPONSE SYSTEM

Belfast’s emergency response system is the method by which the city responds to police, fire, medical and other emergencies. Police, fire, and ambulance services are adequate. The city uses capital reserve funds, to which it makes annual contributions, to upgrade and replace equipment for the above services. The city uses paid staff to provide EMT services to Belfast and many surrounding communities. A detailed list of recommended improvements is included in the Capital Improvement Plan (CIP) within the Fiscal Capacity Inventory chapter of this plan.

HEALTH CARE FACILITIES

Waldo County General Hospital (WCGH) is a non-profit Critical Access (25 bed) Hospital, part of the Coastal Healthcare Alliance (CHA) along with Pen Bay Medical Center (99 beds, Rockport) and the MaineHealth System. WCGH offers a range of medical services, including Emergency Room, renal dialysis, an inpatient hospice unit, state of the art radiological services and oncology services. Additionally, Mental Health Services are provided through MaineHealth. The local and regional facilities are currently adequate to meet the needs of the community. Services include:

<i>Anesthesiology</i>	<i>Home Health & Hospice</i>	<i>Physical Therapy</i>
<i>Audiology</i>	<i>Intensive Care Unit</i>	<i>Radiology</i>
<i>Bone and Joint Healthcare</i>	<i>Laboratory Services</i>	<i>Rheumatology</i>
<i>Cardiac Rehabilitation</i>	<i>Neurology</i>	<i>Sleep Disorders Laboratory</i>
<i>Cardiopulmonary</i>	<i>Nuclear Medicine</i>	<i>Speech Therapy</i>
<i>Cardiovascular Medicine</i>	<i>Obstetrics/Gynecology</i>	<i>Sports Medicine</i>
<i>Dental Care</i>	<i>Oncology/Hematology</i>	<i>Surgery</i>
<i>Diabetes Care</i>	<i>Occupational Healthcare</i>	<i>Urology</i>
<i>Dialysis</i>	<i>Orthopedics</i>	<i>Voice And Swallowing</i>
<i>Ear, Nose and Throat</i>	<i>Palliative Care</i>	
<i>General Surgery</i>	<i>Pediatrics</i>	
<i>Geriatric Care</i>	<i>Physical Medicine</i>	

Additional patient services are available from Maine Medical Center in Portland (WCGH Tertiary referral center) and Northern Light Medical Center in Bangor. Penobscot Shores, a subsidiary of WCGH, provides assisted living.

CONDITIONS AND TRENDS

Most current public facilities have the capacity to satisfy anticipated growth. In 2001 the city purchased a former bank building on Church Street and relocated the police station from City Hall to this facility, subsequently renovating City Hall to provide better customer services. A major expansion of the Belfast Free Library also occurred in 1999–2000.

The city completed construction in 2019 of a new public works facility located at 54 Crocker Road. This 35-acre property was purchased by the city in 2017. Total construction cost of the new facility was about \$6.5 million. The project included a new garage, a sand/salt shed, and accompanying laydown areas. The site also includes a 5-acre solar field owned by the city. The solar field, combined with the solar installation at the former landfill on Pitcher Road and panels located on the Fire Station, result in the city off-setting about 85% of its electronic generation needs.

Most public facilities (police, fire, schools, city hall, sewage treatment) are located within designated growth areas, many in or near Downtown Belfast, and so funding for their improvement benefits those growth areas. The only current public facilities not located in a growth area are several city parks, such as Sportsman Park.

The following schools are located within the City of Belfast limits (shown on the public facilities maps):

- Belfast Area High School
- BCOPE
- Captain Albert W. Stevens School
- Cornerspring Montessori School (private school)
- East Belfast School
- Montessori School (private school)
- The School at Sweetser (Not part of RSU 71)
- Troy A. Howard Middle School
- University of Maine Hutchison Center

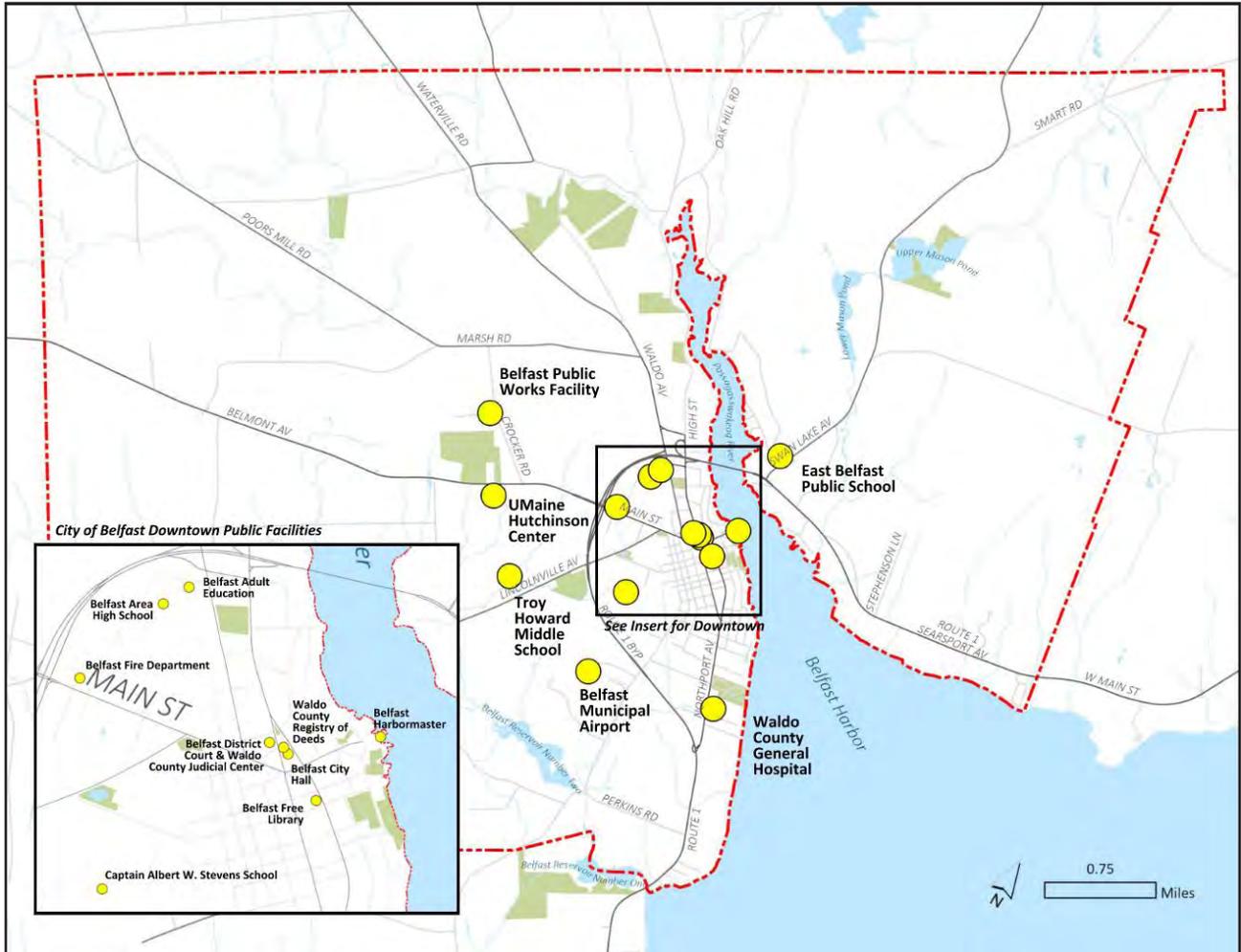
Grades / Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Elementary (PK-8)	1,655	1,584	1,503	1,445	1,105	1,027	985	1,083	1,073	957	937
Secondary (HS 9-12)	772	748	698	727	514	487	509	492	488	482	446
Total	2,427	2,332	2,201	2,172	1,529	1,514	1,494	1,575	1,561	1,439	1,383

**Note: 2011-2014 enrollment numbers based off RSU 20 which includes Edna Drinkwater School, Frankfort Elementary School, Searsport District High School, Searsport District Middle School, Searsport Elementary, and Stockton Springs Elementary School in addition to RSU 71 schools listed below.*

MUNICIPAL PROPERTIES

Municipal Property	Address	Municipal Property	Address
City Hall	1 Church Street	Boathouse at Steamboat	Front Street
Fire Department	Belmont Avenue	City Park	Northport Ave
City Garage	Congress Street	Transfer Station	Business Park
Airport	Congress Street	Police Station	Church Street
City Dump (closed)	Pitcher Road	Belfast Common	Miller Street
Pollution Abatement Plant	Front Street	Belfast Skate Park	Washington Street
Public Works	54 Crocker Road	Eleanor Crawford Park	High Street
Parking Lot	Cross Street	Four-Season Recreation Area	High Street
Hayford Block Parking Lot	Church Street	Heritage Park	Maine Street
Belfast Free Library	High Street	High Street Ice Rink	High Street
Parking Lot	Washington Street	Kirby Lake	Miller Street
Wales Park	Congress Street	Sportman’s Park	Sheppard Road
Legion Park	High Street	Steamboat Landing	Front Street
Parking Lot	Front Street	Walsh Field Recreation Area	Route 52

The Belfast Airport Business Park is owned by the city of Belfast, and the City Council negotiates all sales. The Park is located on Congress Street, adjacent to the Belfast Municipal Airport, south of Route 1. The Park is made up of two sections separated by the airstrip. The North Phase of the Park was completed in 1984 and is comprised of 18 acres of industrially zoned land. This section is serviced by municipal water and sewer, as well as three-phase power. The South Phase of the Park was constructed several years after the North Phase and has similar services. A redemption center and the City Transfer Station are also located in this phase. The city owns 5 lots in this area, each about 1.5 acres in size. The city’s goal is to attract job creation enterprises to the park. Current tenants include Coastal Helicopters, Ducktrap River of Maine, Easterly Wine, GEO, Kids Unplugged, Maine Maritime Products, Dead River Oil, and the United States Department of Natural Resource Conservation Service.



City of Belfast, Maine Public Facilities

- Belfast City Boundary
- Parks and Public Open Spaces
- Belfast Public Facilities

FISCAL CAPACITY

Strong municipal fiscal capacity and long-term financial planning require that planning and policy decisions consider a municipality's ability to make necessary expenditures and the impact this spending will have on taxpayers. The city must get agreement on what needs to be maintained, what needs reserves, and how physical infrastructure will be maintained with those reserves over time. By making sound capital investments from the outset and preventing deferred maintenance of city assets, the city can avoid emergency tax assessments.

The primary funding source for municipal government is property tax revenue. In order to maintain a consistent mill rate year to year, city government must operate in a fiscally responsible manner. Large fluctuations in the tax rate can discourage economic development and spark public outcry. Although the priorities of the city may change from one election year to another, stable municipal finances are always a fundamental responsibility of local government. It is important for Belfast to diligently handle all yearly expenditures, while at the same time planning for the city's long-term objectives. As with any business, the physical assets of Belfast must be properly maintained through capital reserve accounts to protect the city's continued economic health. The format of this chapter follows the State Comprehensive Plan Criteria Rule as amended in August 2011.

OVERVIEW

The City of Belfast remains in a solid financial position. According to the last several audits, the assets of the city continue to exceed the liabilities and deferred inflows, and the net position is increasing. Title 30-A MRSA Section 5702 contains a limitation on the amount of debt that municipalities may incur. A municipality cannot issue debt (for purposes other than school, storm or sanitary sewer, energy facility or for municipal airports) that would exceed 7.5% of the municipality's last full state valuation. The statute contains additional limits for school, storm or sanitary sewer, energy facility and for municipal airports. There is an overall debt limit of 15% of the municipality's last full State valuation. The City Charter references the State law regarding the amount of debt the City may borrow. The city has not exceeded the statutory limit and the municipal and state valuation of Belfast continues to increase. As of June 30, 2021, the statutory limit for the city was \$138,877,500. The city's outstanding long-term debt of \$13,002,409 as of June 30, 2021 was within the statutory limit.

CONDITIONS AND TRENDS

From 2017 through 2021, the top two revenue sources were services/fees and property taxes. During this period, overall total revenues increased by 7.0% and total expenses decreased by 0.7%. Property taxes collected increased by 8.9%, while excise tax increased by 16.5%. Services/fees revenues increased 9.0% and capital grants/contributions increased by 60.0%. General government expenses increased by 33.9%. Protection expenses increased by 6.5% and social services expenses decreased by 9.8%. Education, general government, protection, and public works were consistently the four top expense sources between 2017 and 2021.

Belfast Revenues (from Annual Audits)						
	2017	2018	2019	2020	2021	% Change 2017 - 2021
Services / Fees	\$3,061,366	\$3,205,362	\$2,976,295	\$2,821,566	\$3,337,910	9.0%
Operating Grants / Contributions	\$310,193	\$285,070	\$293,542	\$226,224	\$207,647	-33.1%
Capital Grants / Contributions	\$75,000	\$75,000	\$75,000	\$120,000	\$120,000	60.0%
Property Tax	\$16,025,483	\$16,272,586	\$16,375,325	\$16,824,500	\$17,456,390	8.9%
Excise Tax	\$1,114,213	\$1,149,122	\$1,166,289	\$1,154,957	\$1,298,236	16.5%
Intergovernmental Other	\$848,912	\$956,379	\$1,134,003	\$1,583,733	\$2,078,542	144.8%
Other	\$3,056,500	\$1,007,901	\$6,483,655	\$2,669,830	\$1,702,670	-44.3%
Total Revenues	\$24,491,667	\$22,951,420	\$28,504,109	\$25,400,810	\$26,201,395	7.0%

Belfast Expenses (from Annual Audits)						
	2017	2018	2019	2020	2021	% Change 2017 - 2021
General Government	\$2,612,375	\$2,910,928	\$4,102,422	\$1,744,667	\$3,496,812	33.9%
Protection	\$2,839,093	\$2,898,365	\$2,904,544	\$3,098,208	\$3,024,604	6.5%
Public Works	\$5,376,198	\$3,057,858	\$5,557,581	\$2,171,748	\$2,945,159	-45.2%
Social Services	\$306,597	\$245,124	\$275,265	\$279,262	\$276,593	-9.8%
Parks & Recreation	\$287,900	\$292,931	\$264,423	\$300,269	\$276,146	-4.1%
Library	\$523,952	\$517,637	\$517,309	\$515,989	\$486,447	-7.2%
Cemeteries	\$143,497	\$145,365	\$158,217	\$127,057	\$155,727	8.5%
Education	\$10,015,476	\$9,924,620	\$10,302,066	\$10,427,480	\$10,318,570	3.0%
County Tax	\$1,400,761	\$1,451,862	\$1,541,219	\$1,537,147	\$1,545,085	10.3%
Interest on Debt	\$38,577	(\$68,591)	(\$26,148)	\$120,925	\$219,651	469.4%
Pension & OPEB Expense	--	--	--	\$430,308	\$409,410	--
Unclassified	\$712,723	\$467,660	\$438,459	\$443,003	\$933,146	30.9%
Sewer Department	\$907,429	\$960,529	\$950,204	\$871,130	\$895,908	-1.3%
Total Expenses	\$25,164,578	\$22,804,288	\$26,985,561	\$22,067,193	\$24,983,258	-0.7%

Capital improvements will continue to be funded through capital reserve funds supported by property tax revenues citywide, the use of targeted tax increment financing districts (such as the existing Downtown-Waterfront TIF), intergovernmental revenues (State aid), grants and loans from Federal, State and private sources, and from municipal bonds.

The community has sufficient borrowing capacity. In fiscal year 2021, total municipal debt was below the statutory limits set forth in Title 30-A MRSA Section 5702. The city has often used its bonding capacity to pay for major projects, such as but not limited to: upgrades to the public sewer system and wastewater treatment plant, reconstruction of the Armistice Bridge, and construction of the Harbor Walk.

As noted in the Public Facilities and Services Chapter, the city cooperates with neighboring communities, multi-community quasi-municipal organizations and Waldo County in the provision of services (public education, fire department mutual aid, and municipal solid waste management). The most significant regional service is education, with RSU 71 servicing Belfast, Belmont, Morrill, Searsmont, and Swanville. The city also contracts with a facility in Camden (Knox County) to provide animal shelter services.

The City has two tax increment financing districts: the Downtown-Waterfront and Northport Avenue, both of which target the construction of public improvements in the respective catchment areas. Non-governmental (outside) funding sources have recently included gifts (e.g., rangeway improvements), donations (e.g., Dog Park and Friends of Belfast Park), and capital funds from donors (e.g., Enk fund).

The following major projects have been funded through bonding since 2010:

- Waterfront Walkway (2013): \$800,000
- Front Street/Maskers (2016): \$2,150,000
- Public Works/Solar (2019): \$8,600,000

Belfast received Federal and State grants for the following major capital projects since June of 2010:

- Brownfields Assessment Grants in 2011, 2013, 2016, and 2019 totaling \$1.3 million used for the assessment of hazardous substance and petroleum of contaminated sites.
- Brownfields Cleanup Grants in 2014 and 2019 totaling \$600,000 and a Brownfields Revolving Loan Grant of \$50,000 used for remediation and cleanup of the following sites:
 - o 45 Front Street
 - o 45 Congress Street
 - o 26 High Street
- CDBG Housing Assistance Grant (2011)- \$300,000 for the renovation of multi-family housing.
- CDBG Downtown Revitalization Grant (2012)- \$500,000 for streetscape and infrastructure improvements and on-street parking.

- CDBG Economic Development Grant- \$200,000 for Front Street Shipyard improvements to former Belfast Boatyard waterfront facility and the purchase of custom paint booth.
- CDBG Micro-Enterprise Assistance- \$150,000 for micro-enterprise and business façade grants.
- EDA Public Works Grant (2013)- \$1,900,000 for the reconstruction and enhancement of Front Street.
- CDBG Housing Assistance Grant (2014)- \$500,000 for the renovation of multi-family housing.
- Maine Department of Conservation Recreational Trail Grant (2015)- \$35,000 for the Passy Rail Trail development.
- CDBG Economic Development Program (2015)- \$800,000 used to assist in the location of OnProcess Technology in Belfast.
- ConnectME Authority Community Broadband Planning Grant (2017)- \$15,000 used to assist in the planning process for community broadband.
- MEDEP Forgivable Loan – to pay for climate adaptation plan for the wastewater system.
- Efficiency Maine Trust (2012)- \$10,000 used for electric vehicle charging stations.
- FAA (2018) – Grant of \$3,395,344 for airport improvement.
- Additional funding from FAA and MaineDOT over the last 10 years in the amount of \$5,263,500.44 used for the expansion of Aircraft parking apron, Airport master plan updates, preparation of Obstruction Removal Analysis and Environmental Assessment, tree clearing, and the construction of the parallel taxiway.

Capital Reserves	Balance July 1, 2017	Balance June 30, 2018	Balance June 30, 2019	Balance June 30, 2020	Balance June 30, 2021
Airport	\$115,475	\$4,663	\$13,738	\$20,160	\$24,947
Airport Maintenance	\$13,085	\$6,275	\$12,415	\$15,621	\$15,844
Ambulance	\$45,869	\$46,194	\$96,356	\$190,088	\$192,601
Ambulance Training and Development	\$2,318	\$2,525	\$5,112	\$5,709	\$5,852
Assessing Office Equipment	\$3,560	\$8,585	\$4,649	\$4,727	\$3,399
Assessment	\$894	\$901	\$915	\$931	\$944
Boathouse Maintenance	\$9,860	\$3,928	\$5,200	\$5,286	\$5,362
Cable TV Equipment	\$15,420	\$15,528	\$15,238	\$13,515	\$13,708
Cemeteries-Equipment	\$18,285	\$18,412	\$30,788	\$36,300	\$40,600
Cemeteries-Land Development	\$7,964	\$8,022	\$8,150	\$8,287	\$8,403
Cemeteries-Maintenance	\$7,748	\$7,802	\$7,928	\$8,061	\$8,175
City Clerk Office Equipment	\$4,458	\$3,808	\$5,375	\$555	\$1,775
City Manager Equipment	\$513	\$517	\$1,532	\$722	\$1,832
Communication Equipment	\$3,624	\$3,650	\$3,708	\$3,770	\$3,824
Downtown Development	\$76	\$77	\$78	\$79	\$80
Energy Savings Cap		\$24,268	\$48,924	\$40,871	\$85,569
Finance Office Equipment	\$6,993	\$8,864	\$6,160	\$1,354	\$2,586
Fire Equipment	\$52,996	\$53,363	\$165,487	\$158,275	\$230,533
Footbridge Capital	\$55,100	\$55,483	\$66,442	\$67,552	\$58,604
Fuel Price	\$10,230	\$10,301	\$10,467	\$10,642	\$10,795
Future Land Purchase	\$21,069	\$21,216	\$21,556	\$384	\$389
Harbor Improvement	\$5,256	\$5,263	\$5,278	\$5,294	\$5,308
Highway-Culvert	\$28,557	\$28,757	\$39,286	\$39,941	\$40,511
Highway-Highway Equipment	\$39,977	\$40,268	\$40,878	\$50,915	\$40,999
Highway-Road Construction	\$6,802	\$6,852	\$6,962	\$7,079	\$7,178
Park Equipment	\$1	\$1	\$5,528	\$4,489	\$4,553
Personnel Reserve	\$93	\$96	\$42,083	\$688	\$34,325
Planning Equipment	\$10,408	\$10,481	\$10,284	\$6,613	\$2,082
Police Equipment	\$9,694	\$9,763	\$17,974	\$18,272	\$39,132
Recreation-City Park	\$92,220	\$78,479	\$81,772	\$21,726	\$10,146
City Park Pool Resurfacing				\$38,052	\$15,239
Recreation-George Black	\$4,133	\$4,163	\$4,229	\$4,300	\$4,361
Ruth Greenlaw	\$375	\$378	\$384	\$390	\$396
Sidewalk Capital	\$14,252	\$21,414	\$3,880	\$3,945	\$4,000
Transfer Station Equipment	\$11,456	\$11,538	\$11,723	\$11,920	\$12,088
Waterfront/Thompson Warf	\$3,595	\$3,617	\$3,675	\$3,737	\$3,793
Total	\$632,356	\$517,151	\$804,154	\$810,250	\$939,933

CAPITAL IMPROVEMENT PLAN

PURPOSE AND DEFINITION OF CAPITAL IMPROVEMENT PLAN

Planned growth and a diverse mix of land uses within the city are important aspects of fiscal planning. The purpose of a capital Improvement plan (CIP) is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought.

Capital improvements include the repair, renewal, replacement, or purchase of capital items, and differ from operating expenses or consumables. The expense of consumables is ordinarily budgeted as operations. Capital improvements generally have the following characteristics: are relatively expensive (usually having an acquisition cost of \$5,000 or more); usually do not recur annually; can last for a long time (often having a useful life of three or more years); and result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities, and long-term contracts and are funded through the establishment of financial reserves.

Capital improvements are prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expected yearly investment and allows for both changes in priorities and reduction of available funds. The CIP is intended to prevent a large capital improvement from occurring in a single fiscal year. The unexpected purchase of a sizeable improvement can overburden the tax rate and cause large fluctuations in tax bills from year to year. The annual provision for eventual replacement of capital items depends on the useful life of those items. It is important that capital improvements be financially accounted for each fiscal year, minimizing later expenses. For the purposes of this plan, the total costs have been recognized with an indication of the expected period for each item that is desired based on priority ratings. Each year any necessary changes will be made to the CIP and be included in the annual budget. The Budget Committee will review the funding requests annually and make recommendations to City Council.

PRIORITY RANKINGS USED IN THE CAPITAL IMPROVEMENT PLAN

Capital improvements are assigned a priority based on the following rating system. Logically, “A” investments would be implemented prior to “B” and so on. Lower priority items may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund capital improvement projects, it is necessary to identify funding sources and set aside funds in advance of the projected time of funding.

- A. *Immediate need. A capital improvement that typically remedies a danger to public health, safety, and welfare.*
- B. *Necessary (Needed), to be accomplished within two to five years. A capital improvement that typically corrects deficiencies in an existing facility or service.*
- C. *Future investment or replacement, to be accomplished within five to ten years. A capital improvement that is desirable but of no urgency. Funding would be flexible and there would be no immediate problem.*
- D. *Desirable, but not necessarily feasible within the ten-year period of this comprehensive plan.*

BELFAST CAPITAL IMPROVEMENT PLAN ITEM SUMMARY

[Waiting for City of Belfast CIP]

CLIMATE SOLUTIONS

Belfast is a healthy, safe, and beautiful coastal city with a strong sense of community created by many diverse small businesses in the retail, light industry, service and hospitality sectors, along with many recreational and cultural attractions. Sustaining these qualities, however, requires understanding and adapting to the forces of nature, including human nature, that can create unexpected changes to the best of plans. The climate crisis is the most powerful force of nature the modern world has ever encountered. Affecting the whole planet, the crisis has different impacts in different communities, yet the fundamental situation is the same here in our community as it is everywhere: without planning for climate change, Belfast cannot sustain itself as a community. Indeed, a survey conducted last spring by the Comprehensive Planning Committee found respondents chose “[taking] measures to address the impacts of climate change” as a top priority.

POLICY FRAMEWORK

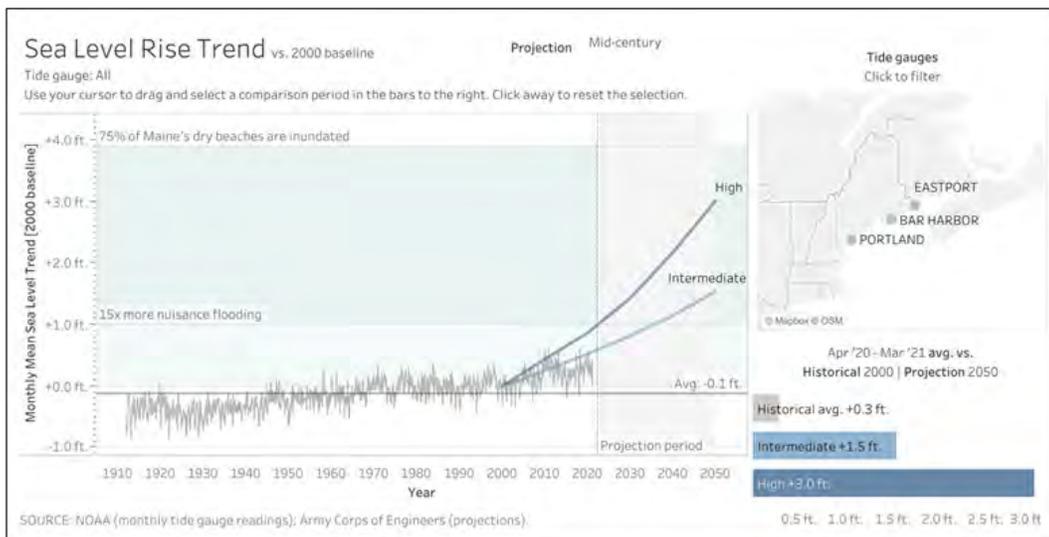
Policy framework for climate and resiliency planning exists at numerous scales. In 2020 the State of Maine’s Climate Council completed a climate action plan entitled *Maine Won’t Wait: Maine’s Climate Action Plan*. The plan identifies four goals and eight strategies for climate action. These goals and strategies provide the framework for ambitious plans to decrease greenhouse gas emissions by 45% by 2030 and 80% by 2050, and achieve carbon neutrality by 2045. The four goals are 1) Reduce Maine’s Greenhouse Gas Emissions; 2) Avoid the Impacts and Costs of Inaction; 3) Foster Economic Opportunity and Prosperity; and 4) Advance Equity through Maine’s Climate Response. Recognizing the need to do more proactive planning around climate change and resiliency, the Climate Action Plan states, “The tools communities currently use — including comprehensive planning, zoning, site location of development, and stormwater and floodplain management practices — were not designed with climate change in mind. They need be updated to [do so]” (p. 87)

The State of Maine Growth Management Act also requires communities, through the comprehensive planning process, to inventory, identify, and outline strategies for key issues around land use and development. Required topic areas include population change, housing, transportation, the economy, natural resources, historic and cultural resources, open space and recreation, public facilities, and municipal finances. The climate crisis touches each of these subject areas and therefore planning for climate change and resiliency is a critical element of the Belfast Comprehensive Plan. Given that the state Growth Management Act does not explicitly outline a required set of deliverables for a climate change chapter, this chapter.

SEA-LEVEL RISE

Belfast is situated on the coast of the Gulf of Maine, within the Atlantic Ocean. Because of the Gulf’s location, shape and size, climate change is heating this part of the Atlantic at a rate higher than in 99 percent of the world’s oceans. Over the last decade, the summer sea surface temperatures have risen 2.3 degrees above an increasing temperature trend to the point that the Gulf is now the hottest it has ever been since temperatures have been recorded. This solar heating creates hydrological vulnerabilities with potentially severe local impacts. As temperatures in the Gulf of Maine increase, the water-level rises due to two main forces: the thermal expansion of water, and the spread of water from melting ice around the globe. The increase can’t be seen at once because it’s happening very slowly, first of all, and also because it’s masked by the normal flux of high and low tides.

The earliest indication of sea-level rise in Belfast is flooding along our lowest shoreline areas during high tide, most notably during a “king tide.” A king tide is the highest tide each year when the gravitational effects of the sun and moon align at the same time as the northern hemisphere is tilted closest to the sun, typically during fall. Over time, the water level reached at any given king tide will be the sea-level reached at high tide on an average day. The recent king tides in Belfast Harbor are about 13’, and come near or at the top of the existing breakwater and crib at the City Landing. A sea-level rise of 1 foot would ensure periodic flooding at these locations. The graph below gives a general indication of the impact.



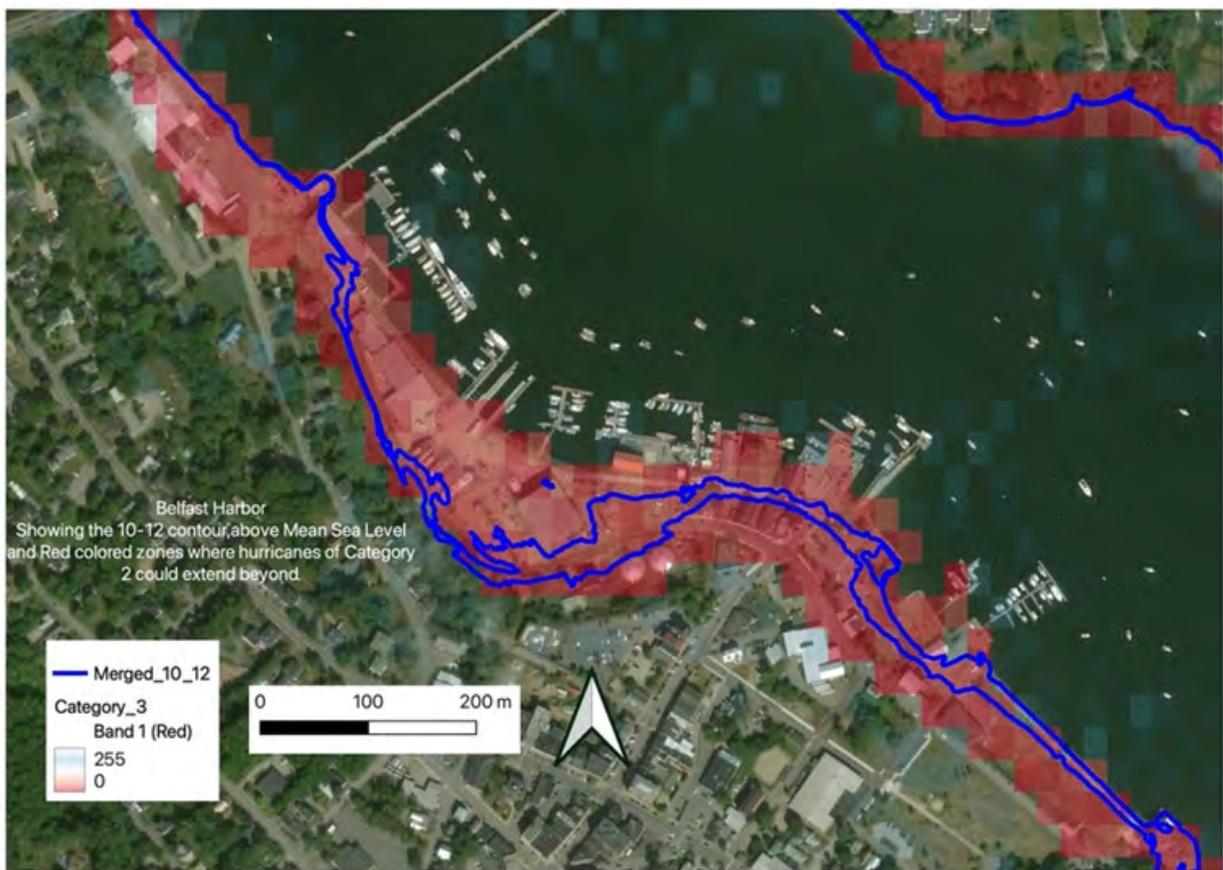
STORMS AND EXTREME PRECIPITATION

In the past, the relatively cool waters in the Gulf of Maine ensured that hurricanes and local cyclonic storms were a relatively low threat. The predominant storms were, and are, the Nor’easters that commonly occur in the fall and early winter when surface water temperatures are the warmest, and atmospheric conditions are appropriate. The rapid warming of surface waters and the deepening layer of warm water have greatly increased the probability of both types of storms. One-hundred-year storms, meaning storms with a 1% probability of occurrence at any given time during 100 years (this is the probability used to plot the FEMA flood maps), are currently occurring at least as often as every 10 years.

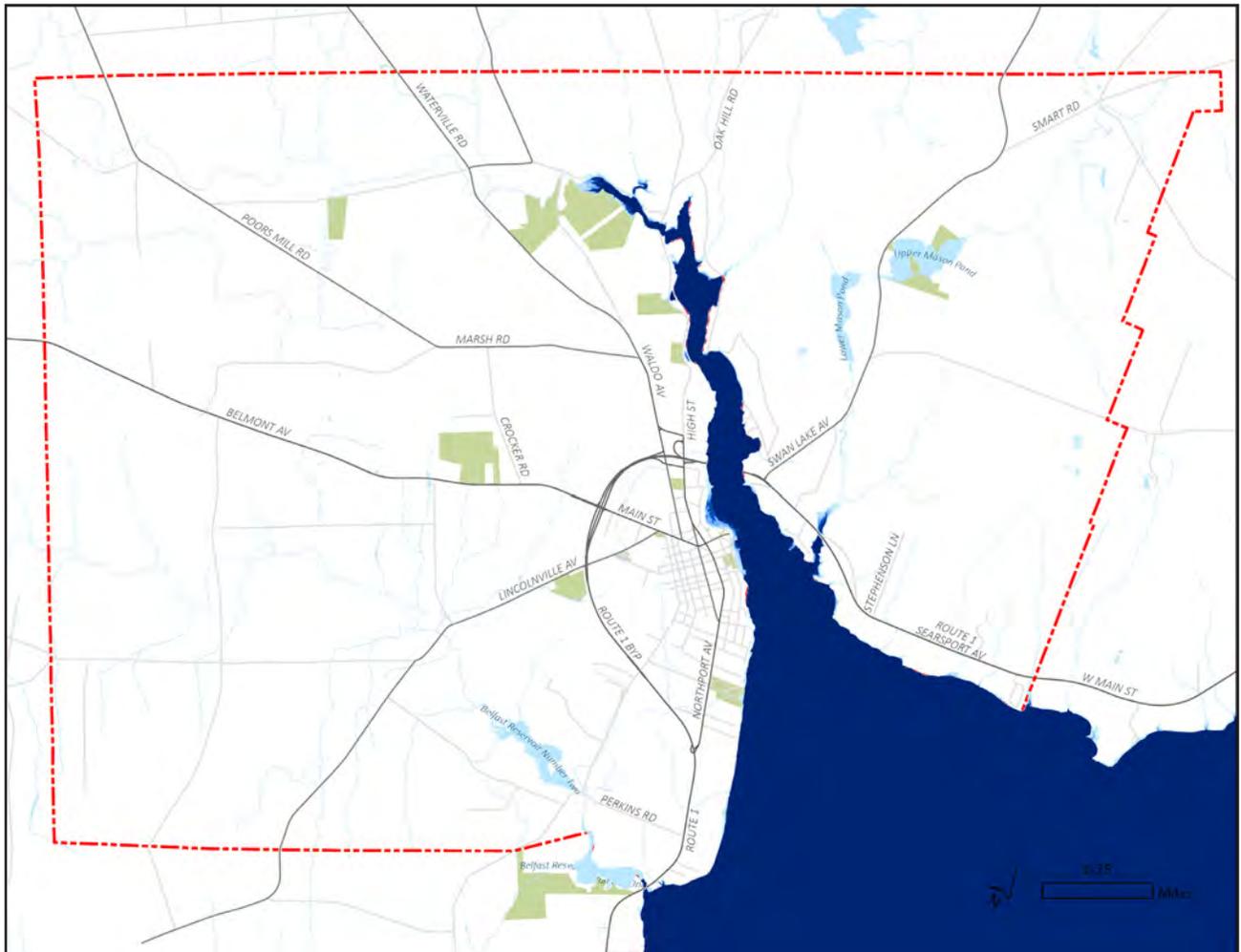
Belfast Bay and Harbor present a funnel-shaped topography oriented to the southeast. The harbor shallows rapidly towards the neck of the “funnel”, so that wave energy from persistent south/southeast winds will build steep choppy waves. Even though the area of open water to the southeast of Belfast Bay is limited by Islesboro and other landmasses, intense storms can also cause large waves to develop, estimated at up to 10 feet. Accompanying large waves in a sustained storm is a temporary build-up of the water level called a “surge.” A surge’s height depends on storm direction and dwell time: for instance, a slow-moving intense storm will generate a larger surge. Belfast has experienced surges in excess of 4.5 feet.

Emergency response planning is based on developing worst case scenarios and understanding the statistical probability of their occurrence. In the case of shoreline threats to Belfast, a worst-case event would be a slow-moving cyclonic storm coming from the south/southeast, occurring around a highest tide, with torrential rain, and on top of significant sea-level rise. The recent bomb cyclone on October 31, 2018 met most of these conditions, offering a caution.

NOAA developed a tool called SLOSH (Sea, Lake, and Overland Surges from Hurricanes) to predict the height of storm surge in any given location for a given storm intensity. SLOSH simulations are the best way to evaluate local coastal hazards from surge. For example, see the figure below, showing predicted inundation in Belfast (shaded red) from a Category 2 hurricane. No allowance has been made for sea-level rise or waves, meaning this is a threshold prediction, not the highest possible.



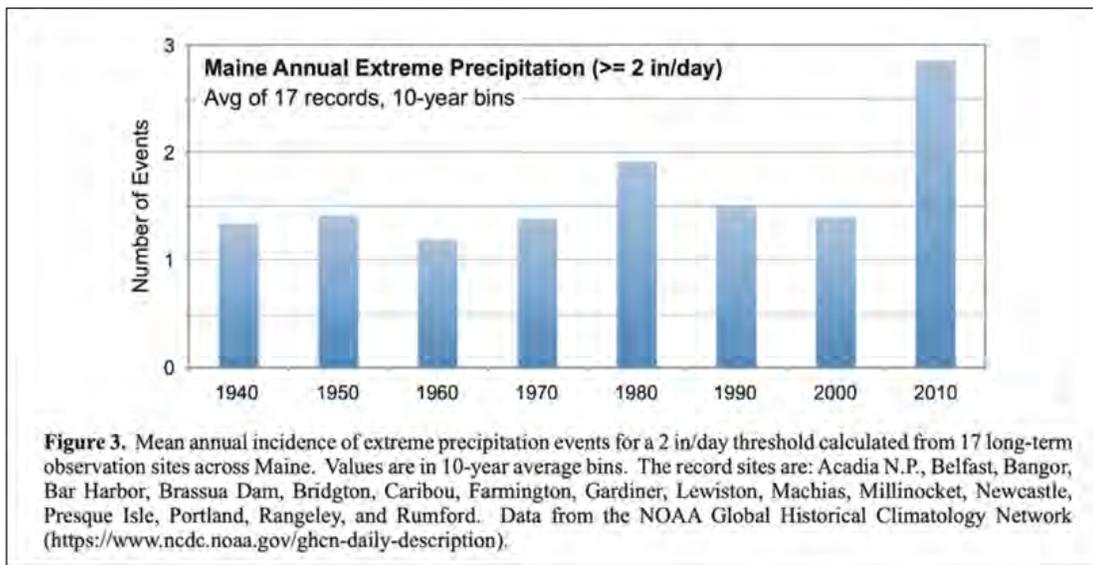
SLOSH output for a Category 2 hurricane. It is clear that the 10' to 12' vertical contours from GIS topographical maps are a reasonable indication for a particular property's exposure to the threats posed by climate change that have been outlined.



City of Belfast, Maine Sea Level Rise Scenarios

- Belfast City Boundary
- Parks and Public Open Spaces
- Highest Astronomical Tide
- Highest Astronomical Tide Plus 1.2 Feet
- Highest Astronomical Tide Plus 1.6 Feet
- Highest Astronomical Tide Plus 3.9 Feet
- Highest Astronomical Tide Plus 6.1 Feet
- Highest Astronomical Tide Plus 8.8 Feet
- Highest Astronomical Tide Plus 10.9 Feet

In October, 2021 Belfast experienced intense rainfall, over 5 inches in approximately 6 hours, that caused significant flooding. Occurring only three years after the 2018 Halloween storm, this drenching approximated a 100-year storm condition, another piece of evidence that damaging storms in Belfast are no longer rare. The figure below from the National Oceanic and Atmosphere Administration Global Historical Climatology Network shows the frequency of extreme rainfall events over a 50-year interval. The decadal increases aren't even, but the trend is clear.



Belfast’s relatively shallow soils over bedrock limit rainwater storage, leading quickly to runoff, while the generally steep contours of land surrounding Belfast Bay increase the potential for erosion at the coastal edges. For these reasons, the current rainfall trend will overcome the capacity of the present stormwater drainage system. Much of the infrastructure that was built in Belfast to deal with runoff and erosion is old, and maps do not identify the infrastructure characteristics, such as pipe diameters, culvert locations, and condition.

ECOSYSTEM CHANGES

Since record-keeping began, Maine’s temperature has risen by 3.2 degrees F, with increases along the coast greater than inland. Models predict two to four more degrees by mid-century and up to ten degrees by 2100, depending on global carbon emissions. This increase has induced phenological changes in farms and forests such as an increase in the growing season. At the same time, however, climate change has made growing conditions less predictable due to increased weather variability and extremes. A warming climate evaporates moisture from soils and foliage that cannot be replenished by rainfall alone, especially not when bursts occur that run off quickly. In forests, 75% of carbon sequestration occurs in the soil (below ground biomass), and 25% in the tree biomass above ground.

The summer of 2021 was particularly hot in Belfast and all of Maine. While scientists see no evidence that Maine’s climate is headed toward prolonged years of drought, they do have evidence that plants need to be protected quickly from high heat stress — on a scale of hours, not days. Similarly, while Maine’s forests are not at risk of burning extensively, they are prone to fires in patches where local conditions become extremely dry, fragmenting the forest and leading to declines in overall forest health.

Warmer environments attract invasive species that interfere with the balance of ecosystems developed over centuries, contribute to a loss of natural productivity, and spread new vector-borne diseases (see discussion of public health). Insect pests, whether invasive (e.g. Emerald ash borer) or endemic but supported by warmer conditions (e.g. ticks, brown-tailed moths), have become increasing problems for Belfast. Short-term chemical or mechanical control methods against particular invasive plants or insects at any given time are expensive and ultimately unsustainable.

PUBLIC HEALTH

Since 2000, heat-related mortality among people over 65 has increased by more than 50%. According to the National Weather Service, conditions with a heat index higher than 90 degrees F can put people working or exercising outside at greater risk of illnesses such as heat stroke, heat cramps, or heat exhaustion. (The heat index measures not temperature alone, but a ratio of temperature to humidity.)

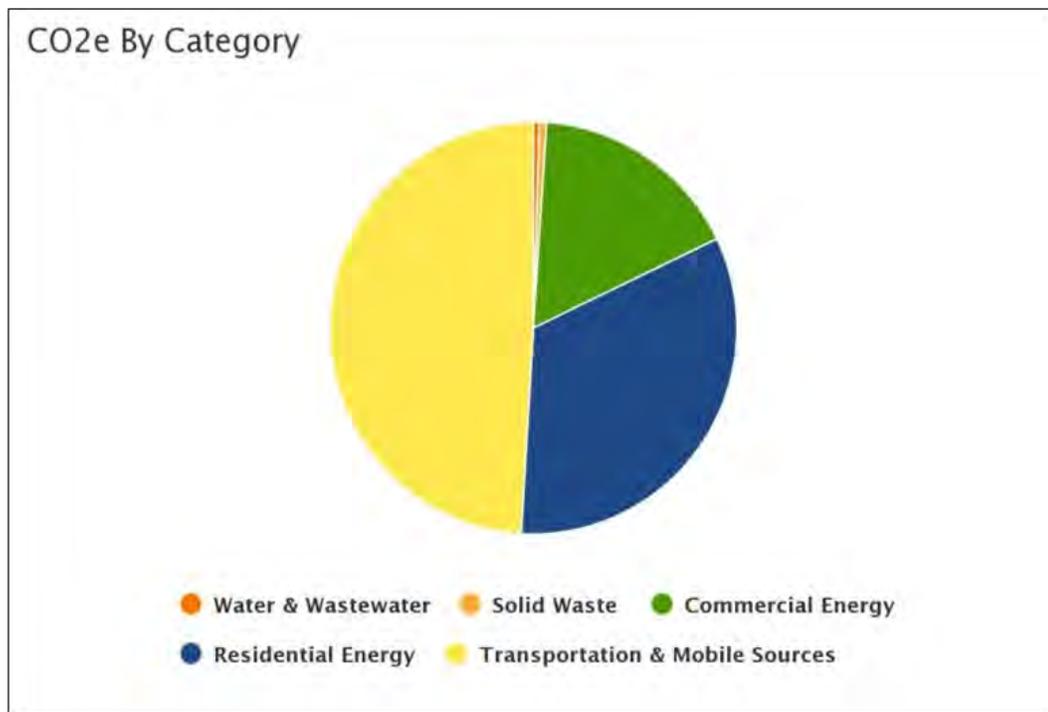
Historically speaking, Mainers are not used to prolonged heatwaves such as in the summers of 2021 and 2022. Many residents and some institutional buildings do not have air-conditioning. In August of 2021, the City of Belfast Climate Crisis Committee collaborated with the Belfast Free Library's program "All of Belfast: Climate Dialogue" to conduct a questionnaire about the summer's heat waves. This questionnaire found that 37% of respondents answered "Yes" to the question "Are you concerned about a neighbor or friend during heat events?"

Currently, Maine averages one day/year with a heat index of at least 90 degrees. By 2050, if nothing is done to curb the climate crisis, the number of such days could average two weeks/year. The indirect effects of heat on public health include, most importantly, respiratory problems and heart disease from increased air pollution, and an increased incidence of vector-borne diseases, either due to local insect species exploiting warmer conditions here or an enlarging range for non-native species moving in.

COMMUNITY GREENHOUSE GAS INVENTORY (GHGI)

As part of the City’s commitment to mitigate the climate crisis, the Belfast Climate Crisis Committee has recently completed a (limited) GHGI. Belfast’s emissions for the five categories measured total 64,385 Metric Tons of CO₂e (“e” meaning that other greenhouse gases emitted have been converted into CO₂ equivalents). Below is a chart showing the relative emissions for these categories.

The two largest types of emitters in Belfast are the cars and trucks driven (49%), and the fuel used to heat homes and commercial buildings (50%). Both of these are higher percentages than EPA’s national figures.



10.F

To: Mayor and City Councilors of Belfast, Maine
City Manager Erin Herbig

From: Fred Bowers, Chair, Climate Crisis Committee (CCC)

Date: May 8, 2023

Request to City Council to Co-host CMLT Event

Dear Councilors:

The CCC is requesting that the City of Belfast respond affirmatively to the attached 4/7/23 letter from Coastal Mountains Land Trust [CMLT], requesting co-host and financial support for its 10/19/23 program, scheduled to be held in the City Boathouse, which features a concert by the Halcyon Quartet. This program is part of CMLT's Waldo County Conservation Initiative.

We are aware of years of collaboration between CMLT and many Belfast departments and organizations, which have produced mutually beneficial results. As more specifically described in the 4/7/23 letter, this program will include multi-media materials focusing on the challenges and opportunities facing Waldo County as a result of the climate crisis.

We think support of this program is fully consistent with this community's commitment to address climate change issues in this city and Waldo County generally.

We request that the City Council authorize:

Payment of \$400 to CMLT to become a co-sponsor of the program, and

Waiver of the \$56 fee for use of the Boathouse.



COASTAL MOUNTAINS LAND TRUST

Protecting land for the community, forever.

*Barbara,
Thank you for sharing
this proposal with the
committee - let me know
if you have any
questions!
Tempe*

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MCC Environmental Steward
Maeve Cosgrove

April 7, 2023

Barbara Currier Bell
90 Union Street
Belfast, ME 04915

Dear Barbara and Friends on the Climate Crisis Committee,

The Land Trust's Waldo County Conservation Initiative had a successful first year raising awareness and funds to support our work in Waldo County. Over the last five months, more than \$280,000 was raised from grants, local businesses, and community members to protect large forests, wetlands and natural areas that support a diverse community of plant and animal species, expand community access to wild spaces through trails, and secure land within walking distance of schools for outdoor learning. *Thank you for your support and helping us spread the word!*

This Initiative is ongoing, and we are currently developing a list of projects to undertake this year. One way we are seeking to get the word out to the community is to partner with Halcyon (www.halcyonstringquartet.org) - a string quartet based in Midcoast Maine that partners with artists and scientists to create a multimedia performance (music, slideshow, and spoken word) that draws attention to the challenges and opportunities facing our climate-changed world. We have set a date with Halycon (October 19, 2023 at 7pm at the Belfast Boathouse) and they are developing a "Waldo County" performance that we know will be engaging and stimulate great conservations.

To keep this event free and open to the public, we are hoping to co-host this event with four local organizations to help us manage the cost. We hope the CCC will consider being one of our co-hosts and contribute \$400 (or whatever you can!) to the cost of the event.

Halcyon Concert Expenses	Proposed Sponsorship Income
Halcyon Quartet.....\$1,500	Coastal Mountains.....\$456
Halcyon Speaker.....\$200	Climate Crisis Committee.....\$400
Refreshments.....\$300	Local Org #3.....\$400
Belfast Boathouse Rental.....\$56	Local Org #4.....\$400
	Local Org #5.....\$400
Total.....\$2,056	Total.....\$2,056

At the event, CMLT will have a table with information about the Land Trust and the Waldo County Conservation Initiative. You are welcome to bring information to share as well and we will include the CCC as a co-sponsor in all our communications promoting this event.

We deeply appreciate your partnership and thank you for considering this proposal!

Sincerely,

Tempe Landi
Tempe Landi

Development & Communications Coordinator



10.G

Memorandum

May 26, 2023

To: Erin Herbig, Belfast City Manager
Honorable Mayor Sanders and Belfast City Council

From: Norm Poirier, Belfast Parks and Recreation Department

Re: Accepting Donations for Walsh Field

The Belfast Parks and Recreation treats the Walsh Field area for tick control with an organic spray applied by a licensed applicator. The treatments are approximately an \$800 expenditure and the Department normally reaches out to the various groups using the park to contribute.

The Belfast Parks and Recreation is requesting from Council to authorize accepting \$200 from each of the following organizations in order to aid the Department in being able to fund this important application for the user groups. The organizations are the Waldo County Y, BAHS or RSU 71, Friends of the Dog Park through the Friends of Belfast Parks. The donations would be deposited in to Account # 610-585, Parks Maintenance.

10.4

Memorandum

May 26, 2023

To: Erin Herbig, Belfast City Manager
Honorable Mayor Sanders and Belfast City Council

From: Norm Poirier, Belfast Parks and Recreation Department

Re: Facility Use Request – First Baptist Church

The City of Belfast has received a Facility Use application from Ted Chaffee, Pastor of the First Baptist Church in Belfast for use of the Steamboat Landing Park gazebo for a Sunday morning worship service on July 16, 2023 from 9:00 – 11:00 a.m.

In the past the City has not allowed use of the parks for day long events involving various other religious or faith based organizations in an effort to keep the parks open for public use. However in this particular case the request is for such a short period of time and the First Baptist Church has helped the City out during the winter months of January – April by allowing the Belfast Senior Club to meet in their building while the Boathouse was occupied.

If approved the recommendation would be for the City to develop criteria and restrictions in an effort to be prepared for other faith based organizations requesting similar use of the parks. The restrictions may be such to limit the time of the activity, require only Belfast based faith organizations eligible just to point out a few suggestions.



**Facilities Use Request
City of Belfast, Maine**

EVENT: Worship Service

DATES: July 16 EVENT REPRESENTATIVE: _____

PROPOSED LOCATION/AREA TO BE USED: Gazebo

All applications and related documents to be returned to the Parks and Recreation Office at City Hall. 338-3370 Ext 27. The City Manager's Office will act as a backup.

The City of Belfast owns Streets, sidewalks, parks, land and buildings. It is the policy of the City that property belonging to the citizens of Belfast be available to the public. Unless specifically approved to the contrary, no public property will be set aside for the exclusive use of any individual or group and the general public will at all reasonable times have access to City property.

This is a planning checklist for your benefit as well as the City's. **If any aspect of the activity you wish to conduct is not specifically listed on this checklist then there will be no permission to conduct that activity.** Approvals cannot be given to individuals or groups who are uncertain of their plans.

Please attach maps, additional sheets, event outlines etc. - that help to explain your request.
If any of the following questions do NOT apply to your event simple write N/A (not applicable) in the space provided. Thank you.

1) State your name, phone number, e-mail address and identify whom you represent?

First Baptist Church - Ted Chaffee 207.469.9260
tedchaffee@gmail.com

2) Describe in detail the nature of this event (What are you planning on?):

morning worship service

3) What facilities would you like to use or what permissions are you seeking with respect to City buildings, Parks, Lands, Streets, sidewalks? Please be specific.

The Garebo at steamboat landing

4) What **dates and times** do you wish to have this event?

July 16, 9-11am

5) Are you asking to close off any City Streets? (Which ones, what dates, for how long a period of time each day?)

no

If yes, then who will manage these closed off Streets?

6) Are you asking the City for anything other than use of the facilities you have described above?

no

7) How many people do you expect?

40

8) Will you be selling things at this event? What and by who if not you?

no

9) Will any alcohol be served or consumed at this event? (If yes provide details)

Where? - Attach MAP no

By Whom: Name and Phone contact number:

10) Does this event call for any type of open fire - including for cooking purposes? (If so describe what fire safety measures you plan on employing associated with this potential hazard?)

no

11) Will you be renting spaces to vendors on City Property? Yes _____ No

If yes where do you propose they set up? (MAP Location) _____

12) Describe what type of vendor and the charges you propose to assess against them.

13) Will you have insurance in the amount of \$1,000,000 that also names the Inhabitants of the City of Belfast as an additional named insured party to hold the City of Belfast harmless from any and all injuries that may occur as the result of any negligence on your part in conducting this event?

14) Who is your insurance agent that will provide proof of this coverage to the City?

Church Mutual

15) Noise: What kind of noise do you expect to generate at this event and during which specific period of time?

worship music and speaking

16) How do you propose to handle garbage removal?

carry in / carry out

17) How do you propose to handle parking?

will use the church lot

18) How do you propose to handle security?

N/A

19) How do you propose to handle the need for restrooms?

N/A

20) What is your plan/need for electricity or water?

electricity for keyboard

21) Have you spoken to the neighbors in the area of this event and discussed traffic, noise, parking etc. with them?

no

22) Who will be in charge of the event during the event and what are their home phone numbers, cell phone numbers, and email addresses - where they can be reached before and during this event?

Ted Chaffee - tedchaffee@gmail.com 207-409-9260

23) Are you requesting any services from the City? Be specific on the services you are asking for

no

Department

Service Requested

City Manager

Police

Fire/ Ambulance

Parks

Public Works

Harbor

Other?

Remember, If any aspect of the activity you wish to conduct is not specifically listed on this checklist then there will be no permission to conduct that activity.



FACILITY USE APPLICATION CHECKLIST

- Application complete with contact names and contact information
- Specific facility or park requested
- Dates/times of the event and extra set-up time if necessary
- Specific request of City services:
 - electrical needs
 - street closures
 - police assistance
 - trash removal
- Vendor permits (necessary if serving alcohol)
- Parking plan
- Insurance Certificate (need to receive two weeks prior to event)
- Map/diagram of event layout
- Music cannot reach a volume level of more than 7 on controls
- Plan for restroom facilities
- Scheduled meeting with City Representative

My signature attests to the review of the checklist and the realistic view of the event provided to the City. Any deviation from the written request is grounds for cancellation of the event by the City of Belfast without notice.

Signature _____ Date: _____

Printed Name: _____



City of Belfast
Municipal Airport
131 Church Street
Belfast, Maine 04915



Airport Manager
Kenn Ortmann

Phone: 207 338 3370 x 600
Email: airport2@cityofbelfast.org

Request by Airport Manager Kenn Ortmann and the Belfast Airport Advisory Committee (BAAC) for the City Council to authorize the acceptance of donations to pay for an Airport mural project.

Several months ago David Hurley expressed an interest in working with the Airport to create murals to decorate two sides of our electronic equipment building. While this building is very efficient at housing much of the equipment necessary to light the runway and taxiways and the beacon, its appearance certainly does nothing to enhance the experience of visitors approaching the Airport from the parking lot.

Mr. Hurley's original concept showed a military aircraft, but the BAAC believed having one side of the building showing an iconic yellow Piper Cub representing the recreational use of the Airport and the other side showing a Pilatus 24 representing the corporate and charter uses of the Airport will best reflect the multiple functions of the Airport.



Since Mr. Hurley has painted many long-lasting outside murals in Belfast, I and the BAAC are confident this enhancement to the equipment building will not become a maintenance problem.



Mr. Hurley has quoted a price of \$1,750 to create the murals on two walls of the building. I am pleased to inform you that the local EAA Chapter and local pilots have combined to contribute the entire amount necessary to create these two murals.

The Airport Manager and the BAAC are now requesting that the City Council vote in support of authorizing the following action:

- 1) Authorize the City Manager to accept seven contributions totaling \$1,750 to pay for the painting of two murals on two sides of the Airport electronic equipment building, including authorizing the City Manager to sign any necessary documents as part of the project.**

10.J



**City of Belfast
Municipal Airport
131 Church Street
Belfast, Maine 04915**



22 Wright Brothers Drive

**Airport Manager
Kenn Ortmann**

Phone: 207 338 3370 x 600

Email: airport2@cityofbelfast.org

Request by Airport Manager Kenn Ortmann and the Belfast Airport Advisory Committee (BAAC) for the City Council to acknowledge and endorse the City Manager's signature on a "Consent and Acknowledgement Re: Easement" by and between the City of Belfast and Shasta Terra, LLC, a Delaware limited liability company, with an address of 250 West 57th Street, Suite 701, New York, New York 10107 ("Owner") as it relates to certain real properties located at 195 and 205 Northport Avenue.

The Owner is in the final stages of acquiring the Property for development of a solar project, which includes the installation and construction of solar panels, cables, transformers, substations and other future improvements (the "Project") as set forth in approvals issued by the City of Belfast Planning Board.

The Owner originally asked the City to waive the easements we had purchased and recorded in 2016. The City refused, believing it is critical to maintain:

- (i) aviation easements; (ii) the right to remove any vegetation such as trees, bushes, and shrubs on the Property that would interfere with the aviation easements; (iii) the right of aircrafts to cause and emit noise, vibrations, fumes, deposits of dusts, fuel particles, etc.; (iv) the prohibition of the Owner to install lights and structures (permanent or temporary) which might create glare or contain misleading lights which may reasonably be confused with runway operations ("Glare Interference"); and (v) the prohibition of the Owner to permit or create any means of electrical interference or radio transmissions which could affect radio communications or the movement and safe operation of aircrafts over the Easement area ("Electrical Interference")*

to protect the safety of pilots using the Airport and to maximize the benefits of this resource.

At the same time, the Airport is supportive of the development of the solar farm as a compatible neighboring land use and sees a parallel interest in limiting the growth of tall trees.

City Attorney Kristen Collins redrafted the document to replace the easement waiver language with the following:

- 2. *Consent to the Project. The City consents to the development, construction, maintenance, use, and removal of the Project within the Easement.*
- 3. *Conformance with Easement Rights. The City hereby agrees that the Project as approved by the City's Planning Board does not violate or conflict with the City's rights under the Easement.*

The Airport Manager and the BAAC are now requesting that the City Council vote in support of authorizing the following action:

- 1) Acknowledge and endorse the City Manager's signature on the attached "Consent and Acknowledgement Re: Easement" document protecting the easement rights of the Airport and indicating our support for the solar farm project.**

Record & Return to:
Natalie E. Robb VP/Counsel
Fidelity National Title Insurance Company
One Liberty Square, Suite 800
Boston, MA 02109

CONSENT AND ACKNOWLEDGMENT
RE: EASEMENT

THIS AGREEMENT made as of the ____ day of _____, 2023, by and between the **City of Belfast**, a *Maine municipal corporation*, with an address of 131 Church Street, Belfast, Maine 04915 (“City”) and **Shasta Terra, LLC**, a *Delaware limited liability company*, with an address of 250 West 57th Street, Suite 701, New York, New York 10107 (“Owner”).

W I T N E S S E T H :

WHEREAS, the Owner is acquiring certain real properties located at 205 Northport Avenue, in the City of Belfast, County of Waldo, State of Maine and 195 Northport Avenue, in the City of Belfast, County of Waldo, State of Maine, as further described in the Schedule “A” attached hereto and made a part hereof (collectively, the “Property”);

WHEREAS, the Owner is acquiring the Property for development of a solar project, which includes the installation and construction of solar panels, cables, transformers, substations and other future improvements (the “Project”) as set forth in approvals issued by the City of Belfast Planning Board;

WHEREAS, the City retains certain beneficial easements for its use and operation of an airport over certain portions of the Property pursuant to:

- (i) Easement dated March 31, 2016 by and between Bayside Enterprises, Inc. to the City of Belfast and recorded in the Waldo County Registry of Deeds in Book 4098, Page 94 as may be affected by Affidavit of Delivered Easements dated June 16, 2016 and recorded in Book 4068, Page 325; as affected by Affidavit in Support of the Federal Aviation Administration Grant Agreement dated September 9, 2016 and recorded in Book 4098, Page 4; as affected by Grant Agreement recorded in Book 4098, Page 6;
- (ii) Easement dated March 31, 2016 by and between Richard W. Coombs, Georgene Coombs, Gary Drinkwater, and Susan Drinkwater to the City of Belfast and recorded in the Waldo County Registry of Deeds in Book 4098, Page 109; as may be affected by Affidavit of Delivered Easements dated June 16, 2016 and recorded in Book 4068, Page 325; as affected by Affidavit in Support of the

Federal Aviation Administration Grant Agreement dated September 9, 2016 and recorded in Book 4098, Page 4; as affected by Grant Agreement recorded in Book 4098, Page 6; and

- (iii) Easement dated March 31, 2016 by and between Bradford B. Brown, Jeffrey P. Brown, Jane Roy Brown f/k/a Jane Brown-Bamerry to City of Belfast dated May 27, 2004 and recorded in the Waldo County Registry of Deeds in Book 2621, Page 46.

(items (i) through (iii) shall collectively be referred to as, the "Easement");

WHEREAS, the Easement grants the City specific rights and subjects the Property to certain covenants which specifically include: (i) aviation easements; (ii) the right to remove any vegetation such as trees, bushes, and shrubs on the Property that would interfere with the aviation easements; (iii) the right of aircrafts to cause and emit noise, vibrations, fumes, deposits of dusts, fuel particles, etc.; (iv) the prohibition of the Owner to install lights and structures (permanent or temporary) which might create glare or contain misleading lights which may reasonably be confused with runway operations ("Glare Interference"); and (v) the prohibition of the Owner to permit or create any means of electrical interference or radio transmissions which could affect radio communications or the movement and safe operation of aircrafts over the Easement area ("Electrical Interference") as further defined in the Easement (items (i) through (v) shall collectively be referred to as, the "Easement Rights"); and

WHEREAS, the City is in support of the Project and has agreed to enter into this Agreement to consent to Owner's right to construct and operate the Project within the Easement area to allow the Owner to develop and finance the Project on the Property.

NOW, THEREFORE, in consideration of the sum of One Dollar (\$1.00) by each party in hand paid to the other, the receipt of which is hereby acknowledged, and in consideration of the mutual promises, covenants and agreements herein contained, the parties hereto, intending to be legally bound hereby, promise, covenant and agree as follows:

1. **Incorporation of Recitals.** The Recitals portion of this Agreement is hereby incorporated by this reference as fully as though it were here rewritten.
2. **Consent to the Project.** The City consents to the development, construction, maintenance, use, and removal of the Project within the Easement.
3. **Conformance with Easement Rights.** The City hereby agrees that the Project as approved by the City's Planning Board does not violate or conflict with the City's rights under the Easement.
4. **Term of Agreement.** The term of this Agreement shall commence on the date of execution and continue until the decommissioning of the Project on the Property.

5. **Binding Effect.** This Agreement shall run with the land and be binding upon and inure to the benefit of the respective successors and assigns of all of the parties hereto. All references to Owner shall also include any lessees or occupants on the Property under leases or other agreements related to the Project including the rights extended to a utility for the interconnection of the Project.

6. **Miscellaneous.** The captions used at the beginning of each paragraph of this Agreement are for the convenience of the reader and do not form a part of this Agreement. Whenever used, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders. This Agreement may be signed in counterparts, each of which shall be deemed an original for all purposes, but all of which together shall constitute one and the same instrument.

7. **Governing Law.** This instrument shall be governed and construed in accordance with the laws of the State of Maine.

8. **Assignment.** This Agreement is freely assignable by Owner without the consent of the City. Any assignment shall not terminate this Agreement.

[Remainder of this page left intentionally blank; signature pages follow]

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their respective duly authorized officer or partner as of the day and year first above written.

CITY:

CITY OF BELFAST

A Maine municipal corporation

By: _____
Name/Title: _____

STATE OF MAINE
COUNTY OF _____

On this ____ day of _____, 2023, before me the undersigned, a notary in and for said State, personally appeared _____ in his/her capacity as _____ for the City of Belfast as personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity and as his own act and deed, and that by his/her signature on the instrument, the individual executed the instrument.

Notary Public

[Owner's signature page follows]

OWNER:

SHASTA TERRA, LLC,
a Delaware limited liability company

By: _____

Name/Title: _____

STATE OF NEW YORK
COUNTY OF _____

On this ____ day of _____, 2023, before me the undersigned, a notary in and for said State, personally appeared _____ in its capacity as sole member of Shasta Terra, LLC as personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity and as his own act and deed, and that by his signature on the instrument, the individual executed the instrument.

Notary Public

Schedule "A"
Legal Description of the Property
Parcel 1

A CERTAIN TRACT OR PARCEL OF LAND WITH BUILDINGS OR IMPROVEMENTS THEREON, LOCATED ON THE EASTERLY SIDELINE OF LOWER CONGRESS STREET AND NORTHERLY OF REED STREET (SO CALLED) IN THE TOWN OF BELFAST, WALDO COUNTY, MAINE AND BEING ALL THAT LAND OF RICHARD COOMBS, GARY DRINKWATER AND SUSAN DRINKWATER AS DESCRIBED IN BOOK 4351 PAGE 06, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A NUMBER 5 REBAR FOUND MARKING THE EASTERLY SIDELINE OF SAID LOWER CONGRESS STREET AND THE MOST NORTHWESTERLY CORNER OF LAND NOW OR FORMERLY OWNED BY ERIKA AND ERIK FELLINGER AS DESCRIBED IN BOOK 4305 PAGE 198 AND ALSO MARKING THE NORTHERLY SIDELINE OF REEDS LANE (SO CALLED) WITH MAINE STATE GRID COORDINATES (NAD 83 - EAST ZONE) OF N = 269064.38 E = 852533.69;

THENCE, N 05°02'30" W, ALONG THE EASTERLY SIDELINE OF SAID LOWER CONGRESS STREET, 132.61 FEET TO A POINT;

THENCE, N 79°27'22" E, ALONG LANDS OF COOMBS & DRINKWATER, 3,405.95 FEET TO A POINT ON THE WESTERLY SIDELINE OF NORTHPORT AVENUE;

THENCE, S 22°15'53" E, ALONG THE WESTERLY SIDELINE OF SAID NORTHPORT AVENUE, 134.81 FEET TO A NUMBER 5 REBAR FOUND;

THENCE, S 79°27'22" W, ALONG LANDS OF NOW OR FORMERLY OF COLE 10 BELFAST ME LLC, JOEL KNIGHT, AND LANDS OF SAID FELLINGER AND PORTIONS OF REEDS LANE, 3,446.05 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 452,153 SQUARE FEET / 10.38 ACRES, MORE OR LESS.

BEARINGS AND COORDINATES LISTED ABOVE ARE BASED ON ME GRID NAD83 (2011) EAST ZONE.

Parcel 2

A CERTAIN TRACT OR PARCEL OF LAND WITH BUILDINGS OR IMPROVEMENTS THEREON, LOCATED ON THE EASTERLY SIDELINE OF LOWER CONGRESS STREET WITHIN THE TOWN OF BELFAST, WALDO COUNTY, MAINE AND BEING ALL THAT LAND OF RICHARD W. COOMBS, GEORGENE COOMBS, GARY DRINKWATER, AND SUSAN DRINKWATER AS DESCRIBED IN BOOK 1757 PAGE 345 AND BOOK 1757 PAGE 348, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A NUMBER 5 REBAR FOUND MARKING THE EASTERLY SIDELINE OF SAID LOWER CONGRESS STREET AND MARKING THE MOST SOUTHWESTERLY CORNER OF LAND OF BRADFORD B. BROWN, JEFFREY P. BROWN, AND JANE BROWN-BAMBERRY AS DESCRIBED IN BOOK 1630 PAGE 225 WITH MAINE STATE GRID COORDINATES (NAD 83 – EAST ZONE) OF N = 269487.42 E = 852496.37;

THENCE, N 79°39'40" E, ALONG LANDS OF SAID B. BROWN, J. BROWN, AND J. BROWN-BAMBERRY, 2,904.14 FEET TO A NUMBER 5 REBAR FOUND MARKING THE NORTHWESTERLY CORNER OF LAND NOW OR FORMERLY BOLES REALTY LLC AS DESCRIBED IN BOOK 4231 PAGE 264;

THENCE, S 23°16'08" E, ALONG LANDS OF BOLES REALTY, 219.85 FEET TO A NUMBER 5 REBAR FOUND;

THENCE, N 79°41'09" E, ALONG LANDS OF BOLES REALTY AND THRU A NUMBER REBAR FOUND, 412.07 FEET TO A POINT ON THE WESTERLY SIDELINE OF NORTHPORT AVENUE;

THENCE, S 22°15'53" E, ALONG SAID NORTHPORT AVENUE, 65.68 FEET TO A POINT BEING THE NORTHEASTERLY CORNER OF RICHARD COOMBS & GARY DRINKWATER;

THENCE, S 79°27'22" W, ALONG LANDS OF RICHARD COOMBS & GARY DRINKWATER, 3,405.95 FEET TO A POINT AT THE EASTERLY SIDELINE OF LOWER CONGRESS STREET;

THENCE, N 05°02'30" W, ALONG SAID LOWER CONGRESS STREET, 292.07 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 869,022 SQUARE FEET / 19.95 ACRES, MORE OR LESS.

BEARINGS AND COORDINATES LISTED ABOVE ARE BASED ON ME GRID NAD83 (2011) EAST ZONE.

Parcel 3

A CERTAIN TRACT OR PARCEL OF LAND WITH BUILDINGS OR IMPROVEMENTS THEREON, LOCATED ON THE EASTERLY SIDELINE OF LOWER CONGRESS STREET WITHIN THE TOWN OF BELFAST, WALDO COUNTY, MAINE AND BEING ALL THAT LAND OF BRADFORD B. BROWN, JEFFREY P. BROWN, AND JANE BROWN-BAMBERRY, AS DESCRIBED IN BOOK 1630 PAGE 225, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A NUMBER 5 REBAR FOUND MARKING THE EASTERLY SIDELINE OF SAID LOWER CONGRESS STREET AND MARKING THE MOST SOUTHWESTERLY CORNER OF LAND OF THE GRANTORS AS DESCRIBED IN BOOK 1630 PAGE 225 WITH MAINE STATE GRID COORDINATES (NAD 83 – EAST ZONE) OF N = 269487.42 E = 852496.37;

THENCE, N 05°57'42" W, ALONG SAID LOWER CONGRESS STREET, 332.30 FEET TO A 1 INCH IRON PIPE FOUND MARKING THE MOST SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY CORNERSPRING MONTESSORI SCHOOL AS DESCRIBED IN BOOK 4434 PAGE 120;

THENCE, N 79°43'29" E, ALONG LANDS OF SAID CORNERSPRING MONTESSORI SCHOOL AND LANDS OF WOEHLER, 2,739.51 FEET TO A POINT MARKING THE NORTHWESTERLY CORNER OF LAND NOW OR FORMERLY BELFAST VETERINARY HOSPITAL AS DESCRIBED IN BOOK 773 PAGE 655;

THENCE, S 31°05'50" E, ALONG LANDS OF SAID BELFAST VETERINARY HOSPITAL, 286.74 FEET TO A POINT;

THENCE, N 79°41'09" E, ALONG LANDS OF SAID BELFAST VETERINARY HOSPITAL, 431.37 FEET TO A POINT AT THE WESTERLY SIDELINE OF NORTHPORT AVENUE;

THENCE, ALONG THE WESTERLY SIDELINE OF NORTHPORT AVENUE FOLLOWING A CURVE TO THE RIGHT HAVING A RADIUS OF 2,231.85 FEET, AN ARC LENGTH OF 62.51 FEET, WITH A CHORD BEARING OF S 26°42'26" E, 62.51 FEET TO LAND OF BOLES REALTY AS DESCRIBED IN BOOK 4231 PAGE 264;

THENCE, S 79°39'40" W, ALONG LANDS OF SAID BOLES REALTY AND THRU A NUMBER 5 REBAR FOUND, 411.34 FEET TO A NUMBER 5 REBAR FOUND MARKING THE NORTHWESTERLY CORNER OF SAID BOLES AND LAND OF COOMBS & DRINKWATER;

THENCE, S 79°39'40" W, ALONG LANDS OF SAID COOMBS & DRINKWATER, 2,904.14 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 953,964 SQUARE FEET / 21.90 ACRES, MORE OR LESS. BEARINGS AND COORDINATES LISTED ABOVE ARE BASED ON ME GRID NAD83 (2011) EAST ZONE.

10.K

MEMORANDUM

DATE: May 31, 2023

TO: Belfast Mayor and City Council

FROM: Bub Fournier, Director of Planning and Codes Department

RE: Request by Planning and Codes Department Director to review, discuss and authorize improvements at the Church Street and Northport Avenue intersection designed by the City Engineer.

Background Information:

In mid-April 2023, the City Council and Mayor authorized the City Engineer to generate a design for improvements to the intersection and Church Street and Northport Avenue. A concept utilizing a “tactical urbanism” approach to the intersection design was initially suggested by the Belfast Pedestrian, Biking and Hiking (PBH) Committee and supported by Planning and Codes staff. City Engineer Mandy Olver of Olver Assoc. Inc. has generated the enclosed final design for consideration Northport Avenue this time.

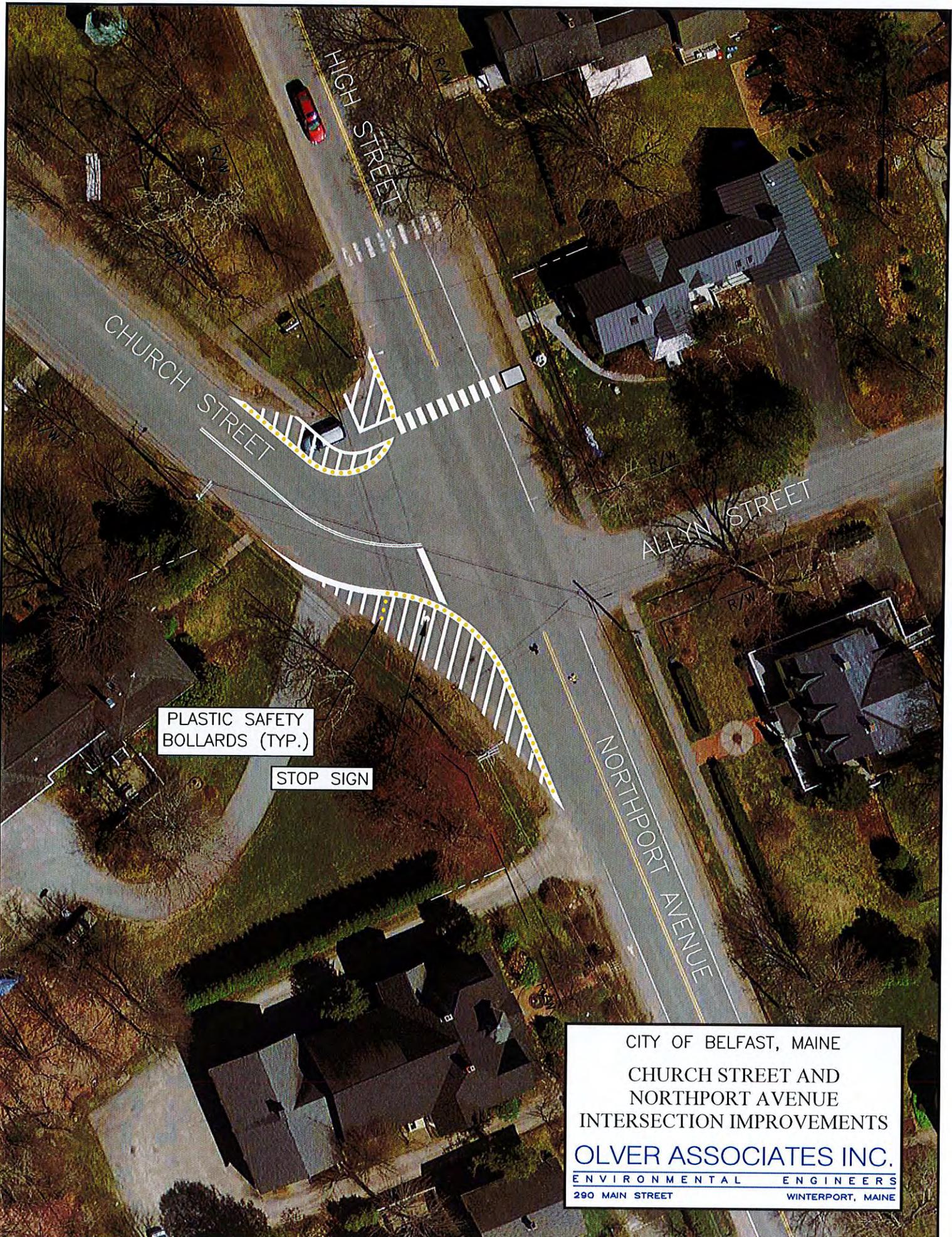
The proposed design incorporates a first step approach to improvements at the intersection. Given this past winter’s development regarding the private property reaching out in to the intersection, the pedestrian crosswalk across Northport Avenue would now be re-connected to the sidewalks on Church St. The design also incorporates new striping and bollards that would identify and protect “bulbs” for pedestrians and other users to collect at. Finally, the design improves the angle at which drivers may enter or exit Church St, providing an angle that is closer to 90 degrees for visibility and traffic calming. This design, utilizing paint and bollards only at this time, would give the community the opportunity to experience the improvements before further substantial upgrades, such as curbing or additional “bulb” enhancements, are considered. All proposed improvements would be located in the roadway

After hearing from Public Works Director Bob Richards along with the City Engineer and representatives of the PBH committee, we are requesting that the City Council and Mayor review the design and consider granting approval so that the City’s Public Works Department may install it.

The estimated cost of 80 bollards, the only specific items that would need to be purchased for the project, is \$6,620.00. This number may be a high estimate based on a retail price and the City may be eligible for a municipal or bulk discount.

Requested Action:

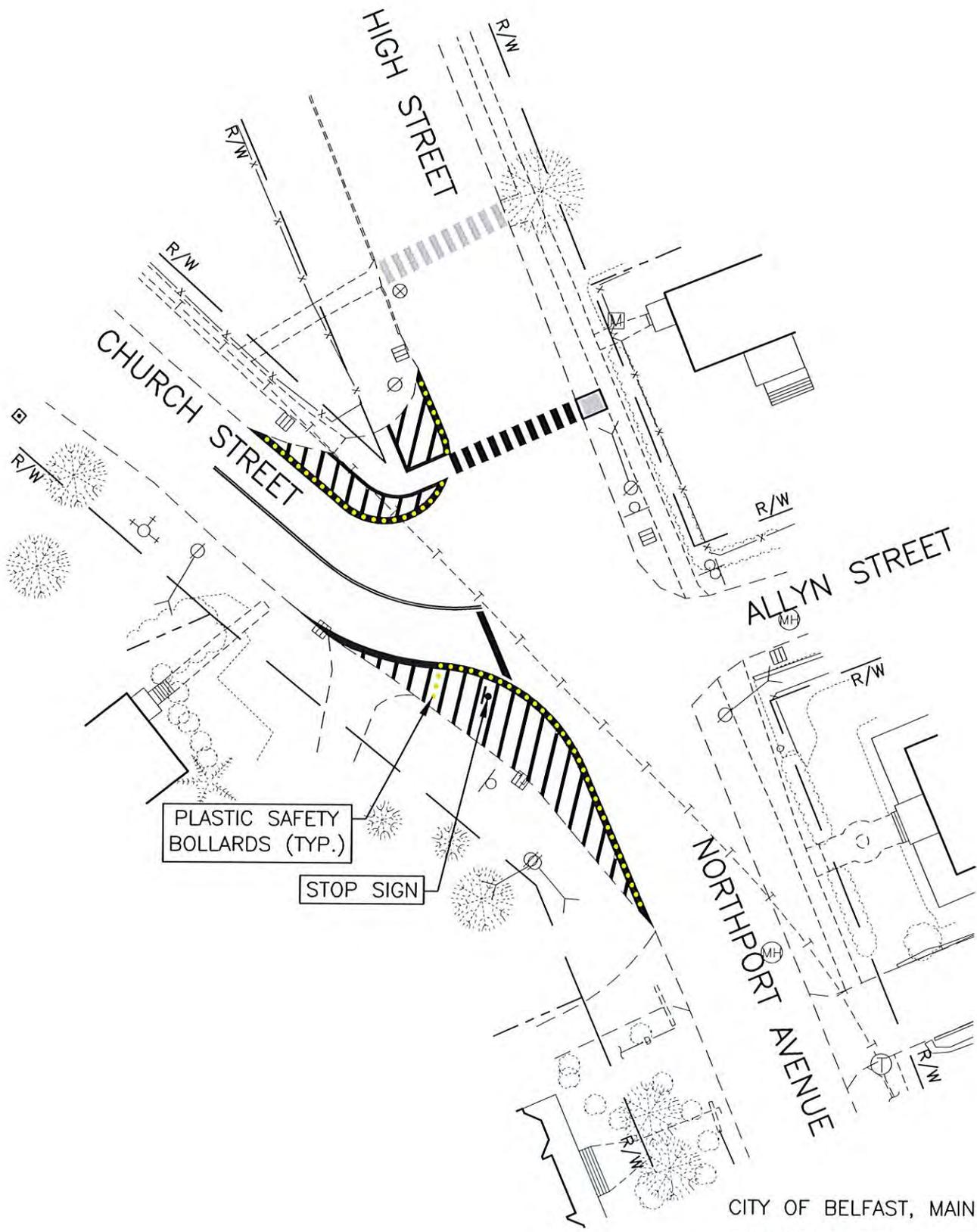
I request the City Council and Mayor consider approving installation of the proposal by spending up to \$6,620.00 from Account #420-573 Sidewalk Improvements and Maintenance for the proposed project at the intersection of Church Street and Northport Avenue.



PLASTIC SAFETY BOLLARDS (TYP.)

STOP SIGN

CITY OF BELFAST, MAINE
CHURCH STREET AND
NORTHPORT AVENUE
INTERSECTION IMPROVEMENTS
OLVER ASSOCIATES INC.
ENVIRONMENTAL ENGINEERS
290 MAIN STREET WINTERPORT, MAINE



PLASTIC SAFETY
BOLLARDS (TYP.)

STOP SIGN

CITY OF BELFAST, MAINE
CHURCH STREET AND
NORTHPORT AVENUE
INTERSECTION IMPROVEMENTS
OLVER ASSOCIATES INC.
ENVIRONMENTAL ENGINEERS
290 MAIN STREET WINTERPORT, MAINE

U-Flex® Reboundable Traffic Delineators

In Stock - Ships Today



\$98.25	\$89.95	\$82.75
Quantity 1-14	Quantity 15-49	Quantity 50+

- Quick Facts:**
- 36" Tall x 3" Round Post with Two (2) Reflective Collars
 - Four (4) Colors choose from
 - Choose Mounting Base to match post color or black to hide tar
 - 360° Reflectivity, 360° Visibility & 360° Flexibility



Choose Color:

Yellow White Black

Orange Black

Choose Base Color:

Matching Black

Choose Included Hardware:

Asphalt - Four (4) 4" x 3/8" Fasteners

Quantity

Add to Cart

Volume Pricing:

Quantity	Quantity	Quantity
1-14	15-49	50+
\$98.25	\$89.95	\$82.75

Items in Your Shopping Cart

Item	Quantity	Each	Price
 U-Flex® Reboundable Traffic Delineators <small>SUB91ELZYRCA</small> Color: Yellow Included Hardware: Asphalt - Four (4) 4" x 3/8" Fasteners Base Color: Matching	<input type="text" value="80"/> <input type="button" value="Update"/>	\$82.75	\$6,620.00
			<input type="button" value="Remove"/>

Shipping Summary

Shipping Weight: 392 lbs.
 Shipping Method: FedEx Freight
 Shipping Cost: \$181.82
 Estimated Delivery Date: Wednesday, May 31, 2023

Zip Code: Belfast, ME

Need it faster? Expedited shipping options available at checkout.

Order Summary

Subtotal: \$6,620.00
 Shipping: \$181.82
 Sales Tax: \$364.10 **Sales Tax Exempt?**
Final Total: \$7,165.92

10.L

MEMORANDUM

DATE: May 31, 2023

TO: Belfast Mayor and City Council

FROM: Bub Fournier, Director of Planning and Codes Department

RE: Request by Planning and Codes Department Director to pursue property maintenance and cleanup actions on multiple properties.

Background Information:

In FY 2023, ending on July 1, 2023, the City Council and Mayor initiated a Demolition and Property Maintenance account (#720-918) in order to facilitate Code Enforcement related actions to target distressed properties in Belfast. The fund was utilized to purchase a perimeter fence to secure 74 High St, the former Bradbury Manor, while the City pursues legal action on that distressed property. At this time, after discussing with Code Enforcement Officer (CEO) Steve Wilson and City Manager Erin Herbig, I am presenting a prioritized list of properties that the Department would like to facilitate actions upon:

- 1) **2 Eldorado St** – Sanitation, junkyard, unsafe structure in violation since 2021. Exterior cleanup is needed.
- 2) **27 Park Hill Rd** – Condemned (2020) vacant house, trash out, possibly secure.
- 3) **181 Poors Mill Rd** – Exterior junkyard, needs additional cleanup and/or secure.
- 4) **243 Waterville Rd** – Vacant home site needs to be fully demolished and cleaned up.
- 5) **234 Belmont Ave** – Vacant abandoned home as of Nov. 2023. Needs to be secured.

The current balance in this account is \$9,416. Actions would include yard cleanup, securing, demolition and/or interior trash outs by a contractor. Any actions incurring fees paid from the account would be recouped via a lien on the property as per the City's adopted property Maintenance Code.

It is important to note that this avenue of enforcement is a last resort as the Department generally works with property owners for several months to abate violations. The CEO is currently working with the owner of multiple vacant distressed properties on Head of the Tide Road after facilitating demolition of a distressed property on Waldo Ave over the past year. The CEO is also working with a cooperative property owner on Poors Mill Rd to address accumulations in the yard.

Requested Action:

I request the City Council and Mayor consider authorizing the Planning and Codes Department to utilize funds in account #720-918, Demolition and Property Maintenance, to address property maintenance concerns identified above.

234 Belmont Ave



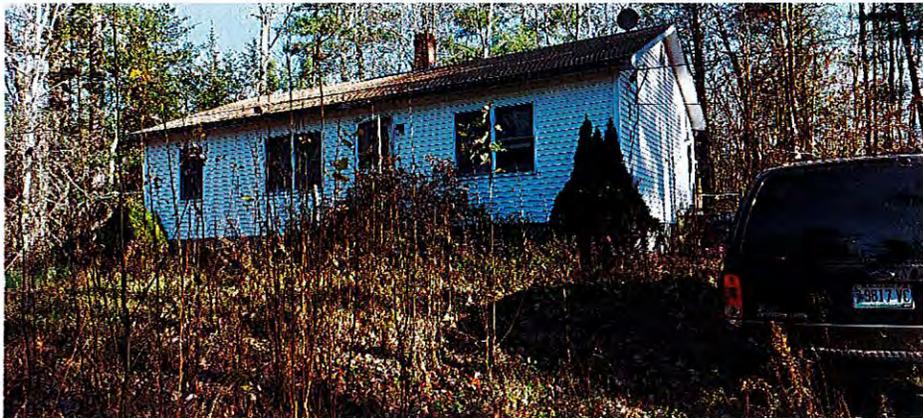
243 Waterville rd



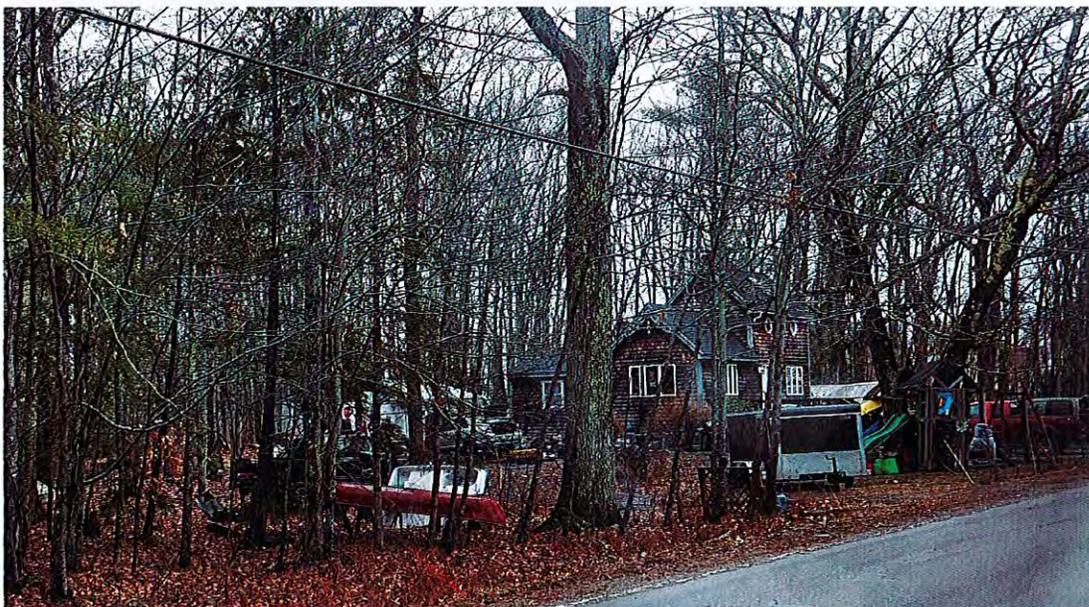
2 Eldorado St



27 Park Hill Rd



181 Poors Mill Rd





10.N

Eaton Peabody
Attorneys at Law

Jonathan A. Pottle
Direct Dial 207-992-4365
jpottle@eatonpeabody.com

80 Exchange Street, P.O. Box 1210
Bangor, Maine 04402-1210
Phone 207-947-0111 Fax 207-942-3040
www.eatonpeabody.com

May 31, 2023

VIA E-MAIL ONLY

Erin Herbig, City Manager
131 Church Street
Belfast, ME 04915

Re: Loblein/Gibbs Appeal

Dear City Manager Herbig:

Thank you again for the opportunity to provide representation to the City of Belfast Zoning Board of Appeals as conflict counsel. I am following up with this letter to formalize the engagement.

SCOPE OF ENGAGEMENT

My engagement is focused on advising the Belfast Zoning Board of Appeals regarding an appeal filed by Loblein and Gibbs of a Code Enforcement Officer ("CEO") decision. Since the City Attorney is representing the CEO in this appeal, in order for the Zoning Board of Appeals to have legal representation it would need separate counsel for conflict purposes.

MATTER RESPONSIBILITY AND FEES

I will be your primary contact for this matter. Our fees are charged on an hourly basis, and billed in accordance with applicable ethical rules. For this matter I will bill a discounted hourly rate of \$225.00.

BILLING

We utilize a computerized system that generally sends bills by the fifteenth of every month for all work performed and disbursements made during the preceding month. Since the scope of engagement is limited in this matter, I will send in invoice at the completion of the work representing the Zoning Board of Appeals. Please notify me within fifteen days following receipt of any invoice if you have any disagreement with respect to the balance due or the itemized statement.

GENERAL TERMS AND CONDITIONS

Other material terms and conditions of this engagement are set forth in the attached Standard Terms and Conditions and incorporated herein by reference. Acceptance of this

{EP - 04595415 - v1 }

AUGUSTA | BANGOR | BRUNSWICK | ELLSWORTH | PORTLAND

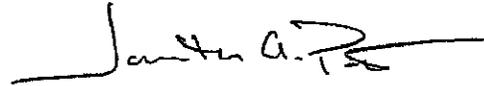
engagement letter also constitutes acceptance of an agreement to abide by the Standard Terms and Conditions. If any of these are not acceptable, please advise so that we may resolve any differences and proceed with this engagement with a clear understanding of the essential terms of our business relationship.

Please understand that while I cannot guarantee the outcome or success of this or any other engagement or professional undertaking, I will strive to represent and serve the City's interest effectively, efficiently, and responsibly while endeavoring to accomplish the City's goals and objectives.

Please review this letter and the attachment carefully and if you understand and agree with the terms of engagement, please sign below and return it to me.

Once again, thank you for the opportunity to be of service to the City of Belfast.

Best regards,

A handwritten signature in black ink, appearing to read "Jonathan A. Pottle", with a long horizontal stroke extending to the right.

Jonathan A. Pottle

I have read and understand this letter and the attachment and agree to engage Eaton Peabody on the terms and conditions set forth therein.

Date

Erin Herbig, City Manager

10.0

BUB/Jon/Steve

**Central Maine Power
Town Pole Permit
Fax Cover Sheet**

Date 05/16/23

Subject: Town Pole Permit

To: Town/City of Belfast 338-6222

Road: Cottage St AKA Allyn St

CMP Job # 801000545008

From: Casey, CMP Line Clerk

E-mail Lineclerknewservice@cmpco.com

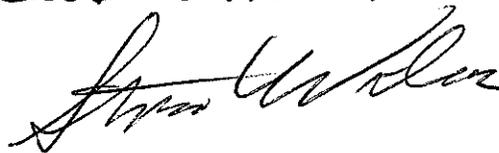
Fax: 207-629-4752

Please sign attached and fax or e-mail back.

If you have any concerns or questions, please call me direct at 1-207-629-2527

Thank You

I AM GOOD WITH TOOLS OVER



Form 4501

Notification: 10300979974

Work Order: 801000545008

CENTRAL MAINE POWER COMPANY
APPLICATION FOR POLE LOCATION OR UNDERGROUND LOCATION

In the City/Town of: BELFAST, Maine

To the:

City

Town

County of: WALDO, Maine

Central Maine Power hereby applies for permission to:

Construct and maintain poles together with attached facilities and appurtenances upon, along or across certain streets and highways in said City/Town as described below.

Construct and maintain buried cables, conduits, manholes and handholes, together with wire and cables, transformers, cutouts, and other equipment therein, under, along, and across certain streets and highways in said City/Town as described below.

Central Maine Power Company and Consolidated Communications of Northern New England Company LLC

jointly apply for permission to construct and maintain poles together with attached facilities and appurtenances upon, along or across certain streets and highways in said City/Town as described below.

1. Starting Point: INTERSECTION OF ALLYN ST. AND COTTAGE ST.

2. Road (State & CMP): COTTAGE ST (ALLYN ST.)

3. Direction: SOUTH WEST

4. Distance: 38 feet

5. Number of Poles: 1

Overhead wires shall have a minimum clearance of 18 feet over the public highway and be constructed to conform with the requirements of the National Electric Safety Code.

Buried cable facilities shall be placed at a minimum depth of 36 inches under pavement and 30 inches elsewhere and be constructed to conform with the requirements of the National Electric Safety Code.

Any person, firm, or corporation to be adversely affected by this proposed location shall file a written objection with the State Department of Transportation, City, Town or County stating the cause of said objection within fourteen (14) days after the publication of this notice or ninety (90) days after installation of facilities without publication.

Public Notice of this application has been given by publishing the text of the same

Not Published

In:

On:

CENTRAL MAINE POWER COMPANY

Consolidated Communications of Northern New England Company LLC

By: Wayne Cookson

Date: May 11, 2023

By: Daniella Godin Date: 05/15/2023

For Stephen Polyot
Right of Way Manager-Maine

Form 4503

Notification: 10300979974

Work Order: 801000545008

LOCATION PERMIT

Upon the Application of Center Maine Power Company and Consolidated Communications of Northern New England Company LLC

dated May 11, 2023, asking for permission, in accordance with law, to construct and maintain poles, buried cables, conduits, and transformers, together with attached facilities and appurtenances over, under, along or across certain highways and public roads in the location described in said application, permission is hereby given to construct, reconstruct, maintain and relocate in substantially the same location, said facilities and appurtenances in the City / Town of BELFAST

approximately located as follows:

- 1. Starting Point: INTERSECTION OF ALLYN ST. AND COTTAGE ST.
2. Road (State & CMP): COTTAGE ST (ALLYN ST.)
3. Direction: SOUTH WEST
4. Distance: 38 feet
5. Number of Poles: 1

Facilities shall consist of wood poles and appurtenances with a minimum of wire and cable not less than 18 feet over the public highway and/or buried cables or conduit and appurtenances placed a minimum depth of 36 inches under pavement and 30 inches elsewhere, all in a manner conforming to the National Electric Safety Code.

By: _____

By: _____

By: _____

By: _____

By: _____

Municipal Officers

Office of the _____

Received and Recorded in Book _____, Page _____

Attest: _____

Clerk

10.P

**Central Maine Power
Town Pole Permit
Fax Cover Sheet**

Date 05/05/23

Subject: Town Pole Permit

To: Town/City of Belfast 338-6222

Road: Waldo Ave

CMP Job # 801000541462

From: Casey, CMP Line Clerk

E-mail Lineclerknewservice@cmpco.com

Fax: 207-629-4752

Please sign attached and fax or e-mail back.

If you have any concerns or questions, please call me direct at 1-207-629-2527

Thank You

I Am Good With Tools
SW

Form 4501

Notification: 10300974252

CENTRAL MAINE POWER COMPANY

Work Order: 801000541462

APPLICATION FOR POLE LOCATION OR UNDERGROUND LOCATION

In the City/Town of: BELFAST, Maine

To the: City

Town

County of: WALDO, Maine

Central Maine Power hereby applies for permission to:

Construct and maintain poles together with attached facilities and appurtenances upon, along or across certain streets and highways in said City/Town as described below.

Construct and maintain buried cables, conduits, manholes and handholes, together with wire and cables, transformers, cutouts, and other equipment therein, under, along, and across certain streets and highways in said City/Town as described below.

Central Maine Power Company and Consolidated Communications of Northern New England Company LLC

jointly apply for permission to construct and maintain poles together with attached facilities and appurtenances upon, along or across certain streets and highways in said City/Town as described below.

1. Starting Point: INTERSECTION OF FIELD ST. AND WALDO AVE.

2. Road (State & CMP): WALDO AVE. (WALDO AVE)

3. Direction: NORTH WEST

4. Distance: 660 feet

5. Number of Poles: 1

Overhead wires shall have a minimum clearance of 18 feet over the public highway and be constructed to conform with the requirements of the National Electric Safety Code.

Buried cable facilities shall be placed at a minimum depth of 36 inches under pavement and 30 inches elsewhere and be constructed to conform with the requirements of the National Electric Safety Code.

Any person, firm, or corporation to be adversely affected by this proposed location shall file a written objection with the State Department of Transportation, City, Town or County stating the cause of said objection within fourteen (14) days after the publication of this notice or ninety (90) days after installation of facilities without publication.

Public Notice of this application has been given by publishing the text of the same

Not Published

In: [Redacted]

On: [Redacted]

CENTRAL MAINE POWER COMPANY

Consolidated Communications of Northern New England Company LLC

By: Wayne Cookson

Date: Apr 25, 2023

By:

Danielle Godin

Date: 05/04/2023

For Stephen Polyot
Right of Way Manager-Maine

Form 4503

Notification: 10300974252

Work Order: 801000541462

LOCATION PERMIT

Upon the Application of Center Maine Power Company and Consolidated Communications of Northern New England Company LLC

dated Apr 25, 2023, asking for permission, in accordance with law, to construct and maintain poles, buried cables, conduits, and transformers, together with attached facilities and appurtenances over, under, along or across certain highways and public roads in the location described in said application, permission is hereby given to construct, reconstruct, maintain and relocate in substantially the same location, said facilities and appurtenances in the City / Town of BELFAST

approximately located as follows:

- 1. Starting Point: INTERSECTION OF FIELD ST. AND WALDO AVE.
2. Road (State & CMP): WALDO AVE. (WALDO AVE)
3. Direction: NORTH WEST
4. Distance: 660 feet
5. Number of Poles: 1

Facilities shall consist of wood poles and appurtenances with a minimum of wire and cable not less than 18 feet over the public highway and/or buried cables or conduit and appurtenances placed a minimum depth of 36 inches under pavement and 30 inches elsewhere, all in a manner conforming to the National Electric Safety Code.

By: _____

By: _____

By: _____

By: _____

By: _____

Municipal Officers

Office of the _____

Received and Recorded in Book _____, Page _____

Attest: _____

Clerk