



CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

Erin Herbig
City Manager

E-mail: citymanager@cityofbelfast.org

Tel: (207) 338-3370 ext. 110

Fax: (207) 338-2419

MANAGER'S REPORT
Belfast City Council Meeting
Tuesday, January 6, 2026

5:45 p.m. Request to go into an Executive Session on a Real Estate Matter pursuant to 1 M.R.S.A. 405 (6) C.

6:15 p.m. Council Work Session with the Harbor Advisory Committee.

7:00 p.m. Regular Council Meeting

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

FROM: Erin Herbig, City Manager

DATE: Thursday, January 1, 2026

Agenda Items:

10-A Request from the Fire Chief to confirm Jesse Brown of Pittsburgh as a full-time EMS Captain for the Fire and Ambulance Department.

The City of Belfast advertised the position of EMS Captain beginning on October 23, 2025. Applications were due on November 12, 2025. The City received four applications.

On November 20th, the EMS Captain Hiring Committee held interviews with four well-qualified candidates. The EMS Captain Hiring Committee is composed of Fire Chief Patrick Richards, HR Administrator Nancy Driscoll and me.

Following the interviews, the hiring committee unanimously selected Jesse Brown of Pittsburgh as the new EMS Captain for the Belfast Fire and Ambulance Department.

Mr. Brown comes to the City of Belfast with 14 years of experience in emergency medical services, including extensive leadership and supervisory roles. Most recently, he served as a Paramedic for the Pittsburgh Bureau of EMS as well as a Sergeant and Quality Assurance Analyst for the Adams Regional EMS. Mr. Brown has relocated to Maine with his wife and family.

This position is a vital aspect of the City's public safety team and is responsible for providing leadership while responding to a wide range of medical and fire suppression emergencies to ensure the stability and safety of our community. Both Chief Richards and I are confident Mr. Brown, if confirmed, will serve our community and the Department well.

If approved by the City Council, City staff request that a motion is made to confirm Jesse Brown as a full-time EMS Captain for the Belfast Fire and Ambulance Department. If appointed, Mr. Brown will be sworn in at the meeting by the City Clerk.

Please see the attached memo, cover letter, resume, advertisement, and job description (10-A) providing further detail. Chief Richards, Mr. Brown, and I will be present at the meeting.

10-B Request from the Fire Chief to confirm Johnathan Grauer, Christina Oelmann, and Rachel Brown as part-time staff for the Fire and Ambulance Department.

Part-time Firefighter/EMT/Paramedic positions are a vital aspect to our delivery of service by the Fire and Ambulance Department, including filling light shifts and responding to emergencies.

Johnathan Grauer is a Firefighter/EMT who currently works for Togus VA full-time. Mr. Grauer lives in Monroe and is looking for part-time EMT shifts as well as on-call firefighter status when he is not working in Augusta.

Christina Oelmann is a new EMT, who is currently employed as a part-time EMT with Unity and Liberty Ambulance. Ms. Oelmann wants to further her education to the paramedic level and is looking for more experience here in Belfast.

Rachel Brown has 14 years of experience as a Paramedic, most recently working for the City of Pittsburgh EMS. Ms. Brown has relocated to Maine with her husband and family.

Both Chief Richards and I are confident Mr. Grauer, Ms. Oelmann, and Ms. Brown, if confirmed, will serve our community and the Department well.

If approved by the City Council, City staff request that a motion is made to confirm Johnathan Grauer, Christina Oelmann, and Rachel Brown as part-time staff for the Fire and Ambulance Department.

Please see the attached memo (10-B) providing further detail. Chief Richards, Mr. Grauer, Ms. Oelmann, and Ms. Brown and I will be present at the meeting.

10-C Request from the Harbor Advisory Committee to accept the Bridge and River Harbors Management Plan.

In January of 2018, the Harbor Advisory Committee began discussions to explore how to best manage the harbor area above the Belfast Armistice Bridge. The City had approved management plans for all other tidal waters of our Harbor but had no specific guidance on how to best manage the designated Bridge and River Harbors. Once completed, it would be used as guidance to manage this area in the future as outlined in the City's Chapter 30 Marine Activities Ordinance.

In September of 2023, the City Council approved funding to hire a consultant to put a management plan together at the Committee's request. The Musson Group of Southwest Harbor was hired to complete the work.

The Harbor Advisory Committee held a number of public meetings to gain input on the plan, including feedback from the Planning and Codes Office and Harbor Master. The Bridge and River Harbors Management Plan will be presented and discussed in a Work Session with the City Council and the Committee prior to the start of this Regular Meeting.

If approved by the City Council, the Harbor Advisory Committee requests that a motion is made to approve the Bridge and River Harbors Management Plan.

Please see the attached memo and plan (10-C) providing further details. Harbor Master Kathy Given along with representatives from The Musson Group will be at the meeting to present and answer any questions.

10-D Request from the Harbor Master to appropriate \$25,000.00 for the maintenance of the City Breakwater this spring.

The City of Belfast Harbor Advisory Committee has been discussing the future of the City Breakwater at City Landing for several years. The last substantial repair work was completed in 2003.

In 2019, a Penobscot Bay Working Waterfront Resiliency Analysis was completed that concluded the breakwater and surrounding area were prone to damage from predicted future sea level rise due to its low elevation.

In 2022, a Maine Climate Council's Maine Won't Wait Study was completed providing four concept designs and cost estimates ranging from \$8.5 to \$11.5 million.

The January 2024 storms emphasized the importance of this structure to protect the landing and other facilities located toward the inner harbor. Following this, the City Council authorized a

Sedimentation Study that concluded extending the breakwater, the City's preferred but most expensive option, would not create any major concerns with sedimentation.

The City identified that potential grant funding through Federal Emergency Management Agency (FEMA) was the most likely funding option for a project of this size. This grant application requires a Hazard Mitigation Plan, which the County of Waldo had in place but had expired in recent years.

At the December 16, 2025, Regular Meeting, the City Council accepted \$37,500.00 in Flood Mitigation Assistance Grant Funding and issued a Request for Proposals (RFP) to hire a consultant to support the creation of a City-specific Hazard Mitigation Plan. This award was delayed as a result of a previous award being retracted and the second award was delayed due the federal government shut down. The Climate, Energy and Utilities Committee will begin their work with a consult to draft a City-specific Hazard Mitigation Plan in 2026.

At this time, the future of this federal funding source for a breakwater construction project appears uncertain or likely delayed. The breakwater is showing signs of the granite blocks moving on the seaward face and the grouting starting to crack and disappear. It is recommended that maintenance of the existing breakwater be completed to allow for more time to secure funding for a larger project. The work would include resetting and regrouting the granite blocks, sealing the seaward face to avoid further erosion.

Islesboro Marine has provided an estimate of \$25,000.00 for the project. Islesboro Marine has completed various marine construction projects for the City, most recently rebuilding the City Landing after the January 2024 storm to get us operational for the season. They are expected to be able to complete the work this spring. The Harbor Advisory Committee voted to recommend this project for approval at their December 17, 2025, Meeting.

If approved by the City Council, the Harbor Master requests that a motion to appropriate \$25,000.00 from Account G1-2026-00 FEMA Storm Damage Reimbursement to complete maintenance of the City Breakwater this spring.

Please see the attached memo and supporting documents (10-D) from Harbor Master Kathy Given providing further details. Harbor Master Given will be at the meeting to present and answer any questions.

10-E Request from the Harbor Advisory Committee to approve 2026 Harbor Usage Fees.

At their Wednesday, December 17, 2025, Committee Meeting, the Harbor Advisory Committee reviewed the Harbor Usage Fees for 2026 and voted unanimously to increase all usage fees by approximately 10% based on historical data and use. A majority of these fees have not been increased since 2024.

Two fees, off-season rates and contracts and fees for charter fishing vessels, require more discussion and potential ordinance amendments. These will come back before the Council prior to their implementation.

It is worth noting that the proposed increases for use of the launch ramp must be approved by the State of Maine Inland Fisheries Boating Division. The Harbor Master has submitted these for their consideration but has not yet received a response. An update will be provided at the meeting.

If approved by the City Council, the Harbor Master requests that a motion is made to approve the 2026 Harbor Usage Fees as recommended by the Harbor Advisory Committee subject to approval by the State of Maine regarding launch ramp fees.

Please see the attached memo (10-E) from Harbor Master Kathy Given providing further details. Harbor Master Given will be at the meeting to present and answer any questions.

10-F Request from the Harbor Master to replace the outboard engine of the Harbor Boat.

The outboard engine of the Harbor Boat has become unreliable to deliver the services the Harbor Master provides.

Four dealers provided quotes for consideration for a replacement outboard engine. Harbor Master Kathy Given recommends a Mercury SeaPro 250 as a replacement as it is commercially rated and has a stronger gearcase. She further recommends that the quote be awarded to Front Street Shipyard because they have the benefit of being local, making any necessary under warranty service or repairs more efficient.

The Harbor Advisory Committee recommends funding be allocated from the Harbor Department Harbor Diesel Account # 1-2200. This account has a current balance of \$167,557.17.

If approved by the City Council, the Harbor Master requests that a motion is made to accept and award the quote from Front Street Shipyard for a 2026 Mercury Sea Pro 250XL DTS with funding up to \$35,000.00 to be allocated from the Harbor Diesel Account #1-2200.

Please see the attached memo (10-F) from Harbor Master Kathy Given providing further details. Harbor Master Given will be at the meeting to present and answer any questions.

10-G Request by the Economic Development Director to accept and award a bid for 3 automatic chest compression systems.

At the December 17, 2024, Regular Meeting, the City Council authorized the submission of an application to Federal Emergency Management Agency (FEMA) Assistance to Firefighters Grant Program. In September of 2025, the City of Belfast was awarded \$80,858.48 in funding.

At the October 7, 2025, Regular Meeting, the City Council authorized the issuance of a Request for Bids for 3 automatic chest compression systems and the necessary related equipment,

supplies, and service plans. A Request for Bids was issued on December 4th, 2025, with a submission deadline of 3:00PM on December 30th, 2025. City staff will present the results of that bidding process at the meeting.

If approved by the City Council, the Economic Development Director requests that a motion is made to accept the bids received, and to award a bid for 3 automatic chest compression systems and related necessary equipment, supplies, and service plans to the recommended vendor as presented; and to authorize the required matching funds for this awarded grant, in the amount of \$4,042.93, to be allocated from the Ambulance Equipment Capital Reserve Account #270-537.

Please see the attached memo (10-G) from Economic Development Director Thomas Kittredge providing further details. Director Kittredge will be at the meeting to present and answer any questions.

10-H Signing of Council Orders

The snow that fell on December 24th and 25th made for a beautiful Christmas.

These conditions consequently required our Public Works staff to spend a majority of these two days away from their families, in order to keep our City streets clear and safe for travel. Many members of our Public Works staff have young families whose holidays were significantly impacted by this. New Years Eve and New Years Day forecast more snow.

As I parent, I know firsthand that young children do not always understand why work must be the priority, and why patience is required of some children on certain days rather than others.

My father worked in the Maintenance Department for Waldo County General Hospital for over 34 years. I remember when I was young and I saw him leave in the middle of the night or on special days for snow removal, to fix a piece of equipment or any other kind of situation that

requires 24/7 operation for our community. At the time I was disappointed, but when I look back on it, it most certainly taught me the value of hard work. I was also very proud of him. It instilled in me a desire to have a job that holds a lot of responsibility, is important and relied upon by our community.

Thank you to Public Works Director Kip Faulkner, each member of our Public Works crew, and their families for their sacrifice this Christmas for the sake of the safety of our community.

Thank you for being wonderful role models for your children. I am confident your example will shape the next generation whose work will hold a lot of responsibility, is important and relied upon by our community.

I am looking forward to all we will accomplish together in 2026 and the years to come. Happy New Year!

**City of Belfast
Consent Agenda
Tuesday, January 6, 2026
Meeting #12**

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 to approve an application by Frank D. Hazeltine American Legion Post #43 d/b/a Frank D. Hazeltine American Legion Post #43 located at 143 Church Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Club with catering privileges liquor license.**

Motion to approve an application by Frank D. Hazeltine American Legion Post #43 d/b/a Frank D. Hazeltine American Legion Post #43 located at 143 Church Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Club with catering privileges liquor license.

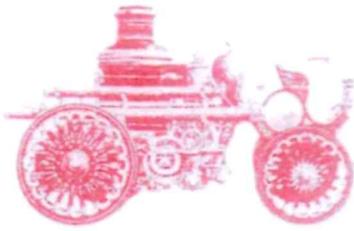
- B. Request to approve an application for a BYOB/Special event permit by On the Flye LLC d/b/a On the Flye for a New Year's Eve event on December 31, 2025, from 8PM to 11:30PM located at The Commons, 15 Main Street, Belfast, Maine.**

Motion to approve an application for a BYOB/Special event permit by On the Flye LLC d/b/a On the Flye for a New Year's Eve event on December 31, 2025, from 8PM to 11:30PM located at The Commons, 15 Main Street, Belfast, Maine.

- C. Request to approve a twelve-month Blanket Letter of Approval for Game of Chance (Beano/Bingo) for Frank D. Hazeltine American Legion Post #43 located at 143 Church Street, Belfast, Maine. This approval is granted from January 1, 2026, through December 31, 2026.**

Motion to approve a twelve-month Blanket Letter of Approval for Game of Chance (Beano/Bingo) for Frank D. Hazeltine American Legion Post #43 located at 143 Church Street, Belfast, Maine. This approval is granted from January 1, 2026, through December 31, 2026.

10.A



Belfast Fire & Ambulance Department
131 Church Street • Belfast, Maine 04015
Phone 338-3302

December 21, 2025

Honorable Mayor Sanders

Belfast City Councilors

City Mgr Herbig

Re; Full time EMS Captain Brown

I submit for your confirmation, Jesse Brown for the position of EMS Captain. This is a full-time position for Belfast Fire and Ambulance. This position is a detrimental piece to ensuring the quality and consistency of our day-to-day EMS operations and Jesse will join us with 14 years of EMS and Fire experience. Jesse comes to us from Pittsburgh, Pennsylvania where he has been working as a paramedic in the city.

Jesse and his wife Rachael have been coming to Maine for vacations for years and saw this opportunity to relocate and raise their 2 children here. Jesse has had supervisory experience in the EMS systems he has worked on as well as overseeing training center operations.

Thank you for your consideration.

Patrick Richards

Fire Chief

JESSE BROWN

09/18/2025

City of Belfast EMS

Subject: Application for EMS Captain

To whom it may concern,

I am writing to express my strong interest in the EMS Captain position for the city of Belfast. With 14 years of progressive experience in emergency medical services, including extensive leadership and supervisory roles, I am eager to bring my expertise in operations management, team leadership, and quality assurance to your esteemed organization. As an EMS Supervisor at West End EMS, Rescue Hose and Ladder Co., and a Sergeant at Adam's Regional EMS, I have successfully led teams, developed operational strategies, ensured regulatory compliance, and played a key role in transitioning Rescue Hose and Ladder Co. from a Basic Life Support service to an Intermediate Life Support Service Level. This experience has equipped me with the skills necessary to assess and advance EMS operations while maintaining the highest standards of patient care.

Some of my key qualifications include:

- Proven leadership in supervising and training EMS personnel, ensuring efficiency and adherence to best practices.
- Extensive experience in quality assurance and compliance, with a focus on performance optimization.
- Strong background in crisis management, interagency coordination, and emergency response operations.
- Expertise in policy development, resource allocation, and regulatory compliance.

My commitment to emergency medical services extends beyond the field, as I have actively contributed to the training and development of future EMS professionals through instructional roles. I take great pride in fostering a collaborative and high-performing work environment where both personnel and patients receive the highest level of care and support.

I am eager for the opportunity to further discuss how my experience and leadership can benefit your team. Thank you for your time and consideration. I look forward to the possibility of contributing to your team.

Sincerely,

Jesse Brown

JESSE BROWN

PROFESSIONAL SUMMARY

Dedicated and highly experienced paramedic with 14 years in EMS, including extensive leadership and supervisory roles. Proven ability to manage EMS crews, optimize operational efficiency, and maintain high standards of patient care. Adept at quality assurance, training, and emergency response coordination. Committed to advancing emergency medical services through strong leadership, team development, and evidence-based practices.

PROFESSIONAL EXPERIENCE

Pittsburgh Bureau of EMS – Paramedic

09/2024 – Present

- Provide high-quality pre-hospital emergency medical care in high-pressure situations.
- Work collaboratively with other first responders, law enforcement, and healthcare professionals.
- Maintain patient records and ensure adherence to EMS protocols.

Adams Regional EMS – Paramedic, Sergeant, Quality Assurance Analyst

02/2024 – Present

- Conduct quality assurance audits to ensure compliance with EMS protocols and best practices.
- Provide direct patient care and collaborate with medical professionals to improve patient outcomes.
- Develop training initiatives to enhance EMS personnel skills and knowledge.

West End EMS – Paramedic, EMS Supervisor

10/2014 – 09/2024

- Supervised EMS personnel, ensuring operational efficiency and adherence to safety regulations.
- Managed scheduling and personnel assignments
- Provided direct emergency medical services and patient care.

Rescue Hose and Ladder Co. – Paramedic, EMS Supervisor, EMS Instructor

04/2016 – Present

- Supervised and trained EMS personnel in emergency response techniques and procedures.
- Developed and led instructional courses for new and experienced EMS staff.
- Responded to emergency calls and provided life-saving interventions.
- Played a key role in transitioning the service from BLS only to an IALS level of care

AMED Authority – Paramedic, Field Training Officer

08/2020 – 01/2024

- Trained and mentored new EMS personnel, ensuring competency and readiness for emergency situations.
 - Delivered advanced pre-hospital medical care in a high-demand environment.
-

VOLUNTEER EXPERIENCE

Dauntless Fire Company – Volunteer Firefighter

2009 – 2015 | Ebensburg, PA

Jackson Township Volunteer Fire Co. – Firefighter/EMT

2010 – 2017 | Mineral Point, PA

East Taylor Township Volunteer Fire Co. – Firefighter/AEMT

2017 – 2019 | Mineral Point, PA

Blue Knob Volunteer Fire Co. – AEMT & Firefighter Captain

2019 – 2022 | Portage, PA

EDUCATION & CERTIFICATIONS

- **Indiana University of Pennsylvania** – Paramedic Certification, EMT Certification
 - **Penn State Fayette** – EMS Instructor Certification
 - **Community College of Allegheny County** – Advanced EMT Certification
 - **Penn Highlands Community College** – EMR Certification
 - **Central Cambria High School** – High School Diploma
-

ADDITIONAL CERTIFICATIONS & TRAINING

- CPR Basic Life Support (BLS)
 - Advanced Cardiovascular Life Support (ACLS)
 - Pediatric Advanced Life Support (PALS)
 - Prehospital Trauma Life Support (PHTLS)
 - Water Rescue for the First Responder (WRFR)
 - Surface Ice Rescue Awareness
 - Emergency Vehicle Driver Training Instructor
 - Emergency Vehicle Driver Training (EVOC)
 - Introduction to the Fire Service
 - Exterior Firefighter
 - Fireground Support
 - Interior Firefighter: Live Fire
 - Fire Ground Practices
 - Junior Firefighter Basic Training Seminar
 - Structural Collapse Operations Level 1
 - Community Emergency Response Teams (CERT)
 - Highway Safety Seminar
 - Basic Vehicle Rescue Awareness (BVRA)
 - Basic Vehicle Rescue Operations (BVRO)
 - Basic Vehicle Rescue Technician (BVRT)
 - STAT MEDEVAC LZ Safety Course
 - Basic Helicopter Safety Orientation
 - Hazmat Awareness
 - Carbon Monoxide Detector Responses
 - Chlorine Emergencies Awareness
 - National Incident Management System (NIMS)
 - NIMS 100
 - NIMS 200
 - NIMS 700
 - NIMS 701
 - NIMS 800
 - NIMS 801
 - Wilderness Search & Rescue Awareness
-

KEY SKILLS

- EMS Leadership & Supervision
- Quality Assurance & Compliance
- Skilled Performance in Direct Patient Care
- Team Training & Development
- Incident Command & Crisis Management
- Regulatory & Safety Compliance

- Advanced Patient Care & Life Support
 - Policy & Protocol Implementation
 - Resource Allocation & Logistics
 - Interagency Coordination & Communication
-

PROFESSIONAL REFERENCES

- **Bill Gustkey** – *Former Supervisor of West End EMS*
 - **Brian Wheeler** – *Executive Director / CEO of Adams Regional EMS*
 - **Robert Shearer** – *EMS Director of Rescue Hose and Ladder EMS*
-

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: 10-24-25

Position(s) applied for: EMS Captain

Referral Source: Advertisement Friend Relative
 Job Service Other

Name: Brown Jesse Michael
Last First Middle

Residence Address: _____
Street City State Zip Code

Mailing Address: _____

Phone Number: _____

Email Address: _____

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? No

If yes, date(s): _____

(2)

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

Bill GustKey Johnstown, Pa
Brian Wheeler Fairfield, Pa
Robert Shearer Crampian, Pa

Employment Experience:

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

1. Employer Pittsburgh EMS 2. Employer Adams Regional EMS
From 9-30-24 to Present From 02/2024 to Present
Address 700 Filbert St. Pittsburgh, Pa Address 13 N Bolton St. New Oxford, Pa
Type of Work Paramedic Type of Work Paramedic/Supervisor/QA/QI
Reason for Leaving Currently employed Reason for Leaving Currently Employed

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.

Managerial/Supervisory experience and QA/QI experience.
All certs listed on resume.

Education:

Level	Name	Location	Years Completed
Elementary			4 5 6 7 8
High School	<u>Central Cambria</u>	<u>Ebensburg, Pa</u>	9 10 11 <u>12</u>
Undergraduate			1 2 3 4
Graduate			1 2 3 4

Employment Experience:

3. Employer - AMED Authority

From 08/2020 to 01/2024

Address - 106 Reimer Street, Altoona, Pa

Type of work - Paramedic / Field Training Officer

Reason for leaving - Other employment

4. Employer - Rescue Hose and Ladder Company

From 04/2016 to Present

Address - 408 - 410 Filbert Street, Curwensville, Pa

Type of work - Paramedic, Supervisor, and EMS instructor.

Reason for Leaving - Currently employed.

5. Employer - West End EMS

From 10/2014 to 09/2024

Address - 175 Garfield Street, Johnstown, Pa

Type of work - Paramedic and Supervisor

Reason for leaving - Other employment.

(3)

Diploma: _____ Academic _____ Vocational _____

Degree(s) _____

Describe course of study, specialized training, apprenticeship, skills,
and extra-curricular activities: Paramedic and EMS Instructor

AGREEMENT:

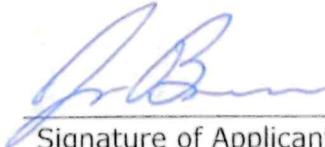
I certify that the answers provided by me herein are true and complete to the best of my knowledge.

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: 10-24-25



Signature of Applicant



City of Belfast
Employment Opportunity
Fire And Ambulance
Emergency Medical Services (EMS) Captain

The City of Belfast is accepting applications for the position of full-time Emergency Medical Services (EMS) Captain. The successful candidate will be a highly responsible officer with the ability to work under broad supervision of the Deputy Chief and Assistant EMS Chief, in the operation and supervision of the City of Belfast Fire & Ambulance Department. This is a skilled position consisting of executing and assisting with the day-to-day operations of EMS, supporting the Fire and Ambulance Department programs and supervisory roles. The EMS Captain is responsible for functioning and responding as an ALS provider to medical emergencies as well as fire related emergencies for the purpose of saving lives and protecting property.

The successful candidate must have a High School Diploma or equivalent; be a certified licensed Paramedic; have at least five consecutive years of active Firefighter (FF)/EMS service experience; be qualified as to the Hazmat Awareness level and all required refreshers, preference to Hazmat Operations level certifications; successfully completed ICS 100, 200, 700; hold current EVOC /AVOC certification; and be approved as a driver of all EMS apparatus and hold a valid clean driver's license, preferred Fire apparatus driver. Additionally, have CPR / ACLS instructor, preference to Fire Service Instructor 1 and/or EMS Instructor or willing to obtain within a reasonable period; have Firefighter 1 or Firefighter 2 Certification or willing to obtain within a reasonable period; and have EMS instructor or willing to obtain within 12 months of hiring / promotion.

The City offers a generous benefits package that includes 12 paid holidays, Medical, Dental, Short-Term Disability and Life Insurance, as well as Maine PERS Retirement, Vacation and Sick leave and PTO. Applications and the job description may be obtained in person or online at www.cityofbelfast.org.

All applications are 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 turned into the Human Resource Administrator, Nancy Driscoll, at 131 Church Street or mailed no later than 6:00 PM on Wednesday, November 12, 2025.

Applications can be sent in a sealed envelope and may be delivered by mail or in-person to:

City of Belfast
EMS Captain Search
C/O HR Administrator
131 Church Street
Belfast, Maine 04915

Or by email to: work@cityofbelfast.org

The City of Belfast is an equal opportunity employer.



**CITY OF BELFAST
FIRE AND AMBULANCE
EMERGENCY MEDICAL SERVICES (EMS) CAPTAIN**

NATURE OF WORK

This is supervisory and practical work directing the work of a crew while assisting Assistant EMS Chief, Deputy Fire Chief and Fire Chief as directed and plays a pivotal role in the vision of the Belfast Fire and EMS team.

The purpose of the Captain's position is to provide a highly responsible officer with the ability to work under broad supervision of the Deputy Chief and Assistant EMS Chief, in the operation and supervision of the City of Belfast Fire & Ambulance Department. The major emphasis of this position shall be organizing, executing and assisting with the day-to-day operations of EMS, supporting department programs and supervisory roles.

The Emergency Medical Services Captain is responsible for functioning and responding as an ALS provider to medical emergencies as well as fire related emergencies for the purpose of saving lives and protecting property.

Responsibilities also include establishing and maintaining appropriate work relationships with municipal officials, peers and subordinates, State and local organizations, and with the public. Work is performed with general independence under the supervision of the Fire Chief.

Supervision of personnel and support functions in the maintenance of Fire and Ambulance Station and of the Fire and Ambulance Department including, but not limited, to the duties listed below.

ESSENTIAL DUTIES AND RESPONSIBILITIES

To perform this job with limited supervision through Department Standard Operating Guidelines, established protocols and directives.

Assist with scheduling of employees. Oversee the daily ambulance checks with night and day crews as needed.

Either directly or through other subordinate officers; supervises the activities of assigned personnel in emergency and non-emergency events.

Directs and assumes control of the on-scene activities in the absence of a superior officer.

Analyzing EMS data for training needs and oversee hands on training.

Insure and promote adequate response to incidents.

Participate in the development and implementation of departmental policies, procedures and standards.

Interprets department policies, procedures and safety practices and ensures understanding and compliance.

Participate in the planning, development and implementation of department-wide training programs. Oversee the monthly EMS training and direct as needed.

Prepare and log into the City's reporting system a wide variety of records, files and reports related to the activities of an emergency incident or training, in addition to other assigned areas of responsibility.

Oversee the apparatus area of the station to include cleanliness of bays, inspection of firefighting equipment and apparatus in order to ensure appropriate equipment is available on a regular basis.

Assist with the management of the EMS supplies and inventories.

Oversee records and documents for inspections, testing of equipment.

Reports infractions of polices to the Deputy Chief and Assistant EMS Chief in writing while immediately addressing infractions of safety rules and policy as appropriate.

Participate in a quality assurance program through post-incident analysis and debriefings.

Assist with QA/QI of EMS care and reporting.

Interact effectively, professionally and tactfully with all participating agencies and the general public.

Assist with the billing process.

Perform duties of subordinate personnel as needed.

Attend conferences, training courses, and staff meetings as required.

Performs related work as required and other duties as assigned by the Fire Chief, Deputy Chief, and Assistant EMS Chief.

The duties listed above are intended only as illustrations of the various types of work that may be performed. The omission of specific statements of duties does not exclude them from the position if the work is similar, related or a logical assignment to the position.

Supervision received: Takes direction from the Chief, Deputy Chief, Fire Chief, Assistant EMS.

Supervision exercised: Manages those members assigned to their division.

REQUIREMENTS OF WORK

Must embrace the mission and values of the City and department, demonstrate good judgement, be an active problem solver, attention to detail, have a willingness to assist operations as needed, be dependable and willing to fill shifts when available while performing medical care per Maine EMS protocols.

Have a working knowledge of organization, methods, policies, rules and regulations.

Adhere to agency standards of neatness and cleanliness.

Operate both as a member of a team and independently at incidents of uncertain duration.

Follow instructions given as well as lead the team.

Have a working knowledge and understanding of the Quality Assurance and Improvement program.

Tolerate heights (climbing ladders to 100 feet) and confined spaces under adverse conditions and situations that include limited or no vision, aided breathing, and carrying heavy loads. Wear personal protective equipment that weighs approximately 50 pounds while performing firefighting tasks.

Have a working knowledge of fire apparatus, ambulances and rescue equipment, general fire operations, and emergency medical service principles.

Must possess the ability to understand and carry out complex written and verbal instructions. Understand, remember, and execute complex instructions while maintaining attention and concentration. Exercise flexibility to decision making.

Must maintain a high level of alertness and possess the ability to establish and maintain an effective working relationship with co-workers and function as a team member. Must develop and maintain a healthy working relationship between career and part time / call members and work with a diverse team of health care professionals.

Ability to assist crews in the completion of projects and regular tasks while complying with Safety Procedures and Guidelines. Set realistic goals and quickly assimilate information and

utilize in a prompt and effective manner to aid others.

Tolerate extreme fluctuations in temperature and humidity while performing duties. Must perform physically demanding work in atmospheres that range in temperature (from below freezing to over 400 degrees F) and humidity while wearing equipment that significantly impairs body-cooling mechanisms.

Ability to make rapid transitions from rest to near maximal exertion with little notice.

Ability to keep records and prepare clear and accurate reports, logs and documentation.

Exercise good judgment in tense situations.

Maintain abstinence from all impairing substances to include alcohol and all types of drugs.

Drive a vehicle and/or emergency vehicle in a safe manner.

Use manual and power tools in the line of duty.

Maintain socially appropriate behavior.

WORKING CONDITIONS

This position is an average 24 on 2 days off 24 on and 4 days off 42-hour work week.

The work environment characteristics described here are representative of those a member encounters while performing the essential functions of this job.

While performing the duties of this job, the member regularly works near moving mechanical parts; in high, precarious places; in outside weather conditions; in occupancies with explosives and hazardous material, is occasionally exposed to infectious agents, wet and/or humid conditions, fumes or airborne particles, toxic or caustic chemicals, extreme heat, risk of electrical shock and noise level in the work environment is moderate to heavy. Spending extended periods of time exposed to outdoor elements.

While performing the duties of the job, the member is regularly required to use hands to handle or feel objects, tools or controls and reach with hands and arms at times while exposed to grotesque sights and smells associated with trauma and burn victims.

The member is regularly required to stand; walk; climb or balance; stoop, kneel, crouch or crawl; and taste or smell. Work at a steady pace and complete assignments within an appropriate schedule.

The member must regularly lift and/or move up to 25 pounds, frequently lift and/or move up to 50 pounds and occasionally lift and/or move more than 100 pounds.

Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception, and ability to adjust focus.

Certain tasks within this job may require the use of a respirator. Such tasks may require sufficient pulmonary and respiratory health to use a respirator and may preclude full beards or other obstructions preventing a positive facial fit for half-face or full-face respirators.

While performing the duties of this position, the member will be regularly required to use written and oral communication skills; read and interpret data, information and documents; analyze and solve problems; use math and mathematical reasoning; observe and interpret situations; learn and apply new information or skills.

The exposure to death, emotional stress, patients with contagious diseases and terminal illnesses can be expected and interact with team members, other organizations and the public.

This description is a general statement of required major duties and responsibilities performed.

TRAINING AND EXPIRENCE REQUIRED

High School Diploma.

Be a certified licensed Paramedic.

Have at least five consecutive years of active Firefighter (FF)/EMS service experience.

Preferred CPR / ACLS instructor, preference to Fire Service Instructor 1 and/or EMS Instructor or willing to obtain within a reasonable period.

Preferred Firefighter 1 or Firefighter 2 Certification or willing to obtain within a reasonable period.

Be qualified as to the Hazmat Awareness level and all required refreshers, preference to Hazmat Operations level certifications.

Successfully completed ICS 100, 200, 700.

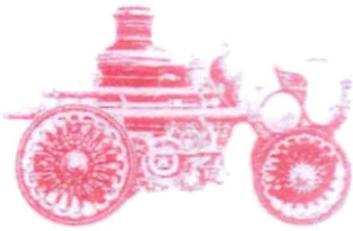
Hold current EVOC /AVOC certification.

Preferred EMS instructor or willing to obtain within 12 months of hiring / promotion.

Be approved as a driver of all EMS apparatus and hold a valid clean driver's license, preferred Fire apparatus driver.

Learn course materials and successfully complete training programs.

10.B



Belfast Fire & Ambulance Department
131 Church Street • Belfast, Maine 04015
Phone 338-3302

December 21, 2025

Honorable Mayor Sanders

Belfast City Councilors

City Mgr Herbig

Re; Part time EMT's Johnathan Grauer, Christina Oelmann, and Rachel Brown.

I submit for your confirmation for the positions of Part time EMT;

Christina Oelmann is a fairly new EMT. Christina is employed as a part-time EMT with Unity and Liberty ambulance currently. Christina wants to further her education to the Paramedic level and is looking for more experience.

Rachel Brown is a paramedic with 14 years of experience. She has most recently worked in the City of Pittsburgh EMS. She has relocated here as her husband, Jesse, has accepted a position with the City of Belfast as EMS Captain. Rachel will be a great addition to fill in where needed when Jesse is not working.

Johnathan Grauer is a firefighter/EMT that works for Togus VA full time currently. John lives in Monroe and is looking for part time EMT shifts on the Ambulance and call member status for the Fire Department when he is not working in Augusta.

We have had several part-time employees move on in the last year for further opportunities and these 3 candidates will be great additions to Belfast. They are a much-needed asset when filling shifts or responding back for fire emergencies.

Thank you for your consideration.

Patrick Richards

Fire Chief/Ambulance Director

10.C

December 22, 2025

Memo to Erin Herbig, City Manager

Mayor Eric Sanders

Belfast City Council

From: Katherine Given, Harbor Master

re: Council Agenda, January 6, 2026

Bridge and River Harbor Management Plan

In January of 2018, the City of Belfast Harbor Advisory Committee began a discussion to explore how to best manage the harbor area above the Belfast Armistice Bridge. In the recent past the City had created and approved management plans for all other tidal waters of Belfast Harbor, including the Inner and Outer Harbors, but had no specific guidance on how the City would like to manage the designated Bridge Harbor – between the Armistice Bridge and the US Rt. 1 Bridge, and River Harbor – from the US Rt. 1 Bridge north to the Head of Tide.

The Bridge and River Harbors are very different areas of Belfast Harbor. The users are few and typically smaller rowing vessels/recreational, the geography is confined, and the environmental considerations are much more pronounced than the rest of the harbor.

The Harbor Committee had many discussions and a lot of data but struggled to put it all together into a usable document. At the Committee's request, the Belfast City Council in September of 2023 approved appropriating funds from the Harbor's Enk account, to hire a consultant to put a management plan together. Musson Group of Southwest Harbor, who had just put together the City's Comprehensive Plan, was hired. After many meetings with the public, and Harbor Advisory Committee, as well as input from the Planning Office and Harbor Master, Musson Group has a Management Plan for the Bridge and River Harbors ready to present to the Council. This Plan, if approved by the Council, will be used as guidance to manage the area in the future by the City, Harbor Advisory Committee, and Harbor Master through the City's Chapter 30 Marine Activities Ordinance.



BRIDGE & RIVER HARBORS MANAGEMENT PLAN

**City of Belfast, Maine
October 2025**

Prepared by The Belfast Harbor Advisory Committee

With Technical Support From:



Planning & Economic Development • Permitting • Project Management

Acknowledgements

We would like to thank the members of the City Council, members of the Harbor Advisory Committee, and the various committees and commissions that reviewed and provided feedback throughout the planning process. We are very much appreciative of the insights and comments from Harbor Master Kathy Given and the Director of Planning and Codes Bub Fournier as well as members of the general public, property owners, and other stakeholders who participated in discussions throughout the project.

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INTRODUCTION

BACKGROUND AND PURPOSE

The River and Bridge Harbors of Belfast, Maine, are vital community assets that support a range of recreational, commercial, ecological, and scenic functions. Situated along a two-mile stretch of the Passagassawakeag River—from the Armistice Bridge to the head of tide at City Point Road—this area reflects both the rich maritime heritage of Belfast and its evolving role in supporting sustainable access to Penobscot Bay.

In recent years, increased interest in waterfront access, recreation, habitat conservation, and climate resilience has underscored the need for a clear, coordinated framework to guide decision-making in this area. The purpose of the River and Bridge Harbors Management Plan is to identify key opportunities and constraints, establish shared goals, and provide practical planning strategies for the stewardship, use, and future development of this area of Belfast’s harbor. The plan is intended to support the City of Belfast, its Harbor Master, the Harbor Committee, and advisory bodies as they work to manage the area’s physical, ecological, and regulatory complexities while enhancing public access and protecting natural resources.

Throughout the development of this plan the Harbor Committee approached the planning process with the following priorities in mind:

- **Protect the Working Waterfront** - Ensure continued support for commercial and traditional marine uses
- **Preserve and Improve Public Access** - Maintain and enhance opportunities for people of all abilities to access the water
- **Promote Environmental Stewardship** - Conserve sensitive habitats and natural resources for ecological health and future generations
- **Plan for Climate Resilience** - Anticipate sea level rise, flooding, and storm impacts; prioritize adaptive infrastructure and conservation
- **Balance Use and Preservation** - Manage the Bridge and River Harbor areas as a shared resource, balancing recreation, habitat, and working waterfront needs
- **Ensure Safety and Compliance** - Align harbor uses and infrastructure with applicable regulations, public safety needs, and best practices
- **Coordinate and Collaborate** - Work across city departments, with state and federal agencies, and with local organizations and residents
- **Create Realistic, Actionable Plans** - Develop recommendations that are grounded in current conditions, financially feasible, and implementable over time

PLANNING PROCESS

This management plan was developed under the leadership of the Belfast Harbor Committee with technical support from planning consultants and input from City staff, property owners, recreational users, and residents. The planning process included a review of existing conditions, including navigational maps, public access points, ecological resources, and regulatory frameworks; consideration of climate change and sea level rise projections using the latest guidance from the Maine Climate Council and FEMA; and a facilitated public meeting to solicit feedback from community members,

better understand local values, and discuss long-term priorities. The plan was also informed by past Harbor Committee discussions and planning for the Bridge and River Harbor areas.

PLAN STRUCTURE

The plan is organized into the following major sections:

- **Section 1 - Study Area.** This section provides an overview of the entire study area, including descriptions of Bridge Harbor and the River Harbor. It also includes summary observations about the area as a whole, as well as planning strategies for a range of management topics.
- **Section 2 - Bridge Harbor and River Harbor.** This section focuses on the unique characteristics of Bridge and River Harbors, highlights key observations for each area, and outlines targeted planning strategies.
- **Section 3 - Existing Conditions.** This section provides an inventory of current conditions, including maps, diagrams, and ecological data.

This structure allows the plan to serve both as a reference and as a working document to support near- and long-term planning and management of the Bridge and River Harbors.

vessels. While the drawbridge introduces logistical challenges, such as height and width limitations, scheduling, and controlled access during high winds, it is also a protected area offering opportunities for small-vessel infrastructure and mooring management.

Ecologically, the area remains sensitive to visual and environmental impacts, with a focus on preserving viewsheds, accommodating seasonal wildlife (including birds), and protecting water quality. Socially, Bridge Harbor is valued for its proximity to the working waterfront and its potential to support marine trades and fisheries.

River Harbor

River Harbor is the section of the harbor bounded on the south by the northerly face of the Veteran's Memorial Bridge (Route 1 Bridge), and on the north at the Head of Tide. This area marks a distinct transition from the busy working waterfront of other parts of the harbor to a quieter, more ecologically sensitive environment. Framed by forested riverbanks, tidal wetlands, and eelgrass beds, River Harbor is valued for its scenic beauty, wildlife habitat, and peaceful recreational use. It serves as a low-intensity area for small boats, paddlers, and seasonal visitors who value solitude and natural surroundings. The community has expressed strong interest in preserving this light-touch approach while also managing increasing interest in mooring, anchoring, and potential uses.

KEY OBSERVATIONS

- The navigational channel meanders approximately 2 miles, with an average tidal range of 10.5 feet, and with depths ranging from 0.5 to 12 feet at mean low water, limiting navigation, particularly during low tide.
- The city owns five public access points within the study area.
- The Belfast City Council, Planning and Codes Office, Harbor Master, and Parks and Recreation Department play key roles in managing the harbor and surrounding areas.
- State agencies like the Bureau of Submerged Lands, Maine Department of Environmental Protection, and federal agencies like the U.S. Army Corps of Engineers regulate environmental protection, marine resources, and development activities in the area.
- Chapter 30 of the Belfast City Code of Ordinances outlines regulations for marine activities, including harbor master authority, mooring use, and waste management.
- Shoreland zoning provisions protect areas within 250 feet of tidal waters and other sensitive areas, regulating land use to prevent environmental degradation.
- The area hosts diverse estuarine and marine wetlands that serve as critical habitats for fish, shellfish, and bird species, contributing to the ecological health of the Gulf of Maine.
- There are opportunities for aquaculture in portions of River Harbor.
- The estuarine and marine wetlands are particularly vulnerable to sea level rise, which could lead to habitat loss, shifts in species composition, and increased pressure on existing conservation efforts.

GOALS AND POLICIES

Mooring and Anchorage Management

Goal	Harbor Areas provide well managed mooring and anchorage opportunities that support a balanced mix of commercial, transient, and residential boating uses.
Planning Strategies	<p>Review harbor-related fees annually to ensure they remain fair, competitive with similar harbors, and aligned with maintenance and management costs.</p> <p>Regularly update the mooring map and database to include accurate information such as vessel size, mooring location and number, use type (commercial, recreational), residency status, and precise GPS coordinates.</p> <p>Design and manage mooring fields to reflect user demand, vessel types, and safe spacing requirements. Ensure appropriate shoreside support facilities are available and accessible.</p> <p>Define and maintain clear standards for the location and configuration of channels, anchorages, and moorings to support safe and efficient navigation for all harbor users, including commercial, recreational, and non-motorized vessels.</p> <p>Prioritize siting new development within the Inner and Outer Harbor areas where space allows, reinforcing these areas as the primary focus for harbor-related growth and activity. The Bridge and River Harbors should continue to serve as lower-intensity zones emphasizing natural character and limited expansion.</p>

Regulatory Framework

Goal	Clear and effective regulations that support harbor use consistent with City goals, harbor capacity (whether natural or human-made), and municipal legal authority.
Planning Strategies	<p>Regularly evaluate the City's existing harbor-related regulations to identify gaps, overlaps, or outdated provisions, and determine where updates are possible within the scope of municipal authority.</p> <p>Collaborate with the Planning and Codes Department, Parks & Recreation, and legal counsel to ensure harbor-related ordinances and policies are consistent with the Comprehensive Plan and other applicable local regulations.</p> <p>Establish a process for the periodic review and, as needed, revision of the Harbor Plan to ensure it reflects current priorities, user needs, environmental conditions, and regulatory frameworks.</p> <p>Monitor relevant state and federal regulations affecting harbor operations and foster ongoing relationships with regulatory agencies to ensure local planning remains compliant, informed, and aligned with broader governance.</p> <p>Maintain accessible, up-to-date public information on harbor regulations, plans, and permitting procedures, and ensure that meeting agendas and decisions related to harbor management are communicated clearly and widely.</p> <p>Maintain channels for ongoing feedback from harbor users, riparian landowners, environmental groups, and the general public to inform adaptive management and support shared stewardship of harbor resources.</p>

Public Access

Goal	Safe and convenient access (both physical and visual) to the River and Bridge Harbors for recreational and commercial users.
Planning Strategies	<p>Collaborate with Parks & Recreation to identifying key land/water interface points and establish areas of cooperation for access, safety, and long-term management. This coordination could include discussions around:</p> <ul style="list-style-type: none"> • Supporting safe and efficient launch areas for small boats and kayaks • Ensuring adequate and clearly designated parking and pedestrian access • Promoting safety for all users during launch and retrieval activities • Encouraging the use and enhancement of existing access points rather than developing new ones • Improving signage and wayfinding to guide residents and visitors to appropriate access areas <p>Work collaboratively with City Staff to explore opportunities for additional public access at the “old bridge” location.</p>

Climate Resilience and Environment

Goal	The environmental quality of the harbor supports healthy natural resources, ecological functions, habitats, and sustainable human use.
Planning Strategies	<p>Collaborate with other City committees to identify and implement strategies that enhance the community’s capacity to withstand and adapt to the impacts of climate change while ensuring the long-term sustainability of access points, shoreline infrastructure, and riverine ecosystem health.</p> <p>Work with City staff and other committees to conduct (and regularly update) a climate vulnerability assessment for public access sites and harbor facilities to evaluate exposure to sea level rise, storm surge, flooding, and erosion. A new comprehensive assessment is recommended every 5 to 10 years to incorporate new information and risk factors.</p> <p>Incorporate projected climate risks – such as flooding, sea level rise, storm surge, and extreme weather – into the planning, design, and lifespan of all capital investments and shoreline infrastructure to ensure long-term resilience.</p> <p>Support opportunities to continue monitoring and tracking water quality within the harbor areas.</p>

Safety and Navigation

Goal	Protecting public safety by establishing protocols for safe channel navigation and effective emergency planning.
Planning Strategies	<p>Update channel maps using software tools such as GIS to improve mapping, analysis, and decision-making, support enforcement, and enhance communication with harbor users. As needed, deploy and maintain navigational aids for safety (e.g. "no wake" areas, speed limits).</p> <p>Coordinate with emergency officials to develop and maintain emergency management and harbor evacuation plans, and keep an up-to-date contact list of waterfront stakeholders for emergency communication.</p> <p>Periodically review ordinance standards and harbor management policies for safety and navigational needs.</p>

Harbor Budget

Goal	Financial strategies help support harbor management needs, maintenance, conservation, and infrastructure improvements with a variety of revenue sources.
Planning Strategies	<p>Periodically review harbor-related fees to ensure they are fair, competitive, and aligned with management goals; identify opportunities to adjust fees to appropriately increase revenue while maintaining accessibility.</p> <p>Develop and maintain a Harbor Capital Improvement Plan (CIP) and establish related reserve accounts to fund necessary maintenance and long-term improvements to municipal harbor and waterfront infrastructure.</p> <p>Pursue outside funding and partnerships by seeking federal, state, private, and nonprofit resources to support implementation of the Harbor Management Plan and reduce reliance on local revenues.</p>

SECTION 2 - BRIDGE HARBOR AND RIVER HARBOR

BRIDGE HARBOR

BRIDGE HARBOR KEY OBSERVATIONS

- Bridge Harbor is relatively small, with shallow waters along its shorelines and a narrow channel. The channel depth increases beneath the pedestrian drawbridge, which spans the narrowest and deepest section of the harbor.
- While there is an increasing demand for moorings and slips in the harbor-at-large, the size of Bridge Harbor limits the number of floats or moorings that can be accommodated.
- Armistice Bridge clearance and the drawbridge operations significantly influence harbor access and use:
 - Vessel size and type are restricted by the fixed clearance height and width of the bridge, limiting access to the River Harbor for larger boats.
 - The drawbridge is manually operated by the Harbor Master on request, placing demands on staff time and complicating frequent or unscheduled passages.
 - For safety, the drawbridge remains closed during wind speeds over 20 knots, which may restrict access during emergencies or adverse weather conditions.
 - Coast Guard regulations for drawbridge use and functionality must be reviewed to ensure compliance when changes are proposed
 - While it is a relatively protected area, Bridge Harbor may not be suitable for storm refuge due to access issues (height, width, drawbridge).
- There are potential risks to the Armistice Bridge due to future sea level rise and storm surge. These threats could disable the drawbridge, prevent access to Bridge Harbor, and/or put pedestrian access at risk.
- Public landside access to Bridge Harbor for dinghies and small craft is at the City of Belfast Public Landing which is some distance away. The Public Landing is managed by the Harbor Master.
- The future uses of former industrial properties along the west side shoreline are undefined at this time, making insights into potential opportunities to maximize use of the Bridge Harbor more difficult.

Goals and Policies

- **Maximize Functional Use of Bridge Harbor** - Support efficient and sustainable use of the harbor's limited space to accommodate a range of marine activities.
- **Prioritize Working Waterfront** - Allocate mooring and float infrastructure with a focus on supporting working waterfront uses.
- **Ensure Convenient Landside Access** - Locate and design appropriately developed landside access points to support easy access to Bridge Harbor mooring and float infrastructure.
- **Maintain an Efficiently Operated Drawbridge** - Manage the drawbridge to balance the needs of marine and pedestrian traffic while considering operational costs, staffing requirements, and compliance with U.S. Coast Guard regulations.

Planning Strategies

Consider Long-term Strategies to Improve Navigability and Increase the Functional Capacity

Explore options to increase vessel capacity in Bridge Harbor through a comprehensive mooring/float layout plan. This plan should consider the needs of motorized and non-motorized vessels, navigational requirements (e.g. draft, water depth at mean low tide, channel access, etc.), regulatory compliance, and environmental conditions. The plan development should be led by qualified outside experts.

While not a top priority, targeted dredging may be a long-term consideration in future planning efforts aimed at improving navigational depth and shoreside access to Bridge Harbor. Any exploration of dredging should be guided by environmental permitting requirements, sediment management strategies, and consistency with long-term harbor infrastructure and use priorities.

Establish mooring and float infrastructure standards tailored to the conditions of Bridge Harbor. Standards should incorporate considerations for storm surge, navigation, sea level rise, strong currents, ice (if year-round), and climate resilience.

Improve Land-Side Access and Connectivity

Collaborate with the Planning and Codes Department, relevant City committees, riparian property owners, and the City Council to enhance land-side access to Bridge Harbor. Potential strategies may include property acquisition, the development of a designated access point at the Footbridge, and other site-specific interventions that improve public and operational connectivity to the waterfront.

Prioritize Bridge Harbor over River Harbor in Expansion Planning

In planning for future mooring expansion across the different harbors, prioritize Bridge Harbor over River Harbor due to its proximity to commercial activities and to help maintain the lower intensity character of River Harbor.

Align Zoning and Regulatory Frameworks

Continue to work with the Planning and Codes Department to evaluate and implement zoning and regulatory adjustments that support optimal use of the harbor. Provide input on revisions to wharf line regulations, strategies to expand land-side access (such as additional slips), and efforts to clarify and formalize riparian rights.

Coordinate Drawbridge Management

Maintain ongoing coordination with the U.S. Coast Guard to ensure that drawbridge operations continue to balance the needs of boaters and pedestrians while remaining cost-effective and compliant with regulatory requirements.

Work with emergency services and the Coast Guard to ensure clear protocols are in place for drawbridge operations during emergencies, especially when high winds restrict openings.

Periodically review the drawbridge's structural and operational condition to anticipate capital improvements or upgrades that could support future harbor use.

Establish a feedback loop with commercial and recreational boaters to evaluate how current bridge opening procedures impact access and identify opportunities for improvement.

RIVER HARBOR

RIVER HARBOR KEY OBSERVATIONS

- Environmental constraints and tight navigational conditions within River Harbor significantly limit opportunities for mooring locations and locations for anchoring areas. The existing moorings primarily serve riparian property owners. Anchorage areas are limited due to proximity to the navigational channel and shallow waters.
- Habitat within River Harbor is diverse and includes eel grass beds, wading bird habitat, and shellfish habitat. The upper portions of River Harbor also offer habitat for sea-run fish like sturgeon, eel, alewives and rainbow smelt, with potential for endangered Atlantic Salmon habitat.
- There are many areas for softshell clam habitat within River Harbor, but shell-fishing is currently prohibited due to high bacterial levels.
- The existing public access points to River Harbor are primarily used for hand carry launching and visual access. These properties are managed by the Parks and Recreation Committee and town departments other than the Harbor Committee.

Goals and Policies

- **Preserve the Character and Ecology of River Harbor** - Support low-impact uses within the harbor that maintain public access while protecting the harbor's natural character and ensuring long-term ecological stewardship.
- **Maintain Navigability and Appropriate Use of Waterways** - Ensure the navigability of designated channels, prioritize mooring opportunities for riparian property owners, and locate anchorage areas in naturally deeper waters.
- **Enhance Visual Access** - Optimize visual access to River Harbor through thoughtful design, siting, and vegetation management that balances viewsheds with ecological protection.
- **Promote Low-Impact Physical Access** - Prioritize hand-carry launch points over traditional boat ramps to support non-motorized watercraft and reduce shoreline impacts.

Planning Strategies

Designate Anchorage Areas with Clear Use Guidelines

Identify and map appropriate anchorage areas and, as needed, establish clearly defined rules to avoid interference with the navigation channel. Anchorage guidelines should be communicated through signage, digital resources, and public outreach.

Revise Harbor Ordinance to Reflect Anchorage and Mooring Constraints within River Harbor

As needed, amend the harbor ordinance to incorporate new mooring and anchorage standards that reflect the limitations caused by shallow conditions, habitat/environmental constraints, and proximity to public shoreside access points. This could include:

- Establishing mooring policies that only allow moorings for riparian property owners.
- Explore the use of environmentally friendly mooring systems in appropriate locations to minimize ecological disturbance to habitat and eel grass beds.

- Implementing appropriate regulations, such as a 5-mph speed limit, designated no-wake zones, and potential bans on jet skis or other high-impact motorized uses.

Coordinate on Access and Management

Work collaboratively with City staff and the Parks and Recreation Committee to maintain public access points that provide both physical and visual access, consistent with overall low impact nature of River Harbor (e.g. hand-carry launch points).

SECTION 2 - EXISTING CONDITIONS

The Bridge and River Harbor areas of Belfast are active, mixed-use waterfronts that support both light commercial activities and a variety of recreational opportunities. While these harbors accommodate small-scale maritime commerce and service operations, they also provide residents and visitors with access to calm, scenic waters for boating, kayaking, canoeing, stand-up paddleboarding (SUP), rowing, and swimming. Anglers can enjoy both recreational and sport fishing, while bird watchers and nature enthusiasts can take in the rich coastal and riverine habitats. Together, these harbors offer a dynamic setting where economic activity and recreational enjoyment coexist along Belfast's waterfront.



Women rowing in the Passagassawakeag River, Belfast, Maine
Source: dorywomanrowing.com

CHANNELS AND WATER DEPTH

The Passagassawakeag River channel meanders for approximately 2 miles from the head of the tide near City Point Road to the Armistice Bridge adjacent to Belfast Harbor. According to the Harbor Ordinance (Sec. 30-93), the width of the channel is designated at 50 feet with a 25-foot buffer on each side, measured from the deepest point of the channel. If the channel changes course for any reason, then the designation also changes to be sure optimal navigation is maintained.

In 2005, the City of Belfast commissioned cartographer Christopher Davis to create bathymetric maps (see below) of the Passagassawakeag River. According to these maps, the channel depth at mean low water ranges from 5 to 20 feet.



Figure 1. Bathymetric Chart of the Upper Passagassawakeag River Harbor, Belfast, Maine
Source: Christopher Davis, 2005

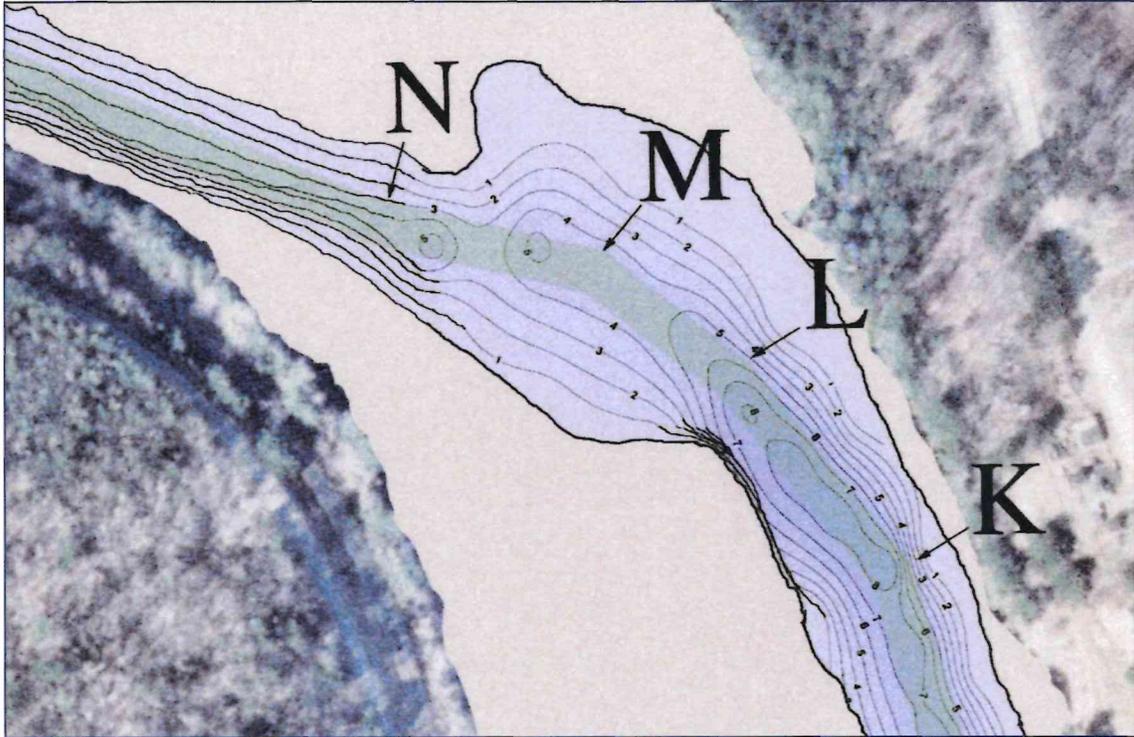


Figure 2. Bathymetric Map of the Upper Passagassawakeag River Harbor, Belfast, Maine
 Source: Christopher Davis, 2005

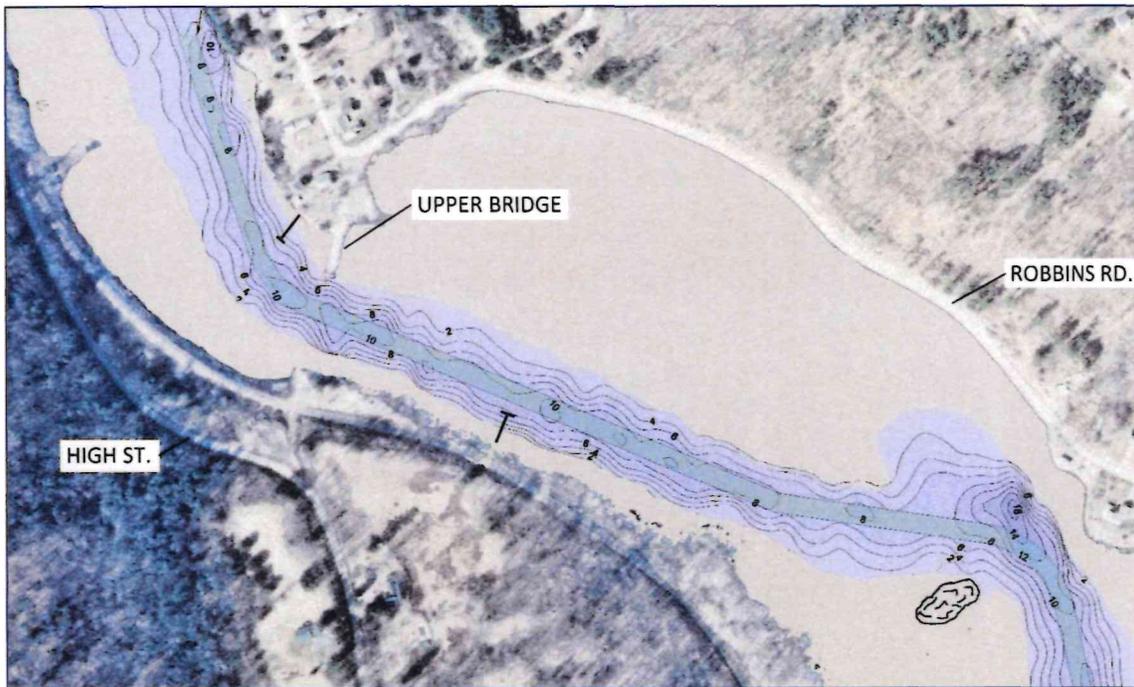


Figure 3. Bathymetric Map of the Middle Passagassawakeag River Harbor, Belfast, Maine
 Source: Christopher Davis, 2005

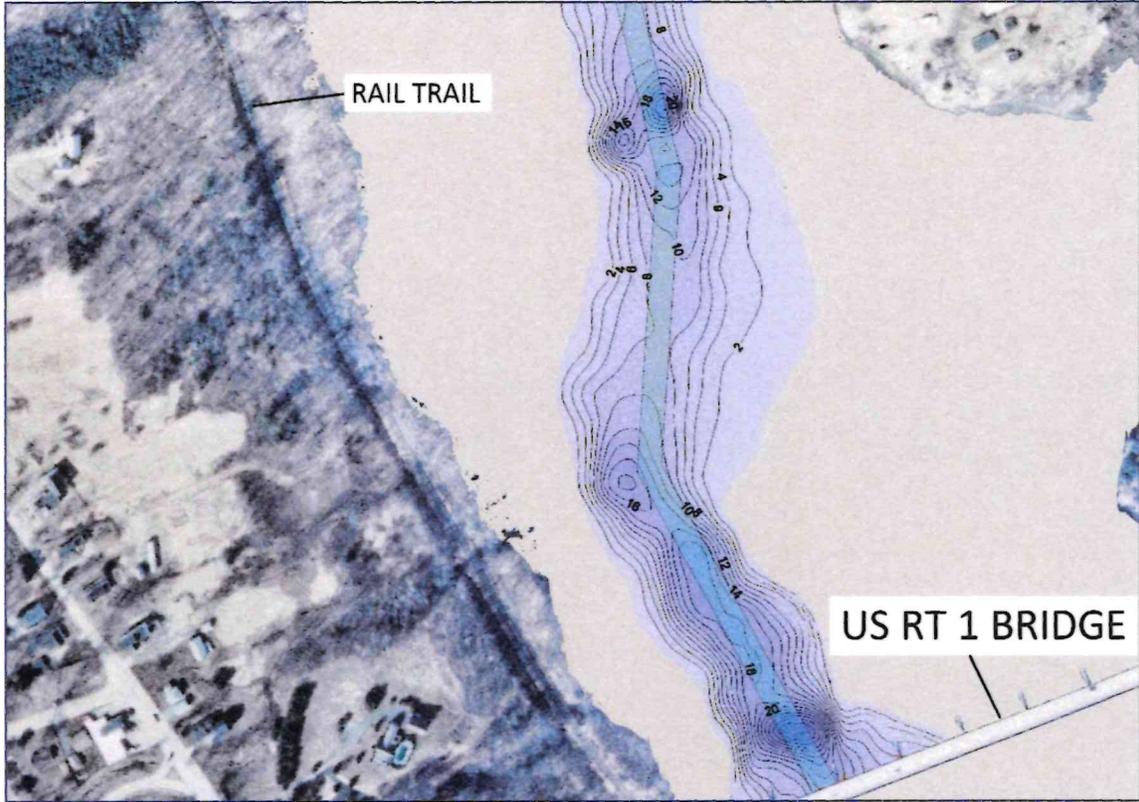


Figure 4. Bathymetric Map of the Lower Passagassawakeag River Harbor, Belfast, Maine
 Source: Christopher Davis, 2005

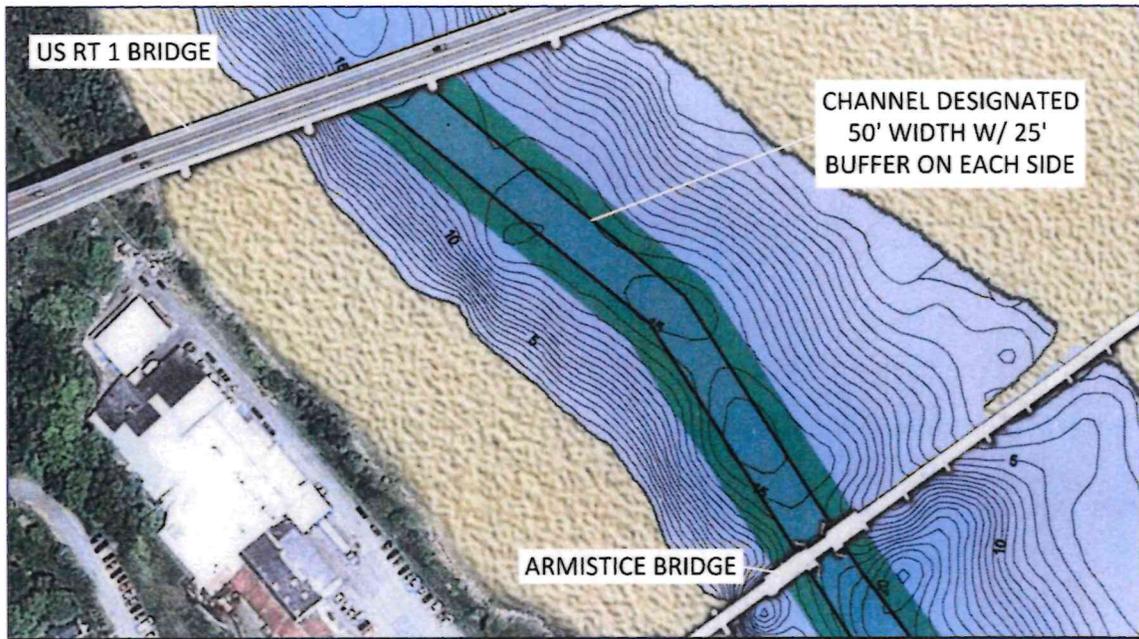


Figure 5. Bathymetric Map of the Bridge Harbor, Belfast, Maine
 Source: Christopher Davis, 2005

MOORING AND ANCHORAGE AREAS

Due to the restricted access at low water and a narrow channel, most of the vessel traffic consists of small rowing vessels and small motorized fishing vessels. There is little mooring and float use in the area as the depths of the channel at mean low water limit functional mooring, float, and potential anchorage areas. Currently there are two moorings (pins in figure 6) and three floats (squares in figure 6) in the channel area.

Based on considerations of water depth, channel location / setback requirements, and existing habitat constraints, there are three potential anchoring areas. These areas are identified as circles in figure 6 below. One potential anchorage area is situated 1,000 feet upriver from the Veteran's Memorial Bridge (Route 1 Bridge), near the left bank; another is 1,300 feet further upriver on the right bank, just before the river curves westward; and a third is at the mouth of Wescot Stream, near the head of tide.

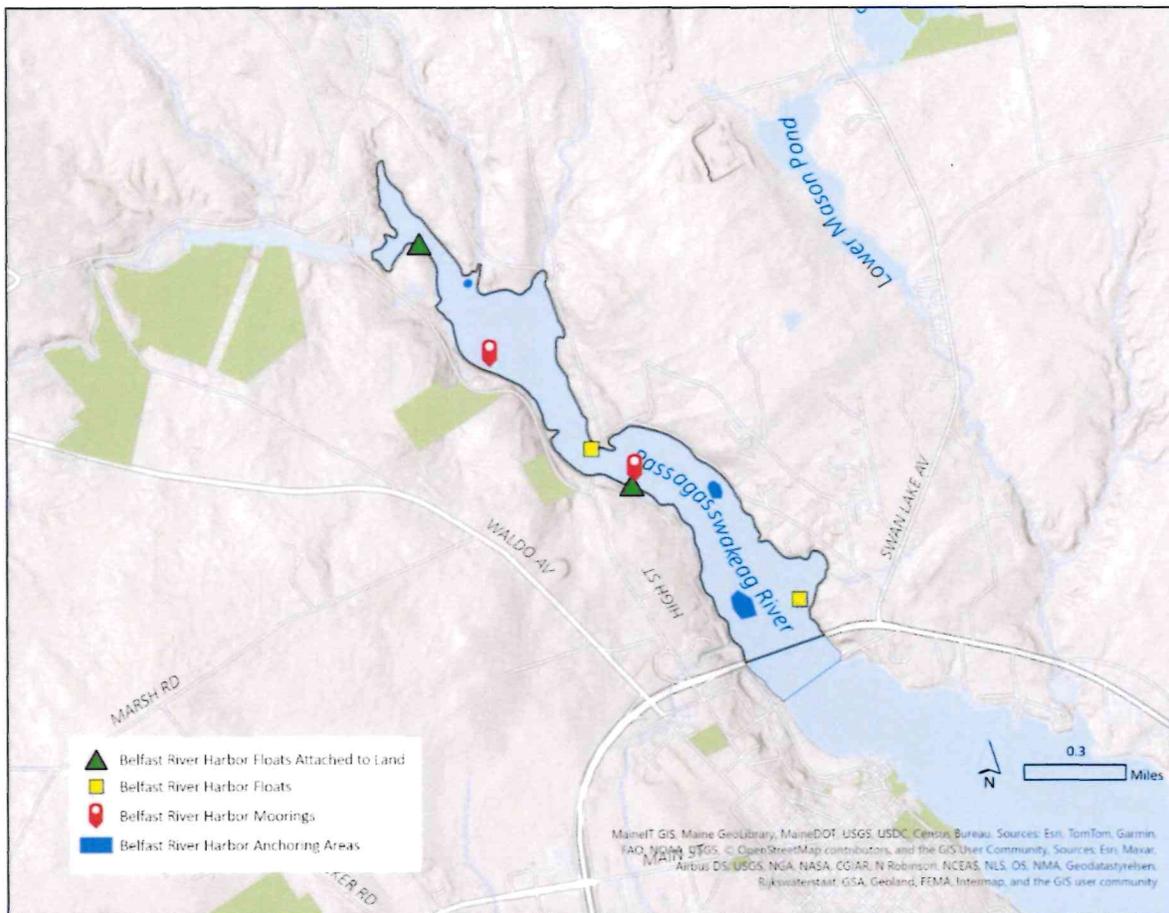


Figure 6. Mooring and Anchoring areas in the Passagassawakeag River, Belfast, Maine

PUBLIC ACCESS

The City has several locations that provide the public different ways to access (either physical, visual, or both) the Bridge and River Harbor Areas. The map below shows the different public properties within the study area.

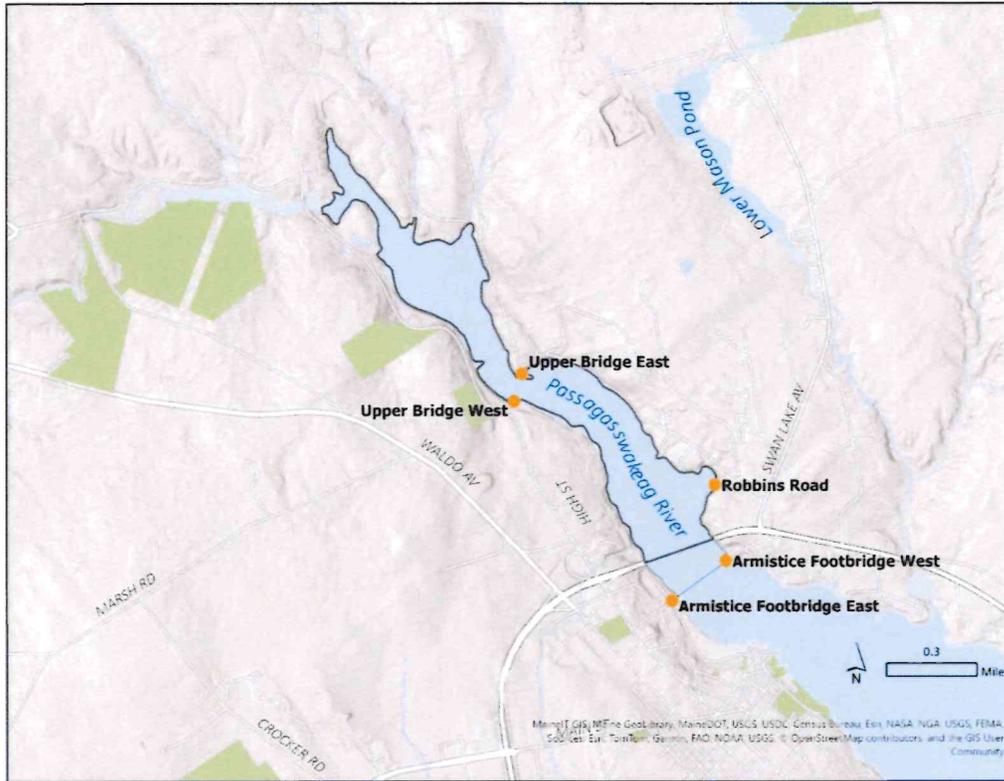


Figure 7. Public Access Locations, Belfast, Maine
Source: City of Belfast, Maine

Armistice Footbridge

The Armistice Footbridge is an 800-foot pedestrian bridge spans the Passagassawakeag River and provides connectivity between the east and west sides of Belfast.

Armistice Footbridge (East Side)

The eastern access point to the footbridge includes approximately 10 parking spaces as well as space for limited physical access the water. The area upriver from the bridge entrance is an easier place to launch small boats as it has a 50-foot long, relatively low, grassy slope. The access point on the harbor-side is lined with large cement blocks and has a steep rocky pitch.



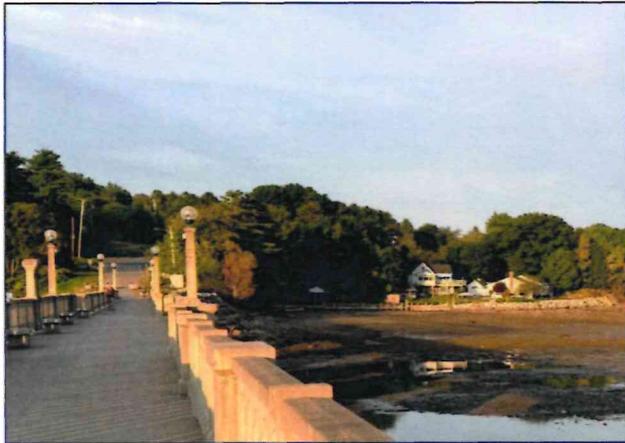
Figure 8. Armistice Footbridge eastern access point. Property lines for illustrative purposes only.
Source: City of Belfast 2022 Aerial Photo

Armistice Footbridge (West Side)

The western entrance to the Armistice Footbridge connects the Belfast Rail Trail and the Belfast Harbor Walk. While there is ample parking available (13 marked spaces and an open lot), the steep, brush-covered terrain makes it unsuitable for launching boats. It may be possible to launch boats from the Belfast Rail Trail approximately 200 feet from the parking lot; however, the terrain in these areas may be cumbersome.



Figure 9. Armistice Footbridge western access point. Property lines for illustrative purposes only.
Source: City of Belfast 2022 Aerial Photo



Armistice Footbridge East access point, harbor-side access at low tide
Source: Courtney Cease, 2024



Armistice Footbridge western access point
Source: ourtownbelfast.org

Old Upper Bridge

The Old Upper Bridge is the original river crossing that connected both sides of Belfast. This shorefront is publicly owned property located on both sides of the river at the former connection points of the bridge.

Old Upper Bridge (East Side)

On the East side of the river, the property is located at the junction of Kaler and Robbins Roads, adjacent to a private residence. There is a small parking area that accommodates 3-4 vehicles and a short grassy peninsula



Figure 10. Old Upper Bridge. Property lines for illustrative purposes only.
Source: City of Belfast 2022 Aerial Photo

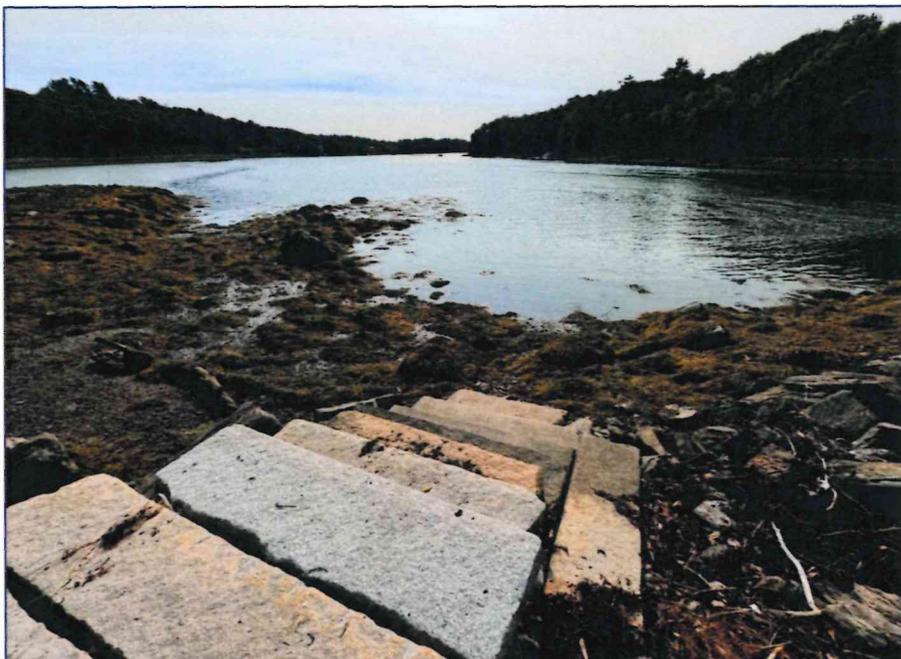
extending 125 feet into the river. Before reaching the peninsula, a path branches off to a set of seven concrete steps, providing access to a beach. The site is open from sunrise to sunset, with no overnight boat storage allowed.

Old Upper Bridge (West Side)

The access point at the western connection point is located off of City Point Road. The access point includes a parking lot and a 200-foot path to the river that crosses over the Belfast Rail Trail. At the end of the path, there is a small fenced lookout on the left side and on the right side, a steep, narrow, roped path lead down to the beach.



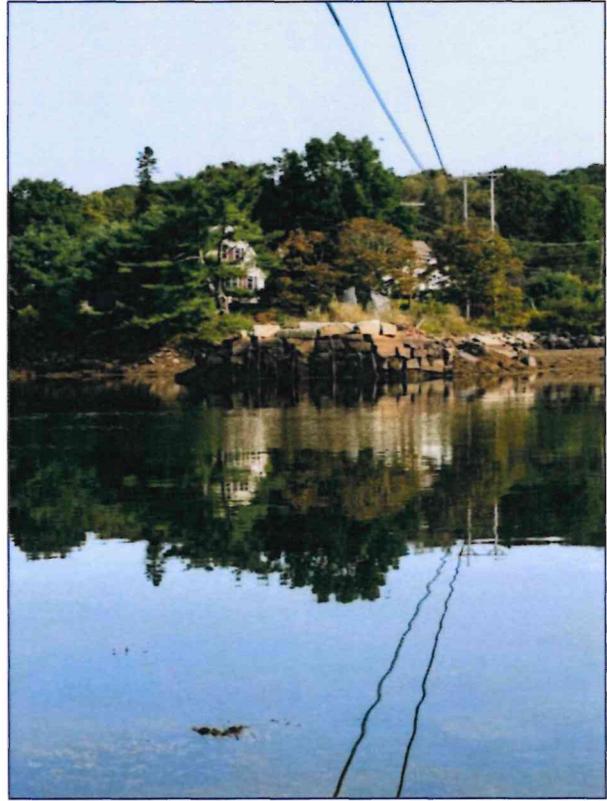
*Old Upper Bridge East parking lot and outlook
Source: Courtney Cease, 2024*



*Old Upper Bridge East steps to beach and boat launch area
Source: Courtney Cease, 2024*



Old Upper Bridge East outlook
Source: Courtney Cease, 2024



View of the Old Upper Bridge East access point from the opposing shore
Source: Courtney Cease, 2024



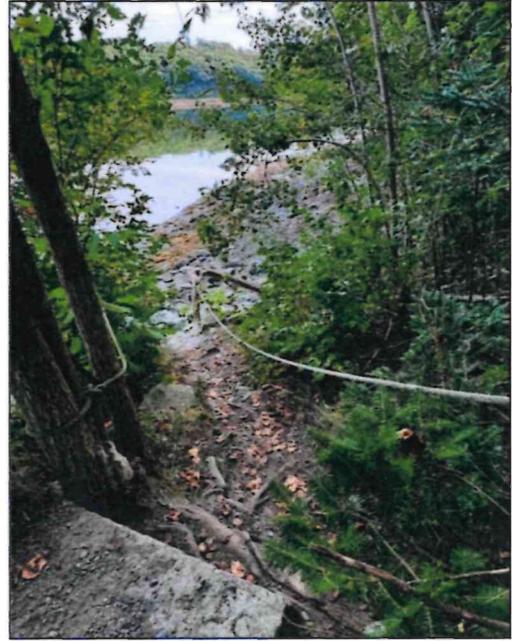
Old Upper Bridge West parking lot and pathway to access point
Source: Courtney Cease, 2024



Path to Passagassawakeag River
Source: Courtney Cease, 2024



Old Upper Bridge West viewpoint
Source: Courtney Cease, 2024



Old Upper Bridge West pathway to beach
Source: Courtney Cease, 2024



Old Upper Bridge West pathway to beach
Source: Courtney Cease, 2024

REGULATORY FRAMEWORK

The administration of the River and Bridge Harbors involves various local, state, and federal entities, including but not limited to the following.

Local Administration

- **Belfast City Council** - Sets policy, regulations, fees, charges, and penalties, approves plans such as comprehensive plans and harbor management plans, and appoints members of boards, commissions, and committees.
- **Planning and Codes** - The Planning and Codes Department administers the City's adopted shoreland zoning standards (Chapter 82) and floodplain management standards (Chapter 78). This office also provides direction and leadership in implementing the goals, objectives, and policies adopted by the City Council and oversees the administration of various land use regulations, including the zoning code, design review ordinances, and sign ordinance.
- **Harbor Master** - The Harbor Master administers local regulations affecting Belfast Harbor and waters, oversees the City's moorings, floats, docks, ramps, breakwater, drawbridge, channels and adjacent municipal waterfront property. The Harbor Master also interacts with various state and federal entities and considers state and federal regulations for areas below the mean low water (Belfast City Code Ch 30, Sec 30-72).
- **Harbor Advisory Committee** - Advises the City Manager and Harbor Master as to the custody, care and management of the harbor and its facilities and hears appeals on certain harbor related matters. The committee also reviews and provides recommendations to the City Planning Board regarding shoreland permit applications for uses located in Belfast Harbor (piers, wharfs, docks, marinas, marine based aquaculture, etc.) (Belfast City Code Ch 30, Sec 30-49).
- **Parks and Recreation Commission** - Many of the public access points in the River and Bridge Harbor area are managed by the City's Parks and Recreation Department. The City has also established a Parks and Recreation Commission to advise the City manager and Parks and Recreation Director as to the establishment, maintenance and improvement of City parks and open areas, including rangeways and rights-of-way to the water, and as to the recreational needs of the community (Belfast City Code Ch 38, Sec 38-32).
- **Planning Board** - Oversees the development and implementation of planning initiatives within the city and reviews site plans, subdivisions, and zoning amendments to ensure they align with the city's Comprehensive Plan and ordinances (Belfast City Code Ch 70, Sec 51-61).
- **Zoning Board of Appeals** - Reviews administrative appeals from final written decisions of the Code Enforcement Officer, the In-Town Design Review Committee, and/or the Planning Board. The Board of Appeals also reviews variance requests.
- **Pedestrian, Transportation, and Accessibility Committee** - Advocates for multimodal transportation improvements; collaborates with city government and other committees.
- **Climate, Energy, and Utilities Committee** - Advocates for increased education, engagement, data collection, and solutions to address current and future impacts of climate change in Belfast.
- **Rail-Trail and Harbor Walk Committee** - Coordinates management and operations of Passagassawakeag Rail-Trail.
- **Comprehensive Planning and Review Committee** - Manages the development and implementation of state-mandated long-range comprehensive plans for land use and growth management.

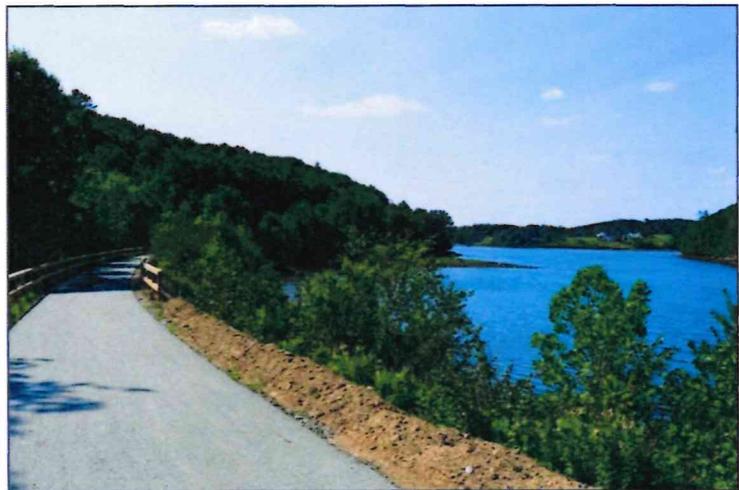
For more information, see the Belfast City Code of Ordinances.



*View upriver from the Old Upper Bridge West access point
Source: Courtney Cease, 2024*

Belfast Rail Trail (View Point)

The Belfast Rail Trail (also known as the "Passy Trail") is a 2.3-mile long scenic trail that follows an old railroad bed through woods along the western shore of the Passagassawakeag River estuary. The trail offers opportunities for walking, jogging, cycling, snowshoeing, and cross-county skiing as well as scenic views of the Passagassawakeag River and its tidal estuary, with possible glimpses of eagles, osprey, and other wildlife. The trail connects the Old Upper Bridge-West access point to the Armistice Bridge-West access point, with a distance of three-quarters of a mile between them. Parking areas are located at each end of the trail, with a third near the midpoint of the trail.



*Belfast Rail Trail
Source: Our Town Belfast*

State Agencies with Regulatory Roles

- **Maine Department of Environmental Protection (DEP)** - DEP oversees environmental protection efforts, including water quality monitoring, habitat conservation, and pollution control. They enforce state regulations and review, approve development projects to ensure compliance with environmental standards, and administer Shoreland Zoning and Maine's Natural Resource Protection Act.
- **Bureau of Submerged Lands** - The State of Maine owns and manages submerged lands below the mean low water line. These lands are held in trust for the benefit of the public. Private coastal property owners often hold title to the land between the mean high-water mark and the mean low-water mark. The Submerged Lands Program reviews projects that impact these areas and administers submerged land leases to all piers and other structures to be built on and over these areas.
- **Maine Department of Marine Resources (DMR)** - DMR manages the state's marine and estuarine resources, including fisheries and habitat protection. They may be involved in overseeing activities that impact the river's ecology and the species that depend on it.
- **Inland Fisheries and Wildlife (IFW)** - Responsible for managing and conserving the state's fish and wildlife resources, ensuring sustainable use, and enhancing habitat quality to support biodiversity and recreational opportunities.
- **Maine Historic Preservation Commission (MHPC)** - Reviews projects when federal funds are used or a federal or state permit are necessary or to identify historic properties in the project, determine eligibility for the National Register of Historic Places, consider the effect of a project on historic properties, and to seek ways to avoid or reduce adverse effects to historic properties.
- **Maine Geological Survey (MGS)** - Studies and provides information on the state's geological resources, including river and harbor dynamics, to support environmental management, hazard mitigation, and sustainable development.
- **Maine Department of Transportation (MEDOT)** - Oversees the planning, construction, and maintenance of transportation infrastructure, including bridges and roadways, to ensure safe and efficient movement while considering environmental impacts and supporting economic development.

Federal Agencies with Regulatory Roles

- **U.S. Army Corps of Engineers (ACOE)** - If any development or activities involve significant alterations to the river, such as dredging or construction of structures in navigable waters, ACOE may be involved in issuing permits and ensuring compliance with federal regulations.
- **Environmental Protection Agency (EPA)** - The EPA may be involved in oversight if there are significant environmental impacts, particularly related to water quality and pollution control, ensuring compliance with the Clean Water Act and other federal environmental laws.
- **Federal Emergency Management Agency (FEMA)** - Administers the National Flood Insurance Program and determines Flood Hazard Areas.
- **National Oceanic and Atmospheric Administration (NOAA)** - Provides scientific data and forecasts related to weather, water levels, tides, and ecosystem health, supporting navigation, coastal planning, and environmental conservation efforts.
- **US Fish and Wildlife Service (USFWS)** - Protecting and restoring fish and wildlife habitats, enforcing environmental laws, and supporting conservation efforts to maintain ecological health and biodiversity in aquatic systems.

Non-Governmental Organizations and Community Groups

Various non-profits and community groups focused on conservation and environmental stewardship such as Coastal Mountains Land Trust and the Belfast Bay Watershed Coalition play a role in sustainable management practices, conservation projects, and community engagement within the River and Bridge Harbors area.

Municipal Regulations Related to the Harbor

Chapter 30 of the Belfast City Code of Ordinances specifies regulations for marine activities within Belfast waters (harbor and bay) "to ensure safety to persons and property, to promote availability and use of valuable public resources, and to create a fair and efficient framework for the administration of such regulations." The Code of Ordinances defines and/or outlines rules for the following topics:

- Harbor Master authority
- Violations and penalties
- Harbor usage and permit fees
- Harbor and channel limits
- Commercial mooring area
- Wharf lines
- Vessel operation, repair, anchoring, mooring, removal, and abandonment
- Use of moorings, floats, or wharf
- Waste, garbage, or refuse discharge and cleanup requirements
- Commercial use of City-owned docks, floats, ramp, and breakwater
- Houseboats and floating businesses
- Marine construction permitting
- Shoreland permits
- Public landing parking
- Infectious disease
- Swimming, fishing, and waterskiing
- Shell-fishing and aquaculture

Wharf Lines

The Belfast City Code (Ch 30 Sec 30-95) has established wharf lines within the harbors that define the boundary beyond which no construction of piers, wharfs, docks, float or similar structures connected to land are permitted. This section of the ordinance also prohibits construction from infringing or encroaching on any channel located in Belfast Harbor.

- **Bridge Harbor Wharf Line**
 - *West Side of Bridge Harbor:* Any point or location that is a minimum of 25 feet from the designated channel of Belfast Harbor.
 - *East side of Harbor:* Any point or location that is a minimum of 100 feet from the normal high-water mark if the structure is connected to the shore. If the structure is connected to the footbridge, any point or location that is a minimum of 25 feet from the designated channel of Belfast Harbor.
- **River Wharf Line.** Any point or location not to exceed 100 feet from the mean high-water mark.

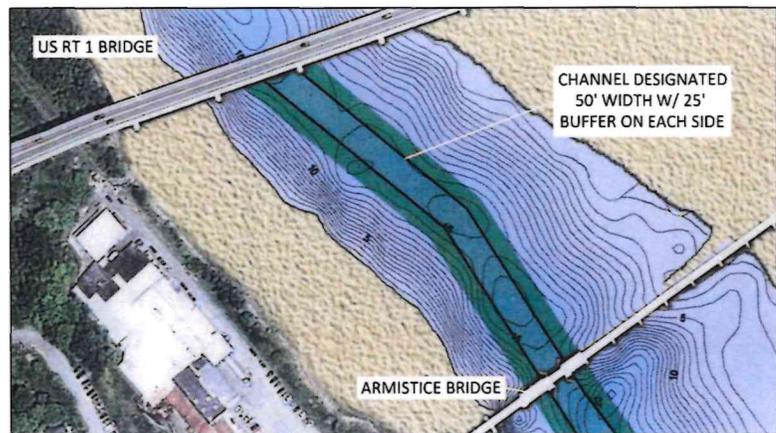
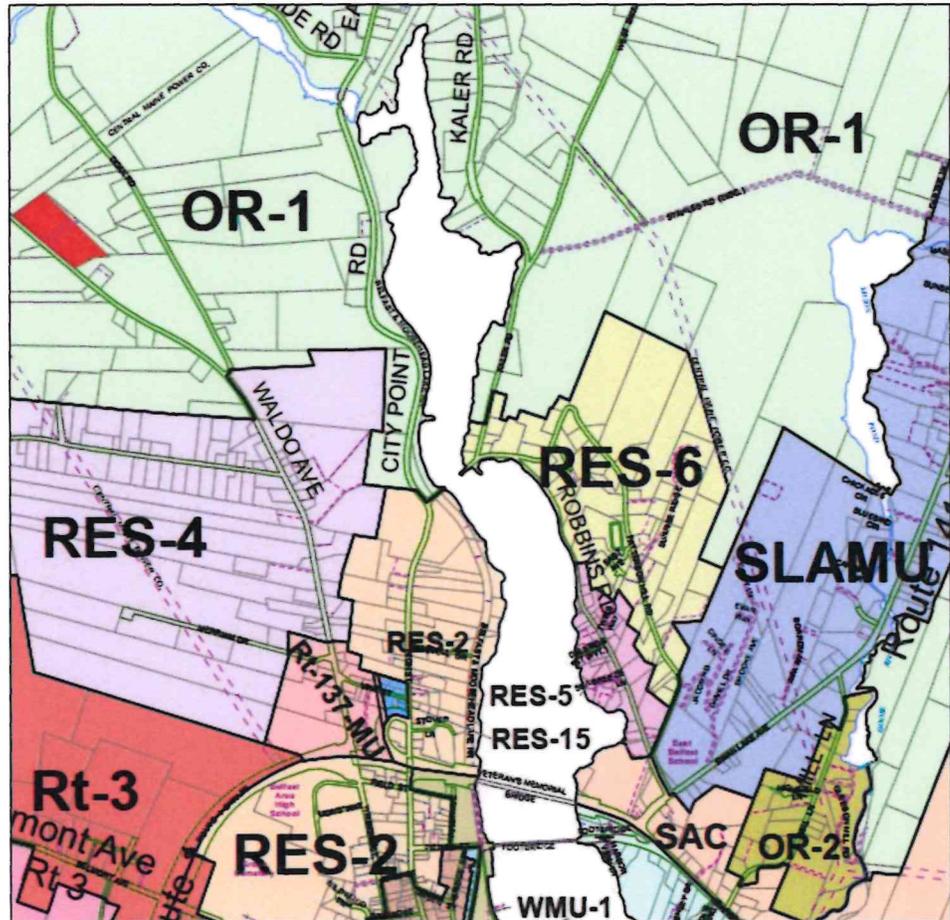


Figure 11. Bathymetric Map of the Bridge Harbor with Wharf Lines, Belfast, Maine
Source: Christopher Davis, 2005.

General City Zoning

The study area includes a mix of residential and commercial zoning along the waterfront. The area between the footbridge and Route 1 bridge includes Waterfront Mixed Use zoning (WMU-1) on the west side which accommodates a mix of residential, commercial, and recreational uses along the waterfront within the downtown area. On the east side, the area is zoned to accommodate a mix of smaller-scale commercial and residential uses in order to maintain a lower-density character while also protecting that waterfront.

Between the Veteran's Memorial Bridge (Route 1 Bridge) and the Upper Bridge (which has since been removed), the shoreland is mostly residential and higher-density use (RES-2) on the west side. On the east side it is briefly zoned for primarily commercial use with some residential use (SAC) and then it is zoned for mostly residential (RES-5 and 6). North of the Upper Bridge, the shoreland is zoned for low-density "Outside Rural" uses including residential, agricultural, recreational, etc. (OR-1) on both sides of the river.



CITY ZONING KEY

OR-1 (Outside Rural) - Lower-density uses including residential, commercial agricultural, recreational, storage, and some manufacturing uses.

RES-2 (Residential) - Residential and institutional uses with higher-density allowances inside the bypass than outside the bypass.

RES-4 (Residential) - Low to medium-density residential and limited commercial uses outside of the bypass.

RES-5 (Residential) - Lower-density residential uses.

RES-6 (Residential) - Limited types of residential uses such as single family and two-

family residential dwellings and small-scale institutional or commercial uses and maintains the existing low-density character.

SAC (Searsport Avenue Commercial) - Primarily commercial and some residential uses along the north side of Searsport Avenue.

Searsport Avenue Waterfront (SAW) - Accommodates a mix of smaller-scale commercial and residential uses to maintain a lower-density character while also protecting that waterfront.

Waterfront Mixed Use (WMU-1) - Accommodates a mix of uses along the waterfront within the downtown area.

NATURAL RESOURCES

Estuarine and Marine Wetlands

The River and Bridge Harbors host an array of estuarine and marine wetlands that contribute to the ecological diversity and resilience of the region’s coastal environment. These wetlands, characterized by their transitional position between freshwater and saltwater ecosystems, serve as habitat for a wide variety of plant and animal species. They provide essential breeding grounds, nurseries, and feeding areas for numerous fish, shellfish, and bird species, supporting local fisheries and contributing to the overall health of the Gulf of Maine ecosystem. These wetlands also play a role in mitigating coastal erosion, filtering pollutants, and buffering against the impacts of storms and sea-level rise.

Water Quality and Flow

The Passagassawakeag River is classified as Class B by the Maine Department of Environmental Protection. A Class B determination indicates good water quality suitable for range of uses including recreation, fishing, and swimming. Class B waters do faces several risks (stormwater runoff and other pollutants and contaminants) that could lead to degradation.

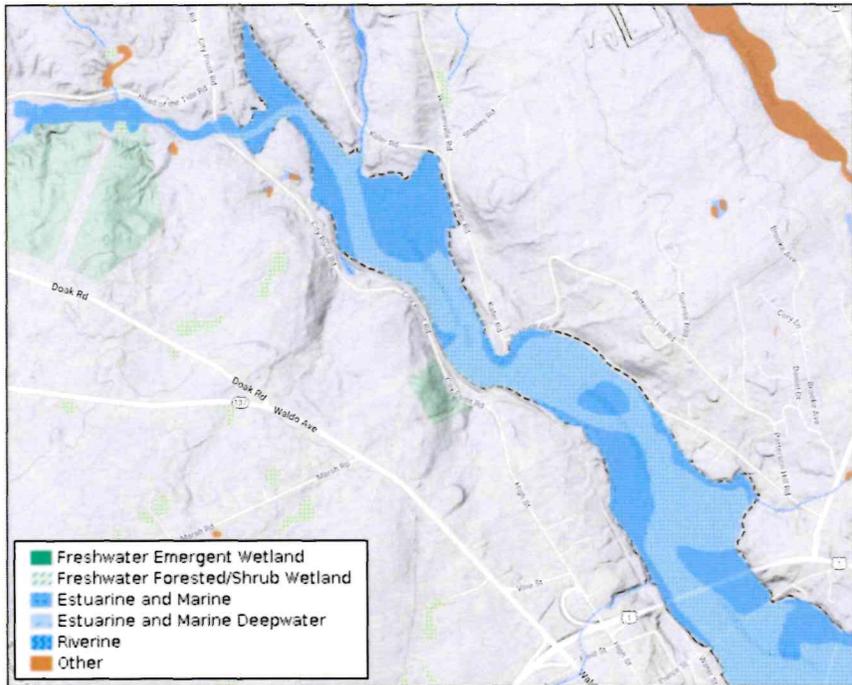


Figure 13. Estuarine and Marine Wetlands, Belfast, Maine
 Source: Maine Department of Inland Fisheries and Wildlife (MDIFW), Beginning with Habitat, 2018

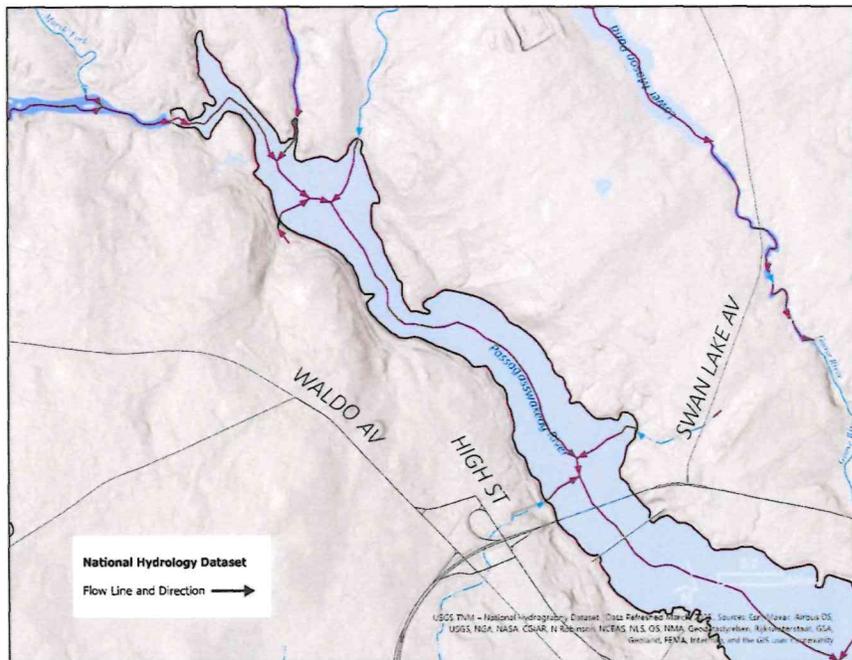


Figure 14. Flow direction, National Hydrology Dataset

Significant Bird Habitats

The coastal wetlands, marshes, and estuaries along the Passagassawakeag River provide essential breeding grounds, nesting sites, and foraging areas for a wide variety of waterfowl, wading birds, and other bird species, including several species of ducks, Eagles, Osprey, Great Blue Heron, and Peregrine Falcon.

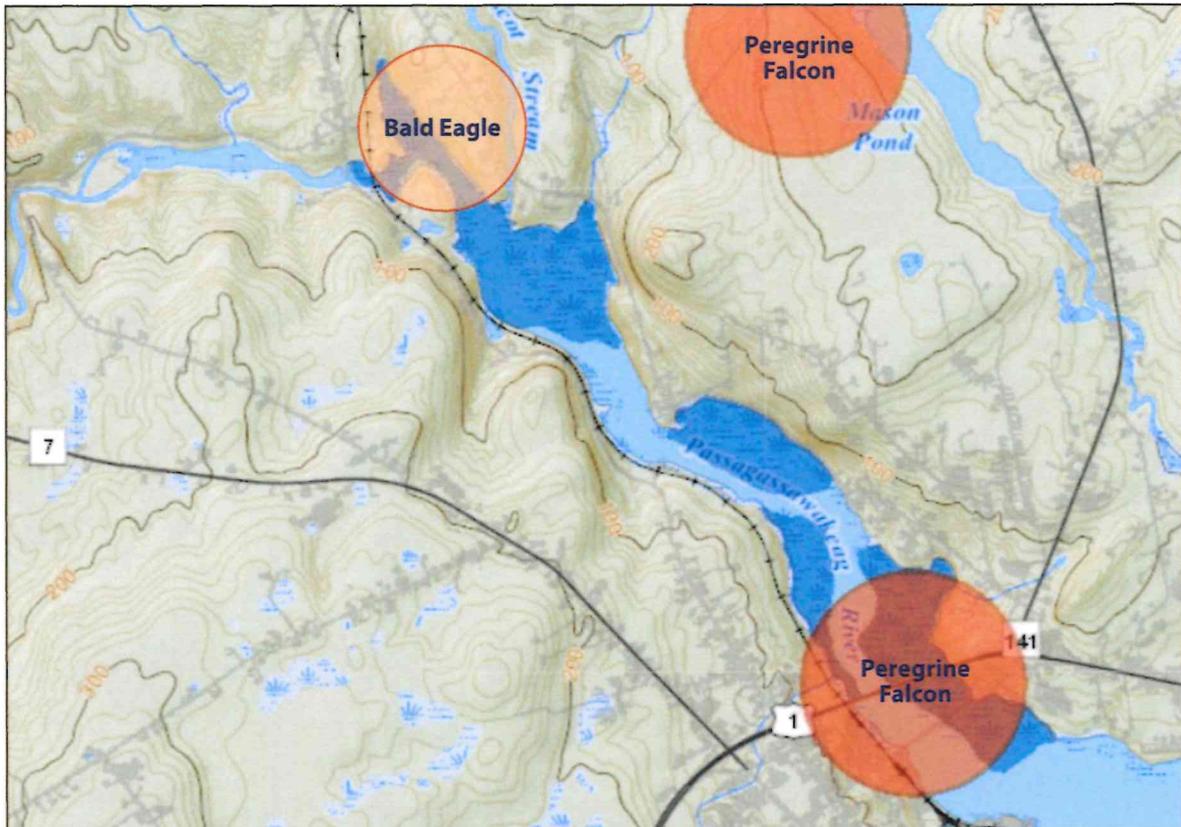


Figure 15. Significant Wildlife Habitats, Belfast, Maine
Source: Maine Department of Inland Fisheries and Wildlife (MDIFW), *Beginning with Habitat*, 2024

Sea-Run Fish Habitat

Sea-run fish are born in freshwater, migrate to saltwater where they live most of their lives, then return to freshwater to spawn. Sea-run fish improve ecosystem health by facilitating nutrient cycling, serving as prey for predators, and redistributing nutrients and energy.

According to the Maine Department of Inland Fisheries and Wildlife (MDIFW), the upper Passagassawakeag River at the head of tide offers adequate habitat for sea-run fish such as sturgeon, eels, alewives (aka river herring), rainbow smelt, and Atlantic Salmon. There is documentation of alewives (grey line in figure 34) and rainbow smelt (purple line) in the river. While there hasn't been documentation of the endangered Atlantic Salmon in the area, MDIFW has indicated that the habitat is adequate for them (yellow lines). This area is also habitat for wild Eastern Brook Trout and Atlantic Sturgeon. Local residents report that elver and alewife fishing occurs in the river between the Belfast Rail Trail and City Point Road, as well as in the section just east of City Point Road.

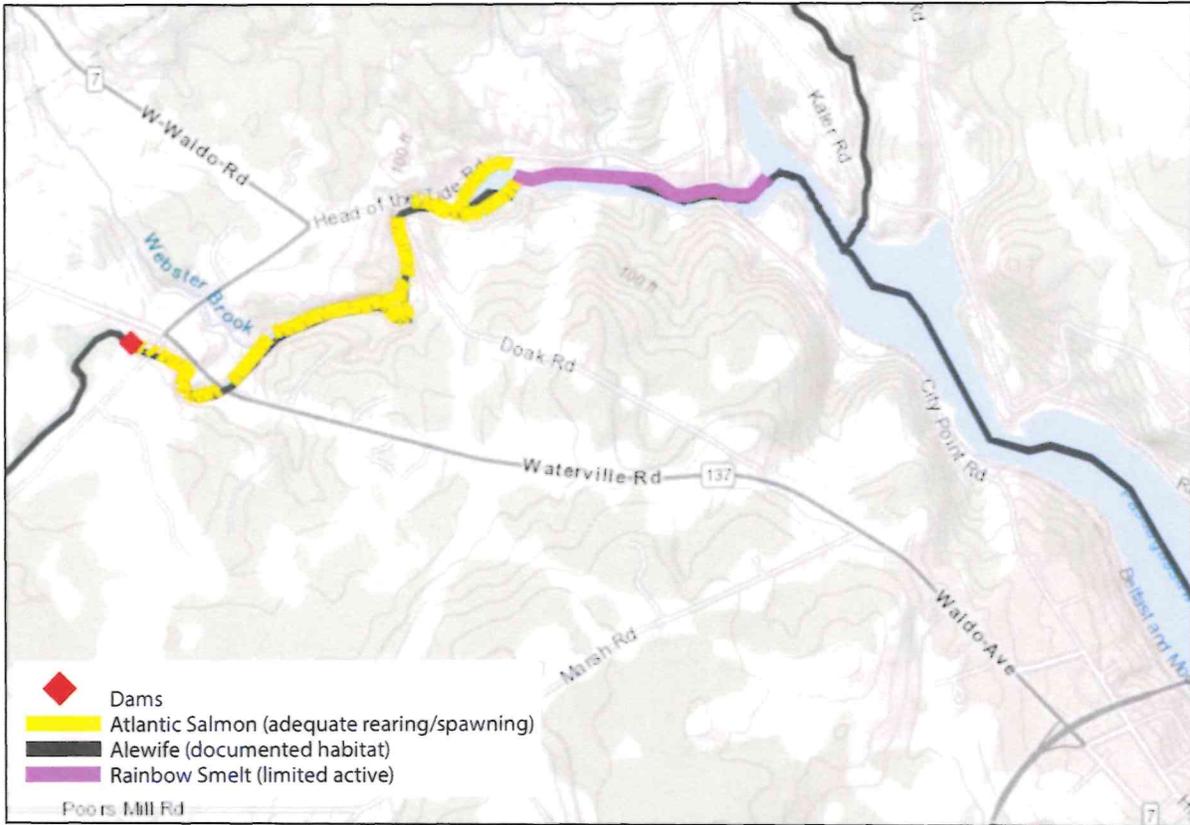


Figure 16. Sea-Run Fish Habitat, Belfast, Maine
 Source: Maine Department of Inland Fisheries and Wildlife's Maine Stream Habitat Viewer, 2019



Bald eagle with juvenile sturgeon, Passagassawakeag River, Belfast
 Source: Seth Benz, Schoodic Institute, May 2024

This photo of the bald eagle with a juvenile sturgeon in its talons was taken from the Belfast Rail Trail Trestle bridge by Seth Benz, Director of Bird Ecology at the Schoodic Institute on May 15, 2024. The photo indicates the rebound of the bald eagle as well as sturgeon spawning success in the river. This fish is likely a shortnose sturgeon, which is listed as an endangered species in the United States. Shortnose sturgeon reach three to four feet long and may live for 80 years or more. Females do not spawn until 20 years old and may stop feeding for up to a year before spawning. Unlike Atlantic sturgeon, shortnose rarely travel beyond their home river estuary.¹

Shellfish Habitat

The lower Passagassawakeag River has historically provided adequate softshell clam habitat. Due to high bacterial levels in the river, it is currently prohibited to dig, take, or possess clams, quahogs, oysters, mussels, or whole or roe-on scallops from the shores, flats, and waters of the Passagassawakeag River until the head of tide. It is allowable to seed this area with cultured juveniles and then transplant the species to grow in other

¹<https://www.ncm.org/programs/waters/kennebec-restoration/kennebec-sea-run-fish/>

nonrestricted areas. The closure of the area by National Shellfish and Sanitation Program (NSSP) took place in January of 2000 due to findings of fecal coliform bacteria greater than 163 CFU/100 mL.

To address pollution, over the past 20 years, the city eliminated two privately owned overboard discharges and expended over \$10 million in public funds to decrease the amount of infiltration and inflow into the city sewer collection system and the city is pursuing additional reductions. The Maine DEP's Bureau of Land and Water Quality currently lists three remaining overboard discharges and five wastewater outfalls approved within Belfast.

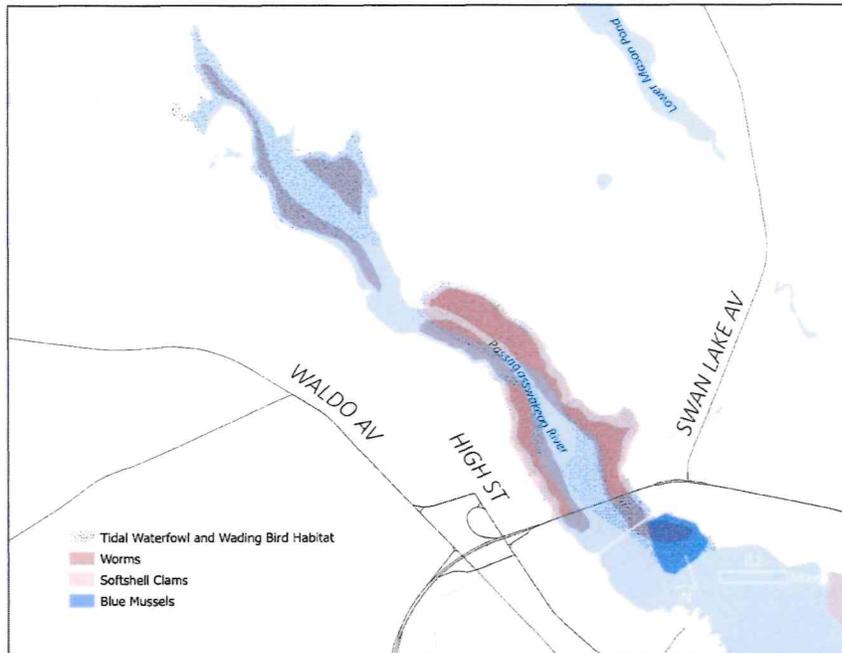


Figure 17. Shellfish and Tidal Waterfowl Wader Habitat
Source: Town of Belfast

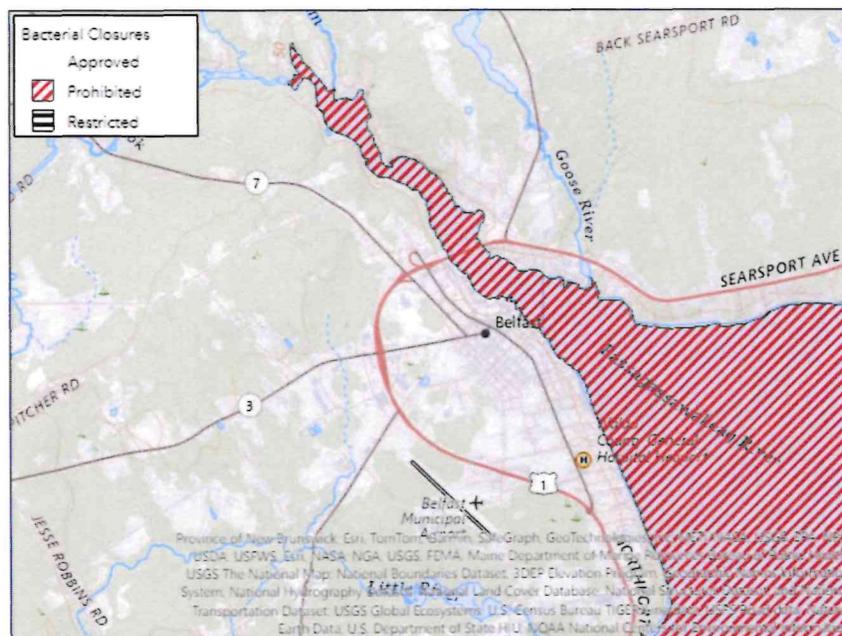


Figure 18. Shellfish Closure Map, Belfast, Maine
Source: Maine Department of Marine Resources, 2024

CONSERVED LAND

Conserved land surrounding the Bridge and River Harbors includes 20.5 acres plus 2.3 miles of trails owned by the City of Belfast and 153 acres of conservation easements and land trusts owned by the Coastal Mountain Land Trust. The town-owned conservation land (in pink in figure 19) includes:

- **Kaler Road** - This 1.5-acres of land exists between the Passagassawakeag River’s estuarine wetlands and Kaler Road, near the intersection of Kaler / W. Swanville Roads.
- **Belfast Rail Trail** - This 2.3-mile long scenic trail follows an old railroad bed through woods along the western shore of the Passagassawakeag River estuary.
- **Pendleton Park** - This 19-acre park, formerly known as the Four Seasons Recreation Area, is located on the site that was once used as a small ski slope by locals. A forested hiking trail traverses a portion of the upper slope. In 2021 a group of local mountain biking enthusiasts obtained the approval of the city and the Coastal Mountains Land Trust to create a mountain biking trail system on the area. Amenities include an off-road parking area, mountain biking trails, and a hiking trail.

Conservation easements and land trusts owned by the Coastal Mountain Land Trust (orange in figure 19) includes:

- **Head of Tide Preserve** - This 92-acre preserve located on Doak Road has two 1.0-mile loop trails and an interactive and educational permaculture garden managed by Belfast Transition.
- **Stover Preserve** - Located on the other side of Doak Road, this 53-acre preserve has a 0.9-mile loop trail which winds along a wild section of the river through old-field pines, mixed conifer-hardwood stands, and bogs. Stover Preserve is adjacent to the Head of Tide Preserve.
- **Stephenson Preserve** - Located on City Point Road, near the Belfast Rail Trail parking area, this 8-acre preserve offers a short 0.3-mile hike through a forested hillside overlooking the Passagassawakeag River. This preserve was formally known as the Knowlton-Swanson-Stephenson Preserve.

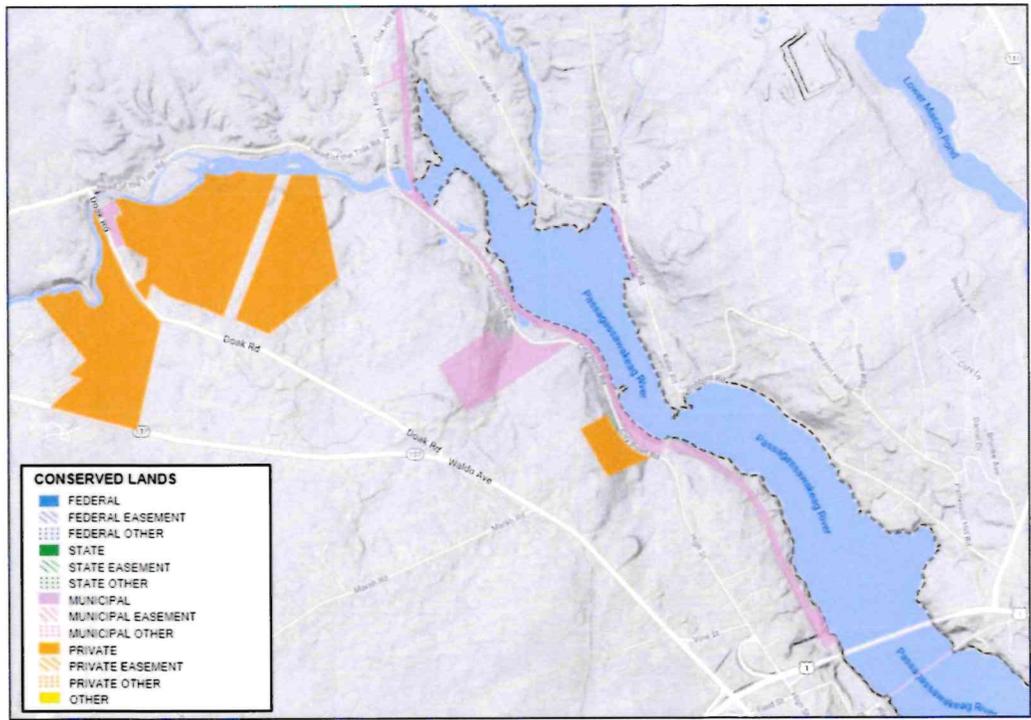


Figure 19. Conserved Land, Belfast, Maine
 Source: Maine Department of Inland Fisheries and Wildlife (MDIFW), Beginning with Habitat, 2024

Conservation Organizations

There are several organizations involved with land conservation in the area. For example, the Coastal Mountains Land Trust maintains conserved land in Belfast, implementing conservation strategies that promote biodiversity and safeguard water quality. The Belfast Bay Watershed Coalition also works to protect and enhance the ecological health of the Belfast Bay watershed through community engagement and collaborative conservation efforts. Their initiatives include watershed restoration projects, educational programs, and advocacy for sustainable land use practices.

FLOODING AND SEA LEVEL RISE

Sea levels across the globe are rising due to increasing temperatures that expand ocean water and melt land-based ice. The waters of the Gulf of Maine are warming faster than 99% of ocean waters in the rest of the world due to currents and geographical factors. Sea level in Maine has increased by 7.5 inches since the early 20th century and is currently rising about 1.2 inches per decade. In 2100, this rate would increase to 8.4 inches per decade under the intermediate scenario and 1.2 feet per decade under the high scenario.

By 2050, Maine will likely see between 1.5 and 3 feet of sea level rise, which will grow potentially to between 3.0 and 6 feet by 2100. Maine's sea level will continue to rise through 2100 and beyond, however the exact trajectory will depend on humanity's success in curbing greenhouse gas emissions and the impacts of the melting icesheets in Greenland, Antarctica, and the Arctic and the slowdown of the Atlantic Meridional Overturning Circulation (AMOC).

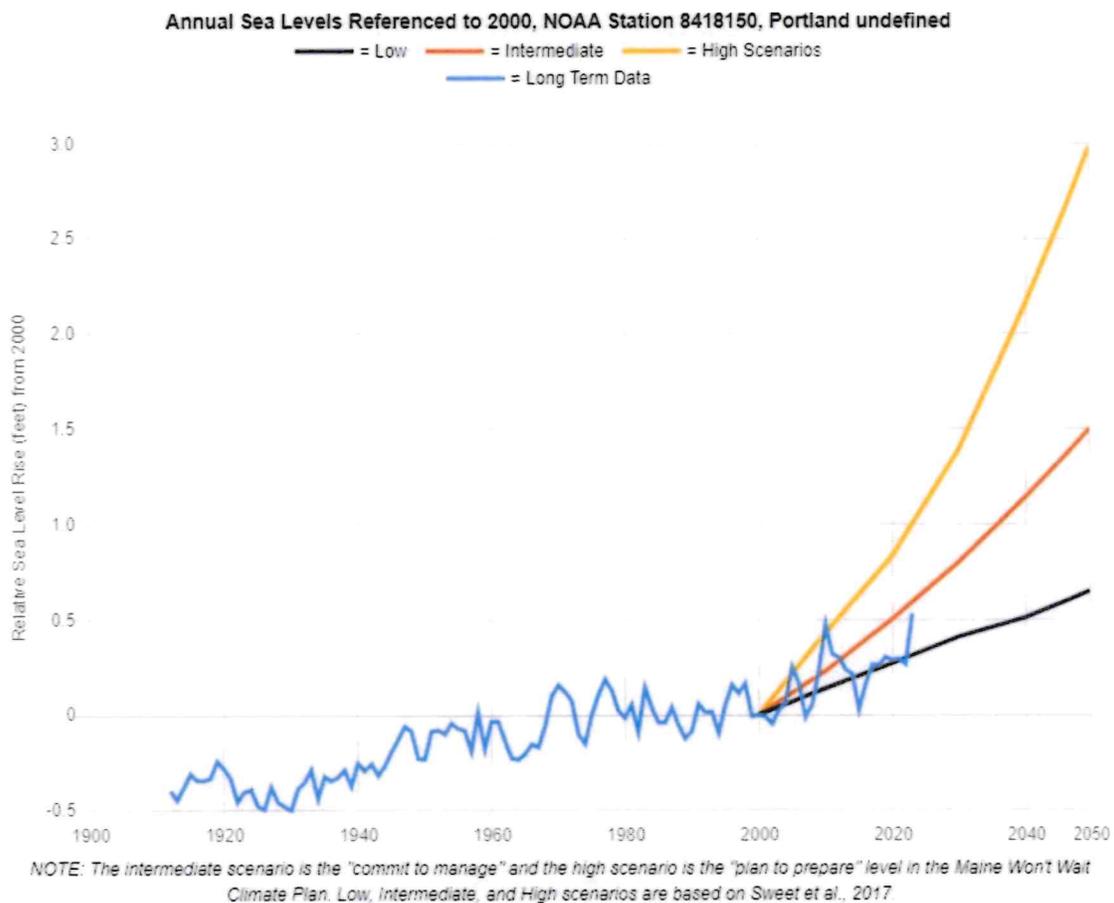


Figure 20. Annual Sea Level Rise Scenarios, Portland, Maine
Source: National Oceanic and Atmospheric Administration (NOAA), 2000

Maine Climate Council Recommendations

In 2019, Governor Janet Mills created the Maine Climate Council (MCC), a group of scientists, industry leaders, and local and state officials tasked with developing a climate action plan for the State. The MCC published a 2020 report entitled “Maine Won’t Wait” detailing a range of strategies to prepare Maine people, communities, and environment for climate related harms. The report recommends that Maine towns do the following to prepare for anticipated changes in sea level rise:

- **Commit to Manage** for an intermediate sea level rise scenario of 1.5 feet by 2050 and 3.9 feet by 2100 (from a baseline year of 2000).
- **Prepare to Manage** for a high sea level rise scenario of 3.0 feet by 2070 and 8.8 feet by 2120, depending on the risk tolerance of different kinds of infrastructure.

Due to a possible large increase in the rate of sea level rise at the end of this century, the Maine Climate Council advises Maine towns to extend planning horizons beyond 2100.

Sea Level Rise in Belfast

Sea level rise causes three primary impacts along the shoreline: 1) elevation of high waterlines and normal tidal cycles, 2) increased potential for wind driven waves and storm surge, including cyclonic storms (hurricanes, localized bomb cyclones), and 3) nuisance flooding at high tide. These impacts over time cause damage to roads, paths, properties, and infrastructure and degrade delicate shoreline ecosystems.

The City of Belfast is already witnessing the impacts of sea level rise. Two storms in January 2024 caused surging seas to inundate Belfast’s waterfront and other coastal areas, including along Robbins Road. The erosion along Robbin’s Road caused voids under the road on the shore side, making it unsafe for vehicles and too narrow for cars to safely pass each other. In May 2024, the road was closed for repairs by the city’s Public Works Department. The restoration process, which included stabilizing the roadbed, repairing storm drains, and reinforcing sections vulnerable to future weather events, took about six weeks.

As sea levels rise in Belfast, the inundation of low-lying areas will lead to increased erosion and habitat loss along the riverbanks which could threaten local ecosystems, particularly wetlands and salt marshes. Additionally, infrastructure and properties near the shore will face heightened risks of damage from both storm surges and regular tidal fluctuations.

The following maps illustrate the impacts of sea level rise in the River and Bridge Harbors in three scenarios: Highest Astronomical Tide (HAT) combined with 1.6, 3.9, and 8.8 feet of sea level rise. The sea level rise scenarios were developed by using available long-term sea level rise data from Portland, Bar Harbor, and Eastport tide gauges, the US Army Corps of Engineers Sea-Level Change Curve Calculator, and sea level rise scenarios established by NOAA et al. (2017) prepared for the US National Climate Assessment.²

SCENARIO 1: HAT plus 1.6 feet sea level rise

MCC recommends to commit to manage for 1.5 feet of sea level rise by 2050.

This report uses a metric of 1.6 feet, as it is the most relevant data point available from the Maine Geological Survey. HAT plus 1.6 feet of sea level rise will cause increased erosion and habitat loss along the riverbanks which could reduce biodiversity and degrade the health and productivity of both aquatic and terrestrial environments. While the maps below show minimal impacts on infrastructure between HAT and HAT plus 1.6 feet, they do not take into account the effects of storm surge, which can dramatically amplify flooding and erosion risks along coastlines, as evidenced during the recent January 2024 storms.

²https://www.maine.gov/dacf/mgs/hazards/slr_ss/index.shtml

SCENARIO 2: HAT plus 3.9 feet sea level rise

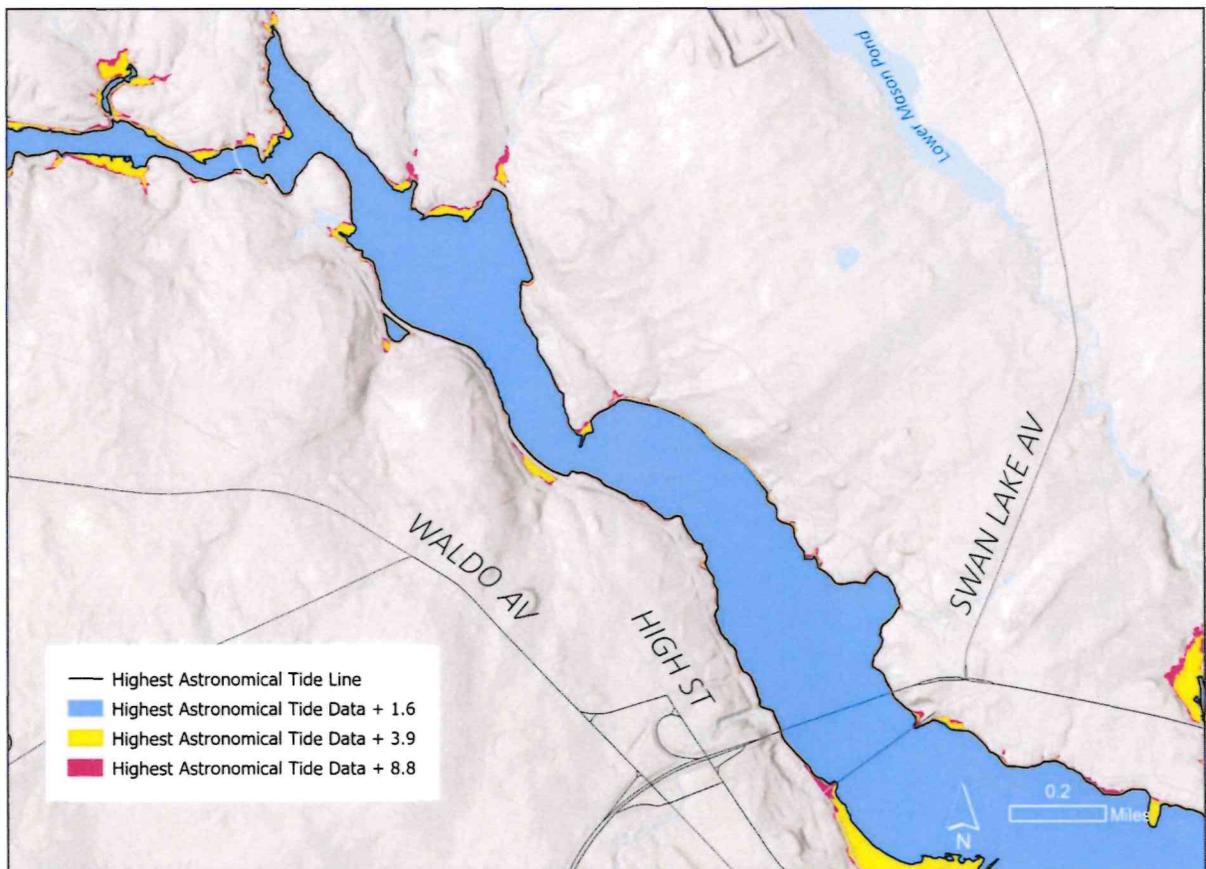
MCC recommends to commit to manage for this scenario by 2100.

More substantial impacts to infrastructure will occur at HAT plus 3.9 feet sea level rise. Sea water will completely inundate Robbins Road and will infiltrate properties along the road, especially at the intersection of Kaler and Robbins Roads. The Old Upper Bridge East public access area will also be flooded. Storm surges may cause flooding on low lying areas of the Belfast Rail Trail and the Armistice Bridge East access point. This scenario will lead to intensified erosion along the riverbanks and habitat loss in the shoreline and wetland ecosystems.

SCENARIO 3: HAT plus 8.8 feet sea level rise

MCC recommends to prepare to manage for this scenario by 2120.

At HAT plus 8.8 feet, the shoreline becomes even more inundated with sea water. Shoreline properties along Kaler and Robbins Roads and at the end of Seabreeze Lane and Delemos Street will be particularly impacted. The Armistice Bridge East and Old Upper Bridge East public access areas will mostly be under water and storm surge will likely cause flooding on low lying areas of the Belfast Rail Trail. This scenario will lead to further erosion along the riverbanks and habitat loss in the shoreline and wetland ecosystems.



FEMA Flood Maps

For another perspective, the Federal Emergency Management Agency (FEMA) produces flood maps that show areas at risk during a 100-year flood, also called the Base Flood Elevation (BFE). The BFE represents the expected water level during a flood with a 1% chance of occurring in any given year. These estimates are based on historical weather data, local topography, and the best available science at the time. The latest FEMA flood maps for Belfast are from 2015.



Figure 21. 2015 FEMA Flood Map, Upper Passagassawakeag River Harbor, Belfast, Maine
Source: Federal Emergency Management Agency (FEMA), 2015



Figure 22. 2015 FEMA Flood Map, Upper Passagassawakeag River Harbor, Belfast, Maine
Source: Federal Emergency Management Agency (FEMA), 2015



Figure 23. 2015 FEMA Flood Map, Upper Passagassawakeag River Harbor, Belfast, Maine
Source: Federal Emergency Management Agency (FEMA), 2015



Figure 22. 2015 FEMA Flood Map, Upper Passagassawakeag River Harbor, Belfast, Maine
 Source: Federal Emergency Management Agency (FEMA), 2015

LEGEND	
NFHL	Flood Hazard Boundaries
LOMRs	— Limit Lines
□ Effective	— SFHA / Flood Zone Boundary
Political Jurisdictions	— Flowage Easement Boundary
□	Flood Hazard Zones
Profile Baselines	■ 1% Annual Chance Flood Hazard
—	■ Regulatory Floodway
Levees	■ Special Floodway
	■ Area of Undetermined Flood Hazard
Coastal Transects	■ 0.2% Annual Chance Flood Hazard
· ·	■ Future Conditions 1% Annual Chance Flood Hazard
Transect Baselines	■ Area with Reduced Risk Due to Levee
—	■ Area with Risk Due to Levee
Limit of Moderate Wave Action	— Primary Frontal Dunes
▲	—

10. D

December 30, 2025

Memo to Erin Herbig, Belfast City Manager
City of Belfast Mayor
Belfast City Council

From Katherine Given, Belfast Harbor Master

Re: Council agenda January 6, 2026
City Landing Breakwater Maintenance Project

The City of Belfast Harbor Advisory Committee and Harbor Master have been discussing plans for the continued repair and maintenance of the City's Breakwater at the City Landing for several years now. The last substantial repair work was done in 2003, and especially with the recent storms, continued maintenance is very important as this structure protects the City Landing and other facilities located toward the Inner Harbor

In 2019, the City of Belfast was one of ten towns in Penobscot Bay to be chosen by the State of Maine to be part of the Penobscot Bay Working Waterfront Resiliency Analysis. This analysis concluded the breakwater and surrounding area were prone to damage from predicted future sea level rise due to its low elevation.

In June of 2022, the City of Belfast was awarded funding through the Maine Department of Marine Resources Shore and Harbor Planning Grant to explore the repair and/or upgrade of the City's Breakwater using guidance from the Maine Climate Council's Maine Won't Wait Study. This project went out to bid and was awarded to WSP Global, Inc. (formerly Wood Environment & Infrastructure Solutions, Inc.) Maine, who, at the conclusion of the study provided the City with cost analysis and four concept designs from simple repair, to raising and extending the breakwater structure. Cost estimates ran from approximately 8.5 – 11.5 million dollars.

Further funding from the Maine State Planning office was approved to conduct a sedimentation study which was completed in 2024. This study concluded that extending the breakwater, the City's preferred and most expensive option, would not create any major concerns with sedimentation.

Our Economic Development Office put a considerable effort looking for funding to move ahead with this project, but as of this time, that kind of funding is not readily available.

The Harbor Advisory Committee and Harbor Master do not want to delay maintenance, as the breakwater is showing signs of the granite blocks moving on the seaward face and the grouting starting to crack and disappear. This unfortunately leads to holes opening up where water gets in, eroding the loose fill inside.

Islesboro Marine, who has in the past done various marine construction work for the City – most recently rebuilding the City Landing after the January 2024 storm to get us operational for the season, which we are extremely grateful for, has provided us with an estimate to do maintenance work on the breakwater which can be done this coming spring. The work includes resetting and regrouting the granite blocks – basically sealing the seaward face again to avoid further erosion. This estimate is for \$25,000.00 which includes labor and machinery used.

The Harbor Advisory Committee and Harbor Master would like Council approval to move ahead with this maintenance project this coming spring.

Islesboro Marine Enterprises,
 127 Marshall Cove Road
 Islesboro, ME 04848



Name / Address
City of Belfast 131 Church St. Belfast, ME 04915

Estimate

Date
11/12/2025

Estimate
335

Project

Description	Qty	Rate	Total
reorganize granite on sloped face of breakwater and regrout with cement as needed. Investigate to see if there is any undermining or other problems that could compromise the breakwaters integrity.			
Large excavator with grapple and operator per day	10	2,400.00	24,000.00
cement to grout face in		1,000.00	1,000.00
		Total	\$25,000.00

10.E

December 22, 2025

Memo to Erin Herbig, City Manager
Mayor Eric Sanders
Belfast City Council
From: Katherine Given, Harbor Master

re: Council Agenda, January 6, 2026
2026 Harbor Usage Fees proposed

The City of Belfast Harbor Advisory Committee at their regular meeting on Wednesday, December 17, 2025, reviewed the Harbor Usage Fees for 2026 and voted unanimously on the following proposal.

The recommendations made by the Committee and Harbor Master are reflected on the attached spreadsheet: Harbor Usage Fees 2026, History of Fee Increases. This spreadsheet indicates the fees over the past several years, when they were changed, the new fee proposed under the 2026 column, and revenues for each fee group from fiscal year 2024-2025, as well as revenues for this current fiscal year as of November 13, 2025. Gallons of fuel sold over the past few years are displayed at the bottom of the sheet. Fuel prices are adjusted through the summer based on what other fuel providers in the area are charging.

The Harbor Committee decided to increase all the Harbor Usage Fees proposed for 2026 approximately 10%. This was also done in 2024. In 2025 only one fee increased and one new fee was proposed – all others remained the same. The proposed increases for 2026 includes fees for the use of the launch ramp, which must be approved by the State as it was built with State funding. An initial conversation with Tom Lindscott, the Director for the Maine Inland Fisheries Boating Division, indicated a reasonable increase would be acceptable, so I followed up by email with specific increases the Harbor Committee proposed, and should have approval from the State (or not) by the January 6th Council meeting.

Two proposed new fees: off season rates, and contracts and fees for charter fishing vessels, need more discussion by the Harbor Committee, and possible ordinance amendment work before coming back to the Council.

Requested Council Action:

To approve the 2026 Harbor Usage Fees as recommended by the Belfast Harbor Advisory Committee and Harbor Master

HARBOR USAGE FEES 2026

HISTORY OF FEE INCREASES

December 17, 2025

Fishing Charter vessels

Off Season Rates: Slips

Moorings

	2018	2019	2020	2021	2022	2023	2024	2025	2026		Revenues Fiscal Year 2024-25	Revenues July 1 - Nov13, 2025
									Harbor Comm Recomm. 10% increase	Projected increased revenue		
1) MOORING/MOORED FLOAT ANNUAL PERMITS & FEES:												
INDIVIDUAL PERMIT	25'		\$85 plus \$2/ft/over 25'	\$90 plus \$2/ft/over 25'	\$100/\$2./ft./over 25'				\$110./\$2.00		\$25,320.00	\$2,184.00
ACOE service/rental mooring permit		\$130.00			\$140.00		\$155.00		\$170		\$4,010.00	\$465.00
ACOE service/rental moored float permit			\$150.00		\$160.00		\$175.00		\$190		\$1,750.00	
LATE FEE	\$35.00		\$50.00		\$55.00		\$60.00		\$65		\$1,610.00	\$780.00
WAITING LIST		\$15.00			\$20.00		\$25.00		\$30		\$690.00	\$175.00
2) MOORING RENTAL (per night)												
	\$35.00		\$40.00		\$40 to 40' + \$1./ft>		\$45 to 40' + \$1/ft>		\$50/\$1/ft		\$17,166.00	\$20,424.00
3) DOCKAGE CITY LANDING (per foot):												
OVERNIGHT	\$2.50/ft.<40'		\$2.75<40'		\$3.00/ft. < 40'		\$3.50		\$4			
OVERNIGHT	\$3.00/ft. 40'-59'		\$3.25		\$3.50/ft 40' - 59'		\$4.00		\$4.50			
OVERNIGHT	\$3.50/ft. 60'-89'		\$3.75		\$4.25/ft. 60' - 89'		\$4.75		\$5.25			
OVERNIGHT	\$3.75/ft. >90'		\$4.00>90'		\$4.50/ft. > 90'		\$5.00		\$5.50			
OVERNIGHT	ANY VESSEL SUCH AS CATAMARANS THAT TAKE UP 2 SLIPS 2 x above										\$90,573.75	\$67,160.00
DAYTIME (after 1 hour)	\$5/hr \$30/season				\$10/hr/ \$40/season		\$15/\$45	\$1/ft/hr	\$100 to 25'/ season & \$1/		\$550.00	\$596.50
CHARTER VESSELS (May 15 - Oct 15)												
OCCASIONAL USE - UP TO 40' ONLY	\$250/season				\$300/season		\$350.00	\$500	\$550			
OVERNIGHT	\$50/ft/season			\$55/ft/season		\$60/ft/sea	\$65.00		\$70.00		\$7,936.00	\$1,456.00
CRUISE SHIPS (per ft/night)	\$3.00		\$3.25		\$3.50	n/a	7.00/ft	n/a	n/a		\$16,142.00	
COMMERCIAL CONTRACT			\$500.00				\$550.00		\$600.00		\$1,050.00	\$550.00
4) SHORE POWER (per night):												
110			\$10.00		\$15.00		\$17.00		\$20.00			
30 AMP			\$15.00		\$20.00		\$22.00		\$25.00			
50 AMP			\$20.00		\$30.00		\$33.00		\$35.00		\$7,527.50	\$5,959.75
5) LAUNCH (need State approval to change):												
COMMERCIAL (up to 50 launches)					\$175.00		\$175.00		\$200.00			
COMMERCIAL (up to 100 launches)			\$300.00		\$325.00		\$325.00		\$360.00			
COMMERCIAL (unlimited launches)			\$650.00		\$675.00		\$675.00		\$745.00			
COMMERCIAL (one launch)			\$6.00		\$40.00		\$40.00		\$45.00		\$1,065.00	\$950.00
NON-BELFAST RESIDENT (one launch)			\$5.00		\$15.00		\$15.00		\$15.00		\$990.00	\$675.00
NON-BELFAST RESIDENT (season)			\$30.00		\$30.00		\$30.00		\$40.00		\$1,590.00	\$1,785.00
6) TENDER TIE-UP (per season):												
SHORE (non-Belfast property tax payer)	\$100.00				\$125.00	\$150.00	\$165.00		\$180.00			
DOCK (non-Belfast property tax payer)	\$225.00				\$250.00	\$275.00	\$300.00		\$330.00			
BELFAST RESIDENT/PROPERTY TAX PAYE REMOVAL BY CITY		\$25.00			\$30.00		\$35.00		\$40.00			
WINTER STORAGE (THOMPSON'S)		\$200			\$225.00		\$250.00		\$275.00		\$17,955.00	\$2,690.00
7) PUMP-OUT HOLDING TANK												
					\$5.00				\$5		\$830.00	\$805.00
8) SHOWERS												
					\$5.00				\$5		\$150.00	\$25.00
9) ORDINANCE												
10) TRASH per bag Transfer Station rate												
											\$330.00	\$185.00
11) WASH DOWN FEE per hour												
		\$15.00			\$20.00		\$25.00		\$30.00		\$150.00	\$125.00

Fishing Charter vessels
 Off Season Rates: Slips Moorings

	2018	2019	2020	2021	2022	2023	2024	2025	2026		Revenues Fiscal Year 2024-25	Revenues July 1 - Nov13, 2025	
									Harbor Comm Recomm. 10% increase	Projected increased revenue			
12) FISHERMAN'S HOIST (season)			\$60.00			\$65.00	\$70.00		\$75.00				
						multi use/Pogie fishermen		\$200	\$225		\$690.00		
FISHERMAN NON-RESIDENT USE FEE					\$200.00		\$220.00		\$250.00		\$1,320.00	\$220.00	
13) THOMPSON'S WHARF SUMMER: (May 15 - Oct. 15)													
INSIDE SLIPS													
MIDDLE SLIPS													
OUTSIDE SLIPS	\$80/ft.		\$85/ft.			\$90/ft		\$100/ft.	\$110/ft				
THOMPSON'S WHARF WINTER: (Oct. 16 - May 14)													
			\$6./ft/month			\$ 6.50	\$7.00		\$7.50		\$84,923.73	\$16,220.94	
14) SMALL VESSEL STORAGE ON RACKS: (season May 1 - Dec 1)													
BELFAST RESIDENT				\$50.00		\$55.00	\$60.00		\$65.00				
NON-BELFAST RESIDENT		\$75.00			\$85.00		\$95.00		\$105.00		\$3,630.00	\$120.00	
15) ROW BOAT STORAGE							\$30/8' sq.		\$35/8' sq.		\$690.00		
				Total Projected Increased Revenues:						\$30,000		\$288,639	

Fuel Sales	July 1, 2023 - June 30 2024	July 1, 2024 - June 30, 2025	July 1, 2025 - Nov 17, 2025
Gas	46,540.7 gals	49,754.1 gals	34,101.0 gals
Diesel	30,015.3 gals	32,382.7 gals	26,880.7 gals

10.F

December 23, 2025

Memo to Erin Herbig, City Manager
Mayor Eric Sanders
Belfast City Council
From: Katherine Given, Harbor Master

re: Council Agenda, January 6, 2026
Request to replace Harbor Boat outboard engine

The outboard engine we currently have on the Harbor Boat, a Yamaha F250XB, was purchased and installed in 2016. Last year we started having problems with it running smoothly and made several attempts to cost-effectively repair the problem but never succeeded in getting it to run properly. By the end of the season the engine was still running but could not be trusted for emergency response work. JB Turner with Front St. Shipyard was kind enough to assist us with a medical emergency call late last fall by taking us out in their boat. We decided because the engine is 10 years old, it would make more sense not to put any more money into it and to try to sell the engine for what we can and purchase a new engine.

The new outboard we are looking at and prefer is the Mercury SeaPro 250, which is very similar to the Yamaha, but is commercially rated and has a stronger gearcase. In November we reached out to 4 different dealers for quotes on both a comparable Yamaha and the Mercury. To date we have received written quotes from only two businesses and one verbal quote from a Rockland dealer that was a few thousand higher. Following are the written quotes we received:

- **Port Harbor Marine – Holden, Maine**

2026 Mercury SeaPro 250XL DTS	\$ 28,795.00
Freight, ss propeller, engine cables, controls, labor:	7,860.00
Documentation Fee	300.00
	=====
Total:	\$36,955.00
2026 Yamaha F250 XB	\$ 28,100.00
Freight, ss propeller, engine cables, controls, labor:	7,885.00
Documentation Fee	300.00
	=====
Total:	\$ 36,285.00

- Front St. Shipyard – Belfast, Maine	
2026 Mercury Sea Pro 250XL DTS	\$ 28,220.00
Rigging, digital gauge, ss propeller	4,000.00
Installation	2,280.00
	=====
Total:	\$ 34,500.00

Both the Mercury outboards we received quotes for are the same engine with the same equipment. If the outboard is registered as government equipment, it will have a three year warrantee. Front St. Shipyard’s quote is \$2,495.00 lower than Port Harbor Marine and they are local, making it much easier to get warrantee service or repairs done if needed.

The Harbor Advisory Committee approved taking funding to buy a new outboard from our 1-2200 Harbor Diesel account which as of November 18, 2025 has a balance of \$167,557.17.

Council Action Requested:

- To accept the quotes from Port Harbor Marine and Front St. Shipyard
- To approve the quote from Front St. Shipyard to purchase the Mercury Sea Pro 250XL DTS
- To approve taking up to \$35,000.00 from the Harbor Diesel account to pay for the Sea Pro 250XL DTS

PORT HARBOR MARINE, INC.
231 MAIN RD
HOLDEN, ME
US
04429-7131
207-989-5840

CUSTOMER QUOTE

To: CITY OF BELFAST 27575
131 CHURCH ST

BELFAST, ME 04915

Quote#: 36853
Date: 08 DEC 2025
Tax: EXEMPT
Phone#: 207-338-1142
Cell#:
Salesman: CORY RICHARDS

Stock Item: 2026 YAMAHA F250 XB

Base Price: 28,100.00

Freight 0.00

D/Opts:	M01	FREIGHT FOR OUT BOARD	1.00	50.00
	M02	PROP FOR ENGINE SS	1.00	1,000.00
	M03	ENGINE CABLES	2.00	240.00
	M04	CONTROLS PENDENT UPRIGHT	1.00	475.00
	M05	SHOP LABOR	6.00	6,120.00
				7,885.00

Total List: 35,985.00

35,985.00

Sales Tax:
DOC FEE

N/A 1,642.56
300.00

Deal Total: 37,927.56

Final Balance: 37,927.56

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Page

PORT HARBOR MARINE, INC.
231 MAIN RD
HOLDEN, ME
US
04429-1131
207-989-5840

CUSTOMER QUOTE

To: CITY OF BELFAST 27575
131 CHURCH ST
BELFAST, ME 04915

Quote#: 36854
Date: 08 DEC 2025
Tax: EXEMPT
Phone#: 207-338-1142
Cell#:
Salesman: CORY RICHARDS

Stock Item: 2026 MERCURY SEAPRO 250

Base Price:			28,795.00
Freight			0.00
D/Opts:	M01	FREIGHT FOR ENGINE	1.00 50.00
	M02	PROP FOR ENGINE SS	1.00 1,000.00
	M03	ENGINE CABLES	2.00 240.00
	M04	CONTROLS PENDENT UPRIGHT	1.00 450.00
	M05	SHOP LABOR	6.00 6,120.00

			7,860.00
Total List:			36,655.00
			36,655.00

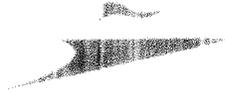
Sales Tax:		N/A	1,679.44
DOC FEE			300.00

Deal Total:			38,634.44

Final Balance:			38,634.44
			=====

CITY OF BELFAST,

08 DEC 2025



FRONT STREET SHIPYARD

22-Dec-25

Kathy Given
City of Belfast Harbormaster

Dear Kathy:

With our new relationship with Safe Harbors we are able to offer the following pricing to replace the outboard on the harbor boat as follows:

We recommend you go with a Sea Pro DTS 250 as it is commercially rated - better gear case, etc. If you wanted to go with the recreational engine it is \$500 less than the outline below.

Mercury 250XL DTS SeaPro	\$	28,220
Rigging - Digital gauge, stainless propeller	\$	4,000
Install on boat	\$	2,280
Total	\$	34,500

Please do not hesitate to ask any questions

Very truly yours,

JB Turner
President
Front Street Shipyard



CITY OF BELFAST

City Hall
131 Church Street
Belfast, Maine 04915

Thomas Kittredge
Economic Development Director

E-mail: economicdevelopment@cityofbelfast.org
Phone: (207) 338-3370, extension 116

From: Thomas Kittredge, Economic Development Director

To: Mayor Eric Sanders, City Councilor Christopher Bitely, City Councilor Paul Dean, City Councilor Neal Harkness, City Councilor Daniel Miller, City Councilor Mary Mortier, City Manager Erin Herbig, and Deputy City Manager Manda Cushman

For: Belfast City Council Meeting of January 6th, 2026

Regarding: Request by the Economic Development Director to have the City Council accept the bids received, and to award a bid for automatic chest compression systems and related necessary equipment, supplies, and service plans.

At their meeting of December 17th, 2024, the Belfast City Council authorized the submission of an application to Federal Emergency Management Agency Assistance to Firefighters Grant Program to request up to \$92,149.41 in grant funds, and the allocation of City funds as the required matching funds in an amount of up to \$4,607.47 (for a total project budget of \$96,756.88). These funds, if awarded, were to be used to purchase 3 automatic chest compression devices (one for each of the department's three ambulances), along with all necessary related equipment, supplies, and service plans. (The City's actual submitted application included a project budget that was revised slightly downward, with a grant request of \$87,761.34 to be matched with \$4,388.07 in City funds, for a total project budget of \$92,149.41).

In September of 2025, the City of Belfast learned that it was awarded funding from this program, albeit at a slightly reduced grant amount. Though the grant amount was reduced from the requested \$87,761.34 to \$80,858.48, this also had the effect of reducing the amount of required matching funds from \$4,388.07 to \$4,042.93, for a revised total project budget of \$84,901.41.

At its meeting of October 7th, 2025, the Belfast City Council authorized the issuance of a Request for Bids for the 3 automatic chest compression systems and the necessary related equipment, supplies, and service plans. A Request for Bids was issued on December 4th, 2025, with a submission deadline of 3:00pm local time on December 30th, 2025, and with the bid opening taking place immediately after that deadline. City personnel will present the results of that bidding process at the meeting of January 6th and will request that the City Council award a bid to the recommended vendor.

The City of Belfast would then proceed with purchasing these items and submitting for reimbursement for approximately 95.23% of the amount expended (equivalent to the required matching funds being equal to 5% of the grant award), with the remaining unreimbursed amount to be covered by the Ambulance Equipment Capital Reserve Account (270-537) (At the time of the City's application, the City had designated the Fire Department Purchase of Equipment Account (210-535) as the source of the required matching funds; the Ambulance Department is requesting a change at this time use this other account as the source of the required matching funds.)

If the purchase of the 3 automatic chest compression systems and related necessary equipment, supplies, and service plans do not exhaust the entire awarded grant (with the required match), the City has the ability to use any remaining grant funds (with the required match) to purchase other high priority items (approval needs to be obtained from the Federal Emergency Management Agency first, however).

At this time, the Economic Development Director requests that the City Council take the following actions:

- 1) to accept the bids received, and to award a bid for 3 automatic chest compression systems and related necessary equipment, supplies, and service plans to a vendor (who will be recommended at the January 6th meeting) in the bid amount (to be presented at the January 6th meeting); and
- 2) to authorize the required matching funds for this awarded grant, in the amount of \$4,042.93, to be allocated from the Ambulance Equipment Capital Reserve, 270-537), to cover the entire awarded grant amount.