

**CITY OF BELFAST COMPREHENSIVE PLAN
JANUARY 2021**

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SECTION 1.1 LETTER OF INTRODUCTION

To the readers of this Comprehensive Plan update:

In 2019, the Belfast City Council appointed a Comprehensive Plan Committee with the task of providing a basic update of the previously approved Comprehensive Plan which was adopted in 2012. The Comprehensive Plan Committee was comprised of residents from various Wards of the City. The following plan is the result of this Committee's efforts over the course of 2019 and 2020.

The Committee, with planning assistance from The Musson Group, went through, in detail, each section of 2012 Comprehensive Plan to update data, statistics and subsequent analysis as well as ensuring consistency with the State of Maine's Growth Management Act. The Committee also discussed each section's goals and strategies and made changes where items were determined to have been completed since 2012 or no longer relevant to the current plan.

An outline of the public participation executed as a part of planning process and dating back to 2012 can be found in Section 2.2 (Public Participation Process) of this Plan. In addition to monthly Committee meetings, which were open to the public and advertised, the planning process involved outreach to various City Committees and Department Heads, discussions with members of the public and City Council updates. A formal Public Hearing on the plan update will be scheduled after the Plan is submitted to the State for review. The Committee's meeting agendas and materials are posted on the City's webpage.

As part of the recommended process, the Comprehensive Plan Committee has also been tasked with continuing to meet in order to take a deeper dive into goals, policies, and land use issues that might need to be changed or addressed in the future. This continued planning phase will include additional public outreach and a community wide survey. The result of this effort will be completed in 2022 with a possible plan update.

SECTION 2.1 VISION STATEMENT

Belfast is a historic, geographically large, coastal service center community that depends upon its people. Our overall vision is to maintain and enhance the vitality of Belfast.

We seek diverse opportunities for all residents and business owners to support themselves through work, education, and community. We seek the revitalization of older buildings and facilities and new development that benefits individuals and the community as a whole, without burdening City taxpayers. We seek to remain the hub of Waldo County, the ‘Shire Town’, attracting economic development as an employment, retail, civic and cultural center. We seek to continue and expand regional cooperation in matters in which the City shares common interests with other municipalities.

We seek to protect our City’s historic and natural assets, which have defined Belfast through the generations, and upon which many derive justified pride. A clean environment is essential for our basic health and livelihood, and should be safeguarded.

Each chapter of this comprehensive plan provides data, analysis, policies, and recommendations (known as implementation strategies). The City will consider these recommendations in its decision-making including proposals to amend ordinances and to provide municipal services. This plan lays out a framework by which the City, over the next ten years, can address the various issues raised. This plan is an “enabling” document; one that attempts to identify local problems at this moment and point out paths to possible solutions. Some well thought out ordinance amendments may and probably should ultimately result, but they will each be based on a public participation process subject to a vote at a future City Council meeting. Public participation is crucial to ensure that Belfast citizens understand the costs and benefits of the options considered and support the decisions made. Because this document is a plan, it will require periodic revision to incorporate new data, to respond to new trends, and to react to new realities.

The implementation of the seven key themes described in the Proposed Land Use Chapter of this plan, summarized in the following paragraphs, will help us to achieve our vision.

Waterfront & Downtown Area. The City’s downtown and working waterfront area differ from any other area in Belfast. It is important that the City recognize their importance and unique qualities and adopt land use policies and direct capital expenditures to ensure the health of this area. This is a growth area. (shown in purple on the adopted overall land use map)

Existing Residential. Much of this area is located within the by-pass and is shaped by long established residential neighborhoods. It also includes lands along the coast near the Northport line and along the River near Robbins Road and Patterson Hill. While

additional residential development can occur in these areas, the amount of growth which likely can be accommodated is less than in the area identified as Encouraging New Residential. This is a growth area, but mostly because of existing development patterns. (shown in light yellow on the adopted overall land use map)

Encourage New Residential Area. This area presents real opportunities in which to encourage new or additional denser housing development. These areas often are located close to services, schools, shopping and major employers, and there is adequate land to encourage new housing without facilitating sprawl. This is a growth area. (shown in light orange on adopted overall land use map)

Mixed Use/Growth. Most of these areas now support a mix of development, including businesses that cater to both the tourism and local market, as well as housing. Public sewer and water usually is available, and often there is sufficient vacant or underdeveloped land to support future development. The areas are near major roads, usually Route 1. Allowing a mix of development can present challenges, but this approach reflects how owners have chosen to use their properties. (shown in light blue on the adopted land use map)

Jobs Area. This area now supports most of the larger employers in Belfast, including Waldo County General Hospital, and there is additional land to support future job creation development. The area is adjacent to the City's main road arteries, and often there is less likelihood of conflict between new intensive development and existing residential development. This is a growth area. (shown in burnt orange on the map)

Main Retail. This area near Route 3 supports most of the intense and larger scale retail development, including businesses which are nationally recognized, which now occurs in Belfast. It also is the area in which the City has chosen to seek development of a larger retail store that offers general merchandise. This is a growth area. (shown in pink on the map)

Rural Area. This area comprises greater than 50% of the land area in Belfast. While there are a significant number of single family homes in the area, most are located on larger lots and there is a significant amount of undeveloped land that is either forested or active or former farm fields. Many of the lots are greater than 50 acres in size. The City recognizes that development will occur in this area, but it is an area in which the City should not extend public sewer or allow significant levels or types of nonresidential development. This is a rural area. (shown in light green on the map)

SECTION 2.2 PUBLIC PARTICIPATION PROCESS BELFAST COMPREHENSIVE PLAN

Preparation of Belfast's Comprehensive Plan has been a lengthy undertaking for the City. The plan has taken various forms since 2003 with the most recent update being the 2020 iteration. Most of the work was charged to the Comprehensive Planning Committee, a 7-member standing committee of volunteers. Staff support has been provided by the City Manager's Office and the Code and Planning Department. Additional planning assistance has been provided by the Midcoast Regional Planning Commission and, most recently, The Musson Group.

This section provides an overview of the planning and public participation process that was implemented during the drafting of the Comprehensive Plan from 2003 to 2020. It is important to note that as part of the most recent work (2019/2020) the goal was to update the 2012 version of the Comprehensive Plan which was approved by City Council but not adopted by the State.

2019/2020 Planning and Public Participation Process

In 2019, City Council kicked off the plan update by appointing new volunteers to the Comprehensive Plan Committee. Members represent each Ward of the City. The goal of this process was to update the Comprehensive Plan inventory chapters with recent data and statistics to bring the Comprehensive Plan up to date. The City contracted with The Musson Group to provide planning assistance.

The public engagement and direct outreach to key stakeholders informed the updated analysis and inventory of the 2021 Comprehensive Plan Update. Additionally, the Committee was able to further refine the plan by reviewing goals and strategies from the 2012 Plan and revising or removing them as necessary. The 2019/2020 update process did not include major revisions to major policy recommendations laid out in past iterations of the Plan. Below outlines the multiple points throughout 2019 and 2020 where the public was informed or engaged and stakeholders were contacted.

- 2019 – 2020 Monthly Committee Meetings advertised on the City webpage and open to the public
- Met and coordinated with various City Departments and Committees including the Planning Department, Economic Development, Harbor Master, and Parks and Recreation.
- 2020 City Council Presentations and Planning Process Updates
- 2021 Public Hearing and City Council acceptance of the Plan
- Ongoing dedicated project webpage on the City's website – hosts meeting agendas, draft documents, and other relevant materials.

Pre 2019/2020 Planning and Public Participation Process

The 2003 Comprehensive Planning Committee conducted considerable research and background work in preparing all components of this Plan. It focused much of its attention in preparing recommendations in the Future Land Use Plan (Section 4 of this Plan) and the Policies and Strategies identified in the respective chapters of Section 3 (Required Topic Areas). The Committee thoroughly discussed and debated the recommendations which ultimately did and did not make it into this Plan. Some recommendations involved preparing multiple drafts of the proposed language until consensus was reached or a vote was taken. The 2019/2020 Committee reviewed and amended each chapter, including Policies and Strategies, to reflect what has been completed since the 2012 was drafted.

The Comprehensive Planning Committee initiated work on this Plan nearly 20 years ago. In 2003, the City launched its efforts by conducting a series of well attended neighborhood meetings; 13 meetings over 4 months which attracted about 300 participants. The City provided notice to all property owners in various sections of the City and asked the residents to come out and speak with the Committee about issues with which they were concerned. The City has a report available which describes information provided at the neighborhood meetings. The City, with the support and encouragement of the Comprehensive Planning Committee, soon thereafter pursued the preparation and adoption of several Ordinance amendments to City Zoning and Shoreland Zoning Ordinances to address several specific concerns that were raised.

In 2004 – 2005, the Committee formulated its initial recommendations for the Future Land Use Plan and conducted two public informational meetings in the spring of 2005 to solicit public comment. These meetings were well attended and the Committee used comments offered at the meetings to decide how to pursue potential revisions to the proposed Land Use Plan. The Committee also worked with Planning Board and Council to advocate and pursue amendments to the Zoning and Shoreland Ordinances for the Working Waterfront Area, with a focus on implementing contract rezoning provisions to allow the redevelopment of the former Stinson Seafoods plant which closed in 2001. The Council adopted the Committee's recommendations in 2004, and shortly thereafter participated in the review of an initial redevelopment proposal for the former Stinson Seafoods property.

In 2006 - 2007 the Committee refined its work on the Future Land Use Plan and began preparing draft language for the 12 Required Topics identified in the Growth Management Act. The key issue confronting Belfast at the time was to arrive at community consensus regarding the regulation of larger retail developments. The Committee investigated potential locations and options to regulate larger retail development, and perhaps emblematic of the community's view of such development, offered both majority (4 Committee member votes) and minority (3 votes) reports on its recommendations for larger development. The Council, in 2007 and in 2008, adopted Ordinance amendments to implement what is locally known as the 'great

compromise', through which the City would allow the development of one larger general retail merchandise store in a limited section of the Route 3 Commercial zoning district. These Ordinance amendment meetings often involved the Comprehensive Planning Committee, the Planning Board and the Council, and the public hearings attracted much public participation. The Ordinances which were adopted are identified as recommendations in the Future Land Use Plan.

By 2008, many of the original members of the Comprehensive Planning Committee were no longer serving on the Committee. The reconstituted Committee re-examined and completed work on a revised Future Land Use Plan. In September – October 2008 the Committee conducted 2 public informational meetings on the recommended Future Land Use Plan, and in November conducted two follow-up public meetings on the Plan. In March 2009, the Committee delivered its final report to the City Council on said Plan.

In April 2009 the Committee met with the Council at two workshop meetings to discuss its recommendations in the Final Land Use Plan. Post these joint workshop meetings the City Council met at 6 workshop meetings and 2 regular Council meetings to review and refine the Future Land Use Plan. The Council, in September and October 2009 conducted public hearings on the Land Use Plan and at its meetings of October 13 and 27, 2009, chose to adopt the Land Use Plan, including amendments they had directed to the Plan.

The Comprehensive Planning Committee, in 2010 and 2011, turned its attention to preparing specific recommendations, draft language, to address the concerns raised in the 12 required topics. The Committee reviewed and approved final versions of the resource maps, the analytical information presented in the respective Sections, and the policies and strategies recommended for Council action. Most of this work occurred at the Committee level with limited members of the public appearing at Committee meetings. The Committee, however, did reach out to other City Committees and community organizations which had specific knowledge and experience regarding issues identified in the 12 topics. These outreach efforts included:

- Section 3.1 Historic & Archaeological Resources - Belfast Historical Society
- Section 3.2 Water Resources - Belfast Water District
- Section 3.4 Agricultural & Forestry Resources - Maine Farmland Trust
- Section 3.5 Marine Resources - Belfast Harbor Committee and Harbormaster
- Section 3.7 Economy - Belfast Economic Development Committee (no longer exists)
- Section 3.8 Housing - WaldoCAP
- Section 3.9 Recreation - Belfast Parks and Recreation Committee

In addition, Department staff and Midcoast Regional Planning Commission staff interacted with appropriate other City staff to assist in preparing Chapter 10, Transportation, Chapter 11, Public Facilities and Services, and Chapter 12, Fiscal Capacity & Capital Investment Plan.

While the Committee completed most of its work on good quality drafts of the language for the 12 required topics in 2011, Code and Planning Department staff were unable to complete final drafts of these Sections until late 2012. A final draft Plan, a Plan which includes all elements required by the Growth Management Act and the accompanying Review Criteria, was delivered to the Belfast City Council at its regular meeting of November 20, 2012.

The City of Belfast thanks each and every member of the Comprehensive Planning Committee which volunteered their time and their ideas and passion to the completion of this Plan.

SECTION 2.3 REGIONAL COORDINATION & EVALUATION MEASURES

Introduction

Comprehensive planning recognizes the importance of regional cooperation and coordination. The land uses in one community can impact another community, particularly when that land use is located near municipal boundaries. Belfast is bordered by the Towns of Belmont and Morrill to the west, the Towns of Waldo and Swanville to the north, the Town of Northport to the South, the Town of Searsport to the east, and the Atlantic Ocean. Many residents in these surrounding smaller communities are dependent upon Belfast because it is the principal service center for commercial goods and services, medical services and employment opportunities, and is the county seat.

Land Use Planning and Ordinances

The next table shows the status of comprehensive plans in the surrounding communities.

Town	Comprehensive Plan	State Consistency
Belmont	Yes (1993)	Yes (1997)
Morrill	Yes (2017)	Yes (2017)
Northport	Yes (2003)	Yes (2003)
Searsport	Yes (2018)	Yes (2019)
Swanville	Yes (1991)	No (1991)
Waldo	Yes (1994)	Yes (1993)

The next table lists the zones in the communities that border Belfast. There are no conflicting land use zone/districts, and most uses in the surrounding communities that are located within ½ mile of their respective boundary with Belfast are similar to the type and intensity of land use that occurs in Belfast. This is true regardless if the joint border occurs on a major road, such as Route 3 (Belmont) or Route 1 (Searsport and Northport), or a lesser road, such as the Back Belmont Road (Belmont), Routes 7 and 137 (Waldo), Oak Hill Road (Swanville) or Route 52 (Northport).

Town	Districts/Zones bordering Belfast	Minimum Lot Size [sewered] in acres or sf (square feet)	Minimum Road Frontage [sewered] in ft (feet)
Belmont	a. Rural Residential b. SZ (Stream Protection)	2 acres	200 ft
Morrill	SZ (Stream Protection)	40,000 sf residential/ recreation; 60,000 sf other	NA
Northport	SZ (Stream Protection, Resource Protection, Marine Residential-Recreational 1)	60,000 sf	NA
Searsport	a. Rural Agriculture b. Mixed Residential c. Residential 2 d. SZ (Limited Commercial)	a. 3 acres b. 20,000 sf [7,500 sf] c. 60,000 sf d. 30,000 sf residential; 60,000 sf other	a. 200 ft b. 100 ft c. US 1 state standards, other roads 100 ft d. NA
Swanville	SZ (Stream Protection)	40,000 sf residential/ recreation; 60,000 sf other	NA
Waldo	SZ (Stream Protection)	2 acres (town wide, supersedes smaller minimums in SZ)	200 feet (town wide)

Note: Morrill, Northport, Swanville and Waldo do not have zoning districts beyond shoreland zoning (SZ). See the Land Use and Natural Resources Chapters for more information.

Economy

Belfast is the principal service center community for the labor market area and for Waldo County. Most of the region’s jobs are located in Belfast. Belfast residents share with other towns within a wide commuting distance the effects of regional economic activities as noted in the Economy chapter of this plan. Recommendations have been suggested to retain and expand Belfast’s own economic activities while retaining as much as possible of the marine, rural and agricultural activities that have been its historic economic base and which still provide much of the region’s scenic character. See the Economy Chapter for more information.

Education

Education services in Belfast and the surrounding communities are delivered through a regional approach. Regional School Unit #71 (RSU #71) serves the communities of Belfast, Belmont, Morrill, Searsport, and Swanville. Six of the nine RSU #71 schools are

located within Belfast. See the Public Facilities and Services Chapter and the Population Chapter for more information.

Recreation

Belfast's recreational facilities and opportunities are generally satisfactory for a community its size. Neighboring towns also enjoy using facilities and programs available in Belfast, particularly for organized youth groups and the City's parks. See the Recreation Chapter for more information.

Public Facilities and Services

Belfast provides most of its own public services, unlike many of the surrounding towns that receive police protection from the Waldo County Sheriff and the State Police. The Belfast Fire Department has a mutual aid agreement with surrounding communities.

Medical service is primarily provided by Waldo County General Hospital in Belfast. Emergency medical transportation is coordinated by EMS/Ambulance in Belfast. Several of the neighboring towns have agreements for EMS provided by Belfast. See the Public Facilities and Services Chapter for more information.

Transportation

US Route 1 and State Routes 3, 7, 52, 137 and 141 traverse Belfast, linking the City points east, west and south. Daily bus service is offered through Waldo CAP and Concord Trailways, to Bangor, Boston, and points in between. General aviation is provided by Belfast Municipal Airport. Most residents depend upon private vehicles to get to work and to shop since public transportation is insufficient. See the Transportation Chapter for more information.

Natural Resources

The Passagassawakeag River flows from Waldo into Belfast, as do several small streams, Webster Brook and Marsh Brook. The Goose River flows from Swanville into Belfast and Upper Mason Pond. Searsport, Belfast and Northport share frontage on Penobscot Bay. The Little River flows between Belfast and Northport and the city line divides Belfast Reservoir (1) with Northport. To the extent that any future development might impact these shared water resources, it would be beneficial to include the surrounding towns in such planning. Water quality is affected by all of the communities that border water bodies and the greater watershed. The Coastal Mountains Land Trust, Maine Farmland Trust and other groups have assisted landowners to preserve portions of land fronting water. See the Water Resources, Critical Natural Resources, Agricultural and Forestry Resources, and Marine Resources Chapters for more information.

Housing

The supply of affordable workforce housing is crucial to the local and regional economy. Belfast has a larger supply of housing, both owner-occupied and rental, than neighboring communities, including subsidized housing for eligible low-to-moderate income persons, the elderly, and the disabled. However, since Belfast is a service center community, property taxes are higher than in the surrounding municipalities. Residential development has and often continues to occur inland at farther distances from Belfast, where housing costs, land, and property taxes are generally lower. See the Housing Chapter for more information.

Regional Recommendations/Implementation Strategies

Refer to the Recommendations/Implementation Strategies in each of the above referenced chapters for recommendations that include regional cooperation and coordination.

From the Economy Chapter:

- Support Chamber of Commerce outreach efforts to expand market for local businesses. Consider continuing ongoing funding for the Chamber based upon measurable results, like the creation and retention of businesses and jobs in Belfast.
- Explore opportunities to participate in meaningful regional economic development efforts.
- Work with neighboring communities to explore joint opportunities for economic development.

From the Housing Chapter:

- Consider creating a community affordable housing committee and/or regional affordable housing coalition.
- Work with interested local organizations and individuals to oversee the development of a housing strategy that sets forth regulatory and non-regulatory techniques designed to provide for a range of affordable housing opportunities within the City of Belfast.
- Identify potential non-profit and for-profit developers and create partnerships to explore and develop housing opportunities, including both the rehabilitation of existing buildings and new construction.

- Continue to work with regional, state-wide and national organizations which have constructed affordable housing projects in Belfast, including housing projects which have often targeted persons with specific needs, to increase the availability of affordable housing in Belfast. These organizations include but are not limited to PenquisCAP, Volunteers of America and Coastal Enterprises.
- To meet housing needs of the elderly, the City will encourage participation in programs, grants and projects, within the City or the region to insure sufficient, affordable housing options for its elderly citizens, including the permitting of Community Living/Congregate Housing facilities.

From the Transportation Chapter:

- Continue to update a prioritized five-year improvement, maintenance, and repair plan for local/regional transportation system facilities that reflects community, regional, and state objectives.
- Update a multi-year road improvement program to include maintenance, upgrading and rebuilding priorities by year, as well as costs for these projects, for all roads.
- Initiate or actively participate in regional and state transportation and land use planning efforts.
- Work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional, and state priorities for the local transportation system.

From the Recreation Chapter:

- Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.
- Give particular attention to the need for City-owned cross-country skiing and nature study areas, and City-owned walking/jogging paths and the need for public access to Upper and Lower Mason Ponds and Belfast Harbor.

From the Marine Resources Chapter:

- Implement any local or regional harbor or bay management plans, or work with neighboring communities to create a harbor management plan for shared resources.

From the Water Resources Chapter:

- Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.

From the Critical Natural Resources Chapter:

- Initiate and/or participate in inter-local and/or regional planning, management, and/or regulatory efforts around shared critical natural resources.

From the Agricultural and Forestry Resources Chapter:

- Include agriculture and commercial forestry operations in local or regional economic development plans.

From the Public Facilities and Services Chapter:

- Explore options for regional delivery of local services, such as but not limited to EMS Services.
- Continue to support the Belfast Water District to work with Swanville and Searsport for the mutual protection of the aquifer, and to monitor any potential impacts from the Swanville dump/transfer station on the quality of the ground water. Continue to review water quality of the ground water. Continue to review water quality tests with District officials (City Council and Code Enforcement Officer).

From the Future Land Use Plan

- Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.
- Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the CEO is certified with 30-A M.R.S.A. §4451.

Evaluation Measures

There are many strategies identified in this Comprehensive Plan that range from broad and ongoing to targeted and finite. A matrix listing each strategy, an estimated timeframe for implementation, and the group or person who is primarily responsible appears at the back of this Plan.

This Plan is intended to serve as a guide for the City Council and City Manager as they make policy decisions and amend zoning and City workplans. This Plan will help City departments prioritize and focus their work as it relates to the overall City vision and goals, and for the Planning Board as it considers land use and development requests.

Ultimately, the success of the Belfast Comprehensive Plan will be measured by its use during everyday decision-making. Monitoring the Plan's implementation should be an open and ongoing process. At the least, the City Council will conduct an annual review

of progress toward meeting the goals of the Comprehensive Plan, identify strategies that have been implemented according to the time-line in the Implementation Matrix, and establish a work plan that identifies implementation priorities for the coming year.

As the Plan is implemented, the Comprehensive Plan Committee's role will evolve into one of monitoring progress and identifying areas in need of further clarification or modification. Additionally, the Committee will assist the Planning Board and Planning Department in drafting amendments to the City's Zoning Ordinance to assure its compatibility with the Plan. The Committee should also review all future recommended Ordinance changes for compatibility with the Comprehensive Plan.

Progress on the Plan will be evaluated at least every five years to determine the following:

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

SECTION 3.1 HISTORIC AND ARCHAEOLOGICAL RESOURCES

Introduction

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

A. State Goal and State Coastal Policies

1. *To preserve the State's historic and archaeological resources.*

B. Analyses and Key Issues

- (1). *Are historic patterns of settlement still evident in the community?*

Yes, Downtown Belfast retains many historic commercial structures, much of the area located inside the Route One by-pass includes many historic homes, and the street grid pattern reflects early traditional city development and planning.

- (2). *What protective measures currently exist for historic and archaeological resources and are they effective?*

Belfast has a designated Historic District and individual historic buildings listed on the National Register of Historic Places.

Floodplain ordinance provisions (Chapter 78, Article 2) allow the reconstruction, rehabilitation, or restoration of historic structures located in flood zones. The definition of unreasonable congestion (Chapter 66) limits road improvements that would adversely affect an historic site.

The In-Town Design Review Ordinance provisions (Chapter 80) that were enacted in 2001 and updated in 2018 require, or strongly encourage, proposed new development and renovations of existing buildings to be compatible with existing [historic] development, and to positively contribute to the character of the community. Design standards are identified in the Ordinance. These provisions also prohibit or strongly discourage the demolition or removal of existing "noteworthy"

structures that have helped to shape and create the present character of the city.

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

The plumbing code (Chapter 74, Article III) has exceptions to provisions for historic buildings when such buildings or structures are judged by the code official to be safe and in the public interest of health, safety and welfare regarding any proposed construction, alteration, repair, enlargement, restoration, relocation or moving of buildings.

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

In the provisions of Waterfront Mixed Use Zoning District and Waterfront Development Shoreland District (Chapter 102), the use of the In-Town Design Review Committee (Chapter 80) is required for contract rezoning proposals, so that projects in these areas are compatible with the City's historic architecture. The In-Town Design Review Ordinance was updated in 2018.

(3). Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?

The site plan ordinance provisions and state subdivision review criteria require that projects not have an undue adverse impact of historic or archaeological sites (see above), however, a survey is not required, but is left to the discretion of the reviewing authority and the property owner. The subdivision ordinance has similar provisions to the site plan ordinance.

- (4). *Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?*

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

- (5). *Is there an active historical society and does the community adequately support its efforts?*

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

C. Conditions and Trends

Minimum data required to address state goals:

- (1). *The community's Comprehensive Planning Historic Preservation Data Set prepared and provided to the community by the Historic Preservation Commission, and the Office, or their designees.*

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

- (2). *An outline of the community's history, including a brief description of historic settlement patterns and events contributing to the development and character of the community and its surroundings.*

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

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

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

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

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

In 1962 Route 1, which had come straight through downtown via High Street, was rerouted around the city and across a new bridge. Some saw the rerouting as the death knell for a once-vibrant shire town, but in hindsight, the bypass preserved the city’s heart and soul and in the 1980s a rebirth began. Public and private investment restored some of the past luster. The arts flourished, the railroad was briefly revived for tourist excursions, and the stately houses and commercial buildings were restored. In the early 1990s, USA Today named Belfast as one of America’s “culturally cool” communities. Today, Belfast is that rare combination of quiet small town with an active social and cultural life that is attractive to residents and visitors alike.

(3). An inventory of the location, condition, and use of any historical or archaeological resource that is of local importance.

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

Table 1-1 Historic Buildings in Belfast

Name	Location
James P. White House	1 Church Street
Masonic Temple	High Street
First Church of Belfast	Church Street
Hayford Block	47 Church Street
Belfast Historic District	

Source: Maine Historic Preservation Commission

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

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

There are nine historic archaeological sites in Belfast identified by MHPC.

Table 1-2 Historic and Archaeological Sites in Belfast

ID	Name	Type	Date
ME 034-001	"S.T. Co. No. 5"	wreck, barge	Nov 23, 1924
ME 034-002	Minister's Point Battery	military, battery	1863
ME 034-003	Little River Battery	military, battery	c.1863
ME 034-004	"E.S. Wilson"	wreck, schooner	1900
ME 034-005	"Mary Elizabeth"	wreck, schooner	1869
ME 034-006	"Maine"	wreck, schooner	1869
ME 034-007	C.P. Carter Shipyard	shipyard	1841-c.1899
ME 034-008	"Ida L. Small"	wreck, schooner	Jan 2, 1870
ME 034-009	Joseph Kaler Brickyard	Brickyard	1859
ME 034-010	C.P. Carter Shipyard Shipwreck	Wreck, ship	Potentially associated with Carter Shipyard

Source: Maine Historic Preservation Commission

(4). *Identify local historical society and/or preservation organizations.*

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

(5). *A brief description of threats to local historic resource and to those of state and national significance as identified by the Maine Historic Preservation Commission.*

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

D. Policies

(1). *Protect to the greatest extent practicable the significant historic and archaeological resources in the community.*

E. Strategies

- (1). For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential developers to look for and identify any historical and archaeological resources and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.
- (2). Through local ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.

- (3). Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources. Belfast will pursue the following MHPC recommendations:
 - Prehistoric Archaeological Sites: Survey needed along Belfast Harbor shoreline and Passagassawakeag River, and around lakes and ponds/marshes near sandy soils.
 - Historic Archaeological Sites: A professional survey for historic archaeological sites to focus on agricultural, residential, and industrial sites relating to the earliest Euro-American settlement of the town in the second half of the 1700s.
 - Historic Buildings/Structures/Objects: A comprehensive survey of Belfast's above-ground historic resources needs to be conducted in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.
- (4). Establish/maintain a fund for improvements to be made to city-owned buildings of historic value. Seek State and Federal grants to rehabilitate and maintain historic buildings and streetscapes, including but not limited to funding from Maine DECD, Maine DOT and non-governmental organizations.
- (5). Encourage the use of historic preservation tax credits by area residents, businesses, and property developers.

SECTION 3.2 WATER RESOURCES

Introduction

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

A. State Goal and State Coastal Policies

- 1. To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.*

B. Analyses and Key Issues

- (1). Are there point sources (direct discharges) of pollution in the community? If so, is the community taking steps to eliminate them?*

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

- (2). Are there non-point sources of pollution? If so, is the community taking steps to illuminate them?*

Runoff from rain falling on impervious surfaces, like buildings and pavement, can be expected from new development. In such runoff, pollutants occurring naturally like phosphorous and synthetic like petroleum products can be transported into

wetlands and water bodies. However, impervious surface percentage maximums, as set in shoreland zoning ordinance provisions, can limit the amount of runoff into water bodies. In especially sensitive areas, resource protection designations prohibit development. Best Management Practices during construction, including earthmoving, are referenced in the City Code. It is believed that shoreland zoning and related provisions are effective overall. However, with Maine coast experiencing increasing amounts of rainfall from more frequent storms, and storms which produce greater volumes of rainfall and for longer durations, Belfast, like many Maine municipalities, will need to re-examine existing stormwater regulations to ensure new and replacement stormwater systems have the capacity to manage stormwater flows in an environmentally sensitive manner.

(3). *Are point and/or non-point sources of pollution threatening groundwater supplies?*

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

Table 2-1 Belfast Underground Tanks near Drinking Water Sources

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

Source: Maine DEP

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

In 2019 the City of Belfast was awarded a \$300,000 Brownfields grant from the Environmental Protection Agency (EPA). The City of Belfast will utilize this Brownfields Assessment funding to continue to implement and improve its existing comprehensive community-wide Brownfields Assessment Program which has been proactively identifying properties on which pollution threats may exist and helping property owners to abate any identified problems.

- (4). *Are public groundwater and surface water supplies and their recharge areas adequately protected? Are any public water supply expansions anticipated? If so, have suitable sources been identified and protected?*

The City believes that public water supplies and their recharge areas are adequately protected overall through the Watershed and Aquifer Protection District; zoning standards which were advocated by the Belfast Water District and which were enacted in the early 1990's. To date, no significant development has occurred within these overlay district areas, and the Water District has not identified any problems within its watershed. At present, no changes are proposed to the current regulatory standards. The City will rely upon the Water District to identify the potential need for other standards. No expansions of public water supply are anticipated. See C.5 below for the State assessment.

- (5). *What non-regulatory measures can the community take to protect or enhance water quality? Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?*

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

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

- (6). *Do local road construction and maintenance practices and standards adequately protect water resources? Do public works crews and contractors use best management practices in daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?*

Local road construction, repair, and maintenance are done using Best Management Practices to minimize pollution. For example, the City manages the seasonal timing of road construction to avoid excessive amounts of movement of disturbed soil during the high flows of spring. The City and private developers are required to use other techniques such as the temporary mulching of exposed soil surfaces, temporary seeding, and installation of siltation fences, riprap, gravel-filled trenching or the use of siltation basins. City public works officials are trained in these practices and the Code Enforcement Office investigates the activities of private construction crews and individuals to ensure they adhere to these practices as well. Also, Public Works regularly sweeps City streets at the end of the winter season and when conditions allow during the winter season to minimize adverse impacts associated with the use of sand and salt on City streets.

- (7). *Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced?*

Belfast participates in the National Flood Insurance Program. See the maps titled Flood Zones and Flood Zones (Downtown) for the location of flood zones in the community. The floodplain management provisions are up to date, they are consistent with state and federal requirements, and the City consistently enforces the standards.

- (8). *Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?*

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

Association (Brunswick), Natural Resources Council of Maine (Augusta), and Coastal Mountains Land Trust (Camden).

C. Conditions and Trends

Minimum data required to address state goals:

(1). *The community’s Comprehensive Planning Water Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, the Department of Environmental Protection and the Office, or their designees.*

See the map titled Water Resources for the locations in Belfast of national inventory wetlands by type, water bodies, stream classification, wetland boundaries (drainage divides), overboard discharges, wastewater outfalls, and aquifers of significant yield.

(2). *A description of each lake, pond, river, and stream including:*

- a. ecological, economic, and recreational values;*
- b. current watershed land uses;*
- c. threats to water quality or quantity;*
- d. documented water quality and/or invasive species problems*

See the next table for water body descriptions. See also the map titled Land Cover and map titled Zoning for current and permitted land uses adjacent to water bodies.

Table 2-2 Water Body Descriptions

Water body	Ecological, Economic, Recreational values	Current watershed land uses (surrounding water body)	Threats to water quality or quantity	Documented water quality and/or invasive species problems
Belfast Bay and Harbor	See the Marine Resources Chapter			
Belfast Reservoir #1	Water Supply	Forested	Development	None Known
Belfast Reservoir #2	Water Supply	Forested	Development	None Known
Belfast Reservoir Outlet	Water Supply	Forested	Development	None Known
Goose River	Hydropower,	Residential,	Run-off,	See Water

Water body	Ecological, Economic, Recreational values	Current watershed land uses (surrounding water body)	Threats to water quality or quantity	Documented water quality and/or invasive species problems
	Ecological , Water Recharge	Nonresidential	Development	Resources Appendix
Little River	Water Supply Recreation	Residential Forested Agriculture	Run-off Development	
Lower Mason Pond	Recreation	Residential	Development	None Known
Marsh Fork Stream	Water Quality	Forested, Residential	Residential Development	None Known
Passagassawakeag River	Ecological (Atlantic Salmon Habitat), Economic	Forested, Residential, Mixed Use/Developed	Wastewater outfalls, Overboard discharges	See Water Resources Appendix
Upper Mason Pond	Recreation	Forested, Wetlands, Clear-cut, Residential	Residential development, Hydropower levels	
Warren Brook	Water Quality	Forested & Residential	Minimal threats	None Known
Webster Brook	Water Quality	Forested & Residential	Minimal threats	None Known
Wescot Stream	Recreation	Forested & Residential	Residential development	None Known

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

Statutory Definition of Class B waters: Class B shall be the 3rd highest classification.

- A. Class B waters shall be of such quality that they are suitable for the designated uses of drinking water supply after treatment; fishing; agriculture; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired. [1985, c. 698, § 15 (new).]
- B. The dissolved oxygen content of Class B waters may not be less than 7 parts per

- million or 75% of saturation, whichever is higher, except that for the period from October 1st to May 14th, in order to ensure spawning and egg incubation of indigenous fish species, the 7-day mean dissolved oxygen concentration may not be less than 9.5 parts per million and the one-day minimum dissolved oxygen concentration may not be less than 8.0 parts per million in identified fish spawning areas. Between April 15th and October 31st, the number of Escherichia coli bacteria in these waters may not exceed a geometric mean of 64 CFU per 100 milliliters over a 90-day interval or 236 CFU per 100 milliliters in more than 10% of the samples in any 90-day interval. [2017, c. 319, §g (AMD).]
- C. Discharges to Class B waters may not cause adverse impact to aquatic life in that the receiving waters must be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes in the resident biological community.

(1-A) For the purpose of allowing the discharge of aquatic pesticides or chemicals approved by the department and conducted by the department, the Department of Inland Fisheries and Wildlife or an agent of either agency to restore resident biological communities affected by an invasive species, the department may find that the discharged effluent will not cause adverse impact to aquatic life as long as the materials and methods used do not cause a significant loss of any nontarget species and allow restoration of nontarget species. The department may find that an unavoidable, temporary loss of nontarget species does not constitute a significant loss of nontarget species.

(2) For the purpose of allowing the discharge of aquatic pesticides approved by the department for the control of mosquito-borne diseases in the interest of public health and safety, the department may find that the discharged effluent will not cause adverse impact to aquatic life as long as the materials and methods used provide protection for nontarget species. When the department issues a license for the discharge of aquatic pesticides authorized under this subparagraph, the department shall notify the municipality in which the application is licensed to occur and post the notice on the department's publicly accessible website. [2017, c. 319, §7 (AMD).]

Statutory Definition of Class SB waters. Class SB waters shall be the 2nd highest classification.

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

B. The dissolved oxygen content of Class SB waters may not be less than 85% of saturation. Between April 15th and October 31st, the number of enterococcus bacteria in these waters may not exceed a geometric mean of 8 CFU per 100 milliliters in any 90-day interval or 54 CFU per 100 milliliters in more than 10% of the samples in any 90-day interval. The number of total coliform bacteria or other specified indicator organisms in samples representative of the waters in shellfish harvesting areas may not exceed the criteria recommended under the National Shellfish Sanitation Program, United States Food and Drug Administration. [2017, c. 319, §12 (AMD).]C. Discharges to Class SB waters may not cause adverse impact to estuarine and marine life in that the receiving waters must be of sufficient quality to support all estuarine and marine species indigenous to the receiving water without detrimental changes in the resident biological community. There may be no new discharge to Class SB waters that would cause closure of open shellfish areas by the Department of Marine Resources. For the purpose of allowing the discharge of aquatic pesticides approved by the department for the control of mosquito-borne diseases in the interest of public health and safety, the department may find that the discharged effluent will not cause adverse impact to estuarine and marine life as long as the materials and methods used provide protection for nontarget species. When the department issues a license for the discharge of aquatic pesticides authorized under this paragraph, the department shall notify the municipality in which the application is licensed to occur and post the notice on the department's publicly accessible website. [2007, c. 291, §7 (AMD).][2017, c. 319, §12 (AMD) .]

(3). A summary of past and present activities to monitor, assess, and/or improve water quality, mitigate sources of pollution, and control or prevent the spread of invasive species.

Maine DEP monitors water quality on a regular basis. Maine DEP assessment of water quality near public and private water supplies is shown below. The City presently does not perform any testing of specific water bodies. Based on current testing, it appears that water quality levels are acceptable and that there are no significant levels of invasive plants in Belfast water bodies.

(4). A description of the location and nature of significant threats to drinking water supplies.

Public water supplies located in Belfast are shown in the next table.

Table 2-3 Public Water Supplies in Belfast

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

Source: Maine DEP Drinking Water Program

Notes:

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

NC = Non-Community Water System: A public water system that is not a community water system. There are two types of Non-Community Water Systems. These are: a.. Non-Transient, Non-Community Water Systems: A Non-Community water system that serves at least 25 of the same persons for 6 months or more per year and may include, but is not limited to, a school, factory, industrial park or office building, and b. Transient Non-Community Water Systems: A Non-Community water system that serves at least 25 persons, but not necessarily the same persons, for at least 60 days per year and may include, but is not limited to, a highway rest stop, seasonal restaurant, seasonal motel, golf course, park or campground. A bottled water company is a transient, non-community water system.

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

land to create a buffer zone around the Park.

The Maine DEP assessments are shown in the following tables.

Table 2-4 Maine DEP Assessment

Assessment for: Belfast Water District ID ME0090140
Location: Belfast, Maine
Date: May 1, 2003
Summary of the Data used in our Assessment
Public Water Supply Information
Well identification number: 90140201
Well type: Gravel well
Well description: Gp Wells - Smart Rd Well 47'
Overburden thickness (feet): 32
Wellhead protection radius around the well: 2500
Reported distance of land control around the well: 1000
Wellhead Protection Ordinance in effect: Yes
Risk Based on Well Type and Site Geology
Ranking:
Well type: Gravel well
Overburden thickness (feet): 32
Existing risk of contamination based on well type & site geology: Moderate risk
Existing Risk of Acute Contamination
Ranking:
Positive coliform test: No
Nitrate test greater than 5 ppm: No
Septic system within 300 feet of the well: No
Existing risk of acute contamination: Low risk
Future Risk of Acute Contamination
Future Ranking:
No legal land control or control status is unknown or legal control is less than a 150-foot radius around the well: No
Legal control of at least a 150-foot radius of property around the well: Yes
Legal control of at least a 300-foot radius of property around the well: Yes
Future risk of acute contamination: Low risk
Existing Risk of Chronic Contamination
Ranking:
Detection of Chronic Chemical Contaminant: No
Name(s) of Chronic Chemical Contaminant(s) Detected: No chronic chemical contaminants detected.
Total No. Potential Sources of Contamination within WHPA: 4

Assessment for: Belfast Water District ID ME0090140
Distance to nearest "Significant Potential Source of Contamination": 150 (feet)
Name of nearest "Significant Potential Source of Contamination": Monitoring well
Existing risk of chronic contamination: Moderate risk
Future Risk of Chronic Contamination - Land Ownership / Control
Legal control of Entire Wellhead Protection Area: No
Legal control of 2500 Phase II/V Waiver Radius: No
Future risk of chronic contamination: Moderate risk

Table 2-5 Maine DEP Assessment

Assessment for: Piper Stream Mobile Home Park ID ME0095560
Location: Belfast, Maine
Date: May 1, 2003
Summary of the Data used in State Assessment
Public Water Supply Information
Well identification number: 95560102
Well type: Bedrock well
Well description: 125' Bedrock Well 11/1990 50 Gpm
Overburden thickness (feet): 125
Wellhead protection radius around the well: 300
Reported distance of land control around the well: No data reported.
Wellhead Protection Ordinance in effect: No
Risk Based on Well Type and Site Geology
Ranking:
Well type: Bedrock well
Overburden thickness (feet): 125
Existing risk of contamination based on well type & site geology: Low risk
Existing Risk of Acute Contamination
Ranking:
Positive coliform test: No
Nitrate test greater than 5 ppm: No
Septic system within 300 feet of the well: No
Existing risk of acute contamination: Low risk
Future Risk of Acute Contamination
Future Ranking:
No legal land control or control status is unknown or legal control is less than a 150-foot radius around the well: Yes
Legal control of at least a 150-foot radius of property around the well: No
Legal control of at least a 300-foot radius of property around the well: No

Assessment for: Piper Stream Mobile Home Park ID ME0095560
Future risk of acute contamination: High risk
Existing Risk of Chronic Contamination
Ranking:
Detection of Chronic Chemical Contaminant: No
Name(s) of Chronic Chemical Contaminant(s) Detected: No chronic chemical contaminants detected.
Total No. Potential Sources of Contamination within WHPA: None reported
Distance to nearest "Significant Potential Source of Contamination": No distance data reported. (feet)
Name of nearest "Significant Potential Source of Contamination": No potential sources of chemical contaminants reported or no distance data reported.
Existing risk of chronic contamination: Low risk
Future Risk of Chronic Contamination - Land Ownership / Control
Legal control of Entire Wellhead Protection Area: No
Legal control of 2500 Phase II/V Waiver Radius: No
Future risk of chronic contamination: High risk

Table 2-6 Maine DEP Assessment

Assessment for: Belfast Curling Club, ID ME0008779
Location: Belfast, Maine
Date: May 8, 2003
Summary of the Data used in State Assessment
Well type: Bedrock Well
Well identification number: 8779101
Well description: Dr Well
Overburden thickness (feet): Unknown
Positive bacteria test result(s): No
Nitrate test result(s) greater than 5 ppm: No
Septic system(s) within 300 feet of the well: Yes
Animal feedlots/manure piles(s) within 300 feet of the well: No
Risk Based on Well Type and Site Geology
Ranking:
Well type: Bedrock Well
Overburden thickness (feet): Unknown
Existing risk of contamination based on well type & site geology: Moderate risk
Existing Risk of Acute Contamination
Ranking:
Positive coliform test(s): No

Assessment for: Belfast Curling Club, ID ME0008779
Nitrate test(s) greater than 5 ppm: No
Septic system(s) within 300 feet of the well: Yes
Animal feedlot(s)/manure pile(s) within 300 feet of the well: No
Existing risk of acute contamination: Moderate risk
Future Risk for Acute Contamination
Ranking:
Status of land control: The status of land ownership is unknown or it has been determined that the proprietor does not own or control all the land within 300 feet of this water supply source.
Future risk of acute contamination: Moderate risk

(5). *A summary of existing lake, pond, river, stream, and drinking water protection and preservation measures, including local ordinances.*

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

Chapter 98 of the Belfast Code, Article VI Water Quality includes technical standards for the design of drainage systems including stormwater management of proposed developments and requirements for erosion and sedimentation control plans.

The Maine DEP has jurisdiction over freshwater wetlands and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and the Site Location of Development Act.

The Maine DEP subsurface wastewater disposal rules regulate the design and installation of septic systems in order to minimize the likelihood of contamination to groundwater and surface waters. The City Code Enforcement

Officer enforces these provisions.

D. Policies

- (1). To protect current and potential drinking water sources.
- (2). To protect significant surface water resources from pollution and improve water quality where needed.
- (3). To protect water resources in growth areas while promoting more intensive development in those areas.
- (4). To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.
- (5). To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.

E. Strategies

- (1). Amend local land use ordinances as applicable to incorporate better quality stormwater runoff performance standards consistent with:
 - a. Maine Stormwater Management Law and Maine Stormwater regulations Title 38 MRS §420-D and 06-096 CMR 500 and 502.
 - b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.
 - c. Maine Pollution Discharge Elimination System Stormwater Program
- (2) Consider amending Official Shoreland Zoning Map that is part of Chapter 82, Shoreland Ordinance to ensure sensitive coastal and inland water resources are adequately protected.
- (4) Consider amending local land use ordinances, as applicable, to incorporate low impact development standards for ecologically sensitive, rural areas near water bodies .
- (5) Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.
- (6) Work with the Belfast Water District to examine the need to enact revised public wellhead and aquifer recharge area protection mechanisms, as necessary.
- (7) Make water quality "best management practices" information available to farmers and loggers.

- (8) Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials, employees, and contractors.
- (9) Participate in local and regional efforts to monitor, protect, and, where warranted, improve water quality.
- (10) Provide educational materials at appropriate locations regarding aquatic invasive species.
- (11) Encourage conservation easements, especially in shoreland areas near drinking water supplies, and/or encourage the expanded use of resource protection districts for these sensitive areas.
- (12) Identify existing faulty septic systems (Code Enforcement Officer).
- (13) Encourage landowners to take advantage of cost share programs to bring septic systems up to code (Code Enforcement Officer, City Council).
- (14) Encourage the Belfast Water District to take proactive measures to protect permanently public drinking water supplies.
- (15) Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.

SECTION 3.3 CRITICAL NATURAL RESOURCES

Introduction

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

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

A. State Goal and State Coastal Policies

1. *To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.*

B. Analyses and Key Issues

- (1). *Are any of the community's critical natural resources threatened by development, overuse, or other activities? Are existing regulations sufficient to protect the community's critical natural resources threatened by development, overuse, or other activities?*

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

- (2). *Are local shoreland zone standards consistent with state guidelines and with the standards on adjacent shorelands in neighboring towns?*

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

- (3). *What non-regulatory measures can the community take to protect critical natural resources and important natural resources? Are there opportunities to partner with local or regional advocacy groups?*

The City can work with non-profit, local, state, and national advocacy groups to acquire property in critical areas for conservation outright or with easements.

Specifically, the following areas should be considered for conservation:

- Areas along the Passagassawakeag River
- Areas within the Water Districts watershed
- Areas along the bay
- Additional areas along the Little River.

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

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

(4). Is there current regional cooperation or planning underway to protect shared critical natural resources?

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

(5). In what other areas will protection of critical natural resources advance comprehensive plan policies (e.g. water resources, economy, recreation, agriculture, and forestry, etc.)?

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

C. Conditions and Trends

Minimum data required to address state goals:

- (1). *The community's Comprehensive Planning Critical Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection and the Office, or their designees.*

See the map titled High Value Plant & Animal Habitats for Essential Wildlife Habitats and Threatened, Endangered, and Special Concern Species, Significant wildlife habitat, Rare and exemplary natural communities, and rare plant occurrences. See the shoreland zoning map for the location of Shoreland/Waterfront Districts and Moderate and High Value Wetland Habitats. See the map titled Water Resources for the location of wetlands. See the map titled Coastal Bluff Stability for the coastal bluffs and coastal landslide hazards. See the maps titled Flood Zones and Flood Zones (Downtown) for the location of flood plains.

In Belfast, the Rambur's Forktail (a dragonfly) and the Bald Eagle are the only identified Rare Animals, with a rating of Special Concern. The American Chestnut is the only identified Rare Plant, with a rating of Special Concern. The state identifies one of these trees on Route 1. Two more are found on Kaler Rd. Atlantic Salmon Spawning and Rearing Habitat are identified on the Passagassawakeag River near and between the Route 7/137 and the Doak Rd crossings. Belfast has no state-defined Focus Area of Ecological Significance, no state-identified significant freshwater fisheries habitat, no fragile mountain area, and no National Natural Landmark.

- (2). *A map or description of scenic areas and scenic views of local importance, and regional or statewide importance, if available.*

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

- City Park [9]
- Little River Dam and Little River, looking toward the Bay [6]
- Upper Little River Dam and Brook [7]
- Route 52, at junction with Prescott Road (Greenlow Corner), looking toward Belfast [7]

- Doak Road Bridge [5]
- Head of Tide [6]
- City Point to Upper High Street [7]
- Goose River, adjacent to Swan Lake Avenue [7]
- Goose River, adjacent to Route 1 [7]
- Armistice Bridge [7]
- City Landing [8]
- Lower Main Street toward the Bay [7]
- Hayford Hill Area [8]
- Kirby Lake [5]
- Patterson Hill [6]
- Upper and Lower Mason Ponds [N/A]

Additional sites of high scenic value include:

- Steamboat Landing
- Harbor Walk
- Belfast Rail Trail
- Heritage Park
- Bridge to the boathouse

D. Policies

- (1). *To conserve critical natural resources in the community.*
- (2). *To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.*

E. Strategies

- (1). Amend local shoreland zone standards to meet current state guidelines.
- (2). Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.
- (3). Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.
- (4). Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.
- (5). Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.

- (6). Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees, and contractors.
- (7). Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical natural resources.
- (8). Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.
- (9). Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.
- (10). Obtain scenic easements from willing property owners for the preservation of scenic views as identified in this plan and to protect water views that can be seen from rangeways.
- (11). Conduct field surveys of state-mapped approximate deer winter areas and other habitats for accuracy in order to ensure appropriate regulation of these areas, as it is believed that some currently mapped habitats may be incorrect.
- (12). Encourage the construction and maintenance of trails and pedestrian/bicycling improvements to provide public access to critical natural resource areas.

SECTION 3.4 AGRICULTURAL AND FOREST RESOURCES

Introduction

Farming is a significant land use activity, important to the economic well-being of numerous Belfast residents. Forestry is also a key land use. Open space is integral to Belfast's rural character and is important to Belfast's residents, who have over the years, indicated a strong preference for preserving the City's rural character. This chapter describes agricultural and forestry resources in Belfast and recommends steps for their protection.

A. State Goal

1. *To safeguard the State's agricultural and forest resources from development which threatens those resources.*

B. Analyses and Key Issues

- (1). *How important is agriculture and/or forestry to the community and region? Are these activities growing, stable, or declining? Does the community support community forestry or agriculture? If so, how?*

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

- (2). *Are farm and forest landowners taking advantage of the state's current use tax laws?*

In 2019, there were 1,034.45 acres in the Farmland Protection Program, down from 1,601.68 in 2009. In 2019, 1,524.33 acres were enrolled in the Tree Growth Program, up slightly from 1,515.2 in 2009. In 2019, there were 361.67 enrolled in the Open Space program, up from 271.77 enrolled in the Open Space Program in 2009. Those property owners participating in the farmland and tree growth tax programs are benefiting from reduced tax assessments based on the current (non-residential) use of their property or portions thereof. See figures in C.3 and C.4 below. It is estimated that additional farmland and woodlots might be eligible to

participate in these voluntary programs.

(3). Has proximity of new homes or other incompatible uses affected the normal farming and logging operations?

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

(4). Is the community currently taking regulatory and/or non-regulatory steps to protect productive farming and forestry lands? Are there local or regional land trusts actively working to protect farms or forest lands in the community?

Many of the current zoning districts support agricultural and forestry uses, including the General Purpose A, General Purpose B, Residential Agricultural I, Residential Agricultural II, Protection Rural 1, Protection Rural 2, and much of the Residential Growth zoning district. In addition, many of the City's commercial zoning districts allow low scale agricultural activities and the City zoning regulations allow domestic chickens in urban residential neighborhoods.

The City's Future Land Use Plan that was adopted as part of this Comprehensive Plan establishes the Rural Road Class 1 and Rural Road Class 2 zoning districts. These Road Class districts clearly allow and encourage agricultural and forestry uses, and allow home occupations at a scale that can support small agricultural, husbandry, forestry and similar uses. There are many large undeveloped rural parcels in Belfast, and at present, there is minimal pressure to redevelop these parcels for residential use. Most remain open field and forestry lands.

The Future Land Use Plan, like many current zoning districts, also recognizes that many areas in Belfast support a wide range of uses. For example, a furniture store located in the Route 3 Commercial zoning district also supports a horse stable. As such, it is recommended that agricultural activities be allowed in mixed

use/commercial zoning districts. The City also will consider policies similar to its domesticated chicken policy for urban areas.

The City is very supportive of non-regulatory steps to support farming and forestry including farmer's markets, working with the local chamber of commerce to help market agriculture products, and working with local school lunch programs to incorporate local goods. The City actively supports outreach and education on the importance of local farms and forestlands to local schools and the public.

Belfast has a long established food co-operative that has over 3,000 members and which offers locally grown foods, and access to a fish purchasing cooperative. In addition to providing a market for local farmers, the Co-op provides advocacy and education regarding healthy living and foods. In addition, in 2011, a group of residents broke ground on the Belfast Co-Housing and Eco-Village project, a 38 unit residential subdivision that features net zero energy housing, community gardens, and sustainable development. The housing development is clustered on 3 acres with over 40 acres of surrounding open space and fields. The Co-Housing and Eco-Village project is a significant accomplishment for its founders, particularly at a time when the housing market was very depressed. In 2018, the last unit offered for sale in the Belfast Co-Housing and Eco-Village project was sold. The City role in this project was to use local zoning standards that allowed this type of development.

The Maine Farmland Trust (located in Belfast) and the Coastal Mountains Land Trust work with landowners who wish to conserve their properties for the continuation of sustainable agricultural and forestry operations. See the map titled Development Constraints for land under conservation easements.

(5). Are there undeveloped parts of town in which prime farmland are prevalent? If so, how are these areas currently being used? How are they being protected?

The map titled Agricultural Resources shows the locations of prime farmland soils as defined by the USDA. These soils are found throughout the City. Within the US 1 bypass and along shorelines, these soils are in areas largely developed already. A few of the larger contiguous areas of these soils are found along portions of Route 3, Route 141 and crossing an interior portion of Crocker Rd. These areas are less developed. See the map titled Land Cover for uses, development patterns, and intensity. These areas allow for agricultural and forestry uses.

(6). Are there large tracts of agricultural or industrial forest land that have been or may be sold for development in the foreseeable future? If so, what impact would this have on the community?

See the map titled Land Cover for the locations of Cultivated Crops and Pasture/Hay in Belfast. Belfast does not have industrial forestland (encompassing 500 or more

acres per site). No significant farmland or woodlots are seen as vulnerable to conversion to residential use at this time. Several properties have been purchased recently to establish small-scale agricultural uses including, Daisychain Farm and Rising Up Farm.

(7). Is clear-cutting an issue in the community? Is the clear-cutting related to normal woodlands management, or is it in preparation for land development?

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

(8). Do local farmers and/or loggers take steps to minimize impacts on natural resources in the community? Do local farms participate in Natural Resource Conservation Service programs?

The City can advise farmers and woodlot owners on best management practices and put these persons in contact with state officials for further guidance. Some local farms participate in the Natural Resource Conservation Service programs.

(9). Does the community have town or public woodlands under management, or that would benefit from forest management?

The community does not currently have town or public woodlands.

C. Conditions and Trends

Minimum data required to address state goals:

- (1). *The community’s Comprehensive Planning Agriculture and Forestry Data Set prepared and provided to the community by the Department of Agriculture, the Maine Forest Service, and the Office, or their designees.*

See the map titled Agricultural Resources for the location of Prime Farmland soils (USDA defined) and soils categorized as Additional Farmland of Statewide Importance (State defined).

Table 4-1 Waldo County Agricultural Sales

Item/Year	1978	1982	1992	1997	2007	2017
All crops	\$1,257,000	\$1,850,000	\$2,796,000	\$2,796,000	\$5,002,000	\$8,479,000
Livestock/ poultry and their products	\$46,202,000	\$34,681,000	\$14,336,000	\$12,229,000	\$17,818,000	\$14,476,000
Nursery and greenhouse products	\$130,000	\$185,000	\$541,000	\$1,211,000	\$1,613,000	\$2,539,000
Fruits, nuts and berries	\$393,000	\$723,000	\$1,511,000	\$650,000	\$1,284,000	\$1,005,000

Source: USDA/Dept. of Commerce, Agriculture Census 1978 - 2017.

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

Table 4-2 Summary of Timber Harvest Information for City of Belfast

Year	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of timber harvests
2001	499	19	0	518	13	31
2002	231	0	0	231	105	22
2003	120	0	0	120	6	16
2004	172	0	0	172	30	21
2005	142	0	0	142	5	10
2006	145	0	0	145	1	17
2007	362	156	15	533	30	20
2008	87	0	0	87	5	10
2009	69	0	0	69	6	8

Year	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of timber harvests
2010	135	22	3	160	1	13
2011	98	12	30	140	43	15
2012	211.5	50	15	276.5	0	16
2013	188	0	0	188	4	15
2014	145	0	0	145	2	13
2015	313	65	0	378	5	17
2016	160	100	0	260	0	15
Total	5,664.5	922	169	6,754.5	355	407

Source: Department of Conservation - Maine Forest Service

Notes: Data compiled from confidential year-end landowner reports to Maine Forest Service. To protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town.

(2). *A map and/or description of the community's farms, farmland, and managed forest lands and a brief description of any that are under threat.*

See the map titled Land Cover for the location of Cultivated Crops and Pasture/Hay areas. The open space provided by farming and forestry activities is important to the rural character that surrounds the Downtown and is found in backland areas away from the highway commercial development that is spreading along Route 1 and Route 3. Less than 2% of Belfast's residents worked in agriculture, forestry, fishing and hunting, and mining occupations in 2017. However, the public's attention on the value of locally raised healthy food has boosted the market for these commodities. Accordingly, grocery stores and supermarket chains are offering more local produce and related goods for sale in Belfast. Belfast's population could become a larger market for dairy and crops raised within Waldo County and nearby.

(3). *Information on the number of parcels and acres of farmland, tree growth, and open space enrolled in the state's farm, tree growth, and open space law taxation programs, including changes to enrollment over the past 10 years.*

In 1997, there were eight active farms in Belfast: one dairy farm, one dairy and sheep farm, and six general agriculture farms. There were 434.59 acres registered in Belfast under the States Farm and Open Space Law: 57.5 acres in crops, 365.09 acres in pasture, 4 acres in orchard and 8 acres in horticulture. All of this land is located in the rural area.

In 2019, there were 45 properties enrolled as farmland in Belfast. There were 1,034.45 acres in the Farmland Protection Program and 361.67 acres in the Open Space Program.

The increased acreage in crops, pasture, and horticulture from 1997 to 2019 is due to increased participation in the program, rather than an increase in farming activity.

The Tree Growth Tax Law Program allows for the assessment of forestland based on current use rather than market value as long as the land is managed for timber production and remains as forest.

In 1997, there were 2,130.6 acres registered in Belfast under the Tree Growth Tax Law Program. All but 23.75 acres of this acreage are in rural locations. Most of this acreage is located on the west side of the City. In 2019, there were 1,524.33 acres registered in Belfast under the Tree Growth Tax Law Program. Most of this acreage is in rural locations.

- (4). *A description of any community farming and forestry activities (e.g. street tree program, community garden, farmer’s market, or community forest), including identification of managing officials and/or organizations.*

Table 4-3 Agriculture and Forestry Programs within Belfast

Program	Occurs (Seasonally, Weekly, Monthly, etc.)	Organized/Managed (City, Non-Profit, Local Businesses, etc.)
Farmer’s Market	Year-round (weekly)	Farmers Market
Garden Club	Spring/Summer	Civic Group
School Farm	Spring/Summer	RSU 71

D. Policies

- (1). *To safeguard lands identified as prime farmland or capable of supporting commercial forestry.*
- (2). *To promote the use of best management practices for timber harvesting and agricultural production.*
- (3). *To support farming and forestry and encourage their economic viability.*

E. Strategies

- (1). Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.
- (2). Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.
- (3). Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farmland soils as open space and agricultural lands.
- (4). Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.
- (5). Encourage owners of productive farm and forest land to enroll in the current use taxation programs.
- (6). Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, and pick-your-own operations.
- (7). Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.
- (8). Protect existing agricultural areas from conflicts that may arise from new, adjacent land use activities. Consider the creation of agricultural buffers for new commercial developments abutting existing agricultural uses and/or an agricultural overlay district to protect existing agricultural activities by limiting or prohibiting conflicting land uses. Amend the Subdivision Ordinance to include a provision requiring a 100-foot buffer strip between new residential or commercial development and active farmland. (Enacting a land use district or zone where agriculture is recognized as the primary use and where residential uses are limited or conditional can reduce property tax assessments based upon the current prevailing use rather than on the potential for residential use. Ever-increasing property taxes due to the potential for residential use are often cited as contributing to the loss of farmland.)
- (9). Publicize the availability of free and low cost professional assistance through the U.S. Conservation Service, U.S. Agricultural Stabilization, and Soil Conservation Service, State Service Foresters and woodlot management programs sponsored by the major paper companies. Make this information available at the City Office Building.
- (10). Publicize the availability of the Right to Farm and use state forest practice regulations, by including a mailing with tax bills and by developing and/or

- acquiring resource materials for further distribution. Also, make this information available at the City Office Building.
- (11). In the outside Rural Districts, strongly encourage land use development practices, such as cluster housing, that preserve agricultural and forestry resources and open space.
 - (12). Establish an open space fund, supported by donations, grants and, at the discretion of the City, tax penalties from the sale or change of use status of land which is currently tax exempt or subject to reduced taxation, such as land subject to the tree Growth Tax.
 - (13). Work cooperatively with local and county organizations and individuals who engage in agricultural and forestry oriented activities to promote such uses, such as a Community Supported Agriculture program, the Belfast Co-operative, the Farmers Market, the Farmland Trust and similar organizations.

SECTION 3.5 MARINE RESOURCES

Introduction

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

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

A. State Goal and State Coastal Policies

- a. *To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.*
- b. *For coastal towns, the Growth Management Act requires that a local comprehensive plan address the state coastal management policies (38 MRSA §1801). These are:*
 - a. *To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation;*
 - b. *To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources;*
 - c. *To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources;*
 - d. *To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety;*
 - e. *To encourage and support cooperative state and municipal management of coastal resources;*
 - f. *To protect and manage critical habitat and natural areas of state and*

national significance and maintain the scenic beauty and character of the coast even in areas where development occurs;

- g. To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development;*
- h. To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and,*
- i. To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.*

B. Analyses and Key Issues

(1). Fishery resources/water quality

- a. Is coastal water quality being monitored on a regular basis?*

The Maine Department of Marine Resources (Maine DMR) monitors water quality regionally. The City monitors water quality at the site of discharge of treated effluent from the sewer facility on a regular basis. Overall, water quality is recorded as being within healthful limits.

- b. Is there a local or regional plan in place to identify and eliminate pollution sources?*

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

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

- c. Has closing of clam or worm flats threatened the shellfishing industry, and are sources of contamination known? Are sources point (direct discharge) or nonpoint sources?*

According to Maine DMR, there are a number of soft shell clam beds, both above and below the Route 1 Bridge. At one time, the beds below the bridge were open to depuration harvesting, but all of the clam beds are now closed due to pollution. DMR officials indicate that Belfast's shellfish areas provide marginal habitat and are not likely to be opened in the future, at least on the side of the harbor where the sewage treatment plant is located. While the City's tidal flats are closed to the harvesting of shellfish, they do provide important habitat for waterfowl.

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

d. Are fishery resources being properly managed at local and regional levels?

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

(2) Coastal Land Use

a. Are traditional water-dependant uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?

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

the harbor has been effective overall.

In 2019 there were 309 total moorings in Belfast Harbor. Recently, the establishment of moorings for riparian or shorefront owners, along with an increase in transient cruisers renting overnight moorings and dock space has put additional pressure on the amount of moorings available. There are also a large number of boaters from Islesboro, Castine, Northport and surrounding areas who come for lunch or stay for the day to enjoy the downtown or one of the many activities held on the waterfront. A cruise line brings ‘mini’ passenger ships into Belfast and the harbor is now among the top 10 in Maine for the number of cruise ship passenger visits per year.

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

c. Is there a reasonable balance between water-dependant and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?

Due to increase in water temperatures impacting the lobster harvest, there has been some decline in commercial water-dependant uses in recent years. The increased demand in recreational boating has created an increased demand for moorings and slips in Belfast’s harbor.

c. Is there a local or regional harbor or bay management plan? If not, is one needed?

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

d. If the harbor is shared with other communities, is there cooperation in management of the harbor?

Belfast Harbor is bounded entirely by the City of Belfast.

e. What are the local dredging needs and how are they addressed?

The Belfast Harbor channel is approximately 2 miles long from Steel Ledge to the bridge. The average depth of the channel is 12 feet 6 inches at mean low tide, and the average width of the channel is about 200 feet. The normal tide range is about 10 feet, and the channel is subject to a high level of siltation.

The last dredging in the harbor and channel occurred during the federal navigation project in 2003. Further dredging is not scheduled, although recent survey mapping from the U.S. Army Corps of Engineers showed the west anchorage could be dredged in the near future, as it is filling in. It would be helpful to have further maintenance dredging done around the City Landing floats to accommodate deeper draft vessels. The dredging that has occurred to date has been funded through the U.S. Army Corps of Engineers and the federal navigation project. Unfortunately the cost of such dredging exceeds the City's available resources.

(3) Coastal Access

a. Is adequate, protected access for commercial fishermen, aquaculturists, and recreational users available? Based on projections, will access, including support facilities such as parking and marine services, be adequate for the future? Are there opportunities for improved access?

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

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

See the Capital Investment Plan in the Fiscal Capacity chapter of this plan for more information. Maine DMR in consultation with aquaculture operators could determine the suitability of Belfast Bay for aquaculture uses.

b. Are important points of visual access identified and protected?

The Public Landing, Heritage Park, Thompsons Wharf, Steamboat Landing, and

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

C. Conditions and Trends

Minimum data required to address state goals:

- (1). *The community's Comprehensive Marine Resources Data Set prepared and provided to the community by the Department of Conservation, and the Office, or their designees.*

See the map titled Water Resources & Riparian Habitats for Maine DMR habitat information.

Table 5-1 Marine Resource Licenses held by Belfast residents

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

Source: Maine DMR

Table 5-2 Total Lobster Trap Tags fished by Belfast residents

Tags	2002	2003	2004	2005	2006	2007	2018	2019
Total Tags	4,496	4,165	4,659	4,300	5,485	4,670	4,810	4,505

Source: Maine DMR

Maine DMR categorizes marine licenses as shown in the next table for Belfast residents.

Table 5-3 Belfast Resident Marine Licenses

Resident Licenses	2002	2003	2004	2005	2006	2007	2018
Urchin Tender (30-day)	1	0	0	0	0	0	0
Comm. Fishing /Crew	1	1	1	1	0	0	3
Comm. Fishing /Single	0	1	0	2	0	0	1
Comm. Shellfish	5	7	3	3	1	2	6
Lobster/Crab Non-Comm.	21	27	20	19	20	13	12
Lobster Meat Permit	3	3	3	2	2	2	0
Lobster Trans (Out-of-state)	1	1	1	0	0	0	0
Lobster Trans Supp.	1	0	1	0	0	0	0
Lobster/Crab Apprentice	1	0	1	1	0	0	1

Resident Licenses	2002	2003	2004	2005	2006	2007	2018
Lobster/Crab Class I	12	13	13	14	13	13	7
Lobster/Crab Class II	11	9	9	8	7	8	4
Lobster/Crab Class III	2	1	1	2	2	2	2
Lobster/Crab Over Age 70	5	6	3	3	2	2	4
Lobster/Crab Student	0	2	2	4	4	3	7
Marine Worm Digging	0	1	0	2	0	0	0
Retail Seafood	17	15	12	11	12	10	0
Scallop –Diver	1	1	1	1	1	1	0
Scallop –Non-Comm.	1	1	1	0	0	0	0
Sea Urchin/Scallop Tender	1	1	1	0	0	0	0
Seaweed	0	1	1	0	0	1	0
Shellfish Trans Out-of-state	1	1	0	0	1	1	0
Shellfish Trans Supp	1	0	0	0	0	0	0
Wholesale No Lobsters	1	0	1	1	1	1	0
Wholesale No Lobsters, Supp	1	0	1	1	1	1	0
Wholesale with Lobsters	3	4	3	2	2	2	0
Wholesale with Lobsters, Supp	2	3	2	2	2	2	0
Eel Pot/Hoop Net (EP)	--	--	--	--	--	--	1
Elver 1 Fyke Net	--	--	--	--	--	--	2
Elver Dip Net (E0)	--	--	--	--	--	--	1
Recreational Saltwater Registry (SWR)	--	--	--	--	--	--	4
Recreational Saltwater Fishing Operator (SWRO)	--	--	--	--	--	--	1

Source: Maine DMR

Maine DEP does not have fish samples from Belfast Bay. However, the following species are probably present.

Table 5-4 Fishes and decapods found in the vicinity of Belfast Bay

	Genus and species	Common Name
Decapods	<i>Crangon septemspinosa</i>	sand shrimp
	<i>Carcinus maenas</i>	green crab
Fishes	<i>Gasterosteus aculeatus</i>	Threespine stickleback
	<i>Apeltes quadracus</i>	Fourspine stickleback
	<i>Pungitius pungitius</i>	Ninespine stickleback
	<i>Tautoglabrus adspersus</i>	Cunner
	<i>Cyclopterus lumpus</i>	Lumpfish
	<i>Myoxocephalus aeneus</i>	Grubby

	<i>Pholis gunnellus</i>	Rock gunnel
	<i>Syngnathus fuscus</i>	Northern pipefish
	<i>Microgadus tomcod</i>	Atlantic tomcod
	<i>Urophycis tenuis</i>	White hake
	<i>Psuedopleuronectes americanus</i>	Winter flounder

The City also notes that Mackerel & Stripers are in the River, and that both attract recreational fishing interest. Source: Maine DMR

The number of boats registered to Belfast residents is shown in the next table.

Table 5-5 Boat Anchorage in Belfast

Boat Length (ft)	2007	2019
10 to 20	52	32
21 to 30	26	130
31 to 40	15	75
41 to 60	1	1
Total	94	238

Source: Maine DMR

(2). *Coastal land use*

- a. *A map or description of current land use patterns along the shoreline and near coast area which differentiates water-dependent uses from other uses.*

See the map titled Land Cover for the locations of developed, forested, cultivated, and open areas along and near the coast. See the map titled Zoning and Shoreland Zoning for the existing zoning along and near the coast including waterfront zones. Most development along the coast is residential, not water dependent. Commercial uses and water dependent commercial uses are primarily located adjacent to downtown and along a stretch of shoreline that is about 3,500 lineal feet in length. Water dependent uses are found at and near landings, piers and wharfs, which are adjacent to downtown. It also is noted that little of the coastline in Belfast is well suited for significant water dependent commercial activities, and that all commercial fishermen operate out of the City’s harbor facilities and that no individual fisherman has their own dock.

- b. *A summary of current regulatory and non-regulatory provisions influencing land use patterns along the shoreline and near coast area.*

Floodplain Management: Belfast participates in the National Flood Insurance Program, and the City has adopted Floodplain Management Ordinance provisions (Chapter 78 of the Belfast Code). See the maps titled Flood Zones and Flood Zones (Downtown) for the location and types of flood zones. Special flood hazard areas are inundated by 100-year floods, i.e., less than a one percent chance of being equaled or exceeded in a given year. Ordinance provisions limit

development in flood prone areas and require that the development that is allowed in these areas is suitably designed to withstand flooding. The City updated its Floodplain Management Ordinance and associated FEMA floodplain maps in 2015.

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

(3). Harbor Management

a. A description of any local or regional harbor or bay management plans or planning efforts.

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

(4). Coastal Access

- a. *The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.*

See the maps titled Infrastructure for the location of harbor facilities. The primary harbor facilities include the Belfast City Landing, the Belfast breakwater, Young's Lobster Pound dock, Belfast Boat Yard, Maine Port Towboats Inc, the Consumer's Fuel Marina, and the newly established Front Street Shipyard.

City owned facilities on the waterfront include the City Landing, a launching ramp, a breakwater, and floats providing dock space for approximately 18 vessels. Water and electricity are available for visitors, and a building housing toilets and showers is adjacent to the City Landing. Recent improvements include increased dock space, upgrading of the launching ramp and trailer parking area, acquisition of land, which has been turned into a public park and Harbor Walk, and the provision of access to additional dinghy tie-up facilities. Floats moored off the breakwater permit docking of larger vessels. Over the next ten-year planning period, it is believed that current capacity of city owned facilities has been upgraded to meet anticipated demand. See the Capital Investment Plan in the Fiscal Capacity chapter of this plan for more information.

Young's Lobster Pound includes a wharf, which is used primarily for the processing and sale of lobsters on a wholesale basis. It is used secondarily as a restaurant. There are 200 feet of usable berthing space, a stone filled crib pier measuring 100 feet by 200 feet with an apron measuring 30 feet by 36 feet, an apron with a wooden deck on wooden pilings measuring 25 feet by 40 feet, and a ramp area that could be used for launching a boat. There are two stand-off ramps, one of which measures 10 feet by 30 feet, consisting of wooden pilings and a plank deck. The second ramp consists of similar construction and measures 6 feet by 30 feet. The facility includes a building measuring 36 feet by 76 feet, and a parking lot.

The Front Street Shipyard, which purchased the former Stinson Seafoods property in January 2011, has redeveloped the property as a boat repair, boat refitting, boat storage and boat building operation. The Shipyard officially opened in July 2011. The Shipyard features the largest marine travel-lift located north of Newport, Rhode Island, a 165 and 400 ton travel-lift. The Shipyard has constructed a new 22,400 square foot building that is 55 feet in height, to service and construct vessels, and a new 12,000 square foot building for boat storage. They also have retrofitted existing buildings on the site to create an additional 20,000+ square feet of inside storage, they have constructed a large outside storage area, and they have constructed marine floats. The Front Street Shipyard recently purchased Belfast Boatyard, which includes a rock-filled, timber crib pier with a deck measuring 10 feet by 200 feet on wooden pilings. The pier has no

ladders, but there are two catwalks extending down to the floats. There is a launch ramp and 14 floats measuring 10 feet by 20 feet. Included on the property are a workshop, an office, and storage building measuring 48 by 60 feet, with a capacity to store 7 large boats. There is an outside storage capacity for approximately 55 boats at this location and at an off-site non-shore location there is storage for an additional 200 vessels. Services include drinking water, electricity, a crane, and outdoor lighting. The arrival of the Shipyard has been a major addition to Belfast's working waterfront.

b. A description of or map showing beaches and other access points used by the public with a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.

See the maps titled Infrastructure for the locations of boat launches and parks with water access.

There is one publicly owned swimming area, an in-ground pool at Belfast City Park. This Park features coastal beach access with 716 linear feet of shore frontage, a picnic area, tennis courts, a basketball court, a ballfield and a tot lot/playground. This park totals 18 acres, with parking for 30 vehicles near the shore and an additional 16 vehicles near the in-ground pool. The other publicly owned access to coastal waters is the dock and boat launch at the Public Landing/Launching Ramp in downtown. Parking for boat trailers is provided with 16 spaces. Both facilities are used regularly and most heavily in season. There are restroom facilities at both City Park and the Public Landing.

Over the next ten-year planning period, it is believed that current capacity will be adequate to meet anticipated demand in the upcoming years and most improvements will be geared toward upgrading existing facilities. Most improvements at the Public Landing similarly involve maintenance upgrades. A major improvement for the waterfront is the .75 mile long harbor walk project that provides greater connectivity between public and private properties and facilities along the waterfront that was completed in 2013. Belfast has numerous rangeways to the shore that have recently been inventoried and improved for pedestrian access. See the Capital Investment Plan in the Fiscal Capacity chapter of this plan for more information.

b. An inventory of significant scenic access points along the shoreline, including current ownership (public/private) and any protection, if any.

The Public Landing and the swimming area at the Belfast City Park have scenic views. Expansive scenic coastal views are also provided from the pedestrian bridge that crosses the harbor. In addition, there are three privately owned water access sites, including one on Belfast Bay (east side). The City has inventoried scenic shoreline views associated with its rangeways. The Northport/Belfast line includes a coastal view from Route 1 as does the Route 1

Bridge crossing the Passagassawakeag River.

D. Policies

- (1). To protect, maintain and, where warranted, improve marine habitat and water quality.*
- (2). To foster water-dependent land uses and balance them with other complementary land uses.*
- (3). To maintain and, where warranted, improve harbor management and facilities.*
- (4). To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.*

E. Strategies

- (1). Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).
- (2). Working with local residents and businesses, neighboring communities, the Department of Environmental Protection, and the Department of Marine Resources, develop an action plan to protect fishery habitats and identify and eliminate point and non-point source pollution.
- (3). Consistently enforce local shoreland zoning provisions and provide adequate training and resources to the code enforcement officer.
- (4). Inventory access points and develop a plan for addressing any identified needs for additional recreational and commercial access (which includes parking, boat launches, docking space, and swimming access) and their ongoing maintenance. Include necessary public improvements/upgrades in the Capital Investment Plan.
- (5). Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.
- (6). Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.
- (7). Implement any local or regional harbor or bay management plans, or work with neighboring communities to create a harbor management plan for shared resources.
- (8). Provide sufficient funding for and staffing of the harbormaster and/or harbor committee.

- (9). Inventory visual access points, viewsheds, and work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.
- (10). Consider purchasing rights of first refusal for access points or property of critical importance to marine, civic or recreation activities. Consider purchasing permanent easements or fee title to access points or property of critical importance to marine, civic or recreation activities (City Council) Long term.
- (11). Consider amending local land use ordinances, as applicable, to incorporate Low Impact Development standards.
- (12). Refine the pier and dock regulations to minimize the potential negative impacts of a proliferation of these structures in ecologically sensitive areas, or areas where navigation might be impeded.

SECTION 3.6 POPULATION AND DEMOGRAPHICS

Introduction

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

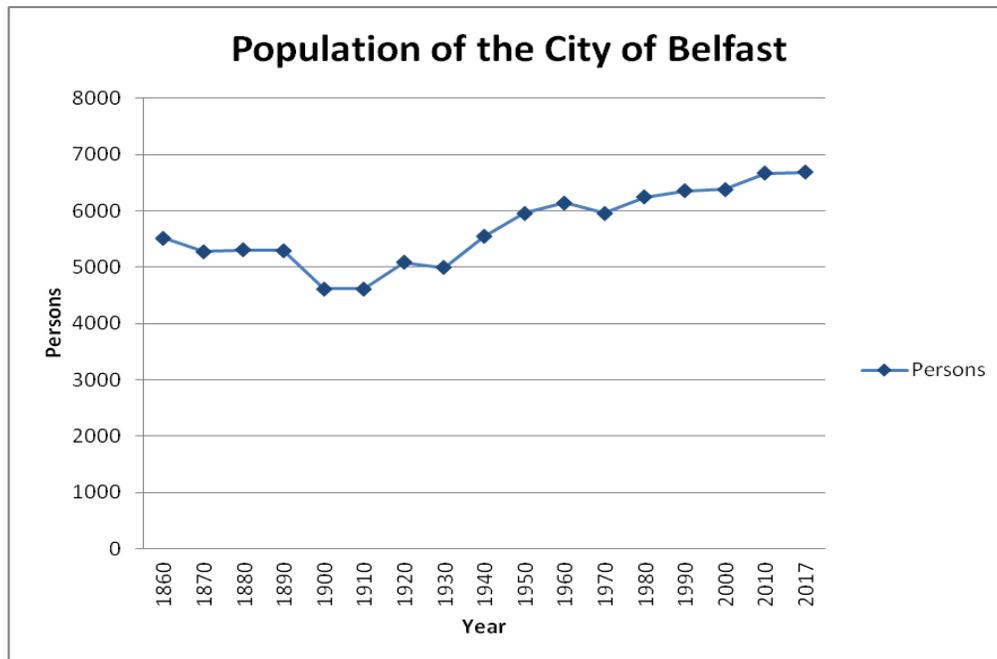
A. State Goals

None required

B. Analyses and Key Issues

- (1) *Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?*

Belfast’s population growth has remained relatively consistent over the past 70 years (since 1950), with population ranging between 6,000 and 6,700. There have been periods of no growth and decline during the late 1800s, early 1900s, 1930s and in the 1960s. More recently, Belfast has experienced modest growth. In 2000, 6,381 people lived in Belfast, and according to the American Community Survey, by 2017 the population was estimated at 6,680 (See Table 6-1); a relatively small increase over seventeen years. Since 1960, Belfast’s growth rate has been outpaced by Waldo County, echoing trends of many regions, where outlying areas attract more new residents than do their service center communities.



Source: Census, ACS 5-year Estimate.

The proportion of school-aged children (5-17) has declined over the past two decades, as has the number of young adults (18- 44). The number of middle-aged persons (45-64) has increased, as has the number of retiree-aged persons (65+). Most of the growth seen in Belfast is the result of in-migration of new residents, rather than through natural increase (births to residents). See Tables 6-3a and 6-3b.

For planning purposes, Belfast's population is projected to decrease to 6,552 by the year 2036, as forecasted by the State Economist Office. By 2036, the State Planning Office forecasts that Waldo County will have 39,879 persons and the State's population will total 1,337,568, both increases from current population levels. See Table 6-4.

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

(2) What will be the likely demand for housing and municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?

If recent trends continue, the need for housing for the elderly, from independent living to assisted living facilities, will increase. The private sector has developed senior housing to meet the needs of more affluent retirees; the 2004 expansion of the Tall Pines facility is an example of such. Although no new construction of subsidized housing has occurred in Belfast since 2012, the City has pursued encouraging subsidized housing for low and moderate-income people. A 32 unit elderly housing project was constructed in 2002 by Volunteers of America, and in 2012, the 24 unit Goose River Elderly Housing project on Swan Lake. See the Housing Chapter for more information on housing trends and needs.

The demand for programs which service the aging population should increase with changes to the population. The presence of Waldo County General Hospital and its associated physicians is a critical resource for many residents, but particularly the elderly. See the Public Facilities Chapter for more information on services that are available through Waldo County General Hospital. See the Transportation Chapter for public transportation recommendations.

Although education comprises the largest single category of municipal expenditure, education is a function of the school system, and is not under the control of the municipal government. See the Public Facilities Chapter for recommendations on

education. See the Fiscal Capacity Chapter for a discussion on municipal revenues and expenditures, the local tax burden, and recommendations.

(3) Does your community have a significant seasonal population, is the nature of that population changing? What is the community's relationship to and dependence on seasonal visitors?

As a scenic, coastal community with a lively and historic downtown and active waterfront, Belfast experiences significant increases in seasonal populations and has hotels, motels and inns offering accommodations. Relative to some neighboring coastal communities, Belfast has a modest number of seasonal residences; about 216 in 2010. It is anticipated that this figure will increase in future years as Belfast has experienced an increase in commercial and seasonal visitor activity in the past 5 years. Also, new industrial/service developments such as the Front Street Shipyard may result in an increase in the number of seasonal residents. See the Housing Chapter for more information.

Belfast, like other communities, cannot predict how the tourist profile may change over the next ten years with any accuracy. That said, the number of seasonal events in Belfast has grown dramatically over the past 5+ years, as has the creative economy, which is perhaps best illustrated by the growth of Waterfall Arts, the Friday Night Artwalks, and the establishment of the Belfast Creative Coalition with the assistance of a Maine Arts Commission Grant. These developments, when coupled with our waterfront location, vibrant downtown, our location on Route 1, and our proximity to significant population centers in Maine all appear to be fueling an increase in short-term (1 day) and longer-term visitation by tourists. A very important component of such is the number of visitors from other Maine communities which like to visit Belfast.

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

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

Maine’s larger resort communities. See the Economy Chapter for discussion and recommendations.

(4) If your community is a service center or has a major employer, what additional effort does it have to make to serve a daytime population that is larger than its resident population?

Belfast is a service center community and is the 'shire-town' and County seat for Waldo County. Many residents of surrounding towns frequently travel to Belfast to work, to recreate/socialize, to receive health care, to shop, and to use public services offered in Belfast that may not be offered in their town (e.g. library, swimming pool, dog park). Belfast's daytime population is much larger than its resident population, particularly because our 10 largest employers employ more than 3,500 persons. See the Economy Chapter for more information on employment, income and poverty within Belfast. Belfast, unlike many communities in the County, has its own police force and EMT/ambulance service, and its municipal offices are open five days/week. There also is an extensive sewer and water (fire protection) system. Collectively, these municipal services result in Belfast spending more per capita than neighboring communities. See the Public Facilities Chapter for more information. Belfast seeks to attract more jobs and businesses that benefit not only the City but also the region as a whole.

C. Conditions and Trends

Minimum data required to address state goals:

(1) The community’s Comprehensive Planning Population and Demographic Data Set (including relevant local, regional, and statewide data) prepared and provided to the community by the Office or its designee.

Table 6-1 Total Population

	Belfast	Waldo County	Maine
1960	6,140	22,632	939,265
1970	5,957	23,328	993,722
1980	6,243	28,414	1,125,043
1990	6,355	33,018	1,227,928
2000	6,381	36,280	1,274,923
2010	6,668	38,786	1,328,361
2017	6,680	39,280	1,330,158

Change #	540	16,648	360,893
Change %	8.1%	42.4%	28.2%

Source: Census, Rounded. ACS 5-year Estimate.

Table 6-2 Average Household Size

Average Household Size	1990	2000	2010	2017	Change #	Change %
Belfast	2.41	2.23	2.14	2.26	-0.15	-10.6%

Source: Census. ACS 5-year Estimate.

Table 6-3a Belfast Age Cohort Breakdown

Belfast Age Cohort Breakdown	1990	% of Total	2000	% of Total	2010	% of Total	2017	% of Total	1990-2017 Change #
Under 5 years	415	6.5%	330	5.2%	370	5.5%	442	6.6%	27
5 to 9 years	395	6.2%	339	5.3%	387	5.8%	390	5.8%	5
10 to 14 years	471	7.4%	408	6.4%	355	5.3%	371	5.6%	-100
15 to 17 years	265	4.2%	256	4.0%	217	3.3%	145	2.2%	-120
18 and 19 years	157	2.5%	155	2.4%	118	1.8%	50	0.7%	-107
20 to 24 years	349	5.6%	325	5.1%	293	4.4%	299	4.5%	-50
25 to 29 years	356	5.6%	334	5.2%	358	5.4%	404	6.0%	48
30 to 34 years	436	6.9%	362	5.7%	350	5.2%	328	4.9%	-108
35 to 39 years	499	7.9%	384	6.0%	325	4.9%	384	5.7%	-115
40 to 44 years	491	7.7%	465	7.3%	395	5.9%	306	4.6%	-185
45 to 49 years	347	5.5%	539	8.4%	426	6.4%	400	6.0%	53
50 to 54 years	307	4.8%	513	8.0%	512	7.7%	265	4.0%	-42
55 to 59 years	336	5.3%	381	6.0%	547	8.2%	546	8.2%	210
60 to 64 years	351	5.5%	311	4.9%	553	8.3%	629	9.4%	278
65 to 69 years	345	5.4%	318	5.0%	417	6.3%	731	10.9%	386
70 to 74 years	267	4.2%	296	4.6%	284	4.3%	370	5.5%	103
75 to 79 years	255	4.0%	264	4.1%	261	3.9%	251	3.8%	-4
80 to 84 years	173	2.7%	183	2.9%	205	3.1%	195	2.9%	22
85 years and over	140	2.2%	218	3.4%	295	4.4%	174	2.9%	34
Total	6,355	100.0%	6,381	100%	6,668	100%	6,680	100%	325

Source: Census, Rounded. ACS 5-year Estimate.

Table 6-3b Belfast Summarized Age Cohort Breakdown

Belfast Summarized Age Cohort Breakdown	1990	% of Total	2000	% of Total	2010	% of Total	2017	% of Total	1990-2017 Change #
0-19 years	1,703	26.8%	1,488	23.3%	1,447	21.7%	1,398	20.9%	-305
20-44 years	2,131	33.5%	1,870	29.3%	1,721	25.8%	1,721	25.7%	-410
45-64 years	1,341	21.1%	1,744	27.3%	2,038	30.6%	1,840	27.4%	499
65+ years	1,180	18.6%	1,279	20.0%	1,462	21.9%	1,721	26%	541
Total	6,355	100%	6,381	100%	6,668	100%	6,680	100%	325
Median Age	38.4	--	43.3	--	46.9	--	46.8	--	8.4

Source: Census, Rounded. ACS 5-year Estimate.

Table 6-4 Projected Population

Projected Population	Forecast Year 2036
Belfast	6,552
Waldo County	39,879
Maine	1,337,568

Source: Maine State Planning Office, 2016

Table 6-5 Educational Attainment

Educational Attainment Persons 25 Years and Over	1990	2000	2009	2017
% High School Graduate or Higher				
Belfast	74.0%	82.0%	89.2%	95.2%
Waldo County	77.4%	84.6%	90.0%	92.9%
Maine	78.8%	85.4%	89.4%	92.1%
% Bachelor's Degree or Higher				
Belfast	19.1%	29.1%	20.5%	42.6%
Waldo County	16.8%	22.3%	21.3%	30.3%
Maine	18.8%	22.9%	26.1%	30.3%

Source: Census, Rounded. ACS 5-year Estimate.

Table 6-6 Belfast Race, Hispanic origin and Gender

Belfast Race, Hispanic origin and Gender	1990	% of Total	2000	% of Total	2010	% of Total	2017	% of Total	1990-2017 Change #
White	6,312	99.3%	6,225	97.6%	6,449	96.7%	6,589	98.6%	277
Black or African American	7	0.1%	18	0.3%	32	0.5%	81	1.2%	74
American Indian, Alaskan Native	22	0.3%	17	0.3%	30	0.4%	43	0.6%	21
Asian, Native Hawaiian or Pacific Islander	10	0.2%	19	0.3%	27	0.4%	8	0.1%	-2
Other race	4	0.1%	17	0.3%	13	0.2%	10	0.1%	6
Two or more races	NA	--	85	1.3%	117	1.8%	51	0.7%	NA
Total	6,355	100%	6,381	100%	6,668	100%	6,680	100%	325
Hispanic or Latino origin (of any race)	27	0.4%	44	0.7%	78	1.2%	113	1.7%	86
Female (all races)	3,443	54.2%	3,405	53.4%	3,589	53.8%	3,719	55.7%	276
Male (all races)	2,912	45.8%	2,976	46.6%	3,079	46.2%	2,961	54.3%	49

Source: Census, Rounded. ACS 5-year Estimate.

Table 6-7 Median Household Income

Median Household Income	2000	2009	2017	Change #	Change %
Belfast	\$32,400	\$37,553	\$59,260	\$26,860	82.9%
Waldo County	\$33,986	\$41,697	\$50,162	\$16,176	47.5%
Maine	\$37,240	\$46,541	\$53,024	\$ 15,784	42.3%

Source: Census, Rounded. ACS 5-year Estimate

Table 6-8 Percent of Households below Poverty

% of Households Below Poverty Level	2000	2009	2017
Belfast	13.2%	20.0%	15.1%
Waldo County	14.2%	15.1%	13.1%
Maine	11.5%	12.8%	11.1%

Source: Census, Rounded. ACS 5-year Estimate

Population change (births and deaths):

Births to Belfast residents between 2011 and 2018 totaled 1,377, while deaths totaled 1,286. Natural change (births minus deaths) accounted for a net increase of 91 persons. Accordingly, recent modest population gains are the result of people moving into Belfast, in addition to births to Belfast residents.

According to the 2010 Census, 84.8% of Belfast residents lived in the same house in 2009 as they did in 2005. That statistic was 87.2% for Waldo County residents and 85.6% for Maine residents.

Seasonal population and anticipated trends:

No State or federal statistics on seasonal population for Belfast are available. Based upon 216 seasonal/recreational housing units, as reported in the 2010 Census, and estimating non-resident household size at 2.26 persons, about 488 persons may stay in seasonal housing in Belfast. Assuming household size stays consistent, by 2036 and around 488 persons may stay in seasonal housing in Belfast, when combined with the year-round population forecast of 6,552 people, in 2036 Belfast may total 7,040 persons in season for extended stays. Shorter-term visitors are served by hotels, motels, inns, bed and breakfasts, and the like, with approximately 280 rooms/suites/cottages available, for an estimated capacity of 700 persons. That figure is likely to increase with the expansion of these facilities and with new facilities, some of which involve the conversions of the larger historic single-family homes to inns.

D. Policies

None Required

E. Strategies

None Required

SECTION 3.7 ECONOMY

Introduction

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

A. State Goals

- (1). *Plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*
- (2). *Promote an economic climate that increases job opportunities and overall economic well-being.*

B. Analyses and Key Issues

- (1). *Where does the local population work and how does the community fit into the economic region (labor market area)?*

Belfast is the principal service center community for the labor market area and for Waldo County. Most of the region's jobs are located in Belfast. Accordingly, commute times for Belfast residents are noticeably lower than for the County as a whole, see Table 2-8a. The American Community Survey estimated in 2017 that about 40% of the City's labor force worked in management, professional, and related occupations. About one-fourth worked in sales and office occupations. The third largest category, service occupations, employed 18.2% of the population. See Tables 2-6, 2-8b and 2-8c.

- (2). *Who are the major employers in the region and what is their outlook for the future?*

In 2019, athenahealth remained the largest employer in Belfast with between 800-900 employees. Bank of America and Waldo County Healthcare, Inc. are the second largest employers in the City, with between 700-800 employees each.

Waldo County Healthcare, Inc., which operates Waldo County General Hospital, has remained a larger employer over the years and has invested in new office buildings and renovations. Medical and related occupations have remained strong, and are likely to increase with the aging of the City's population.

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

- (3). *Is the economy experiencing significant change, and how does this, or might this, affect the local population, employment, and municipal tax base?*

The Belfast economy, like most in the State, has experienced decreasing levels of unemployment since 2013. The rate of unemployment in the Belfast Labor Market area has been slightly less than in the State. The following table identifies the size of labor force, the number employed, the number unemployed, the unemployment rate for Belfast Labor Market, and the unemployment rate for the State. Overall, the size of the labor force in the Belfast Labor Market has grown by 195 workers in the past 6 years and the number of people employed in 2018 increased by 641 from 2013.

Table 2-1 Unemployment and Work Force

Date-3 rd quarter	Work Force – Belfast LMA	Employed – Belfast LMA	Unemployed – Belfast LMA	Unemployment Rate – Belfast LMA	Unemployment Rate - State
2018	14,682	14,269	413	2.9%	3.5%
2017	14,653	14,237	416	2.8%	3.3%
2016	14,562	14,072	490	3.4%	3.7%
2015	14,267	13,719	548	3.8%	4%
2014	14,369	13,645	724	5.0%	5.3%
2013	14,487	13,628	859	5.9%	6.3%

Source: Maine Department of Labor

The Belfast economy experienced a tremendous loss in 2005 when MBNA sold its operations to Bank of America. MBNA, more than any other employer, helped pull Belfast out of the economic malaise it suffered in the late 1980's when several major processing plants closed in Belfast. From 1995 to 2005 MBNA quickly grew into employing nearly 2400 persons in Belfast, the largest

of MBNA's operations in Maine. Fortunately, Bank of America remains a strong employer (about 700-800 employees). In late 2007 athenahealth purchased the former phase I MBNA campus and now employs about 800-900 people with similar skills to the former MBNA employees. This provided employment opportunities for some who lost positions when MBNA left. MBNA, Bank of America, and athenahealth have resulted in a significant increase in the amount of professional office and service employment sectors in Belfast.

Belfast has a diverse economy and its many employers offer employment opportunities for persons who are highly skilled to positions which require lesser skills. On the whole, employment opportunities in Belfast, like most areas of the State and country are requiring more specialized skills and greater educational training.

See the Housing Chapter for more information, including a discussion on business, industrial and residential property values.

- (4). *Does the community have defined priorities for economic development? Are these priorities reflected in regional economic development plans?*

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

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

- (5) *If there is a traditional downtown in the community, is it deteriorating or thriving? How is this affecting the community? How does the community use its unique assets such as recreational opportunities, historic architecture, civic events, etc. for economic growth?*

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

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

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

- (5). *Are natural resource-based industries (including fishing, farming, or forestry) important in the community and, if so, are they growing or declining? What steps has the community taken to support these industries?*

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

- (6). *Is tourism an important part of the local economy? If so, does the community want to foster this industry and what steps can it take to strengthen tourism?*

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

- (7). *What role do/should home occupations play in the community, if any?*

Home occupations are allowed in all residential districts; in recognition of the value such businesses have in our local and regional economy. The adopted Future Land Use Plan proposes revisions to current standards governing home occupations in rural areas, with the intent of creating more opportunities for

home based businesses. Working from home for one's self or telecommuting to save transportation costs, is becoming increasingly popular. In 2017, about 8.3% of Belfast's resident labor force worked at home. Residents are more likely to remain in our community if the City affords them the opportunity to earn a better living through their own ingenuity. At the same time, City land use code provisions seek to protect the residential character of neighborhoods, by limiting those activities that could cause a nuisance or threaten the environment, and so would be better located in industrial and commercial districts.

- (8). *Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?*

The City has a business park and districts zoned for commercial, industrial uses, and aviation uses (Belfast Municipal Airport). Performance standards and design guidelines are in place as well, and include buffering for adjacent residential uses. The City has established a contract rezoning process to consider certain development applications. See the Land Use Chapter for more information and for recommendations.

- (9). *What types of public facilities, including sewer, water, broadband access or three-phase power, are needed to support the projected location, type, and amount of economic activity, and what are the issues involved in providing them?*

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

C. Conditions and Trends

Minimum data required to address state goals:

- (1). The community's Comprehensive Planning Economic Data Set prepared and provided to the community by the Office or its designee.

Table 2-2 Median Household Income

Median Household Income	1999	2010	2017	Change %
Belfast	\$32,400	\$40,137	\$59,260	82.9%
Waldo County	\$33,986	\$41,524	\$50,162	47.5%
Maine	\$37,240	\$45,695	\$53,024	42.3%

Source: Census. ACS 5-year Estimate.

Table 2-3 Percentages of Families below Poverty Level

% of Families Below Poverty Level	1999	2010	2017
Belfast	10.0%	12%	11.1%
Waldo County	10.9%	11.6%	9.6%
Maine	7.8%	7.9%	8.4%

Source: Census, Claritas, Inc. ACS 5-year Estimate.

Table 2-5 Percentages of Individuals below Poverty Level

% of Individuals Below Poverty Level	1999	2010	2017	Change %
Belfast	13.2%	NA	15.1%	14.3%
Waldo County	12.2%	12.4%	14.3%	17.2%
Maine	9.9%	10.7%	12.9%	30.3%

Source: Census, Claritas, Inc. ACS 5-year Estimate.

Table 2-5 80% Median Household Income

80% Median Household Income (Low Income Category)	1999	2008 est.	2017	Change %
Belfast	\$25,920	\$32,494	\$47,408	82.9%
Waldo County	\$27,189	\$34,009	\$40,129	47.6%

Maine	\$29,792	\$36,041	\$42,419	42.3%
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Source: Census, Claritas, Inc. ACS 5-year Estimate.

Table 2-6 Belfast Occupation Type

Belfast Occupation Type	2000		2010		2017	
	Number	Percent	Number	Percent	Number	Percent
Management, professional, and related occupations	988	33.2%	813	25.6%	1,157	40.9%
Service Occupations	410	13.8%	745	23.4%	515	18.2%
Sales and office occupations	888	29.8%	743	23.4%	737	26%
Construction, extraction, and natural resource	314	10.5%	502	15.8%	224	7.9%
Production, transportation, and material moving occupations	379	12.7%	377	11.9%	199	7%

Source: Census. ACS 5-year Estimate.

Table 2-7 Belfast Means of Transportation to Work

Belfast Means of Transportation to Work	2000		2017	
	Number	Percent	Number	Percent
Car, truck, or van; drove alone	2,244	77.8%	2,020	73.7%
Car, truck, or van; carpooled	295	10.2%	309	11.3%
Public transportation	7	0.2%	0	0%
Motorcycle	0	0.0%	--	--
Bicycle	21	0.7%	--	--
Walked	135	4.7%	130	4.7%
Other means	6	0.2%	55	2%
Worked at home	176	6.1%	227	8.3%
Total	2,884	100.0%	2,741	100%

Source: Census. ACS 5-year Estimate.

Table 2-8a Commute Times

Commute Times (In Minutes)	1980	1990	2000	2017	Change %
Belfast	12.7	16.3	20.2	17.9	59.1%
Waldo County	21.1	23.5	26.4	26.4	25.1%

Source: Census. ACS 5-year Estimate.

Table 2-8b Communities in which Belfast Residents Worked

Top 10 Communities in which Belfast Residents Worked (2014)	Persons	Percent
Belfast	1,218	49.1%
Bangor	122	4.9%
Augusta	80	3.2%
Camden	59	2.4%
Rockland	59	2.4%
Rockport	53	2.1%
Searsport	49	2.0%
Ellsworth	38	1.5%
Brunswick	33	1.3%
Portland	33	1.3%
Other Areas	735	28.80%
Total	2,479	100.00%

Source: Census. ACS 5-year Estimate.

Table 2-8c Communities with Residents who Worked in Belfast

Top 10 Communities with Residents who worked in Belfast (2014)	Persons	Percent
Belfast	1,218	18.60%
Searsport	292	4.50%
Swanville	190	2.90%
Lincolnton	164	2.50%
Stockton Springs	160	2.40%
Brooks	153	2.30%
Searsmont	147	2.30%
Northport	129	2.00%
Camden	127	1.90%
Bangor	122	1.90%
Other Areas	3,829	58.70%
Total	6,531	100.00%

Source: Census. ACS 5-year Estimate.

Table 2-9 Unemployment Rate

Unemployment Rate	2003	2004	2005	2006	2007	2018	Change %
Belfast	5.7%	5.3%	4.9%	5.0%	5.6%	3.0%	-48%
Belfast LMA	5.6%	5.0%	5.2%	5.2%	5.6%	2.7%	-52%
Maine	5.0%	4.6%	4.8%	4.6%	4.7%	2.9%	-42%

Source: Maine Department of Labor

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

- (2). *A brief historical perspective on how and why the current economy of the community and region developed.*

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

- (3). *A list of local and regional economic development plans developed over the past five years, which include the community.*
 - Arts & Economic Prosperity 5: The economic impact of nonprofit arts & cultural organizations & their audiences in the Greater Belfast Area, ME. 2017. *Americans for the Arts.*
 - Comprehensive Economic Development Strategy. 2016. Eastern Maine Development Corporation.

- (4). *A description of the major employers in the community and labor market area.*

In 2019 athenahealth was the largest employer in Belfast and Waldo County.

The table below identifies the diversity of employment in Belfast, with several manufacturers, the school district, and a retailer (Hannaford) all having more than 100 employees. Overall, there are more jobs available in Belfast than there are persons over 18 years of age who are in the workforce; Belfast is a net importer of jobs. Most employers located outside of Belfast but within the Belfast labor market area operate businesses that employ less than 100 persons. The following table lists major employers in Belfast and in the labor market area.

Table 2-10 Major Employers in the Belfast Labor Market Area

Belfast Labor Market Area Major Employers with 50+ Employees Each				
(Sorted by Size, then by Name)				
Company/Organization Name	Partial Address	Municipality	Sector	Employees
athenahealth	Hatley Rd	Belfast	Health Services	800-900
Bank of America	Schoodic Dr	Belfast	Finance	700-800
Waldo County Healthcare, Inc.	Northport Ave	Belfast	Hospital	700-800
Pride Manufacturing Co LLC	10 N Main St	Burnham	Furniture-Manufacturers	250-499
RSU #71	173 Lincolnville Ave	Belfast	Schools	200-300
OnProcess Technology	Schoodic Dr	Belfast	Technology	150-250
City of Belfast	Church Street	Belfast	Municipal	150-250
Hannaford Supermarket & Phrmcy	Lincolnville Ave	Belfast	Grocery	100-249
Mathews Brothers Co.	Footbridge Rd	Belfast	Millwork	100-249
Ducktrap River of Maine	Little River Dr	Belfast	Seafood-wholesale	100-249
Penobscot McCrum, LLC	Pierce Street	Belfast	Manufacturing	100-249
Tall Pines	Martin Ln	Belfast	Nursing & Convalescent Homes	100-249
Genesis Health Care, LLC	2 Footbridge Rd	Belfast	Health Services	100-249
Hamilton Marine	US 1	Searsport	Marine equipment - supplies	100-249

Hidden Valley Camp	161 Hidden Valley Rd	Montville	Camps	100-249
Harbor Hill Ctr	Footbridge Road	Belfast	Nursing care	100-249
Robbins Lumber, Inc.	NA	Searsmont	Lumber	100-249
Unity College	Ghent Rd	Unity	Education	100-249
Belfast Co-op	High St	Belfast	Grocery	50-150
Front Street Shipyard	Front Street	Belfast	Boat Repair & Bldg	50-150
Belfast Area High School	Waldo Ave	Belfast	Education	50-99
Fair Haven Camps	81 W Fairhaven Ln	Brooks	Campgrounds	50-99
GAC Chemical Corp	Mack Point	Searsport	Chemicals-industrial	50-99
Irving Oil	Station Ave	Searsport	Oils-petroleum	50-99
Lane Construction Corp	190 Swan Lake Rd	Belfast	General Contractors	50-99
Leroy H Smith School	319 S Main Street	Winterport	Schools	50-99
Mt View High School	Mount View Rd	Thorndike	Education	50-99
Renys Department Store	Belfast Plz	Belfast	Retail	50-99
Sweetser	Sweetser Dr	Swanville	Social services	50-99
Troy Howard Middle School	Lincolnville Ave	Belfast	Education	50-99
Viking Lumber, Inc.	Searsport Ave	Belfast	Construction	50-99
Sequel Care of Maine	321 W Main St	Searsport	Counseling Services	50-99
Tarratine Golf Club	241 Golf Club Rd	Islesboro	Golf Courses	50-99
Xact Telesolutions	4 Clifford Cmns	Unity	Telephone Companies	50-99

Source: Maine Department of Labor, info USA 2019.

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

- (5). A description of retail stores by type and how the composition has changed over past five or ten years.

Taxable sales are one of the few available indicators of the actual size, growth, and retail economic character of a region. Table 2-1 shows total taxable retail sales for Belfast for the third quarter of several years. All figures are in real dollars, not adjusted for inflation. From 2011-2016, total taxable sales in Belfast increased by 23.7%. The largest sector was Building Supply, comprising almost 20.3% of total taxable sales in 2016. This sector saw an increase of almost 33% during this six-year period. Percentagewise, Food Stores had the largest increase in sales, while Other Retail had the smallest increase. In 2016 Belfast's total retail sales comprised more than 82% of the total retail sales of Waldo County. Categories are defined after Table 2-13.

Table 2-11 Belfast Retail Sales

Belfast Retail Sales: 2011-2016							
Categories	2011	2012	2013	2014	2015	2016	Change %
Business Operating	\$4,413,021	\$4,540,110	\$5,078,216	\$5,239,223	\$5,098,778	\$5,656,717	28.1%
Bldg. Supply	\$25,046,622	\$27,341,668	\$26,534,210	\$30,050,157	\$31,943,869	\$33,239,741	32.7%
Food Store	\$21,952,177	\$23,065,734	\$23,724,923	\$24,612,652	\$25,267,016	\$32,263,631	46.9%
General Mdse.	\$19,031,206	\$19,034,959	\$19,201,905	\$19,507,721	\$19,911,327	\$20,494,165	7.6%
Other Retail	\$13,195,140	\$13,829,856	\$13,688,196	\$13,522,527	\$13,935,968	\$14,657,589	11%
Auto Transportation	\$25,265,575	\$25,154,649	\$27,816,221	\$29,390,461	\$30,701,843	\$29,411,296	16.4%
Restaurant	\$18,237,873	\$20,307,316	\$21,264,981	\$21,087,681	\$20,226,043	\$21,736,843	19.1%
Lodging	\$4,496,654	\$4,891,625	\$5,046,875	\$5,064,444	\$5,593,684	\$5,502,670	22.3%
Total	\$131,638,268	\$138,165,917	\$142,355,527	\$148,474,866	\$152,678,528	\$162,962,652	23.7%
Of which: <i>Consumer Retail Sales</i>	\$127,225,247	\$133,625,807	\$137,277,311	\$143,235,643	\$147,579,750	\$157,305,935	23.6%

Source: State Economist 2016

Notes: See Category descriptions below Table 2-13

Table 2-12 Belfast Taxable Retail Sales

Taxable Retail Sales - Quarterly (Thousands of \$)	2013-Q3	2014-Q3	2015-Q3	2016-Q3	2017-Q3	2018-Q3
Belfast, Maine						
Personal	\$51,389.40	\$53,605.90	\$55,296.40	\$58,322.80	\$58,915.70	\$63,864.10
Business Op	\$2,028.43	\$2,053.61	\$1,933.05	\$2,105.39	\$2,144.39	\$2,704.34
Building	\$9,113.09	\$10,328.50	\$10,337.00	\$10,403.00	\$11,100.20	\$1,4252.00
Food Store	\$9,003.95	\$9,138.18	\$9,124.80	\$11,608.00	\$11,247.10	\$11,687.50
General	\$5,707.67	\$6,140.89	\$6,245.74	\$6,326.47	\$6,750.07	\$7,009.24
Other	\$5,397.60	\$5,015.19	\$5,308.13	\$5,501.07	\$6,035.38	\$5,931.63
Auto Trans	\$8,859.26	\$9,258.01	\$10,287.30	\$9,597.99	\$8,824.81	\$9,246.91
Restaurant	\$8,526.10	\$9,030.60	\$8,597.99	\$9,386.57	\$9,468.59	\$10,186.90
Lodging	\$4,781.78	\$4,694.57	\$5,395.46	\$5,499.68	\$5,489.56	\$5,519.90
Rest and Lodg	\$13,307.90	\$13,725.20	\$13,993.40	\$14,886.30	\$14,958.10	\$15,706.90
Total	\$118,115.00	\$122,991.00	\$126,519.00	\$133,637.00	\$134,934.00	\$146,139.00

Source: State Economist 2018

Table 2-13 shows total taxable sales for Waldo County. From 2011 to 2016, total taxable sales in Waldo County increased by approximately 25%. The sectors that saw the largest change were “Food Store” and “Lodging”. These sectors saw an increase of almost 39% each during this six-year period. Percentagewise, Business Operating had the smallest increase in sales.

Table 2-13 Waldo County Retail Sales

Waldo County Retail Sales: 2011-2016							
Categories	2011	2012	2013	2014	2015	2016	Change %
Business Operating	\$8,130,000	\$7,926,000	\$8,958,000	\$8,580,000	\$8,122,000	\$8,417,000	3.5%
Bldg. Supply	\$27,854,000	\$30,239,000	\$29,503,000	\$34,079,000	\$35,291,000	\$36,812,000	32.16%
Food Store	\$28,467,000	\$29,815,000	\$31,006,000	\$31,907,000	\$31,996,000	\$39,533,000	38.87%
General Mdse.	\$19,896,000	\$20,015,000	\$20,309,000	\$21,335,000	\$21,886,000	\$22,738,000	14.29%
Other Retail	\$15,326,000	\$16,078,000	\$16,758,000	\$16,765,000	\$17,342,000	\$18,339,000	19.66%
Auto Transportation	\$29,421,000	\$29,539,000	\$32,439,000	\$34,433,000	\$36,292,000	\$35,511,000	20.70%
Restaurant	\$21,363,000	\$23,169,000	\$24,303,000	\$24,474,000	\$23,745,000	\$25,837,000	20.94%
Lodging	\$7,152,000	\$7,895,000	\$8,168,000	\$8,460,000	\$9,673,000	\$9,936,000	38.92%
Total	\$157,609,000	\$164,676,000	\$171,445,000	\$180,034,000	\$184,347,000	\$197,123,000	25.07%
Of which: <i>Consumer Retail Sales</i>	<i>\$149,480,000</i>	<i>\$156,750,000</i>	<i>\$162,487,000</i>	<i>\$171,454,000</i>	<i>\$176,225,000</i>	<i>\$188,706,000</i>	<i>26.24%</i>

Source: State Economist 2016

Note: In Maine’s sales tax system, codings are by store type, not product. Thus, each store is coded into one of the store-type groups below depending on its

predominant product; i.e., furniture sold by a furniture store will be included in General Merchandise sales while furniture sold by a hardware store will be included in Building Supply sales.

- Consumer Retail Sales: Total taxable retail sales to consumers
- Total Retail Sales: Includes Consumer Retail Sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial heating oil purchases)
- Building Supply: Durable Equipment Sales, Contractors' Sales, Hardware Stores and Lumber Yards.
- Food Stores: All food stores from large supermarkets to small corner food stores. The values here are snacks and non-food items only, since food intended for home consumption is not taxed.
- General Merchandise: In this sales group are stores carrying product lines generally carried in large department stores. It includes clothing, furniture, shoes, radio-TV., household durable goods, home furnishings, etc.
- Other Retail: This group includes a wide selection of taxable sales not covered elsewhere. Examples are dry goods stores, drug stores, jewelry stores, sporting goods stores, antique dealers, morticians, book stores, photo supply stores, gift shops, etc.
- Auto: This sales group includes all transportation related retail outlets. Included are auto dealers, auto parts, aircraft dealers, motorboat dealers, automobile rental, etc.
- Restaurant/Lodging: All stores selling prepared food for immediate consumption.
- The Lodging group includes only rentals tax.

(6). *A description of any economic development incentive districts, such as tax increment financing districts or Pine Tree Zones, in the community.*

Belfast, in 2006, designated a Downtown/Waterfront TIF (Tax Increment Financing) District. Taxes assessed above the figure set on the date that the TIF was established can be used for improvements in this District, including infrastructure enhancements that will make the area more attractive for existing and new development, and will bring more consumers to the downtown. When the TIF was first established the City anticipated that the Belfast Bridge, LLC redevelopment project proposed for the former Stinson Seafoods site would generate considerable annual revenues to the TIF. Unfortunately, this project was unsuccessful and few dollars flowed into the TIF for its first 5 years. However, Front Street Shipyard's development of the same former Stinson Seafood's' site began generating revenues to the TIF in 2011. The City has used some of these new revenues to construct the Harbor Walk and other downtown improvements.

The City also established the Northport Avenue TIF district in 2005, mostly so the City could obtain revenues to pay the cost of a sewer extension to the Mathew Brothers manufacturing plant on Perkins Road; an approach which helped the company expand.

D. Policies

- (1). To support the type of economic development activity the community desires, reflecting the community's role in the region.*
- (2). To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.*
- (3). To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.*

ORGANIZATION

Goal: To provide an effective local and regional organizational structure to address economic development concerns.

Policies:

- 1) Identify and work with appropriate organizations and interests to promote economic development in Belfast.
- 2) Promote and participate in the establishment and ongoing operations of a regional organization to address economic development concerns.

Actions:

- 1) Continue to participate in local, regional and state-wide efforts to address economic development concerns in Belfast. Local efforts include working with the Belfast Chamber of Commerce, Our Town Belfast (Belfast Main Street program) and Waterfall Arts, regional efforts are those such as the Midcoast Regional Planning Commission, and state-wide efforts are those such as the Maine Community Foundation.
- 2) Ensure City efforts to address economic development issues include persons who are actively involved in business enterprises and that their ideas and knowledge are sought in examining how the City should proceed.
- 3) The City should annually commit adequate resources to implement its preferred approaches to address economic development concerns. The Council decision to hire an economic development director in 2010 and the ongoing funding of this position is critical to the City's economic development efforts.

- 4) The City should identify and actively pursue potential state and federal grant programs, such as Community Development Block Grants, to address its economic development priorities.
- 5) The City should explore and if appropriate implement programs which can serve as good tools in encouraging economic development. The City's past decision to participate in the Midcoast Pine Tree Zone and the use of Tax Increment Financing are examples of such.

INDUSTRIAL & JOB CREATION DEVELOPMENT

Goal: Encourage the expansion of existing industrial/job intensive uses and provide opportunities for the attracting new industrial/job intensive development.

Policies:

- 1) Actively pursue attracting 'green industry' development to Belfast (reference definition of 'green industry' below).
- 2) Ensure Belfast has sufficient areas that have needed infrastructure to support industrial and job intensive uses.

Actions:

- 1) Promote and encourage use of the Belfast Business Park for appropriate development.
- 2) Analyze the desirability and feasibility of creating an expanded or new business park to meet the near-term and long-term needs for economic development in Belfast.
- 3) Ensure the City has adequate 'tools' available so it can compete for economic development activities. Such tools include but are not necessarily limited to: public infrastructure, tax increment financing, Pine Tree Zone benefits, and such.
- 4) Target attracting Green Industry to Belfast. Green Industry can include businesses that:
 - are highly energy efficient
 - produce in a sustainable manner, with no/minimal pollution
 - manufacture components for the production of renewable energy*, improving energy efficiency, electric or zero-emission vehicles, etc.
 - produce and/or use renewable energy*

* Note: Renewable energy is defined by leading climate and energy experts to include solar, wind, tidal, ocean current, and geothermal. These experts do not include biofuels, wood, and similar fuels in their definition of renewable energy. These so-called renewables consume resources that are used for other purposes, deplete soils, pollute, and lead to the elimination of more natural habitat, deforestation, including wetlands. They are already causing

shortages in other uses [and will cause more], and resultant price rises in other products. They also use much energy to produce them [for ethanol, more energy is used to create it than derived from it], they create other forms of pollution [wood smoke is carcinogenic and produces more greenhouse gases], and the focus on these pseudo-solutions serve to distract from the need to convert our planet to forms of energy that will sustain us into the future [as well as combat climate change].

- 5) Ensure there is an adequate amount of privately owned land which can be used for industrial and intensive job creation activities.
 - 6) Ensure that the working waterfront safeguards opportunities for marine oriented development, including but not limited to boat building, boat storage and repair.
- Zoning and land use regulations that the City adopts to implement its future land use plan should allow sites to be used for light manufacturing and similar uses.

DOWNTOWN

Goal: Support and strengthen Downtown's position as an important and economically viable center of cultural, government, and retail activity.

Policies:

- 1) Promote downtown and the adjacent waterfront as a destination for residents and non-residents.
- 2) Promote the use, both residential and nonresidential, of the upper level floors of buildings in the downtown.
- 3) Promote and encourage new construction in the downtown and waterfront area to be compatible with existing development.

Strategies:

- 1) Provide good quality public infrastructure in the downtown area, with an emphasis on pedestrian connectivity and accessibility.
- 2) Ensure public infrastructure is constructed to handicap accessible standards and encourage private businesses and building owners to retrofit existing buildings to better meet handicap standards.
- 3) Strategically use funds acquired through the Downtown-Waterfront Tax Increment Financing District established in 2005 to upgrade and maintain public infrastructure in the downtown and waterfront area.
- 4) Analyze amending the Tax Increment Financing District program to allow building owners that make accessibility improvements to their buildings to benefit from property taxes assessed on their property. In particular, target the installation of

elevators in 3 plus story buildings in the downtown to encourage use of the upper floors.

- 5) Recognize the Belfast's downtown is part of state and nationally recognized historic district and require new development to be compatible with existing development.
- 6) Support the operations of Our Town Belfast (Main Street program) and cooperatively work with the organization and its members to strengthen the downtown area.

TOURISM & CREATIVE ECONOMY

Goal: Promote Belfast's tourism economy and strengthen its creative economy.

Policies:

- 1) Promote Downtown Belfast and the adjacent waterfront as an area which is attractive as a tourist destination.
- 2) Promote the natural beauty of Belfast and its opportunities for active outdoor recreation as a means of attracting tourism.
- 3) Recognize and actively support the arts and creative economy as a way of encouraging entrepreneurial activity and encouraging tourism.

Actions:

- 1) Belfast should provide good quality infrastructure and services to support tourism activities. Pedestrian oriented facilities and high quality waterfront facilities are a key. The Belfast Footbridge constructed in 2006 and the 2013 construction of the Belfast Harbor Walk are examples of such.
- 2) Enhance the 'Emerald Necklace' and series of recreational trails in Belfast, and provide information regarding such, as a means of encouraging outdoor oriented tourism.
- 3) Work with and support the Chamber of Commerce, the Belfast Arts Group, New Year's By the Bay, Our Town Belfast and other local organizations to ensure regular and year-round festivals continue to encourage tourism and strengthen our creative economy. Encourage and support the development of a comprehensive tourism marketing plan for Belfast (as suggested in the Belfast Leadership Summit Report) and the implementation of this plan.
- 4) Improve the quality of the City of Belfast website and ensure it is linked with other appropriate websites as a means of providing better quality services and encouraging tourism.
- 5) Examine and implement ways of creating greater connectivity between east and west Belfast.
- 6) Support efforts of the Belfast Historical Society to promote the historical heritage of Belfast as a way of supporting tourism development.

- 7) Ensure local land use regulations allow opportunities for individuals to participate in the creative economy in appropriate zoning districts.
- 8) Offensive and excessive noises can adversely affect the quality of life in the community and tourism, thus the City should increase enforcement of existing local, state and federal laws which regulate noises associated with motor vehicles and motorcycles which use muffler systems that do not comply with applicable laws.

COMMERCIAL DEVELOPMENT

Goal: To promote and strengthen Belfast's position as a commercial center for local residents and surrounding communities.

Policies:

- 1) Identify appropriate locations for larger scale and smaller scale commercial activities.
- 2) Pursue land use regulations that ensure commercial development is compatible with the character of Belfast.

Strategies:

- 1) Encourage the development of a larger retail store on the so-called "Les Hills" property on Route 3, and ensure City zoning regulations allow development of a larger retail store.
- 2) Adopt land use regulations that will ensure that commercial development is compatible with the character of Belfast and reflects well on the community. The adoption of good quality performance standards is the key.
- 3) Adopt approaches that attempt to attract commercial development to core/central areas, shopping districts, rather than encouraging sprawling commercial activities.
- 4) Work with the Our Town Belfast and the Chamber of Commerce to promote Belfast as a location for commercial oriented development.

TECNOLOGY

Goal: To ensure high quality technological services are available through-out Belfast to serve the needs of residents, businesses and government.

Policies:

Promote the delivery and expansion of technology services by the private sector in Belfast.

Strategies:

- 1) Analyze competitive advantage/disadvantage of the technology available for business and residents.
- 2) Pursue the most current technology infrastructure for Belfast.
- 3) Ensure reliable voice and broadband access to all of Belfast.
- 4) Ensure that technology enhancements are in place to encourage use of unused office space.
- 5) The city should market Belfast as a place that is well-connected and easy to work from.
- 6) Encourage WiFi.
- 7) Promote the Hutchinson Center as a tech-enabled center.
- 8) Ensure Belfast land use regulations consider the evolving needs of firms that provide technological services.

OVERALL LAND USE

Goal: To implement land use ordinances that reflect the desired scale, design, intensity and location of future economic development.

Consistent with the land use plan included in this Comprehensive Plan, to attract, enhance, and support existing and future economic development while minimizing negative impacts associated with incompatible uses. Thus, the City should amend land use ordinances as necessary to include appropriate provisions regarding permitted and prohibited uses and to identify appropriate areas for commercial/nonresidential development.

SECTION 3.8 HOUSING

Introduction

Housing represents the major investment of most individuals. Property taxes provide the basis for funding Belfast municipal services and schools. With rising property values and assessments, affordable housing is an ongoing concern for many residents. Belfast effectively has two housing markets: high-priced seasonal, historic and waterfront homes, many of which are located within the Route 1 by-pass and near Route 1; and moderately priced housing inland. The moderately priced housing tends to be occupied by those who depend on the local and regional economy for their livelihood.

A. State Goals

- 1. To encourage and promote affordable, decent housing opportunities for all Maine citizens.*

B. Analyses and Key Issues

- (1) How many additional housing units, including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?*

Belfast's population is projected to decrease from 6,680 in 2017 to 6,552 by the year 2036, as forecasted by the State Economist office. In 2017, the median household size was 2.26. Assuming the median household size stays consistent at 2.26 in 2036; Belfast appears to have an adequate supply of housing for the projected population. Belfast had about 398 vacant units (unoccupied housing units) in 2017. Between 2014 and 2017, the City of Belfast recorded 70 new housing units (Table 3-12).

In 2017, rental units accounted for more than 36% of the occupied housing stock. It is likely that the share of rental units will increase between 2010 and 2020. This is due to several factors, including but not necessarily limited to: the construction of government assisted affordable rental housing (over 100 units of such housing were constructed between 2000- 2010); homeowners constructing a rental unit along with their residence to assist them in paying mortgage costs; new housing projects such as the Belfast Cohousing (Eco-Village) project (36 - 40 units) on Tufts Road which consists entirely of duplex and multi-family units, partly because of energy costs; the establishment of rental housing in the upper floors of downtown buildings; and the need for more rental housing in Belfast. However, the 'gap' between income levels and the cost to construct new multi-family housing adversely affects a developer's ability to obtain sufficient rental income to support the cost of new construction. For planning purposes, it is forecasted that up to 45% of the new units in the next 10 to 20 years could be multi-family rental or ownership housing.

- (2) *Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income? If not, evaluate local and regional efforts to address issue?*

By State and federal definitions, housing is considered affordable if a household does not spend more than 30% of its monthly income on housing. In deciding whether to make mortgage loans, banks use similar definitions of affordability. From 2007 to 2018, those earning the median income in the region could not afford to buy the median priced home in Belfast. According to the MaineHousing, Belfast's median income earning households could afford only 56% of the median home sale price in Belfast and only 86% of the median home sale price in Waldo County (Tables 3-1 and 3-2). Of course, those in the low-income category, earning just 80% of the median household income, could afford even less. Information from the 2010 census corroborates information from the MaineHousing; with 53% of the population being identified as being unable to afford a median priced home. Tables 3-15 through 3-17 show the numbers and percentages of Belfast residents by income category.

Almost half (49.5%) of renters in Belfast could not afford the median rent charged for a 2-bedroom apartment (Table 3-5). This has resulted in the higher occupancy of some units (families sharing apartments) and the occupancy of substandard units for which lower rents are charged.

It is important to note the limitations of the Census and MaineHousing data. The housing sale data consists of sales through the real estate multiple listing service. Homes and property sold without a broker are not included, and tend to be lower priced than those sold through the multiple listing service. Sales of property to family members, along with the use of mobile homes, are ways in which residents have reduced their housing costs. In 2017 9.3% of the Belfast housing stock included mobile homes. Census and Sate data do not account for illegally occupied apartments and for units in which the rent collected is not reported.

It is widely understood that Belfast has a significant need for more affordable housing. MaineHousing, in 2017, estimated an additional 183 units of subsidized rental housing was needed at that time (Table 3-6). Further, the City's housing needs extend beyond low-income households eligible for subsidized housing. Those earning median and moderate (150% of median) incomes are in large part often unable to afford housing in Belfast, and choose to live in one of the communities in which property taxes are often lower. For a service center community to thrive, it must be an affordable place for a large portion of its workforce to reside within its borders.

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

- Realty Resources, 38 unit project (workforce housing) on Ryan Road which opened in late 2007 (CDBG Public Infrastructure Grant funding);
- Volunteers of America, 32 units, elderly housing, on Congress Street, which opened in 2001 (CDBG Public Infrastructure Grant funding);
- Community Housing of Maine/CEI, a 6 unit housing project for persons with special that located on Midcoast Drive that opened in 2002;
- PenquisCAP, 24 units of workforce housing located on Patterson Hill which opened in 2002; and
- Group Home Foundation, 5 unit independent living project for persons with special needs that opened in 2009 (CDBG Housing Assistance funding).
- In July 2013, construction of the Goose River Partners elderly housing project located on Swan Lake Avenue was completed which added 24 units to the amount of affordable housing in the City.

In 2011 and 2014 the City obtained a CDBG Housing Assistance Grant which has provided funding to assist property owners to renovate rental units. Renovation efforts have focused on code compliance and energy concerns.

The City also notes that Belfast, as the regional service center for Waldo County, is often expected to provide more opportunities for affordable housing for the elderly, low/moderate income persons and persons with special needs, because other communities in the County lack medical and support services and the jobs that are available in Belfast. Despite all past and current efforts, it is generally acknowledged that regional affordable housing efforts have not kept pace with demand. Strategies to improve this are presented at the end of this chapter.

(3) Are seasonal homes being converted to year-round use or vice-versa? What impact does this have on the community?

Most housing units in Belfast have been constructed to a standard to qualify as a year-round home and have needed utility services. Unlike other Waldo County communities, Belfast has no significant lake or coastal 'communities' that serve mostly seasonal residents. While Belfast clearly experiences an increase in its summer population by seasonal visitors, most reside in houses that satisfy year-round standards and in traditional neighborhoods. The conversion of seasonal units to year-round units is not a significant issue in Belfast. The City believes that it does not need to consider adopting any specific measures to address this issue.

(4) Will additional low and moderate income family, senior, or assisted living housing be necessary to meet projected needs for the community? Will these needs be met locally or regionally?

It is anticipated, however, that with the aging of Belfast's, the region's and the state's population that additional senior and assisted units will be needed, both market rate

and subsidized. MaineHousing estimated, in 2017, 103 subsidized senior housing units were needed to meet need. See Table 3-6 for senior household figures. Given Belfast's service center function and proximity to health care facilities and the availability of municipal infrastructure like public water and sewer, it is likely that most of the region's needs for senior and assisted living facilities will be met within Belfast. Some elder care housing facilities are found in smaller Waldo County service centers, like Searsport and Winterport, as well. Also, as noted above, the 24 unit Goose River Partners elderly housing project, which received both Maine State Housing Authority and Rural Development Authority funding, completed construction in July 2013.

(5) Are there other major housing issues in the community, such as substandard housing?

Belfast, since December 2010, has been required to enforce the state-wide building code, the MUBEC Code. Enforcement of this code has resulted in the City, for the first time, conducting building inspections of single family, two family and many accessory buildings. Prior to adoption of the MUBEC code, Belfast enforced the BOCA code only on multi-family and nonresidential development. This need to inspect most construction has resulted in a greater workload for the Code and Planning Department, however, it also has created the opportunity to ensure that new construction better satisfies building and energy code requirements.

The most frequent complaints that are brought to the attention of the Code Enforcement Officer involve rentals at multi-family rental units, such as inadequate heat and water, faulty electric and poor building standards. The second most frequent complaint involves nuisance concerns regarding how an abutter may maintain their property; uncontrolled trash and litter, too many abandoned vehicles, and stormwater problems. The Code Enforcement Officer routinely works with the aggrieved parties and often has been able to obtain voluntary compliance in addressing the issues. In limited cases the City has had to pursue legal action to resolve the complaint.

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

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

- (6) *How do existing local regulations encourage or discourage the development of affordable housing?*

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

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

C. Conditions and Trends

Minimum data required to address state goals:

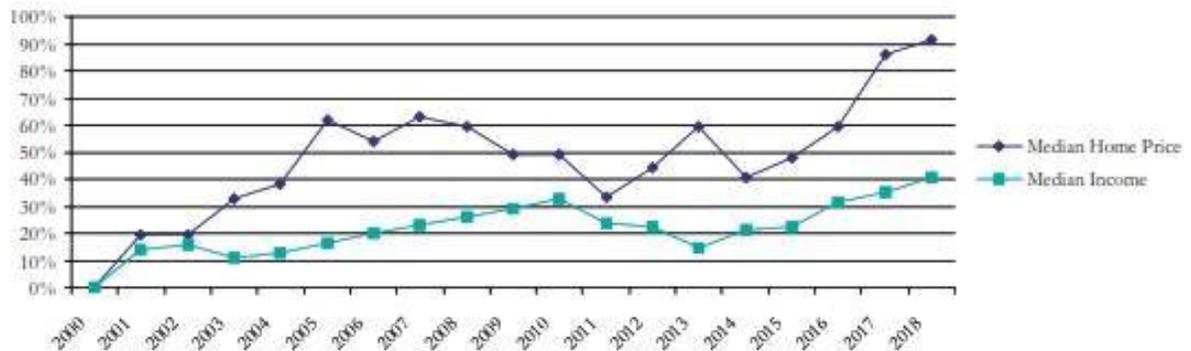
- (1) *The community's Comprehensive Planning Housing Data Set prepared and provided to the community by the MaineHousing, and the Office, or their designees.*



Homeownership Affordability Index		Median Home Price ¹	Median Income ²	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income	
Belfast, ME LMA Housing Market	Year	Index				
	2014	1.02	\$132,000	\$39,336	\$38,551	\$134,687
	2015	0.98	\$139,100	\$39,894	\$40,520	\$136,952
	2016	0.97	\$150,000	\$42,814	\$43,998	\$145,963
	2017	0.84	\$175,000	\$43,961	\$52,204	\$147,365
	2018	0.81	\$180,000	\$45,831	\$56,651	\$145,621
Belfast		0.56	\$237,000	\$42,927	\$76,880	\$132,332
Swanville		0.64	\$199,900	\$40,445	\$63,007	\$128,318
Searsport		0.65	\$176,000	\$38,543	\$59,493	\$114,024
Islesboro		0.66	\$315,000	\$62,500	\$95,414	\$206,338
Searsmont		0.68	\$220,000	\$48,373	\$70,868	\$150,167
Liberty		0.77	\$176,500	\$42,383	\$55,174	\$135,582
Northport		0.80	\$260,000	\$62,158	\$77,278	\$209,129
Belfast, ME LMA Housing Market		0.81	\$180,000	\$45,831	\$56,651	\$145,621
Maine		0.89	\$212,500	\$56,987	\$64,367	\$188,138
Thorndike		0.89	\$157,000	\$44,403	\$49,940	\$139,594
Stockton Springs		0.92	\$175,000	\$51,212	\$55,667	\$160,995
Monroe		1.15	\$144,000	\$51,923	\$45,161	\$165,560
Morrill		1.28	\$145,500	\$59,694	\$46,462	\$186,935

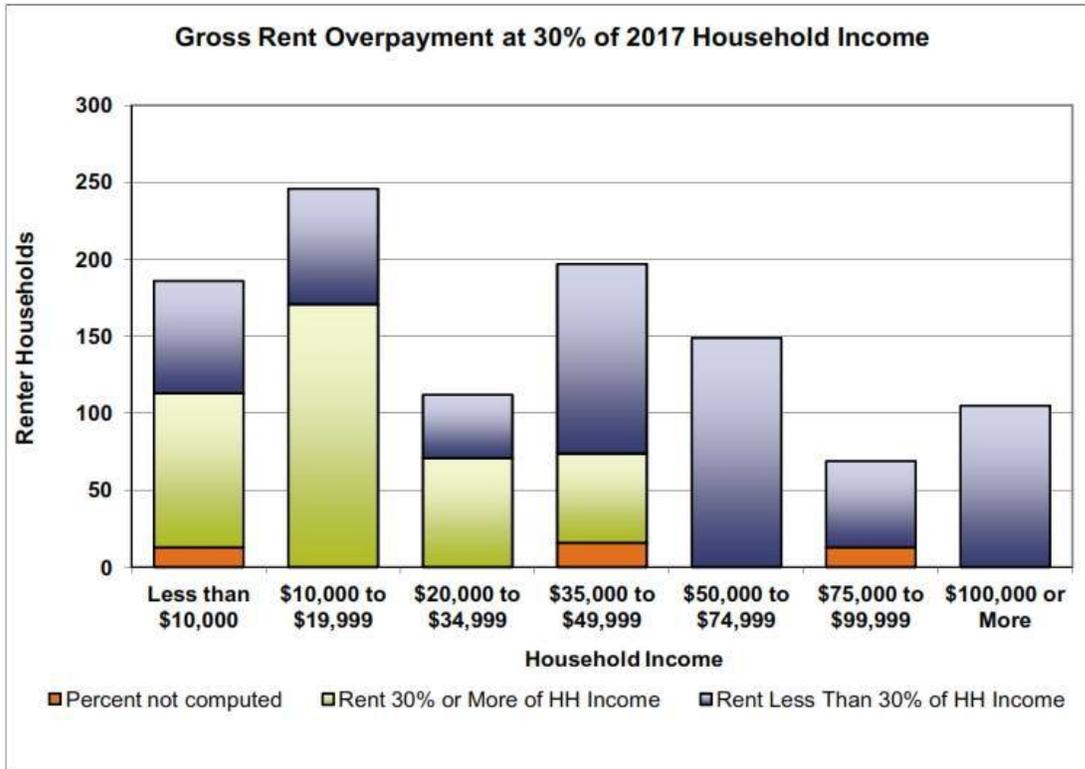
The Homeownership Affordability Index is the ratio of Home Price Affordable at Median Income to Median Home Price. An index of less than 1 means the area is generally unaffordable - i.e., a household earning area median income could not cover the payment on a median priced home (30 year mortgage, taxes and insurance) using no more than 28% of gross income.

Relative Increases in Income and Home Price³

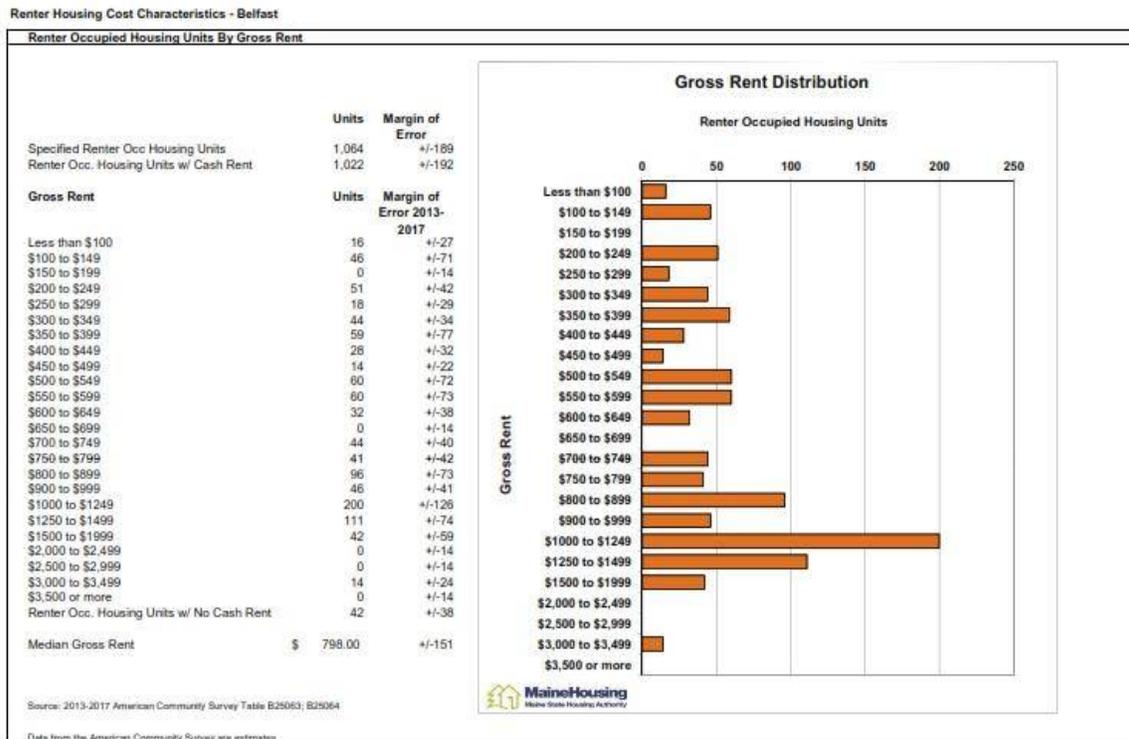


Source: MaineHousing

Belfast Rental Housing Cost Characteristics



Source: MaineHousing



Source: MaineHousing

Table 3-1 Affordability Index for Belfast

Year	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
2014	0.65	\$191,000	\$38,815	\$56,710	\$124,578
2015	0.66	\$165,000	\$33,132	\$49,996	\$109,409
2016	0.67	\$184,600	\$37,700	\$56,481	\$123,445
2017	0.58	\$232,500	\$41,708	\$71,943	\$134,750
2018	0.56	\$237,000	\$42,927	\$76,880	\$132,332

Source: MaineHousing

Table 3-2 Affordability Index

Location	Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
Belfast	0.56	\$237,000	\$42,927	\$76,880	\$132,332
Belfast, ME LMA Housing Market	0.81	\$180,000	\$45,831	\$56,651	\$145,621
Congressional District 2	1.05	\$150,000	\$48,290	\$46,046	\$157,311
Maine	0.89	\$212,500	\$56,987	\$64,367	\$188,138
Waldo County	0.86	\$180,000	\$48,225	\$56,223	\$154,394

Source: MaineHousing

Table 3-3 Unattainable Homes as a Percentage of Homes Sold in 2018

Location	Percentage of Unattainable Homes	Affordable Homes Sold	Unattainable Homes Sold
Belfast	87.2%	11	75
Belfast, ME LMA Housing Market	70.2%	99	233
Congressional District 2	47%	4,280	3,789
Maine	58.1%	7,534	10,440
Waldo County	65.4%	166	314

Source: MaineHousing

Table 3-4 Households Unable to Afford Median Home in 2018

Location	Percent of Households Unable to Afford Median Home Price	Number of Households Unable to Afford Median Home Price
Belfast	69.9%	2,190
Belfast, ME LMA Housing Market	58.3%	7,062
Congressional District 2	48.3%	133,732
Maine	56.3%	319,595
Waldo County	56.2%	9,619

Source: MaineHousing

Table 3-5 Renter Households That Can't Afford the Average 2 Bedroom Rent in 2018

Location	Percent of Households Unable to Afford Avg. 2BR Rent	Number of Households Unable to Afford Avg. 2BR Rent	Average 2 BR Rent (with utilities)	Income Needed to Afford Average 2 BR Rent
Belfast	49.5%	600	\$692	\$27,668
Belfast, ME LMA Housing Market (2017)	53.2%	639	717	\$28,691
Congressional District 2	61.6%	47,052	\$940	\$37,604
Maine	57.1%	92,560	\$998	\$39,919
Waldo County	67.3%	2,440	\$968	\$37,539

Source: MaineHousing

Table 3-6 Housing Needs Summary in 2017

Belfast	Family Units (55 and under)	Seniors Units (55 and over)
Number of Renter Households @ 50% AMI	176	221
Number of Subsidized Units Available	148	190
- Project Based	24	60
- Non-Project Based (Section 8 Vouchers)	32	21
Number of Affordable Rental Units Needed	80	103
Indicated Unmet Need %	54%	46%

Source: MaineHousing

Table 3-7 Subsidized Rental Units Belfast

Sponsor	Total	Family	Senior	Disabled
Housing Choice	67	20	19	33
Project Based	72	20	38	19
Total Units	176	39	91	56

Source: MaineHousing

Table 3-8 Section 8 Vouchers Belfast

Section 8 Vouchers Belfast	
MSHA	21
Total Units	21

Source: MaineHousing

Table 3-9 Demographics

Belfast	2012	2013	2014	2015	2016	2017	Change 2012- 2017
Population	6,664	6,672	6,664	6,668	6,641	6,680	0.24%
Households	2,980	2,768	2,771	2,810	2,762	2,893	-0.97%

Source: MaineHousing

Note: See the Population Chapter for more demographic data, including population projections, gender and race figures.

Table 3-10 Median Home Sale Prices Belfast

Type of Home	2014 Median	2015 Median	2016 Median	2017 Median	2018 Median
All	--	--	--	--	\$237,000
Single Family	\$191,900	\$165,500	\$184,600	\$227,450	\$212,500
Condominium	\$220,000	None Sold	\$135,000	\$145,975	\$144,250
Mobile Home	\$49,750	None Sold	\$42,000	\$82,450	\$74,500

Source: MaineHousing

Table 3-11 Average Rent (including utilities) Belfast

Bedrooms	2013	2014	2015	2016	2017	Change 2003-2007
0	--	--	--	\$508	\$509	NA
1	\$771	\$814	\$930	\$722	\$712	-8.2%
2	\$884	\$947	\$916	\$978	\$889	0.5%
3	\$1,079	\$1,163	\$1,166	\$1,203	\$930	-8.6%

Source: MaineHousing

Table 3-12 New Houses in Belfast

New Houses in Belfast					
New Homes	2014	2015	2016	2017	Totals
Total New	17	21	14	18	70

Source: City of Belfast

Table 3-13 Age of Homes as of 2017

Belfast	Owners		Renters		All Homes	
	Count	Percentage	Count	Percentage	Count	Percentage
2014 or later	0	0.0%	0	0.0%	0	0.0%
2010 to 2013	98	5.4%	0	0.0%	98	3.4%
2000 to 2009	367	20.1%	279	26.2%	646	22.3%
1980 to 1999	575	22.7%	160	15.0%	575	19.9%
1960 to 1979	269	14.7%	150	14.1%	419	14.5%
1940 to 1959	69	3.8%	62	5.8%	131	4.5%
1939 or Earlier	611	33.4%	413	38.8%	1,024	35.4%
Totals	1,989	100%	1,064	100%	2,893	100%

Source: Census, MaineHousing

Table 3-14 Households by Income

Belfast	≤30% Extremely Low	≤50% Very Low	≤80% Low
2017 Households	515	837	1,249
Income	\$17,778	\$20,630	\$47,408
% of Total Households	17%	29%	43%

Source: MaineHousing

Note: Income categories are based on percentages of the median income.

Table 3-15 Owner Households by Income

Belfast	≤30% Extremely Low	≤50% Very Low	≤80% Low
2017 Households	225	452	698
Income	\$17,778	\$20,630	\$47,408
% of Total Households	7%	15%	24%

Source: MaineHousing

*Note: Income categories are based on percentages of the median income.***Table 3-16 Renter Households by Income**

Belfast	≤30% Extremely Low	≤50% Very Low	≤80% Low
2017 Households	190	344	488
Income	\$17,778	\$20,630	\$47,408
% of Total Households	6%	11%	16%

Source: MaineHousing

*Note: Income categories are based on percentages of the median income.***Table 3-17 Potential Homeowners: Renter Households by Income: Age 25-44**

Belfast	≤30% Extremely Low	≤50% Very Low	≤80% Low	≤150% Moderate
2007 Households	67	139	229	309
Income	\$12,112	\$20,187	\$32,298	\$60,560
% of Total Households	16.9%	35.1%	57.9%	78.1%

Source: MaineHousing

Note: Income categories are based on percentages of the median income.

(2) Information on existing regional affordable housing coalitions or similar efforts.

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

(3) A summary of local regulations that affect the development of affordable housing.

Overall, city regulations support the creation of affordable housing. Smaller minimum lots sizes (7,500 square feet in certain residential growth areas) are allowed in locations served by water and sewer, as are multi-unit, multi-family structures. As previously noted, both current zoning ordinances and recommendations in the Future Land Use Plan identify standards that would encourage the construction of affordable housing in both rural areas and growth areas, allow manufactured housing in most sections of the City, and congregate and elderly housing is permitted with few density regulations. The City's goal is to use a series of regulatory approaches that support and stimulate the construction of additional affordable housing in locations and at densities that are appropriate for the community and which recognize the cost of construction.

D. Policies

- 1) To encourage and promote adequate workforce housing to support the community's and region's economic development.
- 2) To ensure that land use controls encourage the development of quality affordable housing, including both ownership and rental housing.
- 3) To seek to achieve at least 10% of all housing built or placed during the next decade be affordable.
- 4) To support efforts that provide housing to at-risk targeted groups, such as the elderly, persons with special needs, and similarly situated persons.
- 5) To encourage and support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.

E. Strategies

- 1) Enact or amend growth area land use regulations to ensure density, lot size, setback and similar standards encourage the construction of housing. These

measures may include but are not specifically limited to the following:

- 1.1. In residential areas within the Route One by-pass, an area comprised of existing neighborhoods and in which public sewer is often available, the minimum lot size should be $\frac{1}{4}$ acre or less. Further, structure setbacks should be consistent with existing development patterns (Reference Future Land Use Plan).
 - 1.2. In areas located outside of the Route One by-pass in which public sewer is available, the minimum lot size should allow housing on appropriate sized lots, recognizing that access and traffic management is often a concern. Such lot sizes could be in the $\frac{1}{4}$ to $\frac{1}{3}$ rd acres size (reference Future Land Use Plan).
 - 1.3. Overall, allow greater density and focus new housing in areas that are within walking or easy driving distance of places of employment, places in which retail shopping and services are available, and places in which public facilities and services are present, including but not limited to schools. The proposed Residential 4 area qualifies as such an area (reference Future Land Use Plan).
 - 1.4. To assist in meeting the specific housing needs of the community's seniors, the City should allow congregate housing and elderly housing in appropriate areas that have access to public water and sewer. Further, the City should not use density standards (number of units per acre) as a significant factor in determining the suitability of a property for such housing.
 - 1.5. Maintain ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.
- 2) Examine and consider enacting approaches that allow multi-family housing (3 units or more per structure) and duplex housing (2 units per structure) in appropriate land use areas.
- 2.1. Consistent with provisions in many current zoning districts, the City should continue to allow the construction of a duplex on the same size lot as a single family dwelling, provided there is adequate sewage capacity and on-site parking. This approach has and should continue to create opportunities for a homeowner to construct an accessory apartment (Reference Future Land Use Plan).
 - 2.2. City should establish an area within the Route One by-pass that allows the construction of new multi-family housing, and at densities that encourage the construction of such (Reference

- Future Land Use Plan).
- 2.3. City should consider increasing the density (number of units) at which multi-family housing can be constructed in zoning districts which allow this type of use. Current zoning often establishes a maximum of 6 units per acre. This density likely is too low to encourage the construction of a significant amount of new multi-family housing. (Reference Future Land Use Plan).
 - 2.4. City should continue its current regulation that allows and encourages residential units to be constructed above non-residential uses on the upper floors of buildings in the Downtown Commercial zoning district. This approach includes not identifying a maximum density standard (number of units/acre) and often not requiring on-site parking (Reference Future Land Use Plan).
 - 2.5. City should examine the feasibility of allowing an owner occupied house that is located in a residential growth area to construct two accessory apartments in the house (total of 3 units), provided the property has public sewer and adequate on-site parking. The focus would be accessory apartments, particularly 1 bedroom units, and would include new construction and the conversion of existing houses. It is critical that any such construction satisfy all applicable building codes.
- 3) Consider approaches that allow greater density in residential growth and mixed use growth areas if at least a portion of the housing units that are constructed address affordable housing needs.
- 3.1. In urban areas, such as most of the area located within the Route One by-pass, the City should consider the adoption of standards that would allow the construction of single-family and two-family housing at greater densities than is now recommended for these areas in the Future Land Use Plan, provided at least a portion of the units qualify as affordable housing. If this approach is implemented, key issues would include but are not necessarily limited to: the size and topography of the property; the character of neighboring development; opportunities to provide good quality connectivity for motorists, bicyclists and pedestrians; and the provision of usable open space. The suggested approach likely would work best for vacant lots which are at least one acre in size.
 - 3.2. In rural areas, including those located within the proposed Outside Rural area identified in the Future Land Use Plan, the City should consider allowing small housing clusters to encourage the construction of affordable housing, and adopting standards that

would govern such projects. Such housing clusters would allow houses to be constructed on smaller lots and at greater densities than for typical homes. Potential standards would address issues such as but not necessarily limited to: the maximum size of a cluster (7 units recommended in the Future Land Use Plan); requiring all units to be served by a single road that accesses onto a City road; allowing the new access road to remain a gravel surface and to be a lesser width than current City requirements; and to address how natural areas and open space would be retained and incorporated into the project.

- 3.3. The City should consider supporting 'green based' housing by allowing such housing to be constructed at greater densities (number of units/acre) and by allowing more flexibility in the number of units constructed per structure, particularly if such a project supports the establishment of affordable housing. This approach could be applicable in both urban and rural locations.
- 4) The City should examine the desirability of the City committing public resources, including but not limited to tax dollars, to assist in the construction of affordable housing.
 - 4.1. The City should consider supporting approaches that would allow tax acquired land and/or buildings to be used to assist in the construction of affordable housing. This would involve a public review of all properties acquired through City foreclosure on a tax lien to determine if it would be appropriate to use this property for an approach that would support affordable housing.
 - 4.2. The City should consider the use of tax increment financing to encourage the construction of workforce and affordable housing. The goal would be to encourage the construction of ownership housing consistent with low-moderate income guidelines adopted by the State. If the City chooses to implement tax increment financing as an approach to encourage construction, it will be critical that the City examine the short-term and long-term public benefits and costs of this approach for the respective housing project which would qualify for this program, and that the proposed project involves providing ownership housing that will remain within affordable ranges for the long-term.
 - 4.3. The City should consider financially participating in the cost of extending public sewer service to areas that are intended to function as a housing growth area. The Future Land Use Plan identifies portions of the proposed Residential 2 and Residential 4 areas as ones in which this approach may be appropriate.

- 5) Create or support a community based affordable housing committee and/or regional affordable housing coalition.
 - 5.1. Support efforts of local based organizations such as Habitat for Humanity, Group Home Foundation and WaldoCAP that are involved with trying to construct new affordable housing, rehabilitate existing housing units, and assist persons that need housing.
 - 5.2. Continue to work with regional, state-wide and national organizations which have constructed affordable housing projects in Belfast, including housing projects which have often targeted persons with specific needs, to increase the availability of affordable housing in Belfast. These organizations include but are not limited to PenquisCAP, Volunteers of America and Coastal Enterprises.
 - 5.3. Continue to work cooperatively with private developers which have used funding sources such as Maine State Housing Authority bonding to construct and operate affordable housing projects in Belfast, with the goal of increasing the availability of affordable housing in Belfast. Realty Resources has constructed and now operates several such projects in Belfast, including Seaside Estates (Ocean East Housing project) and the Birches.
 - 5.4. Explore the desirability and feasibility of developing a local housing authority to better address how to provide housing to support local needs. This effort could include but is not necessarily limited to: establishing a new public authority, partnering with the Waldo County Commissioners, and/or partnering with an existing housing authority.
 - 5.5. Support efforts that assess the need for affordable housing in the greater Belfast area, and identify strategies to address the needs that area identified.
- 6) Consistent with Policy # 5, to maintain and promote affordable housing from government grant program opportunities, the City will:
 - 6.1. The City should welcome and encourage participation in government programs, including but not necessarily limited to: Maine Department of Community and Economic Development Community Development Block Grants (CDBG), Maine State Housing Authority funds, USDA Rural Development funds and loans, Waldo County housing programs, Penquis CAP funds, Home Repair Network, mobile home replacement, housing rehabilitation loans (single family and multifamily), Low Income

Housing Tax Credit, home buyer education, and other programs for the construction of subsidized workforce housing within the City, and other grants to homeowners for improvements to energy efficiency, safety and habitability.

- 6.2. The City should seek active participation from residents who live in unsafe, substandard housing to help them improve the condition of their housing and their neighborhoods through the use of state and federal grants and loans, and with in-kind municipal assistance or assistance via a non-profit organization.
- 7) To augment the supply of workforce housing, the City should consider approaches such as the following:
- 7.1. The City should explore and consider approaches implemented in other communities to provide affordable rental units for employees involved in industries that often rely upon seasonal, transient or per diem employees. Such industries could include but are not necessarily limited to: agriculture and food processing, resort and tourist facilities, construction, and health care. A potential approach that warrants consideration is to allow group homes or boarding homes in appropriate areas. If this approach is implemented, it will be critical that such homes be well managed.
 - 7.2. The City should investigate encouraging alternative approaches to housing ownership, such as cooperative housing, as an approach to encourage affordable housing. This type of housing shares costs and is owned and governed by an association composed of the housing occupants themselves. This combines certain aspects of home ownership with rentals. It is probably most successful when there is a group of dedicated people who share the philosophy of this type of housing. Such a project is being initiated currently in Belfast (Eco-Village on Tufts Road) and if successful may prove to be a model.
- 8) Designate a location(s) in the growth area in which mobile home parks/manufactured housing communities, are allowed pursuant to 30-A MRS §4358(3)(M). One such area that has been identified is the portion of the proposed Swan Lake Avenue Mixed Use area that is served by public sewer (Reference Future Land Use Plan). Additional areas may be appropriate for this type of use, and this issue should be further explored as the City pursues implementation of its Future Land Use Plan.
- 9) Identify areas in which manufactured housing (mobile homes) is allowed in addition to stick-built housing. The Future Land Use Plan (reference Plan) often provides direction regarding areas which are appropriate for manufactured housing. Further, as the City pursues implementation of this

Plan, the City should consider areas that are and are not appropriate for manufactured housing, as well the adoption of construction standards which could result in such housing being more compatible with existing housing.

SECTION 3.9 RECREATION

Introduction

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

A. State Goal for Recreation

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

B. Analyses and Key Issues

Belfast should look to maintain existing facilities and services and should consider opportunities for new facilities and programs. The City should be bold in this effort, and should not limit its approaches to methods used in other towns and cities.

- (1). *Will existing recreational facilities and programs in the community and region accommodate projected growth or changes in age groups in your community?*

Yes, existing facilities, in general, can meet the projected needs of the community over the next ten years. Allocating sufficient resources for the ongoing maintenance of all facilities is crucial.

- (2). *Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?*

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

- Belfast City Park (20 acres): Lighting; buried electrical service; road paving; grading of baseball field; pool bathhouse rehab; walkway repaired continued and enhanced; rehab restrooms; re-line and re-surface the pool.
- Kirby Lake (the Muck) (3 acres): Ongoing trail maintenance.
- Skate Park (skateboards): Re-design and upgrade.
- Sportsman Park (21 acres): Entrance sign/marker; trail development.

- Steamboat Landing (2.4 acres): Water service for event vendors; drinking fountain.
- Wales Park (1.5 acres): Ramp and/or steps for entrance off Congress Street.
- Walsh Field Recreation Area (Ballfields, Dog Park, Little River Trailhead): Sidewalk and parking lot repair or replacement.

(3). *Are important tracts of open space commonly used for recreation publicly-owned or otherwise permanently conserved?*

Yes, see the section Condition and Trends in this chapter for a listing of city-owned and permanently conserved facilities and the map titled Recreation.

(4). *Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?*

The City has worked with area land trusts, particularly the Coastal Mountain Land Trust, regarding the preservation of open spaces and access. The City also has aggressively pursued retaining public ownership of long established 'rangeways' that provide public access to coastal areas. Continuing, the City has worked cooperatively with Friends of Belfast Parks to maintain and fund improvements to many of the City's parks. While the City has not established a specific open space fund, the City has often committed taxpayer revenues to benefit public access and recreation. For example, in the mid-1980's the City created Heritage Park, in 1999 the City worked with MBNA to establish Belfast Common and Steamboat Landing Park, in 2008 the City purchased additional land to expand the size of Belfast Common, in 2010 the City purchased the former Belfast & Moosehead Lake Railroad right-of-way to create the Rail Trail, and in 2014 established Park on Main. The City has adopted policies and Ordinances to help guide its activities, and recognizes that future amendments to such may be needed.

(5). *Does the public have access to each of the community's significant water bodies? Is the type of access compatible with the protection of public drinking water sources?*

Yes, there is public access to the major water bodies in Belfast. Drinking water is supplied through groundwater wells, not surface waters. Accordingly, recreational access to surface waters does not threaten public drinking water sources.

The City owns or controls multiple access points to the water. These are either rangeways or Rights-of-Way. The City routinely maintains most of these access points and is systematically working to make desired improvements. The City has recently made significant improvements to the preservation of rangeways for pedestrian use and access to the water.

(6). *Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?*

Yes, in general, trails are maintained regularly by public or private efforts.

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

(7). *Is traditional access to private lands being restricted?*

A few property owners post their land to restrict hunting, for privacy or for other reasons, but this has not resulted in public complaints to date.

C. Conditions and Trends

(1). *The community's Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation, and the Office, or their designees.*

This data set has been incorporated and updated in the Belfast Comprehensive Plan map titled: Recreation.

(2). *A description of important public and private active recreation programs, land and water areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs.*

The following publications are available: "Belfast City Rangeways: Public Shore Access (City of Belfast); "The Green Emeralds of Belfast" (Friends of Belfast Parks); "Belfast, In-town Nature Trail" (Hartdale Maps) and "Walk & Bike Belfast" (Hartdale Maps); "Trails" (Belfast Bay Watershed Coalition); "Belfast City Park Arboretum"; "Hills to Sea Trail" (Waldo County Trails Coalition); "Labyrinth Walk" (Phineas P. Quimby Labyrinth). These describe public recreational areas in the community. Programs designed to bring in visitors, families and friends are identified each year in annual reports and publications. The Coastal Mountains Land Trust also has trail maps and publications describing natural area and activities.

(3). *An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.*

None known. Belfast has an extensive system of City owned and maintained rangeways and public parks that support public access to Belfast Bay. The City notes that unlike many Maine communities there are few significant fresh water bodies (large ponds) in Belfast.

- (4). *A description of trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking, or hiking. Include mapped information as available.*

(see # C. 2 above)

- (5). *A map or list of important publicly-used open spaces and their associated facilities, such as parking and toilet facilities.*

(see # C.2 above and list of local land trusts in C-6 below)

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

- Armistice Bridge (reconstructed in 2006)/Pedestrian Footbridge (Formerly known as the Veterans Memorial Bridge): This renovated span (about 800 feet in length) crossing the Passagassawakeag River provides scenic views of the harbor and downtown, and provides connectivity across the River between the east and west sides of Belfast.
- Belfast Area High School (recently renovated): This facility has an indoor swimming pool with spectator seating and a gymnasium, and is surrounded by 20 acres, which accommodate 1,320 feet of running track, as well as baseball, football, field hockey, and soccer fields.
- Belfast City Park: This is a 20-acre municipal park with a 10,479 square foot outdoor pool with dressing rooms, baseball field, a full basketball court, two tennis courts, an innovative playground, benches, four pickle ball courts, restrooms, concession stand, and picnic tables with grills adjacent to them.
- Belfast Common: Dedicated in 1999, this park is on the former site of a poultry processing plant. People fly kites, walk dogs, picnic, sunbathe, and, in the winter, go sledding. An amphitheater provides a beautiful spot for concerts and is popular for outdoor events and weddings.
- East Belfast School: This 3-acre area has a soccer field and a playground. The facility also has an indoor gymnasium.
- Eleanor Crawford Park: This is a very small, triangular shaped park with benches and a flower garden.
- Waterfall Arts Building (Former Governor Anderson School): This 5-acre site includes baseball, football and softball fields, swings, and an outdoor ice rink. There are 50 parking spaces available.
- Heritage Park: This area is adjacent to the boat launching ramp and public landing. The location of the Come Boating! shed and dock. It provides an unobstructed view of the harbor and upper Penobscot bay, and is equipped with picnic tables and benches for the use of the public. It also supports public events.

- Kirby Lake (The Muck): This is a half-acre area which is used for ice skating during the winter months. The area is lit where skaters can put on their skates and there are picnic tables and benches. This is a popular location for bird watching.
- Public Landing Ramp: This is a 1.5-acre area, which includes a paved boat launch ramp and the Harbor Master's Office. It is bordered by floats, which provide temporary docking space for boaters using the ramp, a parking area, and toilet and shower facilities. Fuel and water are available at the adjacent public landing.
- Skateboard Park: This site has paved surfaces and ramps for skateboarding.
- Sportsman Park: This is a 21-acre site with a stream for fishing and areas for dogs to be off-leash. Future development of its wooded setting could include walking trails, cross-country ski trails, and other outdoor recreation activities.
- Steamboat Landing: In 1999, MBNA donated a portion of its waterfront property to the City. A gazebo is used for weddings, concerts, poetry readings, and picnics. The City also owns the Boathouse at the park which it uses for public events and rentals to public and private parties. The park has picnic tables and benches, kayak launch and rack, and is used for several events, such as Belfast Wienerfest, Maine Celtic Celebration, Belfast Arts in the Park, and Harborfest. The Harbor Walk also runs through the park.
- Wales Park: This two-acre plot of open space. There is a picnic shelter, benches, grills and swings and a slide for children.
- Walsh Field Recreation Area: Includes A) Dog Park - Open in 2008, this park was created by the Friends of Belfast Parks and members of the community as a gift to the City, its dog owners, and their dogs. B) Little League Baseball Field; C) Softball Field and D) Little River Trailhead developed and maintained by the Belfast Bay Watershed Coalition.
- Park on Main: A pocket park on Main Street in downtown with a picnic table chessboard, shady area, and a flower garden.
- Kayak Launching Area: Located at the Upper Bridge East Rangeway.
- Rail Trail: A 2.2 mile multi-use path that runs within the rail corridor along the upper stretches of the Passagassawakeag River.
- Harbor Walk: A path that connects the Belfast waterfront between the Armstice Bridge and the Boathouse at Steamboat Landing.
- Rangeways: 12 rangeways are located throughout the City that provides public access to the water and scenic views of the Bay.
- 4-Seasons Recreation Area: Part of the former City-owned ski area was re-opened in 2010 with areas for sledding, tubing and snowboarding. The Passy Greenway Trail traverses the area. This site has a parking area.

There are also private health and recreational establishments that are available to Belfast residents. They include the Bay-Area Fitness, Belfast Dance Studio, the Game Loft, Waterfall Arts, Come Boating, Curling Club, and the YMCA. The YMCA opened its

new facility in 2001 (including a walking track, gymnasium, and weight room) and its indoor pool in 2009. The City provides an annual subsidy to the YMCA, which allows income eligible residents to become YMCA members at no cost or at a reduced rate.

(6). *A list of local and regional land trusts in the area.*

- **Coastal Mountains Land Trust (active in region):** www.coastalmountains.org/
The City has active agreements with this Land Trust.
- Forest Society of Maine: www.fsmaine.org/
- Maine Audubon: www.maineaudubon.org/
- **Maine Coast Heritage Trust (active in region):** www.mcht.org/ The City has an easement agreement with the Heritage Trust to manage City owned Heritage Park.
- **Maine Farmland Trust (active in region):** www.maineFarmlandtrust.org/ The Maine Farmland Trust also has offices in downtown Belfast.
- New England Forestry Foundation, Inc.: www.newenglandforestry.org/
- Northeast Wilderness Trust: www.newildernesstrust.org/
- Sheepscot Valley Conservation Association: www.sheepscot.org/
- Sheepscot Wellspring Land Alliance: www.swlamaine.org/
- The Nature Conservancy in Maine:
www.nature.org/wherework/northamerica/states/maine/

D. Policies

Many policies are dictated by city ordinance. See Section 38 in the City Code of Ordinances for Parks and Recreation codes. Section 38-32 specifies the purpose of the Commission.

- (1). *To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.*
- (2). *To preserve open space for recreational use as appropriate.*
- (3). *To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and to work with nearby property owners to address concerns.*

E. Strategies

- (1). *Develop/Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.*
- (2). *Include any capital needs identified for recreation facilities in the Capital Investment Plan. Explore the use of Federal and State money to fund expenditures for outdoor recreation.*

- (3). *Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible. Give particular attention to the need for City-owned cross-country skiing and nature study areas, and City-owned walking/jogging paths along Belfast Harbor.*
- (4). *Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.*
- (5). *Provide education regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.*
- (6). *Continue to maintain and improve the system of snowmobile trails throughout the City's rural area. Inventory trails, natural areas, and open space corridors in Belfast.*

SECTION 3.10 TRANSPORTATION

Introduction

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

A. State Goal and the Sensible Transportation Policy Act

1. *To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*
2. *Sensible Transportation Policy Act (23 MRSA §73)*

B. Analyses and Key Issues

(1). *Roads, Bridges, Sidewalks, and Bicycle Routes*

- a. *What are the transportation system concerns in the community and region? What, if any, plans exist to address these concerns?*

1. *Safety:*

See the Transportation Map for high crash locations where eight or more crashes have been reported within a three-year period. In 2015, Maine DOT reported four intersections and one road section as high crash locations in Belfast. These were the section of Church Street between Beaver Street and Spring Street, the intersection of Head of the Tide Road and West Waldo Road, Belmont Ave/Route 3 ramp coming off Route 1 south, High Street ramp coming off Route 1 north, and Route 7 ramp off Route One bypass. In 2006, the City, in coordination with Maine DOT, HNTB (traffic consulting firm) and the Federal Highway Administration, conducted a transportation safety audit of Route 1 as a supplement to the Gateway 1 strategic planning process. See the Safety Audit report for a full list of observations and specific recommendations. Many of the observations from the 2006 Safety Audit are still relevant today including:

- c. Intersection improvements should receive the highest priority. More specifically:
 - a. Congress Street and Route 1 – MDOT constructed improvements to this intersection in 2007. It appears

that the improvements have addressed some key safety issues, however, the City believes that additional improvements are warranted. For example, for northbound traffic, there is no lane for through traffic if a vehicle is turning left onto Congress Street by the Business Park and another vehicle is turning right onto Congress Street by the Tall Pines facility. Further, there is no signal light at the intersection.

- b. Lincolnville Avenue/Rte 52 and Route 1 – In 2009, long awaited pedestrian improvements were constructed. The City, however, believes the intersection requires additional improvements, particularly for traffic on the westerly side of the intersection.
- c. Belmont Avenue/Rte 3 and Route 1– Significant improvements were constructed to this road in 2005, however, the City believes that additional improvements are needed to the current on and off ramp system for the intersection.
- d. Swan Lake Avenue/Rte 141 and Route 1 – The City and MDOT constructed initial pedestrian oriented improvements to this intersection in 2010 through a \$120,000 traffic calming grant. In 2012, the City worked directly with MDOT to conduct a follow-up Safety Audit that focused specifically on the Route 1/Route 141 (Swan Lake Avenue) intersection. In 2013 the City used a \$100,000 traffic calming grant to make additional pedestrian oriented improvements to the intersection, including a pedestrian signal. The City, however, believes that the long term approach is to reconstruct the intersection and that a roundabout could be a productive way to address current and future traffic volumes.
- d. Enhance navigation signs, guide signs, and warning signs.
- e. Adjust street name signs and/or replace with larger signs for better visibility for drivers and for emergency response.
- f. Access management strategies:
 - a. Limit curb cuts by consolidating separate entrances that are close together, and regulating requests for new entrances.
5. Install Maine Uniform Traffic Control Device compliant crosswalk warning signs.
6. Coordinate impact fees charged by State and City for needed transportation improvements resulting from proposed development.

7. Add dedicated bike lanes, marked on roadway, shoulder or paths off of Route 1 that provide linkages to East Coast Greenway project and which encourage and support bicycle use in Belfast.
8. Examine if it is appropriate to establish greater consistency in traffic speeds along the Route 1 corridor in Belfast, including the by-pass area.

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

2. Traffic speed:

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

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

3. Congestion and travel delay:

The Belfast Comprehensive Plan map titled Transportation Network shows the customer service level (CSL) of State and local roads in Belfast. CSL is a measure of safety, condition and service. The lowest CSL found in Belfast is on Route 52 extending southwest from Route 1 into Northport. This road is rated as a

Level D on an A-F scale, indicating the level of safety, condition, and service of the road. The CSL takes into account crash history, paved roadway width, pavement rutting, bridge reliability, pavement condition, roadway strength, bridge condition, ride quality, posted road or bridge, and congestion. Congestion at the following locations has been noted by residents and municipal officials: Route 1 and Route 52, Route 1 and Route 141, Route 1 and Route 3, and Route 1 and Congress Street.

4. Travel volume and type:

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

5. Traffic problems caused by such things as road and driveway locations and design, road maintenance needs, traffic control devices, growth patterns, and lack of transportation options:

Road maintenance is an ongoing effort and municipal budgets are stretched as the cost of such maintenance increases much faster than the costs of other goods and services, due principally to the costs of petroleum and petroleum-based products like asphalt. The state and federal match for such work has always been important and has become even more crucial to maintain safe roadways. The City has worked with property owners to maintain the safety and mobility (traffic flow at the posted speed) of roadways by addressing access management within the urban compact boundary. New entrances and driveways are approved in accordance with access management goals while balancing private property rights to allow for the use of properties abutting roadways.

The City understands that encouraging growth within and near the in-town area will reduce transportation costs and auto-dependency. The City's minimum lot size of 7,500 square feet for most of the area located within the Route 1 by-pass underscores its efforts to encourage dense growth in areas near services. This area also features an existing system of interconnected streets that create multiple ways for a person to travel to their destination. In addition, the City has encouraged most larger scale employers and retail development to occur in the area immediately adjacent to

the Route 1 by-pass. At the same time, there is concern about the amount of congestion that might develop in these areas from new development.

Current state access management rules apply to all state roads located outside of the urban compact area, and to the Pitcher Road. The City has cooperatively worked with MDOT in the implementation of these rules, and recognizes that good quality access management rules are warranted to improve public safety and manage traffic. That said, the City is concerned that current MDOT rules and the implementation of such may conflict with the City's intent to allow greater development in some areas, such as along Searsport Avenue.

The City's current access management standards are less strict than the state standards. That said, the City believes it has often been effective in managing the number of curb cuts on state roads located within the urban compact area, including efforts to reduce the number of curb-cuts at existing businesses when they apply for new permits. The City also recognizes that it should review its current access management standards to ensure its standards well address public safety needs, while also allowing appropriate types of development.

Belfast and the surrounding communities lack effective alternative transportation options in comparison with more densely developed communities in other areas of the State. There is no daily, City-wide bus service for all residents, and public transportation options are very limited. Thus, residents are largely dependent on their privately-owned vehicles for daily trips to work, stores and elsewhere. Reference section B.3. for a description of current public transportation services.

6. Lack of transportation links between neighborhoods, schools, recreation, shopping, and public gathering areas:

Much of the densely developed area located within or near the Route One by-pass has a well established system of neighborhood blocks connected by sidewalks and streets. The area features most of the City's parks, two of its schools, and the downtown retail and service area. Outside of the bypass, Belfast is accessible primarily by roadways. Much of the development in these areas occurs linearly along the adjacent road. There are few neighborhoods and even fewer connecting roads/streets and sidewalks. That said, the City has worked to use both City and MDOT monies to install

pedestrian oriented improvements on Route 1 to foster greater connectivity and to provide safer routes to the City schools located outside of the bypass.

The City believes that parking is generally adequate for current and projected future use at most schools, recreation, shopping and public gathering areas. Some downtown parking lots require improvements, and there likely always will be a need for more parking near the harbor in the summer, but on the whole, the City does not feel that Belfast has a significant shortage of parking. Municipal parking lot locations and capacity are noted in C.3. (below), and this public parking augments the onsite parking provided at shopping and other locations. Current and recommended pedestrian and bicycle routes are noted in both sections B.8. and C.2. Concern for improving the safety of these routes has helped shape the recommendations in this chapter. Residents in general, especially children and the elderly, should be able to get around portions of the City without depending exclusively on motor vehicles.

7. Closed or posted bridges or roads:

There are no closed bridges or roads. The City, however, routinely posts seasonal weight limits on many of its roads in the early spring when such roads are most susceptible to damage because of 'break-up' and a poor road base.

8. Pedestrian and bicycling safety.

Belfast has devoted increasing attention and resources to enhance pedestrian and bicycle safety in the past 20 years. Two of the premier projects are the reconstruction of the Armistice Bridge (Footbridge) across the Passagassawakeag River which the City completed in 2006 at a cost of \$3.6 million (\$2.6 million in City funds), and the Harbor Walk project which created connectivity along the Belfast waterfront between the Armistice Bridge and the Boathouse at Steamboat Landing; a project which was completed in 2013 at a cost of \$1.6 million (\$800,000 in City funds).

In 2010, the City also purchased the former right-of-way owned by the Belfast and Moosehead Lake Railroad. In 2016 the City completed construction of the Rail Trail, a 2.2 mile multi-use path within the rail corridor, which runs along the upper stretches of the Passagassawakeag River. In addition to the Harbor Walk and Rail Trail projects, the City has made improvements to key intersections, extended and reconstructed sidewalks and explored

avenues to foster greater pedestrian and bicycle use to increase connectivity.

In 2008 the Belfast Bay Watershed Coalition and Belfast Trails prepared a report entitled *The Vision for Pedestrian, Biking, and Hiking Mobility in Belfast*, which identified pedestrian and bicycling safety concerns and which was produced at the request of the Belfast Vibrancy Committee. Key concerns included: Route 1 crossings at Route 52, Belmont Ave/Route 3, and Route 141; all of which are heavily used pedestrian and bicycle routes that connect downtown Belfast with key destinations outside the bypass. As noted in the report, “We view them as critical because they are the most lacking in infrastructure and planning in terms of safety relative to their high rate of pedestrian use (or potential use) and because they involve routes and intersections with heavy auto traffic.” This report helped spur actions on several of the most critical projects, and prompted the City Council to appoint and designate a Pedestrian, Biking and Hiking Committee to regularly advise the Council.

Key concerns identified in the above Vision report and how the City has addressed the request are identified below:

- a. Route 52: (Destinations: Bank of America, Walsh Ball Field, Little River Community Trail, YMCA, Troy Howard Middle School).

Status: In 2010 community members, the City, and MDOT implemented a Safe Routes to School project which enhanced pedestrian access across Route 1 at the Route 52 intersection. It featured adding a no turn on red signal for vehicles, a pedestrian activated signalized crosswalk on Route 1 and a duratherm cross-walk.

- b. Route 1 and 141 area: (Destinations: East Side School, East Side businesses on Route 1, Patterson Hill/Robbins Rd. residential community)

Status: In 2010 the City used a MDOT Traffic Calming grant to make initial improvements to the Route 1 and Route 141 intersection to enhance pedestrian safety. Improvements included relocating the cross walk to the north side of the intersection, installing a duratherm crosswalk, installing pedestrian activated warning signals, and similar improvements. In 2013, the City, with the assistance of a Traffic Calming grant, made additional improvements to benefit pedestrians, with much of the focus on the initial

section of Route 141, including extending the sidewalk on Route 141 and relocating the crosswalk on that road. .

Sidewalks and Crosswalks

Many of the City's existing sidewalks are in poor condition and require reconstruction rather than only resurfacing. However, the City has seen increased support for improving sidewalks and crosswalks in recent years. The City Council has more than doubled funding for sidewalk improvements and construction in recent budgets.

General recommendations regarding sidewalks:

- Mark all crosswalks prominently with high visibility cones for a longer portion of the year (i.e. not just in summer).
- Inventory condition of all sidewalks (and identify problems for wheelchair access)

9. Light pollution

Lighting standards are included in the Belfast Code of Ordinances. The City now controls all streetlights and is in the process of installing LED lights throughout. The intention is to have energy efficient lighting that provides adequate, high quality lighting while minimizing light pollution.

- b. What conflicts are caused by multiple road uses, such as a major State or U.S. route that passes through the community or its downtown and serves as a local service road as well?*

Routes 1 and 3 are major State routes that serve a large volume of through traffic. See the Transportation Map for these figures. These roads also serve for local commerce in Belfast. These different uses can create conflicts, especially in regards to speed. The installation of traffic signals at key intersections on Route 3 (Belmont Ave & Main Street) has helped regulate traffic. Enforcement of posted speeds is crucial. The limited use of traffic calming measures in some areas of Route 1, particularly along Searsport Avenue, have been or are being implemented. A sizable portion of Belfast's business activity is located downtown, not on Routes 1 or 3.

Conflicts in Belfast also occur between how the City and State may view use of a road. The main area of conflict appears to be Searsport Avenue (Route 1). Belfast extended public sewer service to this area in the mid-1990's and views Searsport Avenue as an area which can

support significant development. In contrast, it appears that MDOT would prefer the City limit the amount of development along much of Searsport Avenue. At present, few use conflicts occur westerly of Crocker Road on Route 3, and the main concerns on state roads, such as Routes 52, 137, and 141, appear to be the speed of traffic in areas which often support residential development.

c. Upon review of state and regional transportation plans, State transportation plans that should be reviewed include Maine DOT's 20 Year Long Range Plan, its 6 Year Plan and its most recent Biennial Capital Work Plan. What are their impacts on your current and future community plans? What actions can the community take to address identified impacts?

MDOT's Long Range Transportation Improvement Plan provides general goals for the maintenance and improvement of the state transportation system to meet the need of residents and businesses. These goals are in agreement generally with the Belfast Comprehensive Plan. There are no Belfast specific projects or impacts included in this plan; however, a lack of adequate funding to preserve and enhance the state transportation network will impact Belfast along with many other Maine communities over the next twenty years. The community will need to lobby Maine DOT directly for adequate transportation investments in Belfast and the region.

The 2019-2021 Maine DOT Work Plan includes these projects in Belfast:

- Belfast, pedestrian facility improvements along Route 1, Route 52, Chestnut Street, Bayview Street, and Mechanic Street. \$614,143.
- Belfast Municipal Airport, safety and infrastructure improvements that may include obstruction removal – Phase 2, runway 33. \$221,450.
- Belfast, Poor Mills Road, Sheldon Bridge replacement over Goose River, located 0.89 of a mile east of Shepard Road. \$715,000.
- Belfast, Goose River Bridge replacement over Goose River, located 0.15 of a mile east of Mitchell Street. \$2,355,000.
- Belfast, Waldo Avenue, painting bearings and beam ends on the Waldo Avenue Bridge over Route 1. Located 0.05 of a mile northwest of Field Street.

d. Do local road design standards support the community's desired land use pattern? If growth areas are located on arterial highways Arterials or highways that are intended to provide long-distance connections between towns and regional centers. Volumes of

traffic typically range from 5,000 to 30,000 vehicles per day. Arterials are divided between “principal” and “minor” arterials. How will growth in these areas affect the ability of the arterial to safely and efficiently move traffic?

The proposed major land uses (see the Land Use Chapter of this plan) including the mixed use/growth along US 1 in East Belfast and along portions of the US 1 bypass, and the area labeled ‘encourage new residential’ along the bypass, will incorporate access management controls along state roadways, shared entrances/ driveways, and new internal street networks that avoid dead-end subdivision roads wherever possible. In following these strategies, the City seeks to maintain the mobility, capacity and posted speeds of US Route 1 and Route 3. That said, potential conflicts may arise, particularly with respect for Searsport Avenue (Rte 1) because the City believes this area is well-suited for additional development. Overall, the City seeks to encourage patterns of development that do not degrade the capacity of the overall road network. For example, the City hopes to concentrate future larger retail development into the area near the Routes 1 and 3 intersection that is presently used for intense retail and office development, but in doing such, the City also recognizes that road improvements will be needed.

e. What is the community’s schedule for regular investments in road maintenance and improvement? How are Maine DOT Urban-Rural Initiative Program (URIP) funds used to off-set municipal road improvement costs.

The City Department of Public Works performs a wide variety of tasks associated with maintaining, and in some cases, upgrading its extensive network of City roads. For example, the City regularly resurfaces City roads on a 10 – 12 year schedule, and typically replaces culverts every other scheduled road resurfacing, about every 20 – 25 years. The City regularly maintains open drainage swales adjacent to the road, repairs and extends sidewalks, installs warning signage, sweeps many of the streets, and grades several remaining roads which have a gravel surface.

f. What concerns does your community have regarding its policies and standards for design, construction, and maintenance of public and private local roads and bridges?

The City is concerned that all roadways and bridges that are constructed be well engineered and built to last so that potential damage from flooding and adverse weather and use can be minimized. Substandard design or construction will result in higher costs to

taxpayers and/or subdivision associations for repair and remediation. Road damage from flooding, adverse weather conditions and from use, especially heavy trucking activity, requires that roads be built to appropriate standards, including sufficient sub-bases, drainage systems and grading. While this may cost more in development costs upfront, it will reduce costs for the taxpayers, residents, and business owners, all of whom depend on the road network, in the long term. To that end, the City has adopted and enforced good quality road construction standards through implementation of its subdivision and site plan regulations, and the City Council will only accept a road for public ownership if it is engineered and construction of the road is inspected by City engineer to determine compliance with City requirements.

(2). *Parking*

a. *What are the parking issues in the community?*

Parking is generally sufficient in most parts of the City. The City owns and maintains 2 large public parking areas (60 – 100 vehicles each), an additional 4 smaller public parking lots, and a significant amount of designated on-street public parking in its downtown and waterfront areas. While this is a significant amount of parking, there are concerns that the increased amount of growth which has occurred in the downtown in the past several years, and an increase in the number of major events may lead to temporary shortages in the amount of parking. At present, there is no cost (no meters) to use any City parking space or facility.

Most issues associated with the use of existing public parking areas fall into the category of a nuisance rather than a crisis. Examples of these conflicts are as follows:

- Employees of downtown businesses and offices park in on-street parking spaces rather than the off-street parking lots which limits the amount of parking readily available to customers. In 2012 the City revised its parking ordinance, increased enforcement and worked cooperatively with Our Town Belfast (local Main Street organization) and local business owners to address this concern and it appears that these efforts have helped to lessen problems.
- There often is a conflict between short-term and longer-term users at the limited amount of parking near the City harbor.
- There is more public parking along lower Main Street than upper Main Street.
- Periodic events which involve a significant amount of customers can

overburden the amount of public parking available in a select area, including events such as the call for jury duty at the Superior Court House.

- Similar to many communities, there is not enough parking to support a major event, which results in the need to use off-site satellite parking lots and the transport of people to the event.
- b. *Do local parking standards promote development in desired areas or do they drive it to outlying areas?*

Belfast believes it has adopted progressive parking standards which support attracting small scale development to its downtown and working waterfront area. For example, Belfast does not require any on-site parking in much of the downtown area, and the Planning Board has the authority to grant reductions in the amount of on-site parking required in other areas in the downtown and along the working waterfront. Also, through the contract zoning provisions the City has adopted for some uses, larger-scale proposals could have some flexibility regarding the amount of parking provided to complement existing, traditional downtown development patterns.

Clearly, there also is market demand to locate retail, office and job creation activities outside of the downtown area. Certain retail facilities want to locate directly on Routes 1 or 3 to take advantage of the large volume of through-traffic, some of which make brief stops at these facilities on their way to destinations beyond Belfast. Belfast believes the amount of parking it requires is consistent with industry norms. Further, the City restricts the maximum amount of parking which can be provided on a site and its standards encourage the use of shared parking. The City updated its parking standards in 2010, and these standards can be found in its Code of Ordinances, Chapter 98, Technical Standards Article VIII. Parking and Loading Facilities).

- c. *How do local ordinances consider safety related to parking lot layout and circulation for vehicles, pedestrians and all other users?*

Safety of vehicles and pedestrians is one of the stated purposes of the parking and loading facilities section of the Belfast Code; reference Chapter 98, Technical Standards, Article VIII, Parking and Loading Facilities. To that end, specific standards to ensure clearly defined entrances and adequate parking and space for circulation patterns are included in this ordinance provision.

- d. *What community investments are needed to expand or improve parking?*

The City, in 2010, commissioned the development of a master plan for its downtown and waterfront area which examined realistic approaches

the City could implement to increase the amount of on-street and off-street parking in this area. A recommendation of this study which has now been completed was the construction of improvements to the Cross Street/Miller Street/Spring Street area which created an additional 35 on-street parking spaces. This project was funded by a \$500,000 CDBG Grant, which was matched by City funds.

(3) Other Modes of Transportation:

- a. *What transit services are available to meet the current and future needs of community residents? If transit services are not adequate, how will the community address the needs?*

WaldoCAP (Community Action Partners) – Waldo County Transportation provides the Downtown Area Shuttle (DASH), a limited scheduled shuttle-style bus route service around Belfast. The DASH operates Monday through Friday from 8AM to 12PM and 1PM-5PM. Fares range from \$2.00 one-way to \$50.00 for a monthly pass.

WaldoCAP also operates a bus route service between Belfast and shopping venues in other towns. Twice monthly trips are made from Belfast to Waterville with stops in Waldo, Brooks, Knox, Thorndike, Unity and Burnham. Twice monthly trips are made from Belfast to Augusta with stops in Belmont, Morrill, Searsport, Montville, Liberty and Palermo. Twice monthly trips are made from Belfast to Rockland with stops in Northport and Lincolnville. Weekly trips are made from Belfast to Bangor, with stops in Searsport, Stockton Springs, Prospect, Frankfort, and Winterport. Weekday trips are made between Belfast and Searsport. Once a week trips are made from Belfast to these communities Troy, Unity, Thorndike, Freedom, Knox, Jackson, Belmont, Brooks, Waldo, Swanville, Liberty, Morrill, Monroe, Montville, Winterport, Frankfort, Palermo, Prospect, Stockton Springs, and Searsport. Trips three times a week are made from Belfast to Lincolnville Center, Lincolnville Beach and Northport. Fares for all these trips are \$3.50 or less. Waldo CAP also offers door-to-door transportation to Belfast from all towns in Waldo County and is available for grocery shopping, personal business and medical appointments for low-income families. This service requires an application process. Waldo CAP provides transportation by bus, van or automobile for MaineCare members to medical appointments for clients that cannot arrange their own medical transportation. Medical transportation is provided by agency and or volunteer drivers.

Concord Coach (Trailways) offers daily service on their Maine Coastal Route between Orono and Logan Airport. In addition to Belfast, other key stops include Bangor, Rockland, Portland and Boston.

The frequency of scheduled bus service is not sufficient for most individuals to be able to partake on a regular basis, as would be required for commuting to work daily. The community's relatively small total population and its dispersed location of residents and of workplaces inhibit public transportation to some extent. However, with an aging population and rising fuel costs, public transportation may become a more feasible future option. Service between the in-town area and local stores, such as Hannaford and Reny's, may prove feasible. Strategies to address this need are presented at the end of this chapter.

- b. *If the community hosts a major transportation terminal, such as an airport, rail, or ferry terminal, how does it connect to other transportation systems?*

The Belfast Municipal Airport (KBST) is located at the edge of the Airport access road off of Lower Congress Street near the Route 1 intersection (see the Transportation Network map). The Airport offers a range of services to charter services and private aircraft, however, there are no scheduled carriers that offer flights between Belfast and other locales. As such, the Airport is a significant facility, but it is not a critical part of the transportation system for most residents. Information regarding the Airport is provided below.

The Airport, which is adjacent to the Belfast Airport Business Park has a paved runway 4,002 feet long and 100 feet wide, Runway 15-33. It is lighted and open 24 hours a day. Aviation fuel services are available. Tie downs are available. There are about twenty t-hangars currently at or under construction. The Fixed Base Operator (FBO) is Maine Scenic Airways. According to the FAA, in 2019 there were about 15 aircraft based on the field, and an average of 27 aircraft operations daily, of which 60% were general aviation, 20% transient general aviation, and 20% air taxi. An Airport Layout Plan Update was published in 2008 and the City is working to implement the plan and is constructing a new runway 15 partial parallel taxiway and a runway 33 bypass taxiway.

The City has made a significant number of improvements to the airport in the past 5 years. Athenahealth, one of the City's major employers, is particularly interested in the use of private jets, as is the Front Street Shipyard (major boatbuilder) which opened for business in 2011. Strategies from the plan recommended for implementation are presented at the end of this chapter.

- c. *If the community hosts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in*

the future? How does the community coordinate with the owner(s) of private airports?

Belfast has zoned the Belfast Municipal Airport (a municipal airport) and land around the airport as either Business Park-Airport District or Airport Growth District. Within both of these districts, aviation uses are permitted, there are structure height limitations, and residential uses are prohibited. Also, the Future Land Use Plan that has been adopted as part of this Comprehensive Plan recommends that the current Airport Growth zoning district be replaced by an Airport Overlay District which can be used to better manage uses and activities which could conflict with the airport. The land use regulations the City has established for the areas surrounding its Airport are consistent with FAA guidelines. There are no private airports in Belfast.

(4) Coastal Communities only:

a. What land-side and water-side transportation facilities are needed?

The City of Belfast has an authentic working waterfront. The waterfront supports two boat building operations (Front Street Shipyard established in 2011 and French & Webb established in the 1990's), a tugboat operation (serves Mack Point), three private marinas, two public marinas, a cadre of small restaurant and retail operations, and three public parks (Steamboat Landing, Heritage Park, and land near the Armistice Bridge). The establishment of the Front Street Shipyard, which purchased and redeveloped the former Stinson Seafoods property in 2011, has had a transformative impact on the waterfront, including use of the Inner Harbor area. The Shipyard has the largest marine travel-lifts (165 and 400 tons) located north of Newport, Rhode Island.

Unfortunately, the amount of area which can be used for the working waterfront is very limited. There is only about 2,500 lineal feet of shore land which has the water depth to support significant marine development, and the deeper waters only occur on the westerly side of the River. This area is framed by the Armistice Bridge to the north, and the Steamboat Landing area to the south. The lack of additional land underscores the need for the City to obtain maximum beneficial use of on-shore public and private lands in this area, and to wisely use its inner harbor to support commercial fishing and working waterfront uses.

Belfast, like many smaller coastal harbors, needs float and docking facilities that can support larger private and commercial vessel operations. For example, while Belfast is now among the top 10 ports in Maine regarding the number of cruise ship passengers per year, the size

of a cruise ship that may call on Belfast is limited by our current docking facilities. Further, more dock space is needed for transient vessels, and the Harbor Committee would like to install better quality fuel facilities. The 2013 construction of an expanded commercial fisherman's wharf has helped address the needs of a small but active commercial fishing fleet (mostly lobsters), however, more area is needed land-side to support operations of the public harbor.

- b. *How does the community protect access to facilities for island travelers, currently and in the future?*

There are no regularly scheduled ferry services provided from or to Belfast.

- c. *How do the community's land use regulations mesh with Maine DOT, regional, and local objectives for marine transportation facilities?*

The City enforces its state-approved shoreland zoning and floodplain management ordinance provisions. In 2004 the City worked with the Maine Dept Environmental Protection to overhaul its shoreland and zoning regulations for its working waterfront. The City's regulations allow intense use of the working waterfront area; for example, 100 percent lot coverage, no setback from the high water mark and flexibility on structure height. The City regularly advises applicants to insure compliance with applicable state and federal regulations relating to development of marine transportation facilities. Further, the City has routinely worked with the Maine DOT, Maine Dept of Conservation, and Army Corps of Engineers regarding the construction of marine facilities, and to have the ACOE conduct a maintenance dredge of the Belfast Harbor channel.

(5) *Environmental and Cultural Considerations:*

- a. *What, if any, environmental degradation caused by state or local transportation facilities or operations (e.g. wildlife mortality, habitat fragmentation, erosion, groundwater contamination, non-point source pollution) is occurring?*

The City is unaware of any significant environmental degradation from state or local transportation facilities or operations. If such degradation is occurring the City would work with the state and facility operators to reduce or eliminate such pollution consistent with applicable laws.

- b. *What are the community's objectives for preserving or protecting important identified or designated scenic, historic, or cultural resources adjacent to transportation facilities?*

Transportation projects in historically sensitive areas should be designed in a context sensitive manner that preserves the historic qualities of the areas whenever possible. Most of the City's downtown is designated as a Historic District and a portion is designated as a Commercial Historic District. These districts are on the National Register of Historic Places. Further, the City, through its In-town Design Review Ordinance, has established a permitting process that applies to new construction, renovation of the exterior of an existing structure, or the demolition of an existing structure to ensure such development is compatible with the existing character of buildings in the surrounding area. Continuing, the Belfast Planning Board, through its Subdivision and Site Plan Ordinances, has the authority to consider "aesthetic, cultural and natural values" in its review of an application.

- c. *How does the community address any transportation-related noise concerns?*

State law sets noise level limits for motor vehicle operation, motor vehicle engines and exhaust, and vehicle sound systems. Enforcement is the responsibility of the police. Violations are traffic infractions. Two nuisance issues which warrant additional attention are noise generated by motorcycles with no mufflers or illegal mufflers, and jake brakes associated with truck traffic.

- d. *What steps can the community take to encourage development to occur in a manner that minimizes transportation-related environmental impacts such as habitat fragmentation and/or vehicular CO2 emissions?*

The City can and has encouraged housing development in areas close to existing public and private services, so that residents can choose to walk rather than drive, and so that public transportation with fixed-routes becomes more practical at sufficient development densities to provide adequate ridership levels. In rural portions of the City, the use of conservation subdivisions/cluster can help to preserve habitats by setting aside ecologically sensitive but developable land into permanent conservation. See the Land Use Chapter of this plan.

(5). Land Use:

- a. *How do existing and proposed major transportation facilities complement the community's vision?*

Aside from the WaldoCAP bus service, there are no major transportation facilities in Belfast, nor are any proposed. Improvements to bike and pedestrian pathways have been a priority of the City in recent years. Existing facilities would be enhanced with development as proposed in the Land Use Chapter of this plan.

- b. *How do local land use plans and decisions affect safety, congestion, mobility, efficiency, and interconnectivity of the transportation system?*

The City's adopted future land use plan recommends encouraging denser residential development and more intense non-residential development in the following areas: areas located within the Route 1 by-pass, such as the downtown area; in areas immediately adjacent to the Route 1 by-pass, such as the Belfast Business Park and the area that supports Bank of America, athenahealth and most of the City's larger retail establishments; and adjacent to Searsport Avenue (Rte 1 on eastside). These areas have existing services and are more likely to attract development.

The Belfast Planning Board, through its existing land use ordinances, particularly its site plan, subdivision plan and technical standards ordinances, must consider factors such as safety, congestion and mobility in its review and approval of a development permit. The City's ordinance includes access management standards and the Board often uses the services of the professional traffic consultant to analyze traffic impacts.

- c. *How do existing land uses and development trends support or inhibit cost effective passenger transportation systems and the efficient use of freight rail systems?*

Densities within many areas located inside the Route 1 by-pass are quite high, often 7,500 square feet for single family and two family residential units, and there are no density limits in the downtown commercial zoning district. These are sufficient densities to foster public transportation and, through the allowance of mixed uses within downtown, promote walking from home to stores and such. Unfortunately, Belfast's relatively small population, about 6,714 persons, impedes development of a good quality public transportation system. Also, there are no freight rail lines in Belfast, and there does not appear to be any demand for rail freight. See the Land Use Chapter of this plan.

- d. *Does the community have in place, or does it need to put into place, access management or traffic permitting measures? How do these measures correlate with Maine DOT's access management program and regulations for traffic permitting of large development?*

Belfast has adopted access management standards; reference Chapter 98, Technical Standards, City Ordinances. The Belfast Planning Board applies these standards in its review of applications for a subdivision, site plan, and use permit. At present, City standards are not as strict as MDOT access management standards, however most streets to which

these standards apply support different volumes and speeds of traffic than are typical of most state roads. That said, Belfast intends to review and refine its current access management standards when it pursues implementation of its future land use plan.

- e. *How do the community's local road design standards support the type of village, suburban, or rural land use patterns the town wants?*

Belfast has five street design categories based upon the use and volume of a proposed roadway (Urban Lane, Rural Lane, Residential Street, Collector Street, Industrial/Commercial Street) (See Article III, Street Design Standards, Chapter 98, Technical Standards. This approach supports appropriate road design based upon the proposed use and the existing conditions of the site and the neighborhood in which the proposed street will be located. Also, the City Planning Board routinely allows minor streets, 16 feet of travel width with 2 feet paved shoulders, for lots which serve less than 7 housing units.

- f. *Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?*

Belfast has experienced little to no subdivision development in the last 10 years. Of the few subdivisions, most approved or constructed subdivisions used a dead-end road and few provided opportunities for connection to adjacent land or encouraged the creation of a network of local streets. That said, in most such subdivisions, there was no realistic opportunity or value associated with requiring greater connectivity.

C. Conditions and Trends

(Minimum data required to address state goals)

- (1). *The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation, and the Office, or their designees.*

This data set has been incorporated and updated in the Belfast Comprehensive Plan maps titled: Transportation Network, Transportation Network (Downtown), and Transportation Posted Speeds and Compact Urban Area.

- (2). *Highways, Bridges, Sidewalks, and Bicycle Routes:*

- a. *Location and overall condition of roads, bridges, sidewalks, and*

bicycle facilities, including any identified deficiencies or concerns.

The Transportation network map shows the locations roads and bridges. Similar to roads owned by the State of Maine, nearly all City streets are paved, however, the sub-base for many of these roads is inadequate which leads to frequent and long-term maintenance problems. In short, such roads are usually in reasonable condition during the warmer months, but suffer frost heaves and similar problems in the winter. The City has reconstructed several of its major streets located within the Route 1 by-pass, such as Front Street from Main Street to Pierce Street, Miller Street and Northport Avenue; however the total number of streets and rural roads which warrant reconstruction dwarf the available funds. As such, the City commits to regular maintenance of its streets.

The City also has committed significant local monies to maintaining its bridges. In 2006, the City completed reconstruction of the Belfast Footbridge, which was the original MDOT Rte 1 bridge, at a cost of nearly \$3.6 million. In 2009, the City reconstructed the culvert bridge on Oak Hill Road, and it also regularly replaces culverts.

Lastly, see B. 8, above, for recommended pedestrian improvements to address safety concerns. Sidewalks are located along many of the roads within the downtown and area within the Rte 1 by-pass.

- b. *Identify potential off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.*

The City has undertaken several in the last 5+ years to examine how to achieve better connectivity through-out the City. In 2006, the City completed reconstruction of the Belfast Footbridge across the Passagassawakeag River. In 2013 the City constructed the Belfast Harbor Walk project along .75 mile of its working waterfront with a total cost of \$1.8 million. In 2009 – 2010, the City used MDOT monies to construct pedestrian crossing improvements at the Rte 1/Rte 52 and Rte 1/Rte 141 intersections. In 2016 the City completed construction of the Rail Trail, a 2.2 mile multi-use path within the rail corridor, which runs along the upper stretches of the Passagassawakeag River.

Continuing, the City Council, in 2009, established a Pedestrian, Biking and Hiking Committee, and their recommendations are included in this Chapter. The Council also charged the City Parks and Recreation Committee with identifying options for preservation and development of the City's range-ways, most of which provide public access to the coast. The City has begun implementing a range-way management plan which has included public art installations and pedestrian-way identifiers

to preserve the use of these coastal access points.

Further, the City has focused on connectivity both in-town and regionally, connecting pedestrians to recreation, cultural, and scenic routes within the City in addition to connecting the local trails to neighboring trail systems and communities. Museum in the Streets is an example of a local program developed and implemented by the Belfast Historical Preservation Society that connects recreation with cultural and educational programs. A few examples of regional connectivity of trails include:

Connecting trails

This section describes trails (either existing or envisioned) that connect the City of Belfast with other trail systems, other communities, or other destinations outside the immediate City. We envision initiative, funding and maintenance for these trails to come from other organizations, such as the BBWC, Coastal Mountains Land Trust. Support from the City would be in the form of cooperation in planning, letters of support for funding, and acknowledgment of the value trails bring to the community.

1. Rail Trail to City Point Bridge
2. Little River Trail (Belfast River Water District to Stover Preserve via Little River Community Trail, Troy Howard, and the Hutchinson Center)
This trail forms a ring around Belfast, from the Little River Water District to the Stover Preserve on the Passy River at Doak Rd.
3. East Coast Greenway, an interurban pedestrian and bicycle route connecting the entire East Coast, from Florida to Maine and the Maritimes
4. Maine Birding Trail: Belfast is part of the Maine Birding Trail (see Mainebirdingtrail.com)
5. Inter-town trail connectors for hiking and skiing
 - a) Moose Point State Park and Searsport
 - b) Frye Mountain
 - c) Durham State Forest & Northport
 - d) Hurds Pond
6. Passagassawaukeag Canoe Trail and Goose River Canoe Trail

- c. *Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities, etc. and related hours of their operations.*

Major Traffic Generators	Hours of Operation
Waldo County General Hospital	24 hours per day
Bank of America/Athena Health Care	7 AM – 6 PM
High School	7 AM – 2 PM
Middle School	7 AM – 3 PM
Elementary Schools	7 AM – 3 PM

In addition to traffic associated with the above schools and employers, there are a number of public events that occur mostly in the summer that result in additional congestion. Further, overall summer traffic is much heavier than winter traffic.

- d. *Identify policies and standards for the design, construction and maintenance of public and private roads. Identify the location of private roads and assess their potential to become public roads.*

The City has an adopted standard which it uses to determine if a newly constructed street can become a City owned road. This standard is consistent with good quality road construction standards and includes standards such as but not limited to: 18 inches of road base, 4 inches of asphalt, 20 feet of travel width with 3 feet gravel shoulders and such. Unfortunately, most current City roads were constructed prior to the adoption of the above standards and most do not satisfy current requirements. The City regularly maintains all City streets, including any accompanying stormwater and sidewalk improvements.

There are about 150 privately owned roads in Belfast. Many of the roads are unpaved, less than 500 feet in length and serve only 3 – 6 houses. Other private roads, however, are paved and serve a significant number of residences. For example the streets in the Crosby Manor Estates project will ultimately serve about 60 units, the Tara Mews Subdivision about 26 units, and the Oceans East Housing Project about 38 units. Some of these roads are associated with major condominium or affordable housing projects, while others, such as Bowling Green Lane and Birch Street serve single family residential subdivisions. In most larger and recent developments, the City required establishment of a homeowners association to maintain the private road. For a sizable number of the private roads that serve smaller projects, which often were initially developed through the exempt division of property

provision, there is no homeowners association, which can lead to poor road maintenance and problems for emergency vehicles to reach all residences.

In the case of most private roads, there is little likelihood that the adjacent homeowners could successfully request that the City accept the road unless they made significant and costly improvements at their expense to satisfy City road acceptance standards. In recent years, several neighborhood associations have proposed that the City accept their street in its current condition, however, the Council refused to do such because the road was substandard.

It is noted that the City Assessor’s office maintains a current list of all public and private roads in Belfast.

(3). Parking:

- a. *List and locate municipal parking areas including size, condition, and usage.*

Municipal Parking Lots Name/Location	Spaces	Condition	Use
Washington St	@ 95 paved	Fair	Heavy
Cross St	@ 28 Paved	Fair	Moderate
Beaver St	@ 60 Paved	Good	Heavy
Steamboat Landing (2 areas)	@ 45 Paved	Good	Moderate
Belfast Commons	@ 16 Paved	Excellent	Moderate
Belfast Harbor	@ 40 Paved	Good	Heavy/Seasonal

Other Modes of Transportation:

- a. *List and locate all airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances in place.*

See B.3.b. above.

- b. *Identify inter-local, fixed route, commuter, and demand response bus or van services, including private or public operator information and local government involvement.*

See B.3.a. above.

(4). Coastal Communities:

- a. *Location of current and potential seaport terminals. Identify whether seaport terminal is of local, regional, or state significance, its ownership/management and use (type and quantity/frequency of goods shipped in or out). List land-side and water-side facilities associated with port.*

There are no current or potential seaport terminals in Belfast.

- b. *Identify public ferry service and private boat transportation support facilities including related water-side (docks/piers/wharves) and land-side (parking) facilities.*

There are no current or potential public ferry services in Belfast. Two small cruise ship lines, however, now call on Belfast during the summer months, and there is some interest from larger cruise ship lines. In addition, there are boat charter rentals in Belfast, including sailing and motorized tour boats that regularly provide excursion tours during the summer months.

(5). Environmental and Cultural Considerations:

- a. *Location of evacuation routes identified in an emergency response plan, if applicable.*

Route 3 is identified as an evacuation routes in the FEMA-approved Waldo County Hazard Mitigation Plan. Route 3 would serve as the principal evacuation route inland, while Route 1 would serve as the south or northeast evacuation route.

- b. *Identify areas with transportation related noise concerns.*
- c. *Identify areas where inappropriate lighting affects transportation safety.*

An area identified in the Route 1 Safety Audit that MDOT conducted with City representatives in 2006 was the Route 1/Route 137 exchange. The concern was inadequate lighting. Concern also has been raised regarding inadequate lighting for both pedestrians and motorists on Starrett Drive. A lack of lighting on Front Street was addressed during the reconstruction of Front Street. Belfast has a policy of not installing street lights on most rural roads, except at intersections where streets connect. Belfast has gained control of street lighting throughout the City. Led lights

have been installed to increase energy efficiency and cost savings.

2. *Identify and describe scenic, historic, or cultural resources within or adjacent to transportation facilities that the community wants to protect, such as street trees, covered bridges, etc.*

Belfast's downtown has significant historic resources, as reflected in the designation on the National Register of Historic Places; see the map titled Belfast Historic District/Belfast Commercial Historic District. Accordingly, transportation infrastructure improvements in this area including sidewalk treatments and street lighting, among other investments, should be in keeping with the historic character of the downtown.

3. *Known locations with opportunities to restore habitat connections disrupted by a transportation facility owned and maintained by the community.*

The City is unaware of any City road which has had a major impact on disrupting a significant wildlife habitat area as identified on the IF&W habitat maps. Most identified habitat areas in Belfast are located in areas in which there are no publicly owned roads. One potential area is near the intersection of Smart Road and Achorn Road which is identified as waterfowl habitat, however this is a minor road crossing. The City's main approach will be to ensure that new road construction, both public and private, considers habitat related concerns.

(6). Land Use:

- a. *Identify current local land use management strategies (such as access management, zoning, density, and minimum lot size standards) that enhance or detract from the safety and efficiency of the transportation system (including highway, air, bus, bike, pedestrian, marine, and rail services.)*

The City has addressed this concern in its response to other issues in this plan. Overall the City would note the following:

The City Future Land Use Plan encourages denser residential development and more intense non-residential development in areas in which public services are located. The Future Land Use Plan also encourages mixed used development in many of these areas.

The Future Land Use Plan, particularly in areas located within the Route 1 by-pass, typically allows minimum lot size requirements of 7,500 square feet with 60 feet of street frontage for single family and two family houses. In addition, in areas in which multi-family housing it to be allowed, density can approach 15 or so units per acre, and the City

does not apply density standards to elderly housing and congregate care facilities.

The City has adopted Subdivision, Site Plan, Zoning, Shoreland, Floodplain, Technical Standard and Building Regulation Ordinances to assist in managing impacts associated with new development or the redevelopment of existing sites. The City also employs professional staff to assist the Planning Board in the administration of these Ordinances. Belfast notes that it adopted its first Zoning Ordinance in 1934, and that it is accustomed to performing reviews of minor and major development projects. The City's standards clearly address transportation and traffic concerns, as well as requiring sidewalks and bicycle facilities when appropriate.

The City Future Land Use Plan lays out how the City intends to address future development in Belfast.

D. Policies

- (1). To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
- (2). To safely and efficiently preserve or improve the transportation system.
- (3). To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.
- (4). To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
- (5). To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.

E. Strategies

- (1). Capital Improvements Plan. Develop or continue to update a prioritized five year improvement, maintenance, and repair plan for local/regional transportation system facilities that reflects community, regional, and state objectives.
 - a. Prepare and update a multi-year road improvement program to include maintenance, upgrading and rebuilding priorities by

year, as well as costs for these projects, for all roads.

- (2). Initiate or actively participate in regional and state transportation efforts.
 - a. Gateway One. The City was an active participant in the Gateway One Planning project. MDOT, however, defunded this project in 2010 which adversely affected the implementation of its recommendations, particularly on a region wide scale. The City, however, will examine recommendations identified in the Gateway 1 Corridor Action Plan (2009) and determine if implementing such recommendations may benefit Belfast.
- (3). Belfast Safety Audit. The City should examine recommendations in the Belfast Safety Audit conducted jointly with MDOT and FHA (Federal Highway Administration) staff in 2006 and identify recommendations that it wants to pursue implementing. The City also will examine recommendations in the 2012 Safety Audit for the Route 1 and Route 141 intersection and seek to implement desired improvements.
- (4). Ordinance Amendments. Enact or amend local ordinances as appropriate to address or avoid conflicts with:
 - a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73).
 - b. State access management regulations pursuant to 23 MRSA §704. The intent is to maintain and improve traffic flows, and improve safety. In most cases, future land use ordinance provisions should be in harmony with access management performance standards set in current state regulations for state and state aid roadways.
 - c. State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.
- (5). Ordinance Amendments. Enact or amend ordinance standards for subdivisions and site plans and for public and private roads, as appropriate, to foster transportation-efficient growth patterns and provide for future street and transit connections. Further, the Belfast Planning Board, in its review of development applications, shall consider how such projects affect future street and transit connections.
- (6). Traffic Speeds. The City should work cooperatively with MDOT to address citizen concerns regarding the speed of traffic in the community. Concerns include but are not limited to:

- Examining the desirability of establishing greater consistency in the traffic speed limits posted for Route 1, particularly from the jug handle to Rte 141.
 - Examining the desirability of reducing current posted speed limits for rural roads, recognizing the condition and lay-out of the road, the amount of development on the road and its use.
- (7). Agency Interaction. Work with the Maine DOT, as appropriate, to address deficiencies in the system or conflicts between local, regional, and state priorities for the local transportation system.
- (8). Elderly and Disabled Transit Options: Work with Waldo Community Action Partners – Waldo County Transportation Office and other providers to better meet the needs of elderly and disabled residents, who lack their own transportation, by providing carpools, van/jitney, to stores and services in Belfast and other communities.
- (9). Pedestrians and Bicycles: The City will welcome opportunities to promote pedestrian and bicycle safe options by creating walking and bicycling paths. Through public participation the City will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT Enhancement funds, and other sources in combination with City funds to connect and extend existing paths and create new paths where best suited, and in agreement with landowners. Public support for these project proposals will be obtained before the City commits resources. Also, include sidewalk repairs and maintenance in the proposed Five Year Capital Improvements Program.
- (10). Pedestrians and Bicycles: Maintain a Pedestrian, Biking and Hiking Committee as recommended in the *Vision for Pedestrian, Biking, and Hiking Mobility in Belfast (2008)* report, This group will continue to:
- Further refine this vision and clarify priority projects
 - Identify specific information needs (e.g. research sidewalk conditions, intersection use, bicycle route use, disability access needs, etc.)
 - Coordinate a way for students (through Service Learning) or other volunteers (BBWC members, Senior College, or interested individuals) to research that information.
 - Publicize the work of the committee and recruit interested individuals to help with specific mobility projects.
 - Work with the City to implement simple, immediate low-cost improvements, such as setting out crossing cones for a longer season.

- The Mobility Committee would be the primary “engine” for implementing a mobility vision for the City. It would work with the City Council to ensure that the vision is implemented in a coordinated way, that decisions are based on good information, and that the vision evolves as needed.
 - Identify factors that enhance or detract from the pedestrian’s or bicyclist’s experience, such as excessive noise, and identify approaches the City could implement to address these concerns.
- (11). Airport: Continue to work with the Maine Department of Transportation Air Transportation Division to ensure that Federal and State funds continue to be made available to the City for the maintenance and improvement of the airport, in accordance with the State’s Airport Systems Plan and the City’s Airport Master Plan. Further, examine the desirability of extending the length of the current runway to support jet traffic that will benefit area employers.
- (12). Parking: Investigate the desirability of establishing a Capital Reserve Account for purchasing and developing additional parking facilities and if warranted, providing for yearly contributions to the fund in the Capital Improvements Program. A priority area is additional parking at or near the waterfront.
- (13). Parking. City should examine opportunities to create joint use parking arrangements with the owners of private parking lots for the purpose of benefiting the public by making additional parking available. Although there were limited opportunities for such arrangements in the past decade, the need for such may increase as growth occurs in the downtown and waterfront area.
- (14). Noise Abatement. It is recognized that excessive vehicle noise is a violation of the law and that this form of pollution is both a public safety and quality of life issue. Vehicular noise from motorcycles and vehicles with illegally modified exhaust systems can cause exaggerated startle responses and reactions that can lead to accidents, hypertension, ear damage, anxiety and similar disorders; and always irritation, disturbances and fright in both people and pets. Such noise can also damage tourism. It is recommended that the Belfast Police Department change from passive enforcement (police enforce following receipt of a specific complaint) to proactive enforcement (police initiate enforcement upon witnessing excessive noise emission).

- (15). Capital Project. MDOT, in cooperation with the City, should examine the feasibility of installing a 'diverging diamond' interchange as a potential option to address current and future traffic volumes and safety at the Route 1 and Route 3 intersection. (Note – a 'diverging diamond' is a specific type of intersection configuration that has been used in Europe and is now being constructed in several states, including but not limited to Springfield, Missouri, Alcoa, Tennessee, and Utah County, Utah, and is being considered by transportation officials in 20 additional states).

SECTION 3.11 PUBLIC FACILITIES AND SERVICES

Introduction

The City of Belfast provides a range of facilities and services for its citizens. The Water District owns and operates the water supply system and the School District operates the school system. The single largest expenditure is for education. This chapter describes existing public facilities and services, and the extent to which they adequately meet the City's needs today and have the available capacity to serve Belfast for the next ten years. The goal of this chapter is to plan, finance, and maintain an efficient system of public facilities and services that will accommodate the City's future needs. See the Infrastructure Map for the location of these facilities within Belfast.

A. State Goal

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

B. Analyses and Key Issues

- (1). Are municipal services adequate to meeting changes in population and demographics?*

Municipal services include emergency services, fire, police and EMT, city government administration, public works (road, storm sewer, public sewer and parks) recreation, public library, and sewer services, and others. The Belfast Water District provides public water services. Even more broadly, the term includes management and operations of actual facilities such as buildings, park and recreation areas, the city hall itself, and such. The modest decline in the population projections for Belfast during the planning period of ten years, suggests that the City will be able to handle the needs of residents and businesses without having to increase service provision, especially where current demand is below supply, like water and sewer. However, the aging of the population and expectations for improved services like ambulance and road maintenance might encourage the City to invest more in these areas.

- (2). In what ways has the community partnered with neighboring communities to share services, reduce costs and/or improve services?*

Belfast has both formal and informal agreements with surrounding towns for fire protection and emergency (ambulance) services, and the Belfast Police Department works cooperatively with the Sheriff's Office at County. Belfast shares the following facilities with residents of neighboring communities:

- Belfast Library is open to non-residents, who are charged a higher membership

fee than residents.

- Belfast's Parks, such as City Park, Heritage Park, Steamboat Landing Park and the Dog Park are open to residents and non-residents alike, and typically no fee is charged.
- Belfast Harbor and City Landing, including moorings and a launch ramp. Fees for residents and non-residents are very similar.

(3). *If the community has a public sewer system, what issues or concerns are there currently and/or anticipated in the future? How is the sanitary district cooperating in the development of the comprehensive plan and related ordinances, as required by law (38 MRSA Section 1163-A). How is the sanitary district extension policy consistent with the Future Land Use Plan as required by (38 MRSA Section 1163)*

The City of Belfast Wastewater Treatment System consists of 31 miles of gravity sewer lines and force mains, 18 pump stations, and a 1,490,000 gallon per day secondary wastewater treatment facility.

The City has been aggressively replacing old leaking undersized sewers with new watertight sewers that are sized to carry flows for the next century. Several wastewater-pumping stations have been upgraded, with the most recent (2012) project occurring along Front Street. The City has also been removing excess groundwater and precipitation flows from the sewer system with the goal of eliminating the two combined sewer overflow (CSO) points.

The City's history of investing in its environmental infrastructure is paying off. The City has been able to extend the life of its present treatment facility instead of building a new plant. In the long run, this will save millions of dollars as compared to the cost of a new plant. Water quality in Belfast Harbor continues to improve and the treatment plant consistently produces a fully compliant effluent. While the City's unseen wastewater collection and treatment infrastructure improvements are not the most visible sign of the community's recent growth, the City's aggressive focus on these capital improvements are the foundation upon which much of the new growth has been built.

Table 11-1 Sewer System Excess Flow Areas

Excess groundwater excess			
Infiltration/Snowmelt storm water inflow			
Location (Area)	GPD	GPD/Inch of rain	Work Performed
Vine/High/Waldo Ave	180,000	95,000	Future Upgrade
Miller St. side street	170,000	95,000	Future Upgrade
Main Street	80,000	50,000	System Upgraded

Glenview Lane	110,000	50,000	System Upgraded
North Ocean Street	50,000	35,000	System Upgraded
Washington/Green Street	50,000	25,000	Future Upgrade
Penobscot Terrace	90,000	10,000	System Upgraded
Mayo Street	60,000	40,000	Future Upgrade
TOTALS	790,000	400,000	

CSO abatement efforts over the past 20 years have reduced CSO flows from a historical average of 382,000 gallons/year to an average of 159,000 gallons/year the past four years. The treatment plant's design capacity is 1,000,000 GPD (Peak Hourly 3.8 MGD). There are approximately 1,475 users of the sewer system (1,200 residential and 275 commercial).

Recent sewer extensions have been few and limited in size, partly because most areas for which 'growth' is targeted have access to public sewer, and at present, there is limited need to extend existing lines to facilitate additional growth. As noted above, most City work and expenditures have focused on upgrading existing sewer lines to address infiltration and inflow concerns. Recent projects have included:

- The City initiated design services for sewer modifications in the Salmond/Cedar Street areas. This work included a short section of sewer replacement on Northport Avenue. Construction of the project began in 2006 and was completed in 2007. In all, about 4,000 LF of sewer was replaced at a cost of about \$1,100,000.
- The previously designed Fahey Street sewer was added to the open Salmond/Cedar Street sewer project's contract. Work on Condon Street was also added. Construction of this line was completed in 2007. About 2,500 LF of sewer line was replaced at a cost of about \$420,000.
- In 2007, the City updated its sewer maps to reflect sewer system modifications that had been completed as part of the CSO master planning process.
- In 2007 and 2008, the City conducted an updated Sewer System Evaluation Survey (SSES) study to assess the current condition of its sewer system as a result of the recent sewer improvements that had been conducted.
- In 2009 and 2010, the City completed the design and construction of the peak flow capacity upgrade at the wastewater treatment plant. The plant's peak hourly flow capacity was increased from 2.40 MGD to 3.8 MGD by adding new influent pumps and a larger chlorine contact reactor. The cost of this project was about \$1,650,000.
- In 2011, the City completed sewer rehabilitation work in the Glenview Lane/Penobscot Terrace areas. This included the replacement of old leaking sewers over a distance of 1,000 LF. The City also completed about 3,600 LF of sewer rehabilitation on the North Ocean Street area. The total cost of this

work was about \$1,000,000.

- In 2012, the City completed sewer improvements on Front Street to modify the hydraulics of the Miller Street CSO inlet. This project cost about \$230,000.
- In 2013 and 2014, the City initiated a flow gauging study of its sewer system to assess the results of its previous CSO abatement work, to determine the remaining sources of excess flows, and to update the present CSO Master Plan. The cost of this work has been about \$10,000.
- In 2015 through 2017, the City completed the design and construction of about 2,400 LF of sewer along Front Street and Washington Street cross-country. The sewer system related cost(s) of this project was about \$708,000.
- In 2017, the City conducted cleaning and video analysis of sewer piping on Mayo Street, Field Street, Court Street and High Street.
- In 2018 and 2019, the City initiated a flow gauging study of its sewer system to assess the results of its previous CSO abatement work, to determine the remaining sources of excess flows, and to update the present CSO Master Plan. The cost of this work has been about \$10,000

The City typically has paid most costs associated with the above extensions and has recovered only a small percentage of the improvement costs through the assessment of connection and impact fees. The Future Land Use Plan suggests that future sewer extensions should focus on infill areas within existing growth areas, such as the Lincolnville Avenue/Alto Street area (existing residential on small lots) and if the demand for residential development increases, the Waldo Avenue area; reference Residential 4 area identified in the Land Use Plan.

(4) If the town does not have a public sewer or water system, to what extent is this preventing it from accommodating current and projected growth?

The City operates a public sewer system and the Belfast Water District operates the water system. Overall, both services are available to areas that need these services; areas which support dense residential development and intense nonresidential development; larger retail stores (e.g. Downtown, Hannaford and Reny's), large public facilities (e.g. Troy Howard Middle School and Belfast High School), large office complexes (e.g. BOA and athenahealth), industrial development (e.g. Mathew Brothers and Ducktrap Seafoods) and denser residential development such as occurs inside the Route 1 bypass and in some areas on the eastside. Public water is available to all of the above areas. Also, water service is available to some areas in which sewer is not available, such as along sections of Swan Lake Avenue located westerly of the Back Searsport Road (end of line terminates at the intersection of Swan Lake Ave and the Back of Searsport Road), mostly because this is the route that public water is provided from the District's groundwater wells.

Most areas in which public water and sewer is not available rely upon on-site septic and water. In most cases, the density of existing development and desired future development is quite low, a 1.5 to 2 acre lot size, and most intense nonresidential uses are prohibited, and on-site services can be used to support such development. That said, there are some isolated problems, including several mobile home parks located in rural areas. The cost of providing sewer and water to these isolated areas does not warrant the service extensions, and the provision of public services to these areas would cause growth to occur in areas which the City considers as rural areas. Overall, Belfast has provided public services to areas in which there is sufficient land area to support anticipated growth for at least the next 10 – 20 years.

(4). Are existing stormwater management facilities adequately maintained? What improvements are needed? How might cumulative impacts from future development affect the existing system(s)?

Overall stormwater management facilities are in adequate condition, and the Public Works Department regularly maintains the existing system. Our facilities include stormwater management basins and filtration or other treatment systems such as detention ponds, culverts, and/or vegetated swales. Also, when the City has upgraded an existing public sewer line or extended public sewer to an area it also has improved existing stormwater facilities, and Public Works systematically replaces culverts during road overlay projects. That said, changes in the number, duration and intensity of major rainfall events in the past 10 years has or is expected to cause problems with the capacity of current City facilities. Lastly, the most frequent concern abutting property owners typically raise during Planning Board review of a proposed development involve managing stormwater. In the Future Land Use Plan it is recommended that the City consider amending current Ordinance provisions to better address stormwater management concerns, including greater use of low impact development standards.

(5) How does the community address septic tank waste? What issues or concerns are there with the current arrangements?

Property owners are responsible for the maintenance and disposal of septic waste. Several private services which 'pump' private septic wastes contract with the City sewer treatment plant for processing this waste. Also, Moore's Septic operates a DEP and City permitted privately owned facility on the Back Searport Road to dry and spread solids pumped from subsurface systems. The current system generally works well, however, some individual property owners do not regularly maintain their system which may lead to a system failure. Most current system failures are isolated events and typically occur when a system reaches its anticipated life expectancy. When a failure occurs the City requires the property owner to replace the system. In cases in which the property owner cannot pay the cost, the City has

used small system grant funds that may be available through the DEP and City revenues to help pay replacement costs.

- (5). *If the community has a public water system, what issues or concerns are there currently and/or anticipated in the future? How is the water district/supplier cooperating in the development of the comprehensive plan and related ordinances? How is the water system extension policy consistent with the Future Land Use Plan?*

The Belfast Water District is governed by a quasi-municipal Board of Trustees, which is directly responsible to the State of Maine Public Utilities Commission. The Water District is a self-supporting utility. The City's water supply is provided by two underground wells on the east side of the Passagassawakeag River. One of the wells, dug in 1950, is located near the juncture of Smart Road and Achorn Road. The other well, dug in 1965, is located near Jackson Pitt, just off Route 141 in Swanville. The water quality of these wells is excellent and requires only fluoridation. The City's aquifer overlay district, established in the early 1990's at the request of the Water District, protects the aquifer in Belfast, which is the source for these wells. The Water District continues to maintain the Little River Reservoir as a back-up water supply. In 2018, about 628,521 gallons per day were pumped on average. In 2019 that figure was about 657,123 gallons per day, which is below the estimated capacity of the system. Replacement of aging waterlines has reduced significantly the loss of water within the distribution system itself. The extension of the water system based on need has been in keeping with the policies of the comprehensive plan. Like sewer extensions, water extensions have been few and limited in size. Also, public water service typically is available to areas the City has targeted as growth areas.

- (6). *What school improvements, including construction or expansion, are anticipated during the planning period? What opportunities are there to promote new residential development around existing and proposed schools? What steps will be taken to promote walking and bicycling to school?*

In the fall of 2019 Regional School Unit 71 opened the newly renovated Belfast Area High School. The renovations cost \$7.6 million and consisted of multiple new facilities including classrooms, bathrooms, locker rooms, cafeteria, a math and special education wing, and a renovation of the pool.

The Regional School Unit (RSU) 71 consists of the following schools:

1. Belfast Area High School
2. Bcope (Belfast Community Outreach Program in Education)
3. Captain Albert W. Stevens School

4. Gladys Weymouth School
5. East Belfast School
6. Ames Elementary
7. Kermit Nickerson
8. Troy A. Howard Middle School
9. Belfast Adult Education

Six of the RSU 71 schools are located in Belfast (Belfast Area High School, Bcope, Captain Albert W. Stevens School, East Belfast School, Belfast Adult Education and Troy A. Howard Middle School). Additionally, Belfast is home to the University of Maine Hutchinson Center, River School Belfast, Waterfall Arts, and Cornerspring Montessori School.

Under current regulations, and with some vacant parcels nearby, new residential development is possible around most of these schools located in the City. The Belfast Area High School and Captain Albert W. Stevens School are located within the Route 1 bypass and are within walking distance of existing residential neighborhoods. Sidewalks and pathways serve these schools. In 2010, the City worked with MDOT Safe Route to School funds to construct improvements to pedestrian crosswalk improvements at the Route 1/Route 52 intersection; an improvement which enhanced walk-ability to this school. While very few students walk to the Eastside Elementary School, the City also has constructed pedestrian improvements to the Route 1/Swan Lake Avenue intersection.

(7). Is the community's emergency response system adequate? What improvements are needed?

Belfast's emergency response system is the method by which the City responds to police, fire, medical and other emergencies. Police, fire and ambulance services are adequate. The City uses capital reserve funds to which it makes annual contributions to purchase needed upgraded and replacement equipment for the above services. The City uses paid staff to provide EMT services and provides such services to Belfast and many surrounding communities. A detailed list of recommended improvements is included in the Capital Investment Plan (CIP) within the Fiscal Capacity Chapter of this plan.

(8). How well is the solid waste management system meeting current needs? What is the community doing to reduce the reliance on waste disposal and to increase recycling. What impact will projected growth during the planning period have on system capacity? What improvements are needed to meet future demand? What efforts have been or will be undertaken regionally to improve efficiency and lower cost?

In 1992, the City established a new recycling center and transfer station at the Business Park. The city operates the transfer facility and has a contract with a private vendor to haul some of the waste to the Penobscot Energy Recovery Company incinerator in Orrington. In recent years the City has worked to increase its recycling rate. Private companies also contract with some residents to collect their waste at curb-side, and most businesses contract with private companies to collect and dispose of their solid waste. It is anticipated that the system's current capacity will be able to handle projected growth during the ten-year planning period.

(9). How do public facilities and services support local economic development plans? What improvements are needed in the telecommunications and energy infrastructure?

Both large and small-scale businesses require basic public services, roadway access, water/sewer connections and the like. In the current economy, access to markets far beyond Belfast is essential for many as well. Internet and telecommunications infrastructure in Belfast was significantly improved with the arrival of MBNA. Although MBNA downsized and was acquired by Bank of America, much of that infrastructure (telecommunications and three-phase power) capacity remains in place for new tenants of the commercial and office park facilities in Belfast, like athenahealth, Inc. While reasonable quality cell phone service is now available in most areas of Belfast, an ongoing concern in many rural areas is the quality and availability of good quality internet service. As of 2019, there are approximately 40 households in Belfast that are considered underserved for broadband (meaning they do not meet the 25/3 mbps ratings considered the minimum standard for broadband speed).

(10). Does the community have a public health officer?

Yes, it is currently the Fire Chief.

(11). Are local and regional health care facilities and public health and social service programs adequate to meet the needs of the community?

Waldo County General Hospital (WCGH) is a non-profit Critical Access (25 bed) Hospital, part of the Coastal Healthcare Alliance (CHA) along with Pen Bay Medical Center (99 beds, Rockport) and the MaineHealth System. Additionally, Mental Health Services are provided through MaineHealth. The local and regional facilities are currently adequate to meet the needs of the community.

(12). What other public facilities, such as town offices, libraries, or cemeteries, are

nearing their respective capacities? How will these facilities accommodate projected growth?

Most current public facilities have the capacity to satisfy anticipated growth. In 2001 the City purchased a former bank building on Church Street and relocated the police station from City Hall to this facility, and subsequently renovated City Hall to provide better customer services. A major expansion of the Belfast Free Library also occurred in 1999 – 2000.

The City completed construction of a new public works facility in 2019. The facility is located at 54 Crocker Road. The City purchased the 35 acre property in 2017. Total construction cost of the new facility was about \$6.5 million. The project included a new garage, a sand/salt shed, and accompanying laydown areas. The site also includes a 5 acre solar field, owned by the City. The solar field, combined with the solar installation at the former landfill on Pitcher Road and panels located on the Fire Station, result in a the City off-setting about 85% of its electronic generation needs.

(13). Does the community have, or need, a street tree or other tree planting and maintenance program?

Currently, Belfast has a maintenance program for street tree plantings, which is overseen by the City Council and Public Works Department. The City has an ordinance regarding the preservation of street trees.

(14). Are the community's priorities for funding needed improvements reflected in the capital investment plan?

Yes, within the budgetary constraints of taxpayers, anticipated user fees, grants and municipal bonding, see Capital Investment Plan (CIP) in the Fiscal Capacity Chapter of this plan.

(15). To what extent are investments in facility improvements directed to growth areas?

Most public facilities (police, fire, schools, city hall, sewage treatment,) are located within the designated growth areas, many in or near Downtown Belfast, and so funding for their improvement benefits those growth areas. The only current public facilities not located in a growth area are several City Parks, such as Sportsman Park.

C. Conditions and Trends

Minimum data required to address state goals:

(1). *Location of facilities and service areas (mapped as appropriate)*

See the map titled Infastructure.

Table 11-2 Municipal Property

MUNICIPAL PROPERTY	
City Hall	71 Church Street
Fire Department	Belmont Avenue
City Garage	Congress Street
Airport	Congress Street
City Dump (closed)	Pitcher Road
Pollution Abatement Plant	Front Street
Public Works	54 Crocker Road
Parking Lot	Cross Street
Hayford Block Parking Lot	Church Street
Belfast Free Library	High Street
Parking Lot	Washington St
Wales Park	Congress Street
Legion Park	High Street
Parking Lot	Front Street
Boathouse at Steamboat	Front Street
City Park	Northport Ave
Transfer Station	Business Park
Police Station	Church Street
Belfast Common	Miller Street
Belfast Skate Park	Washington Street
Eleanor Crawford Park	High Street
Four-Season recreation Area	High Street
Heritage Park	Main Street
High Street Ice Rink	High Street
Kirby Lake	Miller Street
Sportsman's Park	Sheppard Road
Steamboat Landing	Front Street
Walsh Field Recreation Area	Route 52

The Belfast Business Park

The Belfast Airport Business Park is owned by the City of Belfast, and the Belfast City Council negotiates all sales. The Park is located on Congress Street, adjacent to the

Belfast Municipal Airport, south of U.S. Route 1. The Park is made up of two sections, which are separated by the airstrip. The North Phase of the Park was completed in 1984 and is comprised of 18 acres of industrially zoned land. This section is serviced by municipal water and sewer, as well as three-phase power. The South Phase of the Park was constructed several years after the North Phase and has similar services. A redemption center and the City Transfer Station also is located in this phase. The City has 5 lots which it owns in this area, each of which is about 1.5 acres in size. The City's goal is to attract 'job creation' enterprises to the Park. Current tenants include Coastal Helicopters, Ducktrap River of Maine, Easterly Wine, GEO, Kids Unplugged, Larrabee Brothers Plumbing and Heating, Maine Maritime Products, Tidewater Oil, and United States Department of Agriculture, Natural Resource Conservation Service.

(2). General physical condition of facilities and equipment;

See below.

(3). Capacity and anticipated demand during the planning period

See below.

(4). Identification of who owns/manages the systems;

See below.

(5). Estimated costs of needed capital improvements to public facilities; and

See below and the Capital Investment Plan in the Fiscal Capacity Chapter.

(6). The following information related to each of these public facilities and services:

a. Sewerage and/or Water Supply – Identify number and types of users, and percent of households served.

There are approximately 1,475 users of the sewer system (1,200 residential and 275 commercial). The largest non-residential/commercial users are Bank of America, Ducktrap, Waldo County General Hospital, and the public school system. The U.S. Census estimates that Belfast had 3,291 housing units in 2017. Using this figure, about 36% of housing units in Belfast are connected to the sewer system. A greater number of residential units have public water.

b. Septage – Identify any community policies or regulations regarding septage collection and disposal.

The City enforces the State Plumbing Code regarding subsurface waste in the City Code. Chapter 62, Utilities, of the City Code identifies how septage waste can be treated at the sewage treatment plant.

c. Solid Waste – Describe the community's solid waste management system. Identify types and amounts of municipal solid waste and recycled

materials for the past five (5) years.

In 1992, the City established a new recycling center and transfer station. The City has contracted to haul waste to the Penobscot Energy Recovery Company incinerator in Orrington. Solid waste and recyclables are collected at the Belfast Transfer Station, which is located off Little River Drive in the Belfast Industrial Park. Non-Recycled Household Trash is charged \$3.50 per 30-gallon size bag. The following materials are accepted without charge for recycling: OCC/Mixed (paper/cardboard), cans, ONP (newsprint, magazines, etc.), CPO (colored and office paper), glass, HDPE (plastic containers), scrap metal and used motor oil. For a charge, these materials are accepted: tires, refrigerators/Freon, appliances, electronic waste, brush, and wood. Demolition Debris disposal is charged at \$170.00 per ton. In 2008, the top four recyclable categories for Belfast: Cardboard (OCC) 352.9 tons, Mixed News/Mag 218.1 tons, Leaf/Yard 160.5 tons, and White Goods (appliances) 126.4.

d. Stormwater Management – Identify combined sewer overflows. For Municipal Separate Stormwater System (MS4) communities, describe plan and status of the major goals of the MS4 requirements.

Belfast's combined sewer overflows (CSO) have been reduced to include: Condon Street CSO and Miller Street CSO. A continued reduction through stormwater/sewer separation is recommended for these areas. The City's wastewater discharge license contains a compliance schedule for CSO abatement. See the Capital Investment Plan of the Fiscal Capacity Chapter of this plan for anticipated CSO abatement projects. The City has been actively addressing CSO issues over the last decade and has remediated about half of the excess flow areas. Belfast is not an MS4 community.

e. Power and Communications – Availability of electricity (including 3-phase power), telephone, Internet (including broadband), and cable within the community.

Electricity, telephone, and broadband internet are available throughout Belfast. The Bank of America (former MBNA facility) has T1 internet access and three-phase power, as do the Belfast Industrial Park.

f. Emergency Response System – Describe fire, police, and emergency/rescue facilities and equipment. Include average call response times for different services and dispatch location with number of communities served (Public Safety Answering Point, or PSAP) staffing, and training needs; and E911 addressing management system (addressing officer, ordinance, reporting

system).

Fire Protection

There is one full time Fire Chief in Belfast along with 32 part time, paid fire fighters. The Department, which serves Belfast and Swanville residents, averages approximately 130 calls per year with a fire response time average of two minutes during the day and four to six minutes during the night. Once fire fighters are hired by the Department, they receive in-house training. In fact, all the fire fighters employed by the Department receive monthly training which consists of a one and a half hour to two-hour program on various subjects.

The Fire Department is located on Belmont Avenue. The City, in 2012, expanded the Fire Station so it could better accommodate the new ladder truck and the number of ambulances. The Department has two pumper trucks, two tank trucks, an aerial truck with a 100-foot ladder, a brush truck to fight grass and woodland fires, an equipment truck, and a Jaws of Life vehicle.

Police Protection

The Belfast Police Department serves the City with the following staffing:

- (1) Chief
- (4) Sergeants
- (1) Detective
- (8) Patrol Officers
- (1) School Resource Officer
- (1) Administrative Assistant
- (5) Reserve Officers
- (1) Receptionists
- (1) Summer Parking Enforcement Officer (10 weeks only)

Dispatching services are provided by Waldo County for police, fire, and ambulance services with full time civilian dispatchers. In 2019, the Police Department handled over 7,455 calls for service in the City of Belfast. Response times are minimal due to the department's central location and there have been no complaints concerning response times. There are no formal mutual aid agreements with any town or other law enforcement agency.

The Police Department owns seven vehicles.

The Police Department is located in its own building at 112 Church Street.

This move from occupying space in the City Hall basement was made in 2000 – 2001 to better accommodate the needs of both the Police Department and the City administration. The Police Department is facing no major problems and the size of the force is adequate to meet the needs of the City at this time. Training is a constant requirement every year. Each officer is required to complete forty hours of training every two years. Half of that training is mandated and chose by the State. The other half is elective training that is required to be related to the law enforcement profession. Any time a senior officer leaves the department, a new officer will replace him/her. This can require the new officer to have to attend the eighteen-week basic police school at the Maine Criminal Justice Academy. There is no way for the Department to project how many officers may have to be sent in a ten-year planning period of this plan.

Ambulance Service

Ambulance service is provided by the City of Belfast to Belfast, Belmont, Morrill, Northport, Swanville and Waldo residents. The Fire Chief is in charge of the ambulance service. There are currently sixteen Emergency Medical Technicians on call. EMT’s are paid on a per call basis. The City owns three ambulances, which run approximately 1,200 calls per year.

g. Education – Identify school administrative unit. Include primary/secondary school system enrollment for the most recent year information is available and for the ten (10) years after the anticipated adoption of plan. Describe the extent and condition of pedestrian and bicycle access to school facilities.

The school administrative unit RSU 71 is composed of Belfast, Belmont, Morrill, Searsmont, and Swanville.

Table 11-4 Enrollment RSU 71

Grades/Year	2011*	2012*	2013*	2014*	2015	2016	2017	2018
Elementary (PK-8)	1,655	1,584	1,503	1,445	1,015	1,027	985	1,009
Secondary (HS 9-12)	772	748	698	727	514	487	509	491
Total	2,427	2,332	2,201	2,172	1,529	1,514	1,494	1,500

Sources: State of Maine Department of Education, RSU 71

**Note: 2011-2014 enrollment numbers based off RSU 20 which includes Edna Drinkwater School, Frankfort Elementary School, Searsport District High School, Searsport District Middle School, Searsport Elementary, and Stockton Springs Elementary School in addition to RSU 71 schools listed below.*

Within Belfast are the following schools:

1. Belfast Area High School
2. Bcope
3. Captain Albert W. Stevens School
4. Cornerspring Montessori School (private school)
5. East Belfast School
6. Montessori School (private school)
7. The School at Sweetser (Not part of RSU 71)
8. Troy A. Howard Middle School
9. University of Maine Hutchison Center

The Belfast Area High School and Captain Albert W. Stevens School are within walking distance of existing residential neighborhoods. Sidewalks and pathways serve these schools. There are adequate shoulders for bicycle travel to these schools as well. Pedestrian improvements have been made for the Troy Howard Middle School. (See the Transportation chapter for specific sidewalk and bike lane recommendations.)

h. Health Care - Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy.

Waldo County General Hospital (WCGH) is a non-profit Critical Access (25 bed) Hospital, part of the Coastal Healthcare Alliance (CHA) along with Pen Bay Medical Center (99 beds, Rockport) and the MaineHealth System. WCGH offers a range of medical services, including Emergency Room, renal dialysis, an inpatient hospice unit, state of the art radiological services and oncology services.

Services include:

- Anesthesiology
- Audiology
- Bone and Joint Healthcare
- Cardiac Rehabilitation
- Cardiopulmonary
- Cardiovascular Medicine
- Dental Care
- Diabetes Care
- Dialysis
- Ear, Nose and Throat
- General Surgery
- Geriatric Care
- Home Health & Hospice
- Intensive Care Unit

- Laboratory Services
- Neurology
- Nuclear Medicine
- Obstetrics/Gynecology
- Oncology/Hematology
- Occupational Healthcare
- Orthopedics
- Palliative Care
- Pediatrics
- Physical Medicine
- Physical Therapy
- Radiology
- Rheumatology
- Sleep Disorders Laboratory
- Speech Therapy
- Sports Medicine
- Surgery
- Urology
- Voice And Swallowing

Additional patient services are available from Maine Medical Center in Portland (WCGH Tertiary referral center) and Northern Lights Medical Center in Bangor. Mental Health Services are provided through MaineHealth. Penobscot Shores, a subsidiary of WCGH, provides assisted living.

i. Municipal Government Facilities and Services – Describe facilities and staffing for municipal administrative, enforcement, and public works operations.

See 6f above for the staffing of police, fire and ambulance services. General municipal administration employs 17 persons full-time year round, and 2 persons part-time. Public works employs 13 persons full-time year round, and uses part time and seasonal employees to help maintain the roads in winter and the parks in the summer.

See 6f above for the facilities of police, fire and ambulance services. General municipal administration staff and facilities are housed in City Hall, located on Church Street. Public Works staff, equipment, and facilities are located on Congress Street.

The City Hall provides adequate space for current and anticipated staffing needs for the ten-year planning period of this plan. A potential need is for

off-site storage of records.

The Public Works facility(ies) is in relatively poor condition and needs to be upgraded. In 2013, the City will step up its search for a new location for the public works facility and identify how to pay costs to construct needed new facilities. Anticipated needs are noted in the strategies section of this chapter and in the Capital Investment Plan.

D. Policies

- (1). *To efficiently meet identified public facility and service needs.*
- (2). *To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.*

E. Strategies

- (1). Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics. See the Capital Investment Plan in the Fiscal Capacity Chapter.
- (2). Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas. The one exception may be the Public Works garage.
- (3). Explore options for regional delivery of local services, and work cooperatively with adjacent communities to consider opportunities for regional service delivery.
- (4). Review the extent of development in the City, its impact on City services and facilities, as well as the impact on the character of the City, and where appropriate or needed, implement impact fees. The only impact fee the City currently uses involves connection to the municipal sewer system and the amount of this fee has not been increased for nearly 20 years. Also, other impact fees may have limited value to Belfast because there the amount of development is not sufficient to warrant the collection and use of impact fees.
- (5). Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.
- (6). Continue to support the Belfast Water District to work with Swanville and Searsport for the mutual protection of the aquifer, and to monitor any potential impacts from the Swanville dump/transfer station on the quality of the ground water. Continue to review water quality of the ground water. Continue to review water quality tests with District officials (City Council and Code Enforcement Officer) Ongoing.

- (7). Request Water District input on any development proposals that might result in substantially increased water supply demand to ensure that the City can either stay within the sustainable annual yield of the aquifer indefinitely, or utilize other water supply sources. Request that Water District officials notify the City of similar proposals in adjacent communities that might substantially affect the annual sustainable yield (Code Enforcement Officer and Planning Board) Ongoing.
- (8). Continue current efforts to expand the capacity of the treatment plant, to separate storm and sanitary sewers (City Council) Long Term.
- (9). Periodically meet with school officials to consider school facility needs, including building and recreation needs, to review plans for additional growth and development, to consider population data and projections, and to review plans for increasing school capacity (City Council or Duly Authorized Representative) Long Term.
- (10). Purchase additional land or transfer existing, City-owned land for cemetery use. Provide for adequate maintenance of cemeteries (Cemetery Committee) Long term.
- (11). To maintain municipally owned properties, plan for their long-term maintenance and upgrade, ensure that City public facilities and service needs are evaluated annually for possible budgetary adjustments to guarantee planned preparation for future needs (City Council) Long Term.
- (12). Continue the current practice of using capital reserve funds to assist in the replacement and purchase of equipment for the Police, Fire and Public Works Department.
- (13). Evaluate charging differential user fees for city services and facilities depending upon the residency status (Belfast year round, Belfast seasonal, and full time resident of another community) of the user.
- (14). Explore the use of Tax Increment Financing to assist in the construction of desired public facilities in targeted areas. The Downtown Waterfront TIF established in 2005 and the Northport Avenue TIF also established in 2005 were good approaches to assist in the construction of needed improvements.
- (15). Target future sewer extensions to areas located within designated growth zones, and to infill areas.
- (16). Continue past and current efforts to upgrade existing sewer facilities to address infiltration and inflow concerns and continue the past and current practice of addressing stormwater improvements when sewer improvements are constructed.

SECTION 3.12 FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN

Introduction

Planning and policy decisions must take into account a municipality's ability to make necessary expenditures and the impact that this spending will have on taxpayers. The primary funding source for municipal government is property tax revenue. In order to maintain a consistent mil rate year to year, City government must operate in a fiscally responsible manner. Large fluctuations in the tax rate can discourage economic development and spark public outcry. Although the priorities of the City may change from one election year to another, stable municipal finances are always a fundamental responsibility of local government. It is important for Belfast to handle diligently all yearly expenditures while at the same time planning for the City's long-term objectives. As is the case with any business, the physical assets of Belfast must be properly maintained through capital reserve accounts to protect the City's continued economic health. The format of this chapter follows the State Comprehensive Plan Criteria Rule as amended in August 2011.

A. State Goal

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

B. Analyses

- (1) How will future capital investments identified in the plan be funded?*

Capital investments will continue to be funded through capital reserve funds supported by property tax revenues citywide, funds obtained through the use of targeted tax increment financing districts (such as the existing Downtown-Waterfront TIF), intergovernmental revenues (State aid), grants and loans from Federal, State and private sources, and from municipal bonds.

- (2) If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?*

The community has sufficient borrowing capacity. In fiscal year 2018, total municipal debt was below the statutory limits as set forth in Title 30-A MRSA Section 5702. The City has often used its bonding capacity to pay for major projects, such as but not limited to: upgrades to the public sewer system and wastewater treatment plant, the reconstruction of the Armistice Bridge, and the construction of the Harbor Walk project.

- (3) Have efforts been made by the community to participate in or explore sharing capital investments with neighboring communities? If so, what efforts have been made?*

As noted in the Public Facilities and Services Chapter, the City does cooperate with neighboring communities, multi-community quasi-municipal organizations and with Waldo County in the provision of services (public education, fire department mutual aid, and municipal solid waste management). The most significant regional service is education, with RSU 71 servicing Belfast, Belmont, Morrill, Searsmont, and Swanville. The City also contracts with a facility in Camden (Knox County) to provide animal shelter services.

C. Conditions and Trends

Minimum data required to address State goals:

- (1). *Identify community revenues and expenditures by category for last five (5) years and explain trends.*

Table 12-1 Revenues and Expenditures for Last Five Fiscal Years

Actual Revenues and Expenditures for Fiscal Years ending June 30 th	2014	2015	2016	2017	2018	% change
Services/Fees	\$2,822,471	\$3,401,437	\$2,719,915	\$3,061,366	\$3,205,362	13.5%
Operating Grants/Contributions	\$292,144	\$311,492	\$321,435	\$310,193	\$285,070	-2.4%
Capital Grants/Contributions	\$40,000	\$75,000	\$75,000	\$75,000	\$75,000	87.5%
Property Tax	\$14,420,366	\$15,212,480	\$15,816,396	\$16,025,483	\$16,272,586	12.8%
Excise Tax	\$954,221	\$985,363	\$1,034,106	\$1,114,213	\$1,149,122	16.9%
Intergovernmental – Other	\$650,077	\$742,616	\$965,218	\$848,912	\$956,379	47.1%
Other	\$1,189,011	\$506,166	\$5,897,949	\$3,056,500	\$1,007,901	-15.2%
Total Revenues	\$20,368,290	\$21,234,554	\$26,830,019	\$24,491,667	\$22,951,420	12.6%
General Government	\$2,179,487	\$2,307,164	\$3,209,117	\$2,612,375	\$2,910,928	33.5%
Protection	\$2,351,534	\$2,557,762	\$2,553,316	\$2,839,093	\$2,898,365	23.2%
Public Works	\$2,600,730	\$2,677,606	\$2,398,432	\$5,376,198	\$3,057,858	17.5%
Social Services	\$190,875	\$208,214	\$510,402	\$306,597	\$245,124	28.4%
Parks & Recreation	\$263,015	\$341,839	\$280,792	\$287,900	\$292,931	12.6%
Library	\$511,755	\$514,190	\$528,891	\$523,952	\$517,637	1.15%
Cemeteries	\$100,855	\$85,377	\$168,793	\$143,497	\$145,365	44%
Education	\$9,160,661	\$9,804,003	\$9,969,316	\$10,015,476	\$9,925,620	8.3%
County Tax	\$1,420,463	\$1,374,077	\$1,376,367	\$1,400,761	\$1,451,862	2.2%
Interest on Debt	\$176,974	\$166,387	\$175,267	\$38,577	(\$68,591)	-138.7%

Unclassified	\$434,665	\$666,226	\$406,623	\$712,723	\$467,660	7.5%
Sewer Department	\$839,833	\$861,641	\$899,678	\$907,429	\$960,529	14.3%
Total Expenses	\$20,230,847	\$21,564,486	\$22,476,994	\$25,164,578	\$22,804,288	12.7%

The top two revenue sources remained the same from 2014 through 2018. The top two sources were services/fees and property taxes. During this period, overall total revenues increased by 12.6% and total expenses increased by 12.7%. Within that total, property taxes collected increased by 12.8% while excise tax increased by 16.9%. Services/Fees revenues increased 13.5% and capital grants/contributions increased by 87.5%. General government expenses increased by 33.5%. Protection expenses increased by 23.2% and social services expenses by 28.4%. Education, public works, central government, and public works were the four top expense sources in 2014 and 2018.

- (2). Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.

Capital investments are funded through capital reserve funds supported by property tax revenues citywide, intergovernmental revenues (State aid), grants and loans from Federal and State sources, and from municipal bonds. The City has two tax increment financing districts: the Downtown-Waterfront and Northport Avenue, both of which target the construction of public improvements in the respective catchment areas. Non-governmental (outside) funding sources have recently included gifts (e.g. Range-Way improvements), donations (e.g. Dog Park and Friends of Belfast Park), and capital funds from donors (e.g. Enk fund). Capital items funded through capital reserves are shown in the next table.

Table 12-2 Capital Reserves

Capital Reserves	Balance July 1, 2017	Balance June 30, 2018
Communication Equipment	\$3,624	\$3,650
Ambulance	\$45,869	\$46,194
Assessment	\$894	\$901
Cemeteries – Land Development	\$7,964	\$8,022
Cemeteries – Equipment	\$18,285	\$18,412
Cemeteries – Maintenance	\$7,748	\$7,802
Personnel Reserve	\$93	\$96
Downtown Development	\$76	\$77
Fire Equipment	\$52,996	\$53,363
Harbor Improvement	\$5,256	\$5,263
Highway – Highway Equipment	\$39,977	\$40,268
Highway – Road Construction	\$6,802	\$6,852
Highway – Culvert	\$28,557	\$28,757

Police Equipment	\$9,694	\$9,763
Recreation – City Park	\$92,220	\$78,479
Recreation – George Black	\$4,133	\$4,163
Ruth Greenlaw	\$375	\$378
Footbridge Capital	\$55,100	\$55,483
Transfer Station Equipment	\$11,456	\$11,538
Airport	\$115,475	\$4,663
Airport Maintenance	\$13,085	\$6,275
Planning Equipment	\$10,408	\$10,481
Waterfront/Thompson Warf	\$3,595	\$3,617
Ambulance Training and Development	\$2,318	\$2,525
Cable TV Equipment	\$15,420	\$15,528
City Clerk Office Equipment	\$4,458	\$3,808
Assessing Office Equipment	\$3,560	\$8,585
Finance Office Equipment	\$6,993	\$8,864
Energy Savings Cap	\$--	\$24,268
City Manger Equipment	\$513	\$517
Boathouse Maintenance	\$9,860	\$3,928
Park Equipment	\$1	\$1
Future Land Purchase	\$21,069	\$21,216
Fuel Price	\$10,230	\$10,301
Sidewalk Capital	\$14,252	\$21,414
Total	\$632,356	\$517,151

The following major projects have been funded through bonding since 2010:

- Waterfront Walkway (2013): \$800,000
- Front Street/Maskers (2016): \$2,150,000
- Public Works/Solar (2019): \$8,600,000

Belfast has received Federal and State grant funding for the following major capital projects since June of 2010:

- Brownfields Assessment Grants in 2011, 2013, 2016, and 2019 in amounts totaling \$1.3 million used for the assessment of hazardous substance and petroleum of contaminated sites.
- Brownfields Cleanup Grants in 2014 and 2019 in amounts totaling \$600,000 and a Brownfields Revolving Loan Grant of \$50,000 used for remediation and clean up of the following sites:
 - 45 Front Street
 - 45 Congress Street

- 26 High Street
- CDBG Housing Assistance Grant (2011) - \$300,000 for the renovation of multi-family housing.
- CDBG Downtown Revitalization Grant (2012) - \$500,000 for streetscape and infrastructure improvements and on street parking.
- CDBG Economic Development Grant - \$200,000 for Front Street Shipyard improvements to former Belfast Boatyard waterfront facility and the purchase of custom paint booth.
- CDBG Micro-Enterprise Assistance - \$150,000 for micro-enterprise and business façade grants.
- EDA Public Works Grant (2013) - \$1,900,000 for the reconstruction and enhancement of Front Street.
- CDBG Housing Assistance Grant (2014) - \$500,000 for the renovation of multi-family housing.
- Maine Department of Conservation Recreational Trail Grant (2015) - \$35,000 for the Passy Rail Trail development.
- CDBG Economic Development Program (2015) - \$800,000 use to assist in the location of OnProcess Technology in Belfast.
- ConnectME Authority Community Broadband Planning Grant (2017) - \$15,000 used to assist in the planning process for community broadband.
- MEDEP Forgivable Loan – received to pay for climate adaptation plan for the wastewater system.
- Efficiency Maine Trust (2012) - \$10,000 used for electric vehicle charging stations.
- FAA (2018) – Grant of \$3,395,344 for airport improvement.
- Additional funding from FAA and MaineDOT over the last 10 years in the amount of \$5,263,500.44 used for the expansion of Aircraft parking apron, Airport master plan updates, preparation of Obstruction Removal Analysis and Environmental Assessment, tree clearing, and the construction of the parallel taxiway.

(3). Identify local and State valuations and local mil rates for the last five (5) years.

Table 12-3 Local and State Valuations and Local Mill Rates

Valuations / Mil Rate	2014	2015	2016	2017	2018	% Change
Municipal Total Valuation of Belfast	\$705,786,800	\$714,284,500	\$717,379,800	\$709,000,550	\$757,596,300	7.3%
State Valuation of Belfast	\$833,550,000	\$797,600,000	\$814,550,000	\$830,150,000	\$828,300,000	-0.63%
City Mil Rate	.02080	.02165	.02240	.02290	.02190	5.2%

- (4) *How does total municipal debt (including shares of county, school and utility) compare with the statutory and Maine Bond Bank recommended limits on such debt?*

Title 30-A MRSA Section 5702 contains a limitation on the amount of debt that municipalities may incur. A municipality cannot issue debt (for purposes other than school, storm or sanitary sewer, energy facility or for municipal airports) that would exceed 7.5% of the municipality's last full State valuation. The statute contains additional limits for school, storm or sanitary sewer, energy facility and for municipal airports. There is an overall debt limit for all types of debt of 15% of the municipality's last full State valuation. The City Charter references the State law regarding the amount of debt which the City may borrow. The City has not exceeded the statutory limit.

At June 30, 2018, the statutory limit for the City was \$128,175,000. The City's outstanding long-term debt of \$6,486,760 at June 30, 2018 was within the statutory limit.

D. Policies

- (1). *To finance existing and future facilities and services in a cost effective manner.*
- (2). *To explore grants available to assist in the funding of capital investments within the community.*
- (3). *To reduce Maine's tax burden by staying within LD 1 spending limitations.*

E. Strategies

- (1). *Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.*

F. Capital Investment Plan

The comprehensive plan must include a capital investment plan that:

- (1). Identifies and summarizes anticipated capital investment needs within the planning period in order to implement the comprehensive plan, including estimated costs and timing, and identifies which are municipal growth-related capital investments;*
- (2). Establishes general funding priorities among the community capital investments; and*
- (3). Identifies potential funding sources and funding mechanisms.*

For (1) through (3), see the next table titled Belfast Capital Investment Plan Summary 2013-2023.

Purpose and Definition of Capital Investment Plan

Planned growth and a diverse mix of land uses within the City is an important aspect of fiscal planning. The purpose of a capital investment plan (CIP) is to establish a framework for financing needed capital investments. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought.

Capital investments include the repair, renewal, replacement or purchase of capital items. Capital investments differ from operating expenses or consumables. The expense of consumables is ordinarily budgeted as operations. Capital investments generally have the following characteristics: they are relatively expensive (usually having an acquisition cost of \$5,000 or more); they usually do not recur annually; they can last for a long time (often having a useful life of three or more years); and they result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities and long-term contracts and are funded through the establishment of financial reserves.

Capital investments are prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expected yearly investment and allows for both changes in priorities and reduction of available funds. The CIP is intended to prevent a large capital investment from occurring in a single fiscal year. The unexpected purchase of a sizeable investment can overburden the tax rate and cause large fluctuations in tax bills from year to year. The annual provision for eventual replacement of capital investments depends on the useful life of the capital investments. It is important that capital investments be financially accounted for each fiscal year, minimizing later expenses.

For the purposes of this plan, the total costs have been recognized with an indication of the expected period for each item that is desired based on priority ratings. Each year

any necessary changes will be made to the CIP and it will be included in the annual budget. Each year the Budget Committee will review the funding requests and make a recommendation for City Council review.

Priority Rankings Used in the Capital Investment Plan

The capital investments identified below were assigned a priority based on the listed rating system. Logically, “A” investments would be implemented prior to “B” and so on. Lower priority items may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund capital investment projects it is necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

- A. Immediate need. A capital investment rated in this category would typically remedy a danger to public health, safety and welfare.*
- B. Necessary (Needed), to be accomplished within two to five years. A capital investment rated in this category would typically correct deficiencies in an existing facility or service.*
- C. Future investment or replacement, to be accomplished within five to ten years. A capital investment rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.*
- D. Desirable, but not necessarily feasible within the ten year period of this comprehensive plan.*

Projects referenced in this comprehensive plan and existing reserve accounts are the basis for this capital investment plan and have been incorporated into the table below. As well, State and Federal mandates necessitating some of these projects have been noted in the table. The need for each project is noted in parentheses.

Table 12-4 City of Belfast Capital Investment Plan Summary 2013-2023

Comprehensive Plan Chapter/City Dept.	Anticipated Item and (Need)	Estimated Cost	Priority	Responsible Party (ies)	Possible Funding Sources
Public Facilities / Sewer –Wastewater Treatment	Sewer line replacement on Front Street (2018)	\$800,000	Completed	Wastewater Treatment Facility – City Council	Reserves/Grants/Bonds/Loans
Public Facilities / Sewer –Wastewater Treatment	Upgrade Wastewater Treatment Plant to enhance energy efficiency and treatment options	--	In-progress	Wastewater Treatment Facility – City Council	Reserves/Grants/Bonds/Loans
Public Facilities / Sewer –Wastewater Treatment	Improvements to two key pump stations and replace Mayo Street Sewer	--	Needed	Wastewater Treatment Facility – City Council	Reserves/Grants/Bonds/Loans
Public Facilities / Police Department	In-car video systems (need to be replaced every 3 to 5 years)	\$15,000 (for 3)	Needed	Police Department– City Council	Reserves
	Patrol Car (one replacement per year)**	\$27,000	Needed		Reserves
	Detective Car (one replacement per year)**	\$27,000	Needed		Reserves
	Firearms (over ten years)	~\$5,000			Reserves
Public Facilities / Police Department	Facility upgrades to address building maintenance concerns	No budget specified at this time.	Needed	Police Department– City Council	Reserves
Recreation & Public Facilities - Public Works	Sidewalk Upgrades	\$60,000/yr	Annual-Needed	Public Works - Council	City Funds

Public Facilities & Transportation - Public Works	New pedestrian improvements on Wight Street, about 2,700'. Part of a larger street reconstruction project.	\$2.1 Million (total project cost)	Needed – 2021/2022	Public Works - Council	City, TIF Revenues
Public Facilities - Public Works	Road Maintenance Repave existing roads every 10 - 12 years & Stormwater improvements	@ \$300,000/year	Annual-Needed	Public Works - Council	City Funds & State Revenue Sharing
Public Facilities & Transportation - Public Works	Front Street Reconstruction (2018) Replacement water and sewer service, new underground storm sewers, reconstructed road, more on-street parking, new street lighting.	\$3.2 million	Completed	Public Works - Council	Water District funds, EDA grant, City & Sewer Reserve, TIF Fund
Public Facilities - Economic Development	Harbor Walk project (2015)	\$1.6 million	Completed	Public Works - Council	MDOT, CDBG, Maine CLF, City TIF Funds
Public Facilities - Economic Development	Construct Streetscape Improvements at Cross/Miller/Spring Downtown Revitalization Included improvements to Belfast Common. (2017)	\$1.1 million	Completed	Council	CDBG, City TIF Funds

Public Facilities - Economic Development	Washington Street redevelopment project. Reconstruct Washington Street with new sewer, storm sewers, replacement water line, on-street parking, street lighting, road construction sidewalks.	\$1.3 million	Needed (projected completion 2022)	Council & Public Works	City, TIF Revenues
Public Facilities - Economic Development	Construction of additional section of Harbor Walk to connect Heritage Park to Steamboat Landing Park.	\$400,000	Needed (projected completion 2021)	Public Works - Council	City TIF Funds
Public Facilities - Economic Development	Redevelopment of Belfast Yards	Budget not specified.	Needed - future	Council	
Public Facilities - Economic Development	Redevelopment of former Public Works Facility on Congress street for housing.	Budget not specified	Needed - future	Council	Public/Private Partnership
Public Facilities	Energy Efficiency Improvements to City buildings	\$200,000 - \$400,000	Immediate	Council	City funds
Public Facilities	Fire & EMS Services Equipment Replacement Such as Ambulances (10 year)	\$150,000 - \$400,000	Needed - Future	Council & Fire Dept	Reserves
Public Facilities	Shoreline Stabilization to preserve existing facilities – two projects completed in 2019/2020, four additional sites identified.	\$75,000- \$90,000 per project	In-progress	Council	

Recreation	Park Improvements (10 year). Upgrades to City Parks	\$300,000 - \$500,000	Needed-Future-Desired	Council & Parks & Rec	City Friends of Parks
Recreation	Construction of Belfast Rail Trail (2017).	\$500,000 (Construction) \$200,000 (right-of-way purchase)	Completed	Council & Parks & Rec	City, CMLT
Marine Resources	Regularly replace floats - Upgrade Thompson Wharf - Fuel Services	\$400,000 - \$800,000	Needed-Future	Council & Harbor Comm	City, Reserves & Grants
Energy Efficiency	City solar projects including Public Works solar field, former landfill, and panels on the Fire Station.	\$1.5 million	Completed	Council & Public Works	
Energy Efficiency	Conversion of CMP lights in City to LED lights owned by the City (2019).	--	Completed	Council & Public Works	
Energy Efficiency	Energy efficiency upgrades to City buildings.	--	On-going	Council & Public Works	
Broadband	Expand broadband service to all property owners in Belfast.	\$6 million	Needed – future	Council & City Broadband Committee	

**Additional Information Regarding CSO Abatement Work can be found in the Public Facilities and Services chapter.*

***The City is exploring the use of hybrid vehicles for the Police Department, which could result in the need to purchase replacement vehicles at a faster rate than noted here.*

SECTION 4.1 OVERVIEW OF PUBLIC PROCESS ASSOCIATED WITH PREPARING THIS FUTURE LAND USE PLAN

The Plan presented in this document is the adopted Future Land Use Plan for the City of Belfast. The Plan has been considered part of the City Comprehensive Plan since 2009 and replaces the previously adopted Future Land Use Plan of 1995 and 1997, as such had been amended between 1998 and 2008.

The preparation of a Future Land Use Plan and Comprehensive Plan was a major undertaking. In Belfast, this task mostly was charged to the Comprehensive Planning Committee, a 7 member volunteer Committee appointed by the City Council. Most staff support to the Committee was provided by the Department of Planning & Community Development and consultants.

Following is an abbreviated timeline of major events that were involved in preparing this Plan. The focus is on events that occurred post 2008 which is when the Final Plan was hammered out and presented.

- 2003. Committee initiates process by conducting 13 public neighborhood meetings. Committee offered no specific proposals at this time and solicited comment regarding what residents liked and disliked about Belfast and where they lived in Belfast. Over 300 persons attended these meetings.
- 2004 – 2005. Committee formulated its initial recommendations for this Future Land Use Plan and conducted two public informational meetings in the spring of 2005 to solicit public comment. Committee also worked with Planning Board and Council in pursuing amendments to the Zoning and Shoreland Ordinance for the Working Waterfront Area, and in pursuing amendments to the Shoreland Ordinance to address concerns raised at the neighborhood meetings.
- 2006 – 2007. Committee refined its Future Land Use Plan recommendations. Committee fulfilled Council assignment to identify an area in which larger retail would be appropriate.
- 2008. Committee, which now consisted of many new members, re-examined and completed work on a revised Future Land Use Plan. Committee conducted 2 public informational meetings on the Plan in September – October 2008, and conducted an additional 2 public informational meetings in November 2008.
- 2009. Committee revises its Plan to address public comment received at the Fall 2008 public meetings. Committee delivers its Final Plan to the Council in March 2009.

- March – April, 2009. Committee meets with Council at 2 workshop meetings to discuss its Final Plan. Council accepts Committee work and Council commences its review of Plan.
- June – August, 2009. Council meets at 6 workshop meetings and 2 regular Council meetings to review Committee Plan and identifies recommended changes it wants to propose for public consideration.
- September 8 & 10, 2009. Council conducts 2 public hearings regarding the Future Land use Plan which includes its recommendations.
- September 17 & 22, 2009. Council, at 2 public meetings, reviews comments received at the September 2009 hearings and directs changes it wants to make to the Plan. This document reflects the changes made by the Council following the September hearings.
- October 13 & 27, 2009. The Council adopted most sections of the Plan at its meeting of October 13th and adopted several final amendments to the Plan at its meeting of October 27, 2009.
- 2019-2020. The Comprehensive Plan Committee, in collaboration with the Department of Planning & Community Development and consultants updated inventory chapters to reflect current data and trends and re-examined the Future Land Use Plan to ensure continued support.

Through-out this extensive planning process, all meetings of the Comprehensive Planning Committee were open to the public. Comments and proposals that were presented to the Committee were considered in preparing the recommended Plan. It also is noted that the composition of the Comprehensive Planning Committee changed over the years, and that as changes in Committee membership occurred, it often necessitated orienting new members to the body of work that had been prepared by past Committee members.

HOW TO USE THE POLICY RECOMMENDATIONS IN THE FUTURE LAND USE PLAN OF THE BELFAST COMPREHENSIVE PLAN

The Future Land Use Plan offers recommendations regarding how land use should occur through-out the City, particularly for the next ten years. These recommendations are *'policy'* statements. These *'policy'* statements are intended to serve as the foundation for zoning and other land use regulations, *'laws'* identified in the City Code of Ordinances, that the City may adopt to implement the Plan's *'policy'* statements. That said, all should recognize that *'policy'* statements are not the *'law'* or the City Code. As such, while the *'policies'* identified in this Plan are often very descriptive, persons should expect that some of the specifics or details contained in the land use area descriptions **may change** as the City moves forward in implementing the Plan through the process of preparing Ordinance proposals and amendments, conducting public hearings on these amendments, and choosing to adopt or not adopt the proposals.

Continuing, the purpose of a Comprehensive Plan is to provide overall *'policy'* direction to the community and its elected and appointed officials regarding issues such as land use. The preparation and adoption of this Plan involved considerable work and multiple opportunities for obtaining public comment and involvement regarding proposals in the Plan; reference timeline for preparing Plan, pages 1-2. Once the Council adopts the Future Land Use Plan, the City will embark on the second stage of the public process which is to prepare, discuss, and adopt amendments or new provisions to the City Code of Ordinances (*'the laws'*) to implement *'policy'* identified in the Plan. Examples of the *'laws'* which may be subject to amendment are the City Zoning Ordinance, Site Plan Ordinance and Subdivision Ordinance.

Further, the public process associated with the second stage, preparing Ordinance amendments, is quite extensive. There will be future public hearings associated with this work, and the process will provide multiple future opportunities for the public, the Planning Board, and the City Council to consider the desirability of adopting specific amendments; including amendments which may differ from some of specific *'policy'* details included in this Future Land Use Plan. Also, when the City pursues amendments to its *'laws'*, the City usually will target a limited area of the community at any single time, such as the downtown and waterfront area, rather than seeking public comment on all areas through-out the City at the same time as occurred through the Comprehensive Planning process. And, consistent with current City practice, the City will send notification to all affected property owners regarding the public hearings for any proposed amendments so persons are aware of their opportunity to come forward and to be heard.

In short, the preparation and adoption of a Future Land Use Plan is an important and critical step. This step, however, does not represent the final public opportunity to consider how land use should occur. It is recognized that there is flexibility regarding the specifics of this Plan that may be reconsidered when *'laws'* are prepared, and it is anticipated that changes may occur.

Overall, future users of this document should consider the following when preparing Ordinances (*'laws'*) to implement the *'Policy'* direction provided in this Plan.

- 1) This Future Land Use Plan provides solid *'policy'* direction regarding the main purposes of each of the identified 18 Land Use Areas, but it should be recognized that there is flexibility in preparing Ordinance language to implement this *'policy'*.
- 2) This flexibility would apply but is not necessarily limited to *'policies'* such as the boundaries of proposed land use areas, the range of uses allowed, and recommended lot size, density, and setback requirements. It will, however, be critical that the *'laws'* that are adopted are **consistent and harmonious** with the main theme of each land use area. For example, the theme for the Residential 1 Area is --- "To retain and support traditional urban residential living patterns so that long established neighborhoods can prosper." As such, it likely would be inconsistent for the City to allow retail or industrial uses in this Area. However, it likely would be consistent if the proposed minimum lot size was adjusted from the recommendation of 10,000 square feet to 7,500 square feet; both of which are small sized lots in Belfast.
- 3) The public process associated with preparing these *'policy'* recommendations was quite extensive, however, it is recognized that additional public comment will be forthcoming as Ordinances (*'laws'*) are prepared. It is critical that the City be open to considering future public comment in helping to shape any final proposal. Also, events may unfold which may cause the City to re-think proposals in this Plan. Thus, it is understood that this ongoing public process and debate may result in changes being made to the specific recommendations in this Plan.

OVERALL GROWTH MANAGEMENT RECOMMENDATIONS PROPOSED MAJOR LAND USE AREAS

Often, persons who review a Comprehensive Plan want to know specifically how recommendations in a Plan may affect their property, their home or their business. For example, can I or my neighbor construct a duplex on a property, and if so, how large does the lot need to be and what are the setbacks which the structure must satisfy. Perhaps the most frequent question --- will there be any change compared to what I can do today? While all such questions and concerns are appropriate, the desire to examine or search for specifics can obscure one of the real purposes of a Plan --- which is to identify overall areas in which Growth should be encouraged, and areas in which attracting Growth is not the prime goal.

This map lays out 7 central themes for future land use in Belfast. These broad themes represent a compilation of the more specific land use area descriptions described in this report for the individual land use areas. The 7 key themes and areas are as follows:

Waterfront & Downtown Area. The City's downtown and working waterfront area differ from any other area in Belfast. It is important that the City recognize their importance and unique qualities and adopt land use policies and direct capital expenditures to ensure the health of this area. This is a growth area. (shown in purple on the map)

Existing Residential. Much of this area is located within the by-pass and is shaped by long established residential neighborhoods. It also includes lands along the coast near the Northport line and along the River near Robbins Road and Patterson Hill. While additional residential development can occur in these areas, the amount of growth which likely can be accommodated is less than in the area identified as Encouraging New Residential. This is a growth area, but mostly because of existing development patterns. (shown in light yellow on the map)

Encourage New Residential Area. The Committee believes that this area presents real opportunities in which to encourage new or additional denser housing development. These areas often are located close to services, schools, shopping and major employers, and there is adequate land to encourage new housing without facilitating sprawl. This is a growth area. (shown in light orange on the map)

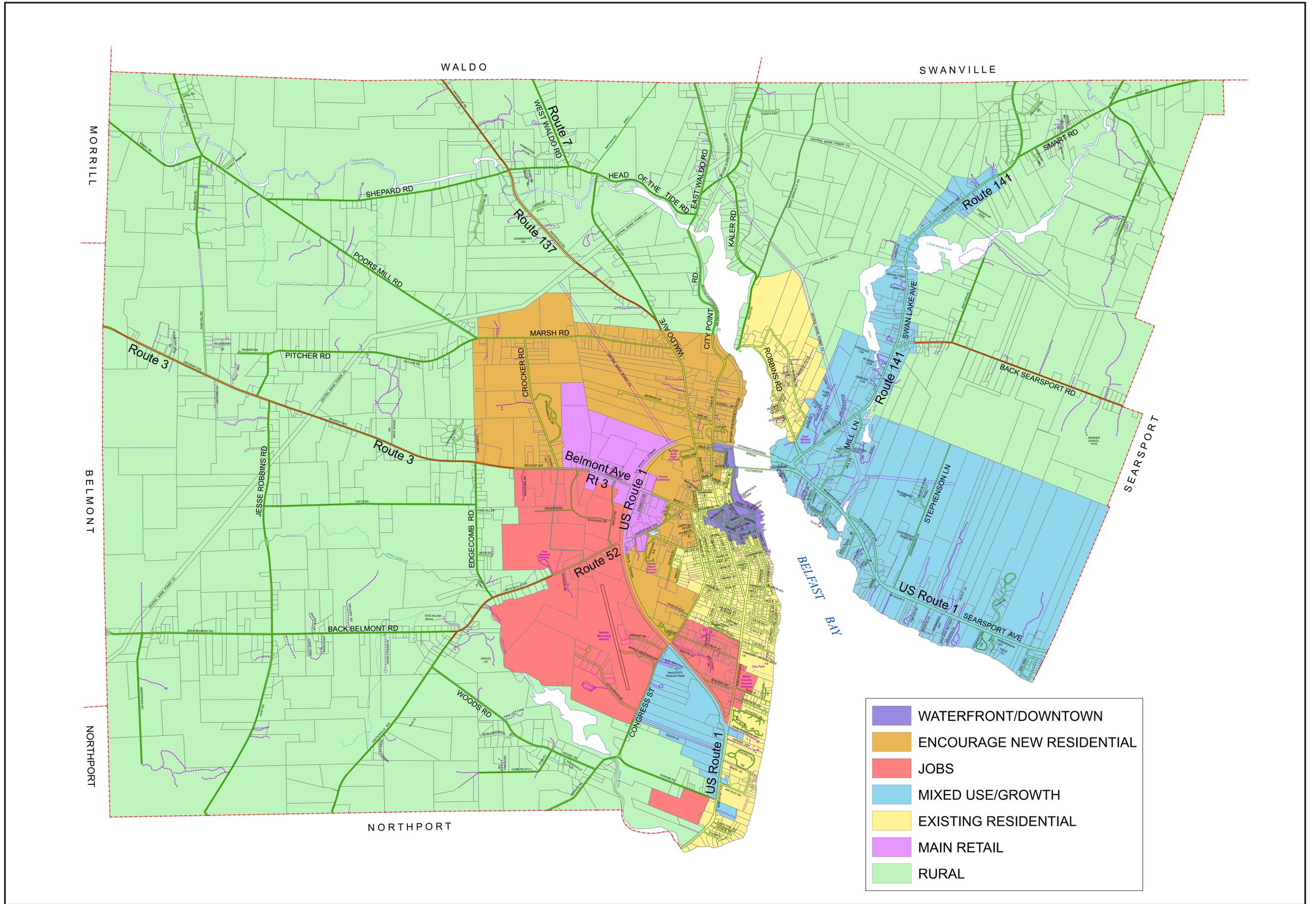
Mixed Use/Growth. Most of these areas now support a mix of development, including businesses that cater both to the tourism and local market, as well as housing. Public sewer and water usually is available, and often there is sufficient vacant or underdeveloped land to support future development. The areas are near major roads, usually Route 1. Allowing a mix of development can present challenges, but this approach reflects how owners have chosen to use their properties. This is a growth area. (shown in light blue on the map)

Jobs Area. This area now supports most of the larger employers in Belfast, including Waldo County General Hospital, Bank of America, Athena Health and the City Business Park and there is additional land to support future job creation development. The area is adjacent to the City's main road arteries, and often there is less likelihood of conflict between new intensive development and existing residential development. This is a growth area. (shown in burnt orange on the map)

Main Retail. This area near Route 3 supports most of the intense and larger scale retail development, including businesses which are nationally recognized, which now occurs in Belfast. It also is the area in which the City has chosen to seek development of a larger retail store that offers general merchandise. This is a growth area. (shown in pink on the map)

Rural Area. This area comprises greater than 50% of the land area in Belfast. While there are a significant number of single family homes in the area, most are located on larger lots and there is a significant amount of undeveloped land that is either forested or former farm fields. Many of the lots are greater than 50 acres in size. The City recognizes that development will occur in this area, but it is an area in which the City should not extend public sewer or allow significant levels or types of nonresidential development. This is a rural area. (shown in light green on the map)

PROPOSED MAJOR LAND USES



- WATERFRONT/DOWNTOWN
- ENCOURAGE NEW RESIDENTIAL
- JOBS
- MIXED USE/GROWTH
- EXISTING RESIDENTIAL
- MAIN RETAIL
- RURAL

OVERVIEW OF SPECIFIC/DETAILED LAND USE AREAS FUTURE LAND USE PLAN

The Future Land Use Plan identifies 18 proposed Land Use Areas for the City of Belfast. These detailed areas are intended to serve as the general boundaries for future zoning districts. Included in this Introduction section are two maps that help to illustrate the overall Future Land Use Plan.

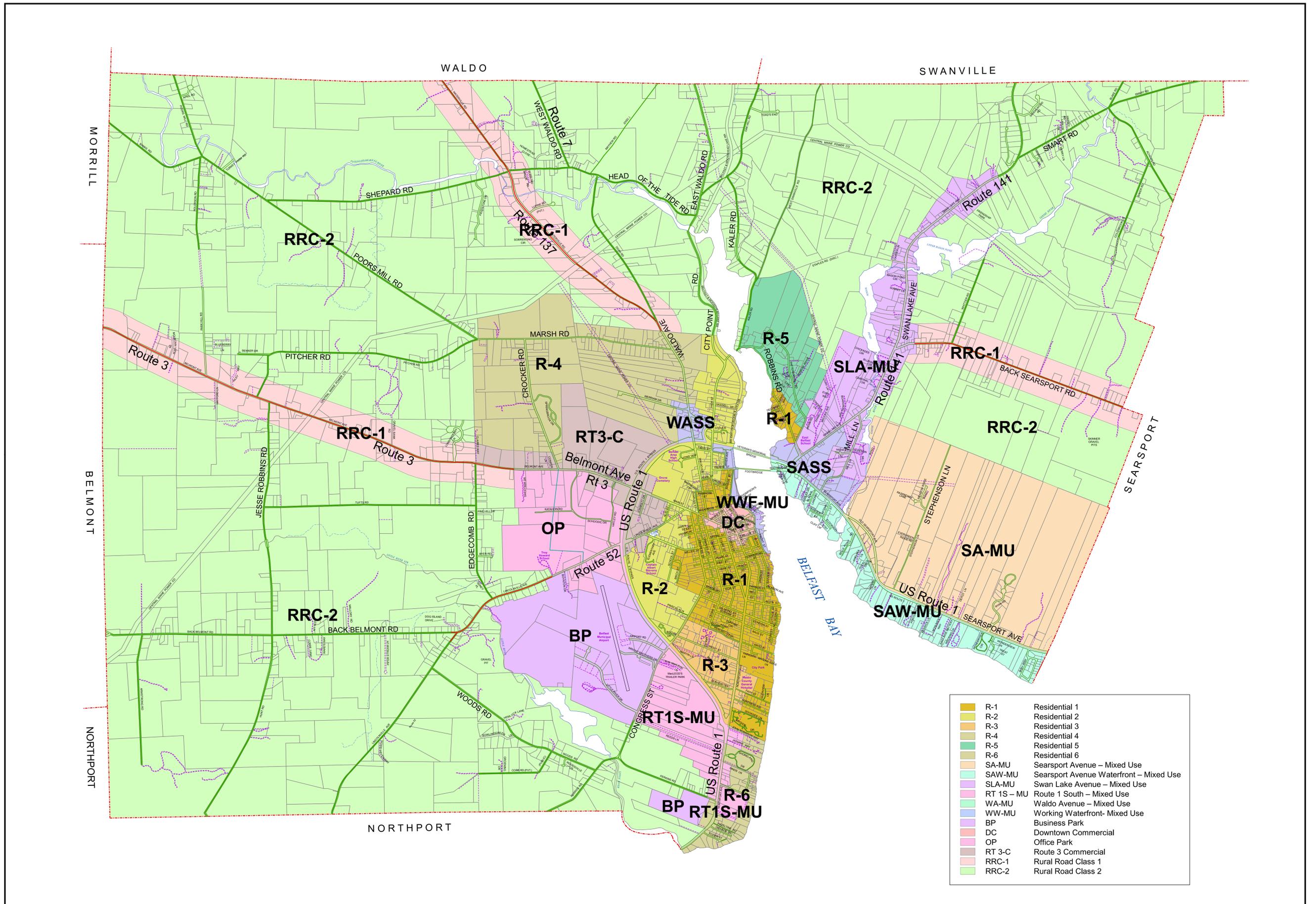
The first map identifies the boundaries of the more detailed land use areas. The second map compares the boundaries of these proposed land use areas to current zoning. The City recognizes that it may be difficult to identify detailed information, such as a specific boundary, on this scale of map. The remainder of this document reflects the City's approach to providing greater detail.

This Plan groups the City into four overall areas: 1) Inside the Route One By-Pass Area, 2) Near the Route One By-Pass Area, 3) the East Belfast Area, and 4) the Outside Rural Area. These overall areas are then broken down into more detailed areas. For example, there are 6 land use areas within the Inside the By-Pass Area, 9 land use areas in the Near By-Pass area, 8 land use areas on the Eastside and 2 types of Rural Road Class areas in the Outside Rural area.

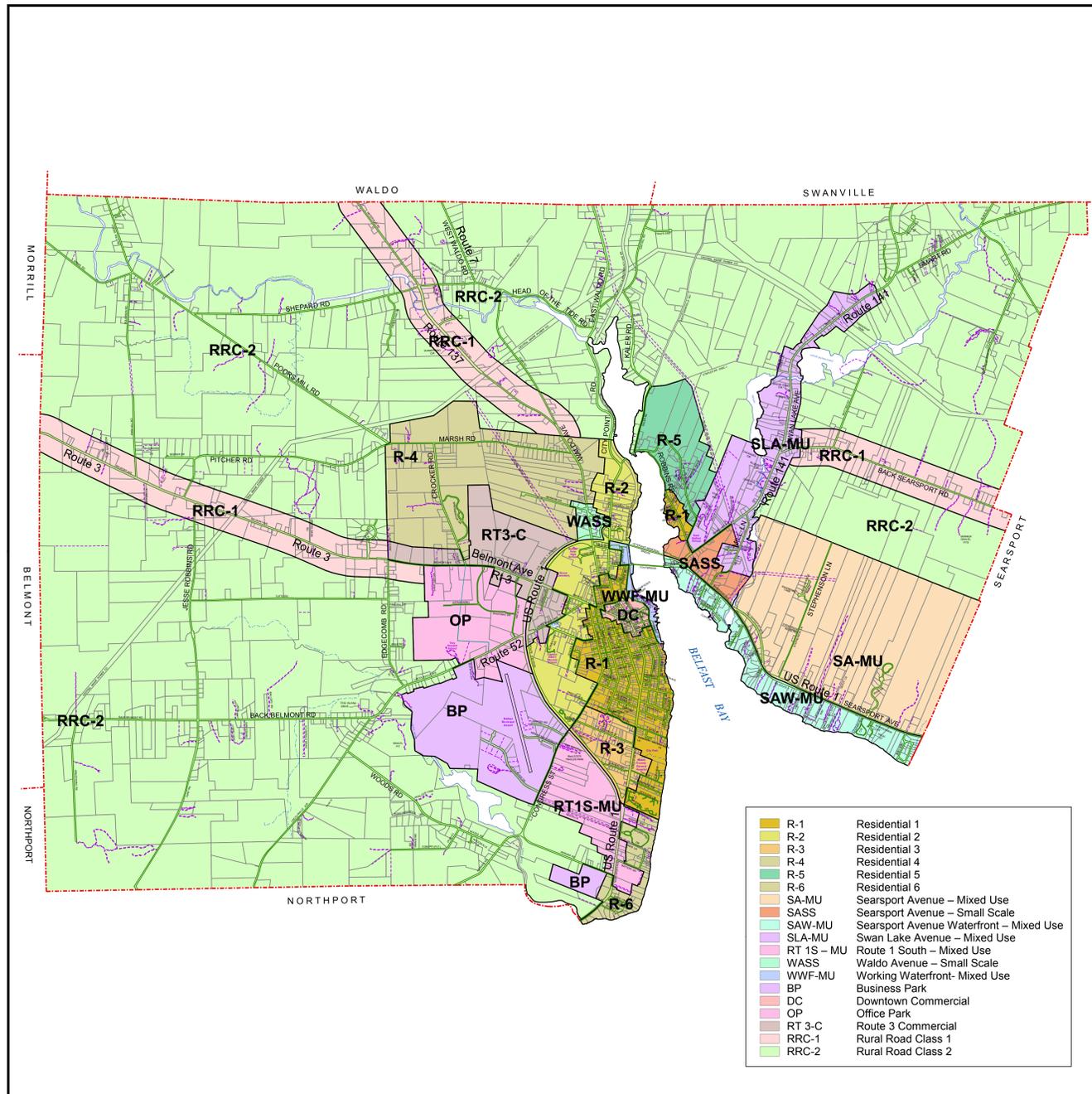
As you read through this Plan, you will find an 11" x 17" map at the beginning of each overall area, such as Inside the By-Pass, and you will then find an 8.5" x 11" map that identifies the boundaries of a more detailed area. This detailed map accompanies the narrative description that is provided for the respective Land Use Area. All of these maps compare the boundaries of the proposed land use areas to the boundaries of current zoning districts.

As noted elsewhere in this Plan, these boundaries are intended to be overall guidelines. It is recognized that as specific Ordinances may be prepared to implement these policy recommendations, and as public comment is received during the accompanying future public hearing processes, that the specific boundaries of one or more of the detailed land use areas may change. It is noted that the number of proposed land use areas, the purpose of such, and the boundaries of such, were often the subject of discussion and public comment during the process of preparing this Future Land Use Plan and that some areas were the subject of frequent changes.

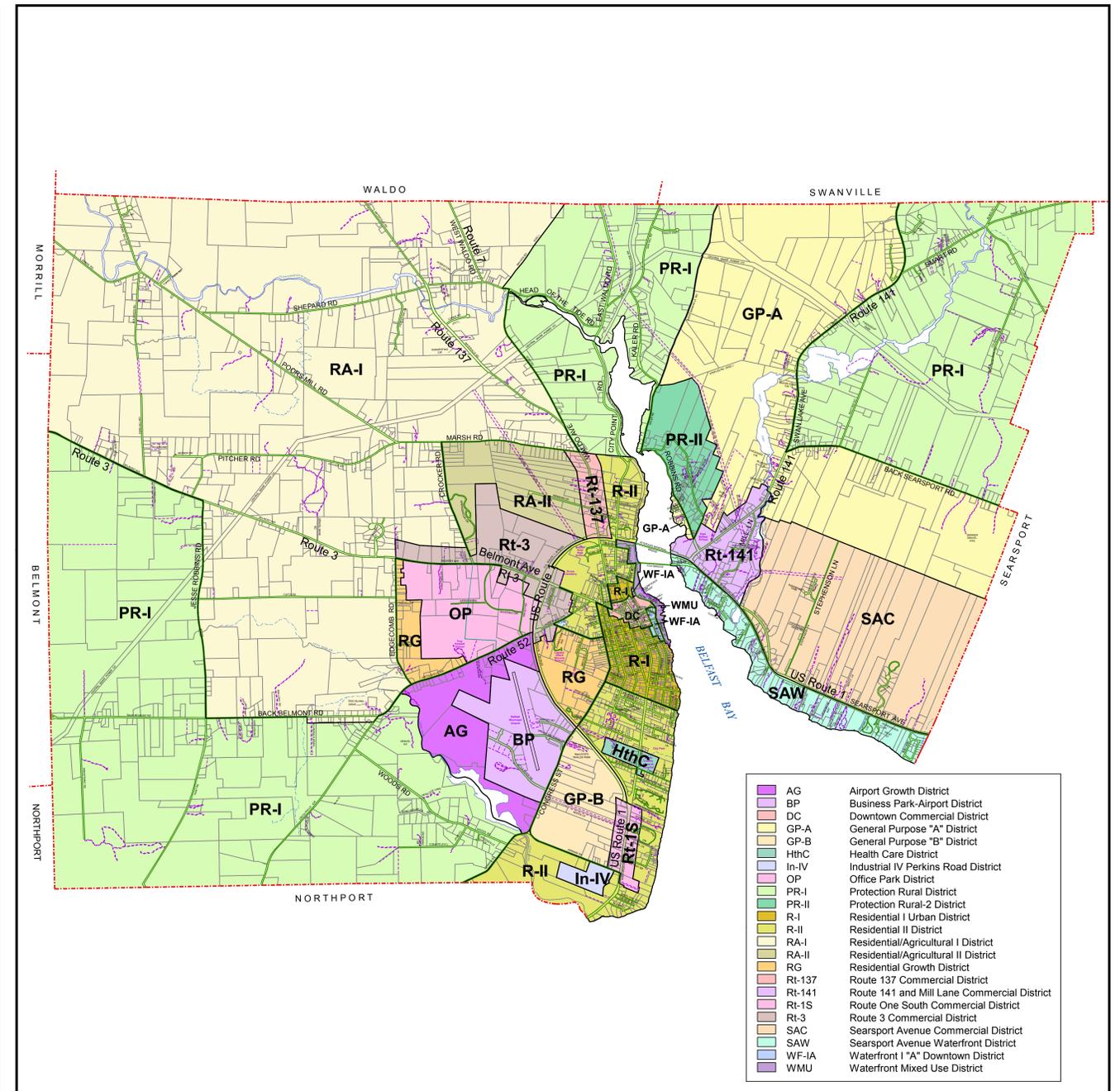
PROPOSED LAND USE AREAS



PROPOSED LAND USE AREAS



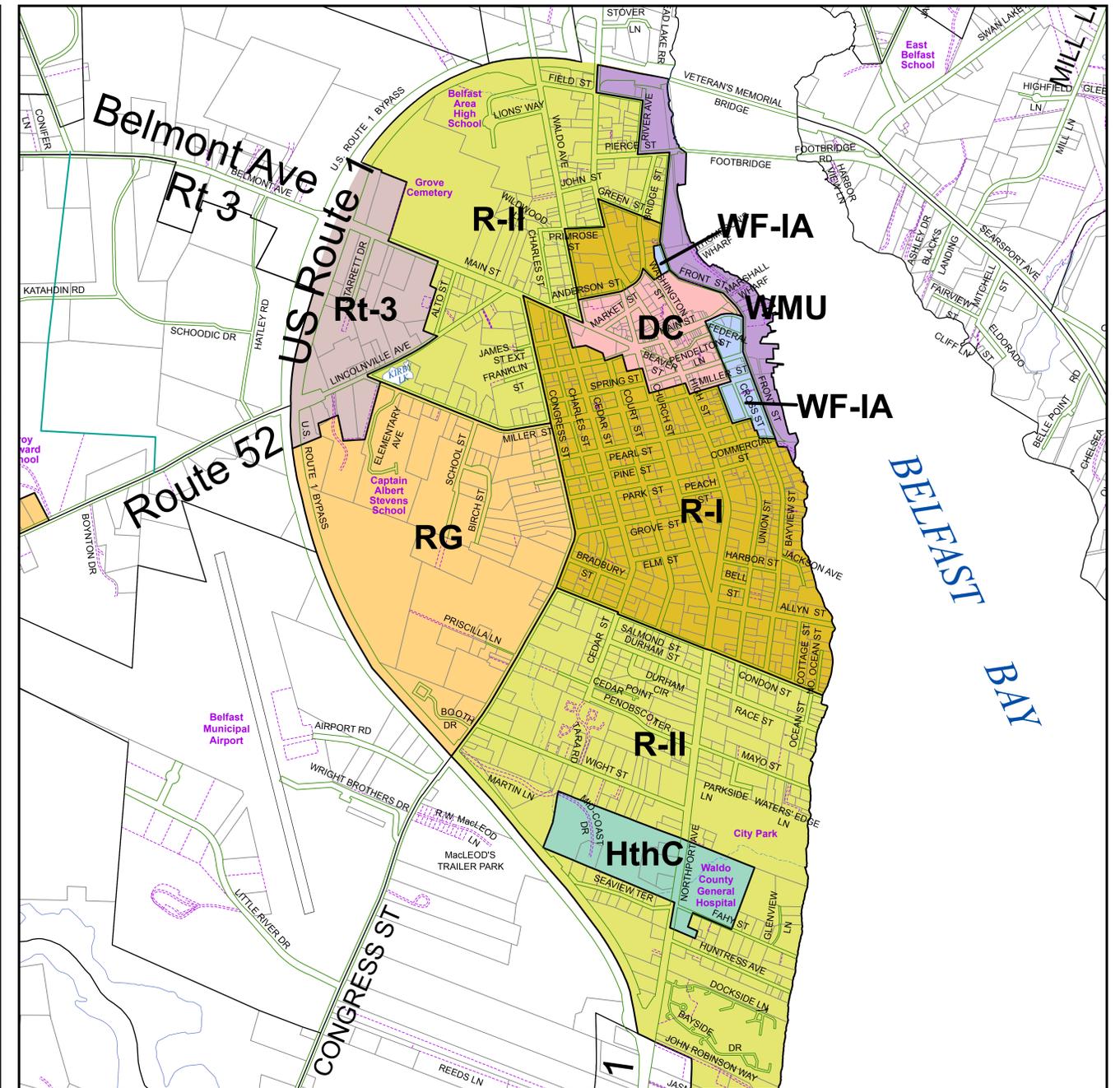
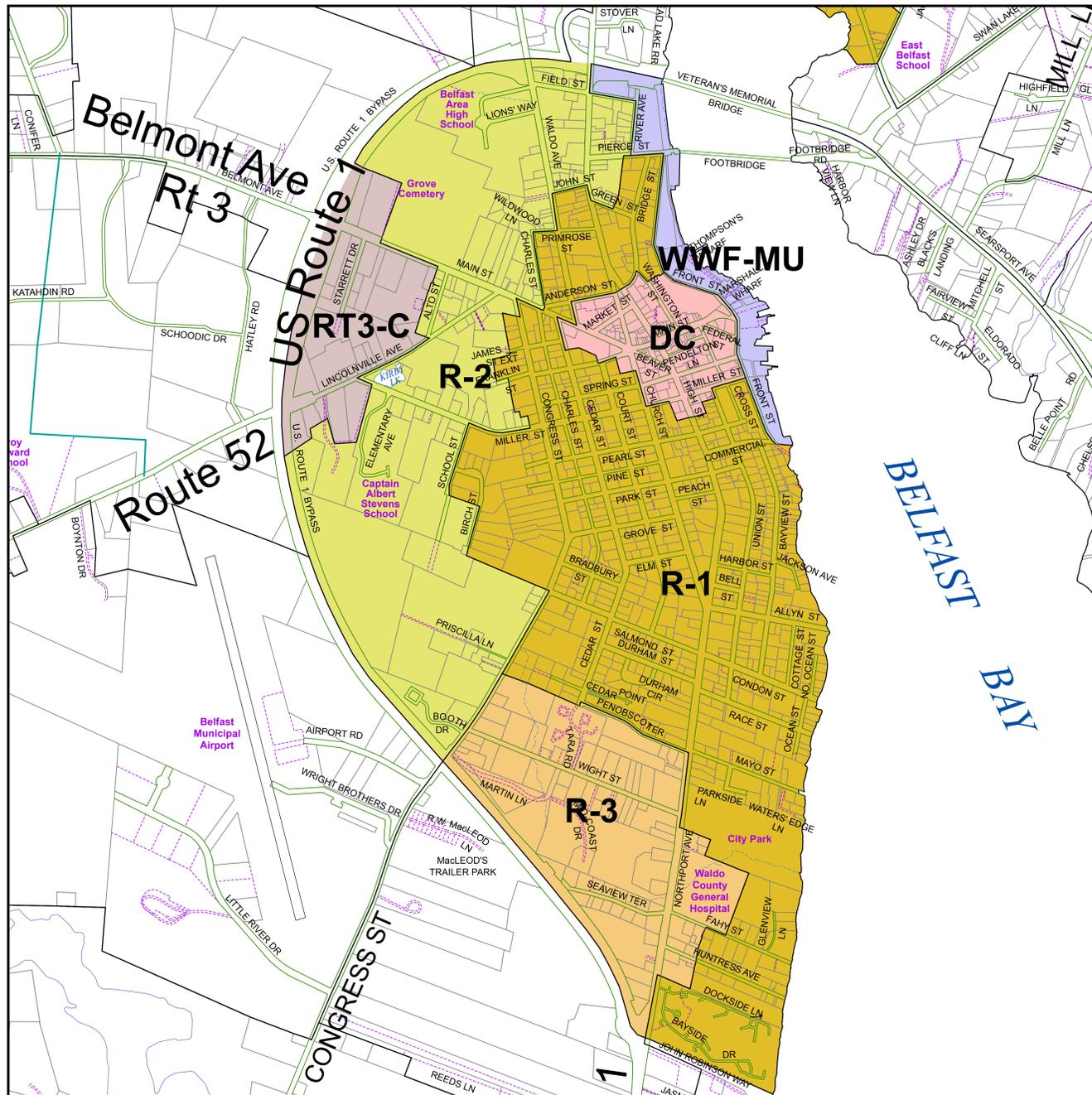
EXISTING ZONING



INSIDE BYPASS

PROPOSED LAND USE AREAS

EXISTING ZONING



- Zone
- DC Downtown Commercial
 - R-1 Residential 1
 - R-2 Residential 2
 - R-3 Residential 3
 - RT3-C Route 3 Commercial
 - WWF-MU Working Waterfront- Mixed Use

- Zone
- DC Downtown Commercial District
 - HthC Health Care District
 - RG Residential Growth District
 - R-I Residential I Urban District
 - R-II Residential II District
 - Rt-3 Route 3 Commercial District
 - WF-IA Waterfront I "A" Downtown District
 - WMU Waterfront Mixed Use District

SECTION 4.2 RESIDENTIAL 1 AREA

“NEIGHBORHOOD HOUSING AREA”

Goal

To retain and support traditional urban residential living patterns so that long established neighborhoods can prosper.

Past, Current & Future Use

Most of this proposed area is located within the Route One By-Pass and is a long established urban residential area, with single-family and two- family houses the predominant uses. The houses, many of which are 100+ years old, are strongly oriented to the street, and in many cases have little to no setback from the street. The lots are usually quite small, often less than $\frac{1}{4}$ of an acre, and the lots often have little frontage on the street. The City street system in this area is a grid comprised of short blocks, and many of the streets have City maintained sidewalks. This street layout provides motorists and pedestrians multiple ways to travel/walk through-out the area.

There are limited opportunities for new housing units, although some infill development is possible. In addition, some residents have chosen to use their property as a duplex. This appears to be in response to the lack of new multi-family rental development in Belfast, the relatively high cost of purchasing and maintaining a house in this area, and the large size of the house; the second unit produces income. Many of the houses in this area have undergone significant renovations, rehabilitation and/or expansion, and most future development likely will be similar. While this is a residential ‘Growth Area’, little of the growth is expected to occur from the construction of new houses because limited undeveloped land remains.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Single-Family & Two-Family
- 2) Home Occupations, Small Scale (low-impact)
- 3) Bed & Breakfast
- 4) Municipal Uses
- 5) Schools, Churches, Day Care Centers & Similar Uses

Minimum Lot Size

- 1) ¼ acre – 10,000 square feet (sewer)
- 2) ½ acre – 20,000 square feet (septic)
- 3) 60 feet street frontage

Density (Number of Housing Units Per Acre):

- 1) 4 single family houses (units) per acre (sewer)
- 2) 2 single family houses (units) per acre (septic)
- 3) 8 duplex units per acre (sewer)
- 4) 2 duplex units per acre (septic)
- 5) 0 multi-family units per acre (multi-family houses are prohibited)
- 6) No specific restriction on amount of lot coverage for either a residential or a nonresidential use.

Setbacks (Distance Structure Must be Located From a Lot Line)

- 1) Variable front setback based on existing development patterns. This results in creating both a minimum and maximum setback. For example, if all or most houses are located very close to the street, the maximum and minimum setback could be as small as 0 to 5 feet. Conversely, if most houses along a street are setback much further from street, perhaps 35 – 40 feet, the minimum front setback would be a similar amount.
- 2) Side setback of 15 feet, but perhaps some flexibility based on predominate side setback patterns in existing neighborhoods.
- 3) Rear setback of 15 feet for dwelling unit and 5 feet for a detached accessory structure

Major Changes Compared to Current Requirements

- 1) The amount of area included within the current Residential-1 zone is proposed to be expanded to include areas in which the housing patterns are similar. In particular, the expanded area includes all properties along the waterfront that are located westerly of the City Boathouse at Steamboat Landing and easterly of John Robinson Way (near the Jug Handle), rather than only those properties which are located easterly of Condon Street, which is now the case. The expanded area also applies to the Salmond Street area and much of Congress Street.
- 2) The proposal to require the use of variable front setbacks for structures based on existing development patterns on individual streets is a significant change. This change is recommended because the current setback requirement of 25 feet rarely reflects how existing development has occurred in a neighborhood. The goal is to encourage new residential development to reflect current and historical development patterns.

- 3) Support alternative reuse for the former Bradbury Manor property, such as the contract rezoning provision the City adopted in 2001. Further, the Intown Design Review Committee should participate in the contract rezoning process.

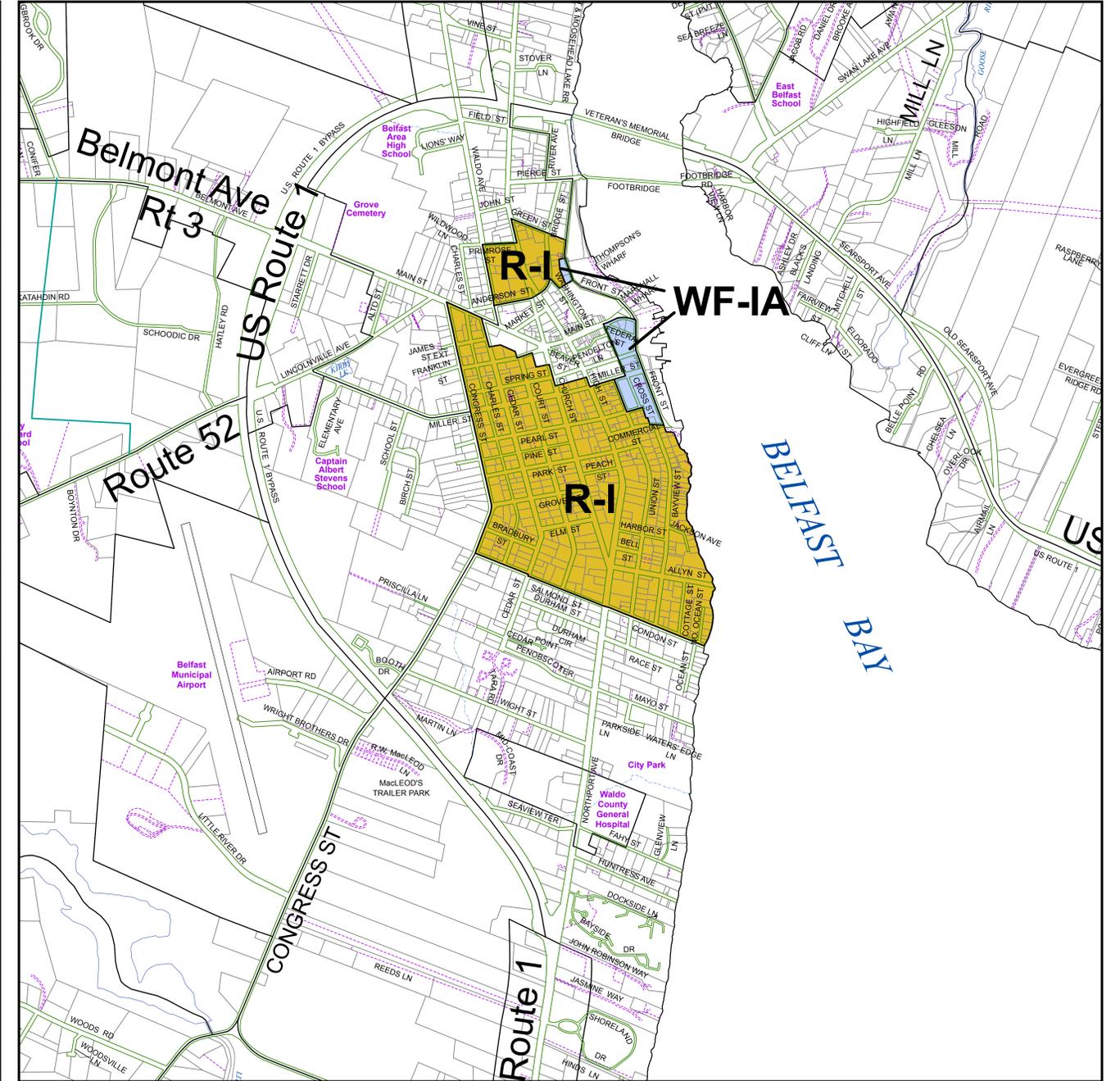
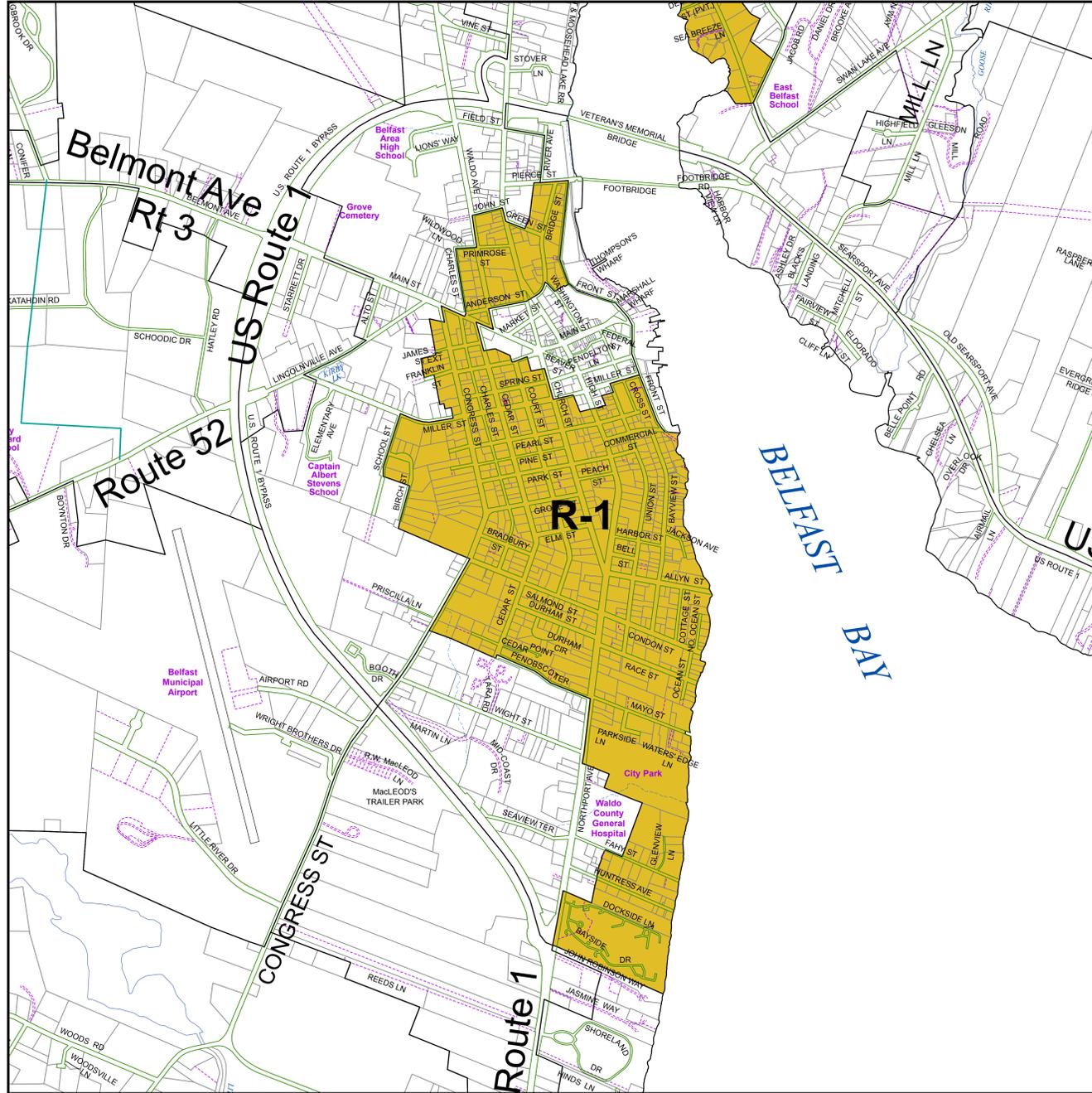
Other Issues & Ideas to Consider

- 1) The City should provide opportunities for long-standing nonresidential/commercial uses that do not conform to current zoning requirements to expand; for example, Jack's Grocery, Wildflowers/Luigi's Florist (now closed), and Blood's Garage (formerly Doug & Rays). The City should selectively consider which nonresidential uses are important to the fabric of the area when determining how expansions should be permitted.
- 2) Similar to number 1 above, the City should consider allowing certain properties that have historically been used for a nonresidential use to be used for a wider range of uses than normally allowed in the Residential 1 area. City would consider such a proposal through the contract rezoning process; perhaps in line with the process the City established for the Bradbury Manor property. Examples of buildings which could be included are the National Theater Workshop for Handicap (former Crosby School), and the former Church located to the rear of the NTWH.
- 3) The City should consider implementing an option that would allow increased density (number of housing units/acre) on larger vacant lots (perhaps 1 acre or greater) provided the property is developed as a planned unit development. This approach would require the City to establish the accompanying planned unit development standards. Further, it may be appropriate to consider allowing an accessory apartment to a single family dwelling unit.
- 4) Encourage extension of sidewalks to streets which currently lack sidewalks, provided the City owns sufficient right-of-way to support a sidewalk.
- 5) Consider the use of additional stop signs to help control speed of traffic.
- 6) Encourage planting of street trees.
- 7) Examine how stormwater is managed through-out the area. City often lacks adequate stormwater facilities and this is a significant neighbor-to-neighbor issue.
- 8) While most of the area is served by public sewer, the City should consider the extension of sewer to un-served lots; particularly because the un-served lots are often smaller in size than the minimum lot size required by State law for the use of a septic system.

Residential 1

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
R-1 Residential 1

Zone
R-1 Residential I Urban District
WF-IA Waterfront I "A" Downtown District

RESIDENTIAL 2 AREA

“HOUSING GROWTH with NEW MULTI-FAMILY”

Goal: Strongly encourage new residential growth, and to encourage such development to be similar in lay-out to the traditional urban residential neighborhoods now located within the by-pass. This area is close to schools, shopping and employment, and there is sufficient land area, albeit limited, to support new housing development.

Past, Current & Future Use

The predominant use in this area is residential; single family, two-family and some multi-family, such as Volunteers of America, Pine Tree Apartments (across street from High School) and the Birches. The area also includes several of the community's larger public facilities including two of the City's four schools and the County Jail. Many of the houses in this area, such as those along the southwesterly side of Congress Street, have been built on lots that are ½ acre or larger. The larger sized lots often reflect that public sewer is either not now available or sewer was installed after the houses were built. While most of this area is located within the by-pass, little of this area has the same type of street grid lay-out as occurs in the more traditional urban areas (the Residential 1 area), and fewer areas have a City maintained sidewalk.

The area includes most of the remaining larger undeveloped parcels of land located within the by-pass. Much of the undeveloped land, about 60 acres, is owned by the Sanderson family, and there are several other parcels that are 3 - 5 acres in size. The significant amount of undeveloped land located within reasonable proximity of public water and sewer creates an opportunity to support additional housing development. That said, the purchase price of said parcels (if they are offered for sale), coupled with the cost to extend public services, the number of lots which need to be developed, and the slow absorption rate of selling new houses in Belfast, create impediments to most properties being fully developed in the near-term. In the short-term, housing renovations and expansions likely will be the most common development.

This area is an important future residential 'Growth Area'.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Single-Family & Two-Family
- 2) Multi-Family housing (new construction only – not conversion of existing houses)
- 3) Congregate & Elderly housing
- 4) Home Occupations, Small Scale (low impact), except in that portion of the area which is located between Miller Street to the northwest, Congress Street to the east, and the Route One by-pass to the south, Home Occupations, Larger Scale, should be permitted
- 5) Bed & Breakfast
- 6) Municipal & County Uses
- 7) Schools, Churches, Day Care Centers & Similar Uses
- 8) Agricultural uses should be permitted in that portion of the area which is located between Miller Street to the northwest, Congress Street to the east, and the Route One by-pass to the south.

Minimum Lot

- 1) 1/4 acre – 10,000 square feet for single-family or two-family (sewer)
- 2) 1/2 acre – 20,000 square feet for single-family or two-family (septic)
- 3) 1 acre minimum, 43,560 square feet, for multi-family (must be sewer)
- 4) 60 feet street frontage, perhaps greater if a multi-family structure

Density (Number of Housing Units Per Acre)

- 1) 4 single-family units per acre (sewer)
- 2) 2 single-family units per acre (septic)
- 3) 8 two-family (duplex) units per acre (sewer)
- 4) 2 two-family (duplex) units per acre (septic)
- 5) 12–16 multi-family units per acre (sewer, new construction only)
- 6) No density standard for congregate care or elderly housing
- 7) No specific restriction on amount of lot coverage for either a residential or a nonresidential use.

Setbacks (Distance Structure Must be Located From a Lot Line)

- 1) Front setback usually 20 - 25 feet, but it may be wise to institute variable front setbacks in some areas, such as on sections of Congress Street in which the existing houses along the upper side of Congress Street are located on a small hill and often are setback 60 feet or more from the street.

- 2) Side setback of 15 feet, but perhaps some flexibility based on predominate side setback patterns in existing neighborhoods. Also, side setback for new multi-family construction may need to be greater than 15 feet.
- 3) Rear setback of 15 feet for dwelling unit and 5 feet for a detached accessory structure.

Major Changes Compared to Current Requirements

- 1) This proposed area would replace the section of the current Residential Growth zone that is located within the by-pass, and includes only a portion of the current Residential-II zone. Also, the uses and standards that apply to this area, Residential 2, are often different than those which apply to the current Residential II zone, even though the names of the districts are the same.
- 2) Propose a decrease in the minimum lot size from 1/3rd acre to 1/4th acre if the property is on public sewer. Goal is to foster urban residential development in areas in which public services are available or could become available.
- 3) Allow construction of new multi-family housing. At present, no area within the by-pass allows the construction of new multi-family housing. Similar to change # 2 above, the goal is to encourage urban residential development; this is a growth area.
- 4) Recommend eliminating offices and health care facilities as a permitted use. At present, these uses are allowed in both the current Residential II and Residential Growth districts. The proposal to eliminate office uses in this area is coupled with the establishment of the proposed Residential 3 area. The proposed Residential 3 area limits the area within the by-pass in which offices could be constructed to an area which now supports an extensive amount of office development, particularly health care offices associated with operation of Waldo County General Hospital.
- 5) Require variable front setbacks in areas in which existing development patterns conflict with the recommended front setback requirement of 20 – 25 feet. This includes increasing the front setback requirement to greater than 25 feet in appropriate areas.

Other Issues & Ideas to Consider

- 1) The City should consider implementing an option that would allow increased density (number of housing units/acre) on larger vacant lots (perhaps 1 acre or greater) provided the property is developed as a planned unit development. This approach would require the City to establish the accompanying planned unit development standards. Further, it may be appropriate to consider allowing an accessory apartment to a single family dwelling unit.
- 2) City should involve the In-Town Design Review Committee in the review of the construction of new multi-family housing. This approach may involve creating design standards to consider such developments. Further, this approach would

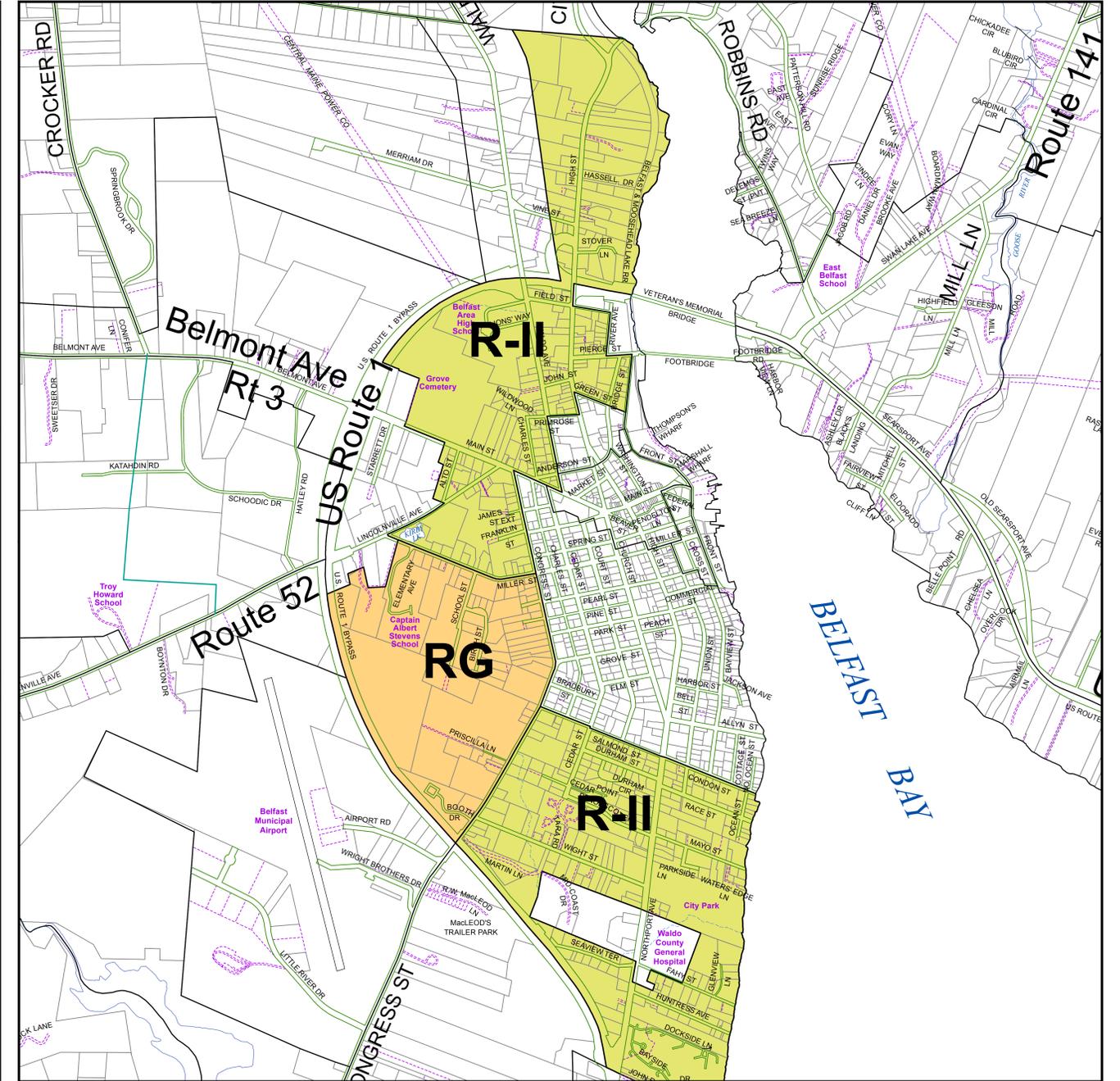
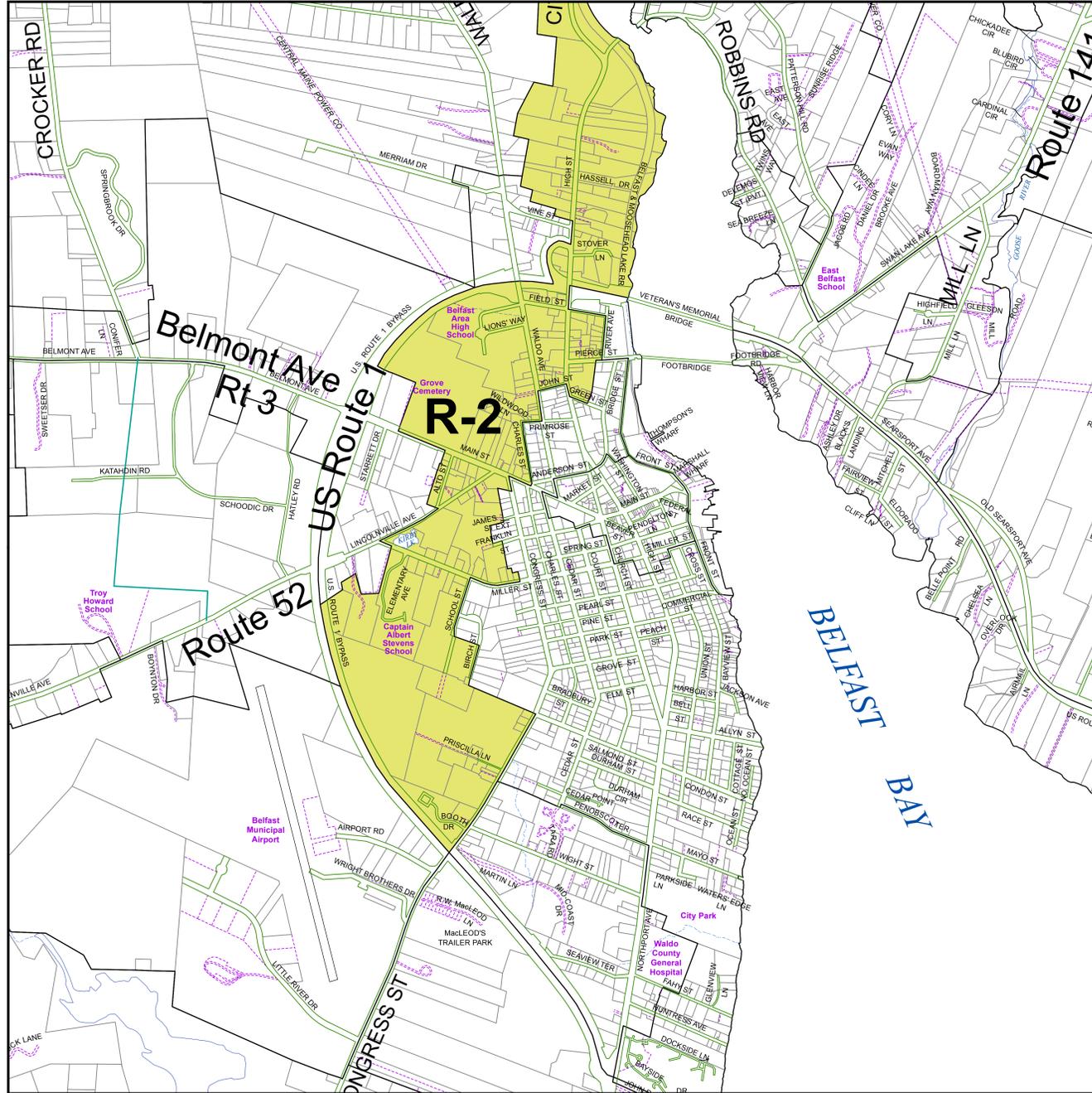
involve mandatory participation in the design review process, however, applicant compliance with the Committee's recommendations would be voluntary.

- 3) Encourage extension of public sewer to areas which could support the construction of new housing within the by-pass, including potential City participation in the cost of extending sewer.
- 4) Encourage street connectivity in new developments, and discourage the construction of cul-de-sacs. Goal is to encourage a grid system of streets in this area so there are multiple ways in which motorists and pedestrians can travel to an area.
- 5) Encourage extended pavement shoulders for existing main streets and new streets which may be constructed so these paved shoulders can also serve as bike lanes.
- 6) Encourage planting of street trees
- 7) Examine how stormwater is managed through-out the area. The City often lacks adequate stormwater facilities and this is a significant neighbor-to-neighbor issue.
- 8) Long-term, encourage extension of City sidewalks to the area.

Residential-2

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
R-2 Residential 2

Zone
RG Residential Growth District
R-II Residential II District

RESIDENTIAL 3 AREA

“HEALTH CARE & HOUSING”

Goal: To provide an area in which health care facilities/offices and professional offices are recognized as a primary use, and to establish this area near Waldo County General Hospital.

Past, Current & Future Use

Waldo County General Hospital and the many physician offices that have developed near the Hospital are now the prime uses in this area. The Hospital underwent a significant expansion in the late 1990’s and continues to expand. It is one of the key reasons people, particularly retirees, from other areas in Maine and other states choose to live to Belfast. Other health care facilities, such as the Tall Pines Rehabilitation Center and Mid-coast Mental Health Services are also located in this area. The Hospital likely will remain a key part of the City’s fabric and it is important to allow reasonable opportunities for the development of new health care related facilities, particularly offices for physicians who want or need to be located near the Hospital. It is noted that these active uses generate considerably more vehicular traffic than residences, and such traffic could adversely affect the desirability of the area for future housing development.

While the Hospital is the primary use, housing remains a significant type of development in the area. Sea View Terrace is a long established urban neighborhood, and single-family residential housing remains the predominant use on Wight Street. Publicly supported housing, such as Penobscot Terrace, Coastal Enterprises, and Huntress Gardens, also is located in this area. While the City believes much of the current housing will remain, in the longer term, more of the current single family houses likely will be converted into professional offices, and some of the limited amount of available land may similarly be used for offices. The City believes it is appropriate to allow new housing in the area, and there is a limited amount of land along Wight Street to accommodate such, but it wants current and future residents in this area to recognize that a health care office or facility likely could become their neighbor.

The main goal for this area is to allow uses that support the delivery of health care services. Thus, it is important that the City ensure that other types of nonresidential uses, such as retail and non-health care service providers, not be permitted in this area. The City now allows such uses in many areas of Belfast, and the limited amount of land in this area is too critical to the primary goal to encourage other types of nonresidential uses.

The City views this area as a critical 'Growth Area' to support health care operations and facilities for Belfast and all of Waldo County. The area also can support limited amounts of residential growth.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Hospital/Health Care Facilities
- 2) Professional Offices & Health Care Offices
- 3) Single-Family & Two-Family Residences
- 4) Congregate Care & Elderly Housing
- 5) Home Occupations, Small Scale (low impact)
- 6) Bed & Breakfast
- 7) Municipal & County Uses
- 8) Schools, Churches, Day Care Centers & Similar Uses

Minimum Lot Size

- 1) $\frac{1}{4}$ acre – 10,000 square ft for single-family or two-family (sewer)
- 2) $\frac{1}{2}$ acre – 20,000 square feet for single-family and 1 acre for two-family (septic)
- 3) $\frac{1}{2}$ acre for nonresidential uses (such as offices & municipal buildings)
- 4) 60 feet street frontage for residential and 100 feet for nonresidential

Density (Number of Housing Units Per Acre)

- 1) 4 single-family units per acre (sewer)
- 2) 2 single-family units per acre (septic)
- 3) 8 two-family (duplex) units per acre (sewer)
- 4) 2 two-family (duplex) units (1 structure with 2 units) per acre (septic)
- 5) 0 multi-family units per acre as multi-family is a prohibited use
- 6) There is no specific density standard for congregate or elderly housing units
- 6) No specific restriction is proposed regarding the amount of lot coverage for either a residential or a nonresidential use.

Setbacks (Distance Structure Must be Located From a Lot Line)

- 1) Front setback is usually 25 feet for houses, but potential opportunities for variable front setbacks on Wight Street if houses in the vicinity have a consistent amount of setback from the street that is less than 25 feet.
- 2) Front setback (structure) for offices, health care facilities, and other permitted nonresidential uses of 25 feet with appropriate landscape buffers.
- 3) Side setback of 15 feet for residences and 25 feet for offices and other nonresidential uses, with appropriate landscape buffers required for nonresidential uses.

- 4) Rear setback of 15 feet for dwelling unit and 5 feet for detached accessory structure to a residential unit, and 25 feet for offices and other nonresidential uses, with appropriate landscape buffers required for nonresidential uses.

Major Changes Compared to Current Requirements

- 1) This is a new area that replaces the current Health Care District, and includes a portion of the area that is now in the RES-2 zone. The goal is to ensure there is a targeted area within the by-pass in which offices and health care facilities are permitted, and at the same time, greatly reducing the amount of area in which such uses are now allowed. The current Residential II and Residential Growth zoning districts allow professional offices and health care facilities anywhere in the districts. It was deemed that this approach creates a potential for conflict with a number of residential areas, and that this approach results in office uses being scattered through-out the community rather than concentrated near the Hospital.
- 2) Potential use of variable front setback requirement in limited areas.
- 3) An increase in the amount of side and rear setback requirements for nonresidential structures; 15 feet is increased to 25 feet.

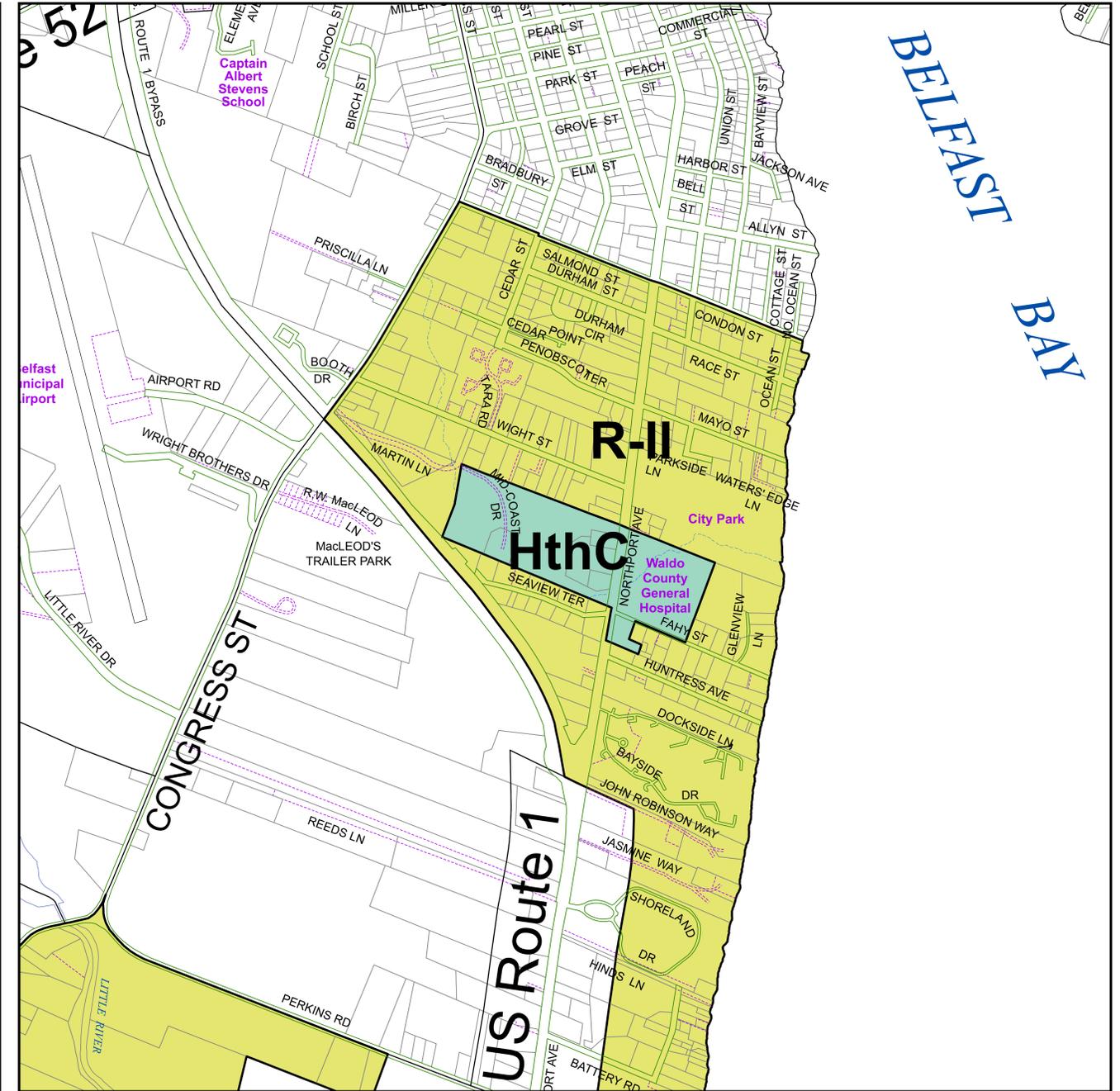
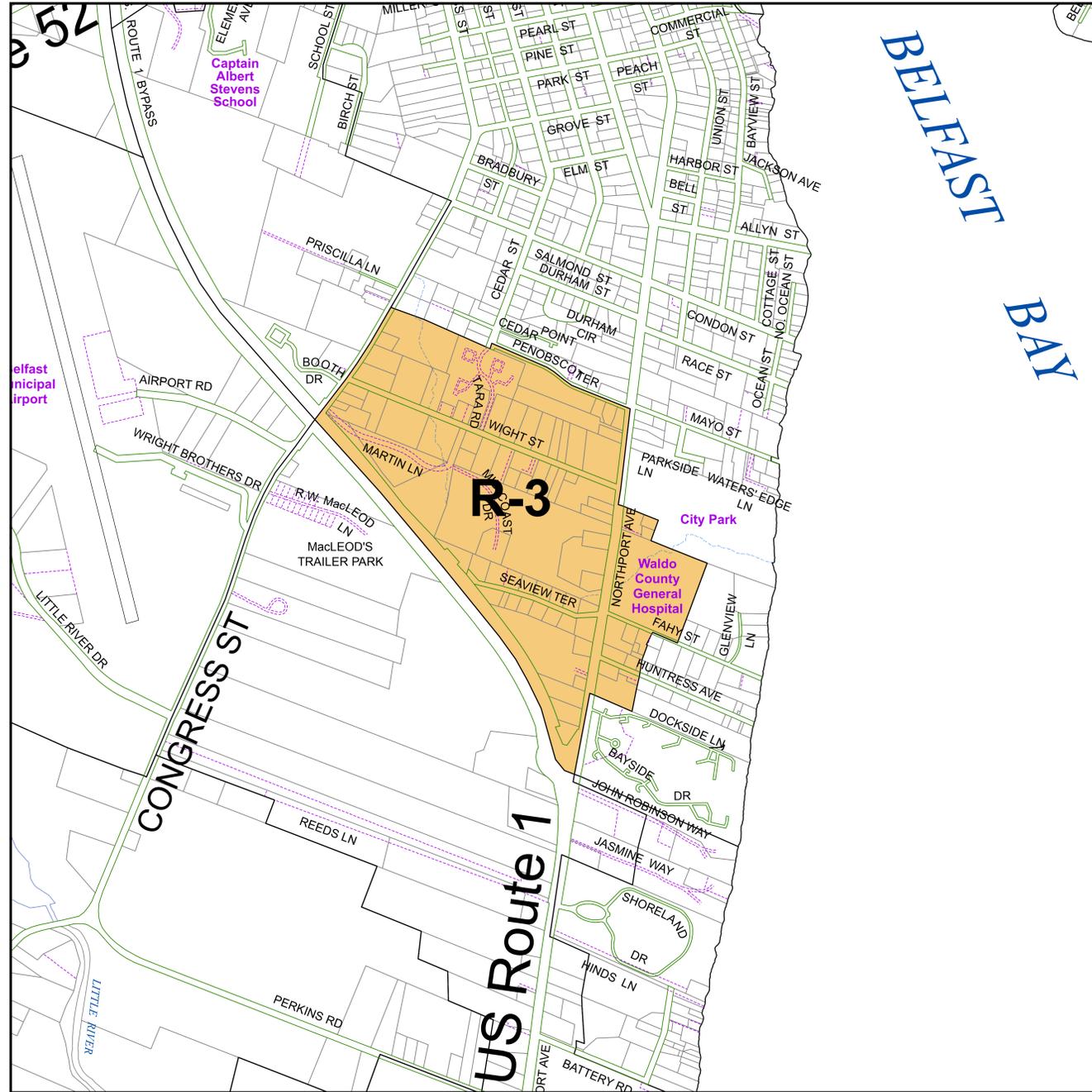
Other Issues & Ideas To Consider

- 1) Encourage extension of sidewalks, particularly on Wight St. Wight Street should be a high priority for new sidewalk construction.
- 2) Encourage extended pavement shoulders for main streets so such can also serve as bike lanes. The City has created this type of pavement shoulder on Northport Avenue, and a similar type of pavement shoulder could be appropriate for Wight Street.
- 3) Encourage planting of street trees.
- 4) Examine how stormwater is managed through-out the area. City often lacks adequate stormwater facilities. This is a significant neighbor-to-neighbor issue and could hinder the development of professional offices in the area. Relying mostly upon on-site stormwater management is both expensive and land consumptive for many uses.
- 5) Consider establishing better quality performance standards, particularly with respect to requirements regarding landscaping, lighting and noise, with the intent of minimizing the amount of conflict between nonresidential uses and residential uses which often are located side-by-side. Past concern has been raised at Planning Board public hearings regarding operations at Waldo County General Hospital.

Residential-3

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
R-3 Residential 3

Zone
HthC Health Care District
R-II Residential II District

DOWNTOWN COMMERCIAL AREA

“ALLOW DOWNTOWN TO BE A DOWNTOWN”

Goal

To foster a healthy downtown area by retaining and encouraging development that is compatible and consistent with the character of the existing downtown area, and which can positively contribute to the community and area.

Overview of Past, Current & Future Use

Anyone who lives in or travels to Belfast knows when they have arrived in the downtown area. The architecture is unlike any other area in the City. Many buildings are constructed of brick and share common walls, the buildings hug the sidewalk and frame the street, and on-street (public) parking rather than on-site (private) parking is the norm. The types of uses range from small retail stores (often less than 500 square feet in size), restaurants, service businesses, professional offices, some manufacturing, many City and County facilities, and residents who usually live on the upper floors of the above buildings. This is a traditional walkable downtown area and it is the heart of the City.

The City has tailored current zoning standards for this area to ensure requirements are based on the development patterns that now exist. For example, there is a 0 foot setback from all property lines for all structures; on-site parking is not required in many areas, including for residences; and the minimum lot size and street frontage requirement is based on the smallest lot in the downtown. In short, it appears that most current standards and the types of uses that are permitted (and prohibited) are appropriate, and that significant changes are not warranted.

That said, the City will need to consider non-zoning means to support and enhance the vitality of the downtown area. This includes but is not limited to public financing of capital improvements, providing good quality maintenance services for City facilities, and retaining a strong public presence in the downtown area. Public facilities and services which should remain include but are not limited to: City facilities such as City Hall and Police; County facilities such as the District and Superior Court buildings; and Federal facilities such as the Post Office. Belfast’s downtown, which is located adjacent to its waterfront, has most of the elements of a traditional downtown area and it is important that the community work to retain the current mix of uses.

The downtown is an important ‘Growth Area’ that can support additional private business development, public uses, and residential uses as an accessory use to nonresidential uses.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Retail & Service businesses
- 2) Restaurants (exclude drive-through service areas)
- 3) Hotels
- 4) Offices
- 5) Theaters & Entertainment
- 6) Municipal & County Uses
- 7) Multi-family Residences, particularly on upper floors of commercial buildings (no new single family or first floor dwelling units, except outside of core of downtown area)

Minimum Lot Size

- 1) 1,000 square feet for each lot, regardless of the type of use
- 2) 15 feet of street frontage

Density (Number of Housing Units Per Acre & Lot Coverage)

- 1) No predetermined density standard for a multi-family dwelling
- 2) No maximum lot coverage standard for any type of nonresidential use. A nonresidential use generally can use all of the land on the lot to construct a building or other improvements, which is the common method of development in much of the downtown.

Setbacks (Distance Structure Must be Located From a Lot Line)

No minimum setback required from any lot line, but perhaps a maximum setback of 5' from the street along the major streets of the downtown area on Main Street and portions of High Street.

Major Changes Compared to Current Requirements

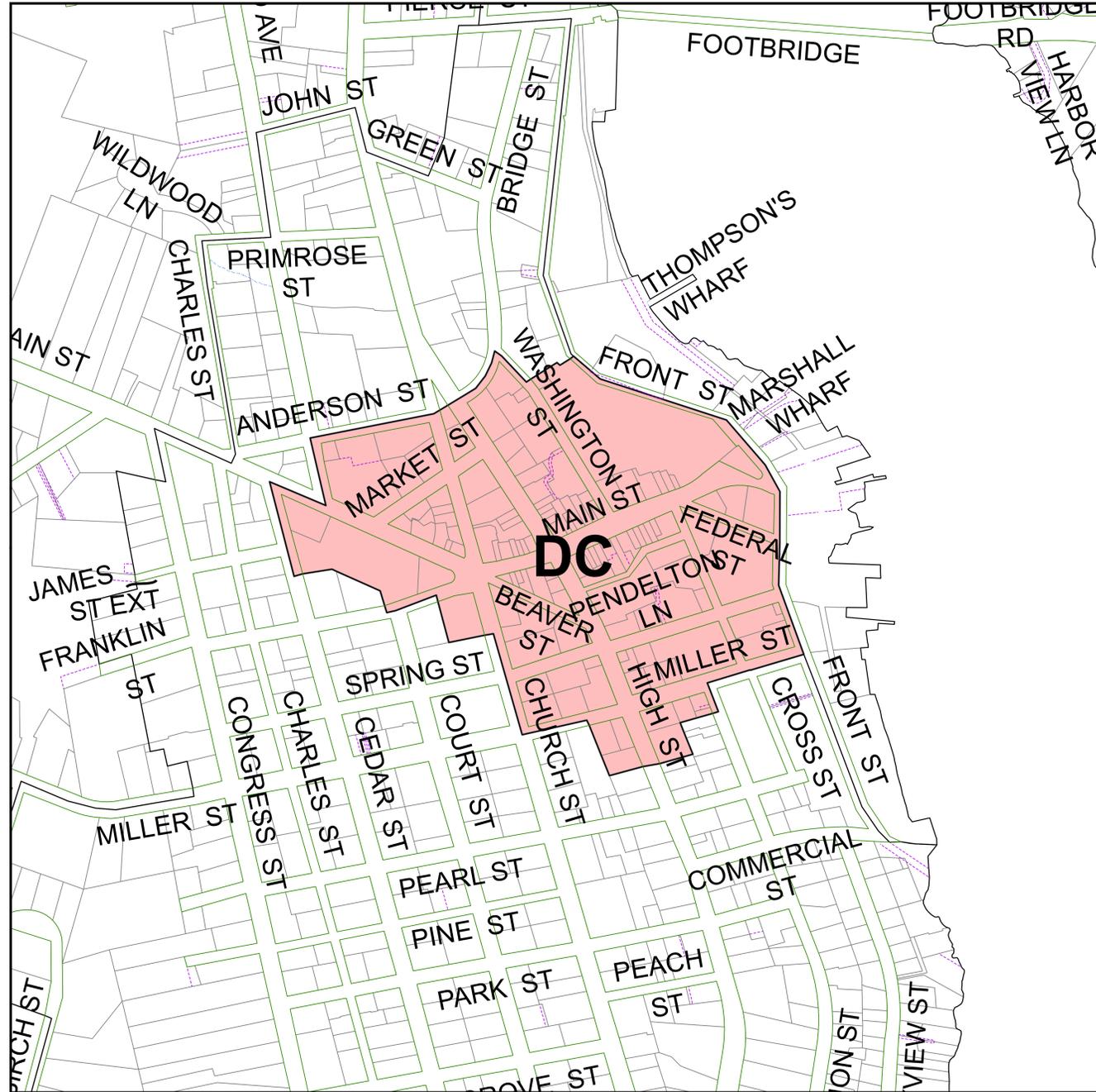
1. No significant changes are proposed to the uses, lot sizes or structure setbacks that now exist. May want to consider eliminating manufacturing uses as a permitted activity.
2. Size of zone is expanded to include most of the former Waterfront-1A zone near Front Street, and additional properties along High Street located southerly of the Library. Most properties along High Street that would be included are now used for a nonresidential or public use.

Other Issues & Ideas To Consider

1. City should creatively use funds through the Tax Increment Financing District that was established for the downtown and waterfront area in 2006 to support enhancing key public facilities, particularly City streets, sidewalks and parking lots.
2. City should consider re-examining current sign standards that apply to the downtown area to ensure signs are compatible with design of buildings, character of the area, and are of appropriate size.
3. City should encourage ongoing integration of the downtown and waterfront area.
4. City should encourage the County and State government, as well as the City government, to retain key buildings and services in the downtown area. Belfast is the County seat, and most key County buildings are located in the downtown and are part of the fabric of the area.
5. City should examine the desirability of establishing a lower maximum building height limit in select areas of the downtown. The current building height of 60 feet is universal through-out the Downtown Commercial district. This height, however, is uncharacteristic of many buildings and areas in the downtown. Areas in which a lower height limit may be appropriate could include but are not necessarily limited to: lower Main Street, easterly of Washington and Cross Streets; section of High Street located southerly of Spring Street; and area westerly of the Post Office.

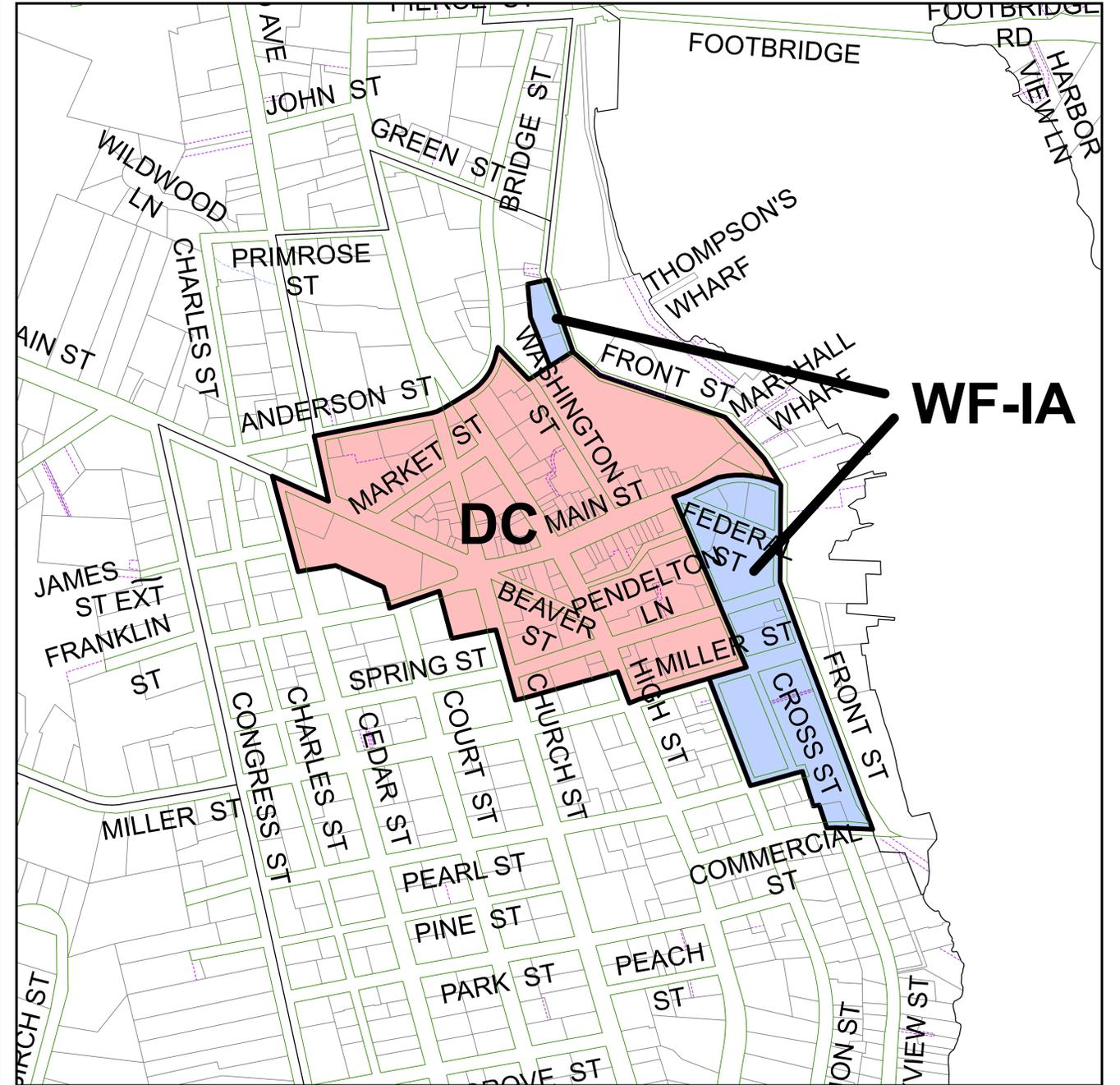
Downtown Commercial

PROPOSED LAND USE AREA



Zone
DC Downtown Commercial

EXISTING ZONING



Zone
DC Downtown Commercial District
WF-IA Waterfront I "A" Downtown District

WORKING WATERFRONT MIXED USE AREA

“WORKING & PUBLIC WATERFRONT”

Goal

To provide a waterfront area that ensures water dependent uses, including commercial fishing, can flourish, that supports resident and public use of Belfast Bay and surrounding waters, and that fosters connectivity to the downtown area.

Overview of Past, Current & Future Use

This is the only working waterfront area in Belfast, and includes most of the public and private facilities that allow public access to Belfast Bay. The City has invested considerable monies in providing improved marine and on-shore facilities to support public use of the marine waters, both commercial fishing and recreational uses, and provides year-round services at the harbor. The City owns about 30% of the 25+ acres of land in the area, as well as nearly 25% of the 4,200 lineal feet of shore frontage. In addition, the area is the waterfront edge of the City's downtown district and the businesses along the waterfront contribute to the vitality of the downtown. The area now serves a variety of users. City regulations and future development patterns should support a mix of development that helps retain a working waterfront, enhances public access to and enjoyment of the waterfront, and makes for a thriving business area.

This area also has experienced tremendous change in the last 25+ years. Historically, the waterfront was the core of the City's industrial area. Until the early 1980's, several large poultry plants and other manufacturers were located in the area. Few recreational boats or moorings were located in the harbor, partly because of the amount of waste product from these plants that was discharged into the adjacent waters of Belfast Bay. In the early 1990's, the City prepared a Waterfront Plan that envisioned the conversion of these manufacturing buildings into other industrial uses, and the City adopted zoning regulations to allow such uses. However, by early 2001, when the former Stinson Seafoods plant closed, Penobscot McCrum, which makes potato products, was the only large manufacturer remaining directly on the waterfront. The ongoing conversion of this area to a public recreation area and business district was spurred in the mid-1990's when MBNA worked with the City to demolish the former poultry plant near the lower end of Spring Street, and when MBNA subsequently granted the City ownership of what is now Belfast Commons and Steamboat Landing.

The closing of the Stinson Seafoods plant and the potential sale of this property spurred the Comprehensive Plan Committee to re-examine the goals of the 1990 City Waterfront Plan and the zoning that was adopted to implement this Plan. In January

2004, the Committee submitted a new policy statement for this area which the Council adopted as an amendment to the Comprehensive Plan. In July 2004, the Council adopted new zoning and shoreland ordinances to implement this policy statement. The adopted amendments support the use of ‘contract rezoning’ to create greater flexibility in the application of City zoning and shoreland requirements with the goal of encouraging mixed use development and allowing applicants to better address constraints imposed by issues such as floodplain regulations. In 2001 Front Street Shipyard (a boat repair, boat retrofit, boat storage, and boat building business) purchased and redeveloped the former Stinson Seafoods site. The waterfront continues to evolve, with the City completing reconstruction of the Belfast Footbridge, the construction of the Harbor Walk. Also, private businesses such as French & Webb (boatbuilding), the Three Tides Restaurant, and the Lookout Pub (restaurant) have opened and interest in the harbor is continuing to grow.

It is recommended that the zoning and shoreland ordinances and accompanying policy statement that were adopted in 2004 remain in effect. The waterfront is considered a ‘Growth Area’ that can support a mix of uses, including some residential, provided the need to support water dependent uses is recognized.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Marinas & Docks
- 2) Boat Building, Repair & Storage
- 3) Restaurants
- 4) Retail, Service & Office Uses
- 5) Hotel
- 6) Residential (multi-family) as an Accessory Use to Nonresidential Uses

Minimum Lot Size

- 1) 1 acre for new lots
- 2) 200 feet of street frontage & 200 feet of shore frontage for new lots. It is important to require a fairly high amount of shore frontage for new lots to ensure that ownership of the waterfront is not fractured. Lots with small amounts of shore frontage can impair use of the waterfront by marine dependent uses.

Density (Number of Housing Units Per Acre)

- 1) Housing is permitted only when it is an accessory use to a nonresidential use. Number of units permitted should be based on the amount of nonresidential development on a property.

- 2) This is a densely developed area. As such, there is no maximum amount of lot coverage standards for development, even though it is a waterfront area and it is in the shoreland zone.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Structure setback requirements generally are 10 feet from all lot lines, however, the amount of setback can be adjusted if the applicant pursues approval through the contract rezoning process.
- 2) The City should not require any setback from the normal high water mark of the River or Bay, mostly because this is an intensely developed working waterfront area and many of the existing buildings are constructed immediately adjacent to the shore.

Major Changes Compared to Current Requirements

None. The current zoning standards were established by the Council in July 2004 and include all provisions recommended by the Comprehensive Plan Committee at that time. This zoning district replaced the former Waterfront II and Waterfront 1B zoning districts, and the former Commercial Fisheries Maritime and General Development I Shoreland Districts.

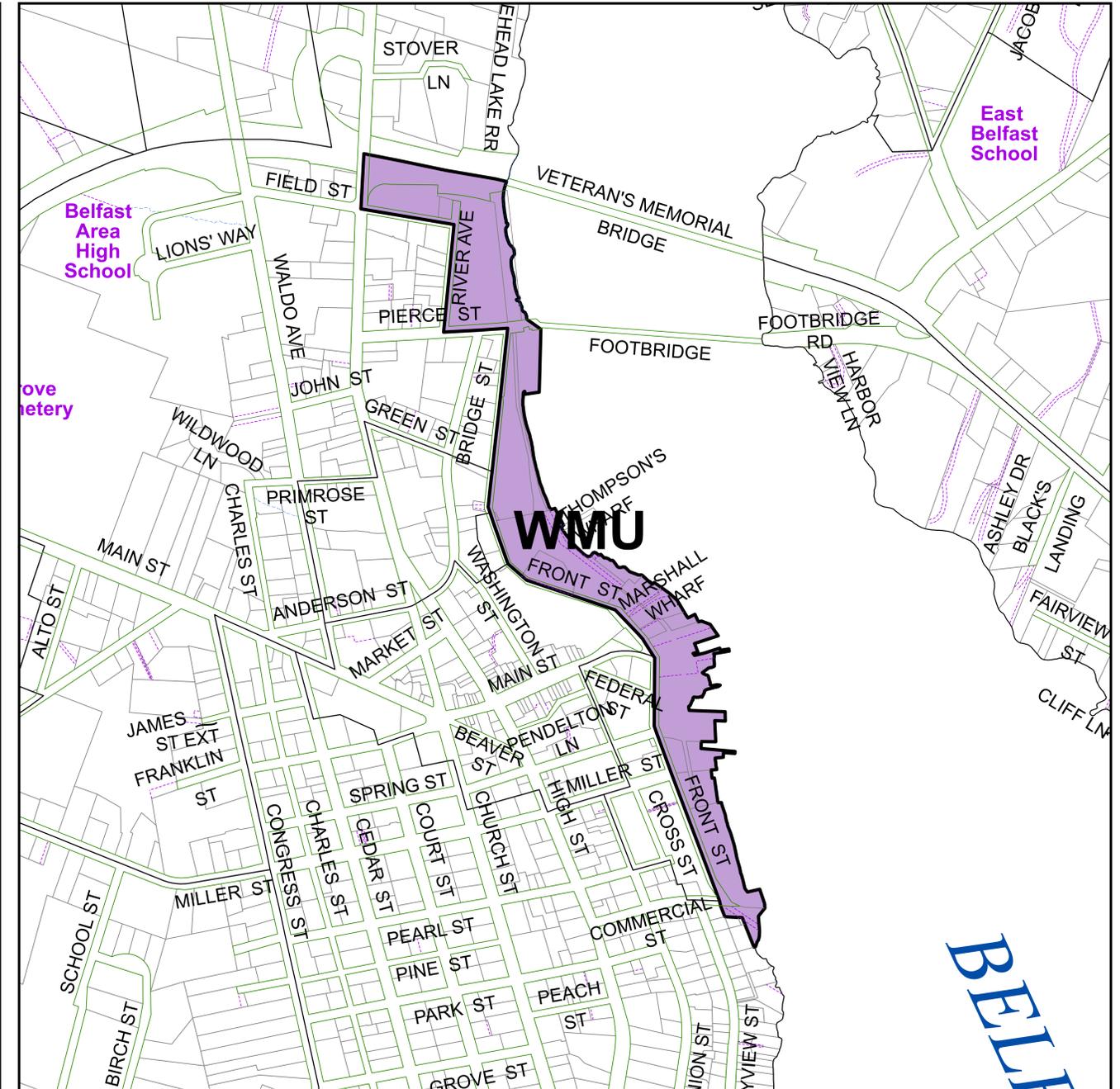
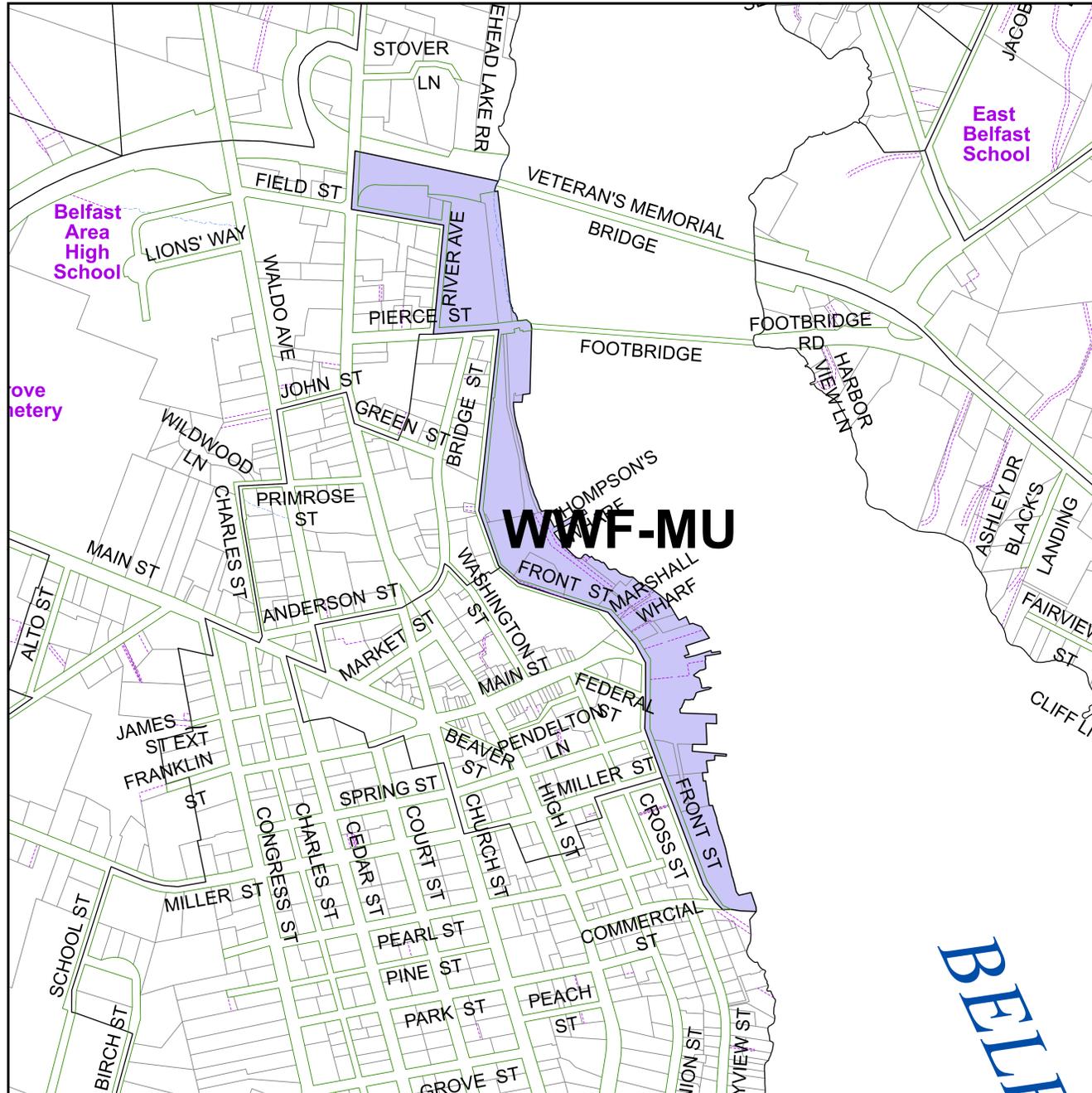
Other Issues & Ideas to Consider

- 1) Redevelopment in this area faces many obstacles, the most difficult of which is the flood zone. Other issues include but are not limited to: the size and configuration of many of the lots; the depth of near shore (marine) waters; the amount of shore frontage for a lot, and in some areas, bad (contaminated) soils. Flood zone requirements often mean that new construction or major renovations of existing structures must elevate the lowest habitable floor 6 – 8 feet above the existing ground grade, which results in eliminating most use of the first floor. Constraints such as these resulted in the adoption of contract rezoning as a regulatory tool. Contract rezoning grants the City flexibility in applying land use regulatory standards.
- 2) Need for additional public parking, particularly near the dock
- 3) Getting people from the waterfront to the downtown and elsewhere. Walking up the hill from the harbor to the downtown is difficult for many persons.
- 4) The most appropriate long-term use of public lands and buildings, such as Masker's Building and former railroad property.
- 5) Public policy decisions regarding use of tax funds generated by Tax Increment Financing District the City created for the downtown and waterfront area in 2006. While there are few monies in this fund at present, if properties such as the former Stinson Seafoods property are redeveloped, there would be sufficient monies in this fund to pursue construction of significant public improvements in the downtown and waterfront area.

Working Waterfront- Mixed Use

PROPOSED LAND USE AREA

EXISTING ZONING

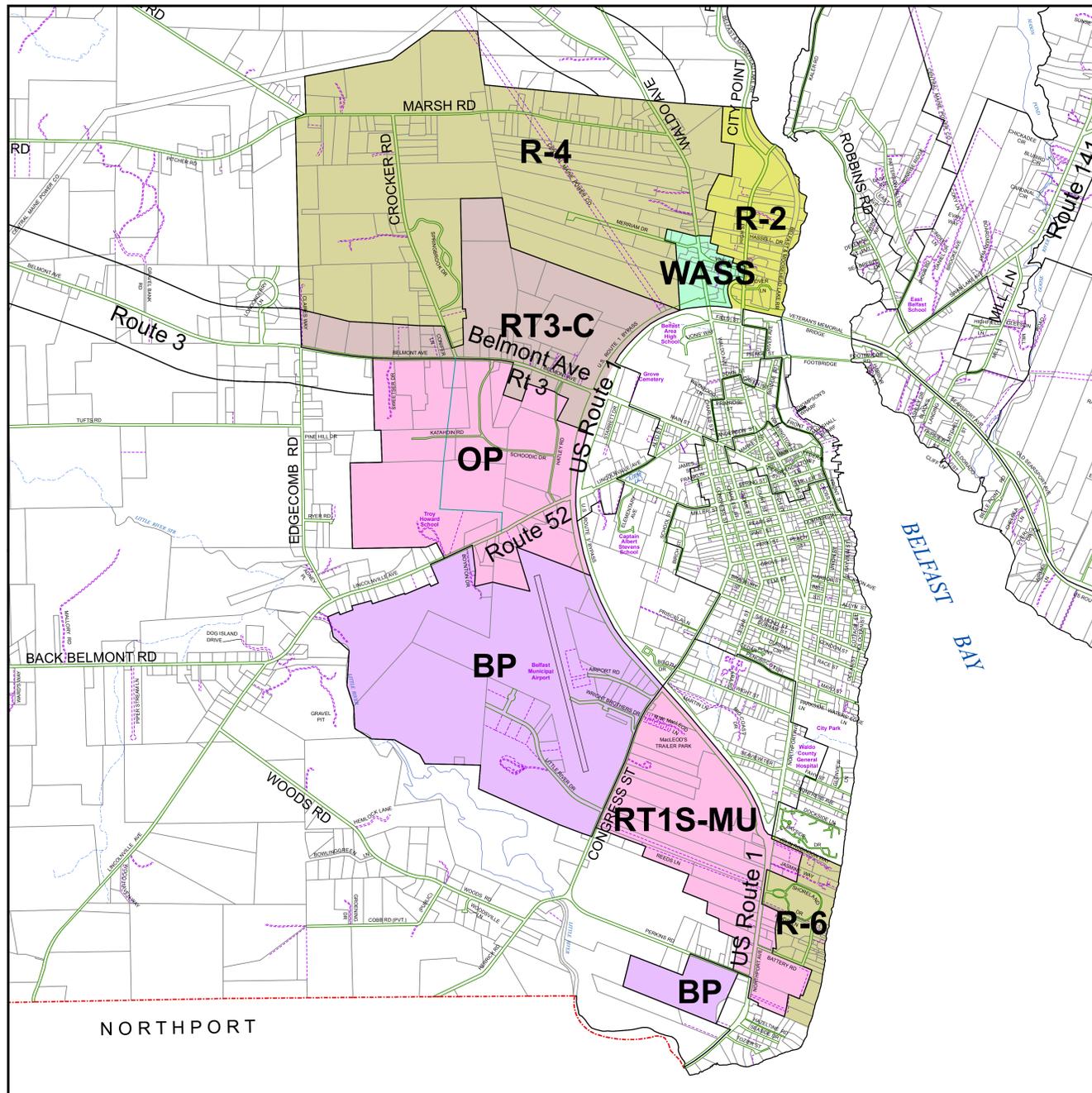


Zone
WWF-MU Working Waterfront- Mixed Use

Zone
WMU Waterfront Mixed Use District

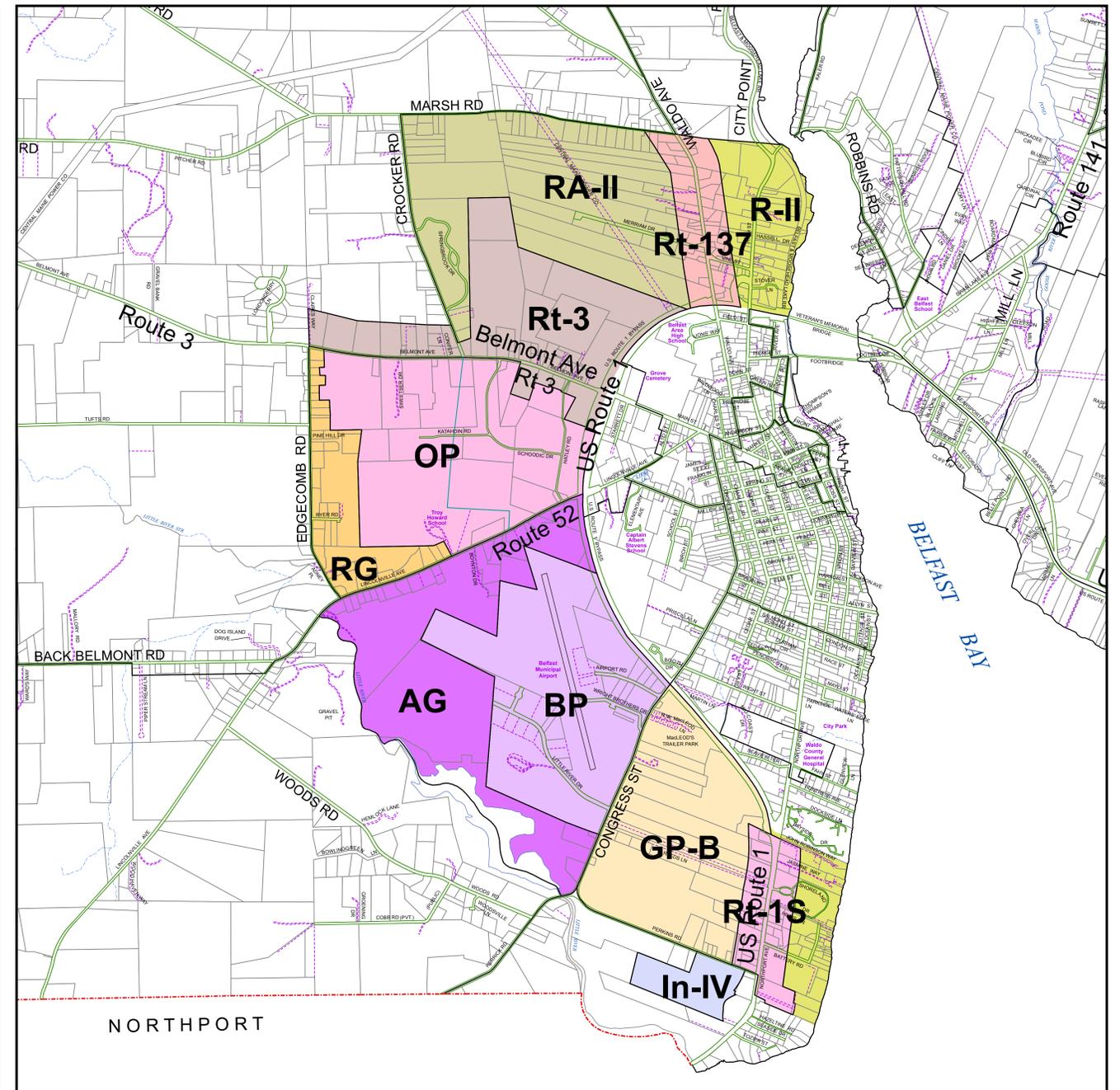
NEAR BYPASS

PROPOSED LAND USE AREAS



- Zone
- BP Business Park
 - OP Office Park
 - R-2 Residential 2
 - R-4 Residential 4
 - R-6 Residential 6
 - RT1S-MU Route 1 South – Mixed Use
 - RT3-C Route 3 Commercial
 - WASS Waldo Avenue – Small Scale

EXISTING ZONING



- Zone
- AG Airport Growth District
 - BP Business Park-Airport District
 - GP-B General Purpose "B" District
 - In-IV Industrial IV Perkins Road District
 - OP Office Park District
 - RA-II Residential/Agricultural II District
 - RG Residential Growth District
 - R-II Residential II District
 - Rt-137 Route 137 Commercial District
 - Rt-1S Route One South Commercial District
 - Rt-3 Route 3 Commercial District

SECTION 4.3 RESIDENTIAL 4 AREA

“ENCOURAGE HOUSING”

Goal

To establish an area that is close to public services, shopping, jobs and existing housing which could accommodate much of the community’s long-term need for higher density residential housing.

Overview of Past, Current & Future Use

This area supports a mix of uses, but the predominant use is residential housing. Single family houses of varying values and sizes are the most common development. There also are several multi-family housing projects in the area; Belfast Square Apartments (senior housing) on Merriam Drive, the 46 unit Springbrook Condominium project on Crocker Road which MBNA initially constructed in 2000 to provide housing for its employees, and the Group Home Foundation’s 6 unit independent living apartments for persons with special needs on Waldo Avenue that was constructed in 2008. With the exception of the above noted developments, most houses are located on the main streets in the area, and little development is located more than 200 feet from the street. Most nonresidential uses in the area, such as B&J Auto Repair and Flagg’s Garage, are small in scale and create little traffic impact.

The City believes that this area presents an opportunity to satisfy many of the community’s long-term needs for higher density residential housing, and proposes this area to be a long-term residential ‘Growth Area’. This area has many of the features you look for in establishing a growth area; it is close to the downtown, schools, major places of employment, and current urban areas, and there is a significant amount of underdeveloped land. A significant drawback, however, is that most of the area is on the periphery of City sewer. That said, much of the area is on public water. As such, the City should be prepared to constructively work with persons who would like to develop this area for significant amounts of housing by financially participating in the extension of public services, particularly public sewer. Steep slopes, pockets of wetlands, and the narrow configuration of some of the larger parcels will present constraints, but the positive characteristics of this area outweigh the drawbacks.

Recommendations

Permitted Uses (Examples of Main Uses Permitted)

- 1) Single-family & two-family residences

- 2) Multi-family housing (sewer & by using a subsurface system)
- 3) Congregate Care & Elderly housing (sewer & by using a subsurface system)
- 4) Home Occupations, Larger Scale
- 5) Schools, Churches, Child Care & Similar Uses,
- 6) Small Scale Professional Offices
- 7) Indoor Recreational Facilities
- 8) Agricultural

Minimum Lot Size

- 1) 1/3rd acre – 15,000 sq ft for single-family or two-family (sewer)
- 2) ½ acre – 20,000 sq ft for single family (septic)
- 3) 1 acre – 40,000 sq ft for two-family (septic)
- 4) 1 acre for Multi-family (sewer or subsurface system)
- 5) 1 acre for any type of nonresidential use
- 6) 150 feet street frontage

Density (Number of Dwelling Units per Acre)

- 1) 3 single family units per acre (sewer)
- 2) 2 single family units per acre (septic)
- 3) 6 two-family units per acre (sewer)
- 4) 2 two-family units (1 structure) per acre (septic)
- 5) 12 – 16 multifamily units per acre if on sewer
- 6) Multifamily units on a subsurface system; density controlled by plumbing code
- 7) No specific density standard for elderly or congregate housing if on sewer, density controlled by plumbing code if on septic/subsurface system
- 8) No specific restriction on amount of lot coverage for either a residential or a nonresidential use

Setbacks (Distance Structure Must be Located from a Lot Line)

- 1) Single family and two family residential; 30 feet front and 15 feet side and rear
- 2) Multi-family residential; 30 feet front and 25 or more feet side and rear. Parking to be located to the side or rear of the structure.
- 3) Nonresidential use; 30 feet front and 25 or more feet side and rear. Parking to be located to the side or rear of the structure.

Major Changes Compared to Current Requirements

- 1) The proposed Residential-4 area includes land that is now in 3 different zoning districts; Route 137 Commercial, Residential Agricultural I and Residential Agricultural II. The intent is to create a district that allows similar uses on both

sides of the major roads (Waldo Avenue, Crocker Road and Marsh Road), and to establish housing as the main permitted and desired use.

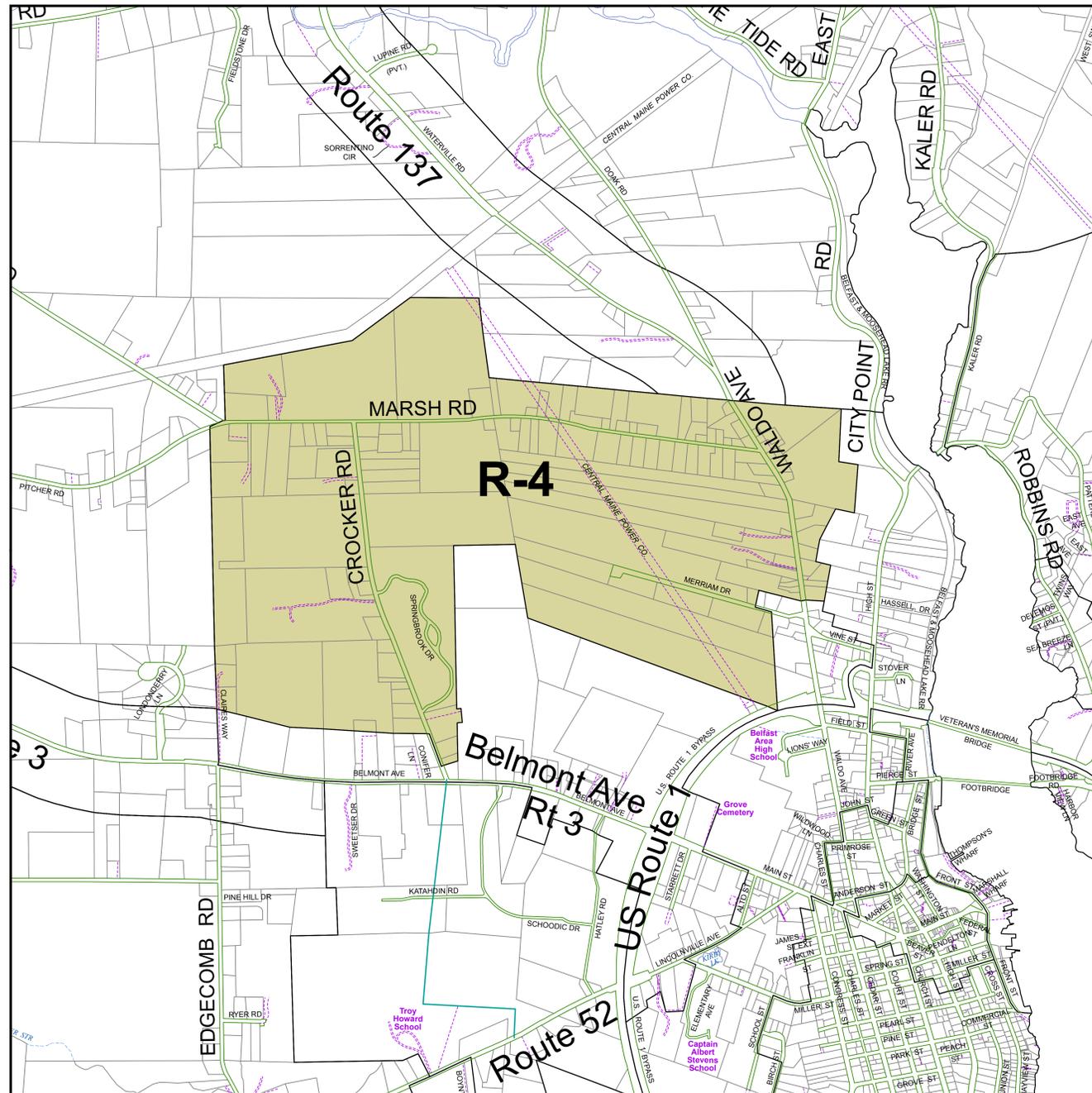
- 2) This proposed area would allow greater housing density than current zoning, particularly the number of multi-family units. This also means that the minimum lot size for a residential use is often less than current standards. In particular, the Residential Agricultural I zone now requires a 2 acre minimum lot size for a house, but this proposed district will require a ½ acre lot size for a property that is not on public sewer, and 1/3rd acre for a property on sewer. It is noted that the proposed density standards (except for multi-family housing which is now only 6 units per acre) are now the norm in the Residential Agricultural II and Route 137 zones.
- 3) The proposed area eliminates many of the nonresidential uses that are now permitted, particularly in the area along Waldo Avenue that is now in the Route 137 Commercial zone.

Other Issues & Ideas To Consider

- 1) A major impediment to encouraging greater density housing development in this area is the lack of public sewer. The City should consider cooperating with a potential developer by financially participating in the cost of a sewer extension. City also could consider extending public sewer entirely at City cost along the section of Waldo Avenue out to Marsh Road that is not now served by sewer as a way to encourage growth.
- 2) City should consider allowing additional density and waiving sewer connection fees for a project that constructs affordable housing as a portion of the development.
- 3) Some of the area is quite steep. Elevation/grades in the area could inhibit the development of interconnecting roads among/between future developments.
- 4) City should ensure that several existing nonresidential uses that could be rendered nonconforming by the implementation of this recommendation have the ability to expand, including an increase in the size of the lot. The City wants these existing businesses to be able to thrive and expand.
- 5) The amount and speed of traffic in this area has been cited by residents as a concern. Route 137 is a State road that supports considerable commuter traffic, and Crocker Road appears to be experiencing more 'cut-through' traffic. The goal is to encourage most new housing to be located on new streets that will serve individual neighborhoods, such as the road constructed for Springbrook Condominiums, rather than relying upon single driveways located off the major streets for individual residences.
- 6) The area along Route 137 as far to the northeast as Marsh Road is in the MDOT urban compact zone. The inclusion of this area within the urban compact zone is one of the reasons which support identifying this as an area which can support greater housing densities.

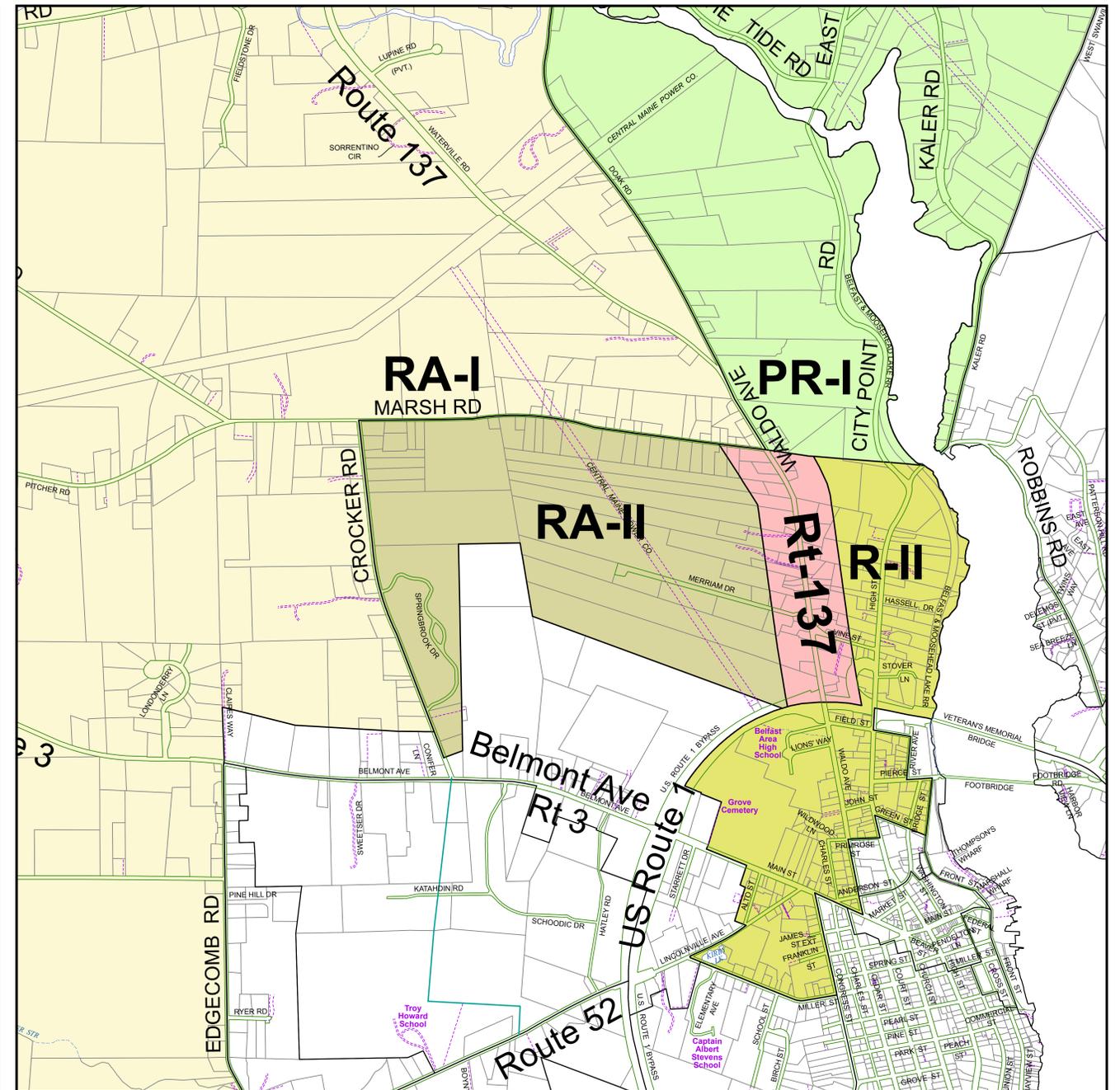
Residential-4

PROPOSED LAND USE AREA



Zone
R-4 Residential 4

EXISTING ZONING



Zone
PR-I Protection Rural District
RA-I Residential/Agricultural I District
RA-II Residential/Agricultural II District
R-II Residential II District
Rt-137 Route 137 Commercial District

WALDO AVENUE SMALL SCALE MIXED USE AREA

“SMALL BUSINESS IS KEY”

Goal

To establish an area located near the downtown/in-town area in which small scale business development is encouraged.

Overview of Past, Current & Future Use

The area near the Route 1 overpass now supports a number of small scale businesses, and in the 70's was one of the areas that supported the City's chicken processing industry. Currently, Perry's Quick Stop, Waldo Avenue Redemption Center, KSW Credit Union, the Wentworth professional office complex, Krabriel/Riposta Funeral Home, and Lisa Nichols Hair Salon are located along Waldo Avenue/Route 137 between Merriam Drive and the Route One overpass. On High/Vine Street, there is Belfast Variety, and a monument business is located on Vine Street. Single family houses and an occasional duplex are located on most other lots.

This small area experiences a considerable amount of traffic. This is mostly because the on/off ramps for Route 1 are located in the area; with the southerly on-ramp to Route 1 directing cars to Route 3, and this being the main exchange for persons traveling on Route 137 and Route 7. The amount of traffic helps support the type of businesses that are located in the area, and the proximity of several busy intersections detracts from the suitability of this area for residential growth. City regulations should allow a wide variety of small scale businesses, while working to ensure such businesses positively contribute to the character of the community and the area.

This clearly is a mixed use 'Growth Area' that could support additional small business development and limited amounts of additional housing. The availability of public sewer and public water on Vine Street and to most properties near Vine Street and Merriam Drive on Waldo Avenue also supports this area being a 'Growth Area'. It is also noted that this section of Route 137 is located within the MDOT Urban Compact area. Lastly, the uses permitted in this area, and the performance standards that should be used to regulate development should be very similar to those used for the proposed Searsport Avenue Small Scale district located near the Route 1/Route 141 intersection.

Recommendations

Permitted Uses (Examples of Main Permitted Uses)

- 1) Small Scale Retail, perhaps up to 20,000 square feet in size, however a lesser sized retail use may be more appropriate.
- 2) Service Businesses & Professional Offices
- 3) Restaurants, however fast food restaurants would be prohibited. The exception to this standard would be a fast food restaurant (no drive-through) that is established as an accessory use to another business, such as a restaurant franchise that is located or operated in a convenience store/service station.
- 4) Auto Repair and Service, with auto sales as an accessory use.
- 5) Service Stations
- 6) Single-family & two-family residences
- 7) Multi-family housing
- 8) Home Occupations, Larger Scale
- 9) Schools, Churches, Child Care & Similar Uses

Minimum Lot Size

- 1) 1/3rd acre – 15,000 sq ft for single family or two-family (sewer)
- 2) ½ acre – 20,000 sq ft for single family (septic)
- 3) 1 acre – 40,000 sq ft for two-family (septic)
- 4) 1 acre for Multi-family, (housing units must be on sewer)
- 5) 1 acre for any type of nonresidential use
- 6) 150 feet street frontage, minimum, for residential and nonresidential uses

Density (Number of Housing Units per Acre)

- 1) 3 single family units per acre (sewer)
- 2) 2 single family units per acre (septic)
- 3) 6 two-family units per acre (sewer)
- 4) 2 two-family units per acre (septic)
- 5) 12 - 16 multifamily units per acre (provided served by public sewer)
- 6) No specific restriction on amount of lot coverage for either a residential or a nonresidential use

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Single family and Two-family Residential Uses: 30 feet front, 15 feet side & rear.
- 2) Multi-family Residential: 30 feet front and 25 feet side & rear. Parking to be located to side or rear of building.

- 3) Nonresidential uses: 30 feet front for nonresidential uses and 15 feet side & rear for nonresidential uses, unless the use abuts an existing residential use which would increase the side and rear structure setback requirement to 25 feet.

Major Changes Compared to Current Requirements

- 1) It is also noted that the amount of area along Waldo Avenue that is included in this proposed area has been greatly reduced. At present, the area along Waldo Avenue from the Route 1 overpass to Marsh Road is in the Rt 137 Commercial zone; a zone which is 500 foot deep on both sides of the road. The new westerly boundary for this mixed use area along Waldo Avenue is proposed to be near Merriam Drive, which eliminates about 2,000 feet of road frontage along Waldo Avenue from this area.
- 2) A second proposed boundary change is to include all of Vine Street, including Belfast Variety, within this mixed use small scale area. At present, this area is in the Residential II zone, which prohibits all retail operations. Belfast Variety is now considered a non-conforming use, but it would become a conforming (allowed) use if this proposal is adopted.
- 3) In comparing current zoning to this proposal, little change is recommended in the types of nonresidential uses that would be allowed.

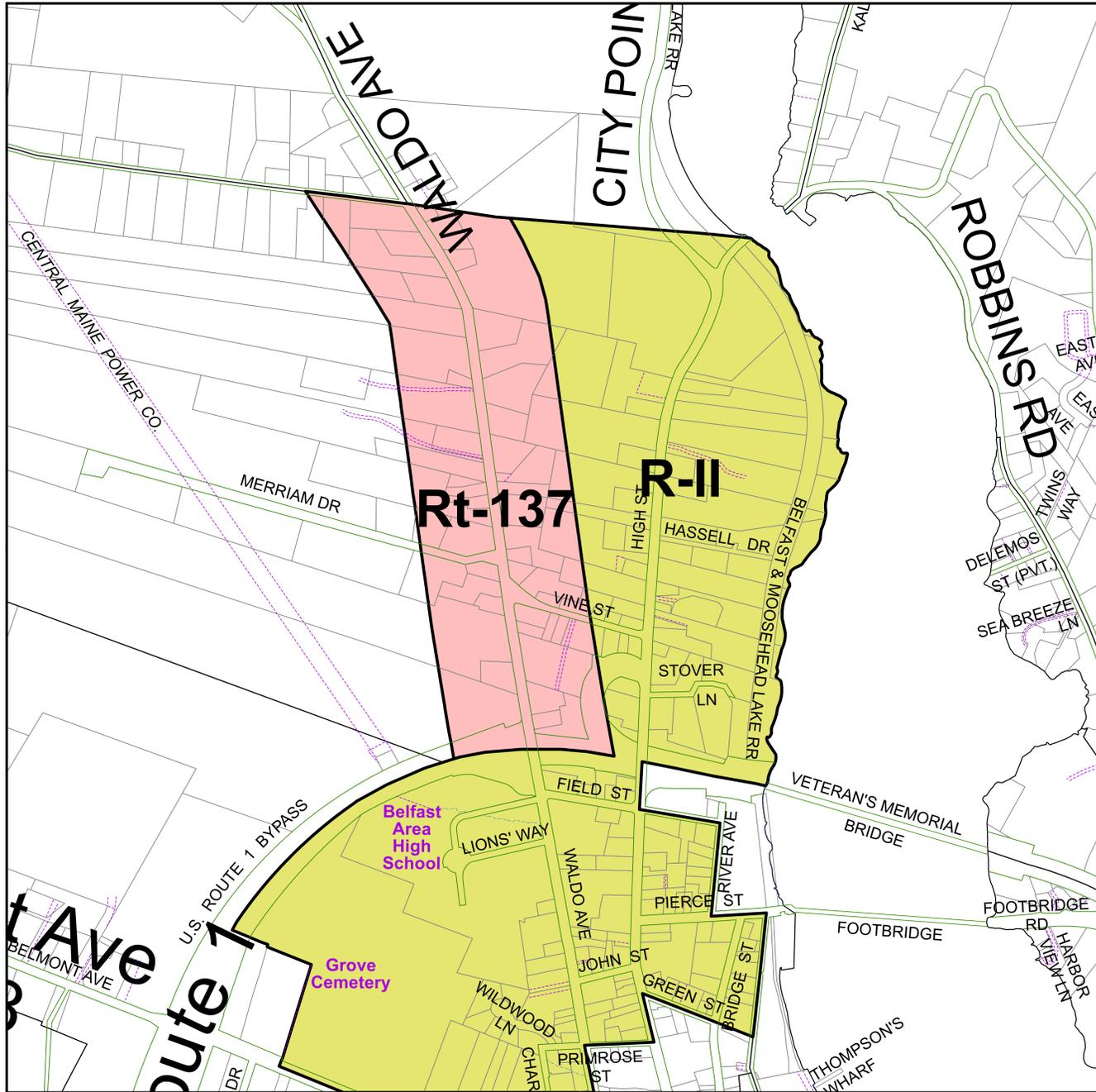
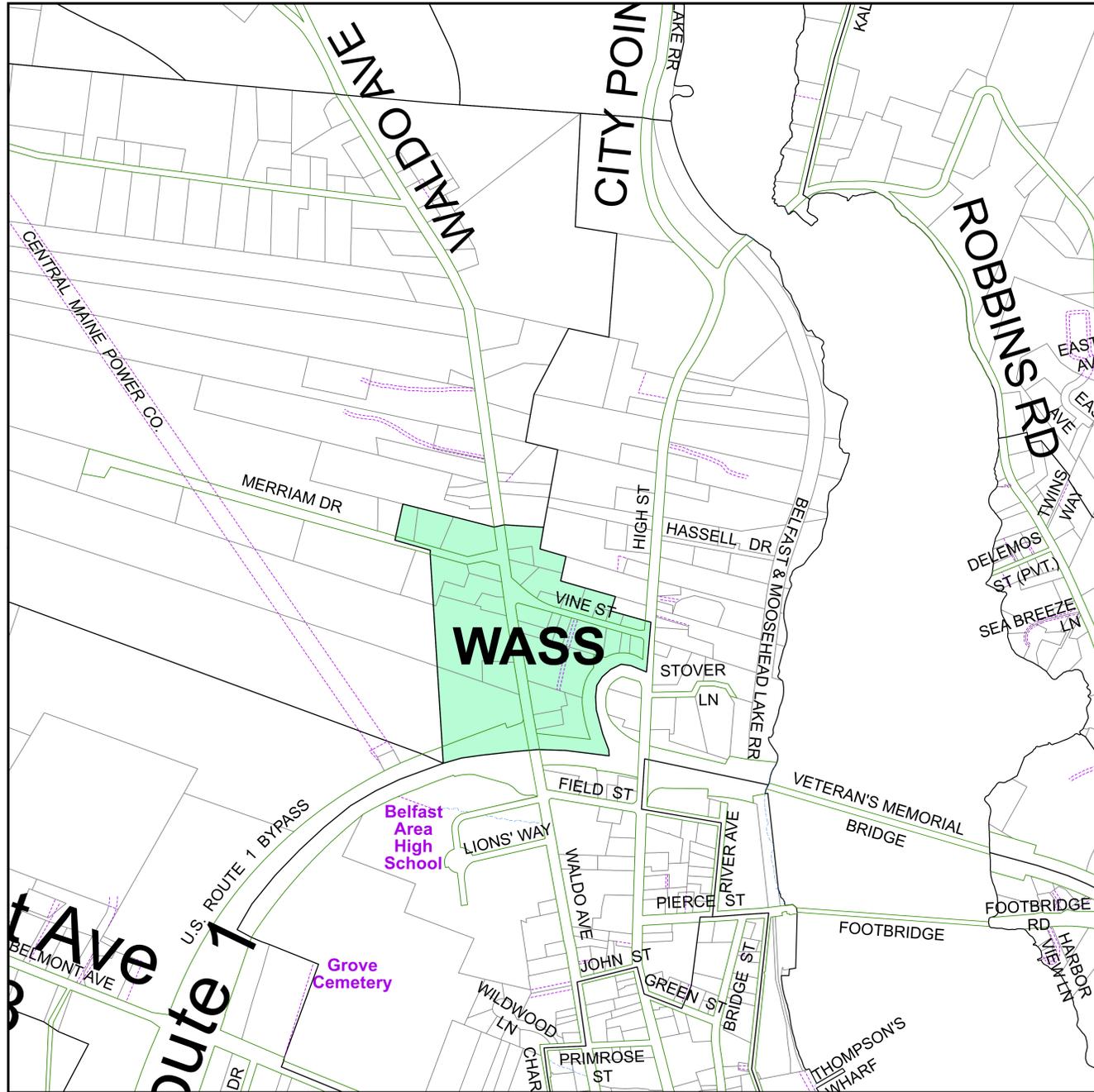
Other Issues & Ideas To Consider

- 1) Consider amending the current nonresidential performance standards that apply to this area to eliminate standards that require an increase in lot frontage or greater setbacks based on the size of a nonresidential structure or the amount of traffic generated.
- 2) While City sewer is available to most properties, sewer is not now available to several of the properties located easterly of Vine Street, such as the Redemption Center. City should consider extending public sewer to this area and should be willing to participate in the cost of extending this service.
- 3) The area along Route 137 (Waldo Avenue) is now inside the urban compact zone which means that this section of Route 137 is not subject to MDOT access management requirements. The City, not MDOT, regulates most access management concerns.
- 4) The City should ensure performance standards that apply to nonresidential uses in this area help minimize conflicts between existing residential and non-residential uses. This is important in a mixed use area.
- 5) The width of this area is deliberately quite narrow; a maximum width of 500 feet along Waldo Avenue. The City believes that additional depth is not needed to support the type of nonresidential development targeted for this area.

Waldo Avenue – Small Scale

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
WA-MU Waldo Avenue – Mixed Use

Zone
R-II Residential II District
Rt-137 Route 137 Commercial District

ROUTE 3 COMMERCIAL ZONE

“MAIN SHOPPING AREA”

Goal

To provide an area in which retail, including larger retail and fast food restaurants, can prosper and serve as a prime shopping area for Belfast and County residents. Further, to establish strict boundaries for this area to ensure compact development and to lessen the likelihood of commercial sprawl.

Overview of Past, Current & Future Use

This area, which is located along Route 3, Lincolnville Avenue and Starrett Drive near the intersection of Routes 1 and 3, is a main shopping area in Belfast and now supports most of the community's larger retail stores, fast food restaurants, and similar stores owned by national/state/regional interests. The City should adopt policies which allow and attract such uses to this area. The City believes the area is well-suited for this purpose because of its location near major State roads and the accompanying amount of traffic. Also, this is where businesses have chosen to locate, there is additional land to support commercial development, and commercial development in this area is less likely to adversely affect residential uses. The City also should use performance standards and flexible zoning approaches to manage impacts associated with development and ensure that new development incorporates good quality design features that complement the City's character.

The community debated the future use of this area at length in 2000 – 2001 and again in 2007 – 2008. In October 2007, and February 2008, the City Council adopted amendments to the zoning regulations that were adopted in 2001. The 2001 regulations recognized this area as a major commercial district, but limited the maximum size of retail to 75,000 square feet. The amended 2007/2008 regulations clarified the type of uses permitted in the area, the performance standards and other regulatory tools that would be used to manage development, and the boundaries of this area. The key components of the new standards are as follows:

- City will allow 1 retail store greater than 75,000 square feet that sells clothing, general merchandise and/or groceries in the area located on the northerly side of Route 3, between Route 1 to the east and Crocker Road to the west.
- Development of the so-called 'Les Hills' property, that is now owned by Bob Bahre, must involve the preparation of a master plan and is subject to contract rezoning.

- Crocker Road shall serve as the westerly boundary for retail and restaurant development, with an exception granted for the Perry's Furniture property.
- The City increased the depth of this zone on the northerly side of Route 3 between Crocker Road and Route One.
- Most other zoning standards adopted in 2001 continue to apply to the remainder of the area.

It is also noted that few residences are now located in this area; there are only 5 residences located easterly of Crocker Road. This is much different than most other commercial areas in Belfast, as most commercial areas have as many if not more residences than businesses. The lack of residences in the area is one of the key reasons why this area was chosen to allow larger businesses.

Stated simply, this district is the primary commercial 'Growth Area' for Belfast.

Recommendations

These recommendations reflect the new zoning standards the City Council adopted in October 2007 and March 2008.

Permitted Uses (Examples of Main Uses)

- 1) 1 Retail Store larger than 75,000 sq ft that sells clothing, general merchandise and/or groceries in area between Route 1 and Crocker Road.
- 2) Retail, up to 75,000 sq ft per structure, in other areas located easterly of Crocker Road. No new retail located westerly of Crocker Road
- 3) Restaurants, including fast food, except no restaurants are permitted westerly of Crocker Road
- 4) Service businesses
- 5) Hotel
- 6) Manufacturing
- 7) Professional Offices
- 8) Single family residential and two-family residential

Minimum Lot Size

- 1) 1 acre (sewer or septic) for a residential or nonresidential use
- 2) Minimum 150 ft of street frontage for a residential or nonresidential use, with an increase in amount of frontage required based on size of nonresidential development or number of vehicle trips generated per peak hour.

Density (Number of Housing Units per Acre)

- 1) 1 single family unit or 1 two family unit per acre
- 2) No specific restriction on amount of lot coverage for either a residential or a nonresidential use.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Residential uses – 30 feet front setback and 15 feet side and rear
- 2) Nonresidential uses have a minimum front setback requirement of 30 feet with increases based on the size of the structure.
- 3) Nonresidential uses have a minimum 15 feet side and rear setback with increase based on size of development
- 4) Contract rezoning applies to the ‘Les Hills’ property, which means that setback requirements are flexible.

Major Changes Compared to Current Requirements

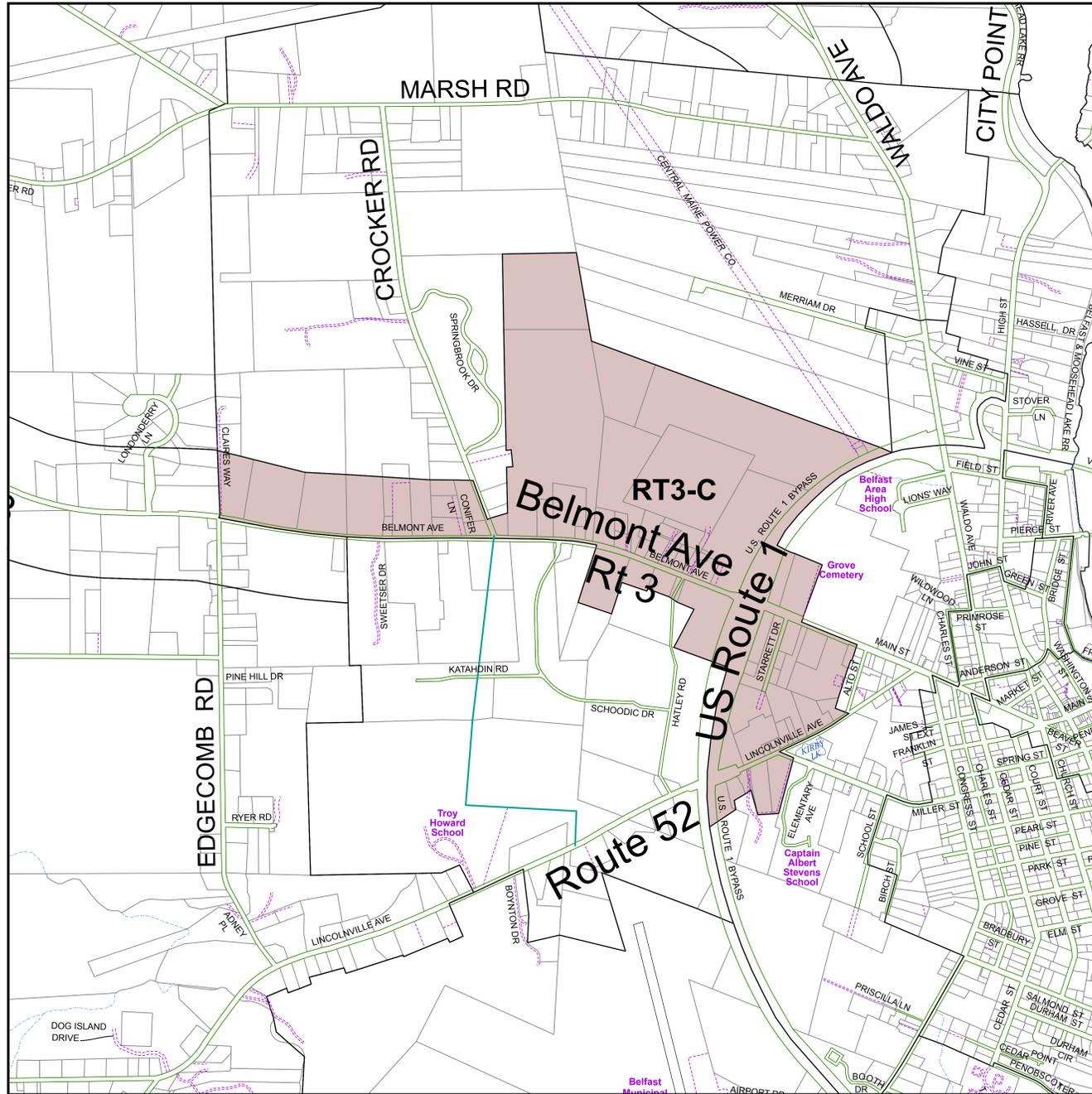
No new changes are now proposed. City notes that extensive changes were made to the Comprehensive Plan and also the City Zoning Ordinance when the Council adopted amendments for this area in late 2007 and early 2008. These policy decisions and the zoning adopted to implement this policy should remain in effect.

Other Issues & Ideas To Consider

- 1) Potential need for new signal light and road improvements at the Schoodic Drive entrance to Bank of America property if retail development occurs on ‘Les Hills’ property.
- 2) No public sewer is now available beyond the Schoodic Drive entrance to Bank of America. With the City’s intent to limit significant commercial development to the area located westerly of Crocker Road, the City should discourage the extension of public sewer westerly of Crocker Road.
- 3) Quite a bit of the property along Route 3 consists of wetlands, which could inhibit the scale of future development.
- 4) In the long-term, if the ‘Les Hills’ property is fully developed, the City may want to consider expanding the depth of the Route 3 Commercial zoning district toward Route 137 (Webber property) to support additional commercial development, provided the main means of access to this area is from Route 3, and the prohibition on larger retail along Waldo Avenue remains.

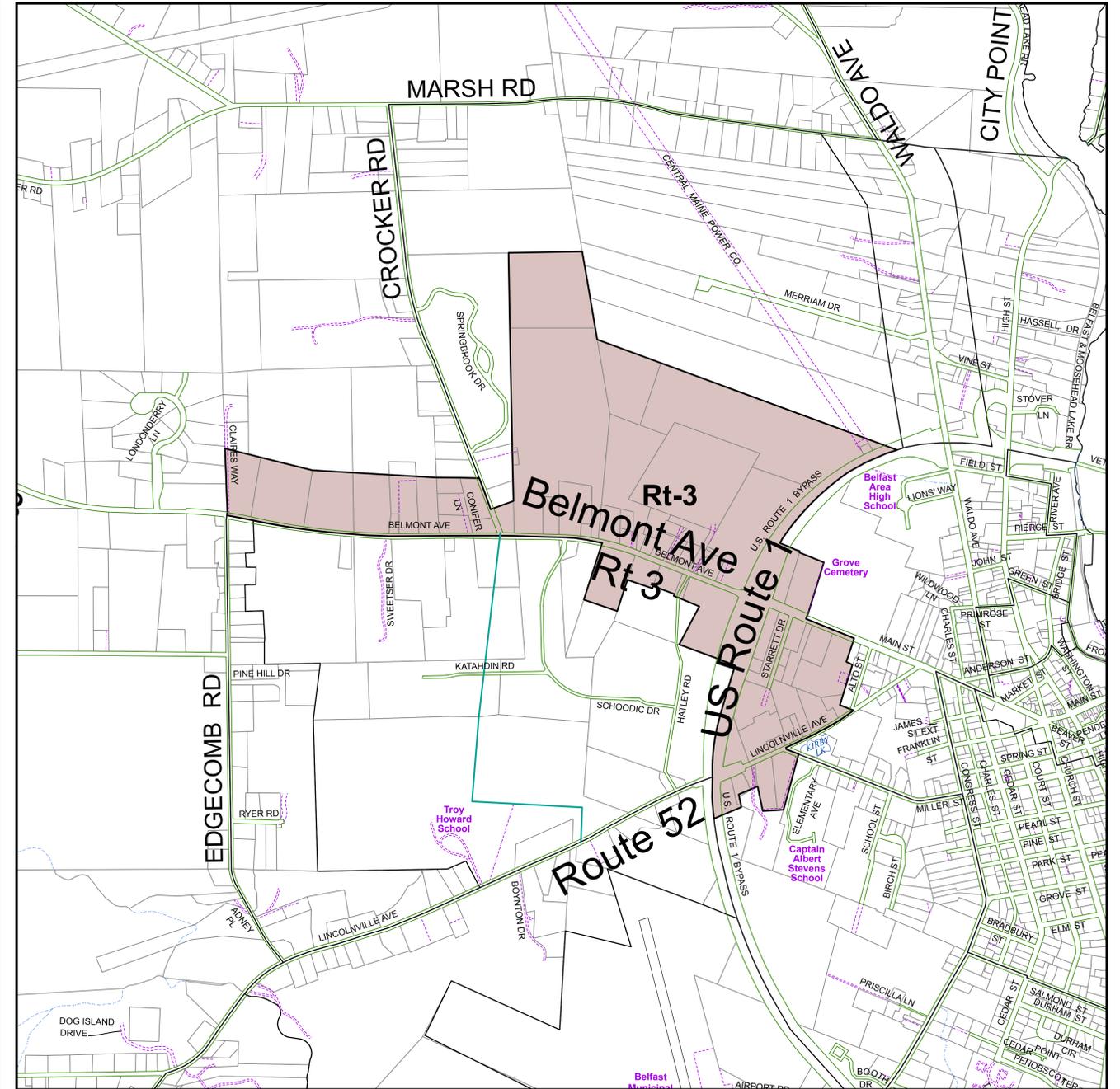
Route 3 Commercial

PROPOSED LAND USE AREA



Zone
RT3-C Route 3 Commercial

EXISTING ZONING



Zone
Rt-3 Route 3 Commercial District

OFFICE PARK

“JOBS ZONE”

Goal

To create an area in which large scale office and job based development is encouraged, and to ensure that other development permitted in the area complements this type of development.

Past, Current & Future Use

The character and use of this area changed dramatically in the mid-1990's when MBNA decided to purchase the former farm fields and residences and to develop a large call center operation. Within the short span of 7 years, what was once open space was developed into nearly 600,000 square feet of professional office space and support facilities, including the University of Maine Hutchinson Center. At its peak, MBNA employed about 2,800 persons. MBNA ceased operations in 2006 when it merged with Bank of America. Bank of America continues to employ between 700-800 persons, and in 2008, sold Phase I of the office complex to athenahealth, inc., which is using the facility to support its medical/insurance payment processing operations. As of August 2019, athenahealth employed between 800-900 persons.

The City, in 1985, identified this area as a primary site for large scale job creation activities when it located most of the area in an Industrial zone. In 2001, the City amended the types of uses permitted in the area and the boundaries of the zone to reflect MBNA's development. In 2007 – 2008, during the Council's debate of the 'larger retail' issue, the City revised the boundaries of the zone that were established in 2001 and made several changes to the types of uses permitted. It is proposed that most of the 2007 – 2008 changes remain in effect.

This area also supports a mix of larger scale public and non-profit uses, including Troy Howard Middle School, the YMCA, Sweetser Homes, Inc., the aforementioned University of Maine Hutchinson Center, the City ballfields, and the dog park that was constructed in 2008. There are a very limited number of privately owned homes in the area.

Further, this area is on the edge of Belfast Airport. It is important to regulate uses that occur in this area to minimize potential conflict with current and future airport operations. As such, the location and amount of residential development should be controlled.

This clearly is a 'Growth Area'. This small area supports nearly 1/3rd of the jobs in Belfast, and there are limited opportunities for additional complementary development to support further job growth. History has shown that the City acted wisely years ago in reserving this area for development that created significant job growth.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Offices and Office Complexes
- 2) Light industry/manufacturing
- 3) Retail, provided it is located easterly of a line parallel to Crocker Road. Further, City should allow retail development in this area consistent with the zoning guideline adopted in 2001; allow a maximum of 75,000 square feet of retail per 25 acres of property (reference Section 102-775(a) of current zoning code for the Office Park zoning district)
- 4) Schools, child care and churches
- 5) Indoor and Outdoor Recreational facilities
- 6) Single family & two-family housing, provided the location is controlled to reflect airport operations (airport overlay district)
- 7) Home Occupations, larger scale.

Minimum Lot Size

- 1) ½+ acre for residential (greater for duplex if no sewer)
- 2) 1 acre (sewer or septic) for any type of nonresidential use.
- 3) Minimum 150 ft of street frontage with increase in amount of frontage required for nonresidential use based on size of development or number of car trips generated per peak hour.

Density (Number of Housing Units per Acre)

- 1) 1 single family residence per ½ acre (sewer or septic)
- 2) 2 two-family units (1 duplex) per ½ acre (sewer)
- 3) 2 two-family units (1 duplex) per acre (subsurface system)
- 4) Special exception should be granted for Sweetser Homes property on Route 3 and for potential dormitory construction associated with University of Maine Hutchinson Center
- 5) No specific restriction on amount of lot coverage for a residential or a nonresidential use.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Residential; minimum 30 ft front setback and 15 foot side and rear setback.
- 2) Nonresidential; minimum front setback of 30 feet with increase based on size of development/structure.
- 3) Nonresidential; minimum 15 feet side and rear setback with increase based on size of development/structure.

Major Changes Compared to Current Requirements

- 1) The amendments that the Council adopted to the Office Park zoning district in 2007 – 2008 resulted in a significant change in the boundaries of this zoning district. The district formerly included properties owned by MBNA that were on the northerly side of Route 3. These areas were removed from the Office Park zone through adoption of the 2007 – 2008 amendments. It is noted that these areas had less likelihood of being developed for office use because they had been sold by Bank of America.
- 2) The proposal would result in eliminating multi-family housing as an option, but would still allow single family and two family housing, provided the location of the housing does not conflict with airport operations. This proposal, if implemented, would more clearly create opportunities for the Hutchinson Center to establish dormitory style housing.
- 3) The amount of land included within this area would be expanded to include several properties on the southerly side of Lincolnville Avenue/Route 52. These properties are now in the Airport Growth zone; a zoning district which is proposed to be eliminated. This change in classification could result in allowing the construction of a house in an area in which all new housing is now prohibited.
- 4) Eliminate the former 40+ acre 'Gould/Perry' property on Route 3 now owned by Bank of America from the Office Park zone and include it in the proposed Outside Rural, Rural Road Class 1 area, with the provision that this property could be used for any non-retail use permitted in the Office Park, or for higher density housing, through a Special Exception process administered by the Zoning Board of Appeals.

Other Issues & Ideas To Consider

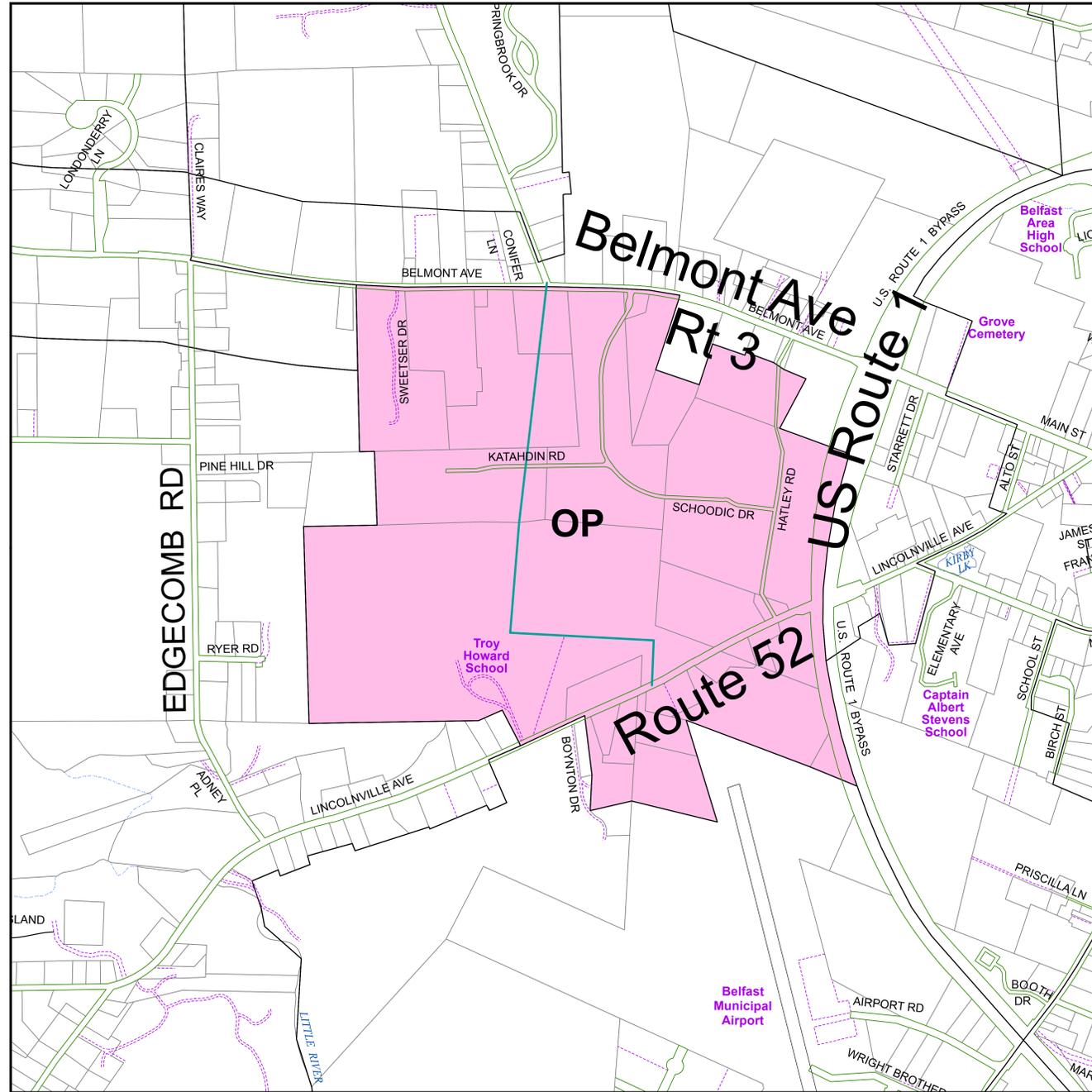
- 1) It is important to manage conflicts with future use of airport by establishing an Airport Protection Overlay zone. The intent of this overlay zone would be to manage incompatible development with airport use. The proposed overlay district is a similar by different tool than the Airport Growth zone which the City established in 1997 that could be used to protect airport operations.
- 2) Most properties along Route 52 and some properties along Route 3 are subject to MDOT access management rules. Additional growth along Route 52 could result in more of this area being included in the City's urban compact zone (MDOT

designation), which means that the City may become responsible for the maintenance of this road.

- 3) A significant amount of the property in this area is comprised of wetlands. For example, Bank of America and athenahealth, inc own considerably more ground than the property on which their current buildings and parking lots are located, however, nearly all remaining land is wetland and cannot be used for significant amounts of additional development.
- 4) There is limited availability of public sewer in this area. The Troy Howard Middle School and YMCA on Route 52 are served by a force main (pump) line, and the properties owned by Bank of America, athenahealth, inc, and the University of Maine Hutchinson Center are served by privately owned lines. The lack of public sewer will affect the intensity of development that can occur on other properties. That said, this area likely is a low priority candidate for a public sewer extension via a gravity line.

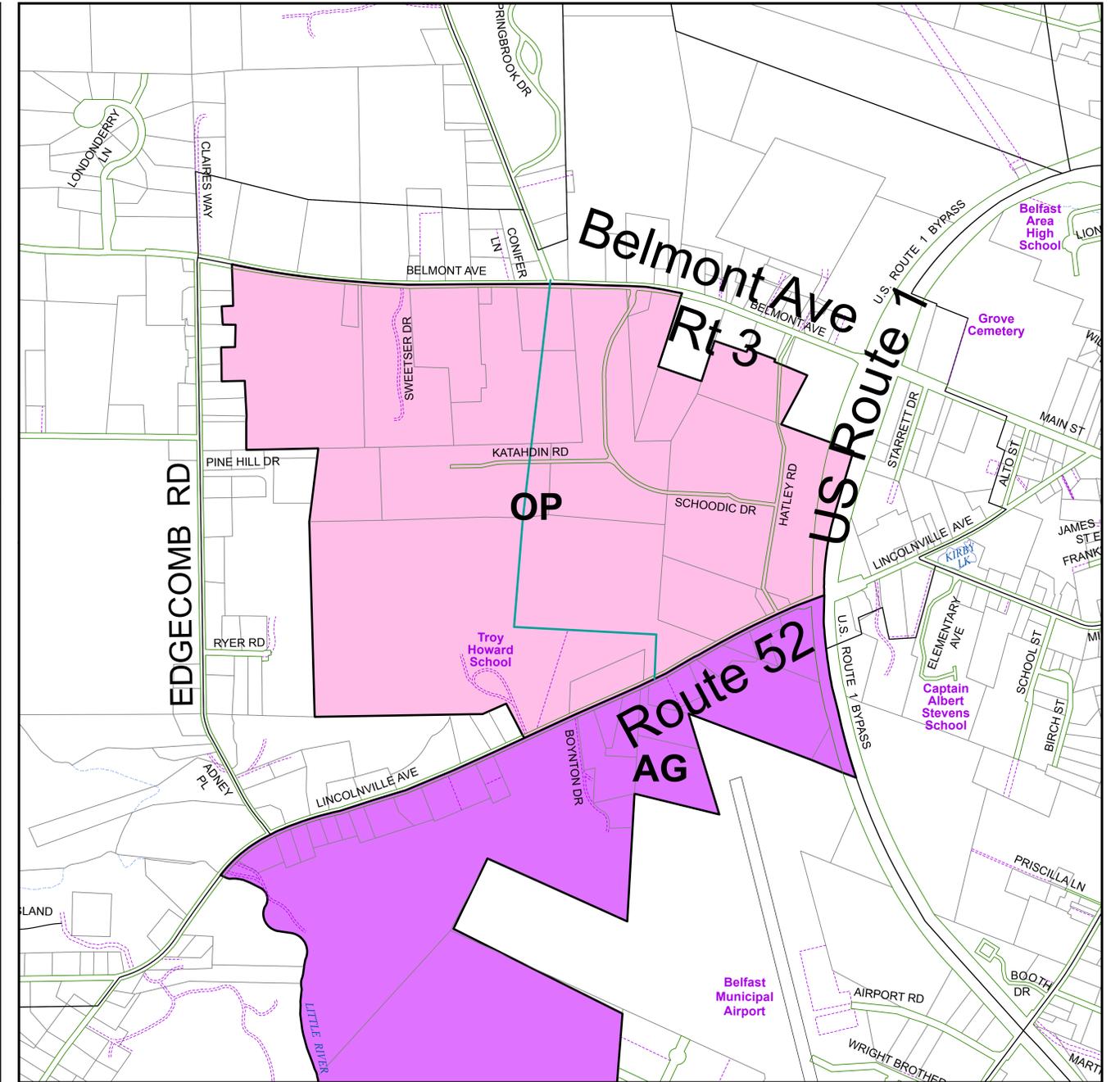
Office Park

PROPOSED LAND USE AREA



Zone
OP Office Park

EXISTING ZONING



Zone
AG Airport Growth District
OP Office Park District

BUSINESS PARK

“JOBS ZONE”

Goal

To establish an area that encourages business development within the City developed Business Park and on surrounding lands and which allows and supports airport operations and the expansion of such.

Overview of Past, Present & Future Use

The City established the Belfast Business Park, formerly the Belfast Industrial Park, in the mid-1980's. Current development in the Park, such as Ducktrap Seafoods and Belfast Industries, employs over 300 persons. The City owned 6 unsold lots in the Park in 2009, the combined size of which is about 12 acres. The Business Park surrounds the Belfast Airport, a municipally owned airport that is experiencing increasing private use and which underwent significant improvement in 2005 – 2006. At present, however, there are no commercial carriers which provide regular/scheduled passenger or freight services at the airport.

The proposed district includes all lands in the Business Park and the Municipal Airport, and also includes the 100 acre parcel the County purchased in 2004 from Charles Boynton as a potential site for a new County jail, and other lands owned by the Boynton's. The main purpose of this area is to encourage business growth that creates jobs, particularly industry, warehousing and offices. The City Council, in 2004, amended terms of the former Industrial I zone to establish the Business Park zone. Current regulatory standards appear to be appropriate for this area. This approach recognizes that the City covenants that regulate the use of properties in the Park often provide more definitive standards to manage uses in the Business Park and at the Airport than via the use of zoning regulations.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Manufacturing, including accessory retail
- 2) Warehousing
- 3) Offices & some service businesses
- 4) Municipal & County uses
- 5) Single family (limited to 1 unit per parcel or 1 unit per every 5 acres for parcels greater than 5 acres. Also, no residential uses in the City Business Park or at the Airport per existing covenants).

Minimum Lot Size

1 acre (sewer or septic) for any use
Minimum 150 ft of street frontage

Density (Number of Housing Units per Acre)

A maximum of 1 single family residence per lot, or if a parcel is greater than 5 acres in size, 1 housing unit per 5 acres. This density requirement reflects concern with the potential conflict between residential uses and use of Belfast Airport. It is also noted that residential uses are prohibited in the Business Park.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Setback requirements for the Business Park are now established by Business Park regulations, and this approach should continue.
- 2) Setbacks for other areas should be no less than 25 feet from all lot lines.

Major Changes Compared to Current Requirements

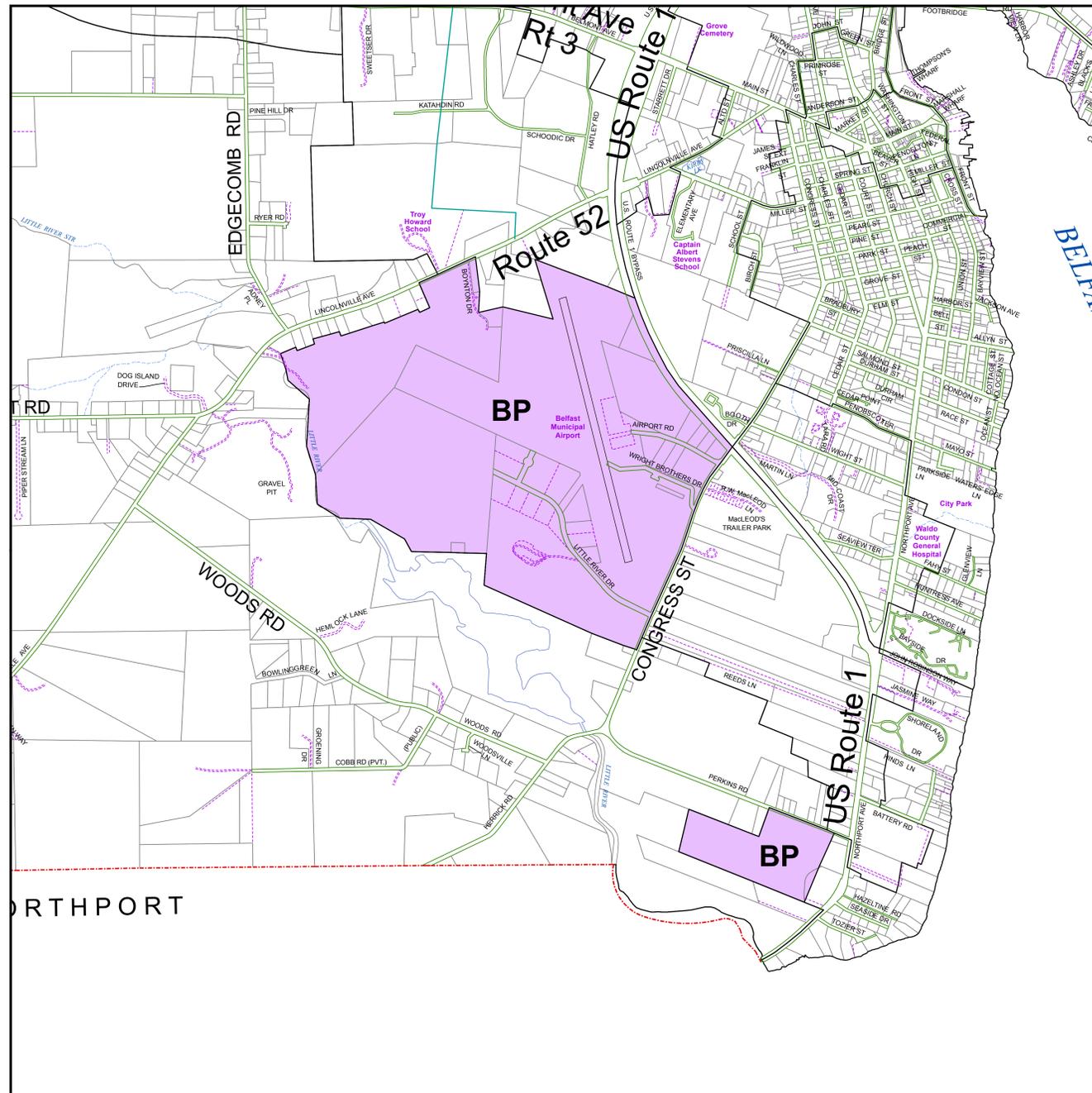
- 1) One change is to extend the boundaries of this area to properties now owned by the Boynton family and Waldo County that currently are in the Airport Growth zone.
- 2) Second change is to allow a maximum of 1 single family house for every 5 acres of land. Housing is now prohibited. It also is noted that housing is expressly prohibited at the Business Park and the Airport.

Other Issues & Ideas To Consider

- 1) It is important to better manage potential land use conflicts regarding current and future use of the airport by establishing an Airport Protection Overlay zone. The intent is to establish an overlay district that accurately reflects areas in which conflicts could occur, and regulations that effectively address these conflicts. The City Airport Committee should be consulted in establishing the boundaries and regulations that would apply to the overlay district. This proposed overlay district would replace the current Airport Growth zone area.
- 2) The City likely will need to upgrade the public sewer in the Business Park if a high volume water user locates at the Park. The current sewer can support low level users, but a high level user could require upgrades to the pump stations. City also may want to explore joint efforts with the County to extend sewer from this site to the Route 52 pump station near Troy Howard Middle School, rather than relying upon the current sewer line which pumps sewage to the Wight Street area.
- 3) City should consider acquiring land adjacent to the Airport and Business Park to enhance operations of such.
- 4) Consistent with 3 above, City should consider the long-term need to expand the size of the current Business Park. The few remaining lots in the Park likely cannot serve a larger scale use.

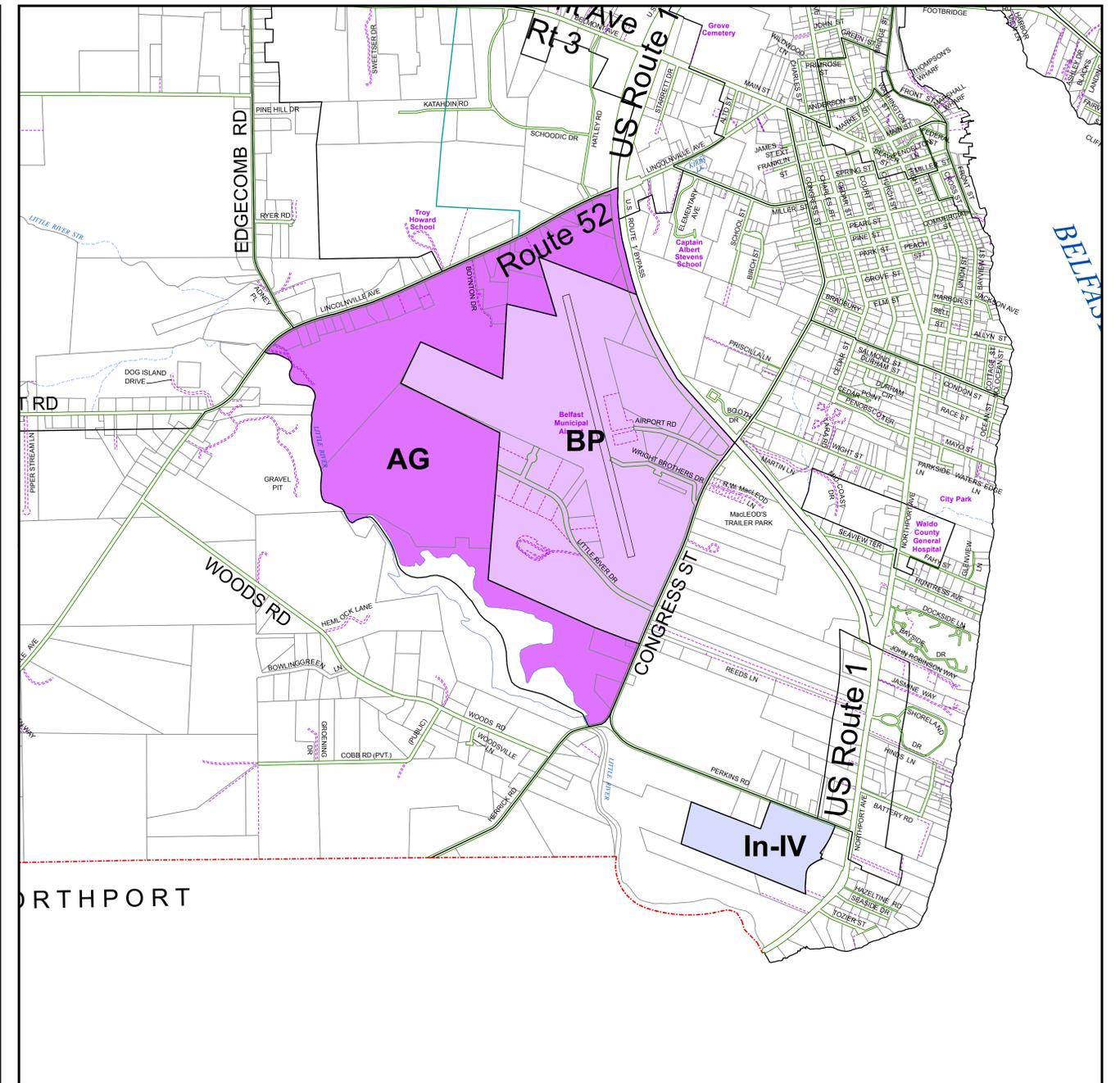
Business Park

PROPOSED LAND USE AREAS



Zone
BP Business Park

EXISTING ZONING



Zone
AG Airport Growth District
BP Business Park-Airport District
In-IV Industrial IV Perkins Road District

ROUTE ONE SOUTH MIXED USE

“SMALL SCALE COMMERCIAL & MIX”

Goal

To establish an area that recognizes the current mix of uses, retail stores, professional offices, service businesses, a hotel/restaurant, a light manufacturing business and residential, and to adopt regulations that allow such uses to co-exist while development of this area occurs.

Overview of Past, Current & Future Use

The ½ mile stretch of Route 1 located between Perkins Road to the south and the jug handle to the north has experienced a real mix of development. To the east of Route 1 lies Belfast Bay. The land area is about ¼ mile deep (between Rt 1 and the Bay) and the predominant development is residential. There are 3 main nonresidential uses located on the water side of the road, Moss, Inc. (manufacturer), State Farm Insurance (office), and Penobscot Bay Inn and Restaurant (hotel/restaurant), and all have frontage directly on Route 1. Most residences are closer to the coast, although some have frontage on Route 1, and one, Penobscot Shores, which is a retirement community, stretches from the road to the coast. The inland side of the road supports more business activity, with Aubochoon Hardware the largest (about 20,000 sf) and the Irving Service Station the busiest. Several of the lots on the inland side of the area are quite large, but there is only a limited amount of remaining road frontage that is undeveloped.

Immediately to the north of the jug handle is a .75 mile stretch of Route One that fronts on the by-pass and which ends at Congress Street. The by-pass was constructed in the late 1960's and re-routed Route 1 so it no longer ran through the middle of in-town Belfast along Northport Avenue and High Street. The by-pass is a restricted access highway on which new curb-cuts/driveways are prohibited. The area to the east is part of Belfast's urban core. The area to the west is largely underdeveloped, although there are several uses located along outer Congress Street; an oil storage depot, a mobile home park, and several residences. This section of Congress Street also borders the City airport and Business Park.

Frankly stated, this area, unlike many in Belfast, has no central or overriding character. It is a mix of uses. The type and amount of commercial development appears to be limited by the area's location south of the Route 1 – Route 3 intersection. This section of Route 1 experiences much less traffic than near the Route 3 intersection or on the easterly side of the Memorial Bridge. There are several larger parcels near Congress

Street, but to date, there has been little demand to develop such. Further, some of the soil conditions in the area are quite wet, which affects how much area can be developed. And, until late 2006, there was little public sewer in the area. Public sewer (gravity) has now been built to the Perkins Road intersection, and there is some likelihood that development along Congress Street could tie into the City's force main line in this area by connecting to an existing pump station.

This is one of those areas in which the City should monitor future development activities to determine if one type of use becomes the most prevalent, and if it does, the City may want to reconsider the most appropriate zoning designation for this area. This is a 'Growth Area', mostly because of the general availability of public services (water & sewer), the area's location along or near a major highway (Route 1), and the amount of development which has occurred to date. There are additional opportunities for more development.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Retail Stores, up to 20,000 square feet, except that in the outer Congress Street area, particularly properties that front on Congress Street, only smaller sized retail stores should be permitted.
- 2) Professional Offices
- 3) Service businesses
- 4) Auto sales, service & repair
- 5) Manufacturing/Light Industry
- 6) Hotel
- 7) Restaurant, however, fast food restaurants are prohibited
- 8) Warehouses & Storage, including fuel storage
- 9) Single family & two family residential, including manufactured housing
- 10) Home Occupations, Larger Scale

Minimum Lot Size

- 1) 1 acre (sewer or septic), residential or nonresidential
- 2) Minimum 150 ft of street frontage, with increase in amount of road frontage for nonresidential uses based on size of development/building or amount of traffic generated

Density (Number of Housing Units per Acre)

- 1) 1 single family or two family residential unit per acre

- 2) No specific restriction on amount of lot coverage for either a residential or a nonresidential use

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Residential Uses; Front setback of 30 feet and a side and rear setback of 15 feet.
- 2) Nonresidential uses; minimum 30 ft front setback, with increases based on size of use
- 3) Nonresidential uses; minimum 15 feet side and rear setback with increases based on size of development or proximity to existing residences

Major Changes Compared to Current Requirements

- 1) A major change is to extend the boundaries of the Route One South area to include most properties that are now located in the General Purpose-B zone. This includes properties that have street frontage on the northwesterly side of outer Congress Street. It is noted that the General Purpose-B zone allows a wide range/mix of uses, and that the proposed Route One South area would similarly allow a mix of uses.
- 2) A second major change is to decrease the type of housing and density of housing now permitted in either the current Route One South zone or the General Purpose B zone. Both zones currently allow multi-family housing and densities as great as 6 multi-family units per acre. The main reasons to decrease density are potential conflicts with future use and development of Belfast Municipal Airport and to emphasize that this area likely is better suited for nonresidential development in the long-term.
- 3) A third change is to revise the number of properties located on the easterly (water side) of the area that would be included in the Rt 1 South Mixed Use area. At present, all properties on the water side that are within 500 feet of Route 1 are in this area. This proposal would result in eliminating the Penobscot Shores property from this area, and the depth of the area would be determined by current property lines in the area. The intent is to include only properties that have road frontage on Route 1 in this area.

Other Issues & Ideas To Consider

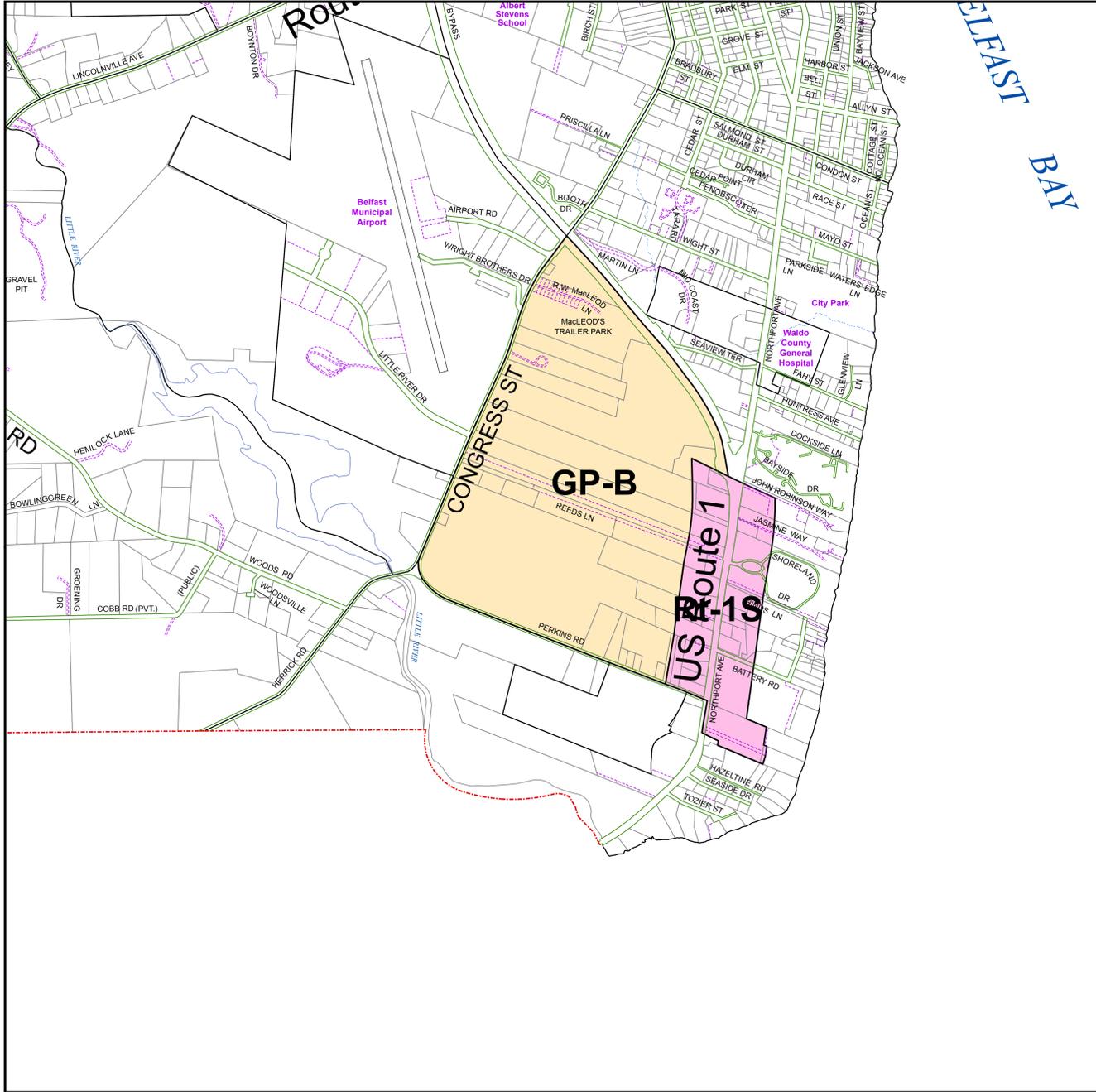
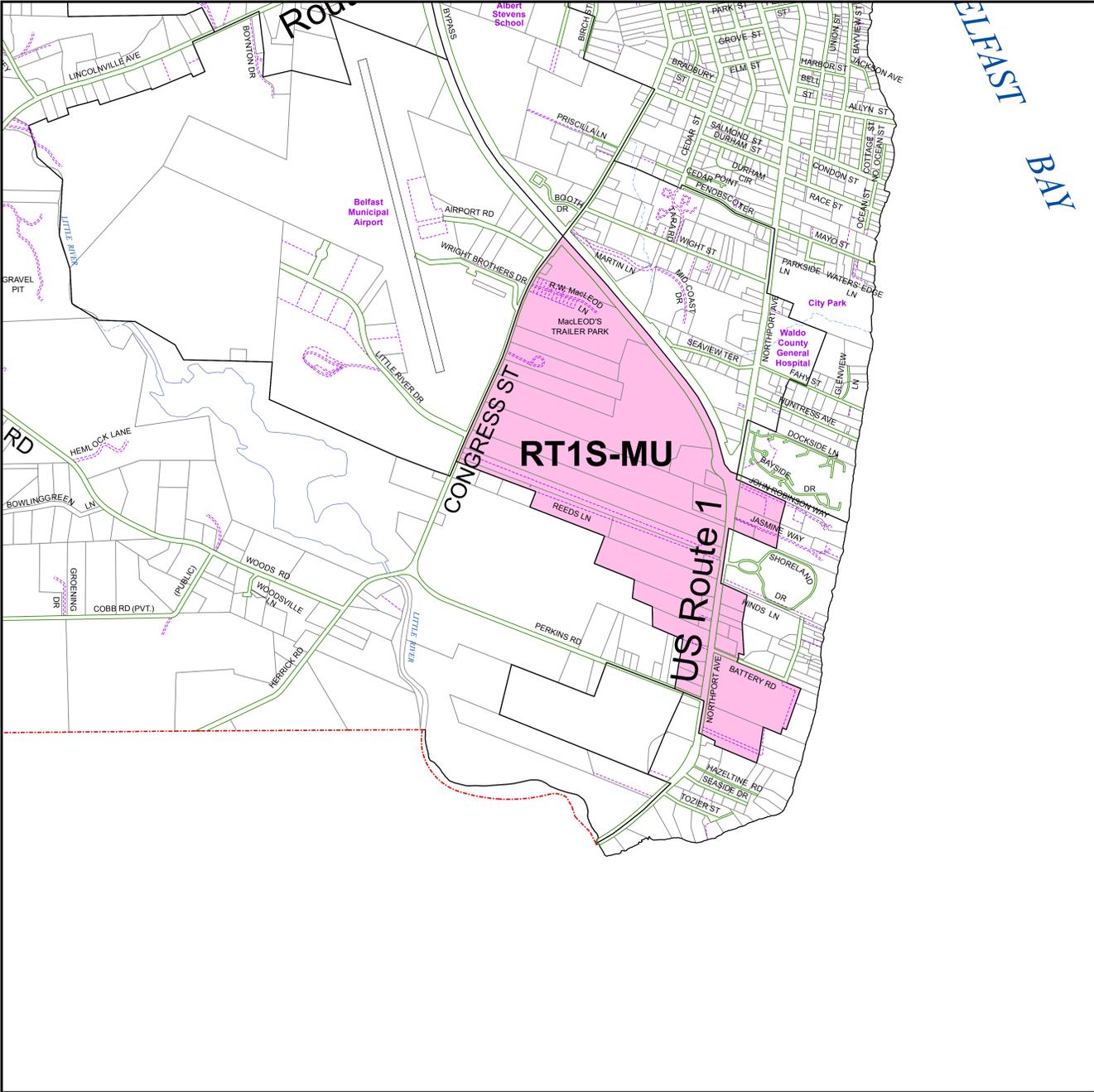
- 1) It is important to manage conflicts with future use of airport by establishing the Airport Protection Overlay zone. This overlay district likely would have the greatest impact on properties located in the Congress Street area. The Airport Committee should assist in identifying potential conflict areas associated with current and future use of the airport.
- 2) There is a large amount of wetlands that affect the area located between Route One and Congress Street. This could adversely affect future development in this area.

- 3) This section of Route One is located within the urban compact zone, which means the City, and not MDOT, maintains the road and controls most decisions regarding access to Route 1.
- 4) MDOT, in 2007 – 2008, made initial improvements to the Congress Street and Route 1 intersection. In the longer term, this intersection likely warrants installation of a signal light, particularly if greater development occurs at the Business Park.
- 5) The limited access section of Route 1 located northerly of the jug handle often appears to be a rural area, partly because there are no curb-cuts and much of the area is wooded. The City may want to consider enacting regulations to require a protective wooden buffer strip along this section of Route 1 so the area retains its rural (forested) character.
- 6) The limited access highway requirement associated with the by-pass appears to have served Belfast well in helping to manage traffic in this area. The City should support the continuation of the limited access provision.

Route 1 South – Mixed Use

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
 RT1S-MU Route 1 South – Mixed Use

Zone
 GP-B General Purpose "B" District
 Rt-1S Route One South Commercial District

RESIDENTIAL 6 AREA

“WATERFRONT HOUSING AREA”

Goal

To establish an area in which residential development along the outer section of Belfast Bay is the predominant use.

Overview of Past, Current & Future Use

Most of the area located along the Belfast Bay waterfront, from the jug handle on Route 1 to the Northport – Belfast line, has been developed for single family housing, and quite a bit of such has occurred on smaller lots. Many of the houses are built immediately adjacent to the coast or have views of the coast. The streets in the area usually run from Route One to the coast, and all end in a cul-de-sac or private turnaround area; there are no cross streets that connect these streets to one another. There are one or two larger undeveloped parcels, and the only nonresidential uses in the area are located immediately adjacent to Route 1. The amount of land area between the Bay and Route One is usually about ¼ mile in depth.

At present, little of the existing development in this area is served by public sewer, and most of the existing houses use individual septic systems. Public sewer ends at Perkins Road, and many of the residences are located south of this area along Tozier Street, Seaside Drive and Hazeltine Road. Also, many of the homes located northerly of Perkins Road are often near the coast, such as along Battery Road, and sewer to this area is via a private force main (pump line) and serves only a limited number of homes. While there are some opportunities for additional housing, these opportunities are quite limited. Also, all areas within 250 feet of the Bay are subject to City/State Shoreland requirements, usually requirements of the Limited Residential subdistrict. The exception is the Battery which is in the General Development Subdistrict, which is a shoreland zoning classification which the City should re-examine.

The Residential 6 zone is a ‘Growth Area’, but the total amount of new housing which can be constructed in this area will be limited. Also, most of the housing will be upper end homes because of the waterfront location or water views.

Recommendations

Permitted Uses (Examples of Main Use)

- 1) Single-family & two-family residences

- 2) Congregate Care & Elderly housing
- 3) Home Occupations, Small Scale (low impact)
- 4) Schools, Churches, Child Care & Similar Uses

Minimum Lot Size

- 1) 1/2 acre – 20,000 sq ft for single family if on sewer or septic
- 2) ½ acre – 20,000 sq ft for two-family if on sewer
- 3) 1 acre for two-family if on septic
- 4) 1 acre for nonresidential development
- 5) 100 feet road frontage, increasing to 200 feet if on Route One

Density (Number of Housing Units per Acre)

- 1) 2 single family houses per acre (sewer or septic)
- 2) 4 two-family units per acre if on sewer
- 3) 2 two-family units per acre if on septic
- 4) 0 multifamily housing per acre, it is a prohibited use
- 5) There is no specific density standard for congregate housing or elderly housing. Penobscot Shores is a congregate housing project.
- 6) It is noted that density for housing usually increases to 1 house per 30,000 square feet in the Shoreland Zone, however, it may be appropriate to allow a higher density standard (more units per acre) for select properties located in the Battery that are also in the Shoreland Zone.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Residential uses; usually 30 feet front and 15 feet side & rear
- 2) Congregate Care & Elderly Housing, likely 30 feet front and 25 feet side & rear
- 3) Nonresidential uses, 30 feet front and 25 feet side and rear
- 4) No specific restriction on amount of lot coverage for either a residential or nonresidential use; unless property is located in the Shoreland area.

Major Changes Compared to Current Requirements

- 1) The Residential 6 area proposal would create a new zoning district which would replace the current Residential II zone that applied to most of this area. This change results in the following:
 - an increase in the minimum lot size from 15,000 square feet to 20,000 square feet, which reflects the unavailability of sewer to most of this area
 - an increase in the amount of road frontage from 60 feet to at least 100 feet and to 200 feet if the property is on Route 1. One hundred (100') is more

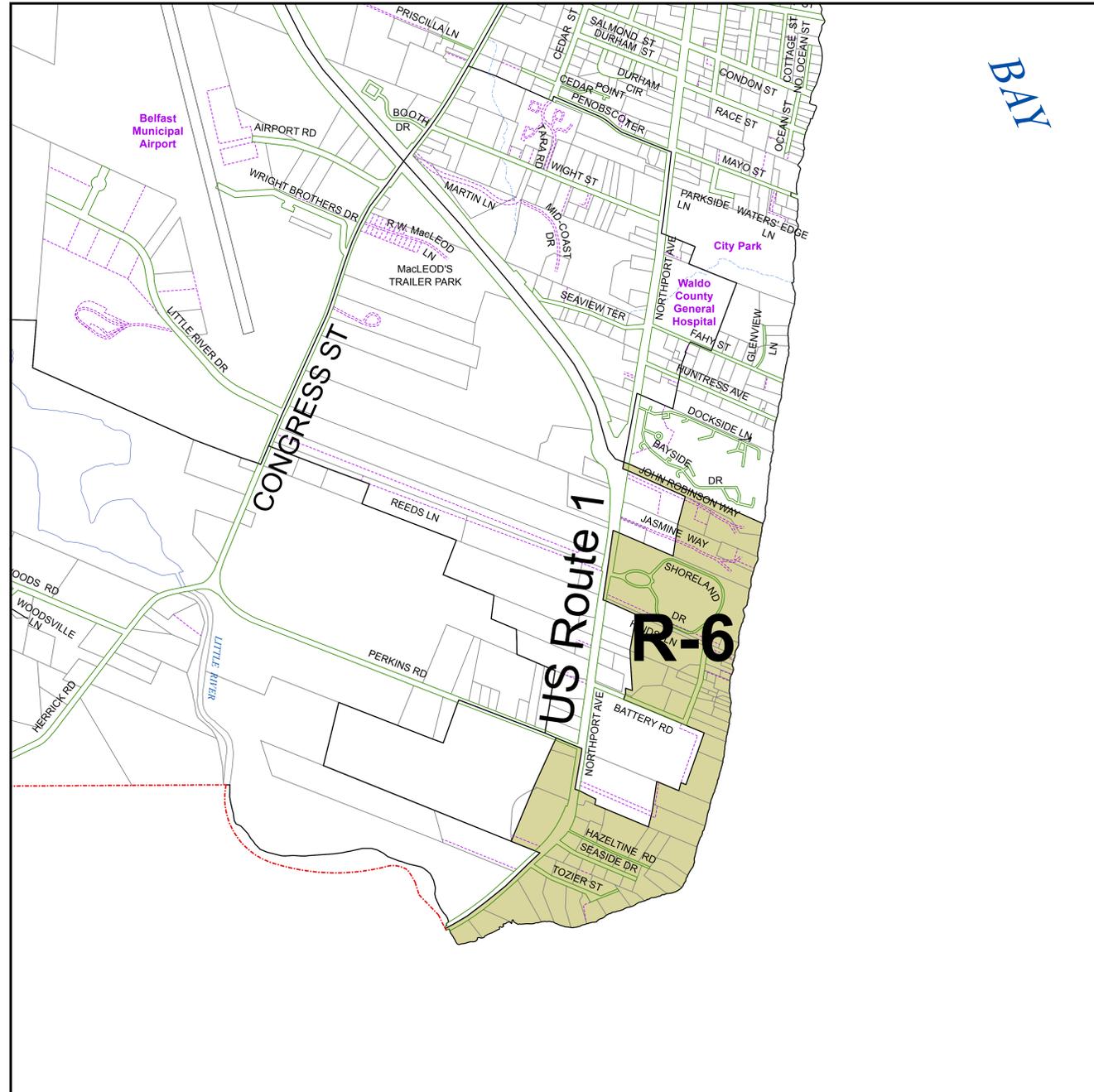
- appropriate for a ½ acre lot, however, small frontage lots should be prohibited on Route 1.
- Eliminates offices uses which are now a permitted use in the Residential II zone.
- 2) Removes the section of the Penobscot Shores property that is located adjacent to Route 1 from the current Rte 1 South zone, which results in all of this property being included in one district. Also, several smaller properties that have no frontage on Route 1 would now be included entirely within a residential district. Properties located between the jug handle and Perkins Road that have frontage on Route 1 would be in a mixed use district rather than this residential area, with the exception of the Penobscot Shores property.

Other Issues & Ideas

- 1) Much of the area is subject to Shoreland zoning requirements, which mandates setbacks from the water and increases in the minimum lot size. Area also includes the mouth of the Little River. Most of the Shoreland area is in the Limited Residential subdistrict, however the 'Battery' is now in the General Development subdistrict. The General Development subdistrict allows a wide range of uses, including most nonresidential uses. The City should consider amending the Shoreland classification for the Battery area.
- 2) The public sewer extension the City constructed on Route 1 to Perkins Road could eventually be used to extend sewer to residences located in the Hazeltine Road, Seaside Drive, and Tozier Street area, however, there appears to be little need to extend such service at this time. It is recommended that any such extensions occur at property owner expense rather than City expense, since most of the lots in this area have sufficient size to support on-site wastewater disposal, most of the available land has been developed, and there are limited opportunities for additional development.
- 3) Many of the homes in this area have high property values because of the waterfront location. Within the last five years, there has been growing interest in the construction of private docks. The City should monitor the amount of dock construction and where it occurs, and should consider amending its current dock regulations if too many docks are proposed. This concern would need to be examined by the Harbor Committee.

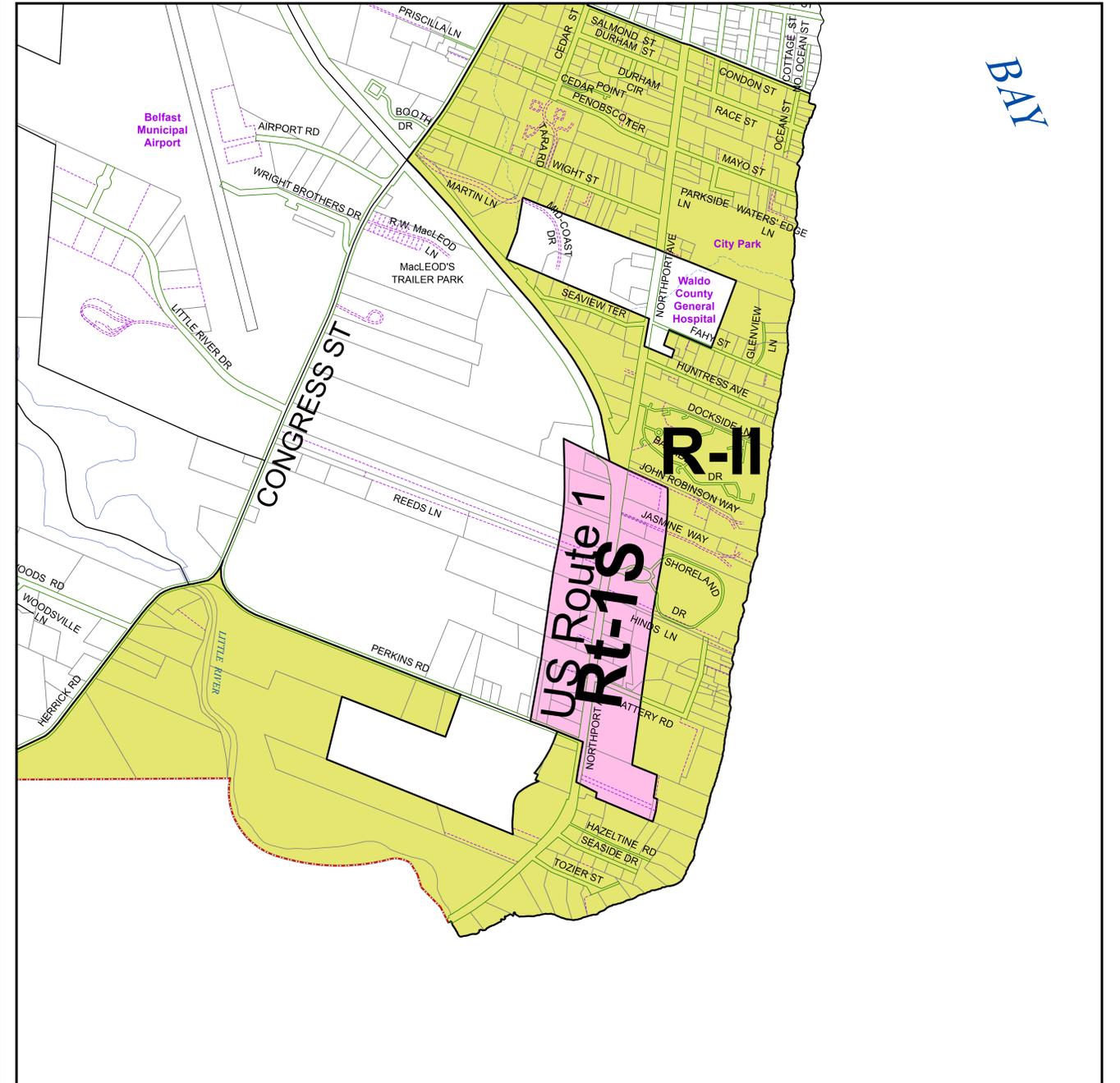
Residential-6

PROPOSED LAND USE AREA



Zone
R-6 Residential 6

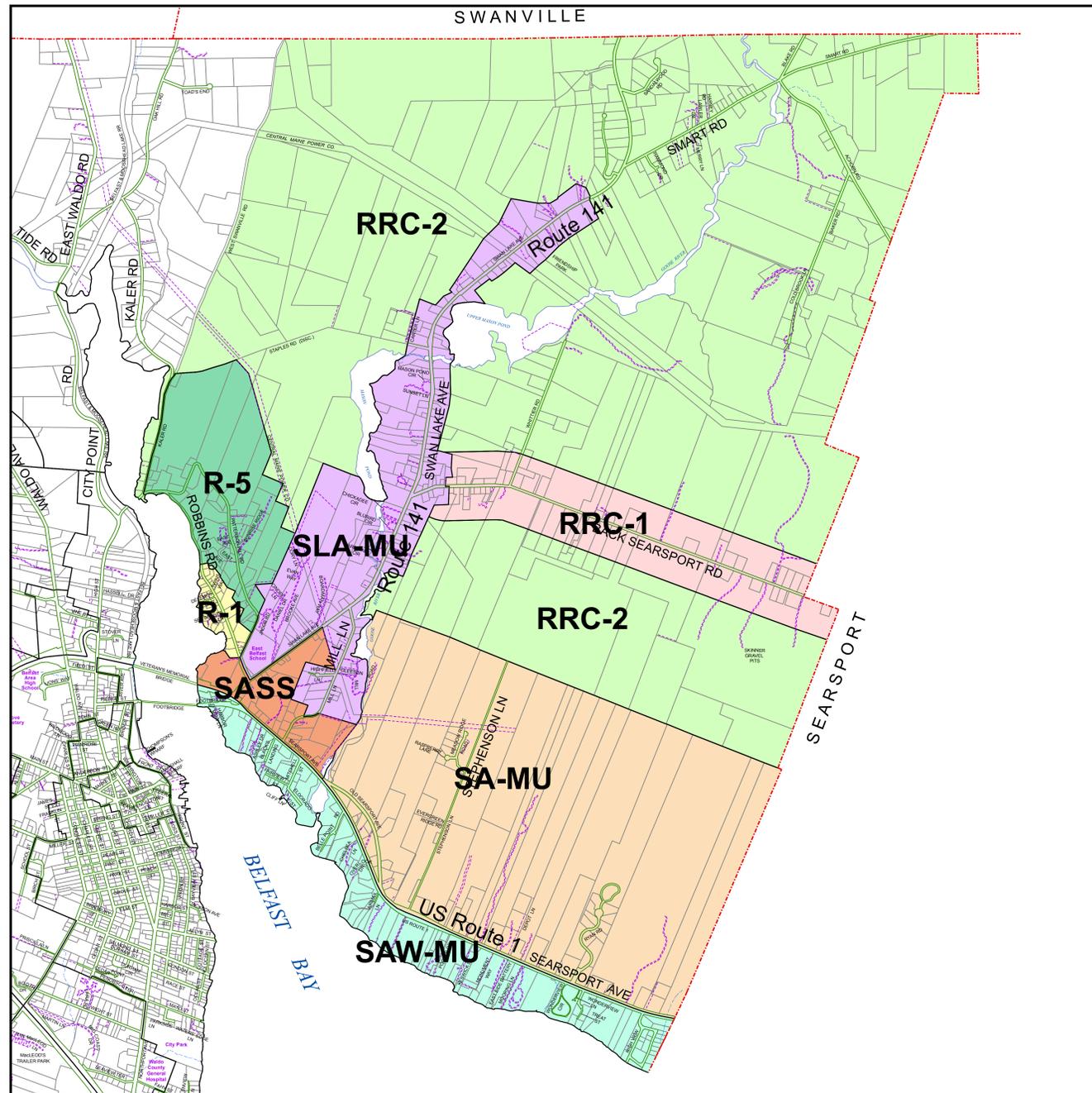
EXISTING ZONING



Zone
R-II Residential II District
Rt-1S Route One South Commercial District

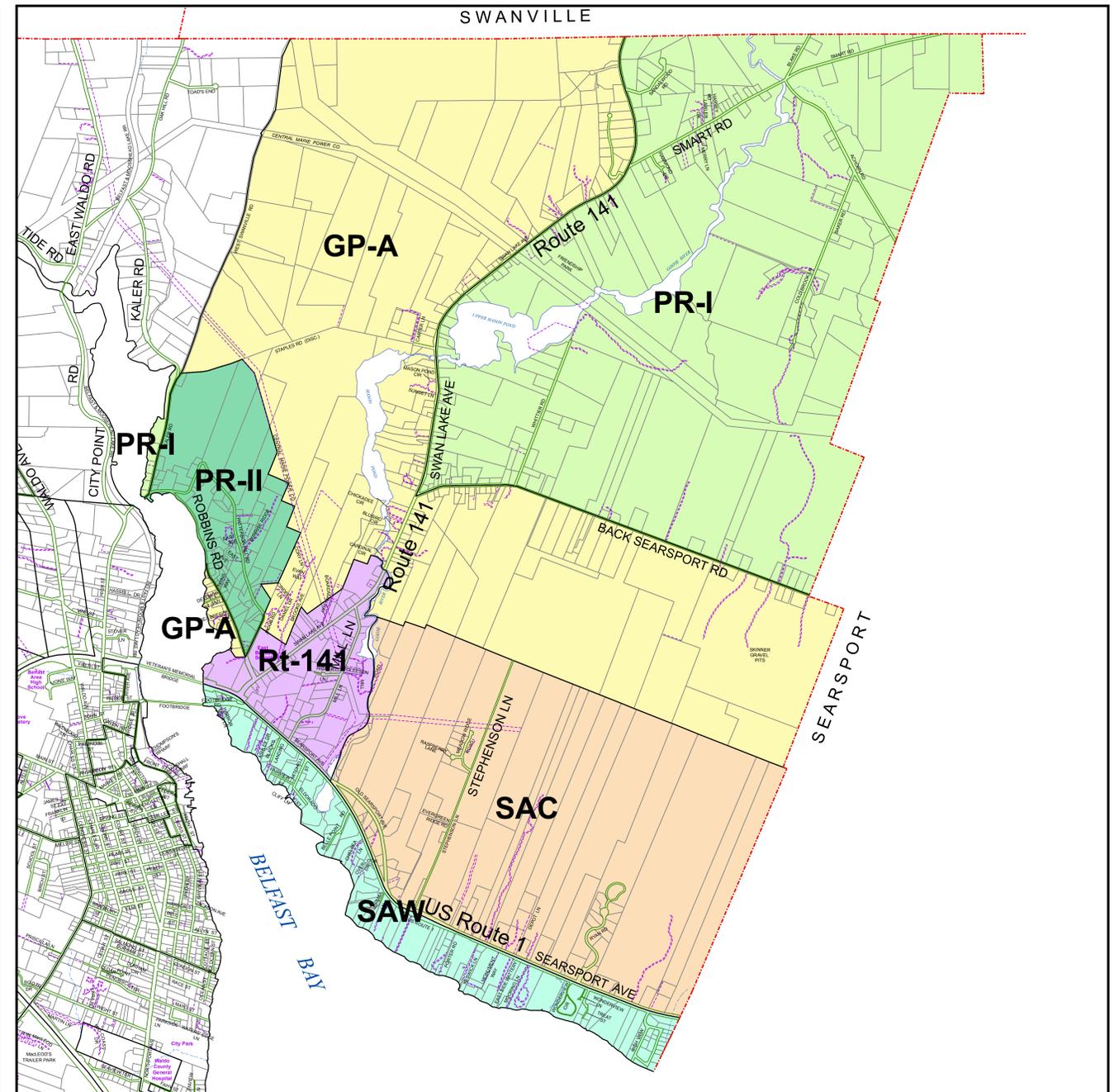
EAST SIDE

PROPOSED LAND USE AREAS



- Zone
- R-1 Residential 1
 - R-5 Residential 5
 - RRC-1 Rural Road Class 1
 - RRC-2 Rural Road Class 2
 - SA-MU Searsport Avenue – Mixed Use
 - SAW-MU Searsport Avenue Waterfront – Mixed Use
 - SLA-MU Swan Lake Avenue – Mixed Use
 - SASS Searsport Avenue – Small Scale

EXISTING ZONING



- Zone
- GP-A General Purpose "A" District
 - PR-I Protection Rural District
 - PR-II Protection Rural-2 District
 - Rt-141 Route 141 and Mill Lane Commercial District
 - SAC Searsport Avenue Commercial District
 - SAW Searsport Avenue Waterfront District

RESIDENTIAL 1 AREA (Robbins Road Area)

“EXISTING RIVERFRONT HOUSING AREA”

Purpose

To establish a protected residential area which recognizes that all properties in the area have access to public sewer and which encourages the renovation of existing houses and construction of new houses by allowing housing at lot sizes that are similar to most current development.

Overview of Past, Present & Future Use.

Until the early 1990's, many homes in this area were 40+ years old and were quite modest in size. Most were located on lots that were less than ½ acre (21,780 square feet) in size, and some on lots as small as 4,000 square feet in size. The small size of the lots, the area's proximity to the Passagassawakeag River, and the questionable status of subsurface wastewater disposal systems in the area, prompted the City, with the assistance of State Community Development Block Grant monies, to extend public sewer service to the area in the early 90's. Soon thereafter, the character of housing construction in this area began to change.

In the past 15 years, many of the former modest homes have been extensively renovated or have been demolished and replaced with newer, larger, more expensive homes. Newer residents appear to be attracted to the area's location along the upper reaches of the Passagassawakeag River and consider this narrow strip of land along Robbins Road a desirable place to live. This trend also has resulted in many of the former residents 'moving on'. In many respects, this area likely has seen greater change than most any other area in Belfast, and this transition appears to be continuing.

The area's changing character also is reflected in how the City proposes to regulate development. In 2004, the City amended the Shoreland Zoning standards that apply to this area to establish it as a residential only zone. Prior to 2004, the area was included in the General Development Subdistrict of the Shoreland Zone, a Subdistrict that allowed most types of uses; industrial and commercial uses as well as housing. The area is now in the Urban Residential Subdistrict, which is the same Shoreland Zoning designation that applies to properties along streets such as Bay View and North Ocean Street (located inside the bypass along the coast).

The City now proposes to establish consistency between the Shoreland Zoning adopted in 2004 and the main underlying zoning. The recommended approach is to establish this as part of the Residential 1 zone, which is the same zoning district that now applies to the Cedar Street – Court Street area. This zoning would allow houses on small size lots, about $\frac{1}{4}$ acre, and with minimal street frontage, 60 feet. At present, this area is part of the General Development–A zone which allows most uses, including industrial and commercial. It is also believed that it would be appropriate to extend this land use district to the area located immediately adjacent to the inland side of Robbins Road; an area which also has public sewer. If this approach is adopted, there could be some increase in the number of new houses constructed, but it should ensure that the main future use will be housing renovations and expansions.

This area is considered a residential ‘growth area’. The small size of the area results in it being unable to support a significant number of new homes, however, the availability of sewer and the density permitted classifies it as a ‘growth area’.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Single-Family & Two-Family
- 2) Home Occupations, Small Scale Only, including Bed & Breakfast
- 3) Municipal Uses
- 5) Schools, Churches, Day Care Centers & Similar Uses

Minimum Lot Size

- 1) $\frac{1}{4}$ acre – 10,000 square feet (sewer)
- 2) $\frac{1}{2}$ acre – 20,000 square feet (septic)
- 3) 60 feet street frontage

Density (Number of Housing Units per Acre)

- 1) 4 single-family houses per acre (sewer)
- 2) 2 single-family houses per acre (septic)
- 3) 8 two-family (duplex) units per acre (sewer)
- 4) 2 two-family (duplex) units per acre (septic)
- 5) 0 multi-family units per acre. Multi-family is a prohibited use.
- 6) No specific lot coverage requirement in the zoning ordinance for either residential uses or the limited number of nonresidential uses that can occur. It is noted, however, that most of the area on the southerly side of Robbins Road along the River is in the Shoreland Zone and that maximum lot coverage requirements apply.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Variable front setback for residential based on existing development patterns, with the possibility of reducing the setback to as little as zero feet from the Robbins Road right-of-way, particularly for properties on the water side of Robbins Road. It is noted that many of the homes, particularly on the water side, are located close to Robbins Road because of the small size of the lots. It also is noted that existing development patterns for many of properties on the inland side of Robbins Road would result in a structure setback that is larger than on the water side. One reason cited for instituting this provision is that Robbins Road is a 66' wide right-of-way.
- 2) Side setback of 15 feet, but perhaps some flexibility to allow a lesser setback for structures located on existed undersized (nonconforming) lots.
- 3) Rear setback of 15 feet for dwelling units and 5 feet for an accessory structure, if the accessory structure is detached from the main structure.

Major Changes Compared to Current Requirements

- 1) The water side of Robbins Road would change from the General Purpose A zoning district to the Residential 1 zoning district. The General Purpose-A zone allows most uses, retail, service businesses, light manufacturing, and others, while in the Residential 1 zone, housing is the main permitted use. That said, this change would have little effect on most properties on the water side of Robbins Road because nearly all of the land is in a Shoreland Subdistrict that now only allows housing uses.
- 2) On the inland side of the Robbins Road, from the intersection with Patterson Hill to the point at which Robbins Road meets the River, the City would amend the zoning district from the current Protection Rural 2 zone to the Residential 1 zoning district. The main effect of this change would be to reduce the lot size from $\frac{1}{2}$ acre with sewer to $\frac{1}{4}$ acre with sewer. There would be little affect on the range of uses permitted since the Protection Rural 2 zone is also largely a protected residential area.

The proposed change is consistent with the overall guidelines that were used to prepare this Plan, including:

- In most areas outside the by-pass, the zoning on both sides of the road should be the same;
- In areas with public sewer, smaller size lots should be permitted.

This proposed change results in 18 lots which have frontage on the inland side of Robbins Road being included in the proposed Residential 1 zone rather than the Protection Rural 2 (Residential 5) zone.

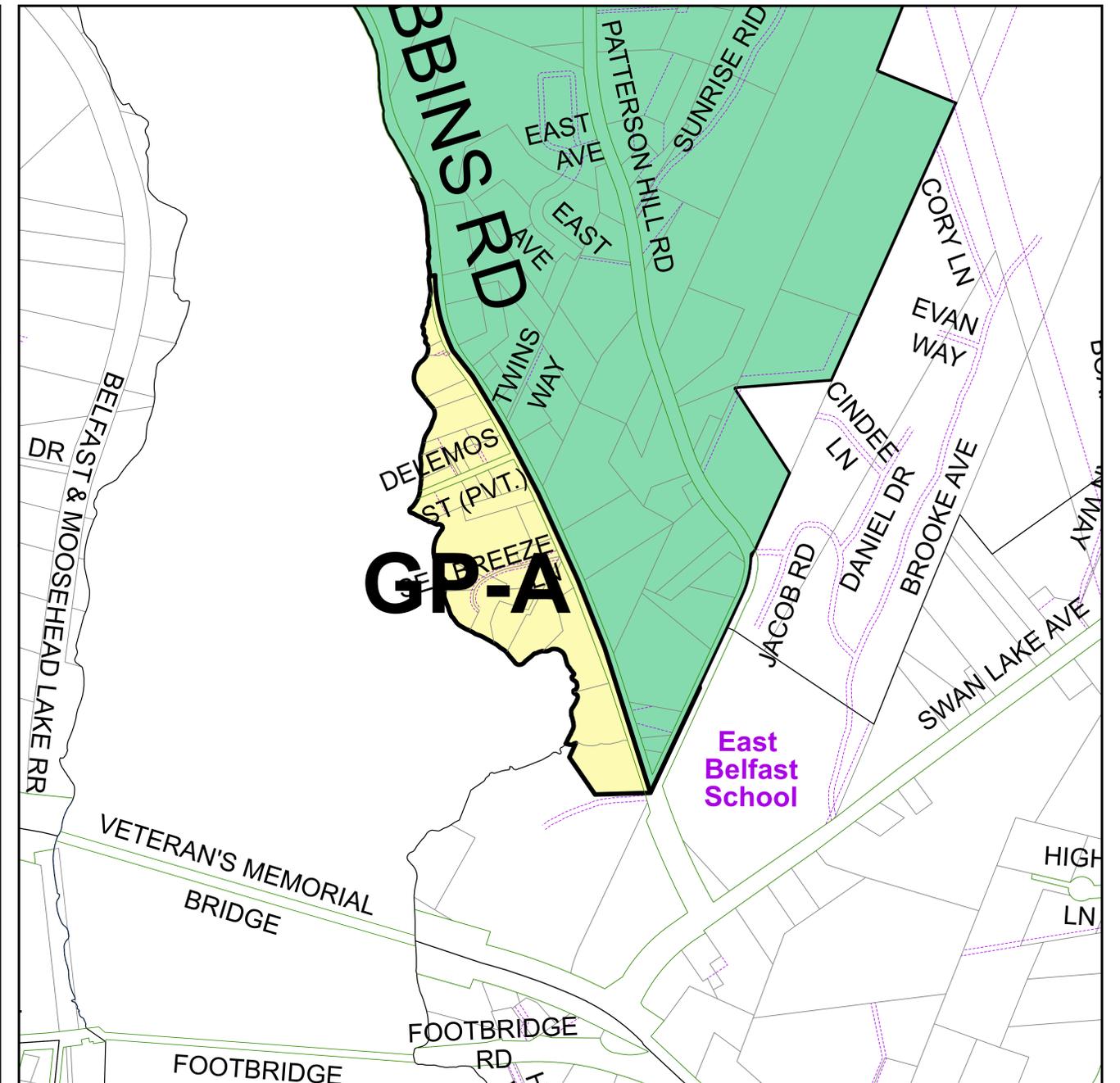
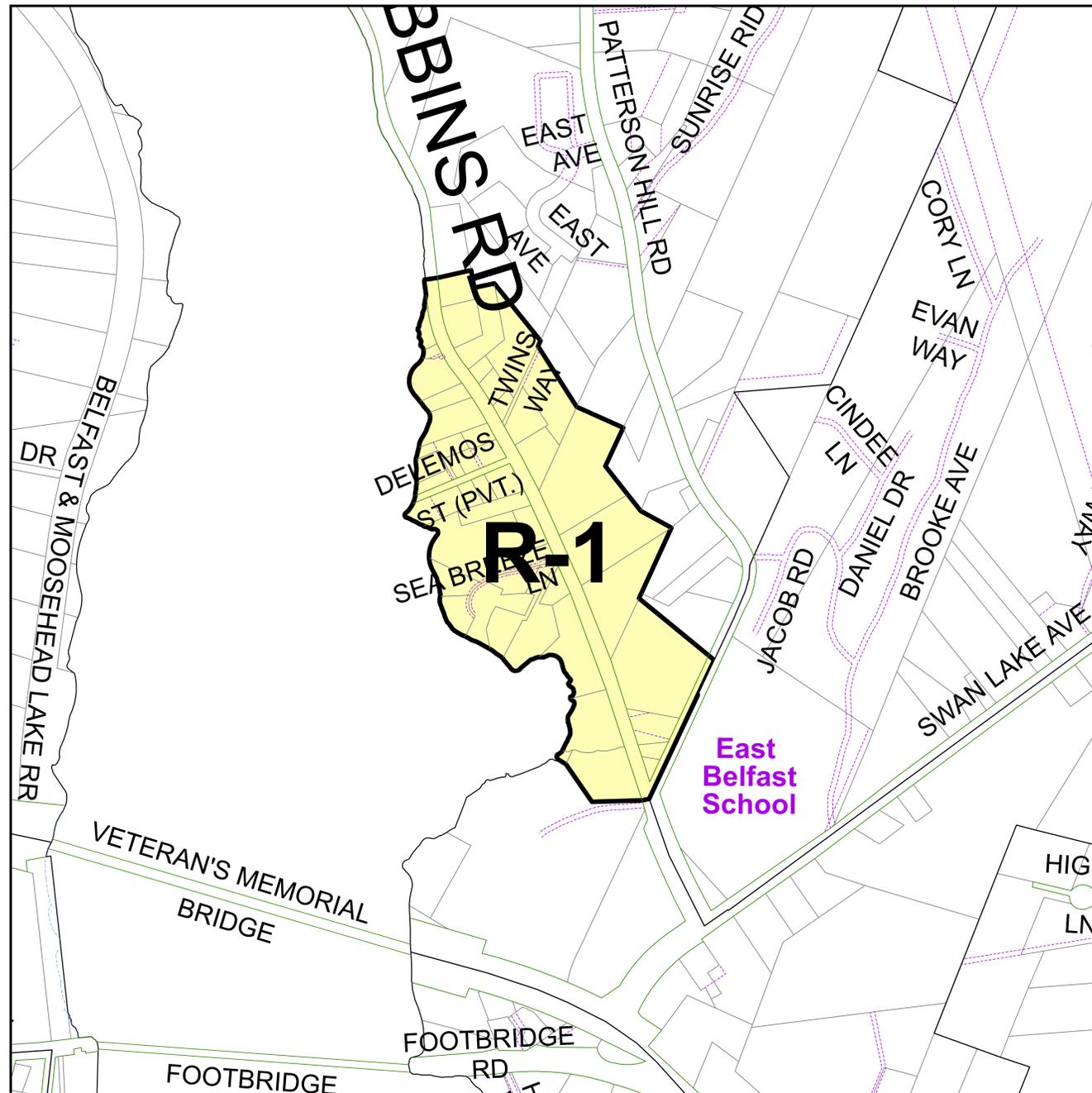
Other Issues & Ideas to Consider:

- 1) There is a need for improved stormwater management along Robbins Road.
- 2) Robbins Road experiences both local and non-local traffic, which appears to contribute to speeding in the area. Robbins Road provides a connection to Oak Hill/City Point Road, which is the nearest alternative to the Veterans Memorial Bridge to cross the Passagassawakeag River.
- 3) Longer-term, the City should consider constructing a sidewalk along this section of Robbins Road, or widen the road to accommodate a bicycle lane. The Coastal Mountain Land Trust has acquired the former Belfast and Moosehead Lake Railroad line from the Memorial Bridge to City Point (Train Station on City Point Road) and converted the former railroad bed into a bicycle/pedestrian trail. It also has been suggested that this trail system should link to the Belfast Footbridge via Kaler Road and Robbins Road. If there is a substantial increase in foot traffic or bicycle traffic on this road, the City may need to consider providing pedestrian oriented amenities. That said, the proximity of houses to the road along Robbins Road and the slope of the road could make it very difficult to construct a good quality sidewalk or paved shoulder. The potential need to construct a sidewalk is one of the reasons why the City should continue to own a 66 foot wide road right-of-way.

Residential-1

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
R-1 Residential 1

Zone
GP-A General Purpose "A" District

RESIDENTIAL 5 AREA

“PROTECTED HOUSING AREA”

Purpose

To establish a regulatory approach that recognizes that the land uses which occur in this area, and residents’ expectations of the type of uses which should occur in this area is transitioning from one in which a wide variety and mix of uses was permitted, to an area in which single family housing should be the predominant use.

Overview of Past, Current & Future Use

This area largely is located along Patterson Hill Road. Most existing development consists of single family housing, some of which is located on small lots (1/2 acre and less), others of which is on parcels that are 5+ acres in size. Other developments in the area include the Bay Head Apartments (26 unit PenquisCAP affordable housing project) and the Midcoast Christian Fellowship Church and an associated regional food pantry. Many who live in the area were born and raised in Belfast, but that has started to change over the last 10 years as others have moved into the area, partly because of the views of the River and Bay afforded by the height of Patterson Hill.

The current zoning for this area was established in 2000 through the citizen petition process that is identified in the adopted 1997 Comprehensive Plan. This process allowed the residents of an area that was zoned General Purpose A to petition the City to change the zoning to a Protection Rural status. The current zoning is called Protection Rural-2, which differs from the Protection Rural 1 zone because it allows housing development on smaller lots.

The proposal does not envision any amendments to the limited range of uses permitted in this area under the current Protection Rural 2 zone. The only recommended change is to include properties that currently have road frontage on Robbins Road and which have access to public sewer in the adjacent (proposed) Residential 1 zone which is located on the water side of Robbins Road. This area likely can accommodate a modest increase in the amount of current housing, partly because most housing in this area uses septic for waste disposal. This area largely qualifies as a limited ‘Residential Growth’ area.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Single-Family & Two-Family Residential
- 2) Home Occupations, Larger Scale Permitted, including Bed & Breakfast
- 3) Municipal Uses
- 4) Schools, Churches, Day Care Centers & Similar Uses
- 5) Agriculture

Minimum Lot Size

- 1) 1 acre for single family or two family or a nonresidential use on septic
- 2) ½ acre for single family or two family or a nonresidential use on sewer
- 3) 100 feet street frontage for all uses

Density

- 1) 2 single family houses per acre (sewer)
- 2) 1 single family house per acre (septic)
- 3) 4 two-family (duplex) units per acre (sewer)
- 4) 2 two-family (duplex) units per acre (septic)
- 5) 0 multi-family units per acre; multi-family is a prohibited use
- 6) No specific restriction regarding amount of lot coverage for either a residential or a nonresidential use.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Current front setback requirement of 30 feet, perhaps a reduction to 20 feet is warranted. Quite a few of the current houses do not satisfy the 30 foot front setback requirement.
- 2) Side and rear minimum setback of 15 feet for both residences and the limited number of nonresidential uses that are permitted.

Major Changes Compared to Current Requirements

- 1) The most significant change is to include 18 properties that have frontage on Robbins Road and which have access to public sewer in the proposed Residential 1 area rather than in the Protection Rural 2 (Residential 5) area as is now the case.
- 2) Consider the desirability of reducing the front setback requirement for structures.

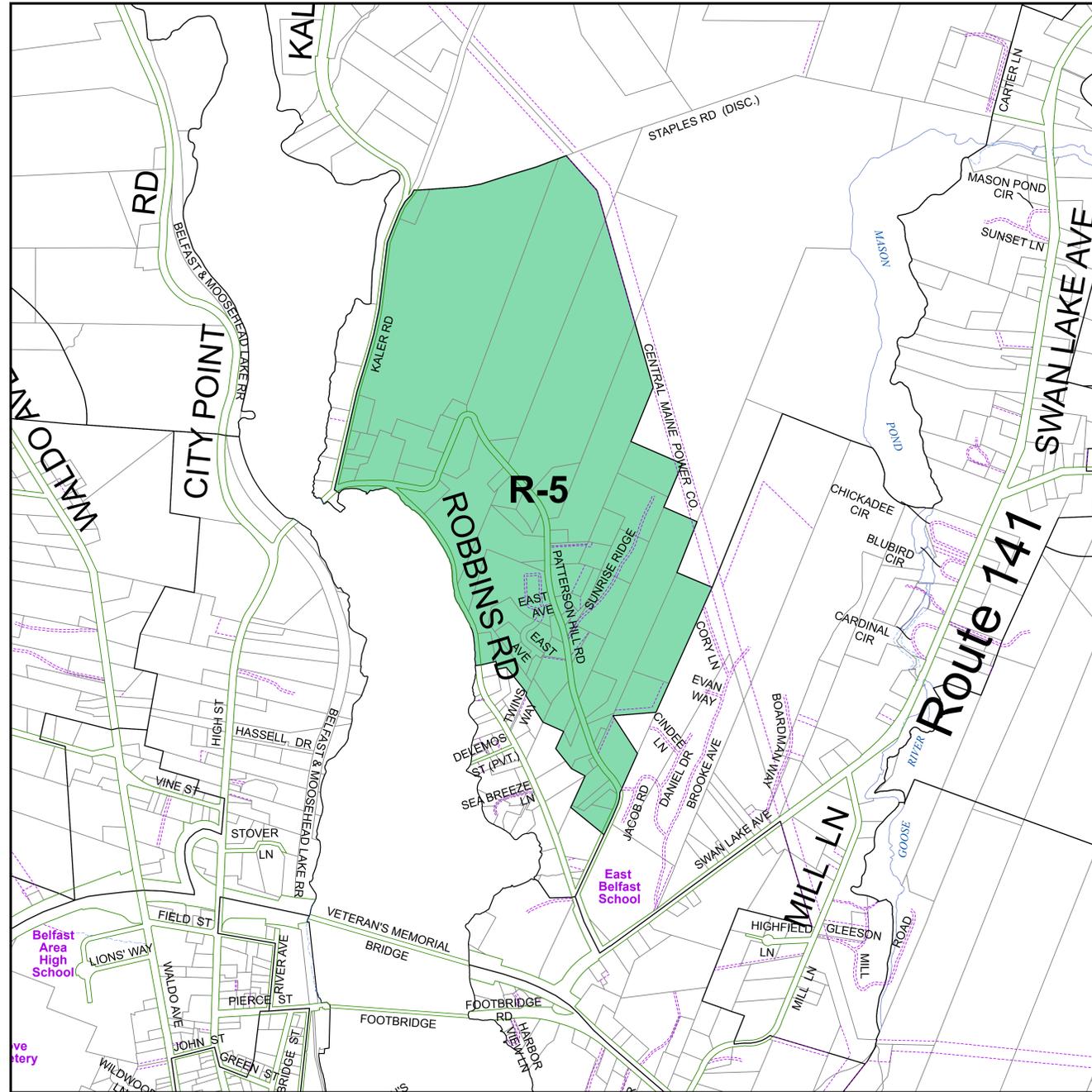
- 3) Also, there is no height limit identified in the current Protection Rural-2 zone standards. A structure height limit may be appropriate for this area.

Other Issues & Ideas To Consider

- 1) Steep slopes on Patterson Hill often cause conflicts with development. The City should consider adopting 'steep slope' provisions to regulate development in this area and other areas.
- 2) Most of the area lacks public sewer, and some existing lots are quite small in size. There is a long-term potential (need) of extending public sewer to this area. That said, if the City invests in installing public sewer in this area, it may warrant a change in the zoning to allow greater densities of housing development.
- 3) This area is a cross between 'rural' and smaller lot residential, but there is little public infrastructure to manage stormwater or to accommodate pedestrians. The City should explore the desirability of constructing sidewalks or using an extended pavement shoulder for Patterson Hill Road. Further, stormwater improvements should be considered.

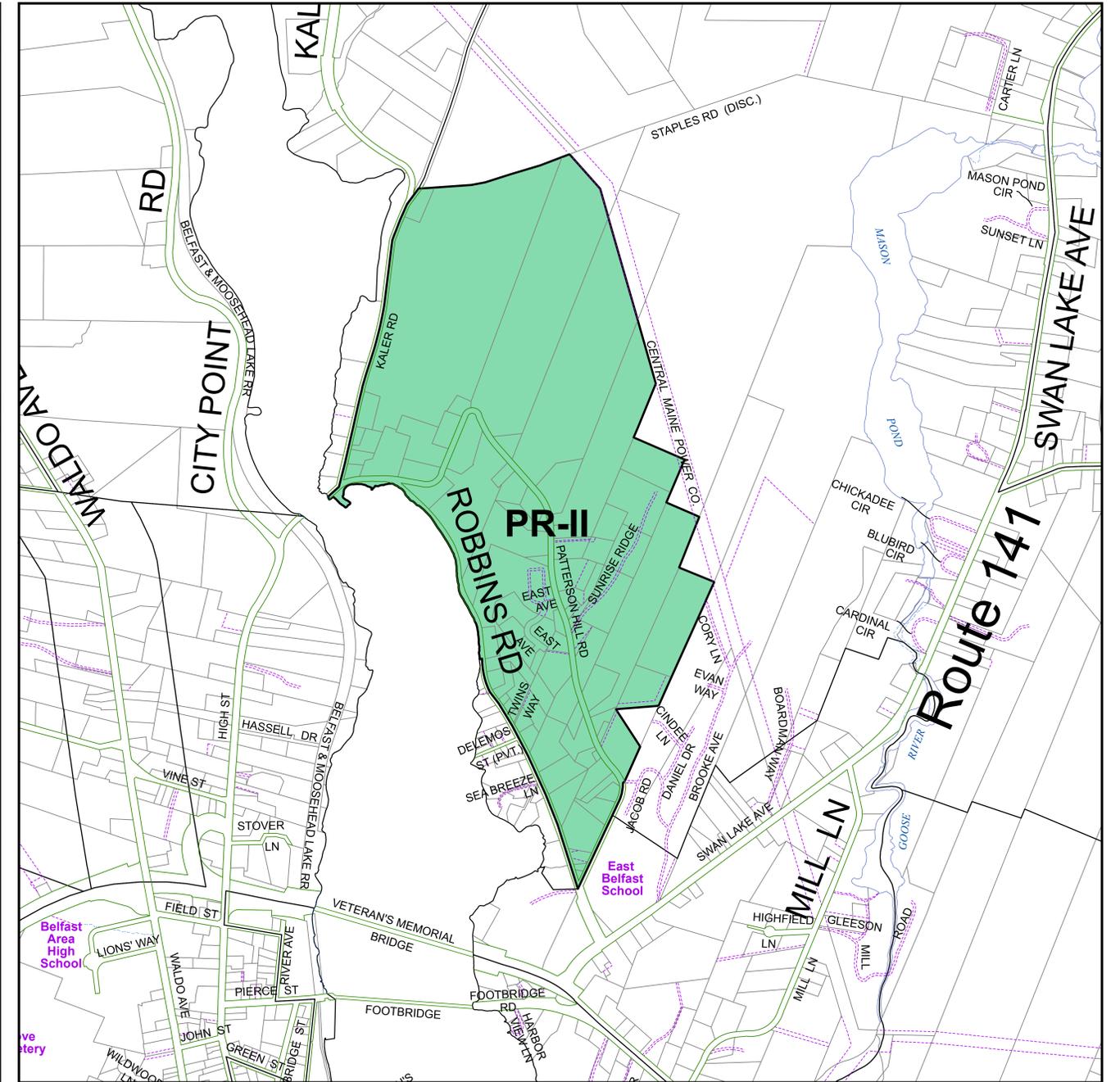
Residential-5

PROPOSED LAND USE AREA



Zone
R-5 Residential 5

EXISTING ZONING



Zone
PR-II Protection Rural-2 District

SWAN LAKE AVENUE MIXED USE

HOUSING & SMALL SCALE COMMERCIAL

Goal

To allow development that recognizes that this area often shares more similarities with an urban area than a rural area, and that the area supports a mix of single family homes, mobile home parks and small scale nonresidential uses.

Overview of Past, Current & Future Use

The City views the type of development which has occurred along the nearly 2 mile stretch of Route 141/Swan Lake Avenue from Robbins Road to near the CMP power lines as having many similarities. Most development is located very close to the road, many of the lots are often quite small (about 1/2 acre with 100 feet of road frontage), and there is a greater mix of residential and nonresidential uses along this road than often occurs along other State roads in Belfast, such as Routes 7, 52, and 137. MDOT clearly has recognized the different character of development in this area because all of the area proposed for this zone is located within the MDOT urban compact zone. MDOT reserves such classifications for areas along State roads which have experienced higher densities of development.

Single family homes, many of which are quite small, clearly are the predominant use on Swan Lake Avenue. There also is a significant number of nonresidential uses scattered along the road, such as Goose River Grocery, Johnson's auto service and sales, Pooler's Towing, and Lane Construction, a major gravel pit and pavement operation. There also are several mobile home parks in the area; Hyland Estates and Belfast Trailer Park (Clarke's) are the largest. While you clearly have left 'in-town' Belfast when you drive along this section of Swan Lake Avenue, the experience and feel of driving this area is much different than driving along a road such as the Pitcher Road or Kaler Road.

The City, in 2006, extended public sewer to the area located along Swan Lake Avenue between the Robbins Road and the Back Searsport Road. This extension was in response to a State DEP order that the Belfast Trailer Park must either cease use of their on-site sewer lagoons or close down. The City was very concerned about the potential loss of this 40+ unit mobile home park which is a source of affordable housing and used a combination of taxpayer and grant funds to extend public sewer to the area. The availability of public sewer is an additional feature which makes this area much different

than most ‘rural’ roads in Belfast. The availability of public sewer means the area can usually support more dense development.

Future use in this area likely will be similar to current use. The availability of public sewer to at least a portion of the area, and public water to most properties means that this area clearly should be considered a ‘Growth Area’. While much of the future development likely will be houses, there also likely will be interest in constructing small scale nonresidential uses. Although development is encouraged, development should recognize the area’s proximity to the Goose River and Upper and Lower Mason Pond. Shoreland zoning standards should be used to help protect these resources.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Single family and two family residential, including manufactured housing
- 2) Multi-family, but only if on public sewer
- 3) Home occupations, larger scale
- 4) Mobile Home Parks, if on public sewer. Parks, however, cannot occur along Mill Lane.
- 5) Retail uses less than 4,000 square feet in size
- 6) Professional offices less than 4,000 square feet in size
- 7) Service Businesses
- 8) Auto repair and accompanying auto sales as an accessory use
- 9) Auto Sales
- 10) Convenience store – limit on number of gas pumps
- 11) Greenhouses, no limit on size
- 12) Light manufacturing/industrial uses
- 13) Warehouses
- 14) Agriculture & Forestry
- 15) Hydropower generation, including the use of such power to support an on-site use.
- 16) Salvage yards/junkyards

Minimum Lot Size

- 1) 1/2 acre for single family or two-family on sewer with 150 - 200 feet of road frontage if located on either Mill Lane or Swan Lake Avenue, and 1/3rd acre if on sewer and no road frontage on the above roads.
- 2) ½ acre for single family on septic regardless of the amount of road frontage.
- 3) 1 acre for a two family residence on septic, regardless of the amount of road frontage.

- 4) 1 acre minimum for multi-family, provided lot has public sewer and lot has a minimum of 200 feet of road frontage, unless the lot has no road frontage.
- 5) 1 acre for nonresidential, septic or sewer with a minimum of 200 feet of road frontage, regardless of which road it is located on.

Density (Number of Housing Units per Acre)

- 1) 2 single family units per acre if on sewer or septic and property has frontage on either Swan Lake Avenue or Mill Lane
- 2) 3 single family units per acre if on sewer and have no road frontage on Swan Lake Avenue or Mill Lane
- 3) 4 two-family (duplex) units per acre if on sewer, regardless of where the property is located.
- 4) 2 two-family (duplex) units per acre if on septic, regardless of where the property is located.
- 5) 12 – 16 multi-family units per acre if on sewer. No multi-family permitted if property does not have public sewer.
- 6) Mobile Home Park density consistent with State Law. This usually means about 7 mobile homes per acre if on sewer, and 2 mobile homes per acre if not on sewer.
- 7) No specific restriction on amount of lot coverage for either a residential or a nonresidential use, unless such use is located in a shoreland overlay zone. Properties near the Goose River and Upper or Lower Mason Pond are subject to shoreland zoning provisions.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Single family and two-family – 30 feet front setback and 15 feet for either side or rear setback.
- 2) Multi-family – 30 feet front and 30 feet side and rear; provided parking also is located to side or rear.
- 3) Nonresidential – 40 feet front and 40 feet side and rear, provided parking also is located to side or rear, unless property is setback a greater distance from the road.

Major Changes Compared to Current Requirements

This area is now located within 3 different zoning districts. One of the key purposes of the proposed changes is to standardize the range of uses allowed on both sides of Swan Lake Avenue. The reader should refer to the map included with this description for a comparison of current zoning to the proposed land use designation.

- 1) Some of the area located easterly of the Back Searsport Road is now in the Route 141 and Mill Lane Zoning Districts. This proposal would result in reducing the range of nonresidential uses now allowed in this zone. For examples, hotels and restaurants would be prohibited, and the size of some nonresidential uses that are permitted would be decreased, for example the size of a retail establishment could be no larger than 4,000 square feet rather than the current 20,000 square feet requirement. It is also noted that none of the uses that are proposed to become prohibited activities are now located in this area, and that none of the current uses exceed the proposed size limits.
- 2) The area on the southerly side of Swan Lake Avenue is now in the General Purpose-A zone. This area allows a wide range of uses, but the intent is to have nonresidential uses to be small in scale. The proposal would result in some uses that are now permitted becoming prohibited uses, particularly restaurants and hotels, but the size limitations on other nonresidential uses would be within current standards. Again, the uses that are proposed to be eliminated are not now located in this zone.
- 3) The area on the northerly side of Swan Lake Avenue is now in the Protection Rural zone. This proposal would result in greatly expanding the range of uses that would be allowed. Currently, most nonresidential uses, such as retail stores, auto sales and service and professional offices, are prohibited in the Protection Rural zone. The proposal also greatly reduces the minimum lot size requirement; from 2 acres to ½ acre for a single family residence.
- 4) Overall, the minimum lot size requirement would be affected, as would the minimum amount of road frontage requirement. Current standards range from 1 acre to 2 acres for a single family or two-family house if on septic and 1/3rd acre if on sewer. Also, current road frontage standards range from 100 feet to 200+ feet. The goal would be to create a single lot size and frontage standard for this area, with more lot frontage usually required if the lot fronts on Swan Lake Avenue or Mill Lane.
- 5) The nonresidential performance standards that now apply to any proposed nonresidential development that is located within the section of this area that is within the Route 141 and Mill Lane District would be replaced with a new set of nonresidential standards that are specific to nonresidential development activities in this area.
- 6) The number of multi-family housing units allowed per acre would greatly increase. At present, the area that is on public sewer is limited to either 3 or 6 multi-family housing units per acre. It is suggested that this density can be increased to 12 – 16 units per acre.

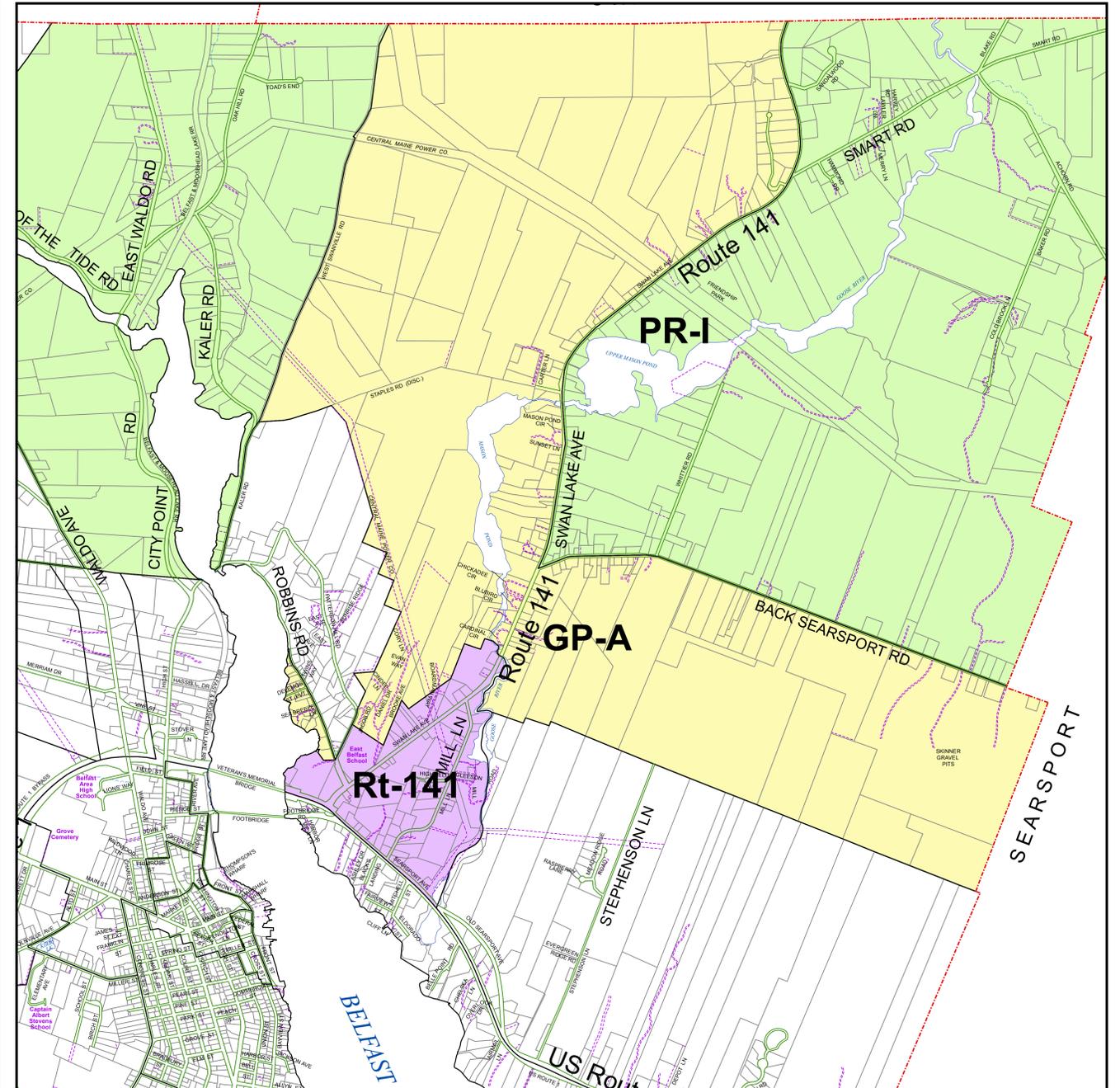
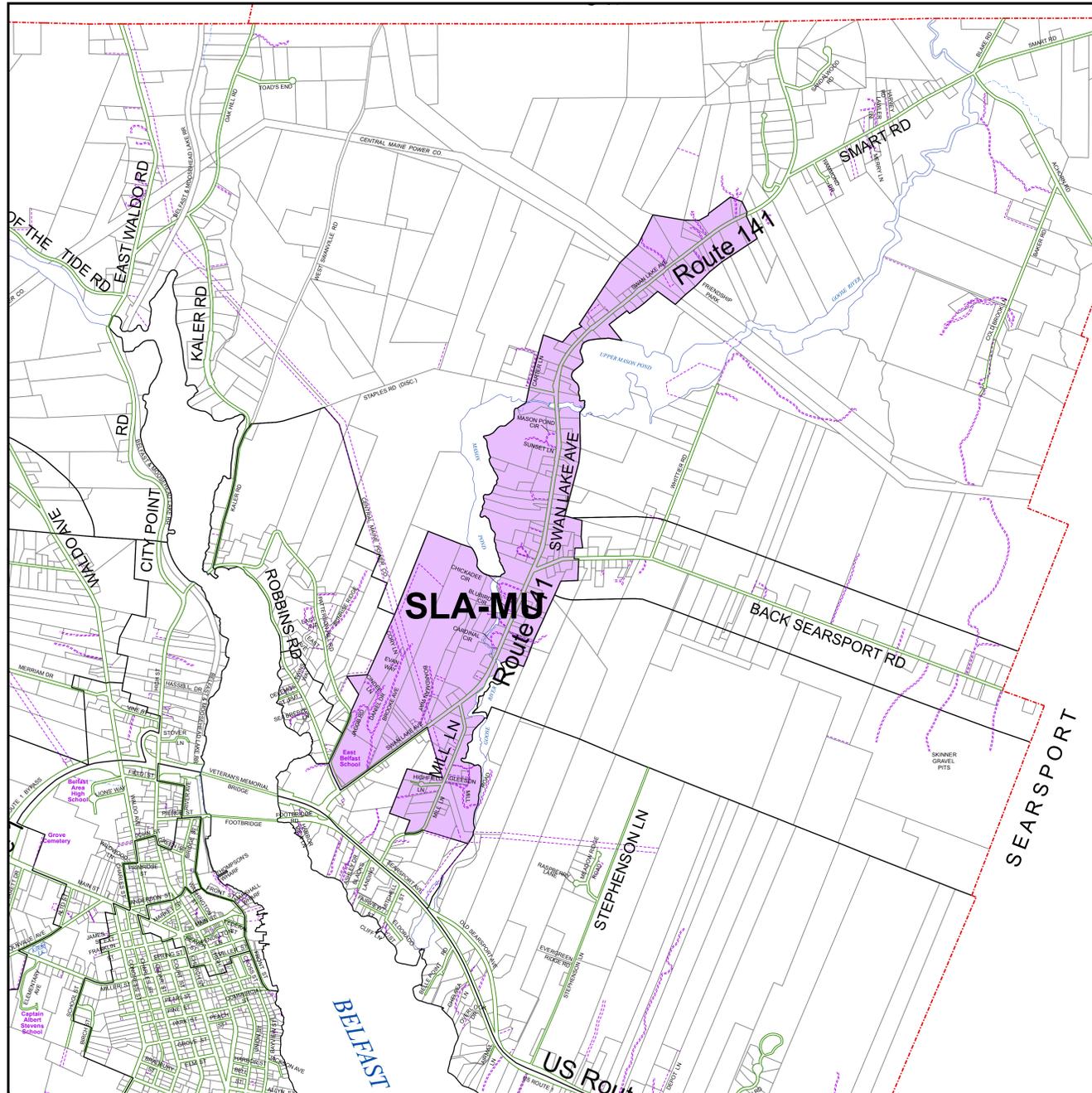
Other Issues & Ideas To Consider

- 1) The current volume of traffic and public safety issues associated with the Route 1 and Route 141 intersection could impact the amount of development that can occur in this area, or the cost to construct this development.
- 2) Traffic speeds on Route 141 are often cited as a neighborhood concern. Route 141 is a significant commuter road. City should take measures to ensure the speed of vehicles stay within posted speed limits.
- 3) At present, there is little need to encourage or construct additional public sewer on Swan Lake Avenue. The area, particularly the Belfast Trailer Park (formerly Clarke's Trailer Park) most in need of sewer was served by the extension of public sewer as far westerly/northerly as the Back Searsport Road in 2006. The City should monitor if the recent sewer extension on Swan Lake Avenue results in encouraging increased housing density prior to making any decision to extend sewer to any additional properties on Swan Lake Avenue.
- 4) City should carefully monitor the location of new driveways and any increased type of use on existing driveways in the interest of public safety. The City also should encourage the use of common curb-cuts to serve adjacent properties to try and manage the number of turn locations associated with driveways along both Swan Lake Avenue and Mill Lane.
- 5) City should strongly encourage back lot development in this area, which is one of the reasons for requiring more road frontage for a lot on Swan Lake Avenue or Mill Lane.
- 6) City should be sensitive to important water resources, both the Goose River and Upper and Lower Mason Pond, and should implement regulations to protect these resources.

Swan Lake Avenue – Mixed Use

PROPOSED LAND USE AREA

EXISTING ZONING



Zone
SLA-MU Swan Lake Avenue – Mixed Use

Zone
GP-A General Purpose "A" District
PR-I Protection Rural District
Rt-141 Route 141 and Mill Lane Commercial District

SEARSPORT AVENUE SMALL SCALE AREA

“SMALL BUSINESS AREA”

Goal

To establish an area located mostly along Searsport Avenue, from the Veterans Memorial Bridge to the Goose River in which small scale business development is encouraged.

Overview of Past, Current & Future Use

The area is located along Searsport Avenue, from the Veterans Memorial Bridge to the south and the Goose River to the north. It also includes a limited amount of area along Swan Lake Avenue/Route 141; area between Searsport Avenue and the Holmes Green House property. The area includes the only two roads, Swan Lake Avenue 141 and Mill Lane (which connects to Swan Lake Avenue), that allow travel to the west for the entire length of Searsport Avenue (2.25 miles) in Belfast.

The dominant use in this area is small scale business. The Eastside Garage, the Big Apple (Mobile) Service Station, a wedding gown store and an insurance office are some of the small businesses along Searsport Avenue. Holmes Green House is the largest business along Swan Lake Avenue, and the Eastside Elementary School also is included in this area. The businesses are locally owned and cater to both locals and tourists. There also are single family houses in the area, and there is a fair amount of undeveloped land, although most of the road frontage along both Searsport Avenue and Swan Lake Avenue has been developed.

This small area experiences a considerable amount of traffic. This is mostly because of motorists traveling along Searsport Avenue (an average of 25,000 vehicle trips per day on the Veterans Memorial Bridge), and persons using Route 141. The Route 1/Route 141 intersection is one of the main traffic intersections for which the City is seeking a long-term improvement to better manage traffic. The amount of traffic helps support the type of businesses that are located in the area, and detracts from the suitability of this area for residential growth occurring immediately adjacent to the busy streets. City regulations should allow a wide variety of small scale businesses, while working to ensure such businesses positively contribute to the character of the community and the area.

This clearly is a mixed use 'Growth Area' that could support additional small business development and limited amounts of additional housing. The availability of public sewer and public water also supports this area being a 'Growth Area'. It is also noted that all of this area is located within the MDOT urban compact area. Lastly, the uses permitted in this area, and the performance standards that should be used to regulate development should be very similar to those used for the proposed Waldo Avenue Small Scale district located along Route 137 and Vine Street.

Recommendations

Permitted Uses (Examples of Main Permitted Uses)

- 1) Small Scale Retail, up to 20,000 square feet in size
- 2) Service Businesses & Professional Offices
- 3) Restaurants, however fast food restaurants would be prohibited. The exception to this standard would be a fast food restaurant (no drive-through) that is established as an accessory use to another business, such as a restaurant franchise that is located or operated in a convenience store/service station.
- 4) Hotel/Motel
- 5) Auto Repair and Service, including accessory auto sales.
- 6) Auto Sales and RV Sales
- 7) Service Stations
- 8) Single-family & two-family residences
- 9) Multi-family housing
- 10) Congregate and elderly Housing
- 11) Home Occupations, Large Scale
- 12) Schools, Churches, Child Care & Similar Uses
- 13) Greenhouse, no size limit
- 14) Light Industry/Manufacturing
- 15) Boat construction, storage and repair.
- 16) Hydropower generation, including the use of such power to support an on-site use.

Minimum Lot Size

- 1) 1/3rd acre – 15,000 sq ft for single family or two-family (sewer)
- 2) 1/2 acre – 20,000 sq ft for single family (septic)
- 3) 1 acre – 40,000 sq ft for two-family (septic)
- 4) 1 acre for Multi-family, (housing units must be on sewer)
- 5) 1 acre for any type of nonresidential use
- 6) 150 feet street frontage, minimum, for residential and nonresidential uses

Density (Number of Housing Units per Acre)

- 1) 3 single family units per acre (sewer)
- 2) 2 single family units per acre (septic)
- 3) 6 two-family units per acre (sewer)
- 4) 2 two-family units per acre (septic)
- 5) 12 - 16 multifamily units per acre (provided served by public sewer)
- 6) No density regulation for elderly or congregate housing
- 7) No specific restriction on amount of lot coverage for either a residential or a nonresidential use

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Single family and Two-family Residential Uses: 30 feet front, 15 feet side & rear.
- 2) Multi-family Residential: 30 feet front and 25 feet side & rear. Parking to be located to side or rear of building.
- 3) Nonresidential uses: 30 feet front for nonresidential uses and 15 feet side & rear for nonresidential uses, unless the use abuts an existing residential use which would increase the side and rear structure setback requirement to 25 feet.

Major Changes Compared to Current Requirements

- 1) Little change is recommended in the types of nonresidential uses now allowed in this area. Most of this area is now in the Route 141 and Mill Lane Commercial District; reference land use comparison map. One change in the type of uses permitted, however, is to allow fast food restaurants (no drive-through) as an accessory use to a service station/convenience store operation. Also, some of the area that was included in the former Route 141 and Mill Lane Commercial Zone would now be included in the proposed Swan Lake Avenue Mixed Use Zone.

Other Issues & Ideas To Consider

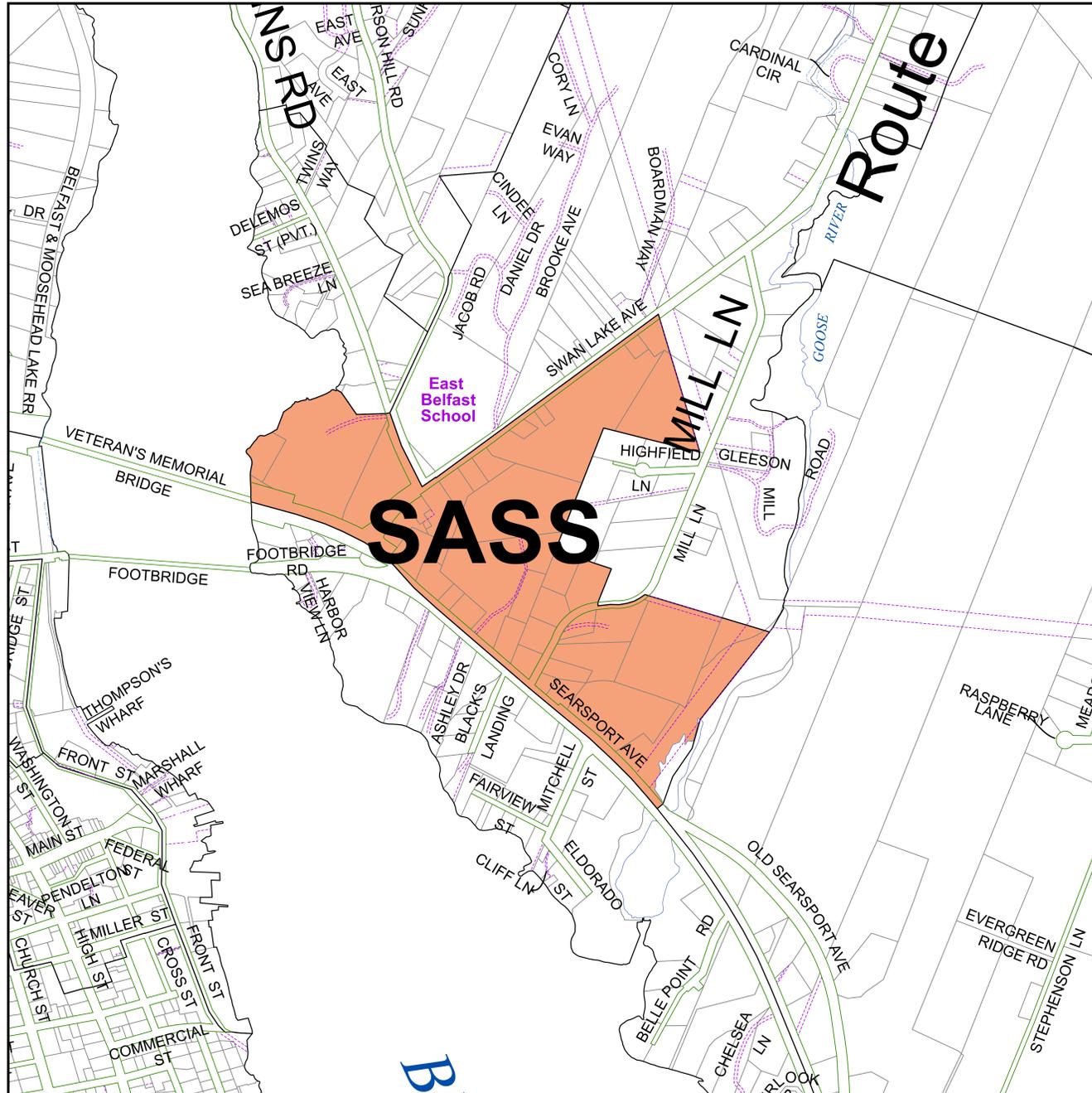
- 1) The Route 1/Route 141 intersection is a problem intersection; it is both a high crash area and several of the turning movements at the intersection are graded at less than acceptable levels by MDOT (amount of time required to make a turn from Route 1 onto Route 141, or from Route 141 turning northbound onto Route 1). There also are conflicts with pedestrians who use this intersection. The City should work cooperatively with MDOT to pursue long-term solutions to address traffic management issues at this intersection. An approach which should be considered is the construction of a 'roundabout'.
- 2) The Gateway One project report identified that the speed of traffic in this area often exceeds the posted speed limit by more than 10 mph. In fact, this is one of only 2 areas in the heavily developed sections of Route 1 between Brunswick and Stockton Springs in which traffic speeds were ranked at greater than 10 mph above the posted speed limit. The City should work cooperatively with MDOT and

area property owners to pursue long-term approaches that help manage traffic and minimize conflicts with pedestrians and bicyclists.

- 3) The City has invested significant monies to enhance connectivity between the downtown/waterfront area and this section of Belfast through renovation of the Belfast Footbridge. The City should consider ways to enhance this connectivity. This goal also was identified in the Belfast Vibrancy Report completed in 2006.
- 4) The City should ensure performance standards that apply to nonresidential uses in this area help minimize conflicts between existing residential and non-residential uses. This is important in a mixed use zone. In considering appropriate performance standards, the City should consider eliminating the current nonresidential performance standard that requires an increase in lot frontage or greater setbacks based on the size of a nonresidential structure or the amount of traffic generated. The small number and lay-out of properties included within this area, and the 35 mph speed limit contribute to this recommendation.

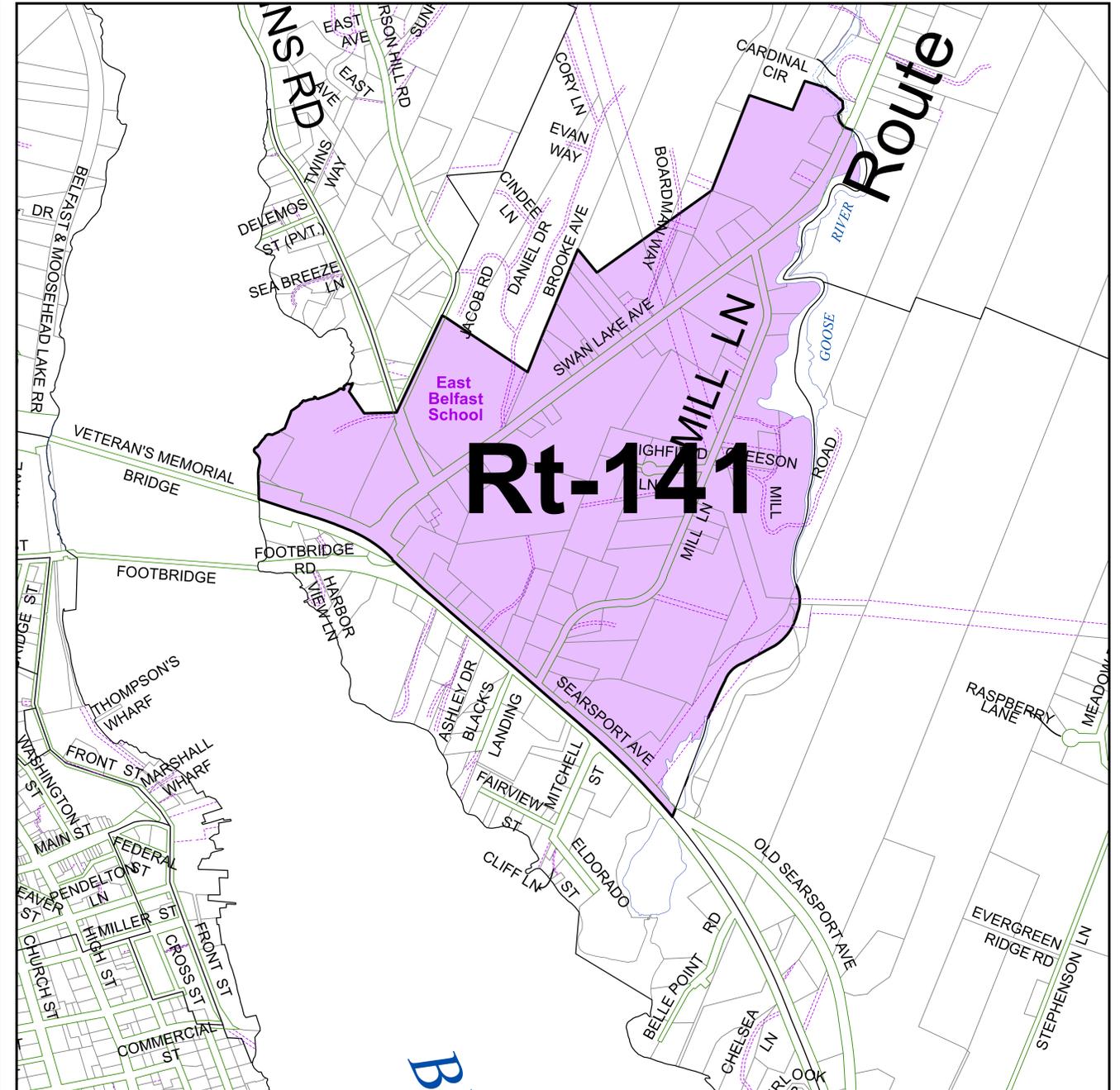
Searsport Avenue - Small Scale

PROPOSED LAND USE AREA



Zone
SASS Searsport Avenue - Small Scale

EXISTING ZONING



Zone
Rt-141 Route 141 and Mill Lane Commercial District

SEARSPORT AVENUE WATERFRONT

“TOURISM & HOUSING MIX”

Goal

To allow future development that is similar in scale and use to existing development, while recognizing the area’s location adjacent to Belfast Bay greatly influences the type of development that most likely will occur in the future.

Overview of Past, Current & Future Use:

The proposed district includes all land located on the waterfront side of Searsport Avenue from the Memorial Bridge to the Belfast/Searsport municipal line. Searsport Avenue runs the length of this district, nearly 2.5 miles. The area’s location along a major State travel corridor, Route One, and its proximity to the water and the accompanying views of Belfast Bay, has shaped the type of development which has occurred. Most nonresidential uses depend on the tourism industry. The Comfort Inn, Belfast Harbor Inn, Wonderview Cottages & Campground, Colonial Gables cottages & hotel, Young’s Lobster Pound, and Perry’s Nut House are some of the more prominent tourism oriented uses. Many of the single family residences, most of which are high value properties and homes, are built near the water. Only one property, Young’s Lobster Pound, however, is served by a dock, mostly because of tidal conditions and the significant amount of coastal mudflats in the area. The depth of the land between Searsport Avenue and the Bay is quite narrow, and ranges from 550 to 850 feet.

The approach to this area recognizes that the City, in the 1990’s, extended public sewer to nearly all properties along Searsport Avenue. The availability of sewer creates an opportunity to support both denser housing development and businesses that use higher volumes of water, such as hotels and restaurants. There is, however, much less remaining undeveloped land on the water side of Searsport Avenue compared to the inland side. Also, even though sewer is available, many of the homes continue to use septic rather than sewer, particularly because the land on the water side is sloping away from Route One, which means most users need to pump uphill to the sewer line.

City zoning requirements, since at least 1985, have recognized that the water side of Searsport Avenue should be regulated differently than the inland side. In general, the zoning for the waterside has allowed a lesser range of uses and often uses that are smaller in scale. The City, in 2001, adopted revised zoning regulations that reflected many of the requirements of the 1985 zoning. It is recommended that the 2001 requirements remain in effect; both the range

of uses allowed and the performance standards which are used to regulate development activity.

More specifically, this zone will allow a mix of tourism oriented and residential development. The size of retail development is a maximum of 20,000 square feet, which is significantly larger than any single retail use that now occurs in this area. Also, restaurants are permitted, but fast food restaurants are prohibited, both because of traffic concerns and concerns with impact on the area's character. The nonresidential performance standards that were adopted in 2001 are recommended to continue in place. Two features of these standards that are unique to this district are a maximum building coverage standard, about 30%, and a variable side setback requirement which allows a reduction in the amount of side setback required if such reduction results in retaining a view of the Bay from Route One.

The City considers this area a 'Growth Area' for both residential and nonresidential uses, and proposes to continue to use performance standards to regulate nonresidential uses to try and lessen the potential degree of conflict between a mix of uses that may be located side-by-side, or along the road compared to along the waterfront.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Retail, up to 20,000 sq ft per structure.
- 2) Restaurants, prohibits fast food
- 3) Service businesses
- 4) Hotel
- 5) Professional Offices
- 6) Single family, two-family and multi-family residential

Minimum Lot Size

- 1) 1 acre (sewer or septic) for nonresidential uses
- 2) Minimum 150 ft of street frontage for any nonresidential use with an increase in the amount of road frontage required based on size of development or number of car trips generated by the development.
- 3) 1/3rd acre for single family or two-family if on sewer
- 4) ½ acre for single family if on septic
- 5) 1 acre for two-family if on septic
- 6) 1 acre minimum for any multi-family development, however, multi-family must be on sewer.
- 7) All residential uses are required to have a minimum of 150 feet of road frontage.

Density (Number of Housing Units per Acre)

- 1) 3 single family units per acre (sewer)
- 2) 2 single family units per acre (septic)
- 3) 6 two-family units (duplex) per acre (sewer)
- 4) 2 two-family units (duplex) units per acre (septic)
- 5) 6 – 8 multifamily units per acre (must be on sewer)
- 6) 30% maximum lot coverage standard for any building structure, regardless if it is a residence or a nonresidential development. Standard applies only to the structure and not the amount of impervious surface. Also, lot coverage standards apply to the area within the shoreland zone.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Minimum 30 ft front setback requirement for nonresidential uses with increases to 75 feet based on size of nonresidential development
- 2) Minimum 15 feet side setback for nonresidential uses with increases to 40 feet based on size of nonresidential development. Variable side setback based on view corridors is an option that is now in the Code which should be continued.
- 3) Minimum 20 feet rear setback for nonresidential uses with increases to 50 - 100 feet based on size of nonresidential development & proximity to existing residences
- 4) Residential setbacks are usually 30 feet front and 15 feet side and rear.

Major Changes Compared to Current Requirements

- 1) Overall, proposed zoning for this combined area would be very similar, nearly carbon copy, to the current zoning which was adopted in 2001.

Other Issues & Ideas To Consider

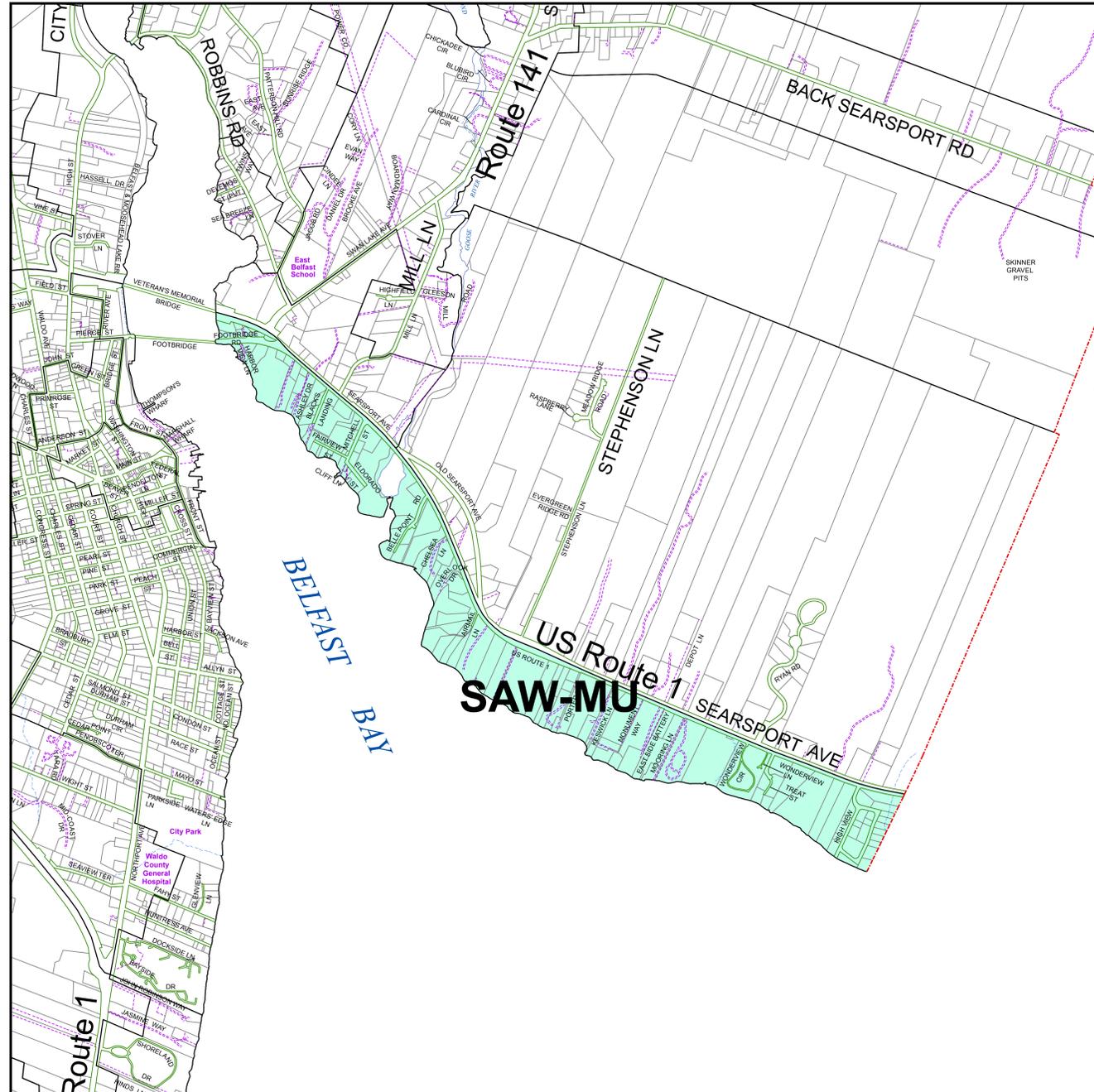
- 1) Access management is a key concern on Searsport Avenue. MDOT defines this road as a 'mobility corridor' which results in strict controls on the number and location of curb-cuts. While the area from the Memorial Bridge to the Goose River is within the urban compact zone and is not subject to MDOT's access management standards, the area between the Goose River and the Searsport line must comply with MDOT requirements. Access management standards, which were first adopted in 2003, have affected the amount and type of development which has occurred on the waterside of Searsport Avenue, and will continue to affect future development.
- 2) As future development occurs on Searsport Avenue between the Goose River and the Searsport line, MDOT may transfer maintenance responsibilities of Searsport Avenue to the City. In short, the area past the Goose River could become part of the urban compact zone, which also means that MDOT access management standards would no longer apply.

That said, regardless of which entity, the State MDOT or the City manages where access points can occur, it is critical that access management remain an important regulatory tool.

- 3) As additional development occurs, there may be increasing conflicts between business development and housing development. This is particularly true on water side of Searsport Avenue. For example, in 2003, a proposal to construct a sports center, which was approved by the Planning Board, was challenged in court by a resident who owned property on the waterfront. This challenge resulted in the sports center not being constructed.
- 4) The increasing amount of traffic on Searsport Avenue may decrease the desirability of this area to support future housing. That said, numerous new single family houses, most of which have been quite expensive, have been constructed within the last 10 years. In the longer term, more property along the coast could be converted to or used for residential development because of the area's water views.
- 5) The Committee believes that public views of the water/coastline from Route 1 are an important resource to retain to the maximum extent practical. The City has adopted regulations that provide some flexibility in side and front setbacks for future development which can be implemented if this flexibility assists in preserving a public view.
- 6) Traffic speeds are a frequently cited concern in the area. The City may want to adopt measures that address traffic speeds.
- 7) The Route One and Route 141 intersection is a major problem area. It is particularly difficult to make left turns from Route 141 to travel north on Route 1. The City should constructively work with MDOT to pursue long-term traffic improvements, such as construction of a round-about rather than the current "T" type un-signalized intersection, to address traffic problems associated with this intersection.
- 8) There are several large properties along the coast which own land from Searsport Avenue to the Bay. The Colonial Gables, Wonderview Campground, Moorings Campground and the Chowder House property all are in this category. These large parcels may present attractive options for developers; and the potential redevelopment of such parcels could greatly affect how future development of the area occurs.

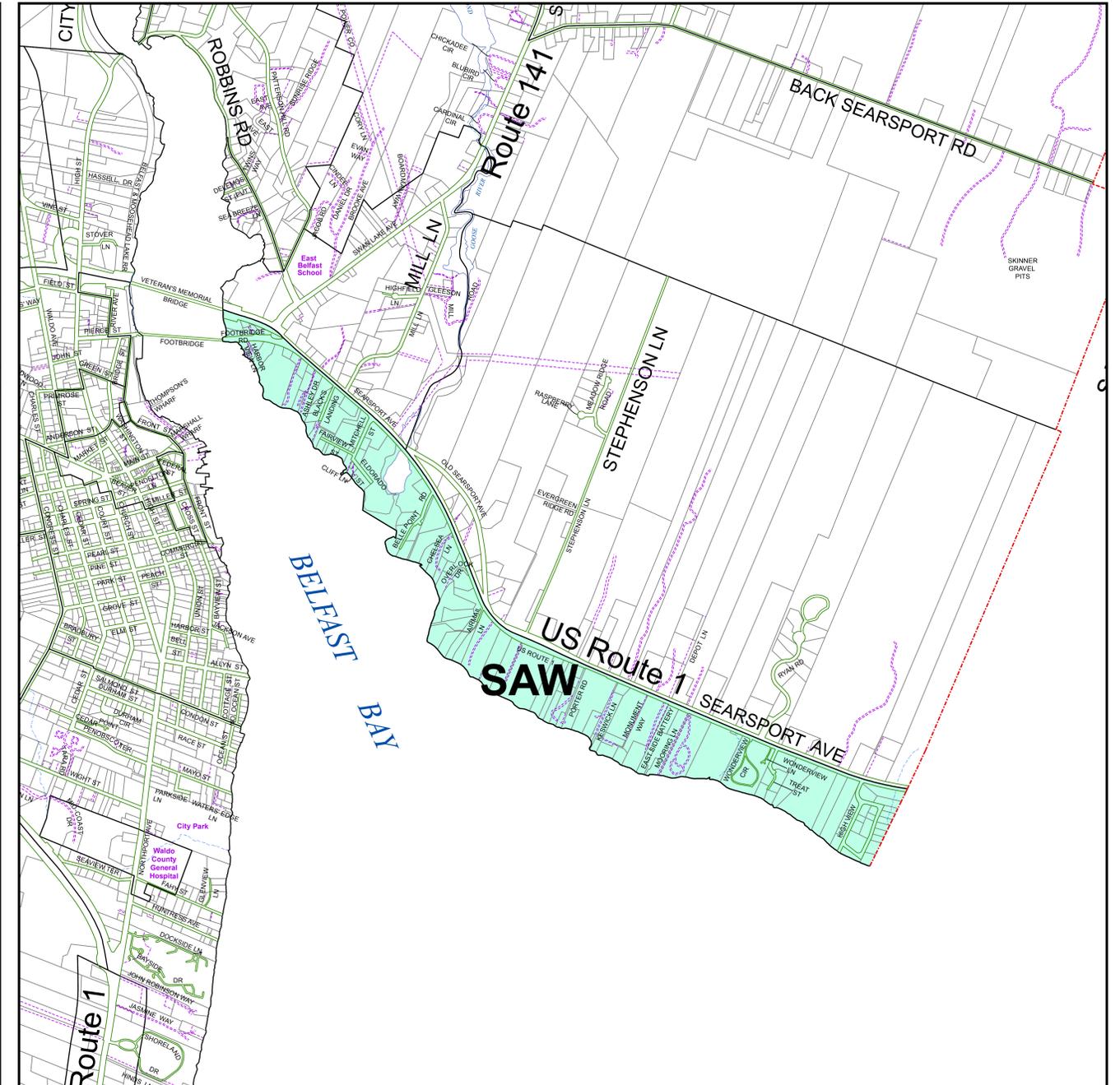
Searsport Avenue Waterfront – Mixed Use

PROPOSED LAND USE AREA



Zone
SAW-MU Searsport Avenue Waterfront – Mixed Use

EXISTING ZONING



Zone
SAW Searsport Avenue Waterfront District

SEARSPORT AVENUE MIXED USE

“COMMERCIAL & HOUSING MIX”

Goal

To allow and encourage a mix of intensive uses, both nonresidential uses and housing, on a heavily traveled major State road that has City services, including sewer.

Overview of Past, Current & Future Use

The inland side of Searsport Avenue (Goose River to the Belfast/Searsport municipal line) features a mix of development, both houses and businesses. While many of the existing businesses cater to the hospitality market; particularly hotels and restaurants, several focus on the local market; such as Viking Lumber, Jerry’s Hardware and Tire Warehouse. There are also several offices, Penobscot Bay Dentistry, Broad-reach (formerly Waldo County Family & Children’s Services) and GRF Real Estate. Single family housing is the most common residential development, but the availability of public sewer has attracted interest in multi-family housing. The 38 unit Seaside Heights (Oceans East – affordable housing) Rental Housing Project was opened in late 2007 and the proposed 32 unit Harbor View Condominium project was approved by the Planning Board in April 2005, but to date, it has not been constructed.

The approach to this area recognizes that the City, in the 1990’s extended public sewer to nearly all properties along Searsport Avenue. The availability of sewer creates an opportunity to support both denser housing development and businesses that use higher volumes of water, such as hotels and restaurants. Also, there is a significant amount of undeveloped or underdeveloped land in the area. This is a growth area in which significant amounts and a mix of development could occur.

Until 2001, the City included this area in 3 distinct zoning districts. The area within 500 feet of Searsport Avenue was included in the Highway Commercial District; a district which allowed most commercial uses. The area near Viking Lumber was included in the Industrial III zone, with the long-term intent of developing this area as an industrial park, much like the City industrial park near the Belfast Airport. Lastly, the area located more than 500 feet from Searsport Avenue and which included all lands easterly of the Back Searsport Road, was included in the General Purpose District. The General Purpose District allowed most uses, but retail uses, offices and similar nonresidential uses were intended to be smaller in scale than could be developed in the Highway Commercial District along Searsport Avenue.

The City adopted major changes to the zoning for this area in 2001. One of the main changes was to create a district that reflected the depth, about 6,000 feet, of many of the properties in the area. It is noted that the size of shape of many of the properties dates to the original grant of land to Belfast from the King in the late 1700's. This district would allow intense nonresidential development, such as retail stores up to 75,000 square feet in size, and higher density housing, such as 3 single family housing units per acre. In addition, new nonresidential performance standards were drafted to address issues such as how to manage traffic, the lay-out of the development, including parking, and building design. The goal was to encourage development that looked good and functioned well.

In 2004, the voters adopted a Citizen Initiative that resulted in the establishment of the Special Commercial Development District. This District included about 85 acres of ground near the Tire Warehouse property, that was part of the Searsport Avenue Commercial District established in 2001. This Special District created an opportunity for a retail store up to 200,000 square feet in size to occur. In March 2008, the Council adopted an amendment to City Ordinances that resulted in elimination of the Special Commercial District.

It is recommended that the current zoning for this area, which is Searsport Avenue Commercial district, largely remain in effect. This district clearly is a 'Growth Area' and one which can support both a mix of uses, including larger retail uses than are permitted in most Belfast zoning districts.

Recommendations

Permitted Uses (Examples of Main Uses)

- 1) Retail, maximum of 75,000 sq ft per structure.
- 2) Restaurants, but fast food restaurants would be prohibited.
- 3) Service businesses, including gasoline service stations. Such service stations would be permitted to operate a fast food restaurant (no drive-through) as an accessory use.
- 4) Hotel
- 5) Manufacturing/Industry
- 6) Storage & Warehouses
- 7) Professional Offices
- 8) Single family, two-family and multi-family residential
- 9) Hydropower generation on Goose River, including the use of such power to support an on-site use.

Minimum Lot Size

- 1) 1 acre minimum (sewer or septic) for any nonresidential use
- 2) Minimum 150 ft of street frontage for any nonresidential use, with an increase in the amount of frontage required based on size of the development or number of car trips per peak hour
- 3) 1/3rd acre for single family or two-family if units are on sewer
- 4) ½ acre for single family on septic and 1 acre for two-family on septic
- 5) 1 acre for multi-family housing, provided there is public sewer service. Multi-family is not a permitted use if sewer is not available.
- 6) Road frontage requirements for all residential uses would be 150 feet.

Density (Number of Housing Units Permitted per Acre)

- 1) 3 single family units per acre (sewer)
- 2) 2 single family units per acre (septic)
- 3) 6 two-family (duplex) units per acre (sewer)
- 4) 2 two-family (duplex) units per acre (septic)
- 5) 12 - 16 multifamily units per acre (must be on sewer)
- 6) No maximum lot coverage requirement for nonresidential buildings

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Minimum 30 ft front setback requirement for nonresidential uses, with increases based on size of nonresidential development or amount of traffic generated.
- 2) Minimum 15 feet side setback for nonresidential uses with increases to 40 feet based on size of nonresidential development.
- 3) Minimum 20 feet rear setback for nonresidential uses with increases to 50 to 100 feet based on size of nonresidential development and proximity to existing residences.
- 4) Residential development setbacks are usually 30 feet front and a minimum of 15 feet for both the side and rear.

Major Changes Compared to Current Requirements

- 1) It is recommended that fast food restaurants, which are now permitted, be prohibited as a use in this area. It is noted that none of the current restaurants along Searsport Avenue qualify as a fast food restaurant and such development could be out of character for this area. There also is concern regarding managing the amount of traffic associated with fast food restaurants; particularly because of the number of existing curb-cuts on Searsport Avenue and the speed of the road. The goal is to limit fast food restaurants to only the Route 3 Commercial zone.

- 2) The recommendation, as noted in #1 above, is to prohibit free-standing fast food restaurants. The City should grant an exception to a service station/convenience store. This type of use could operate a franchise type of fast food restaurant as an accessory use to the primary use (the service station), provided there is no drive-through involved with the restaurant.
- 3) It is recommended to increase the number of multi-family housing units allowed per acre; from the current level of 6 units to 12 or more units. The main reason is to make it more cost effective to construct multi-family housing.

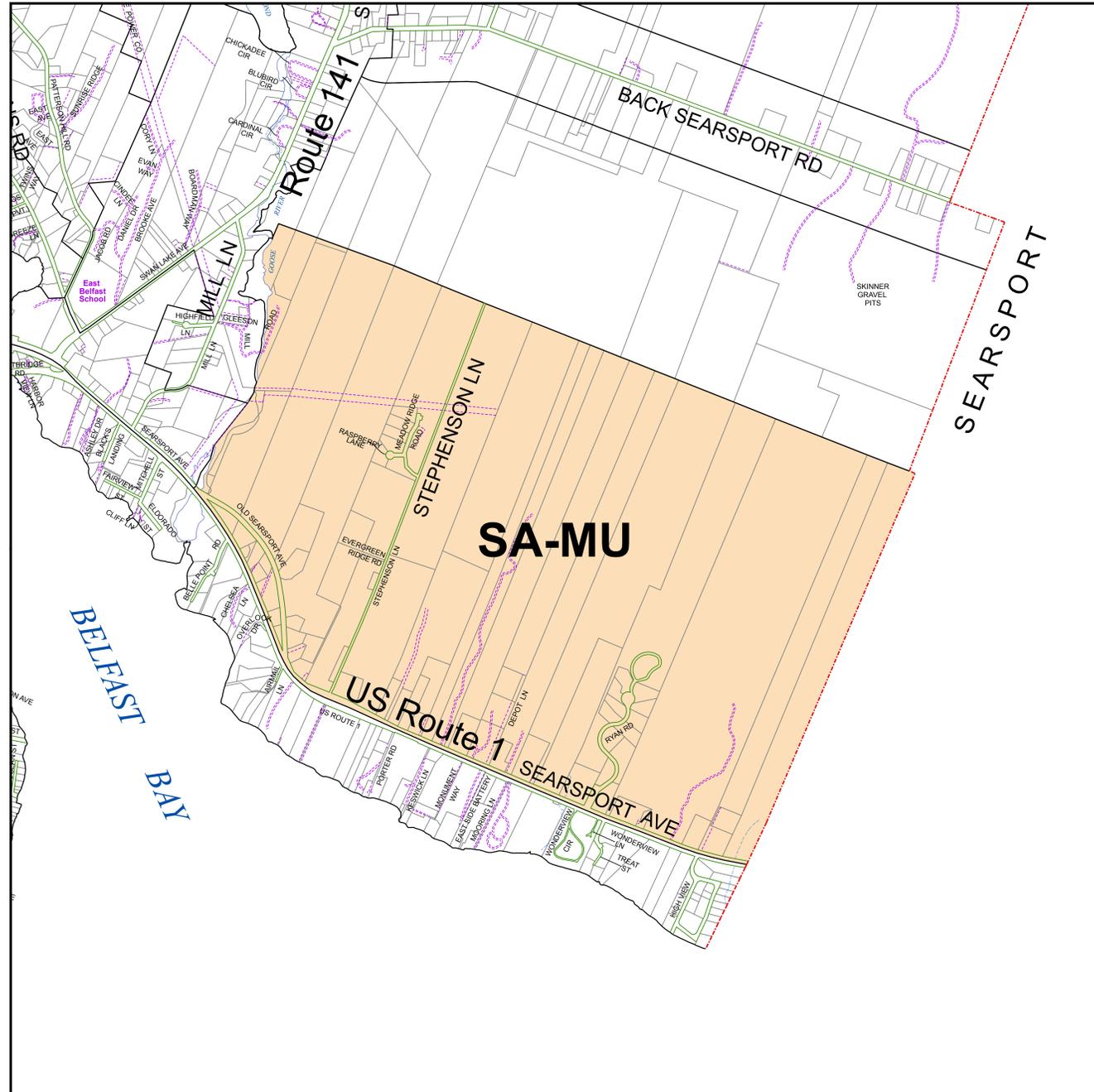
Other Issues & Ideas To Consider

- 1) Access management is a key concern on Searsport Avenue. MDOT defines this road as a ‘mobility corridor’ which results in strict controls on the number and location of curb-cuts. MDOT enforces access management regulations throughout this section of Searsport Avenue, and such standards could affect the amount and location of development which can occur along Searsport Avenue.
- 2) As future development occurs on Searsport Avenue, MDOT may seek to transfer road maintenance responsibilities to the City. The area could change from being outside the urban compact area to one which is considered inside the urban compact area. If this occurs, MDOT access management standards would no longer apply to this area and the City would regulate access. Regardless, of which entity that regulates access, access management is a key concern.
- 3) As additional development occurs, there may be increasing conflicts between business development and housing development. The inland side of the highway may not have frontage on the water, but many of the properties have water views and such views often result in establishing the desirability of the area for residential housing.
- 4) Many of the lots on Searsport Avenue are quite large, but they are quite narrow and poorly shaped (layout dates to the late 1700’s), which causes significant issues in developing the property. Development in the area could require persons to merge existing lots to create a better configured lot for development, particularly larger scale development.
- 5) Most existing development occurs within 500 feet of Searsport Avenue. There are only two public roads off of the Avenue, Stephenson Lane and Ryan Road, and only 1 private development, Viking Lumber, that has a sawmill and storage buildings located off of Route One. The City should encourage development to occur off of Route One.
- 6) Development of some of the properties also is difficult because the land is quite steep and there often is a significant amount of wetland
- 7) Although constructing such could be both difficult and expensive, the potential desirability of using frontage roads to serve multiple properties rather than relying upon curb-cuts for individual properties on Route 1 warrants exploration. This likely is a longer-term approach.

- 8) The City has expressed interest in serving as a community which could support on-shore development associated with offshore wind power generation. The large amount of land area off of the inland side of Searsport Avenue could serve as a location to support on-shore development, including a potential industrial park.

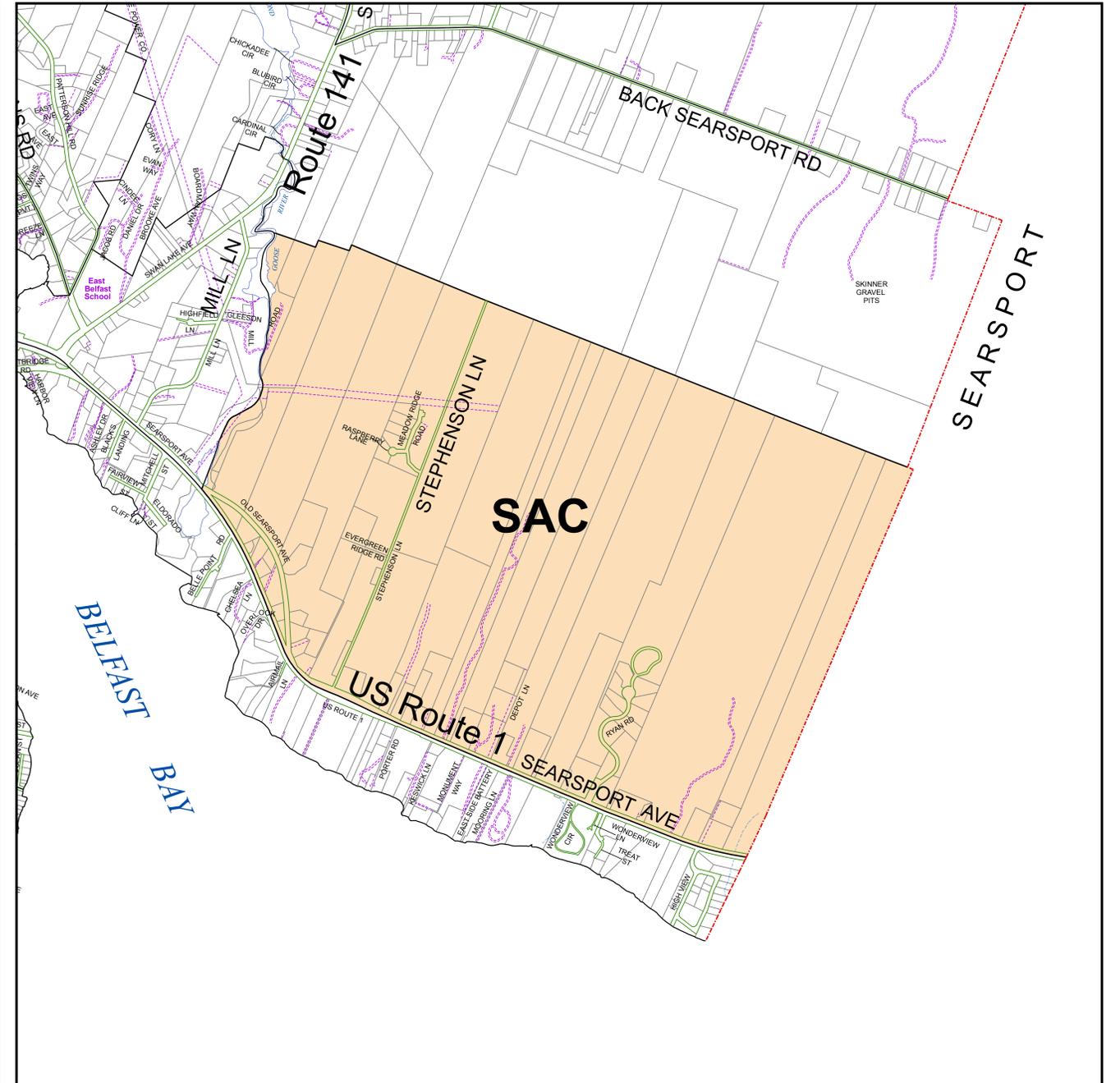
Searsport Avenue – Mixed Use

PROPOSED LAND USE AREA



Zone
SA-MU Searsport Avenue – Mixed Use

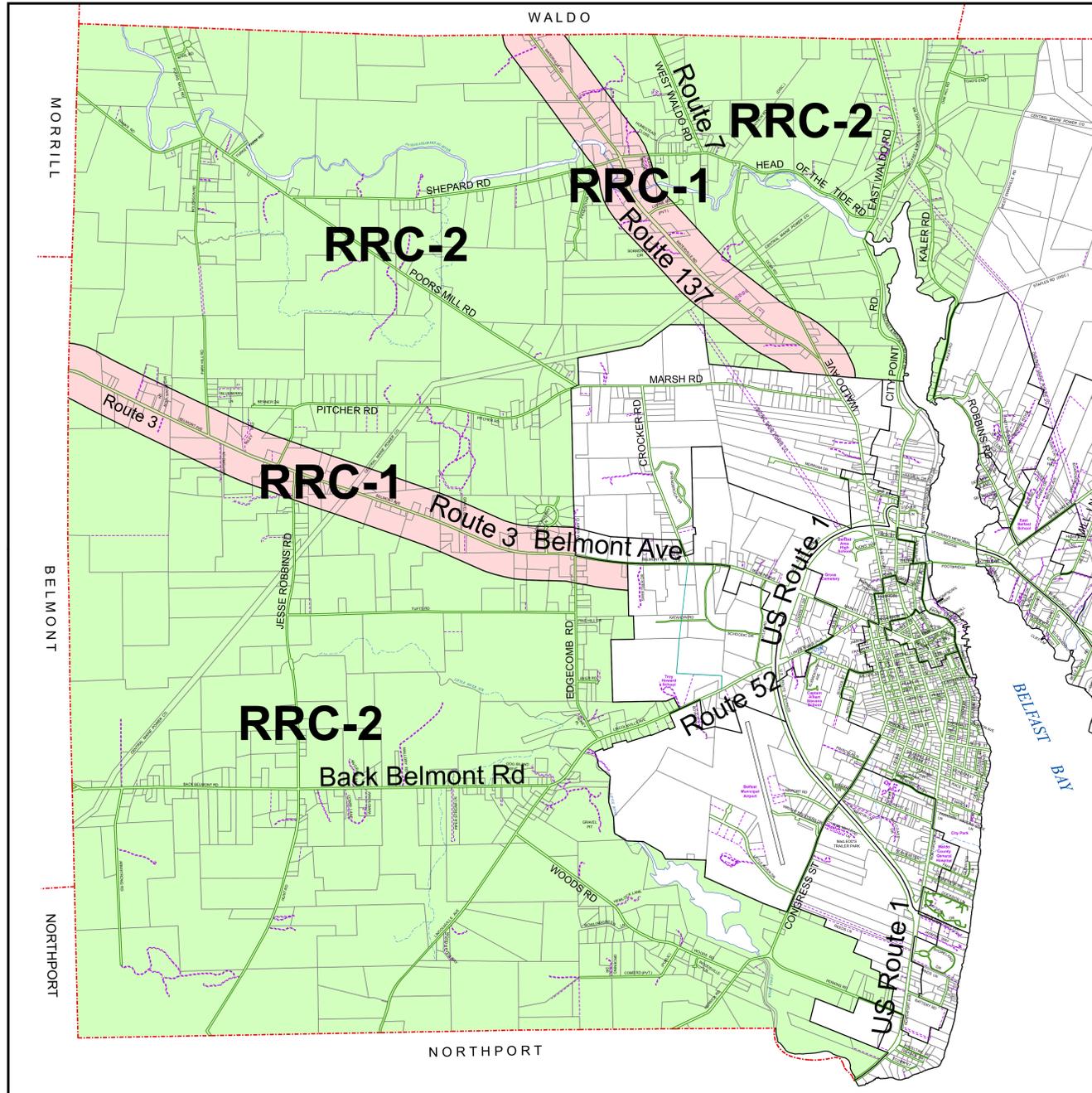
EXISTING ZONING



Zone
SAC Searsport Avenue Commercial District

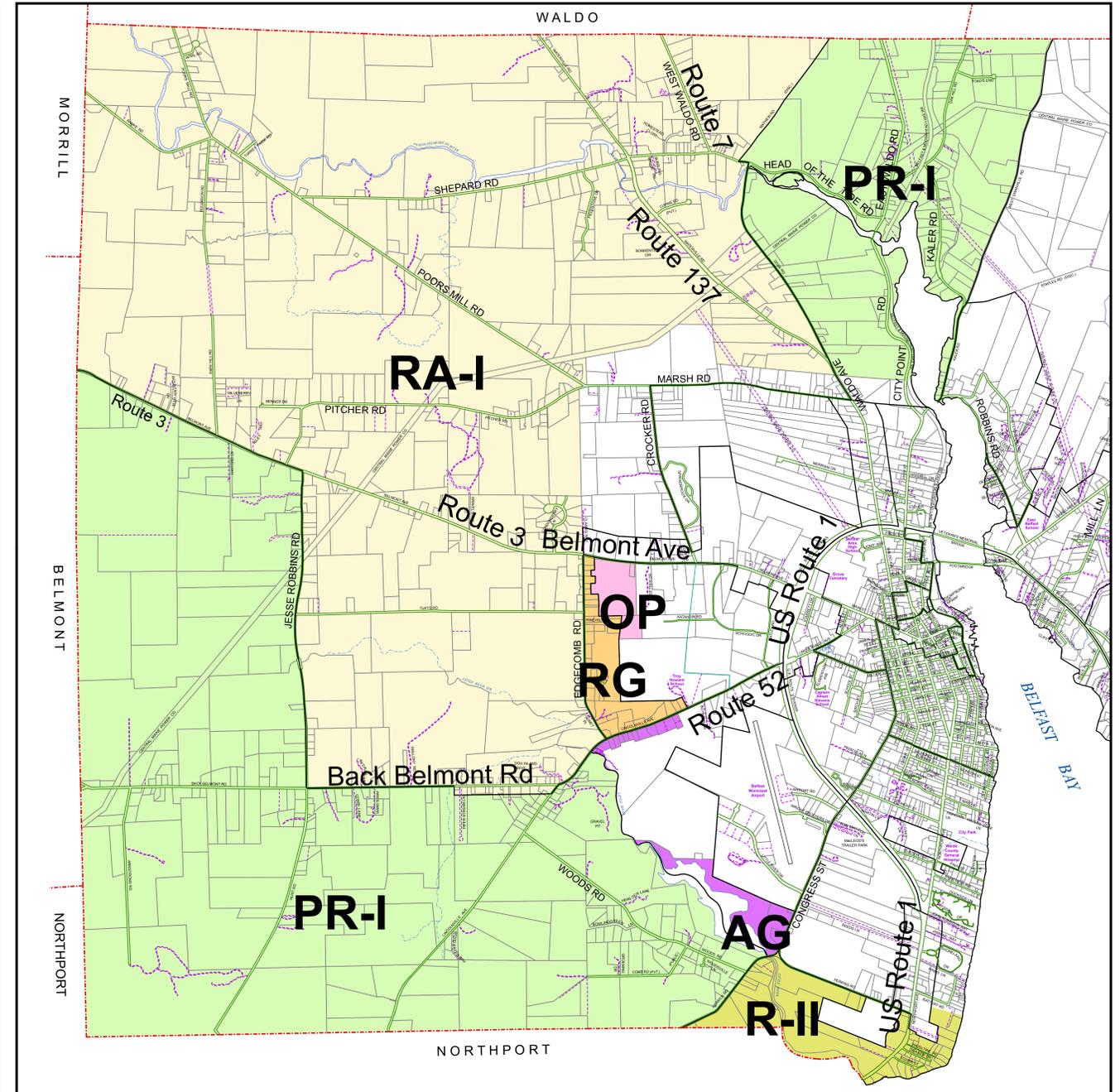
OUTSIDE RURAL

PROPOSED LAND USE AREAS



- Zone
- RRC-1 Rural Road Class 1
 - RRC-2 Rural Road Class 2

EXISTING ZONING



- Zone
- AG Airport Growth District
 - OP Office Park District
 - PR-1 Protection Rural District
 - RA-I Residential/Agricultural I District
 - RG Residential Growth District
 - R-II Residential II District

RURAL ROAD CLASSIFICATION AREAS

“RURAL HOUSING & LAND USE”

Goal

To create a land use regulatory system that promotes traditional resource industries, such as timber harvesting and agriculture, and the preservation of land, while recognizing that the most common type of development that now occurs is single family housing and that housing is the likely development for which that many land owners will chose to use their property.

Overview of Past, Current and Future Use:

This is by far the largest proposed land use area in Belfast. The size of this area equals or exceeds the combined amount of land included in all other proposed land use areas described in this Plan. On the west side of the River, this area includes all land located northeasterly of Marsh Road along Routes 7 and 137, westerly of the Crocker Road and Edgecomb Road along Routes 3 and 52, and northwesterly of the Perkins Road area. On the east side, this area includes all land along and northerly of the Back Searsport Road, except for a small strip of land along Swan Lake Avenue.

One main contrast between this area and most of the rest of Belfast is the large amount of undeveloped land. Much of the area is former farm land that remains fields or that has been overtaken by woods. Most of the houses in the area are located immediately adjacent to the main roads, and there are few roads with a significant amount of housing on them that lead off the main road. Further, the developed lots that were created prior to the mid-80's often are quite small, ½ acre (100 ft by 200 ft), but others are in excess of 100 acres in size with only a single house on the lot. None of this area has public sewer, but some does have public water; mostly because the area is located along a road which leads to the deep water wells which the Water District uses to supply public water. Despite the vast amount of land in this area, the total number of residences in the area comprises less than 1/3rd of the total number of houses in Belfast.

There is a limited amount of nonresidential development in the area, and most of it is relatively small and quite scattered. There is only 1 operating convenience store (Belfast 52 Variety), 1 restaurant (the Road House on Rt 137), several small retailers (such as the Fabric Shop on Route 3), several professional offices (such as Robertson's Chiropractic Clinic and Atlantic Chiropractic, both on Route 3), several small auto repair shops (such Gibb's on Back Belmont Road and Hanscom's Auto Body on Lincolville

Avenue), several construction or boat storage yards (Faulkingham on the Woods Road and Alex Turner's on Route 137), several licensed junkyards, and similar small scale businesses. In addition, there are quite a few gravel pits, including major operations such as Lane Construction and State Sand & Gravel, several small farms, and even a remaining chicken house or two. Most of the area off of the main roads, however, has seen little or no development.

The current zoning for much of this area changed dramatically in 1997 following adoption of a new Comprehensive Plan (adopted in 1995 and readopted as amended in 1997). Prior to 1997, most of the area was in the General Purpose zone which allowed most uses and required a minimum lot size of 1 acre with 100 feet of road frontage. In 1997, much of the area was removed from the General Purpose zone and included in either the Protection Rural (PR-1) or Residential Agricultural I (RA-1) zone. The Protection Rural zone generally limits uses to single-family and two-family houses and agriculture and requires a minimum lot size of 2 acres with 200 feet of road frontage. The Residential Agricultural (RA-1) zone also requires a minimum lot size of 2 acres (1 acre for an exempt division lot), but only 100 feet of road frontage is needed. The RA-1 zone allows housing and agriculture, and a limited number of nonresidential uses; such as but not limited to small convenience stores, small professional offices and restaurants. The stated goals in establishing the new zoning districts were to protect 'rural character' by limiting the types of development that could occur, and increasing the size of most new lots.

The City has examined the zoning adopted in 1997 and current development patterns. One problem with several areas is that the main roads often are used as the dividing line between zoning districts. Several examples include along Route 3, Back Belmont Road, and Back Searsport Road. This, unfortunately, has resulted in persons who live on one side of the road being able to use their land for activities that persons who may live on the other side cannot do.

In addition, current zoning rarely distinguishes between the different types of roads in Belfast; both the purpose of the road and the existing pattern of development along the road. For example, few would argue that Route 3 and the Rollerson Road are similar, but sections of both are now included in the same zoning district. Most of the state roads in Belfast, Routes 3, 7, 52, 137 and 141, experience high volumes of traffic, including persons who are traveling from one region of the state or country to another. Another class of roads in Belfast, such as Oak Hill/City Point, the Back Belmont Road and the Back Searsport Road, experience a significant amount of commuter traffic. While on others, such as the Hunt Road, Rollerson Road, and Baker Road, you likely could lay down in the middle of the road for five minutes or so and stand a good chance that you wouldn't get run over.

The approach recommended in this Plan for regulating land use in the Rural Area is based on the different types of road. Two classes of roads are suggested, Class 1 and

Class 2. While the minimum lot size and the minimum amount of road frontage required for both classes of roads is similar, there are some significant differences in the type of uses allowed. Both Classes would allow single family housing and natural resource uses such as agriculture, forestry and gravel pits, but only the Class 1 roads would allow uses such as small scale auto sales and repair facilities and small scale offices (less than 4,000 square feet), and then only if the properties met specific criteria such as the amount of sight distance at the driveway entrance, amount of road frontage, and the ability to screen the use from neighbors. In addition, the proposal would allow somewhat smaller house lots with a lesser amount of road frontage if the lot does not front on the main road. The intent is to encourage back lot (no road frontage required) development.

Overview of Recommended Regulatory Approach

The main reasons for adopting this regulatory approach include the following:

- 1) Areas that are or appear rural in character should remain rural in character.
- 2) The type of road often is a good indicator of the type of current that has occurred and the type of future development that should be permitted.
- 3) The approach will ensure that the regulations that apply to persons who live on one side of the road are the same as the zoning that applies to persons who live on the other side of the road.
- 4) This system has flexibility. If the character of a road changes over time, for example it begins to experience a much larger amount of commuter traffic, it is possible to change the zoning designation (Class of Road) of this road/area without affecting the zoning for the remaining area.
- 5) It is very important to manage the number and location of curb-cuts and driveways onto most roads in Belfast. The location and number of driveways is a significant public safety issue, and affects the speed of traffic on a road and the number of accidents.

The regulatory guidelines that accompany this approach include the following:

- 1) The depth of the zone for Class 1 roads is recommended to be 750 – 1,000 feet from the edge of the road right of way. All areas located more than this amount of distance from the edge of a right of way would be considered part of the Class 2 road system.

- 2) Notwithstanding # 1 above, it is recognized that 750 – 1,000 feet is an arbitrary distance and that it is not related to property ownership. Thus, a person whose property is in both a Class 1 zone and Class 2 zone that proposes a type of development that is only permitted in a Class 1 zone, can request a ‘Special Exception’ from the Belfast Zoning Board of Appeals to include more of their property in the Class 1 zone.
- 3) At the point at which Road Classes intersect, such as near an Intersection, the higher Road Class (Class 1) prevails.
- 4) Any existing use that may be rendered nonconforming by the adoption of this Code will be permitted to expand up to a maximum of 100% of the current floor area for any structure or 100% of the developed area on the site. Also, may allow an increase in size of lot on which nonconforming activity occurs.
- 5) City specifically endorses the long-term continuing use of all existing commercial properties in the Class 1 and Class 2 areas whose existing use would otherwise be rendered nonconforming by the implementation of these recommendations. Specific examples of such existing uses include the restaurant, convenience store and laundromat located at the intersection of Rte 137 and 7, and Belfast 52 Variety located at the intersection of Lincolnville Avenue and Back Belmont Road. Further, it is recognized that the above examples are just that, examples, and that this provision likely applies to other uses and properties in the Class 1 and Class 2 areas. The City shall examine alternatives to implement this policy and shall choose an approach that achieves the goal outlined in this policy.

Other planning concerns for this Area:

- 1) The City should discourage the extension of public services to most of this area. This is a rural area. The extension of public sewer would be a tremendous public expense and would eventually cause the character of the area to change.
- 2) The City should strongly encourage the creation of ‘back lots’, including lots which have no frontage on the main road and which use a common driveway for access to the main road.
- 3) The City should allow the use of minor roads, roads which are about 16’ in width and which can remain a gravel surface, for developments which serve up to 7 house lots. These roads must remain in private ownership and would require a right-of-way width of 50’, and could use a hammerhead as a turn-around rather than a cul-de-sac at the end of the road. Why? Road construction is expensive, and roads which will generate little traffic do not need to meet the same construction standards as major travel roads.

- 4) The City, in an effort to encourage the construction of affordable ownership (non-rental) housing, should consider allowing small housing clusters on properties in which the lots created would be smaller than the minimum lot size required for the zone. The housing clusters typically would involve the provisions such as the following: no more than 7 single family housing units; construction of a single road to access all lots, usually a minor road; the retention of common open space area; offering homes which moderate income persons could afford to purchase; and provisions which cap that amount of appreciation in housing price for a reasonable period of time. This approach likely is more suitable for non-state roads, particularly Class 2 roads, and could apply to most Rural Road Class properties. While this provision could lead to residential growth occurring outside the established growth area, it also could result in one or more of the builders in the area undertaking a project which involves less risk in terms of land and infrastructure costs; two of the factors which often cause housing to be non-affordable.

- 5) The City should allow a wide range of uses which would be classified as home occupations to occur on a property, provided the use was operated by the owner/occupant of the property, and the use could satisfy applicable standards. Reference pages 14 & 15 of this Plan for greater detail regarding home occupations.

The Rural Road Class 1 and Rural Road Class 2 areas are both considered 'Rural' areas. While housing and some nonresidential uses are allowed, the City is not attempting to direct significant amounts of growth to these areas. For example, the City does not intend to expend significant capital project monies on constructing infrastructure improvements, such as public sewer (which is a recommended action in the growth areas), and proposed land uses are generally of lesser intensity and scale in this area.

CLASS 1 ROADS

“MAJOR RURAL TRAVEL ROADS”

Goal

To carefully manage the intensity and scale of development so it does not conflict with use of the road, and to encourage development that is compatible with the general rural character of the area.

List of Proposed Class 1 Roads

- 1) Route 3 (Belmont Ave), from Edgecomb Road to the Belfast – Belmont line. This area also includes a 40+ acre property now owned by Bank of America (formerly owned by the Gould/Perry families) that is located easterly of Edgecomb Road.
- 2) Route 137, (Waterville Road) from Marsh Road to the Belfast – Waldo line.
- 3) Back Searsport Road

Permitted Uses (Examples of Main Uses)

- 1) Single Family and Two Family residential
- 2) Home Occupations, larger scale, including bed & breakfast and day care home (reference pages 14 & 15)
- 3) Professional Offices less than 4,000 square feet in size; limit of 1 structure per minimum lot size
- 4) Self storage buildings
- 5) Agricultural, including sale of material and equipment associated with such use, for example, a livery.
- 6) Greenhouse/Nursery
- 7) Forestry operations, including wood processing
- 8) Gravel Extraction (if not in watershed area)

Permitted Uses Subject to Obtaining a Special Exception from Zoning Board of Appeals

- 1) Warehouse (limited truck traffic)
- 2) Boat storage and repair

- 3) Recreational facilities, indoor & outdoor (e.g. golf courses & campgrounds)
- 4) Schools, Churches & Child Care Centers (more than 13 students)
- 5) Kennels
- 6) Auto repair and services, with limited auto sales
- 7) Small scale industry & manufacturing
- 8) Consider allowing contractor service yards, such as John Faulkingham yard on Woods Road
- 9) Septage disposal, treatment and spreading operations

It is recommended that uses that often are more intense or have greater impacts be permitted only if the project complies with more stringent standards. The Zoning Board of Appeals would consider such applications as a 'Special Exception' and would apply criteria such as but not necessarily limited to the following:

- 1) A use would need a larger lot size lot than the minimum 2 acre threshold otherwise required for a nonresidential use.
- 2) A greater amount of road frontage than 200 feet; likely 400+ feet.
- 3) Greater setbacks from the road, with the goal of establishing good quality screening for the project to create a buffer between the road and the use.
- 4) Greater setbacks from all side lot lines, likely 100+ feet, with the setback area to be a natural buffer area. Goal is to lessen conflict with abutting property owners.
- 5) Consider the amount and type of traffic generated by the use, and ensuring that there is good quality sight distance and adequate separation between the entrance to this site and adjacent driveways.

Minimum Lot Size & Density (Number of Housing Units per Acre)

- 1) Single Family Residence on 1.5 acres & 200 feet frontage, if fronts on a Class 1 road.
- 2) Two Family Residence (duplex) on 2 acres & 200 feet frontage if frontage on a Class 1 road
- 3) Single Family or Two Family residence on 1.5 acre & 150 feet frontage if no frontage on a class 1 road. Also, back lots may not require any frontage on a road.
- 4) Multifamily residential should generally be a prohibited use because of the lack of sewer.
- 5) A permitted nonresidential use must have at least 2 acres with 200 feet frontage, and the amount could be greater subject to 'special exception' from Zoning Board of Appeals.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Front structure setback of 30 feet for a residential use
- 2) Side and rear setback requirements of 15 feet for a residential use.

- 3) Front structure setback of 75 feet for a structure that is used for a nonresidential use. Also, the amount of front setback for a nonresidential use could be greater subject to ‘special exception’ from Zoning Board of Appeals.
- 4) Side setback requirement of 30 feet for a nonresidential use, and the amount of this setback could be greater subject to ‘special exception’ from Zoning Board of Appeals.
- 5) Rear setback requirement of 50 feet for a nonresidential use, and the amount of this setback could be greater subject to ‘special exception’ from Zoning Board of Appeals.

Major Changes Compared to Current Requirements

The amount and type of change is based on the zoning district in which the area currently is located. Five zoning districts now apply to the areas that are proposed to become Class 1 Roads; General Purpose-A, Residential Agricultural-1, Protection Rural-1, Airport Growth and Residential Growth. The land use maps provided in this document illustrate both current zoning and the proposed area that would be included in the Class 1 Road land use designation.

Areas that currently are in General Purpose-A zone would be affected as follows. This mostly includes areas along the southeasterly side of the Back Searsport Road.

- 1) The minimum lot size would increase from 1 acre to at least 1.5 acres for most residential uses.
- 2) The amount of road frontage would increase from 100 feet to 200 feet.
- 3) The range of uses permitted would decrease. For example, retail stores and convenience stores would be prohibited.
- 4) The amount of side and rear setbacks could increase for some nonresidential uses.

Areas that currently are in Residential Agricultural-1 zone would be affected as follows. This includes some areas along the northerly side of the outer section of Route 3 and along Route 137.

- 1) The minimum lot size would decrease from 2 acres to 1.5 acres for most residential uses, but the current 1 acre exemption for exempt subdivision lots would no longer apply.
- 2) The minimum amount of road frontage would usually increase from 100 feet to 200 feet.
- 3) The range of uses that will be permitted would be very similar to the current range of uses permitted.
- 4) The amount of side and rear setbacks could increase for some nonresidential uses.

Areas that currently are in Protection Rural 1 zone would be affected as follows. These areas include the southerly side of the outer section of Route 3 and the northerly side of the Back Searsport Road.

- 1) The minimum lot size and minimum amount of road frontage often would decrease from 2 acres to 1.5 acres for a residential use.
- 2) The range of uses that would be permitted would be expanded to include a greater number of nonresidential uses; for example professional offices and auto repair.
- 3) The amount of side and rear setbacks could increase for some nonresidential uses.

Areas in Airport Growth zone. This includes only a few properties along the airport (southeasterly) side of Route 52/Lincolnville Avenue.

- 1) Single family housing could be permitted in an area that now prohibits single family housing.
- 2) The minimum lot size would increase from 1 acre to at least 1.5 acres.
- 3) The minimum amount of road frontage would now be added to the Code. Strangely, there is no current minimum amount of road frontage identified for the Airport Growth zone.
- 4) The range of uses that would be permitted would be expanded to include a number of nonresidential uses, for example professional offices and auto repair, and the zone would allow single family houses.
- 5) The amount of side and rear setbacks could increase for some nonresidential uses.

Areas in Residential Growth. This includes only a few properties located on the northwesterly side of Lincolnville Avenue that are located between Troy Howard Middle School and Edgecomb Road.

- 1) The minimum lot size would increase from 1/2 acre to at least 1.5 acres.
- 2) The minimum amount of road frontage would increase from 60 feet to at least 200 feet in most cases.
- 3) The range of uses that would be permitted would be expanded to include a number of nonresidential uses; for example, professional offices and auto repair.
- 4) The amount of side and rear setbacks could increase for some nonresidential uses.

Other Issues & Ideas To Consider

- 1) If all properties were to be fully developed as either a residential use or some types of nonresidential uses, many of these areas would no longer be considered 'Rural'. One reason many of the areas proposed as Class 1 roads appear 'Rural' today is because there has not been extensive development as of yet, and to date, there has been minimal pressure to develop the area. This, however, could change over time which means the City should monitor future development in this area.
- 2) Most of the roads identified as Class 1 Roads are subject to MDOT access management requirements. The minimum amount of lot frontage identified in the proposed standards often will be inadequate to meet MDOT driveway separation

requirements, particularly along Route 3 and for uses that generate more than 50 vehicle trips per day.

- 3) The City should consider implementing a view protection corridor for the section of Route 3 near Hayford Hill. This area allows persons driving easterly along Route 3 their first view of Belfast Bay, and it is an important resource to the area's tourism economy. Regulatory options could include requiring greater setbacks from Route 3 for all houses and nonresidential uses, and imposing stricter height limits. Such standards would only apply to structures that would adversely impact the view corridor.

CLASS 2 ROADS

'LOCAL COMMUTER ROADS & QUIET ROADS'

Goal

To allow only low intensity development and to preserve, to the greatest extent practical, the rural character and amount of open space in the area.

Examples of Class 2 Roads

This district includes all roads and areas (area more than 750 - 1,000 feet from a Class 1 Road) that are not Class 1 Roads and which generally are located westerly of the Edgecomb Road, Crocker Road and Marsh Road on the westerly side of the River, and northerly of the Back Searsport Road on the east side of the River. Examples of these roads are listed below. This is not a complete list of all Class 2 Roads.

- Back Belmont Road
- Lincolnville Avenue (Rt 52), area located westerly of Troy Howard Middle School
- Route 7 (West Waldo Road)
- Doak Road
- Oak Hill Road
- Edgecomb Road
- Woods Road
- Jesse Robbins Road
- Pitcher Road
- Poors Mill Road
- Kaler Road
- Smart Road

Permitted Uses (Examples of Main Uses)

- 1) Single Family and Two Family Residential
- 2) Home Occupations, larger scale, including Bed & Breakfast and day care home (reference pages 14 & 15)
- 3) Agricultural, including accessory sales of products from the farm
- 4) Nurseries/greenhouses
- 5) Gravel Extraction (if not in watershed area)
- 6) Forestry operations, including wood processing

Permitted Uses Subject to Obtaining a Special Exception from the Zoning Board of Appeals

- 1) Boat building, storage & repair
- 2) Self storage buildings
- 3) Recreational facilities, indoor & outdoor (golf courses & campgrounds)
- 4) Schools/churches & Child Care Centers (more than 13 students)
- 5) Kennels
- 6) Consider allowing contractor service yards, such as John Faulkingham yard on Woods Road
- 7) Septage disposal, treatment and spreading operations

The above types of uses often generate more impacts, and as such, warrant review by the Zoning Board of Appeals as a ‘Special Exception’ to ensure the proposed use does not adversely affect neighboring properties. Suggested criteria which the Board of Appeals would consider could include:

- 1) A use must have a larger lot size lot than the minimum 2 acre threshold otherwise required for a nonresidential use.
- 2) A greater amount of road frontage than 200 feet; likely 400+ feet.
- 3) Greater setbacks from the road, with the goal of establishing good quality screening for the project to create a buffer between the road and the use.
- 4) Greater setbacks from all side lot lines, likely 100+ feet, with the setback area to be a natural buffer area. Goal is to lessen conflict with abutting property owners.
- 5) Consider the amount and type of traffic generated by the use, and ensuring that there is good quality sight distance and adequate separation between the entrance to this site and adjacent driveways.

Minimum Lot Size & Density (Number of Housing Units per Acre)

- 1) Single Family or Two-Family on 2 acres & 200 feet frontage if frontage on a Class 2 road.

- 2) Single Family or Two-Family on 1.5 acre & 150 feet frontage if no frontage on a Class 2 road. Also, a back lot may not require any road frontage.
- 3) Multifamily residential is a prohibited use.
- 4) A nonresidential use must have at least 2 acres & 200 feet of road frontage, but the amount could be greater if it is subject to obtaining a special exception from the Zoning Board of Appeals.

Setbacks (Distance Structure must be Located from a Lot Line)

- 1) Front structure setback of 30 feet for a residential use
- 2) Side and rear setback requirements of 15 feet for a residential use.
- 3) Front structure setback of 75 feet for a structure that is used for a nonresidential use. Also, the amount of front setback for a nonresidential use could be greater subject to a 'special exception' from Zoning Board of Appeals.
- 4) Side setback requirement of 30 feet for a nonresidential use, and the amount of this setback could be greater subject to 'special exception' from Zoning Board of Appeals.
- 5) Rear setback requirement of 50 feet for a nonresidential use, and the amount of this setback could be greater subject to 'special exception' from Zoning Board of Appeals.

Major Changes Compared to Current Requirements

The amount and type of change is based on the zoning district in which the area currently is located. Four main zoning districts now apply to the areas that are proposed to become Class 2 Roads; Residential Agricultural-1, Protection Rural-1, Residential Growth, and Residential II. The land use maps provided in this document illustrate both current zoning and the proposed land use designation.

Areas that currently are in Residential Agricultural-1 zone would be affected as follows. This mostly includes all areas along Route 7 (West Waldo Road), the southwest side of the Doak Road, the westerly side of the Edgecomb Road, the area near the intersection of Lincolnville Avenue and the Back Belmont Road, the easterly side of the Jesse Robbins Road, and all of the Pitcher Road and Poors Mill Road area.

- 1) The minimum lot size would remain the same for most residential uses, but the current 1 acre exemption for exempt subdivision lots would no longer apply.
- 2) The minimum amount of road frontage would usually increase from 100 feet to 200 feet.
- 3) There will be a decrease in the range of nonresidential uses that would be permitted compared to the current zone. For example, restaurants, professional offices and convenience stores would no longer be permitted. The proposed amendment would result in Belfast 52 Variety on Lincolnville Avenue being considered a nonconforming use.

- 4) The amount of side and rear setbacks could increase for some nonresidential uses.

Areas that currently are in Protection Rural 1 zone would be affected as follows. These areas mostly include Smart Road, northeasterly side of Doak Road, Oak Hill Road, the westerly side of Jesse Robbins Road, and the Woods Road.

- 1) The minimum lot size and minimum amount of road frontage would remain the same for most purposes.
- 2) The range of uses that would be permitted would be expanded to include a few nonresidential uses that currently are prohibited; boat repair, recreational uses, and self storage buildings for example.
- 3) The amount of side and rear setbacks could increase for some nonresidential uses.

Areas in Residential Growth zone would be affected as follows. This includes only the area along the easterly side of Edgecomb Road.

- 1) The minimum lot size would increase from 1/2 acre to 2 acres.
- 2) The minimum amount of road frontage would increase from 60 feet to 200 feet in most cases.
- 3) The range of uses that would be permitted would be expanded to include some nonresidential uses; such as boat repair, storage facilities and recreation facilities.
- 4) Also, some uses that are now permitted would be prohibited, such as professional offices.
- 5) The amount of side and rear setbacks could increase for some nonresidential uses.

Residential II zone includes only the area along Herrick Road and Perkins Road, and would be affected as follows.

- 1) Lot size increases from ½ acre to 2 acres.
- 2) Road frontage increases from 60 feet to at least 200 feet.
- 3) Allows a few nonresidential uses that are now prohibited, such as kennels, but also prohibits a use that is now permitted, professional offices.
- 4) Amount of structure setbacks would increase.

Other Issues & Ideas To Consider

- 1) Many of these roads experience commuter traffic. The speed of this traffic often conflicts with how residents view their area as being located on a 'Rural' road, and an area in which they expect both the amount and speed of traffic to be reasonable. This conflict likely will be exacerbated as more of the rural land in Belfast and surrounding towns is developed.
- 2) Most existing development, particularly housing development, is often located fairly close to the road. The proximity of existing houses to the road can lead to conflicts between the amount of activity on the road and residents' expectation that they live in a quiet rural area.

- 3) It is critical that the City manage the location and number of curb-cuts along these commuter roads.
- 4) Much of the land in this area is undeveloped, including many large tracts of land (50+ acres). This land, however, rarely is being used for a natural resource purpose, such as forestry or agriculture, and one of the main reasons it remains undeveloped is the current lack of development pressure. This current lack of development pressure could be transitory, and as the desire for more development occurs, land that is now considered rural could be developed in a manner that eliminates the general rural character of the area. For example, a person who owns a single family house on a 5 acre lot on the Woods Road may be concerned if a 25 unit subdivision is proposed on an abutting 50 acre parcel; a feeling of too much development. The City should consider implementing regulatory provisions that attempt to retain the rural character of the area, such as requiring open space subdivisions and/or requiring the preservation of natural buffer areas.
- 5) The City, in an effort to encourage the construction of affordable ownership (non-rental) housing, should consider allowing small housing clusters on properties in which the lots created would be smaller than the proposed minimum lot size required for the zone. The housing clusters typically could involve provisions such as the following: no more than 7 single family housing units; construction of a single road to access all lots, usually a minor road; the retention of common open space area; offering homes which moderate income persons could afford to purchase; and provisions which cap that amount of appreciation in housing price for a reasonable period of time.
- 6) The City should encourage private efforts that result in the long-term protection of important open space resources, such as conservation easements.
- 7) City should consider locations in which a salvage yard or junkyard can be operated. Any such operation would need to conform to all State standards and be adequately screened and separated from neighboring properties. Further, the use should not result in any likelihood of adverse impacts on individual drinking water supplies or the area's natural resources. Currently, there are several salvage and junk yard operations in the area which is proposed to be Rural Road Class 2.

OUTLINE OF APPROACH TO REGULATE HOME OCCUPATIONS

The approach outlined in this section identifies examples of the types of uses that could qualify as allowed home occupations, larger scale operations, and some of the issues that will be important to consider in the regulation of such uses. The overall approach

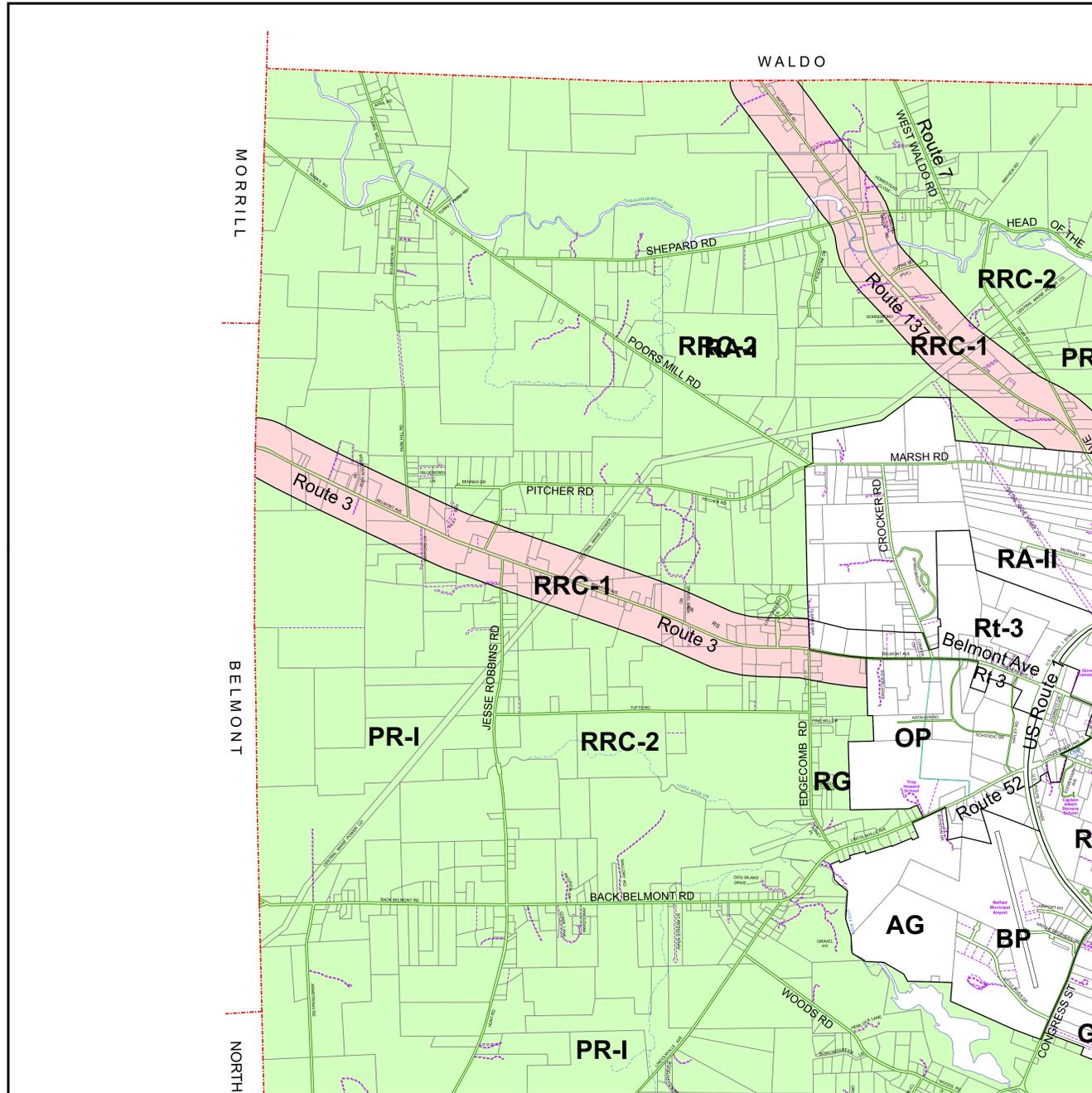
would allow a fairly wide range of home based businesses to occur in the Outside Rural area, both the Class 1 and Class 2 areas, provided such businesses are small in scale and do not adversely impact other property owners in the area. It is noted that this list of guidelines is quite explicit, mostly so users of this Plan have a good start point for considering how home occupations should be regulated. It is also noted that these guidelines appear in the Outside Rural Area of the Plan, however, many of these would be applicable to other proposed land use areas identified in this Plan in which larger scale home occupations would be allowed.

- The owner/operator of the business must live on the property. It must be a home based business. It is noted that the standard specifically references ‘live’ on the property rather than ‘own’ the property, which means that someone who rents/leases the property could operate the business. The Belfast Planning Board has issued home occupation permits to a number of persons who rent a property, provided the owner of the property consents to the use.
- Home based businesses would allow the production of goods on site. Such businesses that produce goods on site or engage in trades that add real value to goods produced elsewhere would have the opportunity to sell such goods on the property, provided the size (square feet) of the retail sales area is quite small, usually no greater than 800 square feet. In addition, such sales also could include a limited number of goods not produced on the site, provided such goods are similar or related to the goods produced on the site (for example, candle holders for a person that produces candles in their business), and that the production and accompanying sale of goods produced on the site is the prime activity. Examples of such uses include but are not limited to: a business that makes furniture on-site and sells such goods on site, a business that makes candles on site and sells such goods on site, a business that makes clothing on the site and sells such goods on site, and a business that produces art on site and sells such goods on site.
- Home based businesses that engage in the sale of second hand products would be permitted as special exception, provided the size of the structure in which sales occur is no greater than 1,200 square feet, and there is no outside display of goods for sale. Examples of such uses would be Joan’s Tree House on Tufts Road and Mary’s Oak Hill Barn in Swanville. (It is noted that this ‘category’ of use likely is the most difficult to regulate and could result in a proliferation of uses such as antique shops and similar retail stores along a road.)
- Home based businesses would allow the delivery of services on the site, provided the size of the area in which services are provided is quite small, usually no greater than 800 square feet. Examples of such service businesses include but are not limited to: a small engine repair shop, a shoe repair shop, a hair salon, and a seamstress.

- Home based businesses would allow the delivery of professional services, services usually provided in an office, provided the office use is quite small, usually no greater than 800 square feet, and does not involve more than 2 employees not related to the business owner.
- Home based businesses could include the operation of a small scale restaurant and places that sell food prepared on site. Small scale means a building that has no more than 20 seats.
- Home based businesses could include operations that are accessory to an on-site agricultural use. Examples of such may include a farm stand, a livery, a corn maze, petting farms, and such. It is noted that the ‘face’ of agriculture is changing, and that farms are now engaged in an increasing array of accessory operations to sustain the farm. For example, the Good Karma Farm on Perkins Road raises llamas and alpacas and sells fiber goods and soaps, and the Keene Farm on Shepard Road sells compost.
- Home based businesses specifically would include a home based day care business which the State currently defines as less than 13 students. Any facility with more than 13 students would need to be considered as a day care center.
- The City should consider the adoption of standards to regulate such uses to lessen any potential adverse impacts on neighbors. These standards could include but are not necessarily limited to: limitations on the hours of operation; prohibitions on the storage of outside goods; no noxious impacts on neighbors; and the amount of traffic should be low scale and all parking must occur on the site. It is expressly understood that these guidelines are suggestions, and that the City may consider more specific standards in preparing the Zoning Ordinance language that would be adopted to implement this policy direction.
- City should monitor the number of small home based businesses and other types of businesses that occur in various sectors of the Outside Rural area and will consider if City regulations are effective in ensuring that this is a ‘Rural’ area and that one person’s use of their property is not adversely affecting neighboring properties.

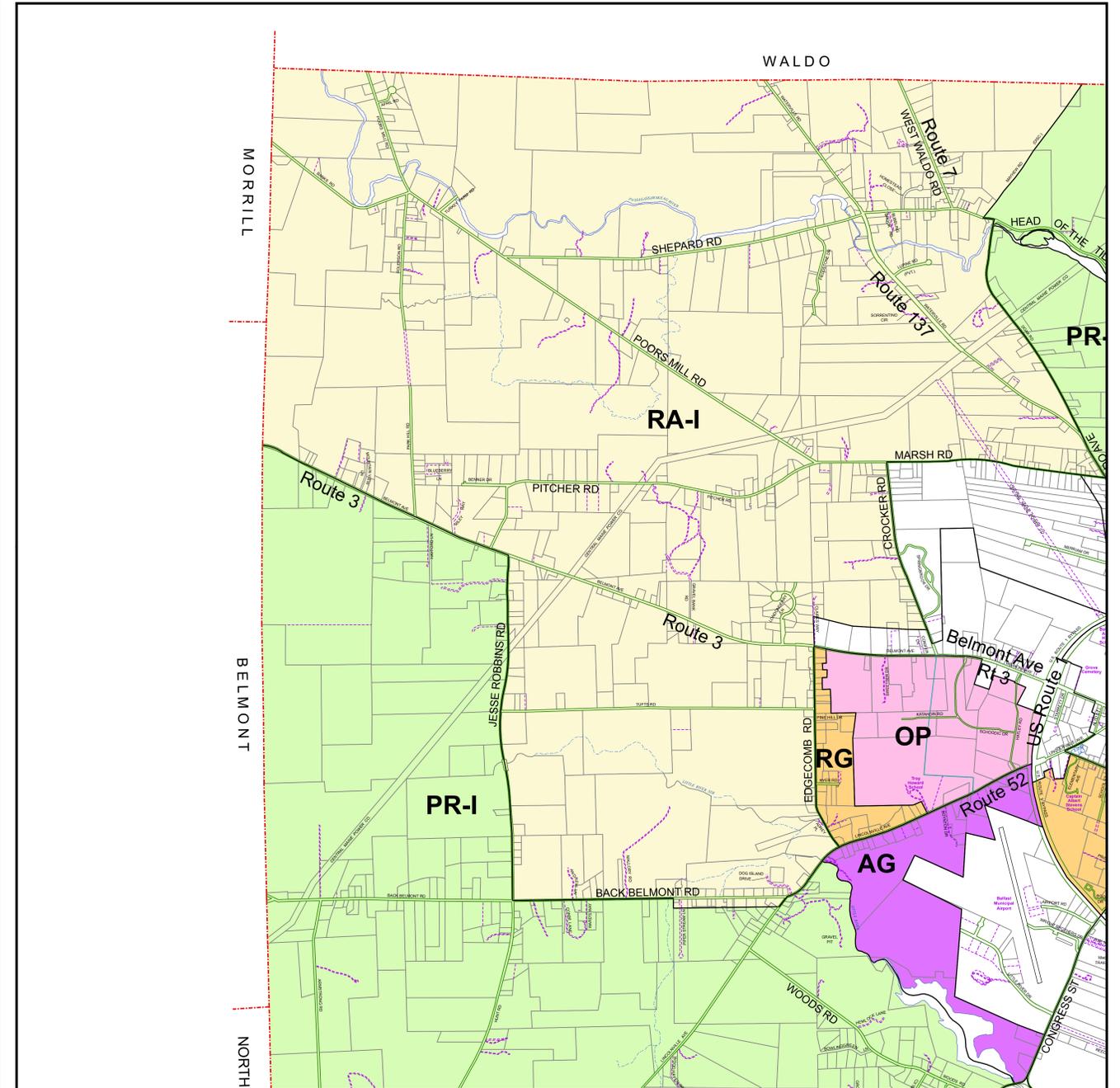
Rt 3 Area Rural Road Class

PROPOSED LAND USE AREAS



- Zone
- RRC-1 Rural Road Class 1
 - RRC-2 Rural Road Class 2

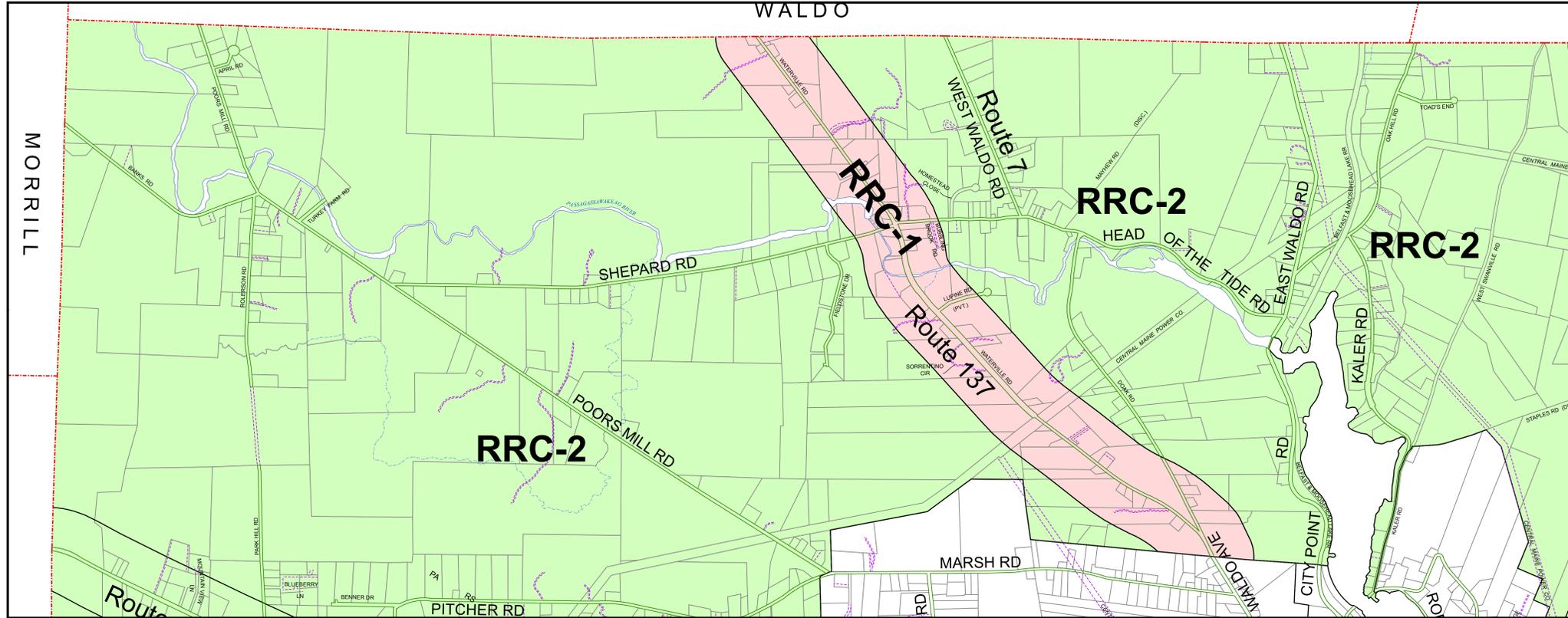
EXISTING ZONING



- Zone
- AG Airport Growth District
 - OP Office Park District
 - PR-I Protection Rural District
 - RA-I Residential/Agricultural I District
 - RG Residential Growth District

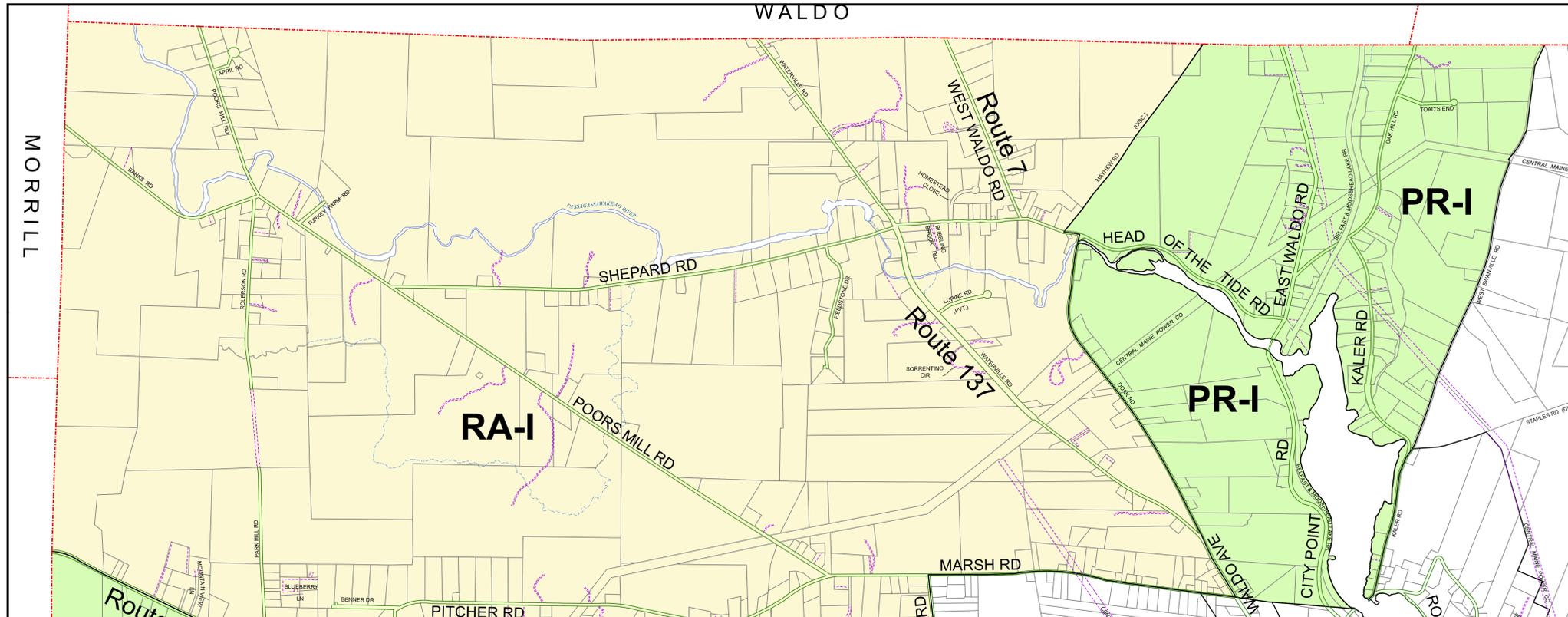
Route 137 Area Rural Road Class

PROPOSED LAND USE AREAS



- Zone
 RRC-1 Rural Road Class 1
 RRC-2 Rural Road Class 2

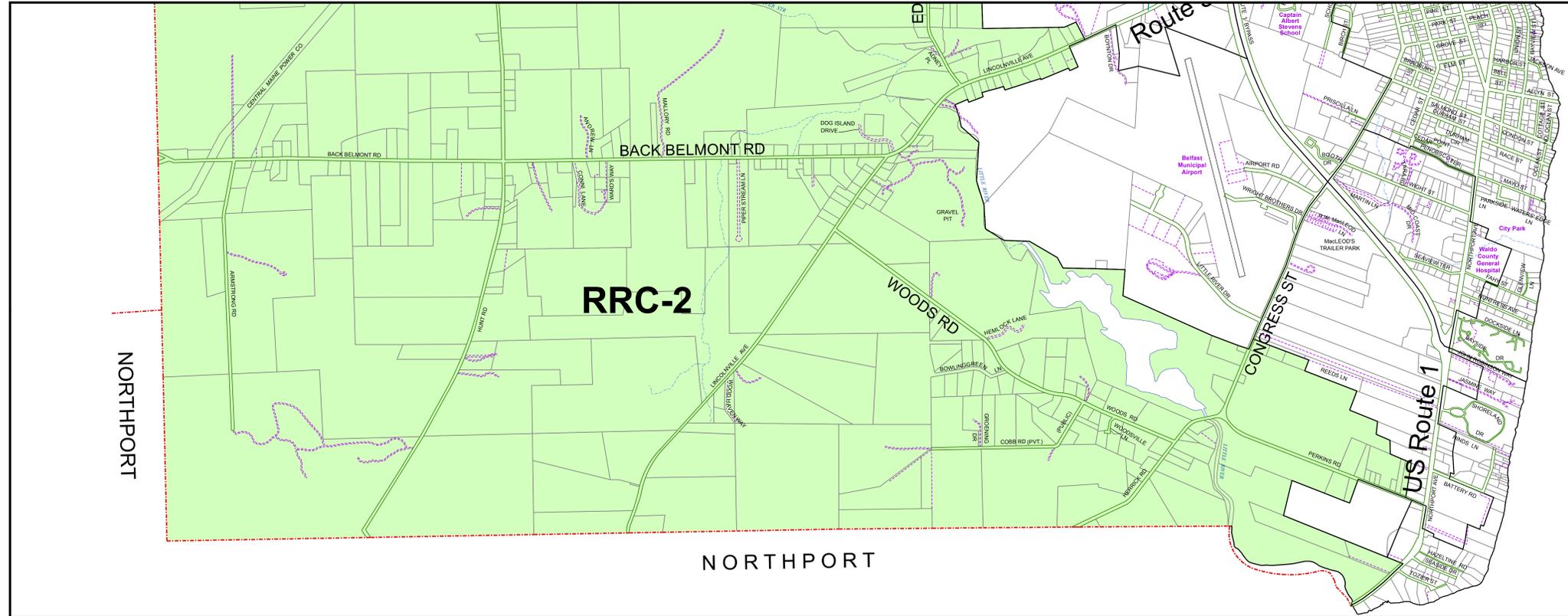
EXISTING ZONING



- Zone
 PR-I Protection Rural District
 RA-I Residential/Agricultural I Dist.

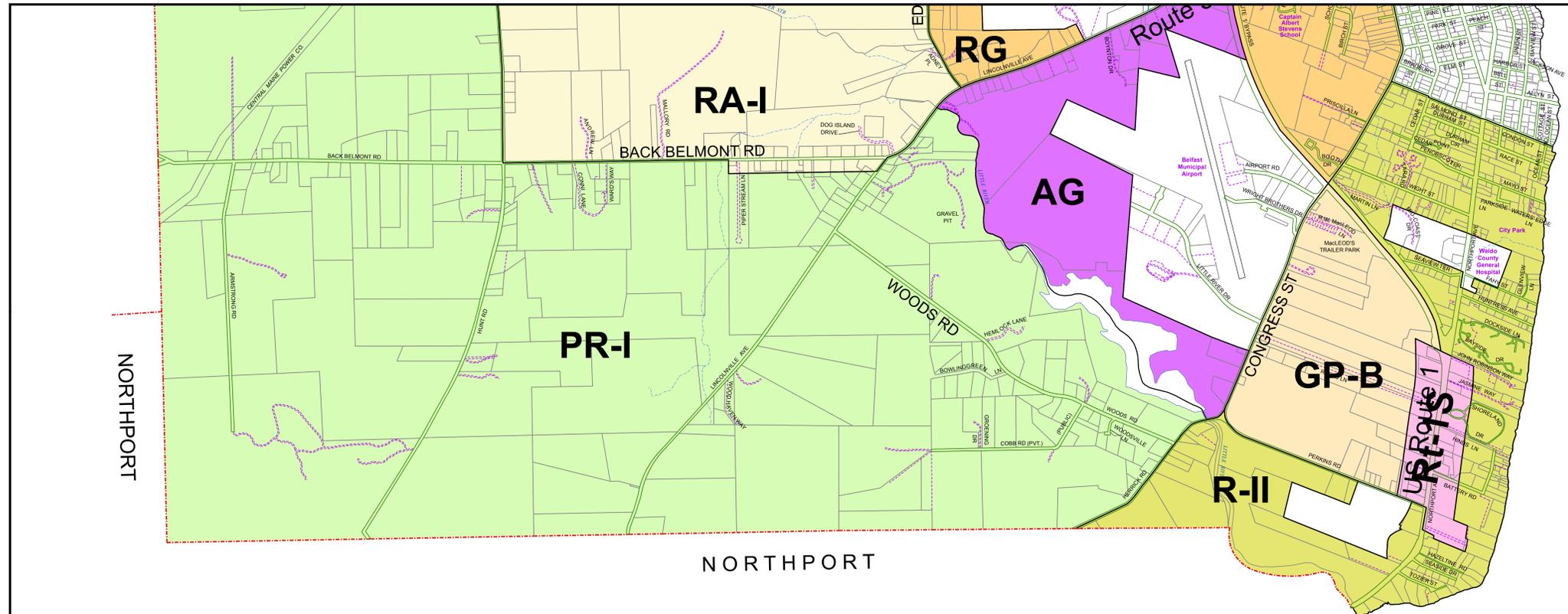
Back Belmont Area Rural Road Class

PROPOSED LAND USE AREA



Zone
RRC-2 Rural Road Class 2

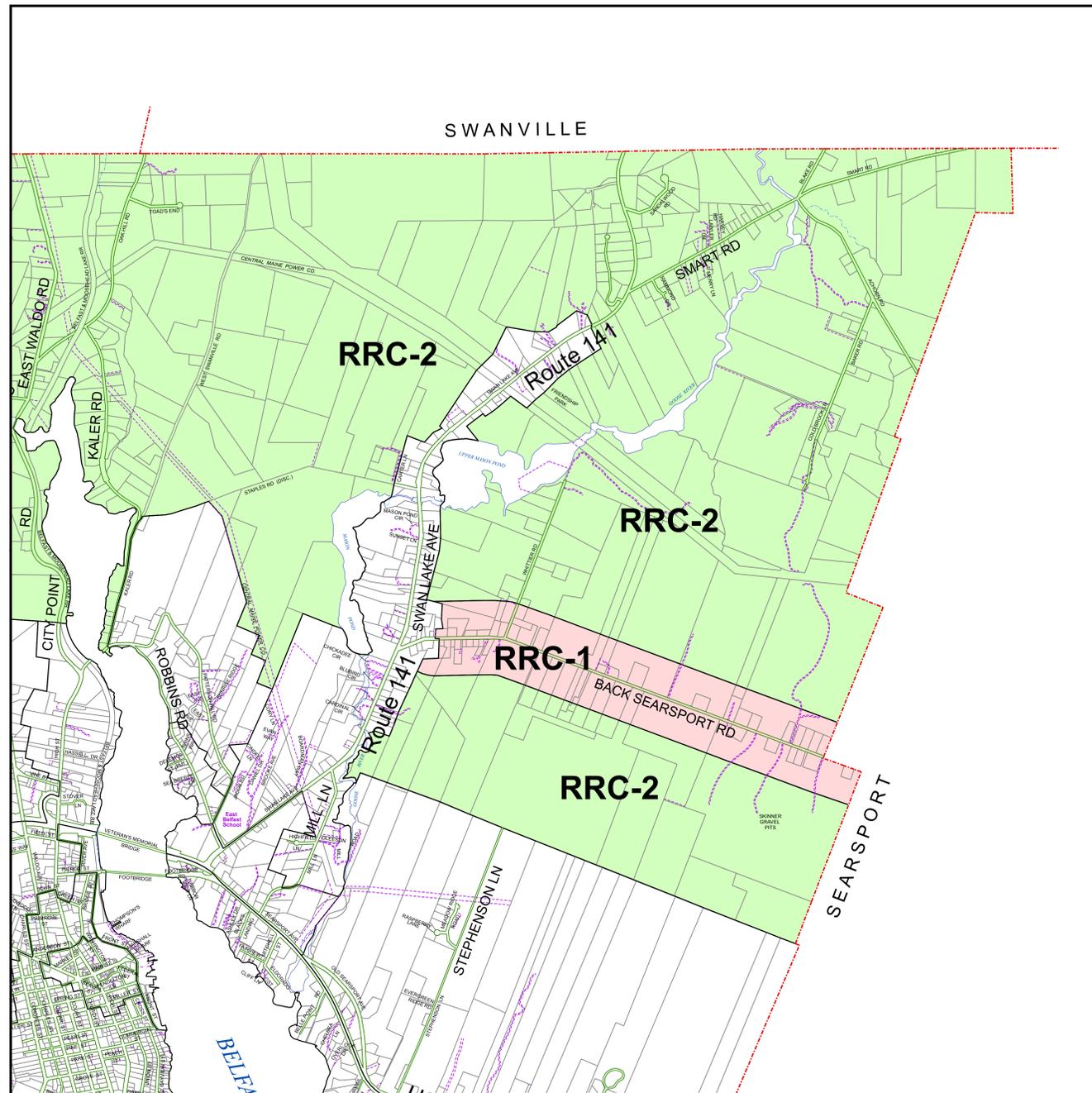
EXISTING ZONING



Zone
 AG Airport Growth District
 GP-B General Purpose "B" District
 PR-I Protection Rural District
 R-II Residential II District
 RA-I Residential/Agricultural I District
 RG Residential Growth District

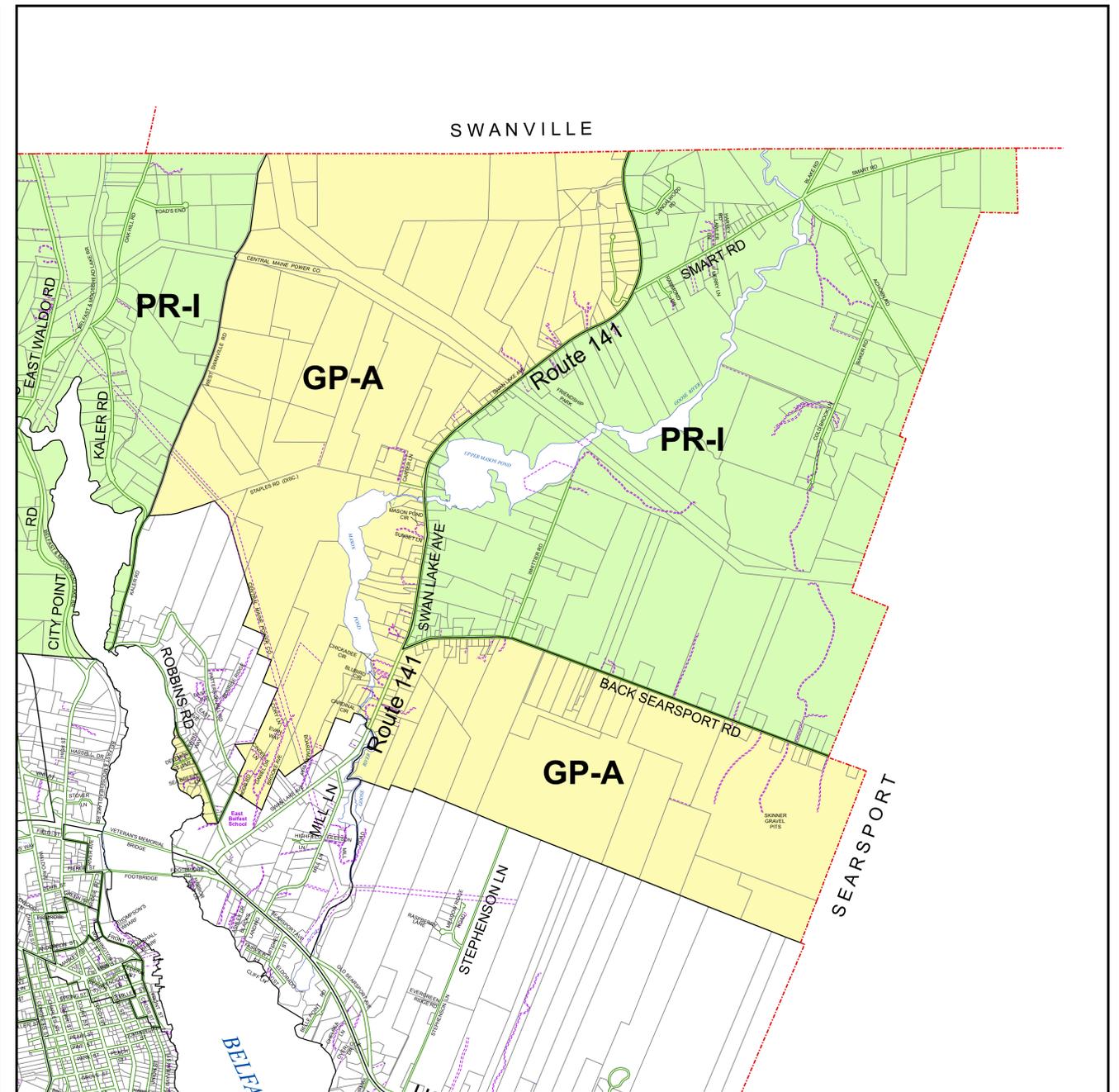
East Side Area Rural Road Class

PROPOSED LAND USE AREAS



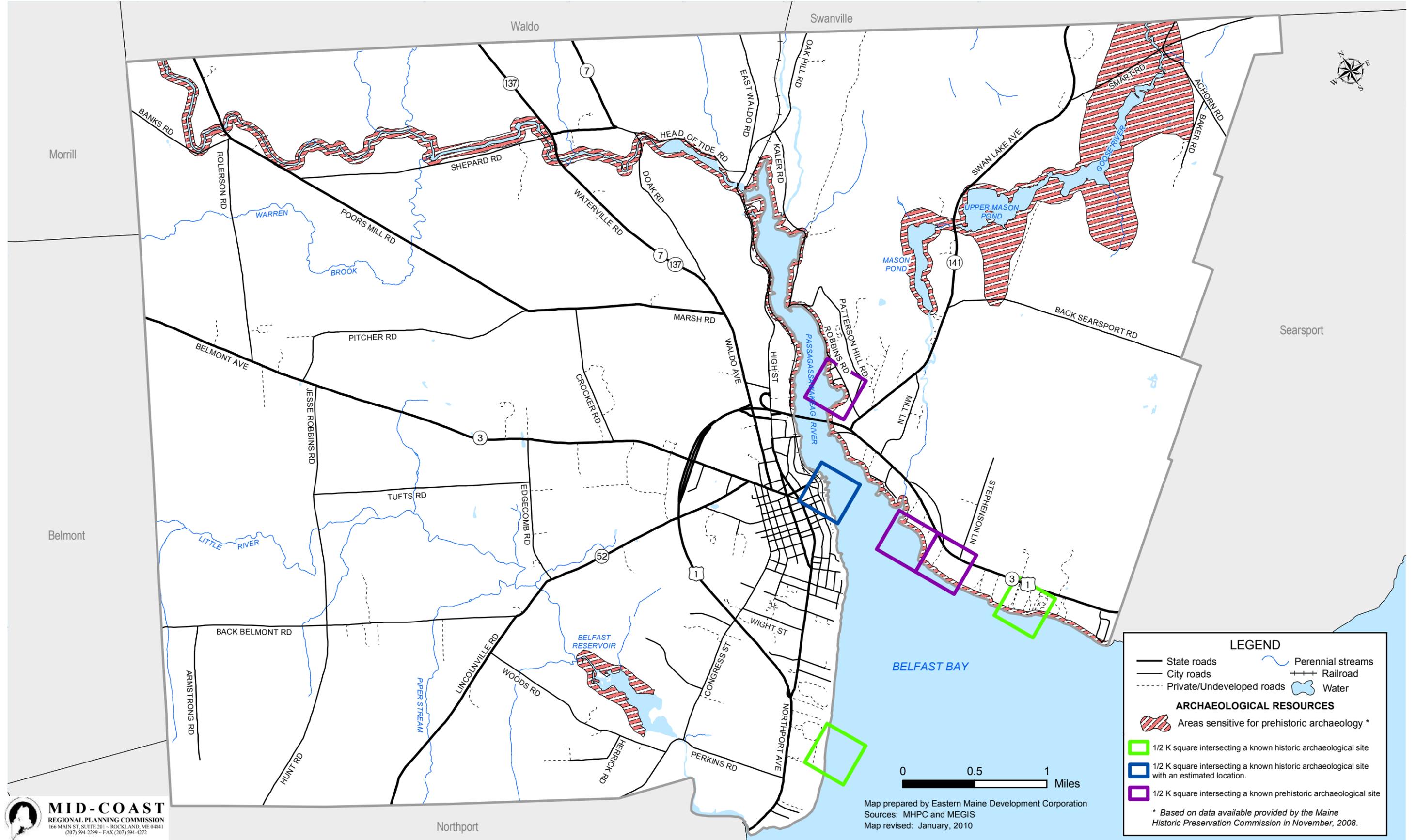
- Zone
 RRC-1 Rural Road Class 1
 RRC-2 Rural Road Class 2

EXISTING ZONING

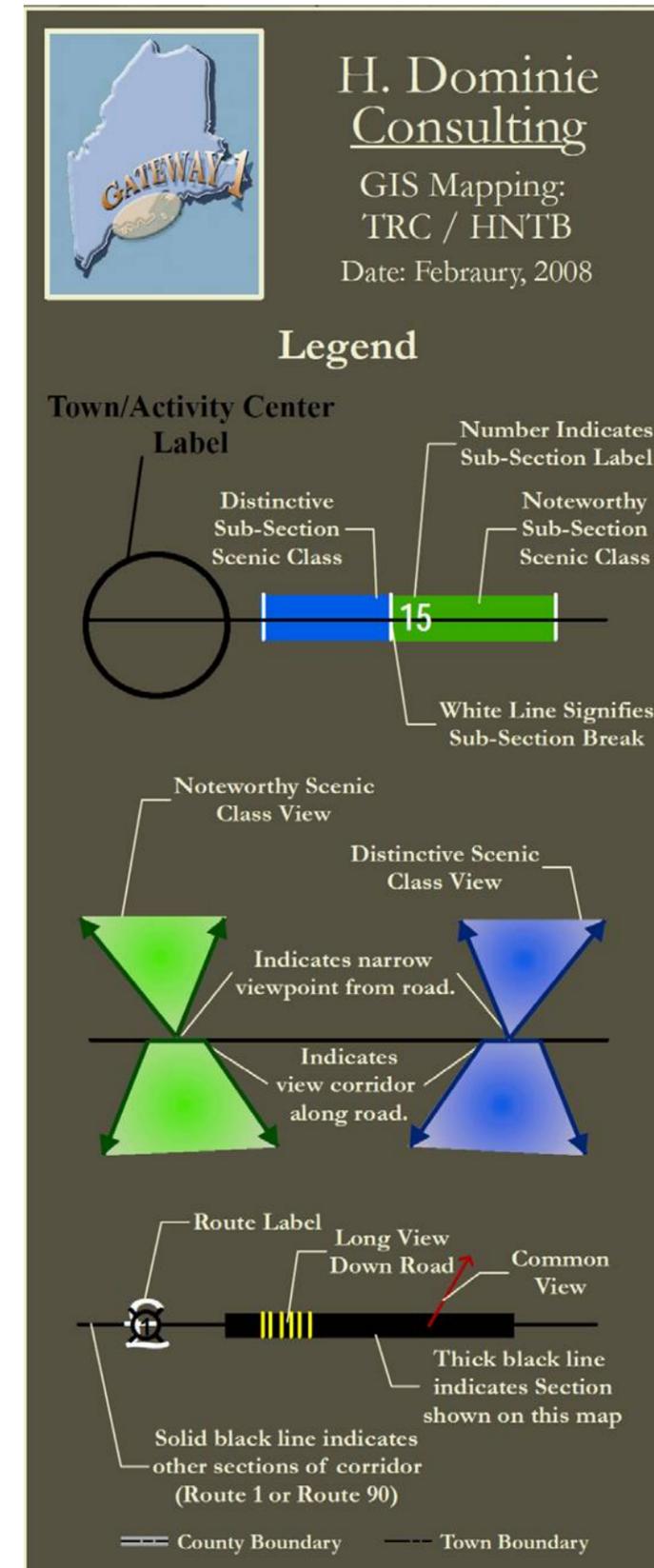
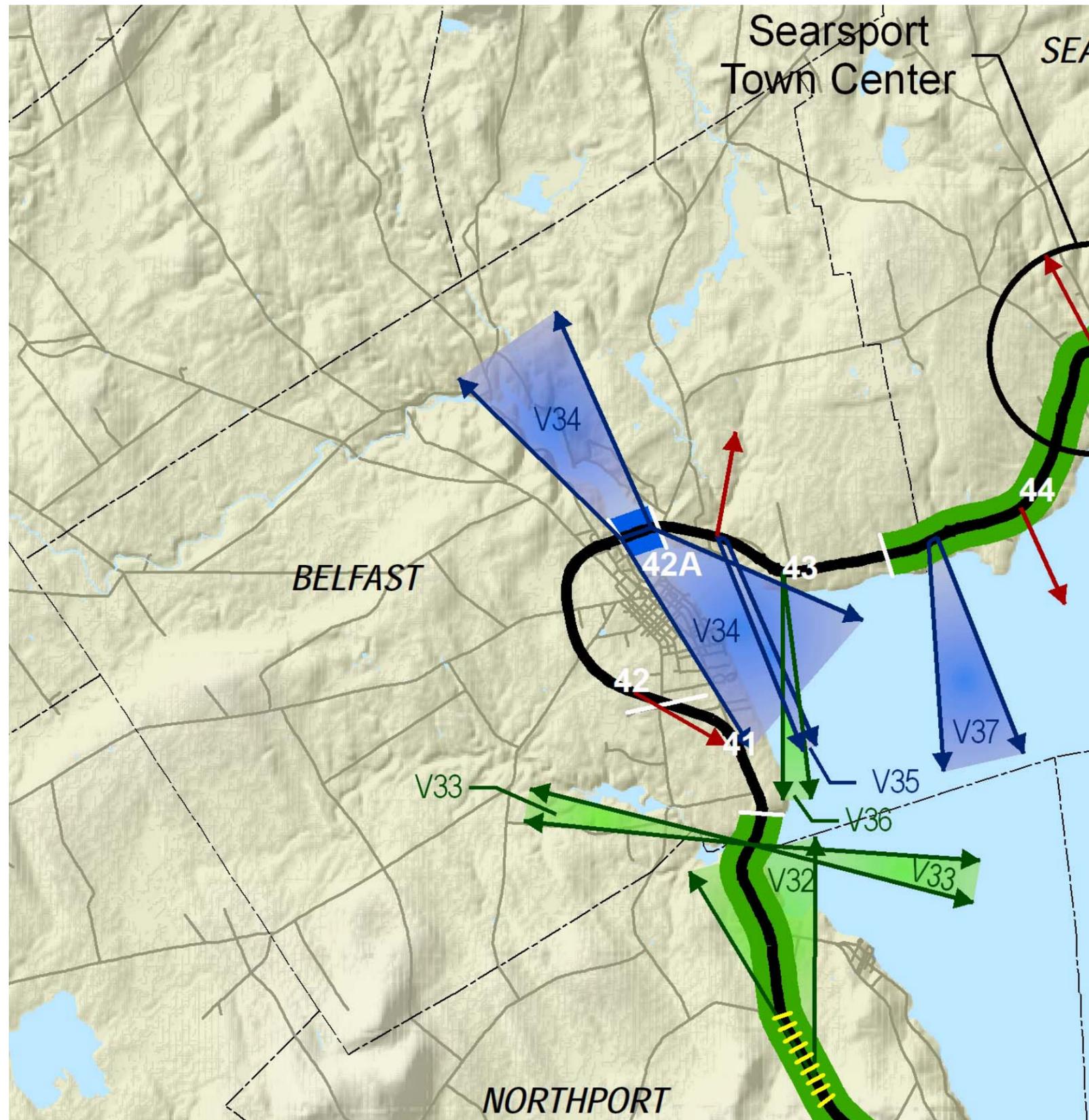


- Zone
 GP-A General Purpose "A" District
 PR-I Protection Rural District

APPENDIX A: RESOURCE MAPS

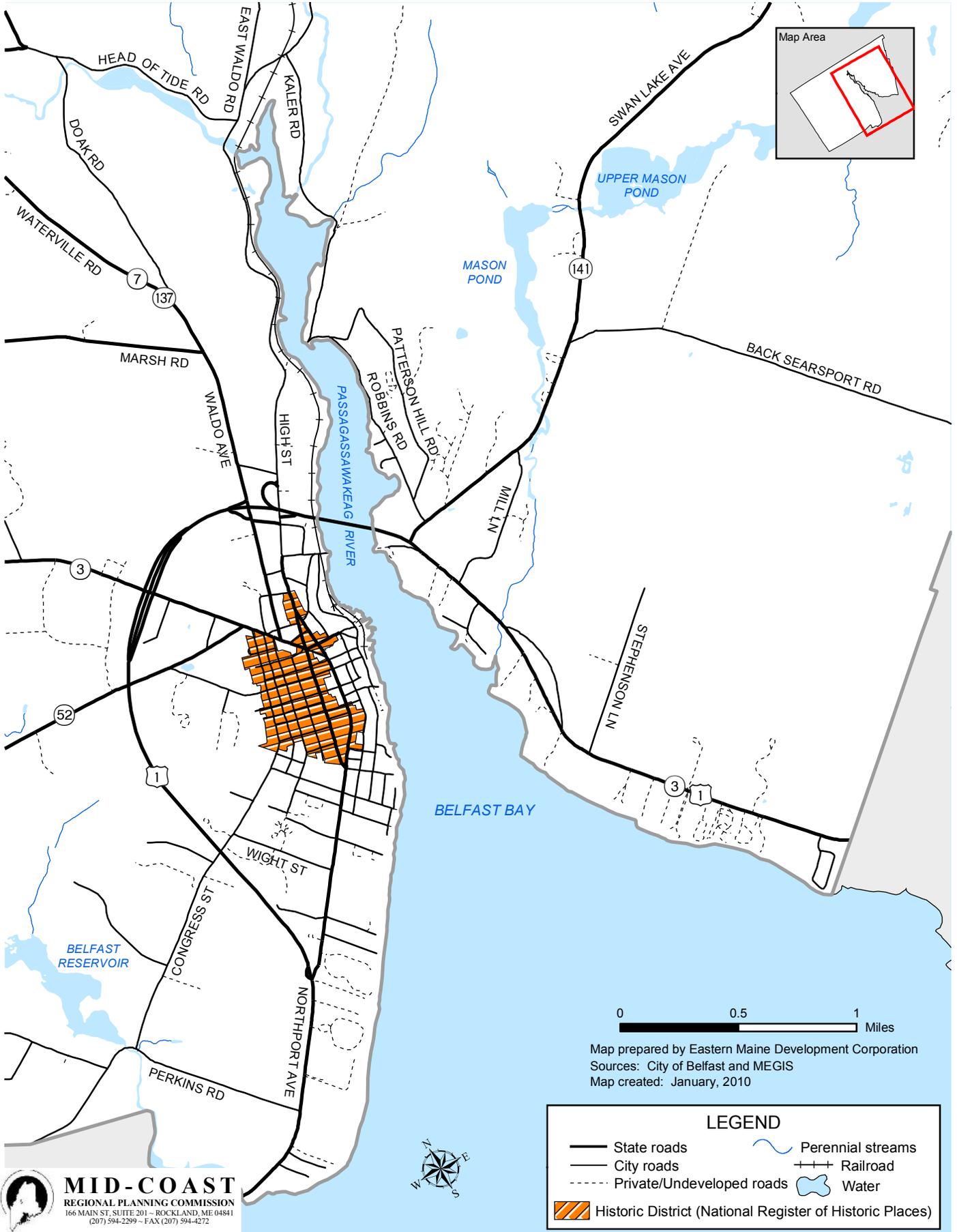


Belfast Detail of Gateway 1 Scenic Quality Assessment Section Four (Upper Bay and River)



Belfast Comprehensive Plan

Historic District (Downtown)



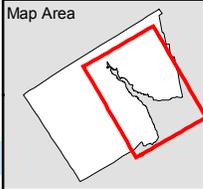
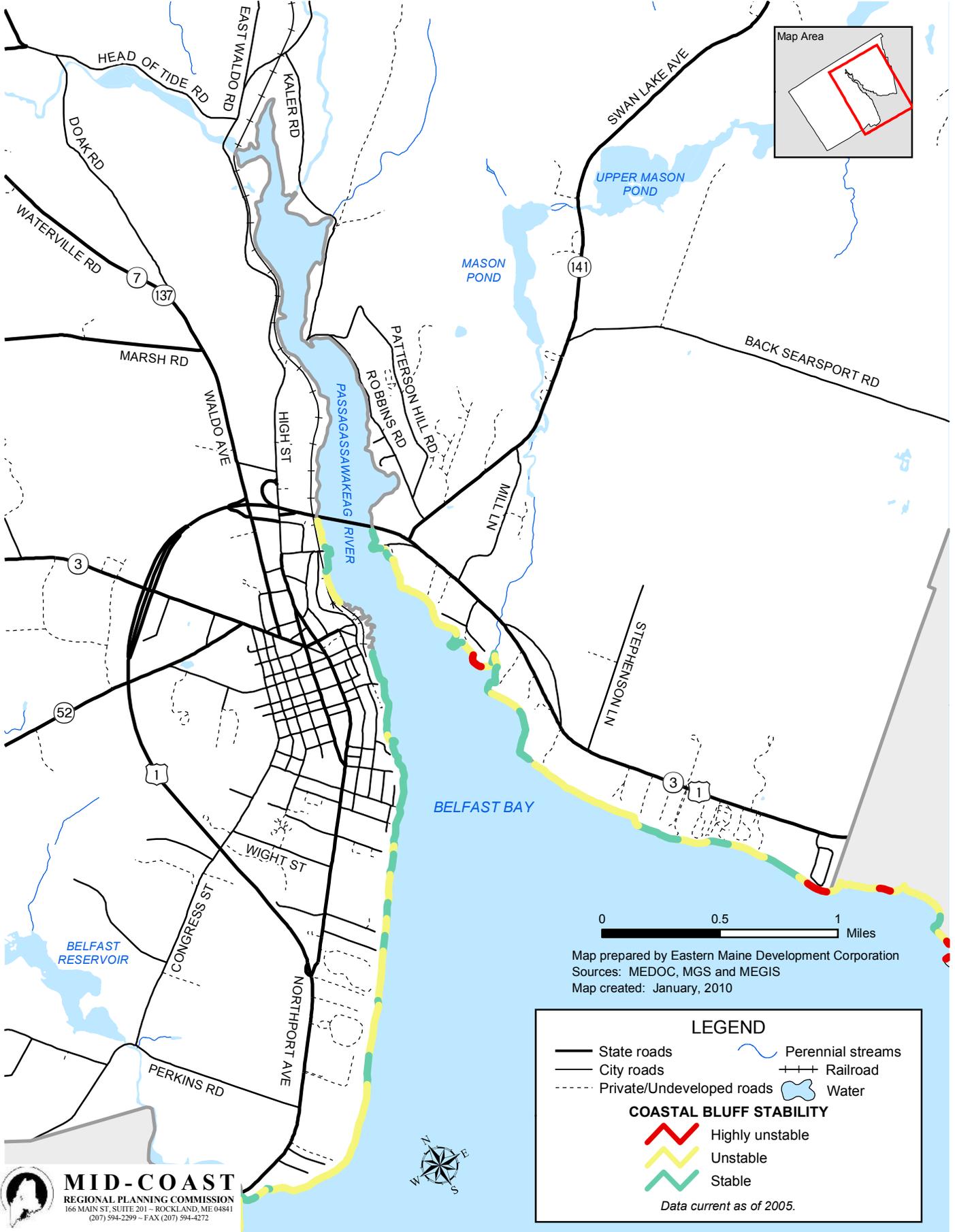
Map prepared by Eastern Maine Development Corporation
 Sources: City of Belfast and MEGIS
 Map created: January, 2010

LEGEND

- State roads
- City roads
- Private/Undeveloped roads
- Perennial streams
- Railroad
- Water
- Historic District (National Register of Historic Places)

Belfast Comprehensive Plan

Coastal Bluff Stability



Map prepared by Eastern Maine Development Corporation
 Sources: MEDOC, MGS and MEGIS
 Map created: January, 2010

LEGEND

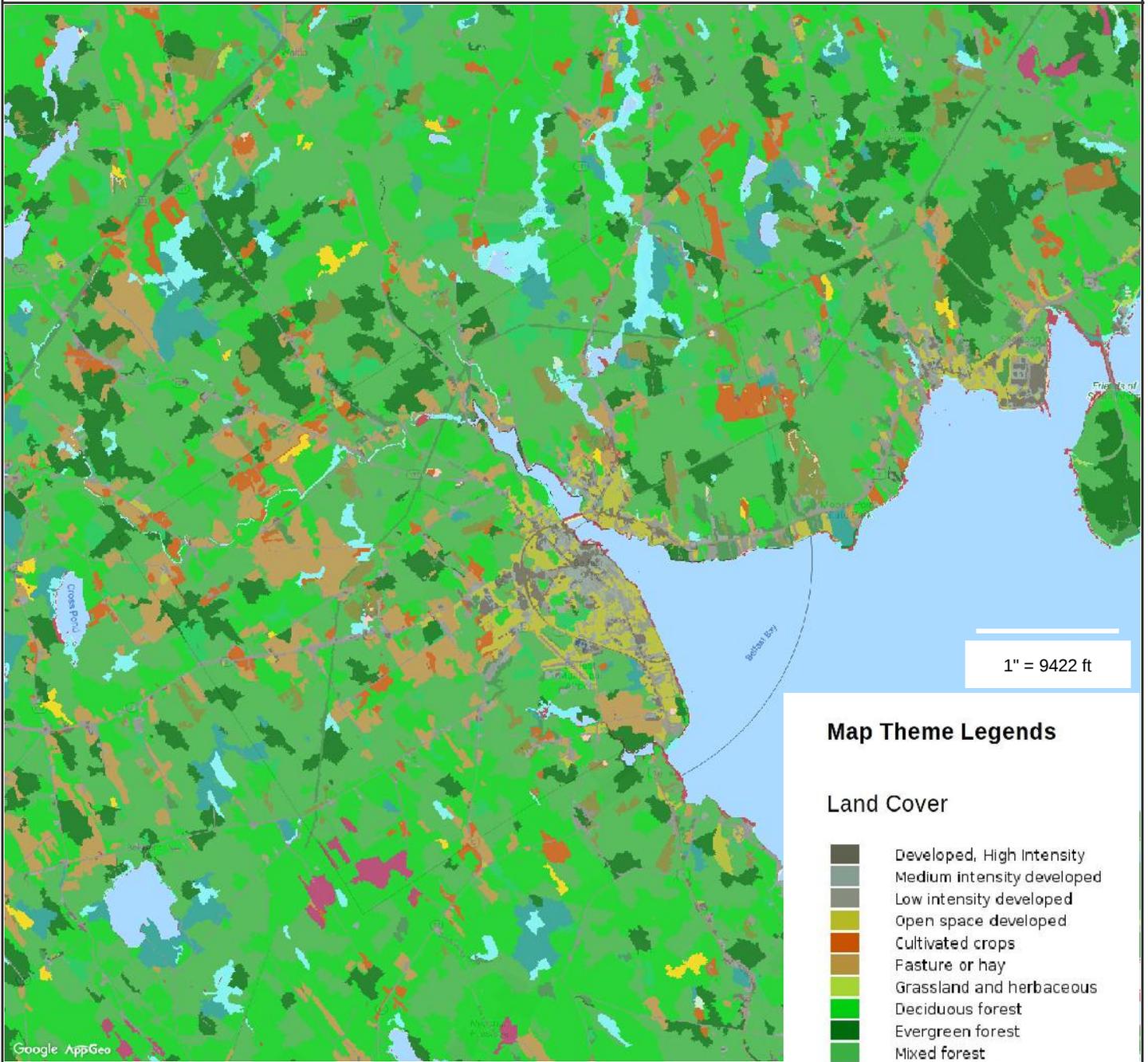
- State roads
- City roads
- - - Private/Undeveloped roads
- ~ Perennial streams
- +++ Railroad
- Water

COASTAL BLUFF STABILITY

- Highly unstable
- Unstable
- Stable

Data current as of 2005.

Land Cover - Belfast Maine



Map Theme Legends

Land Cover

- Developed, High Intensity
- Medium intensity developed
- Low intensity developed
- Open space developed
- Cultivated crops
- Pasture or hay
- Grassland and herbaceous
- Deciduous forest
- Evergreen forest
- Mixed forest
- Scrub or shrub
- Wetland forest
- Wetlands
- Roads and runways
- Unconsolidated shore
- Bare land
- Blueberry field
- Recent clearcut
- Light partial cut
- Heavy partial cut
- Regenerating forest
- Alpine

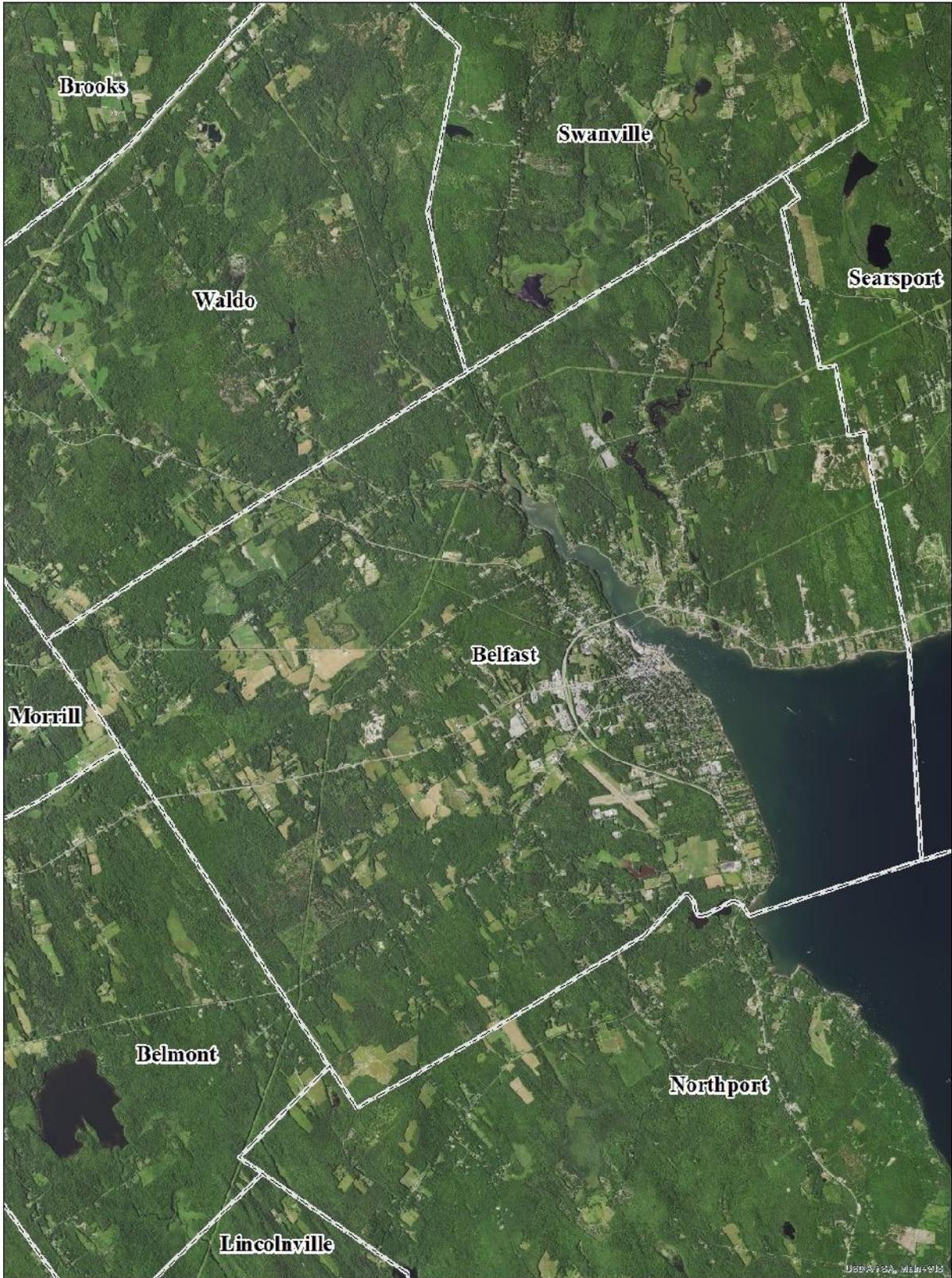


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

City of Belfast, ME makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

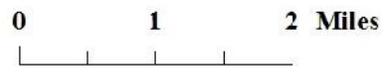
Geometry updated September 15, 2020
Data updated September 15, 2020

Maine Office of GIS (MEGIS)



**Belfast
Air Photo**

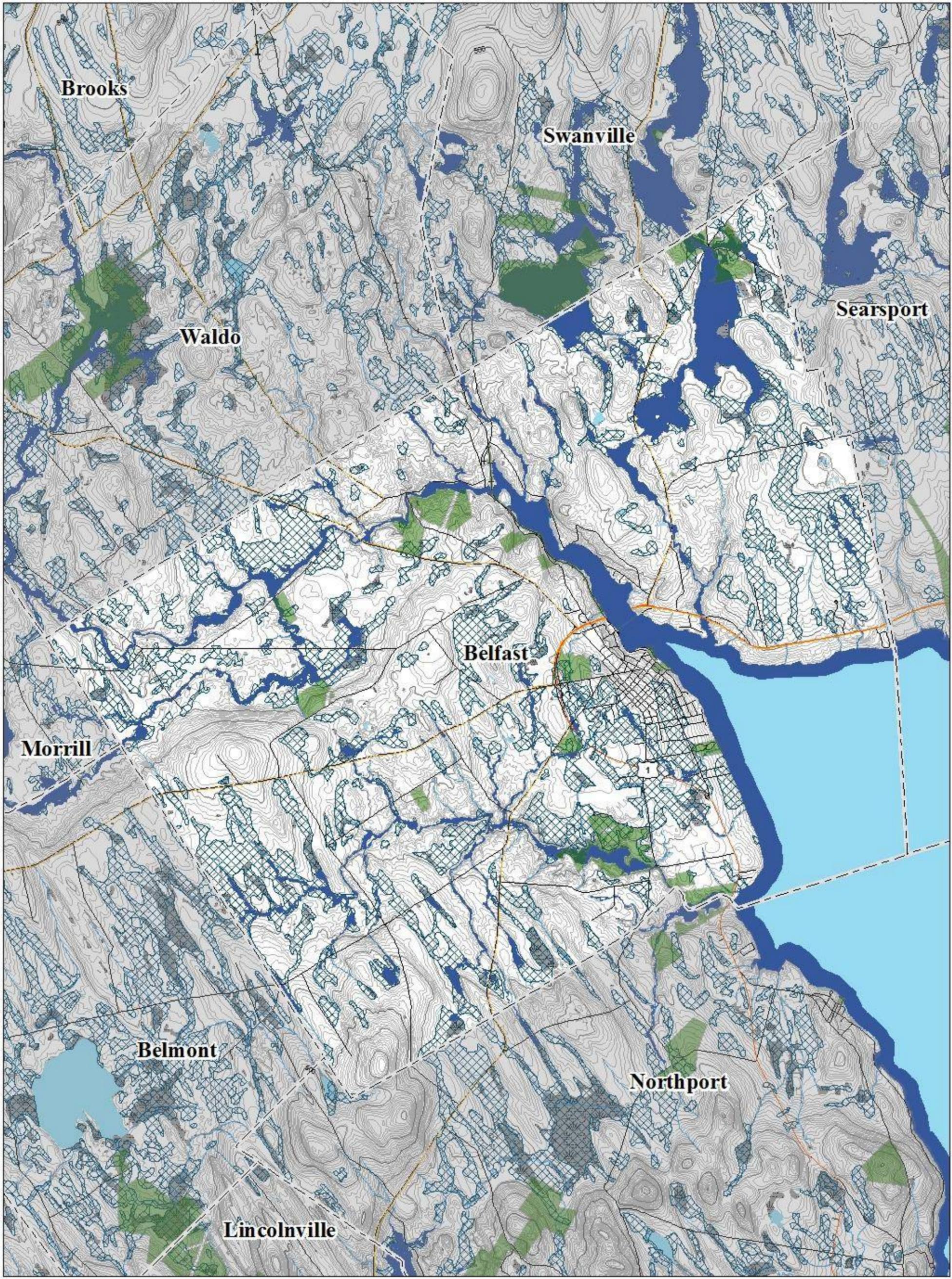
Aerial Photo NAIP 2018
 Source Data: USDA, MEGIS, Maine DACF
 Projection: UTM, NAD83, Zone 19, Meters
 Produced by: Municipal Planning
 Assistance Program, DACF
 October 2020





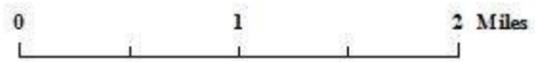

Legend

Municipal border

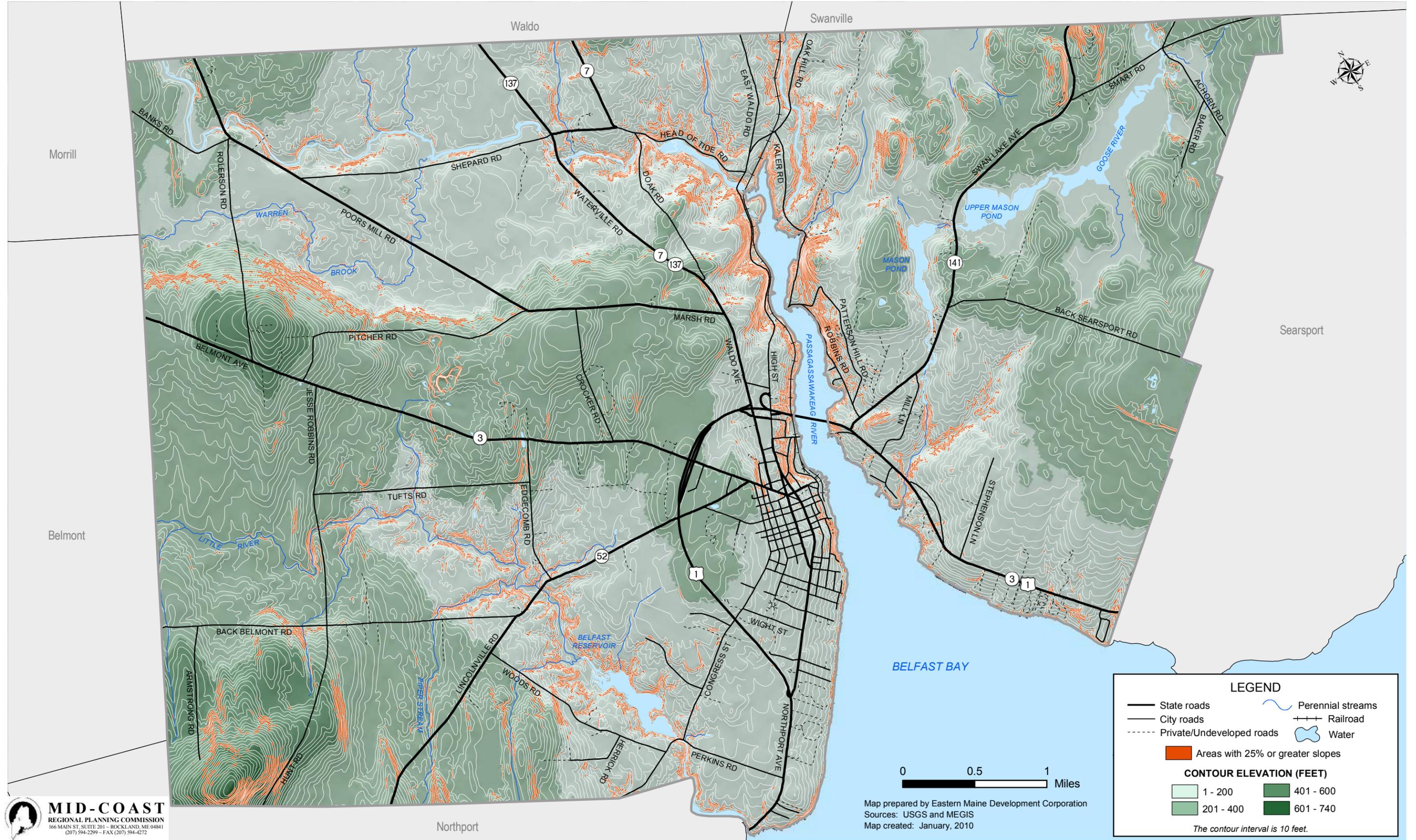


Belfast Development Constraints

Source Data: USDA, MEGIS, Maine DACF
 Projection: UTM, NAD83, Zone 19, Meters
 Produced by: Municipal Planning
 Assistance Program, DACF
 October 2020



Legend	
Municipal border	NHDArea
Conserved Lands	Waterbody
100 year flood zone	Rivers
Hydric soils	Rivers/Streams
Shield Labels	Wetlands
U.S. Routes	Contours 500
State Routes	Contours 100
GISVIEW.MEDOT.CompRteSys	Contours
Railroad	



Map prepared by Eastern Maine Development Corporation
 Sources: USGS and MEGIS
 Map created: January, 2010

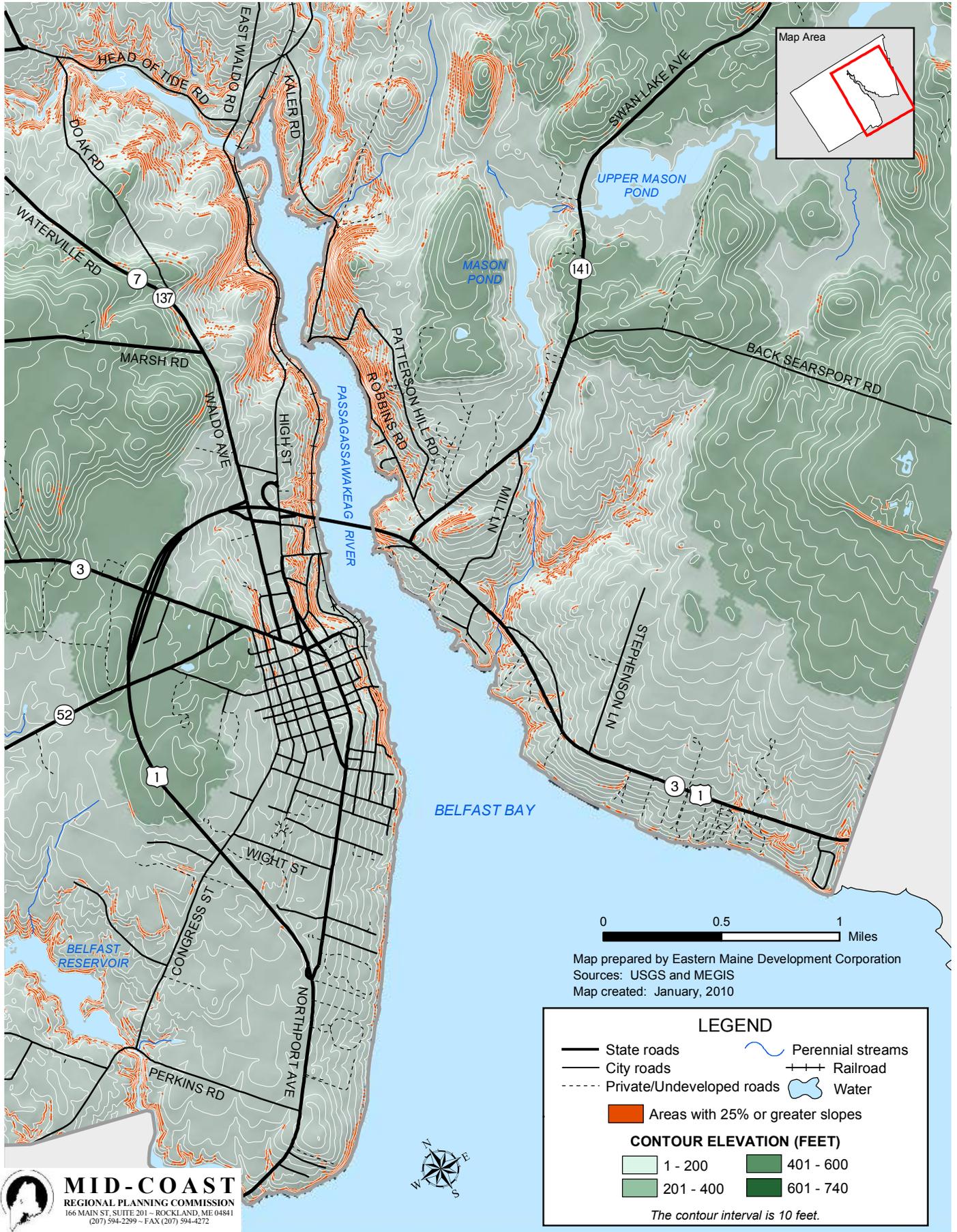
LEGEND

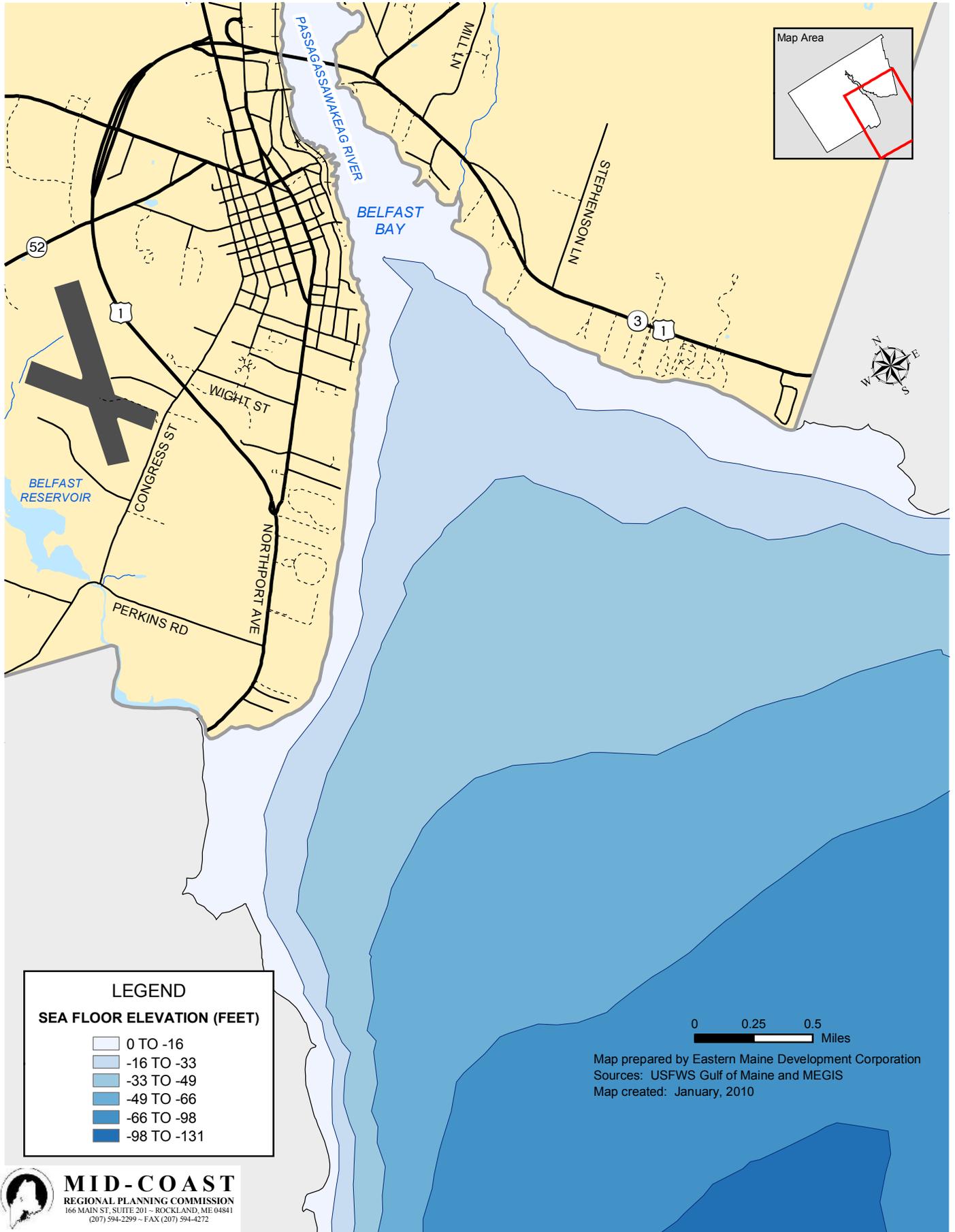
- State roads
- City roads
- Private/Undeveloped roads
- Perennial streams
- Railroad
- Water
- Areas with 25% or greater slopes

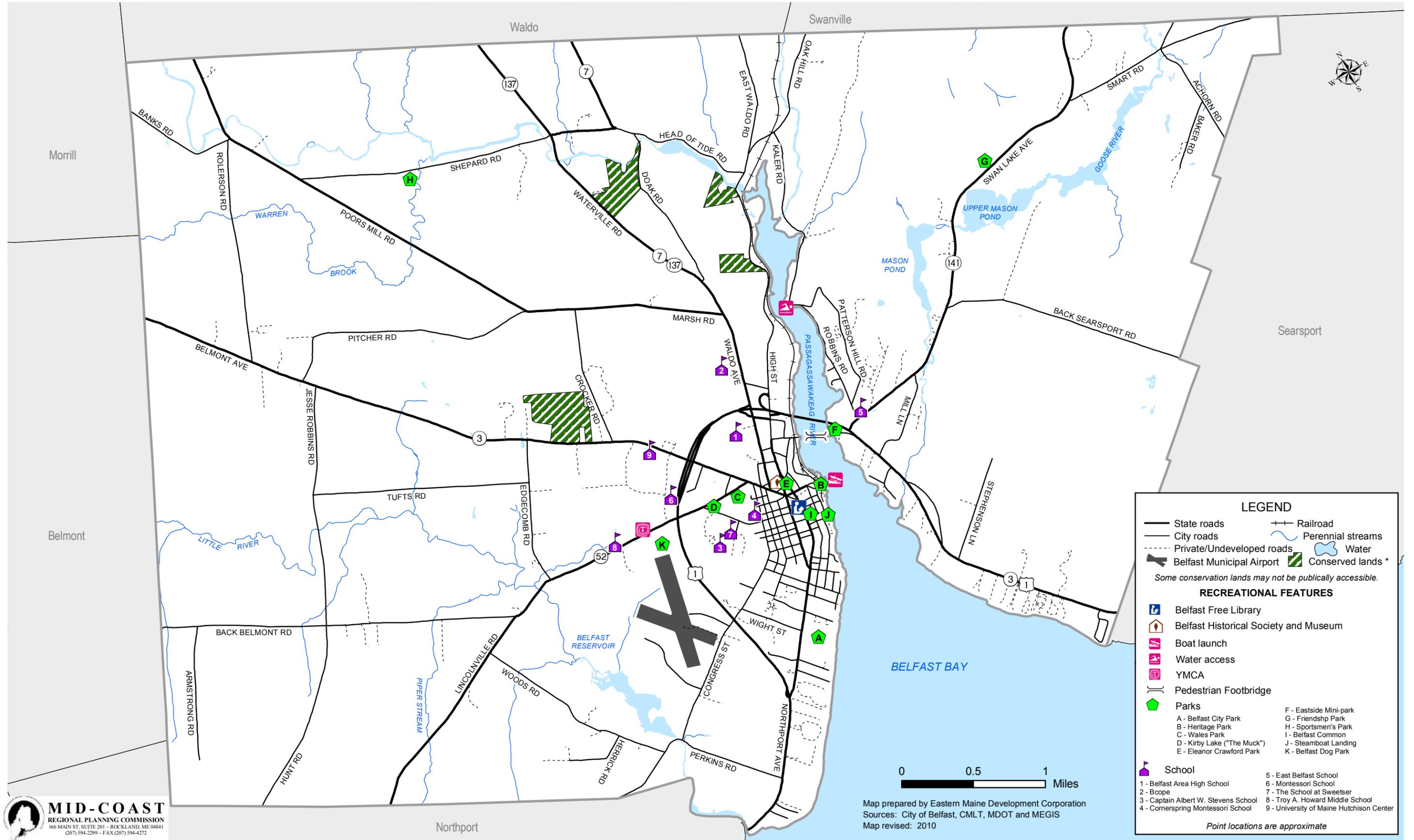
CONTOUR ELEVATION (FEET)

1 - 200	401 - 600
201 - 400	601 - 740

The contour interval is 10 feet.







LEGEND

- State roads
- City roads
- - - Private/Undeveloped roads
- ✈ Belfast Municipal Airport
- +— Railroad
- ~ Perennial streams
- ☪ Water
- ▨ Conserved lands *

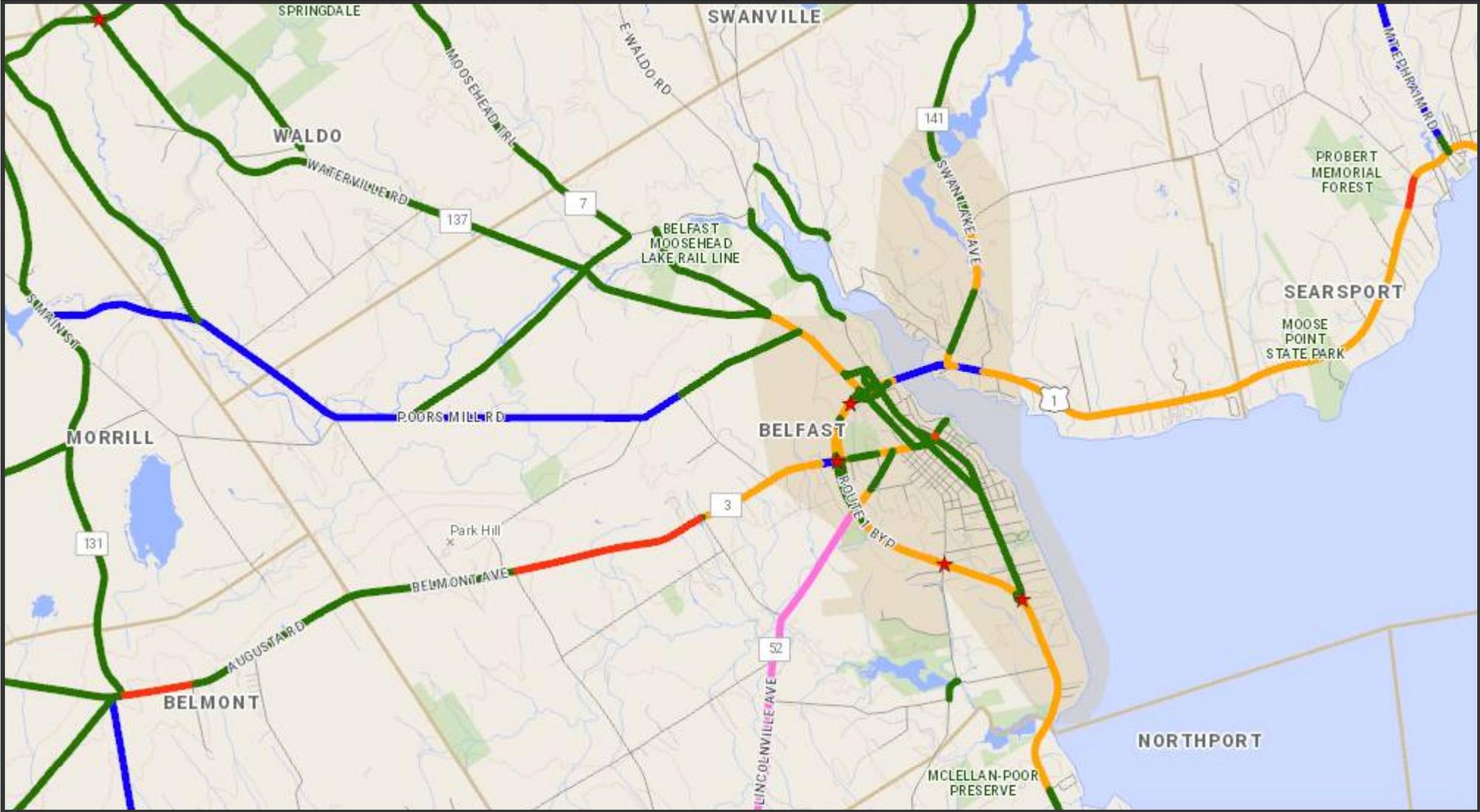
Some conservation lands may not be publically accessible.

RECREATIONAL FEATURES

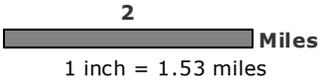
- 📖 Belfast Free Library
- 🏠 Belfast Historical Society and Museum
- 🚤 Boat launch
- 🌊 Water access
- 🏠 YMCA
- 🚶 Pedestrian Footbridge
- 🌳 Parks
 - A - Belfast City Park
 - F - Eastside Mini-park
 - B - Heritage Park
 - G - Friendship Park
 - C - Wales Park
 - H - Sportsmen's Park
 - D - Kirby Lake ("The Muck")
 - I - Belfast Common
 - E - Eleanor Crawford Park
 - J - Steamboat Landing
 - K - Belfast Dog Park
- 🎓 School
 - 1 - Belfast Area High School
 - 5 - East Belfast School
 - 2 - Bcope
 - 6 - Montessori School
 - 3 - Captain Albert W. Stevens School
 - 7 - The School at Sweetser
 - 4 - Cornerspring Montessori School
 - 8 - Troy A. Howard Middle School
 - 9 - University of Maine Hutchison Center

Point locations are approximate

BELFAST TRANSPORTATION NETWORK



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

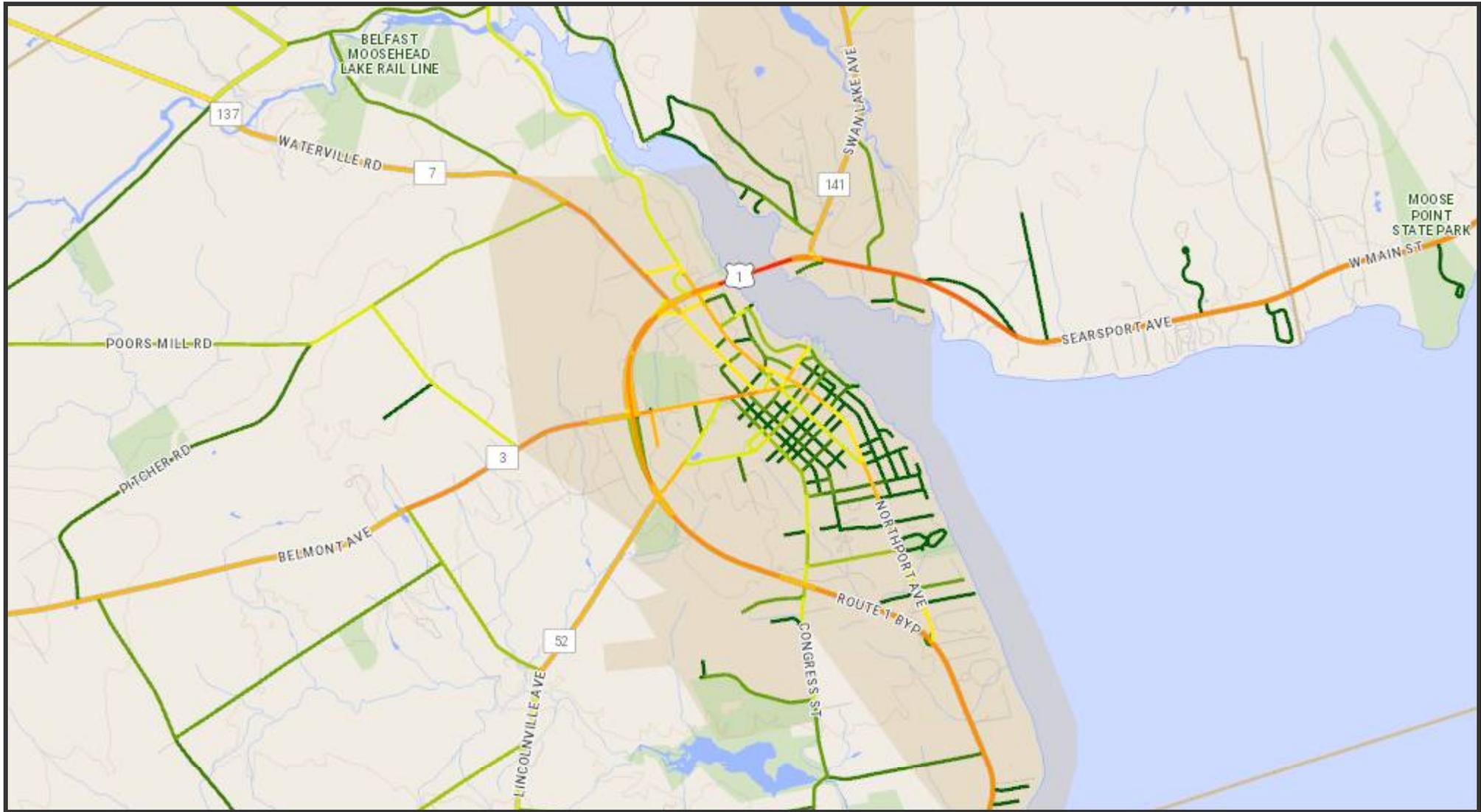


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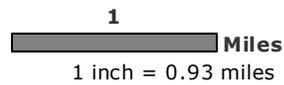
LEGEND

- ★ High Crash Location Current Point 2
- High Crash Location Current Lines 2
- CSL_Overall_Service_Public_3
- A
- B
- C
- D
- F

TRANSPORTATION NETWORK TRAFFIC VOLUMES

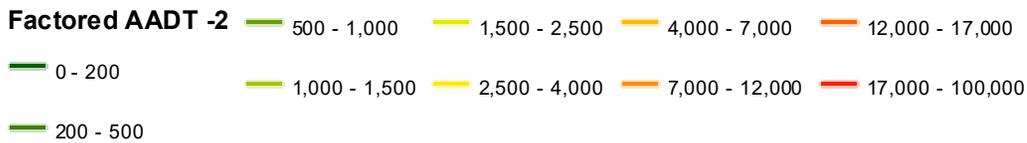


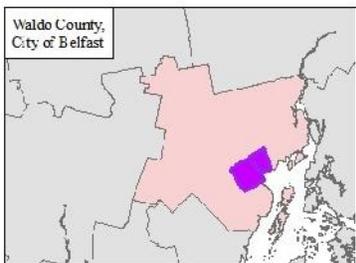
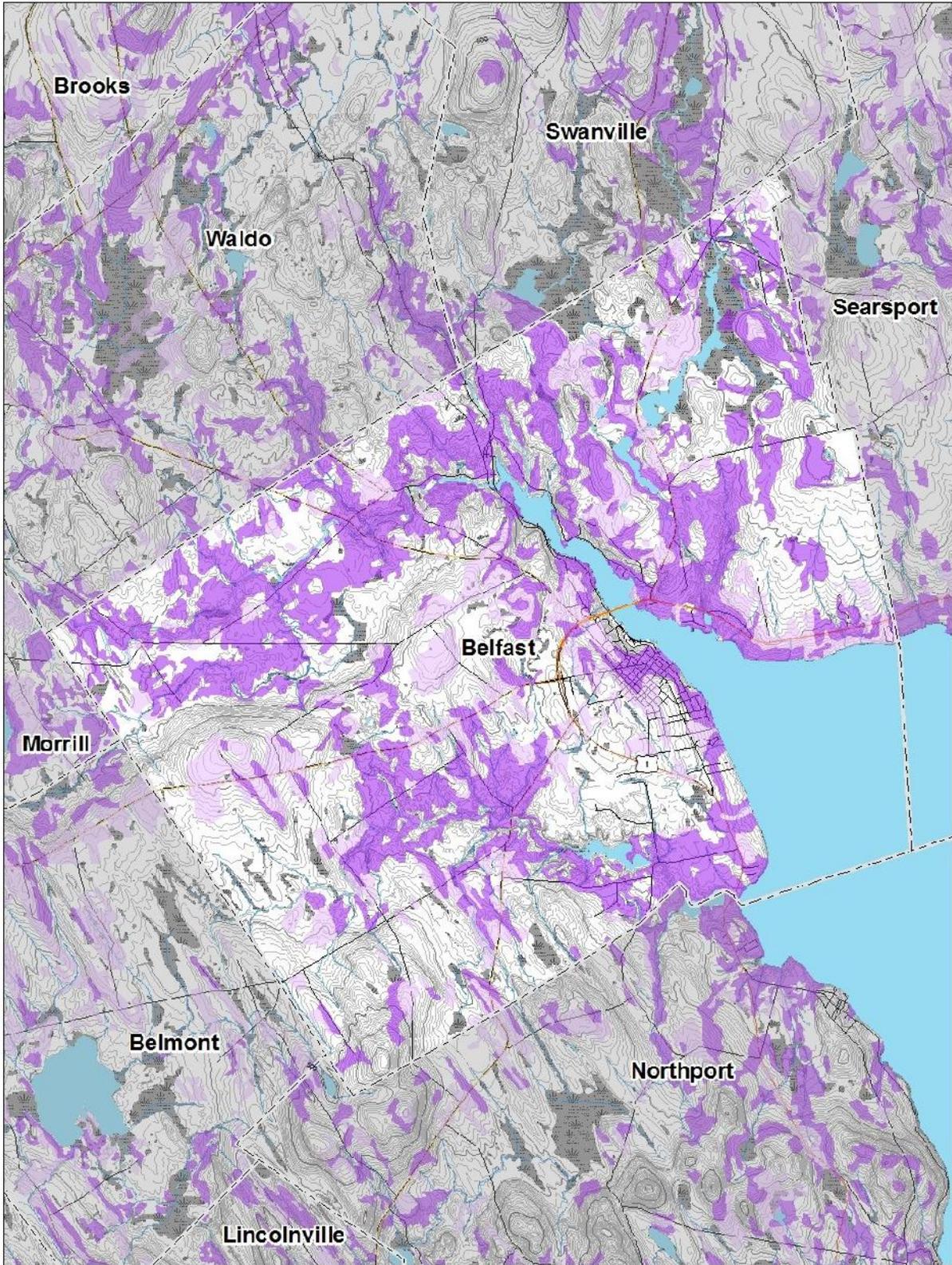
The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.



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Time: 4:12:31 PM

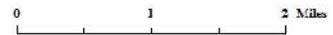
LEGEND





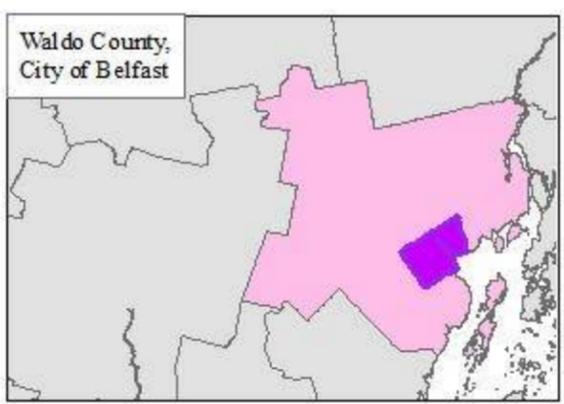
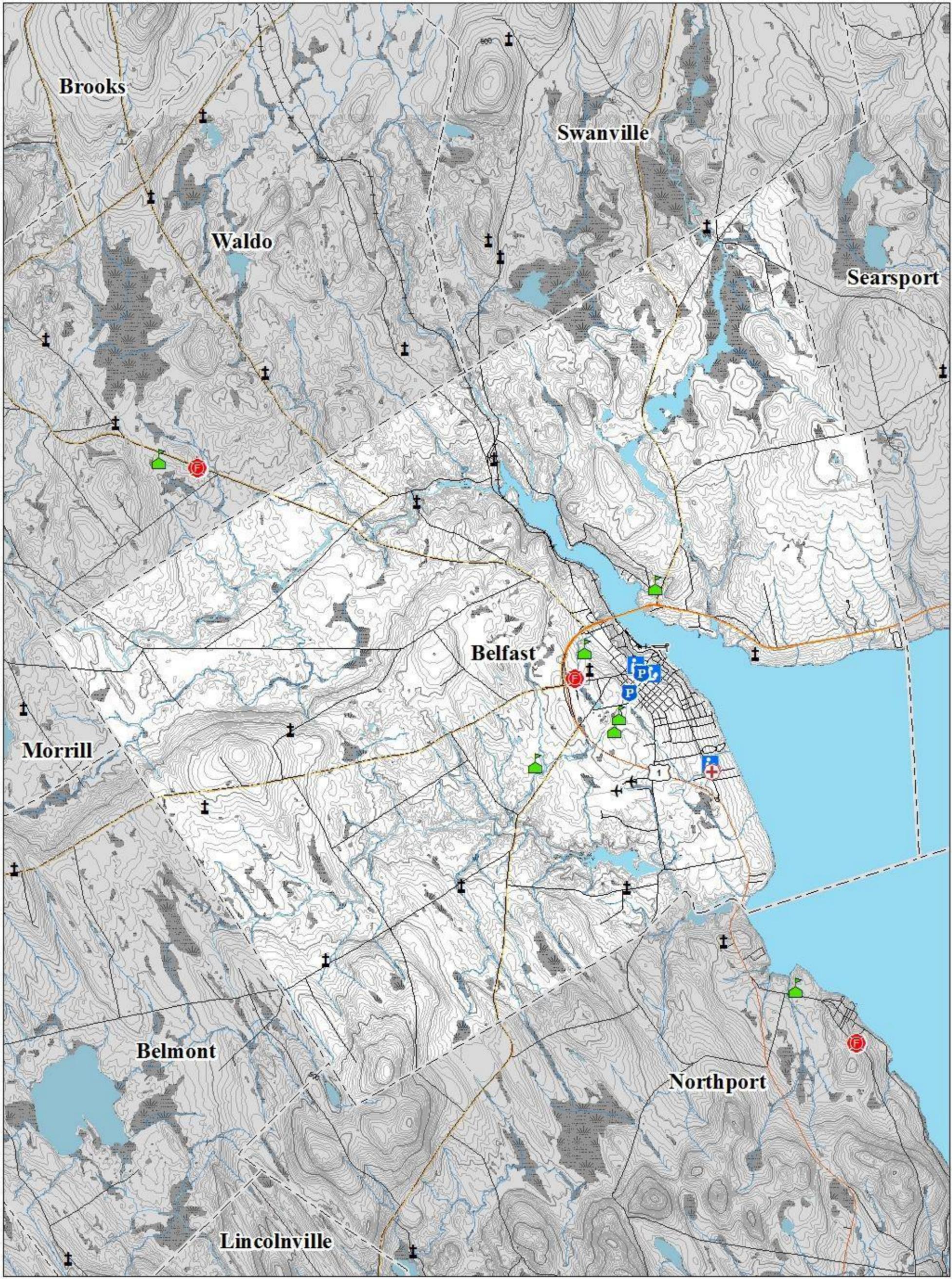
Belfast Agricultural Resources

Source Data: USDA, MEGIS, Maine DACF
 Projection: UTM, NAD83, Zone 19, Meters
 Produced by: Municipal Planning
 Assistance Program, DACF
 October 2020



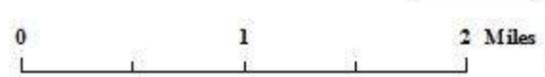
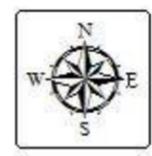
Legend	
	Municipal border
	Farmland of statewide importance
	Prime farmland
	Waterbody
	Rivers/Streams
	Wetlands





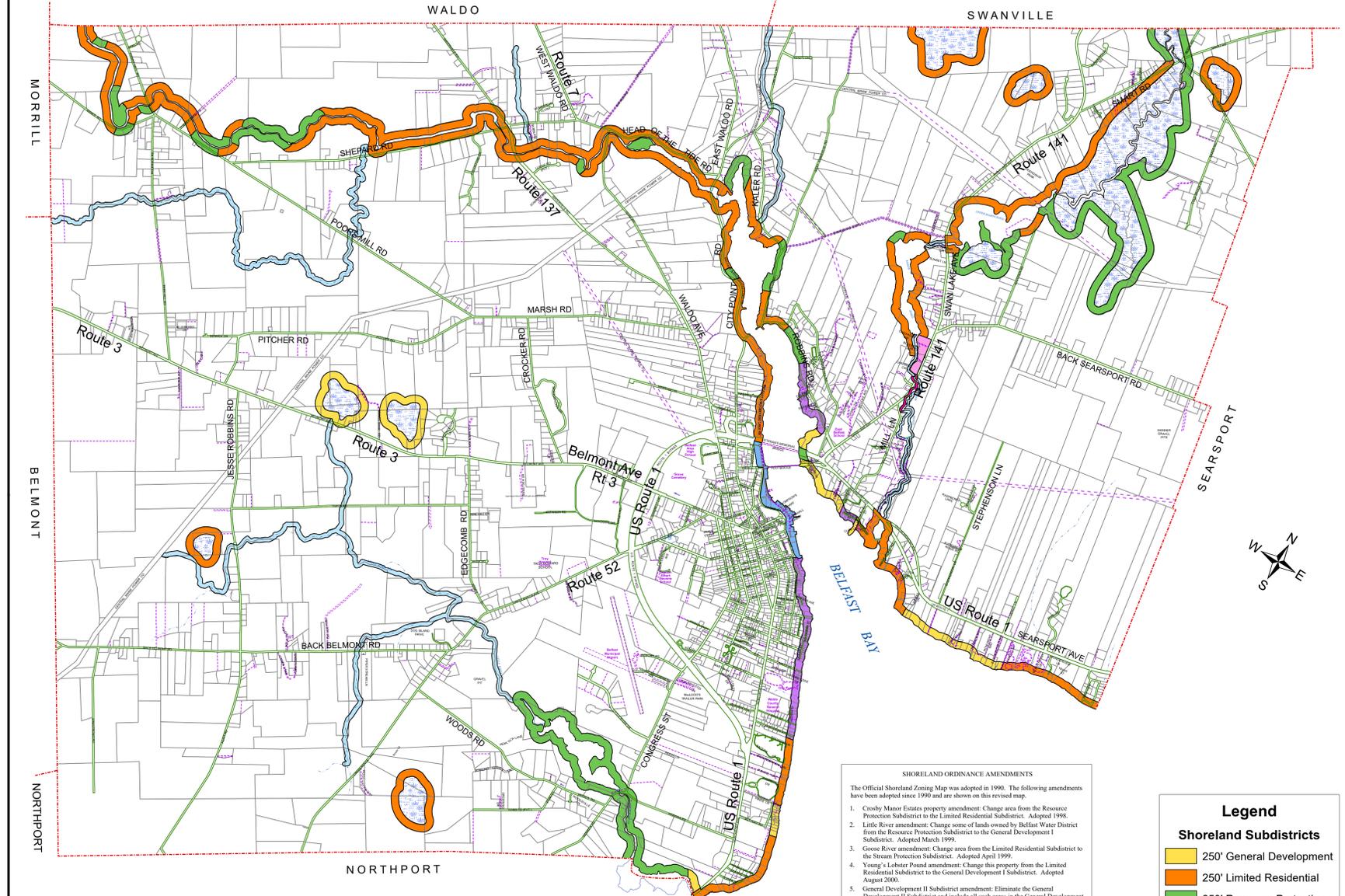
Belfast Infrastructure

Source Data: USDA, MEGIS, Maine DACF
 Projection: UTM, NAD83, Zone 19, Meters
 Produced by: Municipal Planning Assistance Program, DACF
 October 2020



Legend			
	Hospital		Waterbody
	Fire Station		Rivers
	School		Rivers/Streams
	Police Station		Wetlands
	Library		Contours 500
	Cemetery		Contours 100
	Airport		Contours
	Boat Launches		
	Municipal border		
	U.S. Routes		
	State Routes		
	Railroad		

SHORELAND ZONING MAP



- SHORELAND ORDINANCE AMENDMENTS**
- The Official Shoreland Zoning Map was adopted in 1990. The following amendments have been adopted since 1990 and are shown on this revised map.
1. Crosby Manor Estates property amendment: Change area from the Resource Protection Subdistrict to the Limited Residential Subdistrict. Adopted 1998.
 2. Little River amendment: Change some of lands owned by Belfast Water District from the Resource Protection Subdistrict to the General Development I Subdistrict. Adopted March 1999.
 3. Goose River amendment: Change area from the Limited Residential Subdistrict to the Stream Protection Subdistrict. Adopted April 1999.
 4. Young's Lobster Pound amendment: Change this property from the Limited Residential Subdistrict to the General Development I Subdistrict. Adopted August 2000.
 5. General Development II Subdistrict amendment: Eliminate the General Development II Subdistrict and include all such areas in the General Development I Subdistrict. Adopted August 2000.
 6. Fortier Street amendment: Change two properties located on Fortier Street from the Resource Protection Subdistrict to the Limited Residential Subdistrict. Adopted January 2002.
 7. Eliminate a wetland from shoreland regulation adjacent to Route 3 near the MBNA wetland preservation area. August 2003.
 8. Series of 9 amendments approved to shoreland areas near the Goose River, including the Robbins Road area. January 2004.
 9. Establish the Waterfront Development Shoreland District, and eliminate the Commercial Fisheries Maritime Shoreland District. July 2004.
 10. Goose River Amendment: Change area on northwesterly side of Searsport Avenue from the Resource Protection Subdistrict to Stream Protection Subdistrict. Amendment adopted September 5, 2017.
 11. Little River, Lower Reservoir Amendment: Change an area that is about .5 acre in size that is located westerly of the Belfast Water District Offices from the Resource Protection Subdistrict to the General Development Subdistrict. Amendment adopted October 16, 2018.

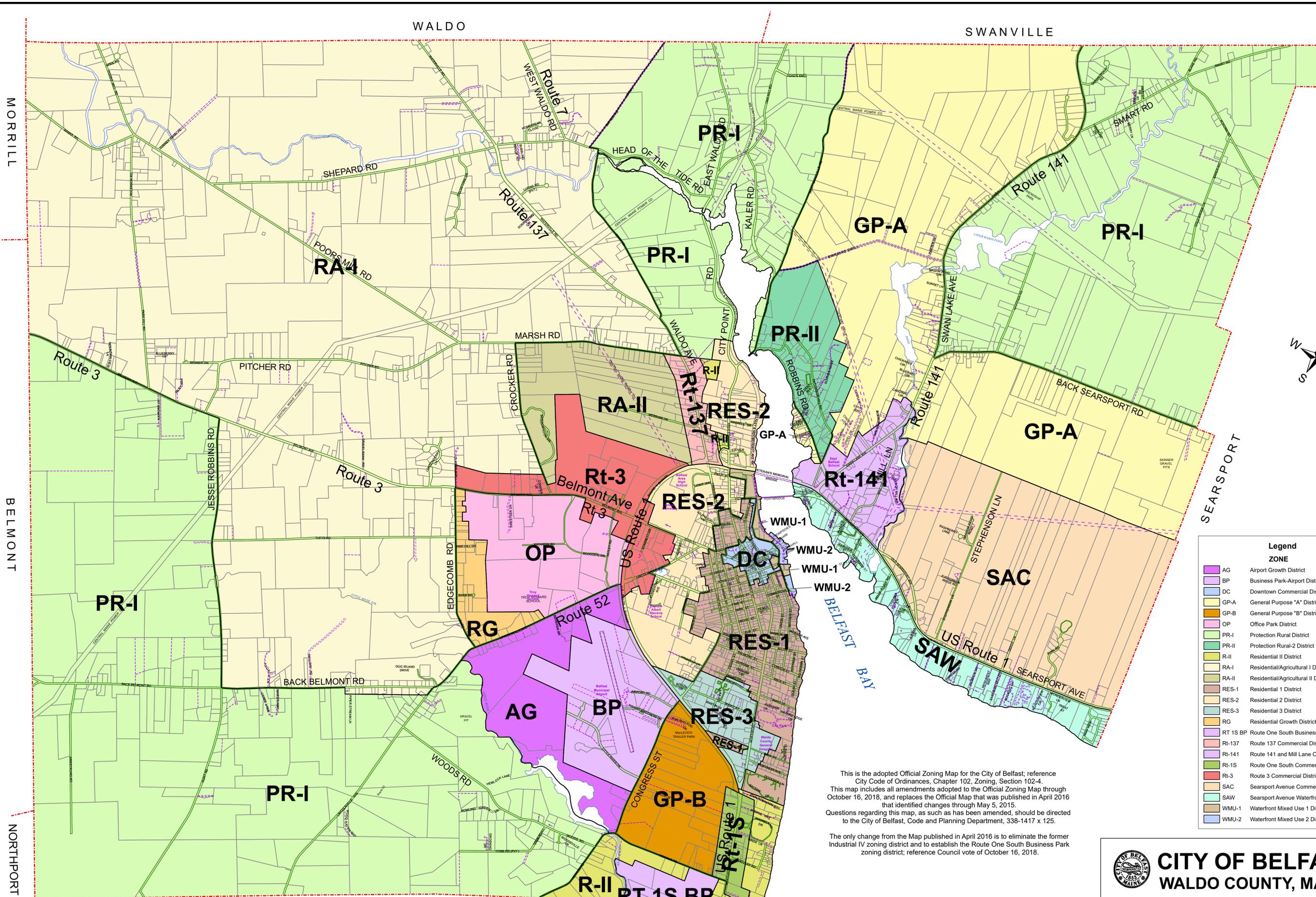
Legend

Shoreland Subdistricts

- 250' General Development
- 250' Limited Residential
- 250' Resource Protection
- 250' Urban Residential
- 75' Stream Development
- 75' Stream Protection
- Waterfront Subdistrict
- Mobile Home Community
- City Regulated Wetland

CITY OF BELFAST
WALDO COUNTY, MAINE

Published October 16, 2018
 This map was prepared using the
 City of Belfast Geographic Information System.



Legend

ZONE

AG	Airport Growth District
BP	Business Park-Airport District
DC	Downtown Commercial District
GP-A	General Purpose "A" District
GP-B	General Purpose "B" District
OP	Office Park District
PR-I	Protection Rural District
PR-II	Protection Rural-2 District
R-II	Residential II District
RA-I	Residential/Agricultural I District
RA-II	Residential/Agricultural II District
RES-1	Residential 1 District
RES-2	Residential 2 District
RES-3	Residential 3 District
RG	Residential Growth District
RT 1S BP	Route One South Business Park
Rt-137	Route 137 Commercial District
Rt-141	Route 141 and Mill Lane Commercial District
Rt-1S	Route One South Commercial District
Rt-3	Route 3 Commercial District
SAC	Searsport Avenue Commercial District
SAW	Searsport Avenue Waterfront District
WMU-1	Waterfront Mixed Use 1 District
WMU-2	Waterfront Mixed Use 2 District

This is the adopted Official Zoning Map for the City of Belfast; reference City Code of Ordinances, Chapter 102, Zoning, Section 102.4. This map includes all amendments adopted to the Official Zoning Map through October 16, 2018, and replaces the Official Map that was published in April 2016 that identified changes through May 5, 2015. Questions regarding this map, as such as has been amended, should be directed to the City of Belfast, Code and Planning Department, 338-1417 x 125.

The only change from the Map published in April 2016 is to eliminate the former Industrial IV zoning district and to establish the Route One South Business Park zoning district; reference Council vote of October 16, 2018.

CITY OF BELFAST
WALDO COUNTY, MAINE

Published October 16, 2018
 This map was prepared using the
 City of Belfast Geographic Information System.

Belfast

- Political Boundaries
- Lakes & Ponds
- Watershed Boundaries
- Wastewater Outfalls
- Overboard Discharges



Significant Aquifers

- 10-50 gallons/min.
- > 50 gallons/min.

Transportation Routes

- Private & Parkways
- State & Local Roads
- Toll Highway

Land Use Risk on High Yield Sand & Gravel Aquifers

- Moderate Risk
- High Risk

Classifications

Rivers & Streams

- AA Estuarine & Marine
- A
- SA
- B
- SB
- C
- SC

Does Not Meet Classification

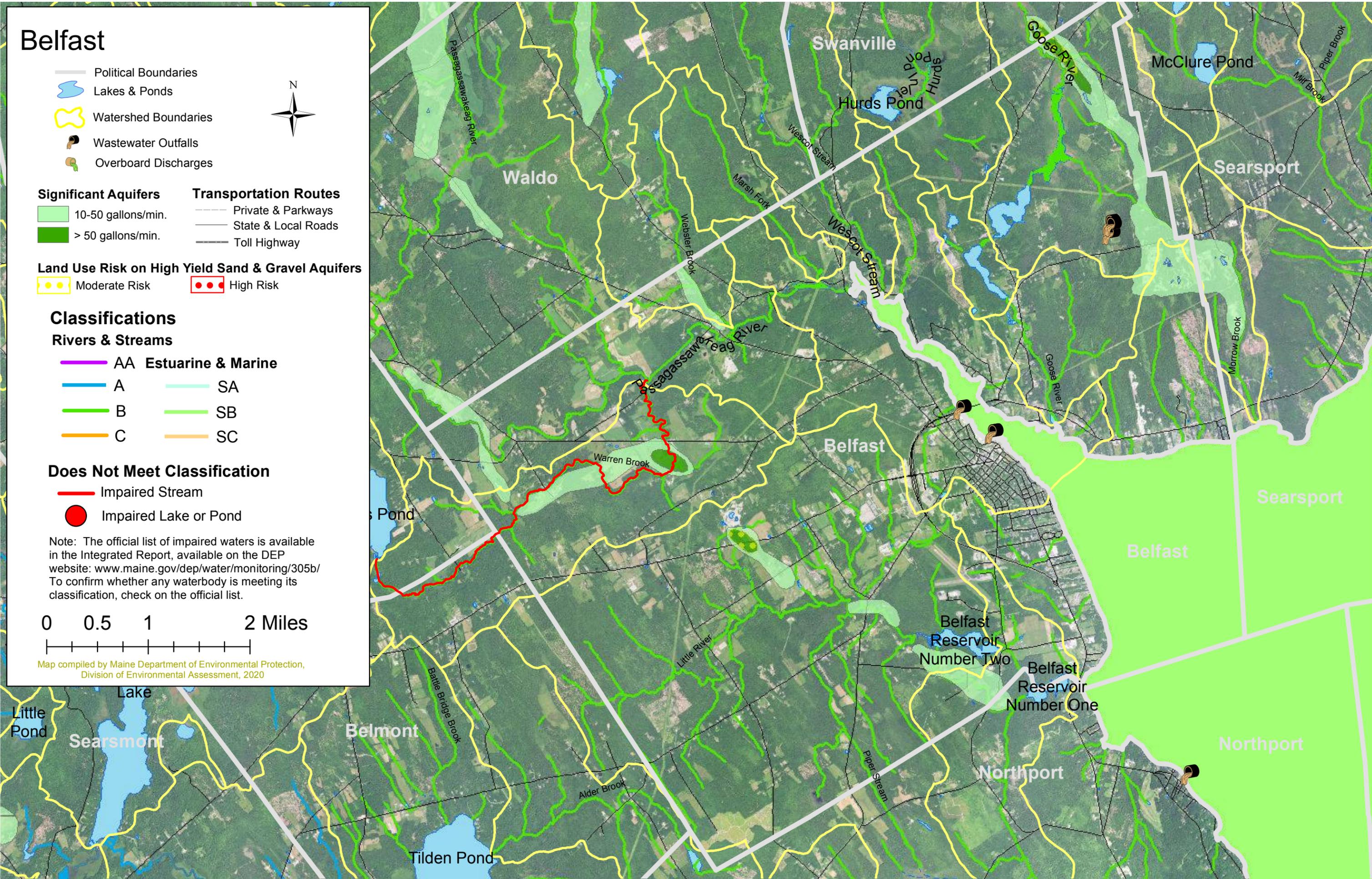
- Impaired Stream
- Impaired Lake or Pond

Note: The official list of impaired waters is available in the Integrated Report, available on the DEP website: www.maine.gov/dep/water/monitoring/305b/
To confirm whether any waterbody is meeting its classification, check on the official list.

0 0.5 1 2 Miles



Map compiled by Maine Department of Environmental Protection, Division of Environmental Assessment, 2020





FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes, Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
		20.2 Cross Sections with 1% Annual Chance
		17.5 Water Surface Elevation
		8 Coastal Transect
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
OTHER FEATURES		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at <http://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Basemap information shown on this FIRM was provided in digital format by USDA, Farm Service Agency (FSA). This information was derived from NAIP, dated April 11, 2018.

This map was exported from FEMA's National Flood Hazard Layer (NFHL) on 10/16/2019 1:27:16 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time. For additional information, please see the Flood Hazard Mapping Updates Overview Fact Sheet at <https://www.fema.gov/media-library/assets/documents/118418>.

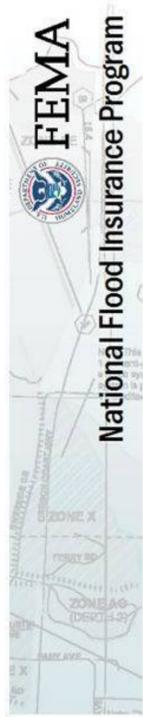
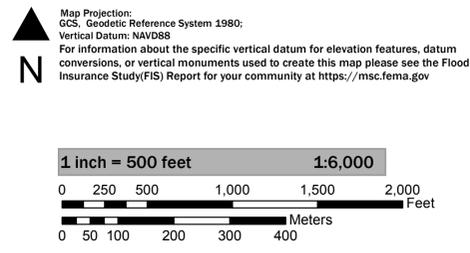
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date.

LIMIT OF MODERATE WAVE ACTION: Zone AE has been divided by a Limit of Moderate Wave Action (LIMWA). The LIMWA represents the approximate landward limit of the 1.5-foot breaking wave. The effects of wave hazards between Zone VE and the LIMWA (or between the shoreline and the LIMWA for areas where Zone VE is not identified) will be similar to, but less severe than, those in Zone VE.

Limit of Moderate Wave Action (LIMWA)

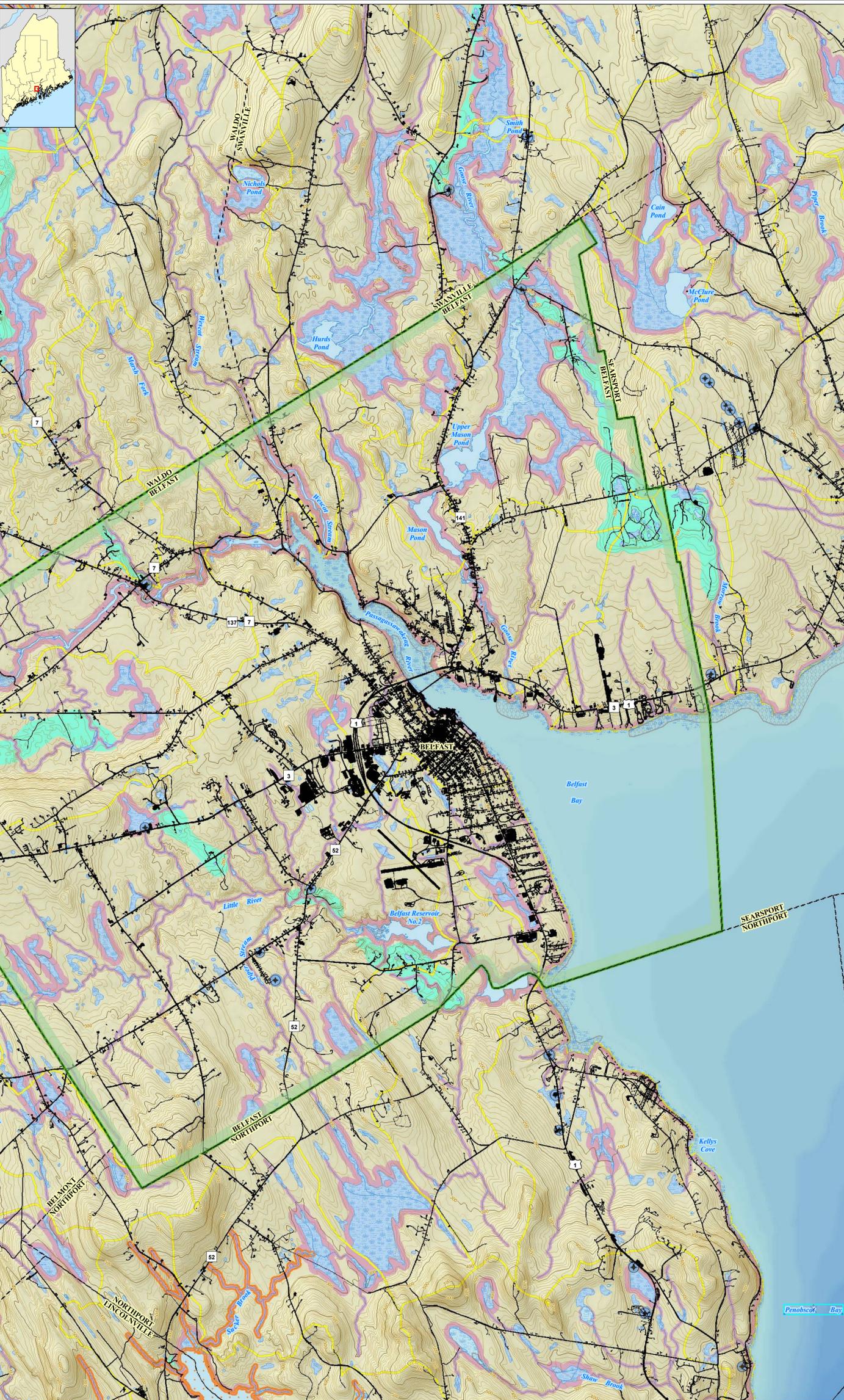
SCALE



NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP

WALDO COUNTY, MAINE
ALL JURISDICTIONS
PANEL 442 OF 706

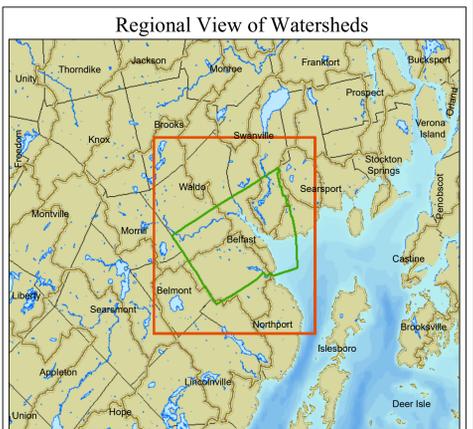
Panel Contains:	NUMBER	PANEL
COMMUNITY CITY OF BELFAST MAINE	230129	0442



LEGEND

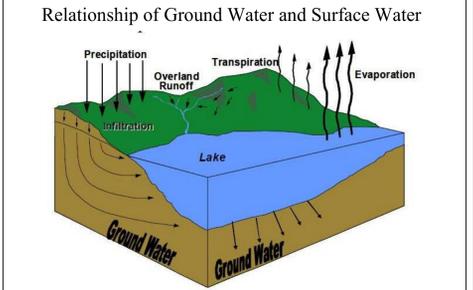
This map depicts riparian areas associated with major surface water features and important public water resources. This map does not depict all streams or wetlands known to occur on the landscape and should not be used as a substitute for on the ground surveys. This map should be used as a planning reference only and is intended to illustrate the natural hydrologic connections between surface water features. Protecting riparian habitats protects water quality, maintains habitat connections, and safeguards important economic resources including recreational and commercial fisheries.

- Selected Town or Area** (Green outline)
- Organized Township Boundary** (Dashed line)
- Unorganized Township** (Dotted line)
- Developed** - Impervious surfaces including buildings and roads (Black lines)
- Drainage divides** - These are the smallest hydrologic units mapped in Maine. They contain watershed boundaries for most ponds and rivers in Maine. (Yellow lines)
- NWI Wetlands** - National Wetlands Inventory (NWI) uses aerial photographs to approximate wetland locations. NWI data is not a comprehensive mapping of wetland resources and typically under represents the presence of wetlands on the landscape. The presence of wetlands needs to be determined in the field prior to conducting activities that could result in wetland disturbance. (Blue areas)
- Riparian Habitat** - depicted using common regulatory zones including a 250-foot-wide strip around Great Ponds (ponds >10 acres), rivers, coastline, and wetlands >10 acres and a 75-foot-wide strip around streams. Riparian areas depicted on this map may already be affected by existing land uses. (Pink areas)
- Shellfish Growing Areas** - The Maine Department of Marine Resources maps growing areas for economically important shellfish resources. This map depicts softshell and hard clam resources in order to illustrate the relation of these resources to streams and shoreline areas vital to their conservation. (Orange areas)
- Brook Trout Habitat** - Streams and ponds, buffered to 100 feet, where wild Brook Trout populations have been documented, or managed to enhance local fisheries. (Red areas)
- Public Water Supply Wells** (Blue circle with dot)
- Source protection area** - Buffers that represent source water protection areas for wells and surface water intakes that serve the public water supply. Their size is proportional to population served and/or by the type of water supply system. These buffers range from 300 to 2,500 feet in radius. (Blue circles)
- Aquifers** - flow of at least 10 gallons per minute (Light blue areas)



- Main Map Extent** (Red outline)
- Selected Town or Area** (Green outline)
- Subwatersheds** (Yellow outline)

1 inch = 4 miles



Precipitation is the source of all water. Surface water and ground water are related. Drinking water can come from either source. Ground contaminants can affect both. The relationship between ground water and surface water is part of the **hydrologic cycle**. **Precipitation** that falls from the atmosphere as rain or snow reaches the land surface and recharges rivers, lakes, wetlands, and other surface bodies of water directly through **overland runoff**. Surface water also seeps into the ground through **infiltration** and eventually reaches the ground water, or through **evaporation**, returns to the atmosphere. Water evaporates from leaves and stems of plants through **transpiration**.

Shoreland Zoning

Maine's Mandatory Shoreland Zoning Act is intended to protect water quality, conserve wildlife habitat, and preserve the natural beauty of Maine's shoreline areas. Successful implementation requires local awareness of and appreciation for surface water resources and effective enforcement of setback and buffer requirements.

At a minimum, Maine's shoreland zones include all land within:

- 250 feet of the high-water line of any pond over 10 acres, any river that drains at least 25 square miles, and all tidal waters and saltwater marshes;
- 250 feet of a freshwater wetland over 10 acres (except "forested" wetlands); and
- 75 feet of a stream that is either an outlet stream of a great pond, or located below the confluence of two perennial streams as depicted on a USGS topographic map.

Shoreland zoning encourages towns to provide greater protection to their local water resources by applying shoreland zone protections to additional resource types such as smaller streams and wetlands, and rare terrestrial features. For specific guidance regarding Maine's Mandatory Shoreland Zoning Act contact the Dept. of Environmental Protection Shoreland Zoning Unit: 207-287-3901 (Augusta), 207-822-6300 (Portland), 207-941-4116 (Bangor), www.maine.gov/dep/biwd/docstand/szpage.htm

Data Sources

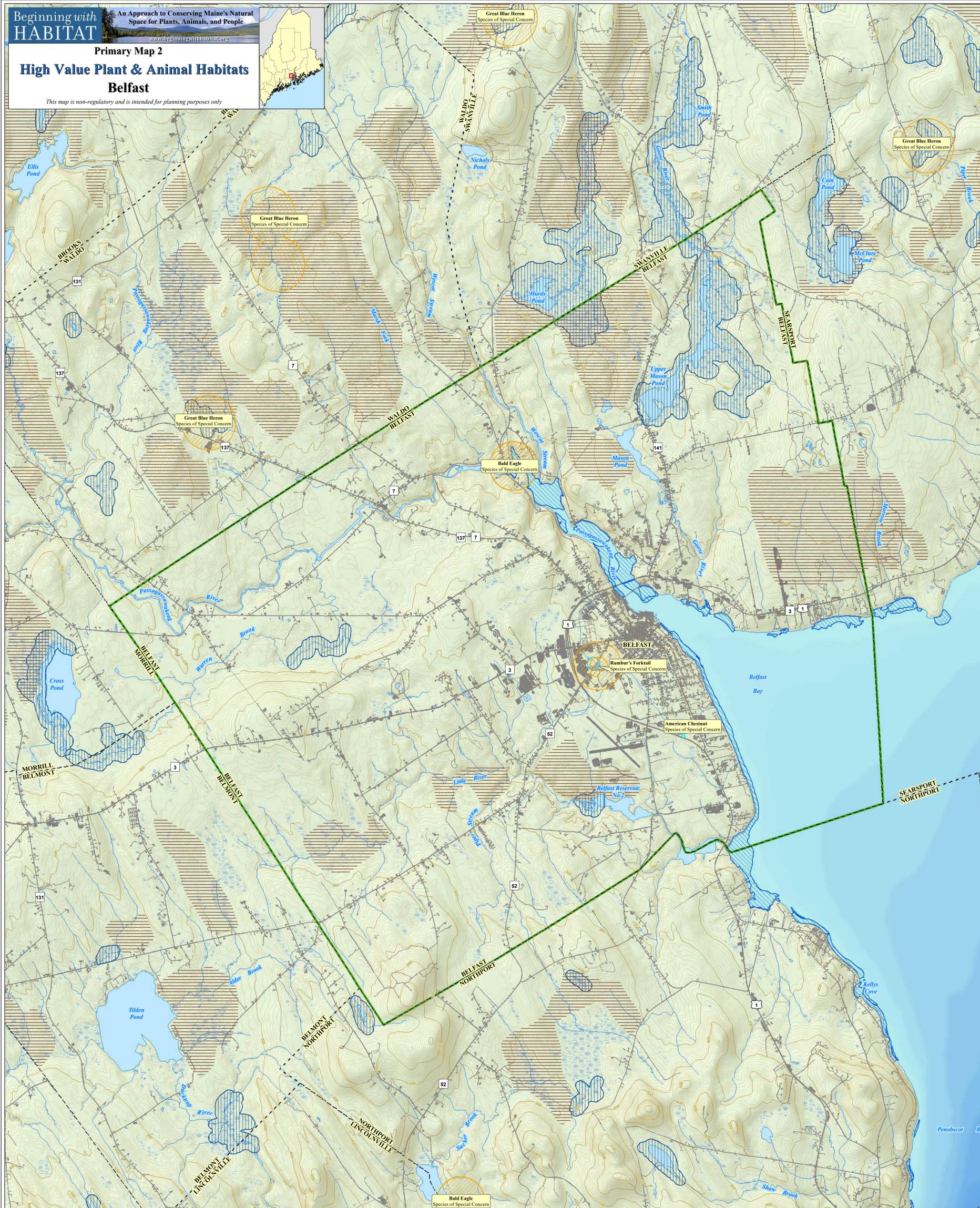
DATA SOURCE INFORMATION

TOWNSHIP BOUNDARIES Maine Office of GIS (2013); metwp24	ROADS Maine Office of GIS, Maine Department of Transportation (2015); medotpub	HYDROLOGY USGS National Hydrography Dataset (NHD) Maine (2012)	DEVELOPED Maine Office of GIS, Maine Department of Inland Fisheries and Wildlife (2015); empowevr_change_2015	NATIONAL WETLANDS INVENTORY U.S. Fish & Wildlife Service (2015); NWI	SHELLFISH Maine Department of Marine Resources; softshell_clams_hard_clams	RIPIARIAN BUFFERS Maine Office of GIS, Maine Natural Areas Program (2011)	WELLS, WELL BUFFERS Maine Office of GIS, Maine Department of Human Services-Drinking Water Program (2011); wells_wellbuf	AQUIFERS Maine Office of GIS, Maine Geological Survey (2011); aquifer_polygons	BROOK TROUT HABITAT Maine Department of Inland Fisheries & Wildlife (2011)
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DATA SOURCE CONTACT INFORMATION

Maine Office of GIS: <http://www.maine.gov/mgis/>
 Maine Natural Areas Program: <http://www.maine.gov/dac/mnap/index.html>
 Maine Department of Marine Resources: <http://www.maine.gov/dmr/>
 Maine Department of Transportation: <http://www.maine.gov/dep/>
 Maine Geological Survey: <http://www.maine.gov/ocir/mgs/mgs.htm>
 Maine Department of Inland Fisheries & Wildlife: <http://www.maine.gov/wildlife/index.html>

DIGITAL DATA REQUEST
 To request digital data for a town or organization, please visit our website: http://www.beginningwithhabitat.org/the_mappings_data_request.html



LEGEND

Beginning with Habitat (BwH) is a voluntary tool intended to assist landowners, resource managers, planners, and municipalities in identifying and making informed decisions about areas of potential natural resource concern. This data includes the best available information provided through BwH's coalition partners as of the map date, and is intended for information purposes only. It should not be interpreted as a comprehensive analysis of plant and animal occurrences or other local resources, but rather as an initial screen to flag areas where agency consultation may be appropriate. Habitat data sets are updated continuously as more accurate and current data becomes available. However, as many areas have not been completely surveyed, features may be present that are not yet mapped, and the boundaries of some depicted features may need to be revised. Local knowledge is critical in providing accurate data. If errors are noted in the current depiction of resources, please contact our office. Some habitat features depicted on this map are regulated by the State of Maine through the Maine Endangered Species Act (Essential Habitats and threatened and endangered species occurrences) and Natural Resources Protection Act (Significant Wildlife Habitat). We recommend consultation with MDIFW Regional Biologists or MNP Ecologists if activities are proposed within resource areas depicted on this map. Consultation early in the planning process usually helps to resolve regulatory concerns and minimize agency review time. For MDIFW and MNP contact information, visit <http://www.beginningwithhabitat.org/contacts/index.html>.

- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest
- Developed: Impervious surfaces such as buildings and roads

Rare, Threatened, or Endangered Wildlife

- Known rare, threatened, or endangered species occurrence and/or the associated habitats based on species sightings.
- Consult with an MDIFW regional biologist to determine the relative importance and conservation needs of the specific location and supporting habitat. The names of some species have been masked with a "Rare Animal" designation on the map for further protection. For more information regarding individual species visit our website, http://www.maine.gov/fw/wildlife/endangered/known_species_mn.htm, for species specific fact sheets.

The Federal Endangered Species Act requires actions authorized, funded, or carried out by federal agencies be reviewed by the U. S. Fish and Wildlife Service. If your project occurs near an occurrence of the Atlantic Salmon, Roseate Tern, Piping Plover, Canada Lynx, New England Cottontail, Fish's Lousewort, or Small-whorled Pagnonia contact the Maine Field Office, USFWS, 1168 Main St., Old Town, ME 04468.

Rare or Exemplary Plants and Natural Communities

- Rare Plant Locations
- Known rare, threatened, or endangered plant occurrences are based on field observations. The names of some species have been masked with a "Rare Plant" designation on the map for further protection. Consult with a Maine Natural Areas Program (MNAP) Ecologist to determine conservation needs of particular species. For more information regarding rare plants the complete list of tracked species and fact sheets for those species can be found at: <http://www.maine.gov/doc/nr/mnape/features/plantlist.htm>
- Rare or Exemplary Natural Community Locations

The MNAP has classified and distinguished 98 different natural community types that collectively cover the state's landscape. These include such habitats as floodplain forests, coastal bogs, alpine summits, and many others. Each type is assigned a rarity rank of 1 (rare) through 5 (common). Mapped rare natural communities or ecosystems, or exemplary examples of common natural communities or ecosystems, are based on field surveys and aerial photo interpretation. Consult with an MNAP Ecologist to determine conservation needs of particular communities or ecosystems.

Essential Wildlife Habitats

- Roseate Tern Nesting Area or Piping Plover-Least Tern Nesting, Feeding, & Brood-Rearing Area

Maine's Department of Inland Fisheries & Wildlife (MDIFW, www.state.me.us/fw) maps areas currently or historically providing habitat essential to the conservation of endangered or threatened species as directed by the Maine Endangered Species Act (12 M.R.S.A., Chapter 925, Subchapter 3, Sections 12804 and 12806) and regulations (MDIFW Rules, Chapter 8.05). Identification of Essential Habitat areas is based on species observations and confirmed habitat use. If a project occurs partly or wholly within an Essential Habitat, it must be evaluated by MDIFW before state and/or municipal permits can be approved or project activities can take place.

Significant Wildlife Habitats

- Candidate Deer Wintering Area
- Forested area possibly used by deer for shelter during periods of deep snow and cold temperatures. Assessing the current value of a deer wintering area requires on-site investigation and verification by IF&W staff. Locations depicted should be considered as approximate only.
- Inland Waterfowl / Wading Bird
- Freshwater breeding, migration/staging, and wintering habitats for inland waterfowl or breeding, feeding, loafing, migration, or roosting habitats for inland wading birds.
- Seabird Nesting Island
- An island, ledge, or portion thereof in tidal waters with documented, nesting seabirds or suitable nesting habitat for endangered seabirds.
- Shorebird Areas
- Coastal staging areas that provide feeding habitat like tidal mud flats or roosting habitat like gravel bars or sand spits for migrating shorebirds
- Tidal Waterfowl / Wading Bird
- Breeding, migrating/staging, or wintering areas for coastal waterfowl or breeding, feeding, loafing, migrating, or roosting areas for coastal wading birds. Tidal Waterfowl/Wading Bird habitats include aquatic beds, eelgrass, emergent wetlands, mudflats, seaweed communities, and reefs.
- Significant Vernal Pools
- A pool depression used for breeding by amphibians and other indicator species and that portion of the critical terrestrial habitat within 250 ft of the spring or fall high water mark. A vernal pool must have the following characteristics: natural origin, nonpermanent hydroperiod, lack permanently flowing inlet or outlet, and lack predatory fish.

Maine's Natural Resources Protection Act

Maine's Natural Resources Protection Act (NRPA, 1988) is administered by the Maine Department of Environmental Protection (MDEP; <http://www.maine.gov/dep/bwq/docstand/nrapage.htm>) and is intended to prevent further degradation and loss of natural resources in the state, including the above Significant Wildlife Habitats that have been mapped by MDIFW. MDEP has regulatory authority over most Significant Wildlife Habitat types. The regional MDEP office should be consulted when considering a project in these areas.

Atlantic Salmon Spawning/Rearing Habitat

- Atlantic Salmon Rearing Habitat
 - Atlantic Salmon Spawning Habitat
 - Atlantic Salmon Limited Spawning Habitat
- Mapped by Atlantic Salmon Commission (ASC) and US Fish & Wildlife Service (USFWS) from field surveys on selected Penobscot and Kennebec River tributaries and the Dennys, Ducktrap, East Machias, Machias, Pleasant, Narragansuc, and Sheepscot Rivers.

Data Sources

DATA SOURCE INFORMATION
TOWNSHIP BOUNDARIES
 Maine Office of GIS: Metwp24 (2013)
ROADS
 Maine Office of GIS, Maine Department of Transportation: Medtpub (2015)
HYDROLOGY
 U.S. Geological Survey National Hydrography Dataset (NHD) Maine (2012)
DEVELOPED
 Maine Office of GIS, Maine Department of Inland Fisheries and Wildlife, and multiple other agencies: Imperv (2015)
ESSENTIAL & SIGNIFICANT WILDLIFE HABITATS
 Maine Office of GIS, Maine Department of Inland Fisheries & Wildlife, DWA, ETSC, Ehp/mv, Ehr/mv, JWWH, Sm, Shorebird, TWWH (2003-2015)
RARE NATURAL COMMUNITIES & PLANTS
 Maine Natural Areas Program: MNAP_ecs (2015)
ATLANTIC SALMON HABITAT
 Maine Office of GIS, Maine Atlantic Salmon Commission, U.S. Fish & Wildlife Service: Aash3 (2013)

DATA SOURCE CONTACT INFORMATION
 Maine Office of GIS: <http://www.maine.gov/mgis/catalog/>
 Maine Natural Areas Program: <http://www.maine.gov/dep/nr/mnape/index.html>
 Maine Department of Inland Fisheries & Wildlife: <http://www.maine.gov/ifw/>
 U.S. Fish & Wildlife Service, Gulf of Maine Program: <http://gulfofmaine.fws.gov>
 Maine Atlantic Salmon Commission: <http://www.maine.gov/asc/>
 Maine Department of Transportation: <http://www.maine.gov/mdot/>

DIGITAL DATA REQUEST

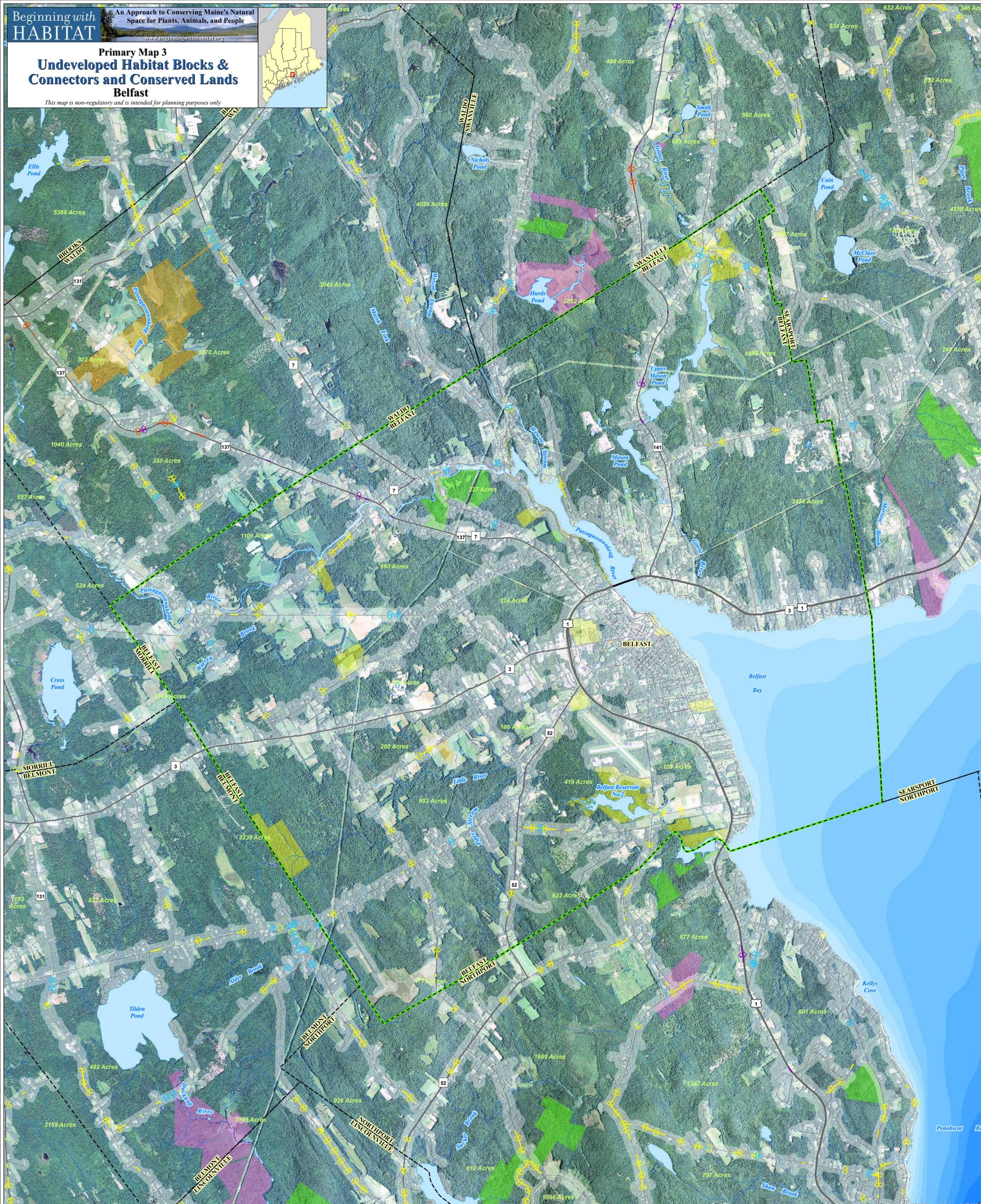
To request digital data for a town or organization, please visit our website: http://www.beginningwithhabitat.org/the_mapsgis_data_request.html



Map Prepared by Maine Department of Inland Fisheries & Wildlife
 October 2019

Primary Map 3
Undeveloped Habitat Blocks & Connectors and Conserved Lands
Belfast

This map is non-regulatory and is intended for planning purposes only



LEGEND

This map highlights undeveloped natural areas likely to provide core habitat blocks and habitat connections that facilitate species movements between blocks. Undeveloped habitat blocks provide relatively undisturbed habitat conditions required by many of Maine's species. Habitat connections provide necessary opportunities for wildlife to travel between preferred habitat types in search for food, water, and mates. Roads and development fragment habitat blocks and can be barriers to moving wildlife. By maintaining a network of interconnected blocks towns and land trusts can protect a wide variety of Maine's species—both rare and common—to help ensure rich species diversity long into the future. Maintaining a network of these large rural open spaces also protects future opportunities for forestry, agriculture, and outdoor recreation.

- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest

Habitat Blocks

- Development Buffer (pale transparency)**
250-500 foot buffer around improved roads and developed areas based on development intensity.
- Undeveloped Habitat Block**
Remaining land outside of Development Buffers. Blocks greater than 100 acres are labeled with their estimated acreage.

Approximate Road Crossing Habitat Connections

Represented habitat connections identified through computer modeling highlight locations where quality habitat is likely to occur on both sides of a given road between undeveloped habitat blocks greater than 100 acres and between higher value wetlands. These representations are approximate and have not been field verified.

Undeveloped Block Connectors

- Likely road crossing areas linking undeveloped habitat blocks greater than 100 acres. The threat of habitat fragmentation and animal mortality corresponds to traffic volume.
- Yellow lines represent habitat road crossings with daily traffic volumes less than 2000 vehicles per day.
- Red lines represent habitat road crossings with daily traffic volumes greater than 2000 vehicles per day.

Riparian Connectors

- Likely crossing locations for wetland dependent species moving between waterways and wetlands divided by roads.
- Blue lines represent riparian road crossings with daily traffic volumes less than 2000 vehicles per day.
- Purple lines represent riparian road crossings with daily traffic volumes greater than 2000 vehicles per day.

Highway Bridge Connectors

- Highway bridges along I-95 and I-295 that span riparian habitat connecting adjacent but separated habitat blocks. These are locations where species are likely to take advantage of infrastructure to move between habitat blocks.

Conserved Lands

The State of Maine's conserved lands database includes lands in federal, state, and non-profit ownership. It does not include many privately owned conservation lands, especially those protected by local land trusts, or town owned conservation lands. For the most accurate and current information about land ownership, consult with the local assessor and/or other local land management agencies. If public access potential to any of the properties displayed here is uncertain, landowners should be contacted to determine if permission is necessary.

Ownership Type (transparent layers)

- Federal**
National parks, forests, and wildlife refuges. (Includes Canadian conserved lands.)
- State**
Wildlife Management Areas and other properties managed by the Department of Inland Fisheries and Wildlife, state parks, and parcels managed by the Bureau of Parks & Lands.
- Municipal**
Town parks, water district properties, community forests, etc.
- Private Conservation**
Properties owned and managed by private (usually non-profit) organizations such as The Nature Conservancy, Maine Coast Heritage Trust, Trust for Public Land, and local land trusts.
- Easement**
Voluntary legal agreements that allow landowners to realize economic benefit by permanently restricting the amount and type of future development and other uses on all or part of their property as they continue to own and use it.

Aerial Imagery

Aerial imagery is often the best tool available to visualize existing patterns of development and resulting changes in the natural landscape. By depicting undeveloped habitat blocks, habitat connectors and conserved lands with aerial photos, the map user can more easily identify opportunities to expand the size and ecological effectiveness of local conservation efforts.

Regional Undeveloped Blocks



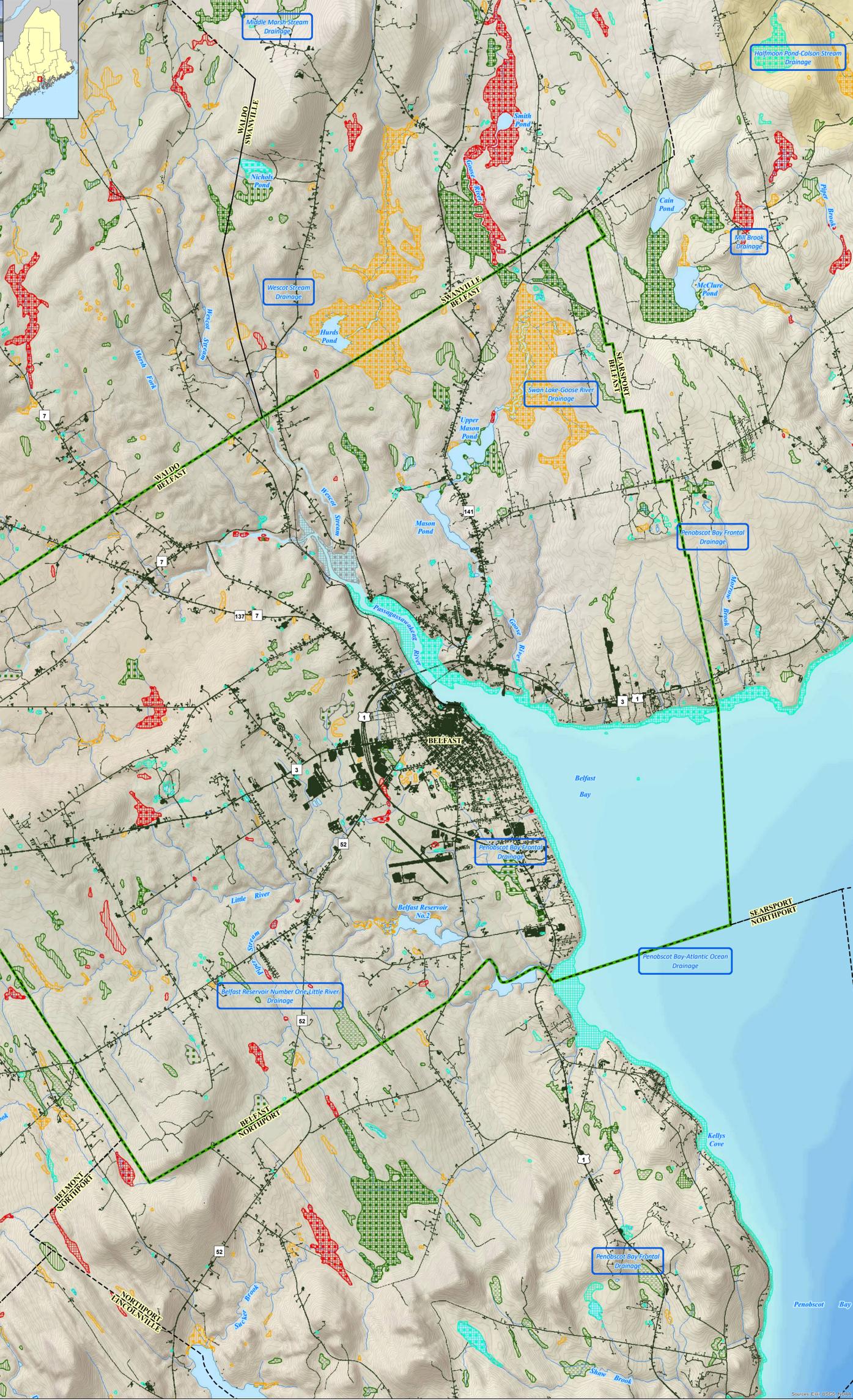
- Developed Areas
 - 0 - 250 acres
 - 250-500 acres
 - 500-1,000 acres
 - 1,000-5,000 acres
 - > 5,000 acres
- 1 : 325,000 1 inch equals 5 miles

Data Sources

- DATA SOURCE INFORMATION**
- TOWNSHIP BOUNDARIES**
Maine Office of GIS: metwp24 (2013)
- ROADS**
Maine Office of GIS, Maine Department of Transportation: medotpub (2015)
- HYDROLOGY**
U.S. Geological Survey: NHD_Maine (2012)
- UNDEVELOPED HABITAT BLOCKS, DEVELOPMENT BUFFER, CONNECTORS**
Maine Department of Inland Fisheries and Wildlife (2015)
- CONSERVED LANDS**
Maine Department of Agriculture, Conservation, and Forestry, Land Use Planning Commission, Maine Department of Inland Fisheries and Wildlife:
Conserved Lands (2015)
- AERIAL IMAGERY**
U.S. Department of Agriculture: NAIP 2013 - state-wide 1-meter color orthoimagery
- DATA SOURCE CONTACT INFORMATION**
Maine Office of GIS - <http://www.maine.gov/megis/catalog/>
Maine Dept. of Agriculture, Conservation and Forestry - <http://www.maine.gov/dacf/>
Maine Dept. of Inland Fisheries & Wildlife - <http://www.maine.gov/ifw/>
Maine Department of Transportation - <http://www.maine.gov/mdot/>
Maine Department of Environmental Protection - <http://www.maine.gov/dep/>

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LEGEND

This map depicts all wetlands shown on National Wetland Inventory (NWI) maps, but categorized them based on a subset of wetland functions. This map and its depiction of wetland features neither substitute for nor eliminate the need to perform on-the-ground wetland delineation and functional assessment. In no way shall use of this map diminish or alter the regulatory protection that all wetlands are accorded under applicable State and Federal laws. For more information about wetlands characterization, contact Elizabeth Hertz at the Maine Department of Conservation (207-287-8061, elizabeth.hertz@maine.gov).

The Wetlands Characterization model is a planning tool intended to help identify likely wetland functions associated with significant wetland resources and adjacent uplands. Using GIS analysis, this map provides basic information regarding what ecological services various wetlands are likely to provide. These ecological services, each of which has associated economic benefits, include: floodflow control, sediment retention, finfish habitat, and/or shellfish habitat. There are other important wetland functions and values not depicted in this map. Refer to www.maine.gov/dep/water/wetlands/ipwefv2.html for additional information regarding wetland functions and values. Forested wetlands and small wetlands such as vernal pools are known to be underrepresented in the National Wetlands Inventory (NWI) data used to create this map. The model developed to estimate the functions provided by each wetland could not capture every wetland function or value. Therefore, it is important to use local knowledge and other data sources when evaluating wetlands, and each wetland should be considered relative to the whole landscape/watershed when assessing wetland resources at a local level.

- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest
- Developed: Impervious surfaces including buildings and roads

Subwatersheds - The shaded, background polygons are subwatersheds (areas that drain to a particular lake, wetland, pond, river, stream, or the ocean). The subwatersheds are shaded to show topographic relief. This "hillshading" assumes the sun is shining from the northwest, so ridges and northwest-facing slopes appear light, whereas valleys and southeast-facing slopes appear dark. Because many areas of Maine are relatively flat, the topographic relief shown here has been exaggerated to make the details easier to see.

Wetland Functions: Fill Pattern

- RUNOFF / FLOODFLOW ALTERATION**
Wetlands provide natural stormwater control capabilities. As natural basins in the landscape, wetlands are able to receive, detain, and slowly release stormwater runoff. Wetland shelves along stream banks naturally regulate flood waters by providing an area for swollen stream flows to expand and slow, thereby protecting downstream properties. This map assigns Runoff/Floodflow Alteration Functions to wetlands that are (a) contained in a known flood zone, (b) associated with a surfacewater course or waterbody, and (c) with slope < 3%.
- AND/OR EROSION CONTROL / SEDIMENT RETENTION**
Wetlands act as natural sponges that can hold water, allowing suspended particles such as sediment to settle out. The dense vegetation in most wetlands helps to stabilize soil and slow water flows, thereby reducing scouring and bank erosion. This map assigns Erosion Control / Sediment Retention functions to wetlands with (a) slope < 3%; (b) emergent vegetation; and (c) close proximity to a river, stream, or lake.
- FINFISH HABITAT**
Wetlands with documented finfish populations, including wetlands adjacent to a river, stream, or lake.
- AND/OR SHELLFISH HABITAT**
Inland wetlands and streams can directly affect the status of coastal shellfish harvest areas. Fecal coliform bacteria and waterborne nutrients resulting from land use changes away from the coast can travel via surface water to harvestable flats. One failed septic system near a stream could close a mudflat several miles away. Excessive nutrients can reduce water clarity and stimulate epiphytic growth that degrades eelgrass meadows. Conservation of freshwater wetlands and stream buffers in coastal watersheds is a key component in marine resource conservation. This map assigns a Shellfish Habitat function to wetlands within 0.5 miles of (a) identified shellfish habitat, (b) identified shellfish closure areas, or (c) mapped eelgrass beds OR palustrine wetlands directly connected by a stream of < 0.5 mile in length to (a) identified shellfish habitat, (b) identified shellfish closure areas, or (c) mapped eelgrass beds.
- PLANT/ANIMAL HABITAT**
Nearly all wildlife species, and many of Maine's plant species, depend on wetlands during some part of their life cycle. For the purposes of this map, wetlands containing open water or emergent vegetation, 3 or more wetland vegetation classes (see below), and within 1/4 mile of a known rare, threatened, or endangered plant or animal occurrence, within 1/4 mile of a mapped significant or essential habitat, or within 1/4 mile of a rare or exemplary natural community have been assigned this function. Rare element occurrences and mapped habitats can be found on Map 2 High Value Plant & Animal Habitats.
- OTHER FUNCTIONS**
CULTURAL/EDUCATIONAL Wetlands within 1/4 mile of a boat ramp or school have been assigned this value as these wetlands are likely candidates for use as outdoor classrooms, or similar social benefits. Wetlands rated for other functions listed above may also demonstrate cultural/educational values although not expressly shown.
OR
NO DOCUMENTED FUNCTION. The basis of this characterization is high altitude aerial photos. Photo quality often limits the information that can be interpreted from small wetland features, or those with dense canopy cover. Although not assigned a function under this study, ground surveys may reveal that these wetlands have multiple functions and values.

Wetland Class: Fill Color

- Aquatic Bed (floating or submerged aquatic vegetation), Open Water
- Emergent (herbaceous vegetation), Emergent/Forested Mix (woody vegetation >20 ft tall), Emergent/Shrub-Scrub Mix (woody vegetation <20 ft tall)
- Forested, Forested/Shrub-scrub
- Shrub-scrub
- Other (rocky shore, streambed, unconsolidated shore, reef, rocky bottom)

National Wetlands Inventory (NWI) maps (the basis of wetlands shown on this map) are interpreted from high altitude photographs. NWI Wetlands are identified by vegetation, hydrology, and geography in accordance with "Classification of Wetlands and Deepwater Habitats" (FWS/OBS-79/31, Dec 1979). The aerial photographs document conditions for the year they were taken. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, State, or local government. NWI maps depict general wetland locations, boundaries, and characteristics. They are not a substitute for on-ground, site-specific wetland delineation.

Data Sources

- DATA SOURCE INFORMATION**
(note: italicized file names can be downloaded from Maine Office of GIS)
- TOWNSHIP BOUNDARIES**
Maine Office of GIS (2015); *metwp24*
 - ROADS**
Maine Office of GIS, Maine Department of Transportation (2015); *medotpb*
 - HYDROLOGY**
Maine Office of GIS, U.S. Geological Survey (2010); *NHD*
 - DEVELOPED**
Maine Office of GIS, Maine Department of Inland Fisheries and Wildlife (2015)
 - NATIONAL WETLANDS INVENTORY (NWI)**
Maine Office of GIS (2015); *NWI*
 - DRAINAGE DIVIDES**
Maine Office of GIS (2015); *medrdiv*
- DATA SOURCE CONTACT INFORMATION**
 Maine Office of GIS: <http://www.maine.gov/megis/>
 Maine Department of Transportation: <http://www.maine.gov/mdot/>
 Maine Department of Agriculture, Conservation and Forestry: <http://www.maine.gov/dacf/planning/index.html>
 Maine Geological Survey: <http://www.maine.gov/doc/nr/mc/mgs/mgs.htm>

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Supplementary Map
Natural Resource Co-occurrence

Belfast

This map is non-regulatory and is intended for planning purposes only



Legend

This map represents the concentration of selected environmental asset data layers overlaid on the landscape. Its purpose is to highlight a given area's relative conservation values as an aid in planning. It offers a generalized and subjective view and should be considered as a starting point for discussion. The layers on this map include buffer zones around water features, important natural communities, listed plant and animal species, areas of undeveloped land, and conserved properties. Some of these layer attributes have been weighted based on qualitative features, such as rarity or size, and are noted below. Cooccurrence modeling is extremely flexible, allowing for the addition, substitution, and relative weighting of data and attributes that best reflect the particularities and priorities of a given area or community. This map draws on data that is depicted on the standard Beginning with Habitat map set, but should still be considered as both supplementary and as work in development.

- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest
- Developed: Impervious surfaces such as buildings and roads
- Conservation Land

Selected Resource Layers and Assigned Values

Geographic Information System (GIS) software provides a ready means to help identify areas of high resource cooccurrence. The selected data layers of interest are assigned a relative weight, or value, and then overlaid on one another. The values are then summed, classified, and symbolized, revealing the concentration of attributes in a given landscape. (Some of the layers listed may not apply to, or be present on, the area represented by this map.)

Rare and Exemplary Natural Communities
 S1 (Critically Imperiled), Value of 4
 S2 (Imperiled), Value of 4
 S3 (Rare), Value of 3
 S4 and S5 with A or B viability (Exemplary), Value of 3

Rare Plants
 S1 (Endangered), Value of 3
 S1S2 - S2 (Threatened), Value of 2
 S2S3 - S3 (Special Concern), Value of 1

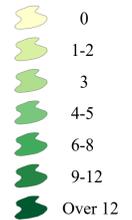
Listed Animals
 Endangered Species (with buffer), Value of 3
 Threatened Species (with buffer), Value of 2
 Species of Special Concern (with buffer), Value of 1

Significant Wildlife Habitats
 Shorebird Habitat, Value of 3
 Seabird Nesting Islands, Value of 3
 Essential Wildlife Habitat, Value of 3
 Wading Bird and Waterfowl Habitats (inland and tidal), Value of 2
 Deer Wintering Areas, Value of 1
 Significant Vernal Pools (with 500' buffer), Value of 1
 Atlantic Salmon Habitat, Value of 2
 Heritage Brook/Trout Waters, Value of 2
 Shellfish Beds, Value of 1

Riparian Zones and Water Resources
 Tidal waters 250' buffer, Value of 2
 Great Ponds 250' buffer, Value of 1
 Rivers 250' buffer, Value of 1
 Streams 75' buffer, Value of 1
 Wetlands greater than 10 acres plus 250' buffer, Value of 1
 Wetlands less than 10 acres plus 75' buffer, Value of 1
 Groundwater Aquifers, Value of 1

Undeveloped Habitat Blocks
 Areas over 1200 acres, Value of 3
 Areas of 600 to 1200 acres, Value of 2
 Areas of 200 to 600 acres, Value of 1

Sum of Attribute Values



Focus Areas of Statewide Ecological Significance (note: not present in all regions)

Focus Areas of Statewide Ecological Significance have been designated based on an unusually rich convergence of rare plant and animal occurrences, high value habitat, and relatively intact natural landscapes (the combined elements of Beginning with Habitat Maps 1-3). Focus area boundaries were drawn by MNAP and MDIFW biologists, generally following drainage divides and/or major fragmenting features such as roads. Focus Areas are intended to draw attention to these truly special places in hopes of building awareness and garnering support for land conservation by landowners, municipalities, and local land trusts. For descriptions of specific Focus Areas, consult the Beginning with Habitat notebook or the following website: <http://www.maine.gov/dacf/mnap/focusarea/index.htm>

Data and Information Sources

DATA SOURCES
TOWNSHIP BOUNDARIES
 Maine Office of GIS: *Metwp24* (2013)
ROADS
 Maine Office of GIS, Maine Department of Transportation: *Medotpub* (2015)
HYDROLOGY
 U.S. Geological Survey National Hydrography Dataset (NHD) Maine (2012)
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 Maine Office of GIS, Maine Department of Inland Fisheries & Wildlife: *DWA, ETSC, Ephem, Ephem, IWWH, Sni, Shorebird, TWWH* (2003-2015)
RARE NATURAL COMMUNITIES & PLANTS
 Maine Natural Areas Program: *MINAP_eos* (2015)
ATLANTIC SALMON HABITAT
 Maine Office of GIS, Maine Atlantic Salmon Commission, U.S. Fish & Wildlife Service: *Ashab3* (2013)

DATA SOURCE CONTACTS
 Maine Office of GIS: <http://www.maine.gov/megis/catalog/>
 Maine Natural Areas Program: <http://www.maine.gov/dacf/mnap/index.html>
 Maine Department of Inland Fisheries & Wildlife: <http://www.maine.gov/ifw/>
 U.S. Fish & Wildlife Service, Gulf of Maine Program: <http://gulfofmaine.fws.gov>
 Maine Atlantic Salmon Commission: <http://www.maine.gov/asco>
 Maine Department of Transportation: <http://www.maine.gov/dot/>

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APPENDIX B: IMPLEMENTATION OF GOALS & STRATEGIES

Belfast Comprehensive Plan: State Required Goals and Strategies

	Respon- sible Party	Short term/ Long term	Plan Reference
Historic and Archaeological Resources			
State Goal			
To preserve the State's historic and archaeological resources.			Section 3.1
Policies			
Protect to the greatest extent practicable the significant historic and archaeological resources in the community.			Section 3.1 Pg. 6
Strategies			
For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Staff	Short-term	Section 3.1 Pg. 6
Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	Planning Staff	Short-term	Section 3.1 Pg. 6
Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	City Staff	Short-term	Section 3.1 Pg. 7

	Responsib le Party	term/ Long term	Plan Reference
Water Resources			
State Goal			
To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.			Section 3.2

Policies			
To protect current and potential drinking water sources.			Section 3.2 Pg. 14
To protect significant surface water resources from pollution and improve water quality where needed.			Section 3.2 Pg. 14
To protect water resources in growth areas while promoting more intensive development in those areas.			Section 3.2 Pg. 14
To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.			Section 3.2 Pg. 14
To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.			Section 3.2 Pg. 14
Strategies			
Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	Planning Staff	Short term	Section 3.2 Pg. 14
Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Staff	Long term, ongoing	Section 3.2 Pg. 14
Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	City Staff	Medium term	Section 3.2 Pg. 14
Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	City Staff	Short term	Section 3.2 Pg. 14
Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association	Belfast Water District	Short term	Section 3.2 Pg. 15
Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	City Staff	Short term	Section 3.2 Pg. 15
Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	City Staff	Long term, ongoing	Section 3.2 Pg. 15

Provide educational materials at appropriate locations regarding aquatic invasive species.	City Committees	Short term	Section 3.2 Pg. 15
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Natural Resources	Responsible Party	term/Long term	Plan Reference
State Goal			
To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shoreland, scenic vistas, and unique			Section 3.3
Policies			
To conserve critical natural resources in the community.			Section 3.3 Pg. 5
To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.			Section 3.3 Pg. 5
Strategies			
Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning Staff	Ongoing	Section 3.3 Pg. 5
Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Planning Staff	Immediate	Section 3.3 Pg. 5
Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Staff	Short term	Section 3.3 Pg. 5
Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	Planning Staff	Short term	Section 3.3 Pg. 5
Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	City Staff & City Council	Ongoing	Section 3.3 Pg. 6
Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	City Staff	Long term	Section 3.3 Pg. 6

Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	City Staff	Short term	Section 3.3 Pg. 6
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Agriculture and Forest Resources	Responsible Party	term/Long term	Plan Reference
State Goal			
To safeguard the State's agricultural and forest resources from development which threatens those resources.			Section 3.4
Policies			
To safeguard lands identified as prime farmland or capable of supporting commercial			Section 3.4 Pg. 7
To support farming and forestry and encourage their economic viability.			Section 3.4 Pg. 7
Strategies			
Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	City Staff	Ongoing	Section 3.4 Pg. 8
Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Staff	Ongoing	Section 3.4 Pg. 8
Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.	Planning Staff	Medium term	Section 3.4 Pg. 8
Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Planning Staff	Medium term	Section 3.4 Pg. 8
Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	City Staff	Ongoing	Section 3.4 Pg. 8
Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	City Staff	Medium term	Section 3.4 Pg. 8
Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	City Staff	Short term	Section 3.4 Pg. 8

Marine Resources	Responsible Party	term/Long term	Plan Reference
State Goal			
To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the			Section 3.5
<p>For coastal towns, the Growth Management Act requires that a local comprehensive plan address the state coastal management policies (38 M.R.S.A §1801):</p> <ul style="list-style-type: none"> a. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation; b. To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources; c. To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources; d. To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety; e. To encourage and support cooperative state and municipal management of coastal resources; f. To protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs; g. To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development; h. To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and, i. To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast. 			Section 3.5
Policies			

To protect, maintain and, where warranted, improve marine habitat and water quality.			Section 3.5 Pg. 12
To foster water-dependent land uses and balance them with other complementary land uses.			Section 3.5 Pg. 12
To maintain and, where warranted, improve harbor management and facilities.			Section 3.5 Pg. 12
To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.			Section 3.5 Pg. 12
Strategies			
Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Harbor Committee	Short term	Section 3.5 Pg. 12
Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	City Staff	Ongoing	Section 3.5 Pg. 12
Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	City Staff	Short term, Ongoing	Section 3.5 Pg. 12
Support implement of local and regional harbor and bay management plans.	City Staff & City Council	Medium term	Section 3.5 Pg. 12
If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	City Council	Medium term	Section 3.5 Pg. 12
Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public	City Staff	Long term	Section 3.5 Pg. 13

	Responsible Party	term/ Long term	Plan Reference
Population and Demographics			
State Goal			
None required.			
Policies			
None required.			
Strategies			

None required.			
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Economy	Responsible Party	term/ Long term	Plan Reference
State Goal			
Promote an economic climate that increases job opportunities and overall economic well-			Section 3.7
Policies			
To support the type of economic development activity the community desires, reflecting the community's role in the region.			Section 3.7 Pg. 16
To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.			Section 3.7 Pg. 16
To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.			Section 3.7 Pg. 16
Strategies			
If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative,	City Staff	Short term	Section 3.7 Pg. 16
Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Planning Staff	long term	Section 3.7 Pg. 16
If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact	City Staff	medium term	Section 3.7 Pg. 16-17
Participate in any regional economic development planning efforts.	City Staff	Ongoing	Section 3.7 Pg. 16

Housing	Responsible Party	term/ Long term	Plan Reference
State Goal			

To encourage and promote affordable, decent housing opportunities for all Maine citizens.			Section 3.8
Policies			
To encourage and promote adequate workforce housing to support the community's and region's economic development.			Section 3.8 Pg. 13
To ensure that land use controls encourage the development of quality affordable housing, including rental housing.			Section 3.8 Pg. 13
To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.			Section 3.8 Pg. 13
Strategies			
Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.	Planning Staff	Short term	Section 3.8 Pg. 14
Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Planning Staff	Short term	Section 3.8 Pg. 14
Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	City Staff & City Council	Ongoing	Section 3.8 Pg. 16
Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	City Staff	Short term	Section 3.8 Pg. 18
Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	City Staff & City Council	Medium term, ongoing	Section 3.8 Pg. 13, 17
Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	City Staff	Long term	Section 3.8 Pg. 13

	Responsible Party	term/ Long term	Plan Reference
Recreation			
State Goal			
To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.			Section 3.9

Policies			
To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.			Section 3.9 Pg. 6
To preserve open space for recreational use as appropriate.			Section 3.9 Pg. 6
To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.			Section 3.9 Pg. 6
Strategies			
Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Parks & Recreation Committee	Short term	Section 3.9 Pg. 6
Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	City Staff	Medium term	Section 3.9 Pg. 7
Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	City Staff	Ongoing	Section 3.9 Pg. 7
Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Parks & Recreation Committee	Short term	Section 3.9 Pg. 7

Transportation	Responsible Party	term/Long term	Plan Reference
State Goal			
To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			Section 3.10
Policies			
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.			Section 3.10 Pg. 26

To safely and efficiently preserve or improve the transportation system.			Section 3.10 Pg. 26
To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.			Section 3.10 Pg. 26
To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).			Section 3.10 Pg. 26
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.			Section 3.10 Pg. 26
Strategies			
Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	City Staff	Medium term,	Section 3.10 Pg. 26
Initiate or actively participate in regional and state transportation efforts.	City Staff & City Council	Long term, Ongoing	Section 3.10 Pg. 27
Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and	City Staff	Short term, ongoing	Section 3.10 Pg. 27
Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	City Staff	Medium term, ongoing	Section 3.10 Pg. 27

Public Facilities and Services	Responsible Party	term/ Long term	Plan Reference
State Goal			
To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			Section 3.11
Policies			
To efficiently meet identified public facility and service needs.			Section 3.11 Pg. 17

To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.			Section 3.11 Pg. 17
Strategies			
Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	City Staff & Public Works	Ongoing	Section 3.11 Pg. 17
Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	City Staff	Long term, Ongoing	Section 3.11 Pg. 17
Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.	City Staff & Belfast Water District	Long term	Section 3.11 Pg. 17
If public water supply expansion is anticipated, identify and protect suitable sources?	City Staff & Belfast Water District	Ongoing	Section 3.11 Pg. 18
Explore options for regional delivery of local services.	City Staff	Long term	Section 3.11 Pg. 17

Fiscal Capacity and Capital Investment Plan	Responsible Party	term/ Long term	Plan Reference
State Goal			
To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			Section 3.12
Policies			
To finance existing and future facilities and services in a cost effective manner.			Section 3.12 Pg. 6
To explore grants available to assist in the funding of capital investments within the			Section 3.12 Pg. 6
To reduce Maine's tax burden by staying within LD 1 spending limitations.			Section 3.12 Pg. 6
Strategies			
Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	City Staff	Medium term	Section 3.12 Pg. 6

Existing Land Use	Responsible Party	term/Long term	Plan Reference
State Goal			
None required.			
Policies			
None required.			
Strategies			
None required.			

Future Land Use Plan	Responsible Party	term/Long term	Plan Reference
State Goal			
To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services, and preventing development sprawl.			Future Land Use Plan
Policies			
To coordinate the community's land use strategies with other local and regional land use planning efforts.			Future Land Use Plan
To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.			Future Land Use Plan
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.			Future Land Use Plan
To establish efficient permitting procedures, especially in growth areas.			Future Land Use Plan
To protect critical rural and critical waterfront areas from the impacts of development.			Future Land Use Plan
Strategies			
Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	City Staff & City Council	Short term	Future Land Use Plan

Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to: a. Clearly define the desired scale, intensity, and location of future development; b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources. d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	Planning Staff	Medium term	Future Land Use Plan
Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	City Staff	Ongoing	Future Land Use Plan
Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	City Staff	Short term	Future Land Use Plan
Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	City Staff	Ongoing	Future Land Use Plan
Track new development in the community by type and location.	Planning Staff	Ongoing	Future Land Use Plan
Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	City Staff	Long term	Future Land Use Plan
Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Planning Staff	Medium term	Future Land Use Plan