

Finding of No Significant Impact

Belfast Municipal Airport, Belfast, Maine Easement Acquisition and Obstruction Clearing Project

AIP Project 3-23-0007-12-2013

1.0 BACKGROUND

The City of Belfast, in cooperation with the Federal Aviation Administration (FAA), is proposing a project to acquire property easements and clear tree obstructions that are at a height that pose a current or potential future safety threat to arriving and departing aircraft at the Belfast Municipal Airport (“Airport” or airport reference code “BST”). Through a preliminary assessment of potential environmental impacts from the proposed project, the FAA determined that an Environmental Assessment (EA) was needed to satisfy the requirements of National Environmental Policy Act. Based on the results of the assessment which are summarized below (see attached EA), the FAA has determined that the Project would not cause significant environmental impacts and is issuing this Finding of No Significant Impacts (FONSI).

2.0 PURPOSE AND NEED FOR THE PROJECT

The purpose of the proposed project evaluated in the EA is to ensure continued safe Airport operations at the Airport’s existing operational levels by bringing the Airport into compliance with current FAA airspace and safety guidelines including FAR Part 77 Safe, Efficient Use, and Preservation of the Navigable Airspace, Order 8260.3B TERPS as well as other FAA regulations requiring the effective mitigation of airspace obstructions.

The project is needed because recent Type 4 and Type 8 surface airspace obstruction analysis has identified current or potential future obstructions within the navigable airspaces of Runway 15-33. If not addressed, these obstructions pose a significant safety threat to incoming and outgoing aircraft and non-compliance with FAA safety guidelines. The need for the Proposed Action is based on an airspace analysis performed on Belfast Municipal Airport in 2013, then reassessed in 2014, in which objects were identified as being either penetrations or vegetative objects were within 20 vertical feet of critical airspace surfaces. Specifically, for both Runway 15 and Runway 33, these surfaces were comprised of the Type 4 and Type 8 surfaces as defined in FAA Advisory Circular (AC) 150/5300-13A, *Airport Design*, Table 3-2, *Approach/Departure Standards*. These are established standards for determining obstructions to navigable airspace, and their effect on the safe and efficient use of airspace. This regulation defines a system of imaginary surfaces designed to protect the critical airspace around an airport and allow for the safe operation of aircraft to and from the airport.

3.0 PROPOSED ACTION

The Proposed Action, which is the preferred alternative, includes: 1) the acquisition of up to 11 partial or full easements for properties located off-Airport; and, 2) the removal of current and potential future obstructions on the approach ends of Runway 15 and Runway 33, within 17.4 acres of land as necessary for the continued safe operation of Runway 15-33 and in order to meet

federal airport safety guidelines. A summary of areas with current or potential future Type 4 Surface or Type 8 Surface (per FAA AC 150/5300-13A, *Airport Design*, Table 3-2, *Approach/Departure Standards*) penetrations is provided in Table 1.

Table 1. Summary of Areas with Known or Potential Future Airspace Penetrations¹.

		Within Airport Property	Within Existing Easements	Off Airport & Easements Needed
Surface	Location	Area (Acres)	Area (Acres)	Area (Acres)
TYPE 4	Runway 15 End	0.89	1.39	0.00
	Runway 33 End	1.91	0.25	2.04
	TYPE 4 TOTAL	2.80	1.64	2.04
TYPE 8	Runway 15 End	3.36	3.63	0.24
	Runway 33 End	0.95	0.17	2.53
	TYPE 8 TOTAL	4.31	3.80	2.77
PROJECT TOTAL		7.11	5.44	4.81

¹ Source: Airport Solutions Group (ASG) 2015.

In an effort to reduce the Project footprint and minimize the environmental impacts, construction activities will involve small crews using chain saws to cut selected obstructions, which based on current information are all believed to be trees. Cut trees would be left on site or taken off-site per landowner agreements. Equipment associated with the Proposed Action would include personal vehicles, ¼ to ¾ ton trucks, several chain saws, a brush hog tractor, and a wood chipper.

4.0 ALTERNATIVES ANALYSIS

No-Action Alternative

This alternative maintains the existing Airport property and navigation easements, and does not eliminate current or potential future tree penetrations to the FAA airspace surfaces at the ends of Runway 15-33. Obstructions to the airspace would continue to pose a significant safety threat to arriving and departing aircraft, and overall Airport operational safety would be compromised. The Airport could not continue to operate as presently constituted and the FAA would ultimately require the displacement of the runway thresholds. This would effectively reduce the runway's overall length, resulting in significant negative impacts on the Airport's operational capability and ultimately its long-term financial viability.

Although the no-action alternative would result in no environmental impacts, failure to acquire the needed easements and remove all objects that pose airspace obstructions would necessitate the effective shortening of the runway, which does not meet the purpose and need for the project. At a minimum, this alternative would result in a reduction in Airport safety and significant negative impacts on the Airport as an economic asset for the City.

Proposed Action

Removal of the trees that pose current or potential future airspace obstructions would likely cause some minor environmental impacts, but is necessary for continued safe operations of Runway 15-33 to comply with airport safety guidelines.

Other Alternatives

The use of obstruction lighting and runway length reduction were considered but excluded from further consideration because both were ineffective at maintaining BST as an effective transportation resource and were inconsistent with the purpose and need of the project. Due to the airport configuration, the only alternative to the proposed action evaluated in the EA was the “No-Action” alternative.

5.0 IMPACT ASSESSMENT

The attached EA presents the baseline environmental conditions of the Project area and addresses the effect of the proposed project on the human and natural environment and is made part of this finding. The following provides a brief highlight of the impacts anticipated. A more thorough analysis is presented in the EA.

The project will involve acquiring up to 11 partial or full easements and the removal of trees which pose a safety threat within 17.4 acres of land as necessary for the continued safe operation of Runway 15-33 and in order to meet federal airport safety guidelines. Hand crews will be used to cut trees during normal daylight work hours. Tree removal will take place using mid-sized equipment and in manner that minimizes ground disturbance. There will be no grubbing or filling and environmental resources and structures will be avoided to the extent possible. The minimum number of trees needed to meet safety guidelines would be selectively removed.

Land Uses/Department of Transportation Act: Section 4(f)

The Proposed Action will result in impacts to Section 4(f) properties (i.e., City-owned Walsh Field Recreation Area, and City of Belfast Dog Park). The alternative will require the removal of several trees within these areas. However, mitigation measures would ensure the fewest number of trees are removed as possible to minimize impacts. Tree removal would not require purchase of the property and per correspondence with the City of Belfast would not eliminate or substantially hinder the intended use of the Section 4(f) properties, which are open parks with maintained lawns and ball fields. Impacts expected to be below the thresholds of significance as stated under FAA Order 1050.1E.

Fish, Wildlife and Plants

Tree clearing activities would result in openings in the forest canopy and a reduction in forest height-size class within the removal area. Understory vegetation in these areas would also experience some short-term disturbance during tree removal, and may experience changes in species composition and density as a result of the new openings in the forest canopy. However, given that the trees proposed for removal would be spread out over 19 parcels covering a 17.4 acre area, the impacts are expected to be minimal and similar to natural events (e.g., wind throw, disease/decay, lightning strikes, etc) that would occur in a mature forest over time.

Wildlife species within removal areas would experience short term disturbance from the activity and noise associated with construction, and slow-moving, immobile and denning or nesting wildlife could experience direct mortality. Any species dependent upon the specific trees removed could also be negatively impacted. To minimize impacts, the fewest amount of trees necessary to ensure airport safety would be removed and removal will be performed using light equipment and hand crews to minimize site disturbance. Tree clearing will generally be conducted in winter. Further, tree removal will take place within or near large parcels of forest and wildlife would have alternate tree sites available.

After the completion of the EA, but before the issuance of the FONSI, the northern long-eared bat was listed as endangered by the U.S. Fish & Wildlife Service (USFWS). A Biological Assessment was developed, and the FAA determined the project was *unlikely to adversely affect* this species. The USFWS concurred with this determination.

Wetlands and Waterbodies

Tree removal activities will take place within five delineated wetlands which collectively account for 6.3 acres of protected habitats in the Project area. Three of the five wetlands are classified as palustrine forest (PFO) and collectively occupy 2.6 acres within the surveyed area. One wetland is palustrine scrub-shrub (PSS) covering 0.2 acres, and one is a large wetland comprised of PFO/PSS and palustrine emergent (PEM) communities which collectively cover 3.5 acres. Some of the tree removal activities will take place within wetlands 7, 9 and 14 which are within 25 feet of streams S-1, S-4 and S-7, and are therefore considered to be wetlands of special significance under Maine State law. Portions of wetland 14 also fall within a flood protection zone, but no project activities are proposed within that area.

Mitigation measures will be implemented to ensure the least number of trees are removed to minimize impacts to streams and wetlands and are detailed in the EA. These measures, which have been approved by MEDEP on similar airport tree removal projects, are expected to ensure impacts to wetlands and waterbodies are minimized, and would fall below the thresholds of significance as stated under FAA Order 1050.1E. All necessary environmental permits will be filed with MEDEP for wetland impacts, and will be mitigated per the requirements of MEDEP.

6.0 FINDING OF NO SIGNIFICANT IMPACT

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101 of the NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)(C) of NEPA. As a result the FAA will not prepare and Environmental Impact Statement for this Project.

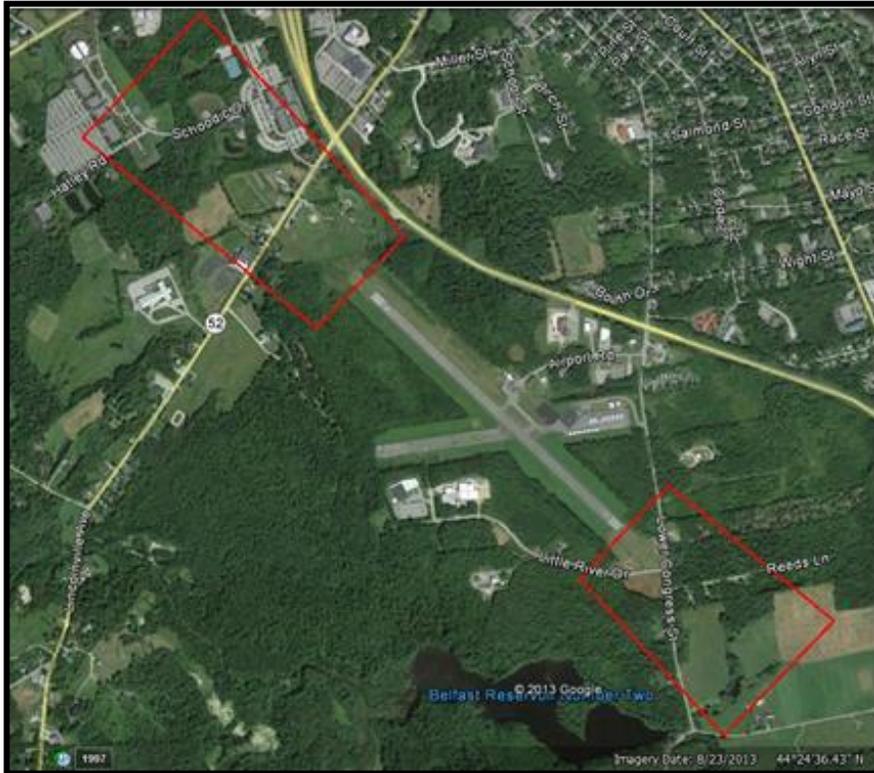
APPROVED: 

DATE: December 22, 2015

Belfast Municipal Airport Easement Acquisition and Obstruction Removal Project

Final Environmental Assessment (EA)

AIP Project No. 3-23-0007-12-2013



April 13, 2014

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Belfast Municipal Airport Easement Acquisition and Obstruction Removal

Environmental Assessment

Proposed Action: Runway 15-33 Easement Acquisition & Obstruction Removal

Project Location: City of Belfast, Waldo County, Belfast, Maine

Lead Agency: Federal Aviation Administration

Responsible Official: Richard Doucette
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Airport Owner: City of Belfast
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This environmental assessment becomes a Federal document when evaluated, signed, and dated below by the responsible FAA official.



Responsible FAA Official

December 22, 2015

Date

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1.0 INTRODUCTION

The City of Belfast, Maine proposes to remove vegetative obstructions, which based on an analysis of safety-related airspace surfaces, are at a height that poses a current or potential future safety threat to arriving and departing aircraft at the Belfast Municipal Airport (“Airport” or airport reference code “BST”). In accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, by the U.S. Department of Transportation (DOT), Federal Aviation Administration (FAA), this Environmental Assessment (EA) has been prepared to evaluate two alternatives: 1) No Action; and, 2) the Proposed Action (which involves easement acquisitions and obstructions removal). The purpose of this EA is to determine whether either scenario would result in significant adverse environmental impacts. The FAA is the lead federal agency for the NEPA evaluation.

1.1 BELFAST MUNICIPAL AIRPORT

The Airport is a public-use, general aviation facility located off of Lower Congress Street at Little River Drive and Airport Road, in Waldo County, Belfast, Maine; 44.408531° longitude and -69.011622° latitude (Appendix A, Figure 1). The Airport became operational in 1943 and since then has been publically-owned and maintained by the City of Belfast. Currently the Airport has about 10,000 operations (i.e., takeoffs and landings) a year - an average of 27 per day. Major roadways providing access to the Airport include US Route 1, which extends northwest-southeast and is located immediately to the northeast of the Airport, and Lincolnville Avenue (Route 52), which runs northeast-southwest and is located to the northwest of the Airport. Airport infrastructure and operational characteristics (City of Belfast, Maine 2014) include:

- A single runway (Runway 15-33), which is 4,000 feet long by 100 feet wide, and is paved and lighted
- A decommissioned crosswind runway
- A partial parallel taxiway, and two taxiway stubs
- Three non-precision instrument approaches
- One Fixed Base Operator (FBO) - Maine Scenic Airways
- 24 hangars and 11 tie downs
- Current based aircraft = 17 (primarily single-engine piston)
- Current annual operations (takeoffs & landings) = 10,000 (average 27 per day)
- Current design aircraft = Beechcraft King Air 350
- Largest aircraft currently operating = Pilatus PC-12

1.2 PROPOSED ACTION

The Proposed Action (i.e., Project) involves two components: 1) easement acquisition; and, 2) obstruction removal.

Existing trees in the Project are that pose a current or future safety threat to incoming and outgoing aircraft area must be removed in order for the Airport to continue aviation activities at current levels. Removals cannot be avoided for continued safe airport operation. However, the

acreages presented for tree removal represent the entire area in which obstruction removals may occur. Only selected trees identified as current or potential future obstructions within those areas will be removed and efforts would be made to minimize the level of removals where feasible. An “obstruction” is defined as any object (vegetative, terrain, or manmade) that currently or in the future may violate or penetrate any of a series of three-dimensional “airspace surfaces” defined by the FAA and that exist at all airports. Generally, these airspace surfaces have been established (primarily on the approach ends of runways) to help ensure safe aircraft operations at a given airport and in a variety of weather conditions. These surfaces are typically trapezoidal in shape and climb from the runway end elevation at a rate defined by various federal regulations. It is important to note that as vegetative objects grow, they often ultimately penetrate one or more of these surfaces over time, requiring their cutting or removal in order to maintain an appropriate level of safety at an airport.

The first component of the Proposed Action involves the acquisition of easements or partial easements for up to 11 properties that contain some of the identified current or potential future obstructions to airspace surfaces, but are located off the Airport property (three [3] at the Runway 15 approach end, and eight [8] at the Runway 33 approach end). The easement acquisition is necessary for the removal of current or potential future obstructions, but also will enhance Airport safety by preventing future development that would be an obstruction to those safety-related airspace surfaces. This may also improve the financial viability of the Airport by preserving the potential for future expanded aviation services.

The obstruction removal component associated with the Proposed Action involves the removal of vegetative obstructions that have been determined through an airspace analysis to be current or potential future obstructions (and therefore safety hazards to arriving and departing aircraft) to the airspace surfaces located on the approach ends to Runway 15-33 (Appendix A, Figure 1). These obstructions are located within 17.36 acres of land that lie both on-Airport and off-Airport. Obstruction removal is required to achieve compliance with federal safety guidelines in addition to maintaining the Airport’s existing operational capabilities. Only select trees identified as current or potential future obstructions will be cut down or topped and all removals will take place using hand crews and light equipment. No excavation, filling, grading, or construction is anticipated as part of this action.

It should be noted that this EA evaluates the maximum tree removals and easement acquisitions based on current airspace analysis and design plans (ASG 2015). That analysis identifies obstructions that are located within 20 vertical feet of the individual airspace surfaces and are presumed to be capable of eventually penetrating those surfaces. It is important to recognize that some of the identified objects may be man-made structures or trees that do not pose a current safety threat and are already at their maximum height, and therefore could not be capable of becoming an actual airspace obstruction in the future. In such cases, the removal of these potential obstructions and their associated easements acquisition would not be required. In addition, acreages presented for tree removal represent the entire area in which obstruction removals may occur. Only selected objects identified as current or potential future obstructions within those areas will be removed and efforts would be made to minimize the level of removals where feasible. However, objects cannot be excluded until a full on-site assessment of the specific obstruction area is performed.

1.3 NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) REQUIREMENTS

The National Environmental Policy Act (NEPA) of 1969 is designed to protect the environment from harmful impacts that may be caused by federal projects/actions. It requires an evaluation of potential impacts that a project would have on the natural and social environment and ensures efforts are made to avoid and minimize impacts before projects are funded. Per FAA Order 1050.1E, *Environmental Impacts Policies and Procedures*, and Order 5050.4B, *Implementing Instructions for Airport Actions*, federal actions must be reviewed under one of the three following categories and its associated review process:

- Categorical Exclusion (CatEx) – actions that under normal circumstances will have no potential for significant environmental impacts and that meet the specific criteria identified for an exclusion.
- Environmental Assessment (EA) – actions may or may not have significant environmental impacts but due to unknown considerations, further analysis is required.
- Environmental Impact Statement (EIS) – actions with known significant impacts.

Based on a preliminary evaluation of potential environmental constraints (NewEarth 2014a) and discussions with the FAA project representative, the Proposed Action would not qualify for a CatEx (and therefore be excluded from requiring an EA or EIS) due to the following project elements:

- Removal of some obstructions would take place off of Airport property.
- Off-Airport obstruction removal and land acquisition exceeds three (3) acres.
- The Proposed Action has the potential to cause impacts on natural, ecological, and/or scenic resources of significance identified in Section 304 of FAA Order 1050.1E.

1.4 PUBLIC AND NATURAL RESOURCE AGENCY INVOLVEMENT

During the preparation of this EA, state and federal natural resource agencies were consulted (MDIFW 2014, MHCP 2014, MNAP 2014, USFWS 2014) to gain information on known or likely occurrences of rare, threatened and endangered species, significant habitats and natural communities, and significant cultural resources of the Project vicinity. Response letters from agencies are included in Appendix C. Copies of this EA were also sent to these agencies for a 30-day review and comment period.

The City of Belfast presented an overview of the Proposed Project and anticipated environmental impacts at a town meeting held on March 18, 2015. The meeting provided an opportunity for the public to become informed, ask questions, and provide comments. In addition, a copy of the Pre-final version of this EA was posted in the Belfast's town hall for a 30-day review and comment period and a notice of its availability was published in the local newspaper.

2.0 PURPOSE AND NEED

The purpose of the proposed project evaluated in this Environmental Assessment (EA) is to ensure continued safe Airport operations at the Airport's existing operational levels by bringing the Airport into compliance with current Federal Aviation Administration (FAA) airspace and safety guidelines including FAR Part 77 Safe, Efficient Use, and Preservation of the Navigable Airspace, Order 8260.3B TERPS as well as other FAA regulations requiring the effective mitigation of airspace obstructions.

The project is needed because recent Type 4 and Type 8 surface airspace obstruction analysis has identified current or potential future obstructions within the navigable airspaces of Runway 15-33. If not addressed, these obstructions pose a significant safety threat to incoming and outgoing aircraft and non-compliance with FAA safety guidelines. The need for the Proposed Action is based on an airspace analysis performed on Belfast Municipal Airport in 2013, then reassessed in 2014, in which objects were identified as being either penetrations or vegetative objects were within 20 vertical feet of critical FAA airspace surfaces. Specifically, for both Runway 15 and Runway 33, these surfaces were comprised of the Type 4 and Type 8 surfaces as defined in FAA Advisory Circular (AC) 150/5300-13A, *Airport Design*, Table 3-2, *Approach/Departure Standards*. These are established standards for determining obstructions to navigable airspace, and their effect on the safe and efficient use of airspace. This regulation defines a system of imaginary surfaces designed to protect the critical airspace around an airport and allow for the safe operation of aircraft to and from the airport.

Obstructions have been identified based on existing and potential penetrations to two types of airspace surfaces (as shown in Appendix A, Figure 2): 1) Type 4 surface, generally designed for propeller-driven and slower jet aircraft that can operate at night in instrument conditions (this surface climbs from the runway end elevation at a 20:1 rate); and, 2) Type 8 surface, generally designed for all aircraft that can utilize instrument approaches that provide vertical guidance, such as the localizer performance with vertical guidance (LPV) approach scheduled for publication for Runway 15 (this surface climbs from the runway end elevation at a 30:1 rate). In each analysis, areas of obstructions are identified based on the heights of the objects within the general area, but the analysis does not distinguish the specific number and location of individual objects (i.e., trees) within the area. Note that this is intentional since the vegetative data collected through the survey effort only identifies high points in the tree canopy that may or may not represent individual trees. The survey also cannot identify vegetation that while lower than the high points in the tree canopy, themselves may still be penetrations to airspace surfaces. Table 1 shows the areas of obstructions identified through the analysis and provides the acreages of the areas where tree removals are required. Individual obstructions within each area will be identified on site and targeted for removal.

The obstructions are located on parcels owned by or in an existing easement of BST, as well on up to 11 private properties that will require easements.

3.0 PROJECT ALTERNATIVES

The following alternatives have been developed in accordance with the Belfast Municipal Airport Master Plan, which is presently being updated (City of Belfast, Maine 1999), BST Airport Layout Plan (City of Belfast, Maine 2008), and recent airspace obstruction analysis results (ASG 2015). The alternatives are evaluated based the ability to meet current FAA design criteria and meet projected facility demand. Planning efforts included an evaluation of possible approaches to avoid and minimize the project footprint and potential environmental impacts. However, existing trees in the Project area that pose a current or future safety threat to incoming and outgoing aircraft area must be removed in order for the Airport to continue safe aviation activities at current levels. Removals cannot be avoided for continued safe airport operation. Impacts will be minimized by removing only those trees which are identified as current or potential future safety threats within the areas where obstructions have been identified.

3.1 NO-ACTION ALTERNATIVE

This alternative maintains the existing Airport property and navigation easement limits, and does not eliminate current or potential future tree penetrations to the FAA airspace surfaces at the ends of Runway 15-33. Obstructions to the airspace would continue to pose a significant safety threat to arriving and departing aircraft, and overall Airport operational safety would be compromised. The Airport could not continue to operate as presently constituted and the FAA would ultimately require the displacement of the runway approach end locations. This would effectively reduce the runway's overall length, resulting in significant negative impacts on the Airport's operational capability and ultimately its long-term financial viability.

Although the no-action alternative would result in no environmental impacts, failure to acquire the needed easements and remove all objects that pose airspace obstructions would necessitate the effective shortening of the runway (or if reduced enough, its ultimate closure), which does not meet the purpose and need for the project. At a minimum, this alternative would result in a reduction in Airport safety and significant negative impacts on the Airport as an economic asset for the City.

3.2 ALTERNATIVE 1 (PROPOSED ACTION) - EASEMENT ACQUISITION AND OBSTRUCTION REMOVAL

The Proposed Action, which is the preferred alternative, includes: 1) the acquisition of up to 11 partial or full easements for properties located off-Airport; and, 2) the removal of current and potential future obstructions on the approach ends of Runway 15 and Runway 33, as necessary for the continued safe operation of Runway 15-33 and in order to meet federal airport safety guidelines. A summary of areas with current or potential future Type 4 Surface or Type 8 Surface (per FAA AC 150/5300-13A, *Airport Design*, Table 3-2, *Approach/Departure Standards*) penetrations is provided in Table 1.

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¹ Source: Airport Solutions Group (ASG) 2015.

In an effort to reduce the Project footprint and minimize the environmental impacts, construction activities will involve small crews using chain saws to cut selected obstructions, which based on current information are all believed to be trees. Cut trees would be left on site or taken off-site per landowner agreements. Equipment associated with the Proposed Action would include personal automobiles, ¼ to ¾ ton trucks, several chain saws, a brush hog tractor, and a wood chipper.

3.3 ALTERNATIVE 2 - HAZARD WARNING LIGHTING

In certain cases, the FAA allows for the installation of obstruction lights to provide an equivalent level of safety in lieu of removing obstructions to specific airspace surfaces. In essence, establishing obstruction lights provides pilots with a visual warning of area obstructions, enabling them to “see and avoid.” However, employment of obstruction lights in this capacity is only appropriate for airspace surfaces associated with 14 CFR Part 77 and a limited application of the Visual Portion of the Final Approach Surface associated with FAA Order 8260.3B - United States Standard for Terminal Instrument Procedures (TERPS). However, the airspace surfaces associated with the purpose and need for the project, which are based on FAA Advisory Circular (AC) 150/5300-13A, *Airport Design* (see Table 3-2), do not allow for the establishment of obstruction lights as an equivalent level of safety. Therefore, the obstruction lighting alternative was rejected as ineffective at maintaining BST as an effective transportation resource and inconsistent with the purpose and need of the project.

3.4 ALTERNATIVE 3 - RUNWAY LENGTH REDUCTION

BST’s Runway 15-33 is currently 4,000 feet long, which is slightly less than the FAA’s minimum recommended length of 4,050 feet for runways accommodating small airplanes having 10 or more passenger seats. Additionally, BST has received multiple inquiries from local area businesses about the potential of extending the runway in the future, indicating a latent demand for runway length beyond the current 4,000 feet. In that BST is a publicly-owned transportation resource that receives FAA funding to be maintained as such for the benefit of public use, degradation of BST’s functional abilities due to a reduction in runway length is contrary to FAA’s investments and long-term goals for BST. Therefore, this alternative was rejected as

being inconsistent with the purpose and need of the project and inconsistent with federal, state, and local objectives of maintaining BST as an effective transportation resource.

4.0 AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

4.1 ASSESSMENT METHODS

In support of preparation of the this EA, Environmental Scientists from NewEarth Ecological Consulting conducted a desktop review of existing information and research/survey data (CARMA 2014; City of Belfast 2012; FEMA 1990; MEDACF 2013; MEDEP 2012; MNAP 2013; MEOGIS 2012; NWSRS 2014; NewEarth 2014a, USDA 2011; USDI/NPS 2013; USDOT 2014; USEPA 2013; USFWS 2014; USFS 2013), performed a site visit in October 2013 to assess environmental conditions of the site and to delineate wetlands and waterbodies, and prepared a preliminary evaluation of potential environmental constraints (NewEarth 2014a). State and federal natural resource agencies were also consulted regarding rare, threatened and endangered species, significant habitats and natural communities, and significant cultural resources (MDIFW 2014, MHCP 2014, MNAP 2014, USFWS 2014). Response letters from agencies are included in Appendix C.

An assessment was performed for each potential environmental impact category identified per the FAA's *Environmental Desk Reference for Airport Actions* (FAA 2007). Of the 23 FAA categories, 12 are not discussed in this EA because they are not present in the Area of the Proposed Action (i.e., project area), or if present would not be affected by the activities associated with the alternatives evaluated. Table 2 lists the categories excluded in the discussion within this EA and the rationale for exclusion. The remaining 11 resource categories are discussed in Sections 4.2 through 4.12. Unless otherwise noted, there are no known environmental consequences associated with the No-Action alternative for the resource category.

Table 2. Impact Categories Excluded from Environmental Assessment Discussion¹.

Impact Category	Reason for Exclusion
Air Quality	The removal of trees in the Airport's airspace will not alter the number or type of aircraft using the airport. Equipment used during temporary short-term obstruction removal activities, alone or in combination with current airport activities, would not exceed National Ambient Air Quality Standards.
Coastal Barriers	The project area is not located in a coastal area.
Coastal Zone Management	The project area is not located in a coastal zone.
Energy Supplies, Natural Resources, and Sustainable Design	Alternatives do not involve activities that would increase energy requirements at the Airport facility or remove substantial scarce or unusual consumable natural resources from local suppliers.
Environmental Justice	Alternatives do not involve activities that would cause disproportionate and adverse effects on low-income or minority populations.
Floodplains	Floodplains occur within the general project area, but no tree removals are proposed within designated floodplain zones.
Hazardous Materials	There are no known hazardous waste sites or environmentally contaminated properties within the project area, and Alternatives do not involve activities that would cause ground disturbance to potentially disturb undocumented buried hazardous materials.

Table 2. Impact Categories Excluded from EA Discussion¹ (Continued)

Socioeconomic Impacts	Alternatives do not involve activities that would cause shifts in patterns of population growth/movements/housing requirements, increase public service demands, or change business and economic activities in the area.
Social Impacts	Alternatives would not affect the health or safety of residents; result in the need to relocate homes or businesses; divide or disrupt established communities; change transportation patterns; disrupt orderly, planned development; or create a notable change in employment.
Solid Waste	Alternatives would not result in the creation of solid wastes (e.g., dirt, concrete, asphalt, bricks, steel, construction wood, etc.) which would need to be properly disposed of. The Proposed Alternative would produce felled trees and woody debris, but it will remain on site and would not contribute to solid waste impact.
Water Quality	Alternatives do not involve activities that would affect navigable waterways, municipal drinking water supplies, important sole-source aquifers, or protected groundwater supplies.
Wild and Scenic Rivers	There are no designated wild and scenic rivers in the project area.

¹ Sources: City of Belfast 2012; FEMA 1990; MEDACF 2013; MEDEP 2012; MEOGIS 2012; NWSRS 2014; NewEarth 2014a, USDA 2011; USDI/NPS 2013; USDOT 2014; USEPA 2013; USFS 2013.

4.2 BIOTIC RESOURCES

A variety of flora (plants), fauna (animals), and the habitats they utilize occur in the vicinity of the Airport, to include various age classes and types of forests, shrublands, agriculture, open grassy areas, ephemeral or intermittent streams, and a diversity of wetland communities. These areas provide food, cover, and nest sites for a wide diversity of birds and mammals. Much of the Proposed Action area, including the Airport facility, agricultural areas, and areas surrounding residences, businesses, and roadways, is dominated by open grassy areas. However, these areas are maintained (i.e., mowed or plowed) on a regular basis and do not generally provide suitable breeding habitat for breeding birds and most mammals. Forested habitats comprise much of the remaining area surrounding the Airport, and include both upland and wetland types. Forests range from early successional/young forest to mature forest classes, and include deciduous and mixed conifer-deciduous communities. Forested areas would experience a conversion from a mature forest class to an early to mid-successional class, or when full tree removal is required a conversion to herbaceous ground cover, as a result of upper canopy tree removal. This conversion is expected to be maintained over the long term per FAA airport safety requirements. Disturbance to the forest understory and non-target trees is expected to be minimized through the use of hand crews for tree felling and by leaving downed materials on site where feasible.

Aquatic habitat in the area of the Proposed Action include ephemeral and intermittent streams that are shallow (< 10 inches deep), narrow (< 5 feet wide), are bisected by numerous culverts, and are rerouted by ditches associated with roadways in the area. The streams provide a water supply for wildlife, habitat for aquatic insects, and likely provide habitat for small fish, but overall are not high quality aquatic habitats and do not provide habitat for species typically targeted by sport fishing. None of the streams located in the vicinity of the Airport are designated Essential Fish Habitat (Appendix C). Stream characteristics are detailed in a wetland delineation and waterbody identification report for Belfast Municipal Airport (NewEarth 2014b).

Based on a review of the Maine Natural Areas Program, Beginning with Habitat database and maps (MNAP 2013), the Maine Department of Environmental Protection's (MEDEP) online digital data for bird habitats and vernal pools protected under Maine's Natural Resource Protection Act (NRPA) (MEDEP 2013), as well as correspondences with MNAP and the Maine Department of Inland Fisheries and Wildlife (MDIFW) (MDIFW 2014), several state-designated significant wildlife habitats and species of concern occur near the Airport (Appendix C). However, only one state-designated resource of special importance, Deer Wintering Area # 020671, is located within an area that may be affected by the Proposed Action (Appendix 1, Figure 5b). There are no known state-listed species, or publicly-owned wildlife or waterfowl refuges of local, state, or national significance, in the project area (Appendix C). Most of the bird species found in the general project area are migratory species, and are protected under the Migratory Bird Treaty Act of 1918, as amended 16 USC Sections 703-711. To minimize impacts, timing restrictions will be used to avoid key breeding/nesting seasons for migratory birds and deer wintering activities.

Based on a wetland delineation conducted at the Airport in 2013 (NewEarth 2014b), 17 wetlands and one potential vernal pool (within wetland W15) were noted within the general vicinity of the Proposed Action (Appendix A, Figures 5a and 5b). The pool has not been verified or identified as a significant wildlife habitat by state resource agencies. Several of the wetlands are considered wetlands of special significance and are protected under NRPA. Wetland resources are discussed in Section 4.11. Federally-protected species and habitats are addressed in Section 4.6.

Environmental Consequences

No Action

If the obstructions are not removed and the Airport is forced to suspend activities due to safety concerns, the type and availability of habitats for biotic resources could shift as a result of natural plant succession.

Proposed Action

The Proposed Action alternative will involve some tree removal within 17.36 acres of forest, shrub, and maintained open habitats (6.32 of which are wetland habitats) and will result in impacts to biotic communities of the project area. However, none of the Project impacts will take place within Wetland 15 (the unconfirmed location of a potential vernal pool), or within near Deer Wintering Area # 020671. Impacts are expected to be minimized through the use of mitigation measures, as discussed below and summarized in Section 5.0, and are expected to be below the thresholds of significance as stated under FAA Order 1050.1E.

Obstruction removal will include the removal of some mature, large-diameter trees from portions of upland and wetland forest areas, resulting in openings in the forest canopy and a reduction in forest height-size class within the removal area. Understory vegetation in these areas would also experience some short-term disturbance during tree removal activities, and may experience changes in species composition and density as a result of the new openings in the forest canopy. In most cases only selected trees would be removed and would be spread out over 19 land parcels covering a 17.36 acre area, the impacts are expected to be similar to natural events (e.g.,

wind throw, disease/decay, end of tree life span, lightning strikes) that would occur over time. Additionally, the affected habitat represents only a small percentage of the habitat that is available and commonly found in the area. Soil disturbance is expected to be minimal since hand crews and light equipment will be used for the tree removal.

In most areas, the wildlife species within removal areas would experience short term disturbance from the activity and noise associated with construction, and slow-moving, immobile and denning or nesting wildlife could experience direct mortality. Any species dependent upon the specific trees removed could also be negatively impacted. In areas where land is converted from forested habitat to open herbaceous community, species dependent on forest habitat would be permanently displaced.

To minimize impacts, the fewest amount of trees necessary to ensure Airport safety would be removed and removal will be performed using light equipment and hand crews to minimize site disturbance. Downed trees may be left on site where feasible to provide wildlife habitat (i.e., downed woody debris) and to further minimize site disturbance. The affected biotic resources are relatively common in the project vicinity. Further, the majority of tree removal activity will take place within or near large parcels of forest and wildlife would have alternate tree sites available. The exceptions are individual trees located on residential properties. Remnant forest habitats such as these are typically occupied by generalist species that are commonly found in developed areas and near residences.

Based on consultations with state natural resource agencies, provided in Appendix C, the Proposed Action alternative does not pose a threat to any state listed, proposed, or candidate species, protected significant wildlife habitats, or rare or exemplary natural communities. Therefore, none of the agencies contacted require any further consultation regarding the proposed Action.

4.3 COMPATIBLE LAND USES

Within its property boundary, Belfast Municipal Airport is comprised of several buildings and paved areas in addition to vegetated areas. The area immediately surrounding the runway is routinely mowed and consists of open areas dominated by grassy weedy vegetation, but the perimeter of the property is primarily forested. Beyond the Airport boundary, primary land uses include development, farmland, and a mix of herbaceous, scrub, and forested vegetation.

The areas surrounding the Airport are zoned as the General Use-B district (to the south), the Airport Growth district (immediately surrounding the Airport), and the Office Park District (to the north). The General Use B district is largely undeveloped, but contains several residential properties as well as a large agricultural area (City of Belfast, Maine 2012). The Airport Growth district contains several industrial properties along Little River Drive and Airport Road. The office park district contains two large commercial properties one covering approximately 25 acres, and the other covering approximately 29 acres. A municipal park abuts the north end of the Airport and contains several athletic fields, walking trails, and a dog park. The Waldo County YMCA is located on the north side of Route 52. A small residential area is located immediately to the south of the Airport along Reeds Road and contains approximately five single

family homes. There are also approximately seven widely spaced homes along Route 52 and Lower Congress Street.

Environmental Consequences

The proposed Action alternative would occur on land currently zoned as General Use B, Airport Growth, or Office Park and would be in compliance with land uses approved for the Airport and surrounding area (Appendix C). The clearing of obstructions and easement or property acquisitions would result in the removal of some canopy trees (some of which are located near residential properties and businesses), but would not generate significant noise or activities requiring alteration of any existing land uses, land designations, or land use action. Impacts expected to be below the thresholds of significance as stated under FAA Order 1050.1E.

4.4 CONSTRUCTION IMPACTS

Construction impacts pertain to activities that may cause environmental effects due to dust, aircraft/heavy equipment air emissions, contaminated storm water runoff, asbestos, and noise. Construction activities associated with the Proposed Action will not involve excavation, construction or razing of structures, or heavy equipment.

Environmental Consequences

The proposed Action alternative will not create environmental concerns related to construction impacts. Construction measures taken to prevent and minimize construction dust, erosion/sedimentation, and hazardous spills would be described in the construction plans and specifications (Section 5.0).

4.5 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4(F)

Section 4(f) addresses potential impacts to national, state and local properties of special significance which could be affected by a transportation project. Section 6(f) addresses public parks and recreation sites which received funding from the land and water conservation fund. Any property which has received assistance from this fund cannot be acquired or eliminated without coordination with the National Parks Service and mitigation for any eliminated recreation land. No publicly-owned, or land and water conservation funded, conservation areas, wildlife or waterfowl refuges, national or state forests or historic sites, wilderness areas, wild and scenic rivers, “land for Maine’s future” sites, or designated nationwide rivers occur in or near the Area of the Proposed Action (MEDACF 2013, MEOGIS 2102, MHPC 2014, NWSRS 2014, USDI/NPS 2013, USFS 2103). The City-owned Walsh Field Recreation Area and City of Belfast Dog Park lie immediately to the north of the Airport (City of Belfast, Maine 2012).

Environmental Consequences

The Proposed Action alternative will result in impacts to Section 4(f) properties (i.e., City-owned Walsh Field Recreation Area, and City of Belfast Dog Park). The alternative will require the removal of several trees within these areas. However, mitigation measures would ensure the

fewest number of trees are removed as possible to minimize impacts. Tree removals would not require purchase of the property and per correspondence with the City of Belfast would not eliminate or substantially hinder the intended use of the Section 4(f) properties (Appendix C), which are currently comprised of open maintained lawns and ball fields, thus impacts expected to be below the thresholds of significance as stated under FAA Order 1050.1E.

4.6 FEDERALLY-LISTED THREATENED OR ENDANGERED SPECIES AND HABITATS

Based on a query of the United States Fish and Wildlife Service's (USFWS) Information Planning, and Conservation System (IPaC) (USFWS 2014), there are no known federally-listed species in the area of the Proposed Action. The federally-protected expanded Gulf of Maine distinct population segment (DPS) of Atlantic salmon (*Salmo salar*) is identified as a federally-endangered species in the database query provided in Appendix C, but occurs to the southeast and well outside of the area of the Proposed Action (Appendix 1, Figure 4).

Environmental Consequences

Based on results from IPaC, the Proposed Action alternative does not pose a threat to any federally-listed, proposed, or candidate species, protected significant wildlife habitats, or rare or exemplary natural communities. The official report obtained from the IPaC query can be considered an official USFWS response.

4.7 FARMLANDS AND SOILS

Based on soil survey data (USDA 2011), soil types on and surrounding the Airport consists primarily of silt loam and fine sandy loam substrates, with the exception of the area immediately east of the Airport, which consists of highly decomposed plant material (Appendix A, Figures 2a and 2b). Most of the soils are predominantly non-hydric (i.e., soils not typically associated with wetlands), but two hydric (i.e. wetland) soils types do occur on the site (BvB and Sw).

Important farmlands include all pasturelands, croplands, and forests (even if zoned for development) considered to be prime, unique, or statewide or locally important lands. Much of the agricultural areas along Route 52, located to the north of the Airport, consist of prime farmland (PaB) (Appendix 1, Figures 2a and 2b). The remainder of this area is farmland of statewide importance (PaC). The farm along Perkins Road is also partially located on farmland of statewide importance (BoB, BoC), and includes small areas of prime farmland (PaB).

Environmental Consequences

The Proposed Action alternative will take place on some lands currently designated as important farmlands. However, land uses will not change in any of these locations as a result of the Proposed Action and impacts expected to be below the thresholds of significance as stated under FAA Order 1050.1E. Depending on the number of obstructions removed, the Proposed Action may increase the land area available for farming activities. Some tree removal will take place on areas identified with hydric soils and are further discussed in Section 4.11 - Wetlands and Waterbodies.

4.8 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

Based on written correspondence with the Maine Historic Preservation Commission (MHPC) per Section 106 of the National Historic Preservation Act (MHPC 2014), a review of existing information and available digital databases (MEOGIS 2012), and MHPC's Cultural Architectural Resource Management Archive (CARMA 2014), several documented National Register of Historic Places (NRHP) sites (i.e., sites > 50 years old) are located near the area of the Proposed Action (Appendix C). However, none occur on or directly adjacent to the area of the Proposed Action.

Environmental Consequences

The Proposed Action alternative would not have any impact on prehistoric or historic districts, sites, buildings, structures, or objects included in, or eligible for inclusion in the National Register of Historic Places (NRHP). Archeological surveys have not been performed in all locations surrounding the Airport, and there is a possibility that undetected archaeological resources may be present. Should evidence of archaeological or historical resources be encountered during obstruction removal activities associated with the Proposed Action, all ground disturbing activity near the find(s) will be halted immediately and Maine Historic Preservation Commission (MHPC) would be notified.

4.9 LIGHT EMISSIONS AND VISUAL IMPACTS

Obstruction removal activities would be performed during daylight hours and would result in the elimination of large trees from the landscape in commercial and residential areas, a public park, and along several roadways.

Environmental Consequences

The Proposed Action alternative will result in tree removals which may affect visual aesthetics. Most will occur in heavily forested areas away from public view, although some removals will take place near residences and along public roadways. Aesthetic impacts are subjective and difficult to quantify. However, mitigation measures (Section 5.0) will help to ensure the fewest number of trees are removed and the least visual changes are made particularly in sensitive areas of public view. The overall effect of tree removals are expected to be minor, would contrast well with the existing environment, architecture, cultural setting, and land uses, and therefore, impacts would be below the thresholds of significance as stated under FAA Order 1050.1E. Tree removal activities would not generate any light emissions.

4.10 NOISE

Work activities for the Proposed Action would take place during normal daylight business hours. Equipment associated with tree removal is expected to include vehicles and harvesting equipment with relatively low-emissions and noise output, such as personal automobiles and ¼ ton trucks used by work crews, up to two ¾ ton trucks (90 decibel [dBA] output), several chain saws (120 dBA), a brush hog tractor (90 dBA), and a wood chipper (120 dBA) (CHC 2014,

OSHA 2013). As a reference, decibel levels for some commonly occurring noises at 110 dBA include home lawn mower, leaf blower, auto horn, baby crying, symphony concert, and video arcade (CHC 2014, OSHA 2013).

Environmental Consequences

No Action

Future noise levels may be reduced if obstructions result in a reduction in Airport flights and use due to safety issues.

Proposed Action

The Proposed Alternative would not result in an increase in the number and type of aircraft using the facility (which are currently the primary sources of noise at the Airport). Some noise is anticipated during the tree removal effort and is expected to cause some short-term minor disturbance to humans and wildlife species that happen to be present near the areas during tree removal; most notable is a hospital located approximately 300 feet to the north of the Runway 15 approach end. However, decibel levels are not expected to exceed 120 dBA, and outputs would be of short duration, and would occur during normal hours of human activities (Section 5.0). Noise from tree removal efforts would not be a deviation from the activities and noise levels currently found in the general vicinity of the Airport, and therefore impacts would be below the thresholds of significance as stated under FAA Order 1050.1E.

4.11 WETLANDS AND WATERBODIES

Based on a wetland delineation conducted by NewEarth wetland scientists between October 7, 2013, and October 25, 2013, 17 wetland complexes are present within areas identified for tree removal activities (Appendix A, Figures 3a and 3b). Wetland characteristics are detailed in a wetland delineation and waterbody identification report for Belfast Municipal Airport (NewEarth 2014b).

Wetlands W1, W3, W4, W5, W7, W8, W9, W11, W13, W14, W15, and W17 abut streams and would qualify as freshwater wetlands of special significance under the Maine Natural Resources Protection Act (NRPA) since they are located within 25 feet of a river, stream or brook. Portions of wetlands W11, W13, and W14 also fall within Flood Protection Zone A along unnamed tributaries to the Little River and also qualify as wetlands of special significance under NRPA.

Environmental Consequences

Tree removal activities will take place within five delineated wetlands which collectively account for 6.32 acres of protected habitats in the Project area. Three of the five wetlands are classified as palustrine forest (PFO) and collectively occupy 2.60 acres within the surveyed area. One wetland is palustrine scrub-shrub (PSS) covering 0.22 acres, and one is a large wetland comprised of PFO/PSS and palustrine emergent (PEM) communities which collectively cover 3.50 acres. Some of the tree removal activities will take place within wetlands 7, 9 and 14 which are within 25 feet of streams S-1, S-4 and S-7, and are therefore considered to be wetlands of special significance under Maine's NRPA. Portions of wetland 14 also fall within a flood protection zone, but no project activities are proposed within the floodplain area.

Mitigation measures (Section 5.0) are expected to be implemented to ensure the least number of trees are removed to minimize impacts to streams and wetlands. These measures, which have been approved by MEDEP on similar airport tree removal projects, are expected to ensure impacts to wetlands and waterbodies are minimized, and would fall below the thresholds of significance as stated under FAA Order 1050.1E. All necessary environmental permits will be filed with MEDEP for wetland impacts, and will be mitigated per the requirements of MEDEP.

4.12 CUMULATIVE IMPACT

Cumulative effects are defined as the effects of the Proposed Action when in combination with the effects on the same resource due to impacts due to past, present, and reasonably foreseeable future public or private actions and must consider the actions of other agencies (e.g., tribes, private developers, FAA) on the same resources.

Environmental Consequences

The Proposed Action alternative is very minor and is unlikely to cause any significant environmental impacts; therefore it would result in no cumulative impact when evaluated with regard to projects of the past, present or in the reasonably foreseeable future. Impacts are expected to fall below the thresholds of significance as stated under FAA Order 1050.1E

5.0 SUMMARY OF ENVIRONMENTAL CONSEQUENCES & MITIGATION

To ensure compliance with federal regulations and promote continued safe operation of the Airport, tree removal will be needed within 17.36 acres of forest, shrub, and maintained open habitats. This includes obstruction removals within 7.11 acres on Airport property, 5.44 acres on property with existing Airport easements, and 4.81 acres on 11 properties which will require easements in order for obstruction removal work to move forward. It is estimated that 6.32 acres of tree removal will occur within protected wetland habitats (2.60 acres in forested wetland, 0.22 acres in scrub-shrub habitat, and 3.50 acres in a mixed complex of forested, shrub and emergent wetland); some of which are considered wetlands of special significance in Maine due to proximity to streams. However, to minimize impacts to natural resources and local residents, project activities will only be performed during normal daylight work hours and only select trees that pose a current or near future safety threat would be removed. Tree removal will take place using hand crews and mid-sized equipment and performed in manner that minimizes ground disturbance. Activities in wetlands will be restricted to frozen ground conditions to further minimize potential for wetland impacts. There will be no ground disturbing activities such as grubbing or filling and environmental resources and structures will be avoided to the extent possible.

Based on a review of activities associated with the Proposed Action, assessment of environmental conditions of the site, and consultation/input from natural resource agencies, most of the environmental resources in the vicinity of the Proposed Action are not likely to experience any environmental impacts from the Proposed Action. For those resources that would experience some effects from the Proposed Action, measures are expected to be taken to avoid and minimize impacts to ensure the environmental impact consequences would not adversely affect the resource, and would ensure impacts fall below the thresholds of significance as stated

under FAA Order 1050.1E. The environmental impacts that are expected to occur are not significant due to the types of project proposed, the surrounding environment the activities occur in, and the mitigation measures proposed as part of this EA as follows:

- Adherence to the following timing restrictions
 - On-site work and equipment operation will take place during daylight and normal business hours.
 - Upland areas and work within 500 feet of the Deer Wintering Area # 020671 should take place during late summer, after the bird breeding season to protect migratory birds and nests, but before deer wintering activities begin.
 - Work in wetland areas should take place in winter months on frozen ground conditions or when work can be completed without disturbing, rutting, or compacting soil.
- Tree cutting and removal will be performed in a manner that causes the least amount of environmental disturbance, and least tree removal within each target zone. Downed trees and branches will be left on site where feasible to minimize disturbance and created wildlife habitat.
- In areas requiring that downed trees be removed from the parcel, mid-sized equipment such as tracked or four-wheel drive vehicles will be used to move trees to a staging area for processing into smaller material and loading to ensure that no ground disturbance occurs.
- In wetland areas, all trees requiring removal will be marked, the stumps or the lower portions of the trees will be left in place, no soil disturbance, grading or grubbing will take place, and no fill material or temporary mats (or similar measures) will be placed in wetlands.
- All direct disturbances to streams will be avoided, and all tree and shrub vegetation within 25 feet of the stream bank will be retained where feasible.
- All ground disturbing activity will be halted immediately, and MHCP would be notified should evidence of archaeological or historical resources be encountered during obstruction removal activities.
- Sediment and erosion control, dust prevention, and hazardous spill prevention and response plans will be developed and implemented.
- Low growing shrubs and herbs will be seeded/planted as needed to ensure site stabilization and reestablishment of low-growing vegetation that would not result in future airspace penetrations. Only native species will be used.

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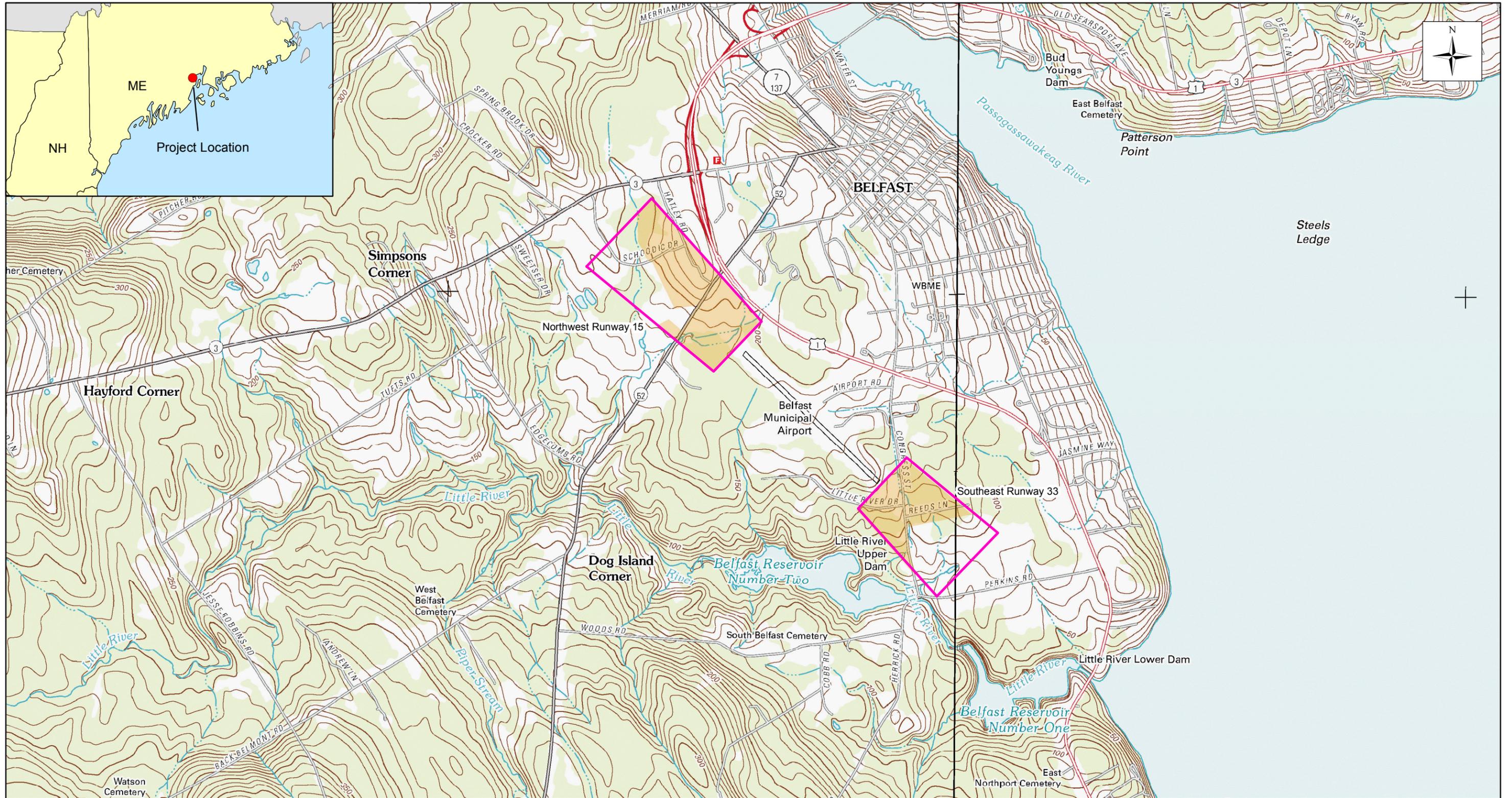
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City of Belfast

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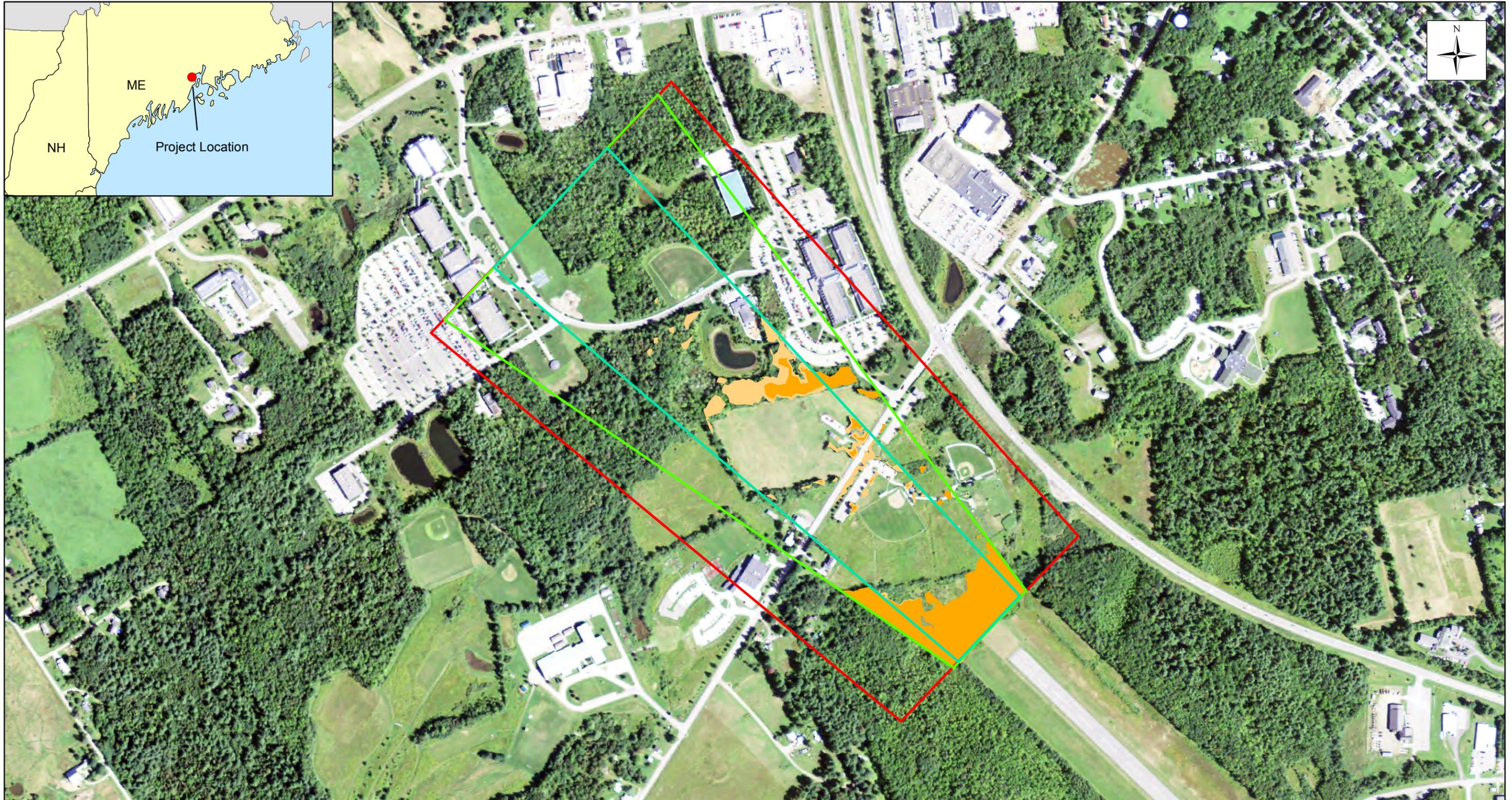
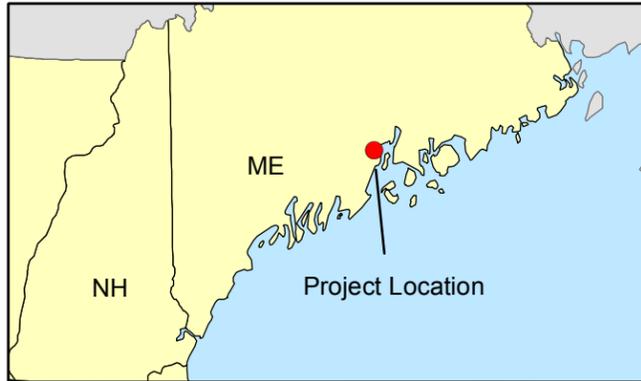
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Project Location
 Extent of Wetland Delineation Survey

0 0.5 1 2
 Miles

Figure 1. Site Location and Topography of Belfast Municipal Airport, Belfast, Maine.

Source: United States Geological Survey, 2011. Date: 6/9/2014



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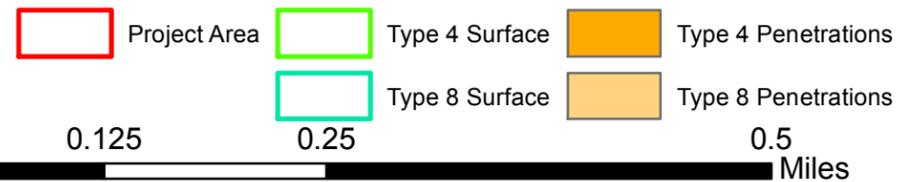
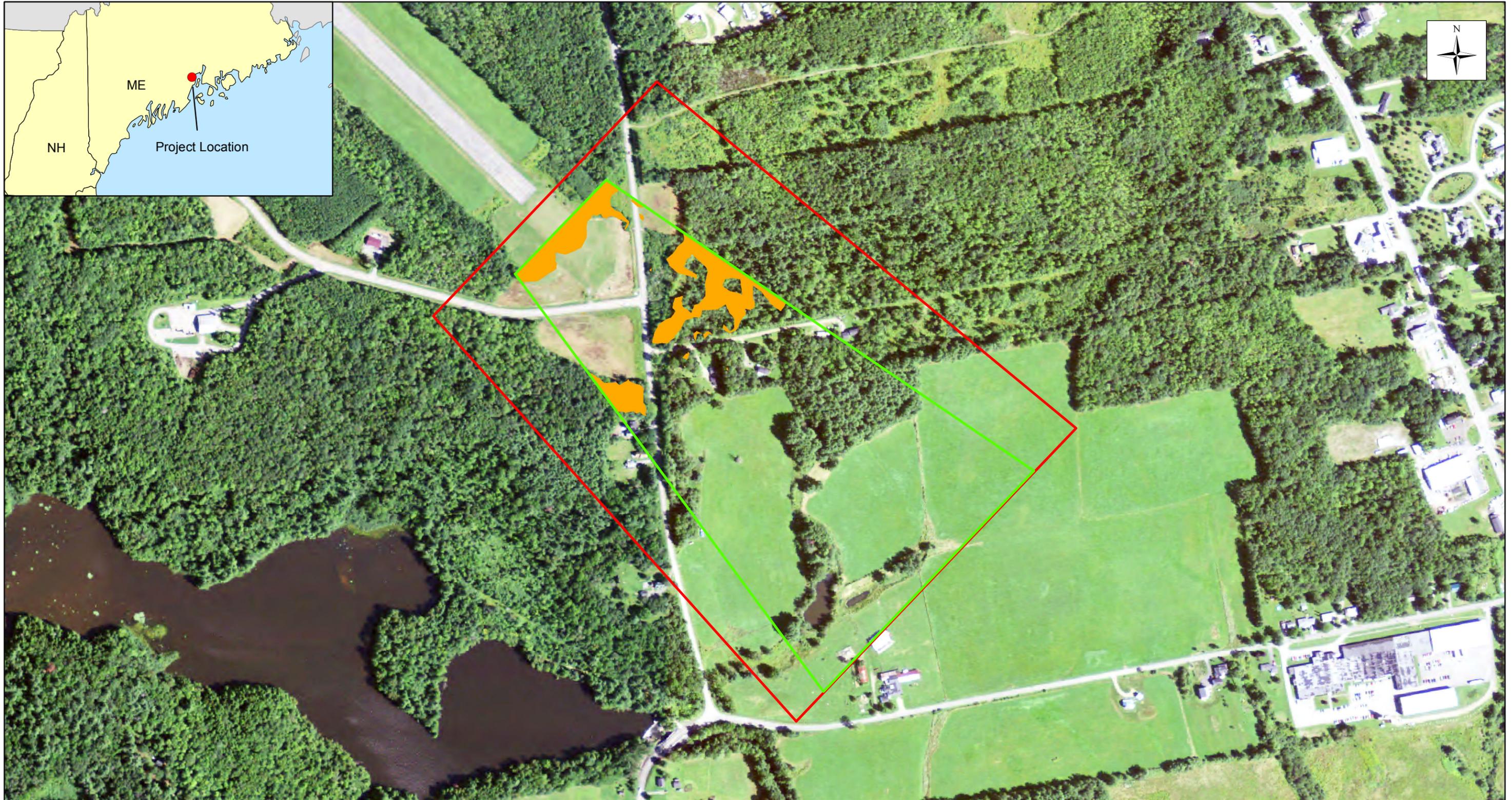
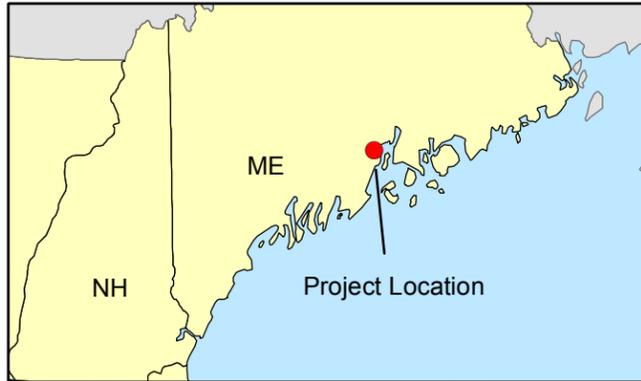


Figure2a. Areas of Proposed Action of the Northwest Runway 15 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.

Date: 6/9/2014



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Legend

- Project Area
- Type 4 Surface
- Type 4 Penetrations

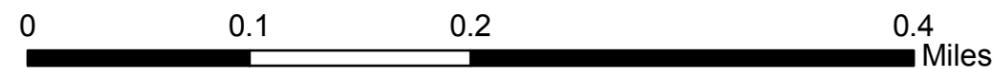
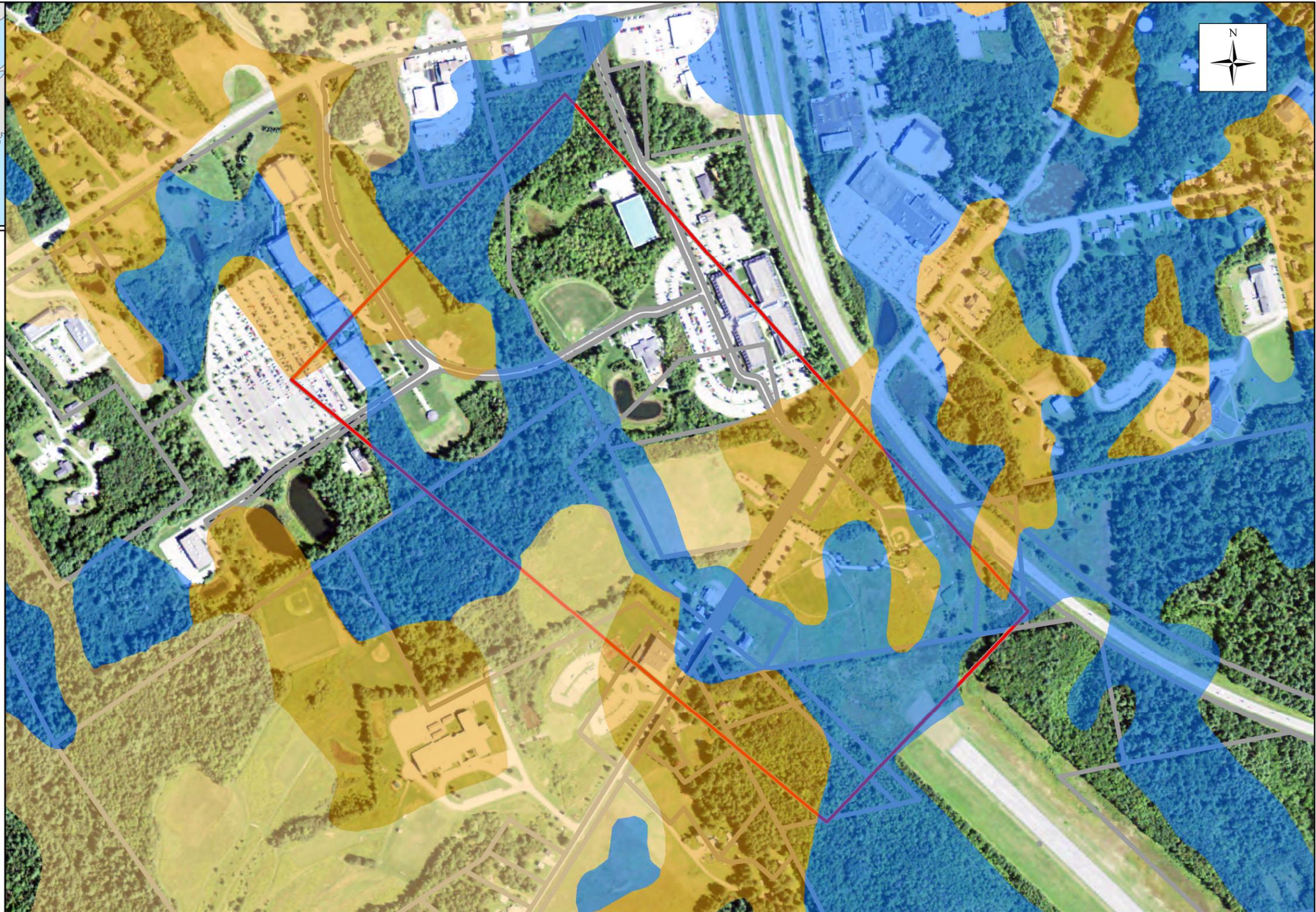
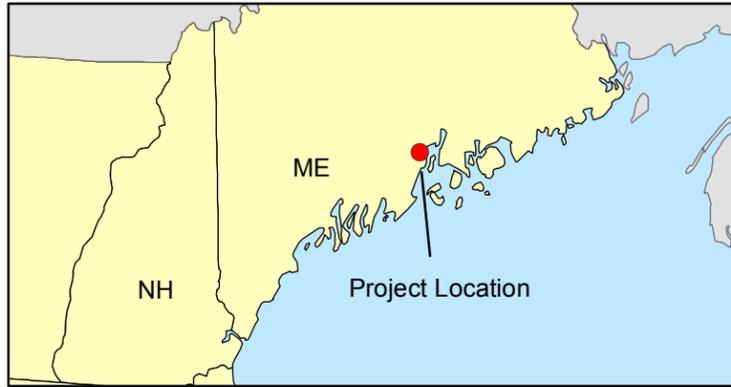


Figure2b. Areas of Proposed Action of the Southeast Runway 33 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.

Date: 6/9/2014



Symbol	Description
BoB	Boothbay Silt Loam, 3-8% Slopes
BoC	Boothbay Silt Loam, 8-15% Slopes
BoD	Brayton fine sandy loam, 15-25% slopes
BtB	Brayton Fine Sandy Loam, 0-8% slopes
BvB	Brayton Very Stony Fine Sandy Loam, 0-8% Slopes
MbC	Marlow fine sandy loam, 8-15% slopes
MeC	Marlow very stony fine sandy loam, 8-15% slopes
PaB	Peru fine sandy loam, 3-8% slopes
PaC	Peru fine sandy loam, 8-15% slopes
PbB	Peru very stony fine sandy loam, 3-8% slopes
PbC	Peru very stony fine sandy loam, 8-15% slopes
Sw	Swanville silt loam
Ud	Udorthents-Urbanland Complex
W	Water Bodies

Prepared For:
City of Belfast



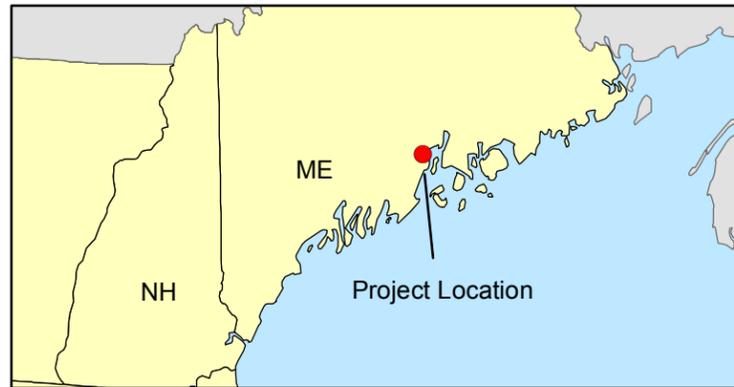
Legend



Figure 3a. Soil Types of the Northwest Runway 15 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.
NewEarth Ecological Wetland Delineation,
October 2013

Date: 6/9/2014



Symbol	Description
BoB	Boothbay Silt Loam, 3-8% Slopes
BoC	Boothbay Silt Loam, 8-15% Slopes
BoD	Brayton fine sandy loam, 15-25% slopes
BtB	Brayton Fine Sandy Loam, 0-8% slopes
BvB	Brayton Very Stony Fine Sandy Loam, 0-8% Slopes
MbC	Marlow fine sandy loam, 8-15% slopes
MeC	Marlow very stony fine sandy loam, 8-15% slopes
PaB	Peru fine sandy loam, 3-8% slopes
PaC	Peru fine sandy loam, 8-15% slopes
PbB	Peru very stony fine sandy loam, 3-8% slopes
PbC	Peru very stony fine sandy loam, 8-15% slopes
Sw	Swanville silt loam
Ud	Udorthents-Urbanland Complex
W	Water Bodies

Prepared For:
City of Belfast

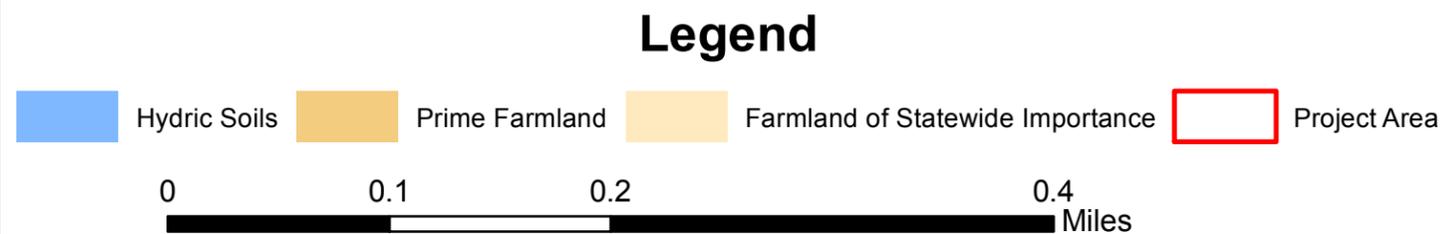
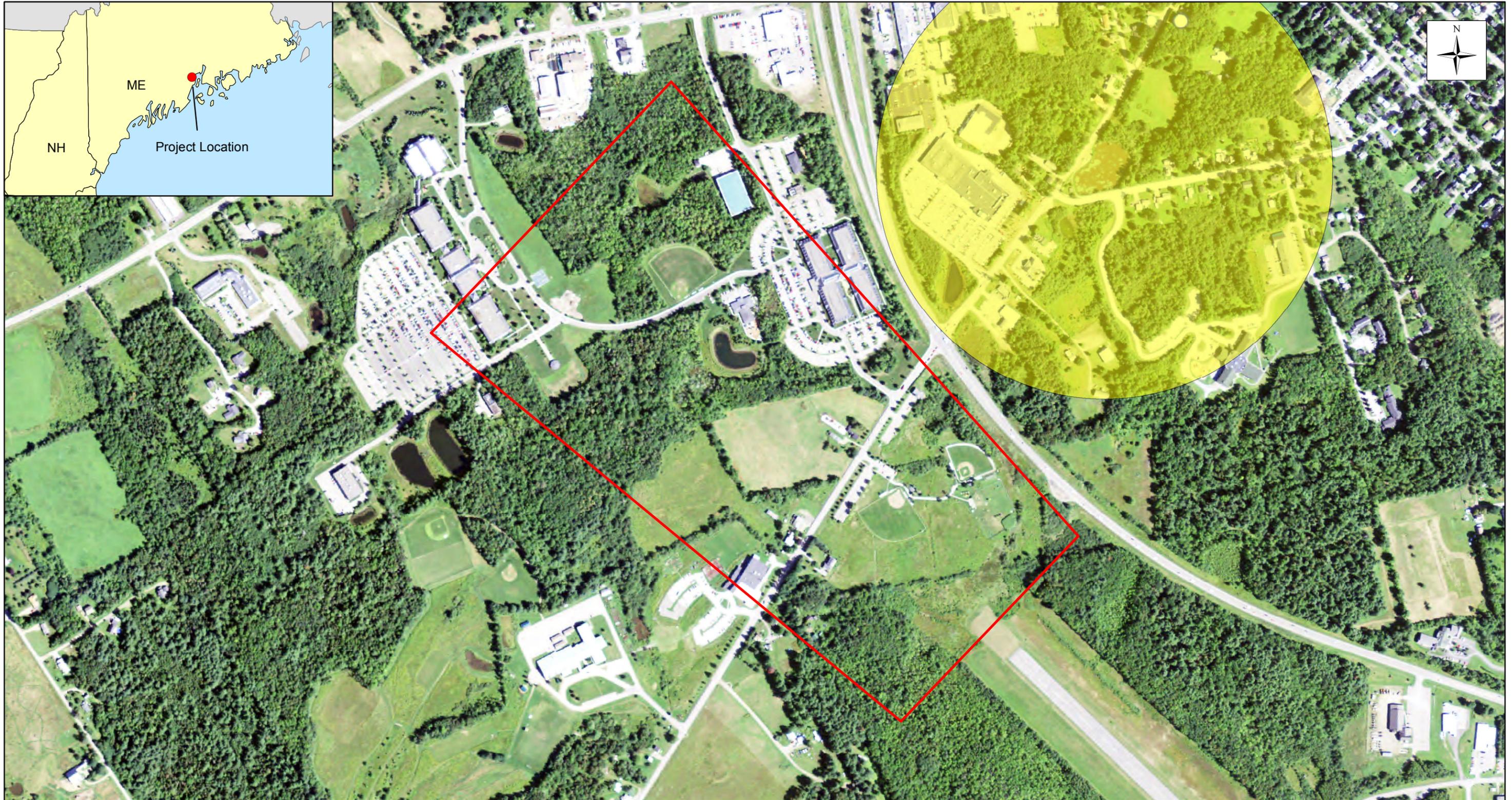
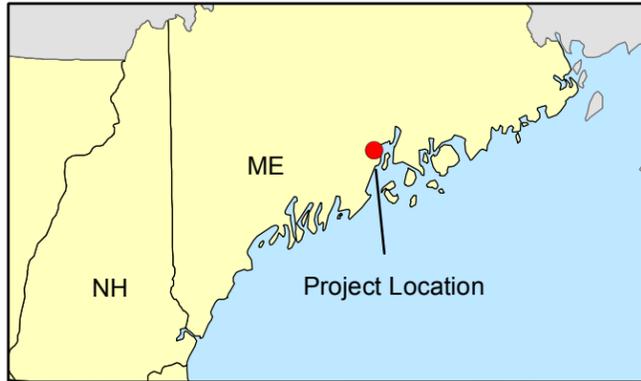


Figure 3b. Soil Types of the Southeast Runway 33 section of the Belfast Municipal Airport , Belfast, Maine.

Source: United States Department of Agriculture, 2011.
 NewEarth Ecological Wetland Delineation,
 October 2013

Date: 6/9/2014



Prepared For:
City of Belfast

Prepared By:
**NewEarth**
ECOLOGICAL CONSULTING, LLC

Legend

 Project Area  Rambur's Forktail

0 0.125 0.25 0.5 Miles

Figure 4a. Priority Habitat For Trust Species and Significant Wildlife Habitats of the Northwest Runway 15 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.
NewEarth Ecological Wetland Delineation,
October 2013

Date: 6/9/2014



Prepared For:
City of Belfast

Prepared By:

NewEarth
 ECOLOGICAL CONSULTING, LLC

Legend

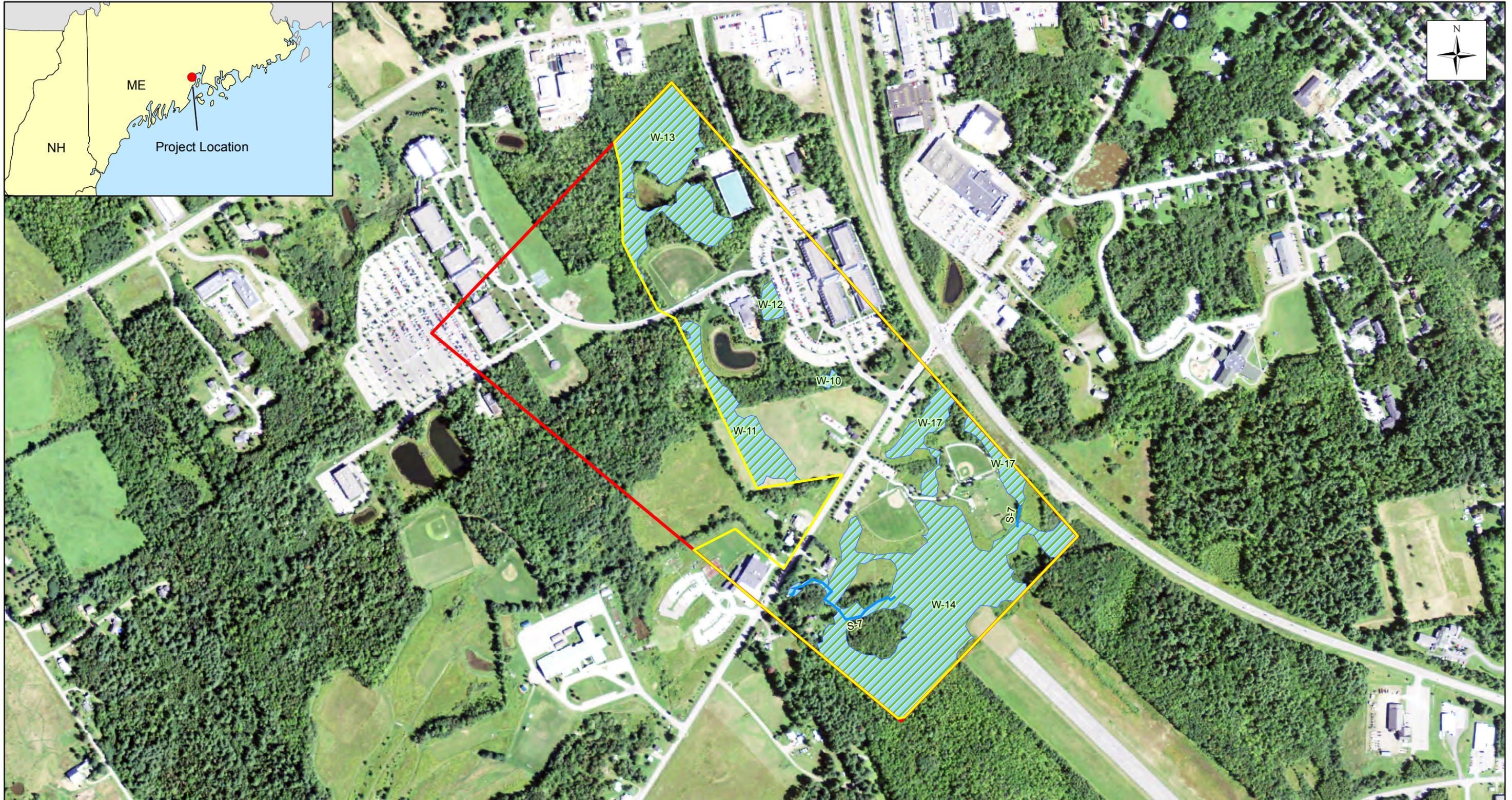
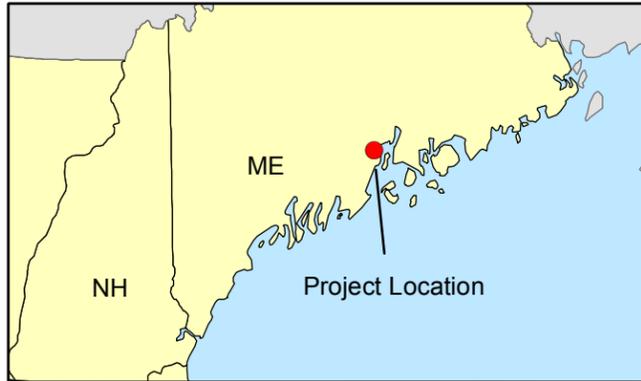
Project Area
 ● Potential Vernal Pool
 Deer Wintering Area
 Inland Wading Bird and Waterfowl Habitat

0 0.1 0.2 0.4
 ──────────────────── Miles

Figure 4b. Priority Habitat For Trust Species and Significant Wildlife Habitats of the Southeast Runway 33 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.
 NewEarth Ecological Wetland Delineation,
 October 2013

Date: 6/9/2014



Prepared For:
City of Belfast

Prepared By:

NewEarth
 ECOLOGICAL CONSULTING, LLC

Legend

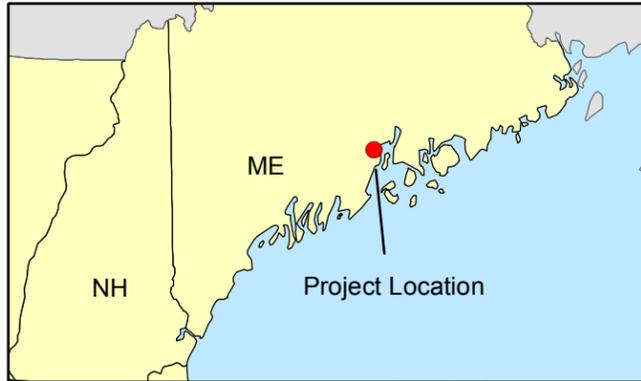
 Survey Area	 Wetlands	 No Access
 Project Area	 Stream	

0 0.125 0.25 0.5
 Miles

Figure 5a. Wetlands and Water Bodies of the Northwest Runway 15 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.
 NewEarth Ecological Wetland Delineation,
 October 2013

Date: 6/10/2014



Prepared For:
City of Belfast



Legend

- Survey Area
- Wetlands
- No Access
- Project Area
- Stream

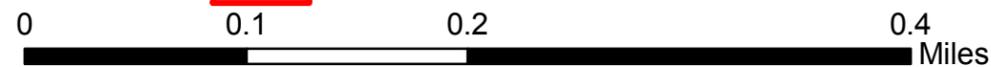
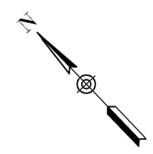


Figure 5b. Wetlands and Water Bodies of the Southeast Runway 33 section of the Belfast Municipal Airport, Belfast, Maine.

Source: United States Department of Agriculture, 2011.
 NewEarth Ecological Wetland Delineation,
 October 2013

Date: 6/10/2014



AIRPORT SOLUTIONS GROUP
 INNOVATIVE AIRPORT DEVELOPMENT SPECIALISTS
 1000 W. 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 PHONE: (303) 733-1000 FAX: (303) 733-1000
 WWW.AIRPORTSOLUTIONSGROUP.COM

NO.	DATE	DESCRIPTION	BY

PROJECT	BELFAST AIRSPACE OBSTRUCTION ANALYSIS
OWNER	BELFAST MUNICIPAL AIRPORT

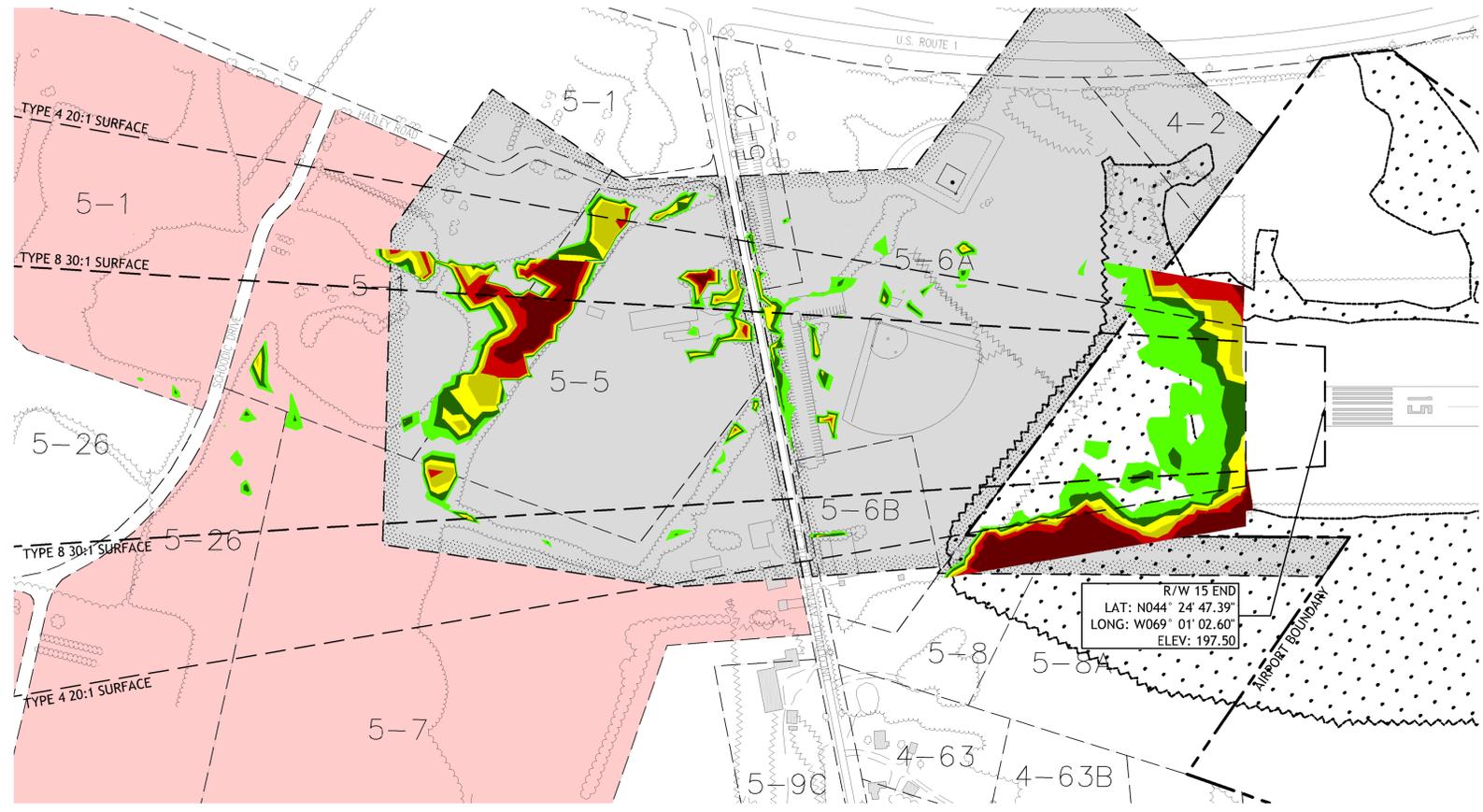
PROJECT NO.	117-004
SHEET_PENE	117-004
DESIGNED BY	MKO
DRAWN BY	MKO
CHECKED BY	JBM
DATE	JUNE 2014
DRAWING SCALE	1"=200'

SHEET TITLE
AIRSPACE OBSTRUCTION ANALYSIS
 (PER FAA AC 150/5300-13A)

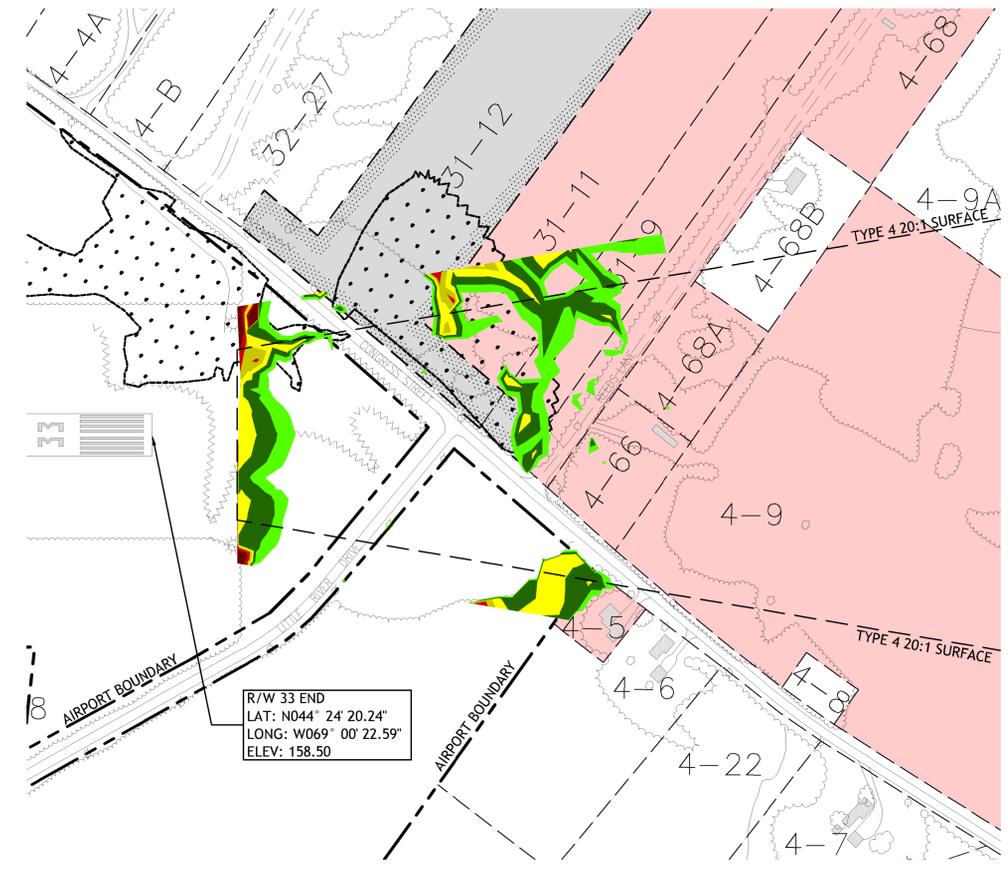
DRAWING NO.
X1.1
 1 OF 1

GENERAL NOTES:

1. AIRPORT PROPERTY LINE INFORMATION SHOWN WAS TAKEN FROM RECORD DRAWINGS RECEIVED FROM STANTEC CONSULTING SERVICES, INC., DATED 05-19-1995.
2. ADDITIONAL PROPERTY INFORMATION WAS TAKEN FROM THE CITY OF BELFAST TAX ASSESSOR'S MAPS, EFFECTIVE DATE 04-01-2012.
3. ADDITIONAL PROPERTY LINE AND PROPERTY INFORMATION MAY BE REQUIRED FOR FINAL ANALYSIS.



SURFACE PENETRATIONS- RUNWAY 15 END
 SCALE: 1" = 200'



SURFACE PENETRATIONS - RUNWAY 33 END
 SCALE: 1" = 200'

TYPE 4 20:1 SURFACE

PENETRATIONS TABLE				
NUMBER	MIN PENETRATION (FT)	MAX PENETRATION (FT)	COLOR	AREA (AC)
1	-20.0	-15.0	Green	1.94
2	-15.0	-10.0	Light Green	1.76
3	-10.0	-5.0	Yellow	0.98
4	-5.0	0.0	Light Yellow	0.45
5	0.0	10.0	Red	0.47
6	10.0	52.4	Dark Red	0.90

TYPE 8 30:1 SURFACE

PENETRATIONS TABLE				
NUMBER	MIN PENETRATION (FT)	MAX PENETRATION (FT)	COLOR	AREA (AC)
1	-20.0	-15.0	Green	3.09
2	-15.0	-10.0	Light Green	1.35
3	-10.0	-5.0	Yellow	0.90
4	-5.0	0.0	Light Yellow	0.74
5	0.0	10.0	Red	0.55
6	10.0	70.8	Dark Red	0.60

PENETRATIONS AREA SUMMARY TABLE					
LOCATION	SURFACE	ON AIRPORT PROPERTY (ACRES)	WITHIN EXISTING EASEMENTS (ACRES)	OFF AIRPORT PROPERTY (ACRES)	TOTAL (ACRES)
RUNWAY 15	TYPE 4	0.89	1.39	0.00	2.28
	TYPE 8	3.37	3.64	0.24	7.25
	TOTAL	4.26	5.03	0.24	9.53
RUNWAY 33	TYPE 4	1.91	0.25	2.04	4.20
	TOTAL	1.91	0.25	2.04	4.20

NOTE: AREA TOTALS INCLUDE PENETRATIONS WITHIN SURFACE BOUNDARIES AS WELL AS ADDITIONAL AREAS OF POTENTIAL IMPACT.

NOTES:

1. A PENETRATION RANGE BELOW ZERO INDICATES THE TREE CANOPY IS BELOW THE SURFACE BY THE AMOUNT INDICATED IN THE RANGE.
2. A PENETRATION RANGE ABOVE ZERO INDICATES THE TREE CANOPY IS ABOVE THE SURFACE BY THE AMOUNT INDICATED IN THE RANGE.

TYPE 4 APPROACH AIRSPACE SURFACE OVERVIEW	
Reference	FAA AC 150-5300-13A, <i>Airport Design</i> , Table 3-2, <i>Approach/departure standards table</i>
General Purpose	This surface is designed to protect the use of the runway in both visual and instrument meteorological conditions near the airport. It provides guidance on locating thresholds in order to meet approach obstacle clearance requirements for the safe transition of aircraft from ground to air and vice versa. These are primarily utilized by FAA Airports but also generally correlate to surfaces associated with FAA Flight Standards.
BST Application	The Type 4 surface is appropriate for approach end of runways expected to support instrument night operations, serving Approach Category A and B aircraft only. For BST, this is appropriate for its current conditions for both runway ends.
General Description	This surface has a trapezoidal shape and starts 200 feet from the threshold at the runway end elevation and extends 10,000 feet along the extended runway centerline at a slope of 20:1. The surface beginning width 400 feet (or 200 feet either side of centerline) and the sides splay outward relative to the runway centerline to a total width of 3,800 feet (or 1,900 feet either side of centerline.)
If Surface is not Clear of Obstructions	If the Type 4 approach surface is penetrated, there are two options available: 1. The object is removed or lowered to preclude penetration of applicable approach surfaces. 2. The threshold is displaced to preclude object penetration of applicable approach surfaces. This will result in a shorter runway landing distance.

TYPE 8 APPROACH AIRSPACE SURFACE OVERVIEW	
Reference	FAA AC 150-5300-13A, <i>Airport Design</i> , Table 3-2, <i>Approach/departure standards table</i>
General Purpose	This surface is designed to protect the use of the runway in both visual and instrument meteorological conditions near the airport. It provides guidance on locating thresholds in order to meet approach obstacle clearance requirements for the safe transition of aircraft from ground to air and vice versa. These are primarily utilized by FAA Airports but also generally correlate to surfaces associated with FAA Flight Standards.
BST Application	The Type 8 surface is appropriate for approach end of runways expected to accommodate approaches with vertical guidance. For BST, this is appropriate for Runway 15.
General Description	This surface has a trapezoidal shape and starts at the threshold at the runway end elevation and extends 10,000 feet along the extended runway centerline at a slope of 30:1. The surface beginning width 300 feet (or 150 feet either side of centerline) and the sides splay outward relative to the runway centerline to a total width of 1,520 feet (or 760 feet either side of centerline.)
If Surface is not Clear of Obstructions	If the Type 8 approach surface is penetrated, vertical guidance instrument approach procedures (ILS/MLS/WAAS/LAAS/Baro-VNAV) are not authorized.

SUMMARY OF EASEMENTS REQUIRED		
	RUNWAY 15 END	RUNWAY 33 END
	5-1	4-5
	5-7	4-9
	5-26	4-66
		4-68
		4-68A
		31-9
		31-11

NOTE:

1. THE PROPERTIES LISTED WERE TAKEN FROM THE CITY OF BELFAST TAX MAPS GENERATED BY THE CITY ASSESSOR'S OFFICE. THE FIRST NUMBER IS THE MAP WHERE THE PARCEL CAN BE FOUND AND THE SECOND NUMBER INDICATES THE PARCEL.

LEGEND

- AIRPORT PROPERTY BOUNDARY
- - - PROPERTY BOUNDARY
- AIRSPACE SURFACE
- EXISTING EASEMENT BOUNDARY
- EASEMENTS REQUIRED (EXISTING)
- WETLANDS

6/25/2014 4:12:24 PM P:\ASG Data\Projects\ME - Belfast\117-004 Ph. Vegetation Clearing\CADD\Penetration Figures\117-004 SHEET_PENETRATION_REV.dwg (MKO)



PAUL R. LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

CHANDLER E. WOODCOCK
COMMISSIONER

January 28, 2014

Justin Sweitzer
NewEarth Ecological Consulting, LLC

RE: Information Request - Belfast Municipal Airport, Belfast

Dear Justin:

Per your request received January 17, 2014, we have reviewed current MDIFW information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries habitat concerns within the vicinity of *Belfast Municipal Airport Project* in Belfast.

Our information indicates no locations of Endangered, Threatened, or Special Concern species within the project area. Additionally, our Department has not mapped any Essential Habitats or fisheries habitats that would be directly affected by your project.

Significant Wildlife Habitat

At this time, Significant Wildlife Habitat, which includes Wading Bird and Waterfowl Habitat, Deer Wintering Areas, Seabird Nesting Islands, Shorebird Areas and Significant Vernal Pools, has not been mapped within the project area. A comprehensive statewide inventory for Significant Vernal Pools, however, has not been completed. Surveys of the vernal pools in the project boundary will need to be conducted prior to final project design to determine whether there are Significant Vernal Pools present. Once surveys are completed, our Department will need to verify vernal pool data sheets prior to final determination of significance.

There is a mapped Deer Wintering Area (ID 020671) of indeterminate ranking that is partially intersected by the project review search area. We recommend that you contact the regional wildlife biologist in Sidney (547-5319) for guidance should any of the proposed clearing occur within this area.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

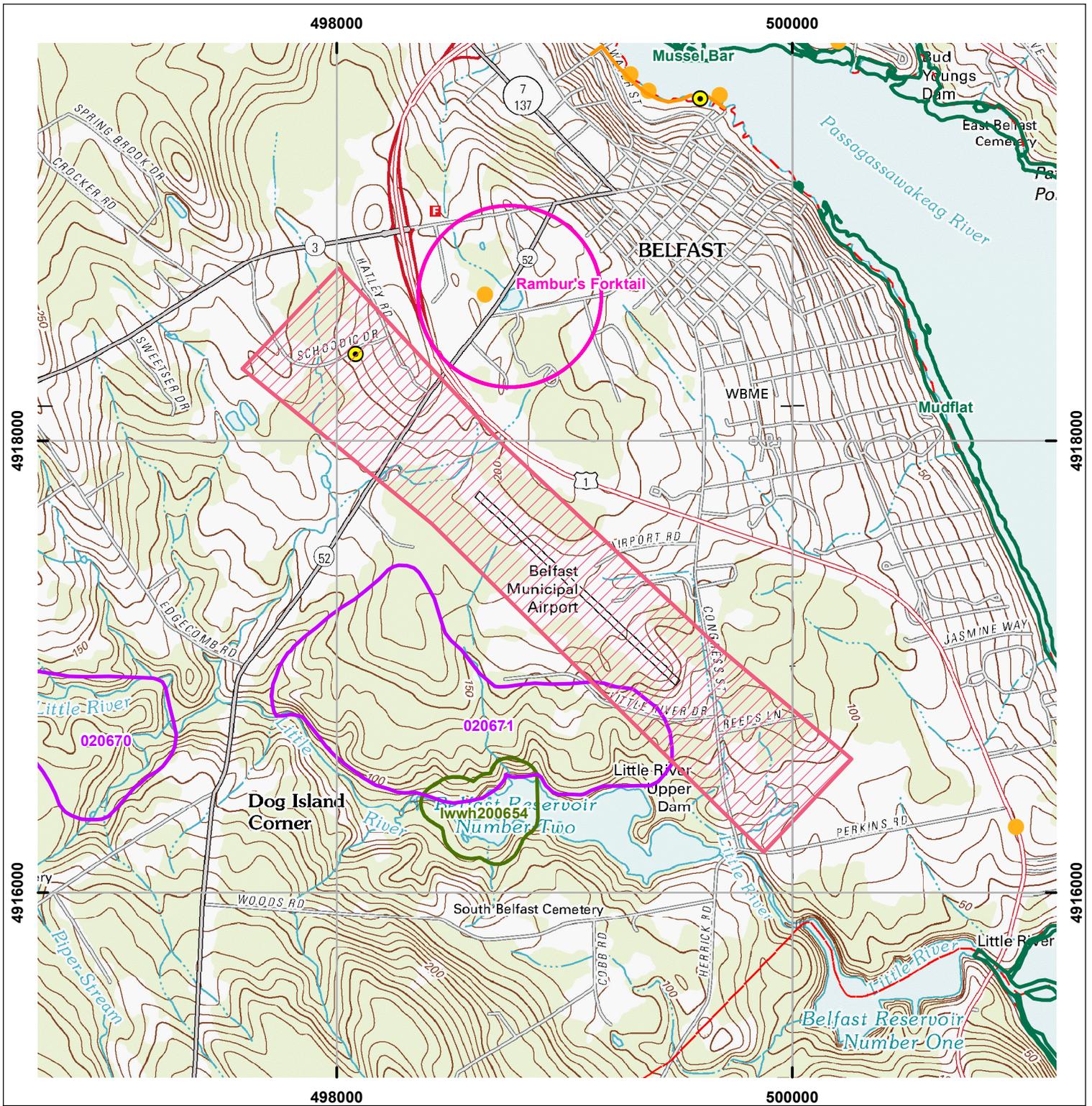
Letter to Justin Sweitzer
Comments RE: Belfast Municipal Airport
January 17, 2014

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,

A handwritten signature in blue ink, appearing to read "John Perry". The signature is fluid and cursive, with a long horizontal stroke at the end.

John Perry
Environmental Review Coordinator



Environmental Review of Fish and Wildlife Observations and Priority Habitats

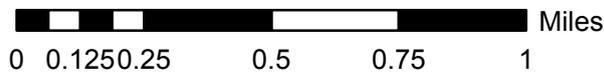
Project Name:

Belfast Municipal Airport

(Version 1)



Maine Department of
Inland Fisheries and Wildlife



Projection: UTM, NAD83, Zone 19N

Date: 1/23/2014

ProjectPoints	Deer Winter Area	Roseate Tern
ProjectLines	LURC p-fw	Piping Plover/Least Tern
ProjectPolys	Cooperative DWAs	Aquatic ETSc (2.5 mi review)
ProjectSearchAreas	Seabird Nesting Islands	Rare Mussels (5 mi review)
	Shorebird Areas	A and B List Ponds
	Inland Waterfowl/Wading Bird	Arctic Charr Habitat
	Shoreland Zoning_lwwh	E. Brook Trout Joint Venture Subwatershed Classification
	Tidal Waterfowl/Wading Bird	Redfin Pickerel/Swamp Darter Habitats (buffer100ft)
	Significant Vernal Pools	Special Concern-occupied habitats(100ft buffer)
	Environmental Review Polygons	Wild Lake Trout Habitats





STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
93 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0093

PAUL R. LePAGE
GOVERNOR

WALTER E. WHITCOMB
COMMISSIONER

January 21, 2014

Justin Sweitzer
NewEarth Ecological Consulting, LLC
Via email: jsweitzer@newearthecological.com

Re: Rare and exemplary botanical features in proximity to: Airport Obstruction Removal project, Belfast, Maine

Dear Mr. Sweitzer:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received January 17, 2014 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in Belfast, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

Letter to Justin Sweitzer, NewEarth Ecological Consulting, LLC
Comments RE: Airport, Belfast, Maine
January 21, 2014
Page 2 of 2

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$150.00 for two hours of our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,



Don Cameron
Ecologist
Maine Natural Areas Program
207-287-8041
don.s.cameron@maine.gov

Rare & Exemplary Botanical Features within 4 miles of

Project: Airport Obstruction Removal, NewEarth Ecological Consulting, Belfast, Maine

Scientific Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Castanea dentata	SC	S4	G4	2001-02-13	3	Hardwood to mixed forest (forest, upland)
Galium labradoricum	SC	S2	G5	1964-08-30	4	Conifer forest (forest, upland)
Galium labradoricum	SC	S2	G5	1940-07-23	3	Conifer forest (forest, upland)

STATE RARITY RANKS

- S1** Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2** Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SU** Under consideration for assigning rarity status; more information needed on threats or distribution.
- SNR** Not yet ranked.
- SNA** Rank not applicable.
- S#?** Current occurrence data suggests assigned rank, but lack of survey effort along with amount of potential habitat create uncertainty (e.g. S3?).

Note: **State Rarity Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines State Rarity Ranks for animals.

GLOBAL RARITY RANKS

- G1** Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extinction.
- G2** Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (20-100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.
- GNR** Not yet ranked.

Note: **Global Ranks** are determined by NatureServe.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's **Endangered and Threatened** plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E** ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.
- T** THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.

NON-LEGAL STATUS

- SC** SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE** Potentially Extirpated; Species has not been documented in Maine in past 20 years or loss of last known occurrence has been documented.

ELEMENT OCCURRENCE RANKS - EO RANKS

Element Occurrence ranks are used to describe the quality of a rare plant population or natural community based on three factors:

- **Size**: Size of community or population relative to other known examples in Maine. Community or population's viability, capability to maintain itself.
- **Condition**: For communities, condition includes presence of representative species, maturity of species, and evidence of human-caused disturbance. For plants, factors include species vigor and evidence of human-caused disturbance.
- **Landscape context**: Land uses and/or condition of natural communities surrounding the observed area. Ability of the observed community or population to be protected from effects of adjacent land uses.

These three factors are combined into an overall ranking of the feature of **A**, **B**, **C**, or **D**, where **A** indicates an **excellent** example of the community or population and **D** indicates a **poor** example of the community or population. A rank of **E** indicates that the community or population is **extant** but there is not enough data to assign a quality rank. The Maine Natural Areas Program tracks all occurrences of rare (S1-S3) plants and natural communities as well as A and B ranked common (S4-S5) natural communities.

Note: **Element Occurrence Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines Element Occurrence ranks for animals.

Visit our website for more information on rare, threatened, and endangered species!
<http://www.maine.gov/dacf/mnap>

From: Reed, Robin K [<mailto:robin.k.reed@maine.gov>]
Sent: Friday, March 14, 2014 11:56 AM
To: Justin Sweitzer (NewEarth) (jsweitzer@newearthecological.com)
Subject: RE: MHPC# 0156-14 Belfast Regional Airport project

MHPC# 0156-14

Justin:

If the project is limited to tree clearing, please send us photos of any 50 year or older buildings that are adjacent to the tree clearing areas. Key the photos to the topo map please.

Our architectural survey request was triggered primarily by the runway enlargement aspect of the proposed scope of work. If the airport decides to move forward with this scope, architectural survey is required.

Let me know if you have more questions.

Robin K. Reed
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333
phone: 207-287-2132 ext. 1
fax: 207-287-2335
robin.k.reed@maine.gov
<http://www.maine.gov/mhpc>

From: Justin Sweitzer [<mailto:jsweitzer@newearthecological.com>]
Sent: Wednesday, March 12, 2014 4:50 PM
To: Reed, Robin K
Subject: RE: MHPC# 0156-14 Belfast Regional Airport project

Hi Robin,

Thank you for the information. I was wonder, if they decide to only move forward with the tree clearing project, would a survey still be required for the proposed project footprint?

Regards,
Justin

Justin L. Sweitzer, AWB | Senior Biologist
Phone: 484-332-4607
NewEarth Ecological Consulting, LLC

A DBE and Veteran Certified Company



From: Reed, Robin K [<mailto:robin.k.reed@maine.gov>]
Sent: Wednesday, March 12, 2014 3:08 PM
To: Justin Sweitzer (NewEarth) (jsweitzer@newearthecological.com)
Subject: MHPC# 0156-14 Belfast Regional Airport project

MHPC# 0156-14 Belfast Regional Airport project

Justin:

Thank you for emailing me the better topo map.

In order to continue our review, we require the following information:

Regarding architectural above ground resources, there are no National Register listed or known National Register eligible properties either on or adjacent to this parcel. No architectural survey of the project area has ever been conducted.

Based on the entire scope of work (obstructions and restoration and/or expansion of existing runways), architectural survey is required in order to identify and record information on all resources within the APE that are 50 years old or older. The APE for architectural resources must be clearly outlined on a USGS topographical map in consultation with our office. Survey must be completed according to our "Revised Above Ground Cultural Resource Survey Manual Project Review Specific." All surveys must now be submitted electronically via our new on-line CARMA database. See http://www.maine.gov/mhpc/architectural_survey/survey_guidelines.html for more information. On that webpage, please also review our "Project Review Survey Procedures." Please contact Christi Mitchell, our survey coordinator, at 287-1453 or christi.mitchell@maine.gov to schedule an appointment to review our files.

Regarding conducting architectural survey, a list of historic preservation consultants is enclosed for your information and use. Our office encourages you to utilize consultants who meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61, Appendix A), and who have a thorough understanding of the survey process and the National Register of Historic Places Criteria for eligibility. Generally these are architectural historians, but there are also professional standards for historians, architects and historic architects. While there certainly is some cross over between the categories, it is important to realize that having a broad and detailed knowledge of architectural styles, as represented in Maine, is crucial to completing a successful project efficiently. If you have questions about whether a particular firm has conducted survey for our office, please contact our survey coordinator, Ms. Mitchell.

In addition, an assessment of effects must be submitted to our office for historic properties that are identified, pursuant to the Section 106 regulations.

We look forward to continuing consultation with you on this project.

Robin K. Reed
Maine Historic Preservation Commission
55 Capitol Street
65 State House Station
Augusta, ME 04333
phone: 207-287-2132 ext. 1
fax: 207-287-2335
robin.k.reed@maine.gov
<http://www.maine.gov/mhpc>

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____
2. PROPERTY NAME (OTHER): _____
3. STREET ADDRESS: 10 Perkins Street
4. TOWN: Belfast 5. COUNTY: Waldo
6. DATE RECORDED: 2/10/2009 7. SURVEYOR: Jergensen, Kurt
8. OWNER NAME: _____ 9. ADDRESS: _____

10. PRIMARY USE (PRESENT):
- | | | | |
|--|---------------------------------------|--|--------------------------------------|
| <input type="checkbox"/> SINGLE FAMILY | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> COMMERCIAL/TRADE | <input type="checkbox"/> FUNERARY |
| <input type="checkbox"/> MULTI-FAMILY | <input type="checkbox"/> GOVERNMENTAL | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> HEALTH CARE |
| <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> RELIGIOUS | <input type="checkbox"/> HOTEL | <input type="checkbox"/> LANDSCAPE |
| <input checked="" type="checkbox"/> TRANSPORTATION | <input type="checkbox"/> DEFENSE | <input type="checkbox"/> SUMMER COTTAGE/CAMP | <input type="checkbox"/> SOCIAL |
| <input type="checkbox"/> RECREATION/CULTURE | <input type="checkbox"/> UNKNOWN | | |
| <input type="checkbox"/> OTHER _____ | | | |

11. CONDITION: GOOD FAIR POOR DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input checked="" type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

14. HEIGHT:
- 1 STORY 1 1/2 STORY 2 STORY 2 1/2 STORY 3 STORY 4 STORY
- 5 STORY OVER 5 (_____)

15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
- 1 BAY 2 BAY 3 BAY 4 BAY 5 BAY MORE THAN 5 (_____)

16. APPENDAGES: SIDE ELL REAR ELL FRONT ADDED STORIES SHED
- DORMERS PORCH TOWER CUPOLA BAY WINDOW

PHOTOGRAPH:



17. PORCH:

ATTACHED ENGAGED ONE STORY MORE THAN ONE STORY
 FULL WIDTH WRAPAROUND SLEEPING PORCH SECONDARY PORCH

18. PLAN OR FORM

HALL AND PARLOR 1/2 CAPE CAPE CENTRAL HALL 2-STORY DOUBLE PILE
 SIDE HALL BACK HALL IRREGULAR FOURSQUARE BUNGALOW
 MOBILE HOME MODULAR OTHER Garage

19. PRIMARY STRUCTURAL SYSTEM:

TIMBER FRAME BRACED FRAME BRICK STONE BALLOON FRAME
 CONCRETE STEEL LOG PLANK WALL PLATFORM FRAME
 FRAME CONSTRUCTION - TYPE UNKNOWN OTHER _____

20. CHIMNEY PLACEMENT:

INTERIOR INTERIOR FRONT/REAR CENTER INTERIOR END EXTERIOR
 OTHER _____

21. ROOF CONFIGURATION:

GABLE SIDE GABLE FRONT HIP MANSARD FLAT
 GAMBREL PARAPET GABLE SHED CROSS GABLE
 COMPOUND OTHER _____

22. ROOF MATERIAL: WOOD METAL TILE SLATE ASPHALT ASBESTOS

23. EXTERIOR WALL MATERIALS:

CLAPBOARD BRICK FLUSH SHEATHING WOOD SHINGLE STONE
 LOG PRESSED METAL CONCRETE STUCCO ASPHALT
 GRANITE ASBESTOS TERRA COTTA BOARD AND BATTEN ALUMINUM/VINYL
 OTHER _____

24. FOUNDATION MATERIAL:

FIELDSTONE BRICK WOOD CONCRETE GRANITE ORNAMENTAL CONC. BLOCK
 OTHER _____

25. OUTBUILDINGS/FEATURES:

CARRIAGE HOUSE FENCE OR WALL CEMETERY BARN (CONNECTED)
 BARN (DETACHED) FORMAL GARDEN LANDSCAPE/PLANT MAT ARCHAEOLOGICAL SITE
 GARAGE OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: c. 1935

28. DATE MAJOR ADDITIONS/ALTERATIONS: _____

29. ARCHITECT: _____ 30. CONTRACTOR: _____

31. ORIGINAL OWNER: _____

32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____

33. CULTURAL/ETHNIC AFFILIATION:

ENGLISH FRENCH ACADIAN NATIVE AMERICAN SCOTTISH FRENCH CANADIAN
 EAST EUROPEAN IRISH OTHER _____

34. HISTORIC CONTEXT(S):

COMMERCE INDUSTRY TRANSPORTATION AGRICULTURE MILITARY
 RELIGION CIVIC AFFAIRS RECREATION HABITATION EDUCATION
 ART, LIT, SCIENCE SOCIAL

35. COMMENTS/SOURCES: _____

36. HISTORICAL DRAWINGS EXIST: YES NO 37. KIT HOUSE YES NO 38. PATTERN BOOK HOUSE YES NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ORIGINAL MOVED DATE MOVED _____

40. SETTING: RURAL/UNDISTURBED RURAL/BUILT UP SMALL TOWN URBAN SUBURBAN

41. QUADRANGLE MAP USED: Belfast

42. UTM NORTHING: 4916092.8798 43. UTM EASTING: 499711.4448

44. FACADE DIRECTION (CIRCLE ONE): N S E W NE **NW** SE SW

=====

MHPC USE ONLY

DATE ENTERED IN INVENTORY: 9/28/2012 PHOTO FILE #: 2618

NR STATUS: L HD E NE ND REVIEWER KFM 6/9/2009

DATA SOURCE: HPF CLG R&C STAFF STATE SURVEY OTHER _____ LEVEL OF SURVEY: R I

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____

2. PROPERTY NAME (OTHER): _____

3. STREET ADDRESS: 10 Perkins Road

4. TOWN: Belfast 5. COUNTY: Waldo

6. DATE RECORDED: 2/10/2009 7. SURVEYOR: Jergensen, Kurt

8. OWNER NAME: _____ 9. ADDRESS: _____

10. PRIMARY USE (PRESENT):
- | | | | |
|---|---|--|--------------------------------------|
| <input type="checkbox"/> SINGLE FAMILY | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> COMMERCIAL/TRADE | <input type="checkbox"/> FUNERARY |
| <input type="checkbox"/> MULTI-FAMILY | <input type="checkbox"/> GOVERNMENTAL | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> HEALTH CARE |
| <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> RELIGIOUS | <input type="checkbox"/> HOTEL | <input type="checkbox"/> LANDSCAPE |
| <input type="checkbox"/> TRANSPORTATION | <input type="checkbox"/> DEFENSE | <input type="checkbox"/> SUMMER COTTAGE/CAMP | <input type="checkbox"/> SOCIAL |
| <input type="checkbox"/> RECREATION/CULTURE | <input checked="" type="checkbox"/> UNKNOWN | | |
| <input type="checkbox"/> OTHER _____ | | | |

11. CONDITION: GOOD FAIR POOR DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input checked="" type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

14. HEIGHT: 1 STORY 1 1/2 STORY 2 STORY 2 1/2 STORY 3 STORY 4 STORY
 5 STORY OVER 5 (_____)

15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
 1 BAY 2 BAY 3 BAY 4 BAY 5 BAY MORE THAN 5 (_____)

16. APPENDAGES: SIDE ELL REAR ELL FRONT ADDED STORIES SHED
 DORMERS PORCH TOWER CUPOLA BAY WINDOW

PHOTOGRAPH:



17. PORCH:

___ ATTACHED ___ ENGAGED ___ ONE STORY ___ MORE THAN ONE STORY
___ FULL WIDTH ___ WRAPAROUND ___ SLEEPING PORCH ___ SECONDARY PORCH

18. PLAN OR FORM

___ HALL AND PARLOR ___ 1/2 CAPE ___ CAPE ___ CENTRAL HALL ___ 2-STORY DOUBLE PILE
___ SIDE HALL ___ BACK HALL ___ IRREGULAR ___ FOURSQUARE ___ BUNGALOW
___ MOBILE HOME ___ MODULAR ___ OTHER

19. PRIMARY STRUCTURAL SYSTEM:

___ TIMBER FRAME ___ BRACED FRAME ___ BRICK ___ STONE ___ BALLOON FRAME
___ CONCRETE ___ STEEL ___ LOG ___ PLANK WALL ___ PLATFORM FRAME
[X] FRAME CONSTRUCTION - TYPE UNKNOWN ___ OTHER

20. CHIMNEY PLACEMENT:

___ INTERIOR ___ INTERIOR FRONT/REAR ___ CENTER ___ INTERIOR END ___ EXTERIOR
___ OTHER

21. ROOF CONFIGURATION:

___ GABLE SIDE [X] GABLE FRONT ___ HIP ___ MANSARD ___ FLAT
___ GAMBREL ___ PARAPET GABLE ___ SHED ___ CROSS GABLE
___ COMPOUND ___ OTHER

22. ROOF MATERIAL: ___ WOOD ___ METAL ___ TILE ___ SLATE [X] ASPHALT ___ ASBESTOS

23. EXTERIOR WALL MATERIALS:

___ CLAPBOARD ___ BRICK ___ FLUSH SHEATHING [X] WOOD SHINGLE ___ STONE
___ LOG ___ PRESSED METAL ___ CONCRETE ___ STUCCO ___ ASPHALT
___ GRANITE ___ ASBESTOS ___ TERRA COTTA ___ BOARD AND BATTEN ___ ALUMINUM/VINYL
___ OTHER

24. FOUNDATION MATERIAL:

___ FIELDSTONE ___ BRICK ___ WOOD ___ CONCRETE ___ GRANITE ___ ORNAMENTAL CONC. BLOCK
[X] OTHER Not visible

25. OUTBUILDINGS/FEATURES:

___ CARRIAGE HOUSE ___ FENCE OR WALL ___ CEMETERY ___ BARN (CONNECTED)
___ BARN (DETACHED) ___ FORMAL GARDEN ___ LANDSCAPE/PLANT MAT ___ ARCHAEOLOGICAL SITE
___ GARAGE ___ OTHER

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: c. 1920

28. DATE MAJOR ADDITIONS/ALTERATIONS: _____

29. ARCHITECT: _____ 30. CONTRACTOR: _____

31. ORIGINAL OWNER: _____

32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____

33. CULTURAL/ETHNIC AFFILIATION:

___ ENGLISH ___ FRENCH ACADIAN ___ NATIVE AMERICAN ___ SCOTTISH ___ FRENCH CANADIAN
___ EAST EUROPEAN ___ IRISH ___ OTHER

34. HISTORIC CONTEXT(S):

___ COMMERCE ___ INDUSTRY ___ TRANSPORTATION ___ AGRICULTURE ___ MILITARY
___ RELIGION ___ CIVIC AFFAIRS ___ RECREATION ___ HABITATION ___ EDUCATION
___ ART, LIT, SCIENCE ___ SOCIAL

35. COMMENTS/SOURCES: _____

36. HISTORICAL DRAWINGS EXIST: ___ YES ___ NO 37. KIT HOUSE ___ YES ___ NO 38. PATTERN BOOK HOUSE ___ YES ___ NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: [X] ORIGINAL ___ MOVED DATE MOVED _____

40. SETTING: [X] RURAL/UNDISTURBED ___ RURAL/BUILT UP ___ SMALL TOWN ___ URBAN ___ SUBURBAN

41. QUADRANGLE MAP USED: Belfast

42. UTM NORTHING: 4916101.4436 43. UTM EASTING: 499711.2088

44. FACADE DIRECTION (CIRCLE ONE): N S E W NE (NW) SE SW

=====
MHPC USE ONLY

DATE ENTERED IN INVENTORY: 9/28/2012 PHOTO FILE #: 2618

NR STATUS: ___ L ___ HD ___ E [X] NE ___ ND REVIEWER KFM 6/9/2009

DATA SOURCE: ___ HPF ___ CLG [X] R&C ___ STAFF ___ STATE SURVEY OTHER _____ LEVEL OF SURVEY: [X] R ___ I

MHPC USE ONLY

[Empty box for inventory number]

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____

2. PROPERTY NAME (OTHER): _____

3. STREET ADDRESS: NW of Perkins Bridge

4. TOWN: Belfast 5. COUNTY: Waldo

6. DATE RECORDED: 2/10/2009 7. SURVEYOR: Jergensen, Kurt

8. OWNER NAME: _____ 9. ADDRESS: _____

10. PRIMARY USE (PRESENT):
- | | | | |
|---|---------------------------------------|--|--------------------------------------|
| <input type="checkbox"/> SINGLE FAMILY | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> COMMERCIAL/TRADE | <input type="checkbox"/> FUNERARY |
| <input type="checkbox"/> MULTI-FAMILY | <input type="checkbox"/> GOVERNMENTAL | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> HEALTH CARE |
| <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> RELIGIOUS | <input type="checkbox"/> HOTEL | <input type="checkbox"/> LANDSCAPE |
| <input type="checkbox"/> TRANSPORTATION | <input type="checkbox"/> DEFENSE | <input type="checkbox"/> SUMMER COTTAGE/CAMP | <input type="checkbox"/> SOCIAL |
| <input type="checkbox"/> RECREATION/CULTURE | <input type="checkbox"/> UNKNOWN | | |
| <input checked="" type="checkbox"/> OTHER <u>Water impounding</u> | | | |

11. CONDITION: GOOD FAIR POOR DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

14. HEIGHT: 1 STORY 1 1/2 STORY 2 STORY 2 1/2 STORY 3 STORY 4 STORY
 5 STORY OVER 5 (_____)

15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
 1 BAY 2 BAY 3 BAY 4 BAY 5 BAY MORE THAN 5 (_____)

16. APPENDAGES: SIDE ELL REAR ELL FRONT ADDED STORIES SHED
 DORMERS PORCH TOWER CUPOLA BAY WINDOW

PHOTOGRAPH:



17. PORCH:

ATTACHED ENGAGED ONE STORY MORE THAN ONE STORY
 FULL WIDTH WRAPAROUND SLEEPING PORCH SECONDARY PORCH

18. PLAN OR FORM

HALL AND PARLOR 1/2 CAPE CAPE CENTRAL HALL 2-STORY DOUBLE PILE
 SIDE HALL BACK HALL IRREGULAR FOURSQUARE BUNGALOW
 MOBILE HOME MODULAR OTHER _____

19. PRIMARY STRUCTURAL SYSTEM:

TIMBER FRAME BRACED FRAME BRICK STONE BALLOON FRAME
 CONCRETE STEEL LOG PLANK WALL PLATFORM FRAME
 FRAME CONSTRUCTION - TYPE UNKNOWN OTHER _____

20. CHIMNEY PLACEMENT:

INTERIOR INTERIOR FRONT/REAR CENTER INTERIOR END EXTERIOR
 OTHER _____

21. ROOF CONFIGURATION:

GABLE SIDE GABLE FRONT HIP MANSARD FLAT
 GAMBREL PARAPET GABLE SHED CROSS GABLE
 COMPOUND OTHER _____

22. ROOF MATERIAL: WOOD METAL TILE SLATE ASPHALT ASBESTOS

23. EXTERIOR WALL MATERIALS:

CLAPBOARD BRICK FLUSH SHEATHING WOOD SHINGLE STONE
 LOG PRESSED METAL CONCRETE STUCCO ASPHALT
 GRANITE ASBESTOS TERRA COTTA BOARD AND BATTEN ALUMINUM/VINYL
 OTHER _____

24. FOUNDATION MATERIAL:

FIELDSTONE BRICK WOOD CONCRETE GRANITE ORNAMENTAL CONC. BLOCK
 OTHER _____

25. OUTBUILDINGS/FEATURES:

CARRIAGE HOUSE FENCE OR WALL CEMETERY BARN (CONNECTED)
 BARN (DETACHED) FORMAL GARDEN LANDSCAPE/PLANT MAT ARCHAEOLOGICAL SITE
 GARAGE OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: c. 1940

28. DATE MAJOR ADDITIONS/ALTERATIONS: _____

29. ARCHITECT: _____ 30. CONTRACTOR: _____

31. ORIGINAL OWNER: _____

32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____

33. CULTURAL/ETHNIC AFFILIATION:

ENGLISH FRENCH ACADIAN NATIVE AMERICAN SCOTTISH FRENCH CANADIAN
 EAST EUROPEAN IRISH OTHER _____

34. HISTORIC CONTEXT(S):

COMMERCE INDUSTRY TRANSPORTATION AGRICULTURE MILITARY
 RELIGION CIVIC AFFAIRS RECREATION HABITATION EDUCATION
 ART, LIT, SCIENCE SOCIAL

35. COMMENTS/SOURCES: _____

36. HISTORICAL DRAWINGS EXIST: YES NO 37. KIT HOUSE YES NO 38. PATTERN BOOK HOUSE YES NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ORIGINAL MOVED DATE MOVED _____

40. SETTING: RURAL/UNDISTURBED RURAL/BUILT UP SMALL TOWN URBAN SUBURBAN

41. QUADRANGLE MAP USED: Belfast _____

42. UTM NORTHING: 4916180.7427 _____ 43. UTM EASTING: 499684.7757 _____

44. FACADE DIRECTION (CIRCLE ONE): N S E W NE NW SE SW

=====

MHPC USE ONLY

DATE ENTERED IN INVENTORY: 9/28/2012 PHOTO FILE #: 2618

NR STATUS: L HD E NE ND REVIEWER KFM 6/9/2009

DATA SOURCE: HPF CLG R&C STAFF STATE SURVEY OTHER _____ LEVEL OF SURVEY: R I

SURVEY MAP NO. 4

SURVEY NAME Belfast

SURVEY ID 16685.00

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION
Historic Building/Structure Survey Form
Continuation Sheet

PROPERTY NAME: _____

TOWN: Belfast COUNTY: Waldo

SURVEYOR: Jergensen, Kurt DATE: 2/10/2009

DATA FIELD # (From Survey Form): 78



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MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION Historic Building/Structure Survey Form

1. PROPERTY NAME (HISTORIC): _____
2. PROPERTY NAME (OTHER): _____
3. STREET ADDRESS: 10 Perkins Road
4. TOWN: Belfast 5. COUNTY: Waldo
6. DATE RECORDED: 2/10/2009 7. SURVEYOR: Jergensen, Kurt
8. OWNER NAME: _____ 9. ADDRESS: _____

10. PRIMARY USE (PRESENT):
- | | | | |
|---|---------------------------------------|--|--------------------------------------|
| <input checked="" type="checkbox"/> SINGLE FAMILY | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> COMMERCIAL/TRADE | <input type="checkbox"/> FUNERARY |
| <input type="checkbox"/> MULTI-FAMILY | <input type="checkbox"/> GOVERNMENTAL | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> HEALTH CARE |
| <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> RELIGIOUS | <input type="checkbox"/> HOTEL | <input type="checkbox"/> LANDSCAPE |
| <input type="checkbox"/> TRANSPORTATION | <input type="checkbox"/> DEFENSE | <input type="checkbox"/> SUMMER COTTAGE/CAMP | <input type="checkbox"/> SOCIAL |
| <input type="checkbox"/> RECREATION/CULTURE | <input type="checkbox"/> UNKNOWN | | |
| <input type="checkbox"/> OTHER _____ | | | |

11. CONDITION: GOOD FAIR POOR DESTROYED, DATE _____

ARCHITECTURAL DATA

12. PRIMARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input checked="" type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

13. SECONDARY STYLISTIC CATEGORY:
- | | | | |
|---|--|--|--|
| <input type="checkbox"/> GEORGIAN | <input type="checkbox"/> STICK STYLE | <input type="checkbox"/> 19 TH /20 TH C. REVIVAL | <input type="checkbox"/> MODERN/CONTEMPORARY |
| <input type="checkbox"/> FEDERAL | <input type="checkbox"/> QUEEN ANNE | <input type="checkbox"/> COMMERCIAL STYLE | <input type="checkbox"/> MINIMAL TRADITIONAL |
| <input type="checkbox"/> GREEK REVIVAL | <input type="checkbox"/> SHINGLE STYLE | <input type="checkbox"/> CRAFTSMAN | <input type="checkbox"/> RANCH |
| <input type="checkbox"/> GOTHIC REVIVAL | <input type="checkbox"/> ROMANESQUE | <input type="checkbox"/> ART DECO / MODERNE | <input type="checkbox"/> SPLIT LEVEL |
| <input type="checkbox"/> ITALIANATE | <input type="checkbox"/> NEO-CLASSICAL REV | <input type="checkbox"/> INTERNATIONAL | <input type="checkbox"/> VERNACULAR |
| <input type="checkbox"/> SECOND EMPIRE | <input type="checkbox"/> RENAISSANCE REV | <input type="checkbox"/> OTHER _____ | |

14. HEIGHT:
- 1 STORY 1 1/2 STORY 2 STORY 2 1/2 STORY 3 STORY 4 STORY
- 5 STORY OVER 5 (_____)

15. PRIMARY FACADE WIDTH (MAIN BLOCK; USE GROUND FLOOR):
- 1 BAY 2 BAY 3 BAY 4 BAY 5 BAY MORE THAN 5 (_____)

16. APPENDAGES: SIDE ELL REAR ELL FRONT ADDED STORIES SHED
- DORMERS PORCH TOWER CUPOLA BAY WINDOW

PHOTOGRAPH:



17. PORCH:

ATTACHED ENGAGED ONE STORY MORE THAN ONE STORY
 FULL WIDTH WRAPAROUND SLEEPING PORCH SECONDARY PORCH

18. PLAN OR FORM

HALL AND PARLOR 1/2 CAPE CAPE CENTRAL HALL 2-STORY DOUBLE PILE
 SIDE HALL BACK HALL IRREGULAR FOURSQUARE BUNGALOW
 MOBILE HOME MODULAR OTHER _____

19. PRIMARY STRUCTURAL SYSTEM:

TIMBER FRAME BRACED FRAME BRICK STONE BALLOON FRAME
 CONCRETE STEEL LOG PLANK WALL PLATFORM FRAME
 FRAME CONSTRUCTION - TYPE UNKNOWN OTHER _____

20. CHIMNEY PLACEMENT:

INTERIOR INTERIOR FRONT/REAR CENTER INTERIOR END EXTERIOR
 OTHER _____

21. ROOF CONFIGURATION:

GABLE SIDE GABLE FRONT HIP MANSARD FLAT
 GAMBREL PARAPET GABLE SHED CROSS GABLE
 COMPOUND OTHER _____

22. ROOF MATERIAL: WOOD METAL TILE SLATE ASPHALT ASBESTOS

23. EXTERIOR WALL MATERIALS:

CLAPBOARD BRICK FLUSH SHEATHING WOOD SHINGLE STONE
 LOG PRESSED METAL CONCRETE STUCCO ASPHALT
 GRANITE ASBESTOS TERRA COTTA BOARD AND BATTEN ALUMINUM/VINYL
 OTHER _____

24. FOUNDATION MATERIAL:

FIELDSTONE BRICK WOOD CONCRETE GRANITE ORNAMENTAL CONC. BLOCK
 OTHER _____

25. OUTBUILDINGS/FEATURES:

CARRIAGE HOUSE FENCE OR WALL CEMETERY BARN (CONNECTED)
 BARN (DETACHED) FORMAL GARDEN LANDSCAPE/PLANT MAT ARCHAEOLOGICAL SITE
 GARAGE OTHER _____

HISTORICAL DATA

26. DOCUMENTED DATE OF CONSTRUCTION: _____ 27. ESTIMATED DATE OF CONSTRUCTION: c. 1900

28. DATE MAJOR ADDITIONS/ALTERATIONS: _____

29. ARCHITECT: _____ 30. CONTRACTOR: _____

31. ORIGINAL OWNER: _____

32. SUBSEQUENT SIGNIFICANT OWNER: _____ DATES: _____

33. CULTURAL/ETHNIC AFFILIATION:

ENGLISH FRENCH ACADIAN NATIVE AMERICAN SCOTTISH FRENCH CANADIAN
 EAST EUROPEAN IRISH OTHER _____

34. HISTORIC CONTEXT(S):

COMMERCE INDUSTRY TRANSPORTATION AGRICULTURE MILITARY
 RELIGION CIVIC AFFAIRS RECREATION HABITATION EDUCATION
 ART, LIT, SCIENCE SOCIAL

35. COMMENTS/SOURCES: _____

36. HISTORICAL DRAWINGS EXIST: YES NO 37. KIT HOUSE YES NO 38. PATTERN BOOK HOUSE YES NO

ENVIRONMENTAL DATA

39. SITE INTEGRITY: ORIGINAL MOVED DATE MOVED _____

40. SETTING: RURAL/UNDISTURBED RURAL/BUILT UP SMALL TOWN URBAN SUBURBAN

41. QUADRANGLE MAP USED: Belfast

42. UTM NORTHING: 4916107.8019 43. UTM EASTING: 499695.0621

44. FACADE DIRECTION (CIRCLE ONE): N S E W NE **NW** SE SW

=====

MHPC USE ONLY

DATE ENTERED IN INVENTORY: 9/28/2012 PHOTO FILE #: 2618

NR STATUS: L HD E NE ND REVIEWER KFM 6/9/2009

DATA SOURCE: HPF CLG R&C STAFF STATE SURVEY OTHER _____ LEVEL OF SURVEY: R I

SURVEY MAP NO. 1

SURVEY NAME Belfast

SURVEY ID 16685.00

MHPC USE ONLY

INVENTORY NO.

MAINE HISTORIC PRESERVATION COMMISSION
Historic Building/Structure Survey Form
Continuation Sheet

PROPERTY NAME: _____

TOWN: Belfast COUNTY: Waldo

SURVEYOR: Jergensen, Kurt DATE: 2/10/2009

DATA FIELD # (From Survey Form): 78



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United States Department of the Interior



FISH AND WILDLIFE SERVICE

Maine Ecological Services Field Office

17 GODFREY DRIVE, SUITE 2

ORONO, ME 4473

PHONE: (207)866-3344 FAX: (207)866-3351

URL: www.fws.gov/mainefieldoffice/index.html

Consultation Tracking Number: 05E1ME00-2014-SLI-0202

July 22, 2014

Project Name: Belfast Airport Tree Removal Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed species list identifies the threatened, endangered, candidate, and proposed species and designated or proposed critical habitat that may occur within the boundary of your proposed project or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC Web site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the Endangered Species Consultation Handbook at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

This species list also identifies candidate species under review for listing and those species that the Service considers species of concern. Candidate species have no protection under the Act but are included for consideration because they could be listed prior to completion of your project. Species of concern are those taxa whose conservation status is of concern to the Service (i.e., species previously known as Category 2 candidates), but for which further information is needed.

If a proposed project may affect only candidate species or species of concern, you are not required to prepare a Biological Assessment or biological evaluation or to consult with the Service. However, the Service recommends minimizing effects to these species to prevent future conflicts. Therefore, if early evaluation indicates that a project will affect a candidate species or species of concern, you may wish to request technical assistance from this office to identify appropriate minimization measures.

Please be aware that bald and golden eagles are not protected under the Endangered Species Act but are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Projects affecting these species may require development of an eagle conservation plan: http://www.fws.gov/windenergy/eagle_guidance.html Information on the location of bald eagle nests in Maine can be found on the Maine Field Office Web site: <http://www.fws.gov/mainefieldoffice/Project%20review4.html>

Additionally, wind energy projects should follow the wind energy guidelines: <http://www.fws.gov/windenergy/> for minimizing impacts to migratory birds and bats. Projects may require development of an avian and bat protection plan.

Migratory birds are also a Service trust resource. Under the Migratory Bird Treaty Act, construction activities in grassland, wetland, stream, woodland, and other habitats that would result in the take of migratory birds, eggs, young, or active nests should be avoided. Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm> and at:

<http://www.towerkill.com>; and at:
<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Belfast Airport Tree Removal Project

Official Species List

Provided by:

Maine Ecological Services Field Office

17 GODFREY DRIVE, SUITE 2

ORONO, ME 4473

(207) 866-3344

<http://www.fws.gov/mainefieldoffice/index.html>

Consultation Tracking Number: 05E1ME00-2014-SLI-0202

Project Type: Vegetation Management

Project Description: The federally-funded (FAA) project is a safety measure and involves: 1) the removal of numerous trees that have been identified as obstructions or potential future obstructions to existing airspace surfaces associated with Runway 15-33; and 2) the acquisition of easements for up to 10 properties that have existing and/or potential future obstructions identified on them.

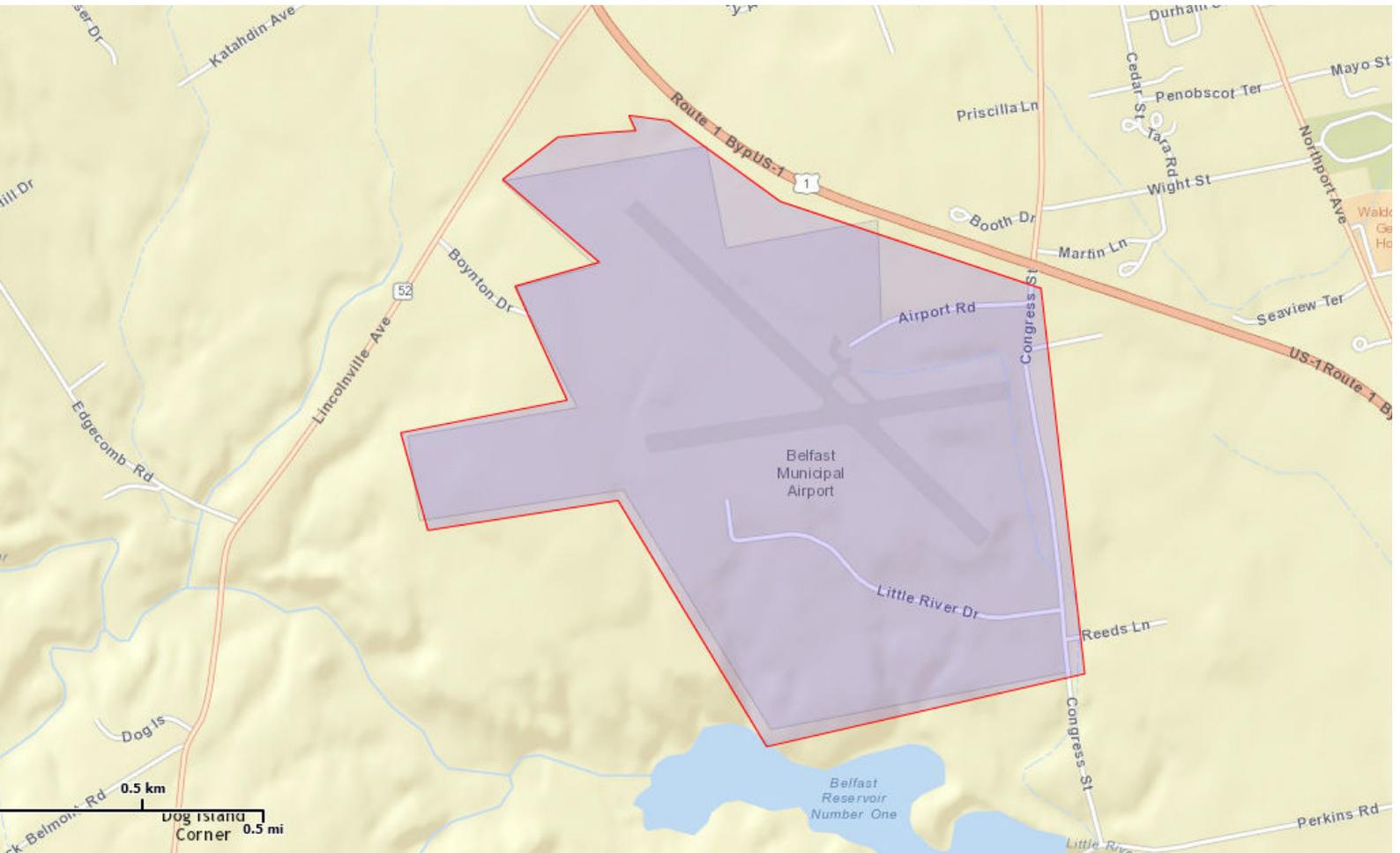
Removal activities would take place within 13.73 acres of land located on or immediately adjacent to airport property.



United States Department of Interior
Fish and Wildlife Service

Project name: Belfast Airport Tree Removal Project

Project Location Map:



Project Location Measurements: Area : 392.0 ac., Length : 3.8 mi.

Project Coordinates: MULTIPOLYGON (((-69.0201193 44.4149876, -69.0176602 44.4151347, -69.0178791 44.4154781, -69.0165959 44.4153585, -69.0130897 44.4135337, -69.00485 44.4115717, -69.0034681 44.4028566, -69.0135189 44.4012092, -69.0182224 44.4067748, -69.0242277 44.4060938, -69.0250889 44.4083007, -69.0198317 44.4090395, -69.0214668 44.4116147, -69.0188104 44.4121603, -69.0218659 44.4140303, -69.0201193 44.4149876)))

Project Counties: Waldo, ME



United States Department of Interior
Fish and Wildlife Service

Project name: Belfast Airport Tree Removal Project

Endangered Species Act Species List

There are a total of 1 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Fishes	Status	Has Critical Habitat	Condition(s)
Atlantic salmon (<i>Salmo salar</i>) Population: Expanded Gulf of Maine DPS	Endangered	Final designated	



United States Department of Interior
Fish and Wildlife Service

Project name: Belfast Airport Tree Removal Project

Critical habitats that lie within your project area

There are no critical habitats within your project area.