

BRISTOL COMPREHENSIVE PLAN 1987



Prepared by
Maine Tomorrow
Hallowell, Maine

DRAFT

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Rich Rothe, Project Manager

INTRODUCTION

The Town of Bristol is faced with a wide array of challenges and opportunities. Through careful planning and management of its unique resources and attributes, Bristol can address these challenges and opportunities with positive results.

This comprehensive plan will serve as a guide to development and as a basis for organizing and coordinating land use patterns. The plan expresses the overall objectives of the community and formulates the policies by which these objectives may be attained. The comprehensive plan is as much a process as a product, and as such, it must be responsive to changes, and be subject to, continual review by Town officials and citizens.

This comprehensive plan was prepared by a Comprehensive Plan Study Committee, with members representing a wide range of backgrounds and interests within the community. The Committee was assisted by the consulting firm of Maine tomorrow, which served in a staff capacity throughout the project. The Committee spent many long hours reviewing the initial studies and developing the objectives and policies to guide Bristol's future. Throughout the development of the plan, the Committee made every effort to formulate a plan that reflects the desires of the people of Bristol.

The objectives and policies set forth in Chapters 7 and 8, represent the consensus of the Comprehensive Plan Study Committee.

The Committee wishes to express its appreciation to Pat Fossett for the many hours of help and assistance she provided in the preparation of this plan.

The following is a list of the members of the Comprehensive Plan Study Committee.

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Chapter 1

HISTORY

Bristol has a long and colorful history, extending to the days when the earliest settlers came to the North American continent. Some of the Town's historical highlights are summarized chronologically in the paragraphs below.

1600. The first fishing boats from England anchored in the water off Bristol about this time.

1602. Bartholomew Gosnold, commanding the British vessel "Concord," visited New Harbor and explored the general area.

1605. The French explorer Samuel Champlain visited the area, as did the Englishman George Weymouth, who captured 5 Indians, took them to England and returned them in 1607. Their explorations became the basis of the disputed land claims that subsequently arose between France and Great Britain.

1610. English settlers landed in Pemaquid. The name "Pemaquid", which means "situated far out," was taken from the language of the Micmac Indians.

1614. Captain John Smith explored the area, naming John's Bay, John's River, John's Island, and Christmas Cove.

1620. Samoset greeted the English settlers at Plymouth and later returned to his native place in the Pemaquid area.

1625. The first permanent settlement was established at Pemaquid. The first deed was executed, under which John Brown of New Harbor purchased land from the Pemaquid Indians at New Harbor for 50 beaver skins. The deed was signed by Samoset and Unongoit. From the early decades of the 1600's until 1696, farmers and fisherman lived in Pemaquid Harbor, New Harbor, Round Pond, Muscongus, and on the Damariscotta River. However, the earliest pioneers of Bristol were fisherman; the settlers came later. The earliest fishing stations appear to have been at Pemaquid and New Harbor.

1630. Fort Pemaquid was erected. It is believed to have been a wooden stockade. Pemaquid became the port of entry for all British shipping from the Kennebec to the St. Croix.

1632. King Charles I granted Robert Aldsworth of Bristol, England, and his son-in-law 12,000 acres in the "Pemaquid Country." This extensive land grant was christened "Bristol." The pirate "Dixy Bull" captured Fort Pemaquid, departing shortly thereafter. A

canal, the remains of which can still be seen today, was erected near Pemaquid about this time.

1635. On August 15, the 240-ton, 16 gun ship "Angel Gabriel" was wrecked during a destructive storm at Pemaquid after discharging the passengers but none of the cargo.

1665. James, Duke of York, "erected" the Sagadahoc Territory with "Jamestown" (Pemaquid) as its capitol, and Dartmouth (Newcastle) as the shire town of Cornwall County.

1676. The Indians burned Fort Pemaquid during King Philip's war. 300 settlers gathered on Damariscove and Monhegan after abandoning Pemaquid.

1677. Governor Edmund Andros built Fort Charles at "Jamestown". At that time, the area was under strict military regulations. All boats were required to enter and clear at the Pemaquid Custom House and pay a tribute to the Duke's government. Even local fishermen wee issued permits. Farming was at a minimum because settlers were kept within the limits of the Fort.

1686. On September 19, Pemaquid was separated from New York and annexed to Massachusetts.

1689. Fort Charles was burned by the Indians. Pemaquid was destroyed and abandoned. The vantage point for destroying the Fort was a large rock that stood near it.

1692. Governor William Phips of Massachusetts erected Fort William Henry, the first stone fort on the site. The stone which had been used by the Indians to destroy Fort Charles was enclosed in the new fort.

1695. The old burial ground was established about this time.

1696. Fort William Henry was surrendered by Captain Chubb to the Frenchman Baron de Castine and 200 Micmac Indians after bombardment from the guns of 3 French Men of War. The fort was destroyed and Pemaquid was abandoned for 20 years.

1729. Col. David Dunbar, "Surveyor-General of the King's Woods in America," was sent to supervise 300,000 acres of timber, and to mark the best Pine and Oak for the King's Royal Navy". The land was laid out in 3 townships, Townsend, Walpole and "Harrington. He rebuilt Fort William Henry and renamed it Fort Frederick. He recruited 300 settlers to colonize the "Province of Georgia" in the Pemaquid area including Harrington (Jamestown or Pemaquid) and Walpole. However, the difficulty of acquiring and holding title, and many conflicting disputes over land, forced many of these people to settle elsewhere in the State, primarily in what is now Boothbay. Warfare continued between the English and the French. Indian depredations were a constant problem. Col. Dunbar built the Fort House, which still stands today.

1732. Col. Dunbar was ousted by the Privy Council. Some settlers remained to fish and lumber. There was little successful farming in the region.

1742. James Yates, of Providence, Rhode Island, built the first house in Round Pond. Neighbors settled there from Plymouth colony.

1759. Quebec fell, thus bringing an end to the conflict between England and France. A treaty was signed in 1763.

1760. Lincoln County was incorporated with Pownalborough as the shire town. Until 1789, Lincoln County included present-day Hancock and Washington counties.

1763. Newcastle was incorporated.

1764. Townsend (Boothbay Harbor area) was incorporated. The first of a number of historic homes, the Simeon Jones house, was erected. Other houses, which today are considered of historical value, include those of Robert Sproul (1765), Simon Jones Jr. (1792), Rev. Alexander McLain (1796), William Curtis (1798), Joshua Bradford (1811), Solomon Dockendoff (1814), the Drummond House (1822), Robert Curtis (1830), and the School House Studio (1840).

1765. On June 21, Bristol was incorporated as the 18th town in the Province of Maine. The population of 200 in the area included Bristol, Bremen, South Bristol, and half of Damariscotta.

1772. Meeting houses were authorized at Walpole, Harrington, and Broad Cove (Round Pond).

1773. What is now the Old Harrington Meeting House was constructed, and the adjacent cemetery was established.

1775. On May 24, the Town voted to "go down to Pemaquid and tear down the fort" to keep it out of British hands. This was the first act of the revolution in Pemaquid. Three companies of militia were raised, each of which had 60 men plus officers. One fourth of the able-bodied men of Bristol lost their lives on land or at sea in the Revolution. The government established a weekly post from Falmouth (Portland) to Thomaston.

1783. Sixteen men from Lincoln County attended the convention which ratified the Articles of Confederation.

1790. The U.S. Census listed 896 people in Bristol.

1800. The Bristol Town Hall was erected at a cost of \$295. A Post Office was established in Walpole. Lumbering, fishing, and ship-building were predominant occupations (between 1801 and 1899, 284 vessels were built in Bristol).

1813. (War of 1812). On March 31, two British sloops, Rattler and Bream, captured 5 schooners. On September 4, the Brig U.S.S. Enterprise defeated the English Brig H.M.S. Boxer off Pemaquid Point in full view of many of the residents in the southern part of Town.

1816. There were frosts in every month, and snow on June 6.

1819. On June 6, Bristol voted for separation from Massachusetts.

1820. On March 14, Maine became a State.

1824. Pemaquid Point lighthouse was erected by order of President John Quincy Adams. It was manned from that time until 1934. Since 1939, it has been under the direction of the Coast Guard.

1828. Bremen was incorporated, and the Bristol Mills Post Office was established.

1840. Bristol's population was 2,945.

1847. Damariscotta was incorporated.

1860. The Town's population peaked at 3,019. During the Civil War, 337 served from Bristol. Post-war occupations included porgy fishing, lumbering, and quarrying. With the invention of the purse seine in the latter half of the 19th Century, the mackerel and porgy fisheries prospered and were a considerable source of income for several generations.

1872. The Pemaquid Monument Association planned for the erection of an historical monument at the site of Fort William Henry. James and Sarah Partridge deeded land for that purpose, but the project lay dormant for 20 years.

1888. The Moxie Cove Oil and Guano Co. established the Porgy and Canning Factory. It was built by dismantling a factory in Virginia, shipping it to Round Pond, and assembling it. The factory operated only during the summer until 1912, when it was closed. It was then used for pressing out dogfish for fertilizer until it burned about 1918-19. During the latter part of the 19th Century, porgy factories also existed at Brown's Cove and Muscongus.

1890. Work stopped at the famous Round Pond quarry, which had employed 50 men at one time, and was a significant part of the local economy. The granite was reputed to be some of the finest available, being dark and different from any other granite in the country.

1893. The Pemaquid Improvement Association was formed and built a temporary museum at the site of what was to be the Fort William Henry Memorial.

1897. To encourage tourism, the Town voted to suspend taxes for 3 years for all hotels larger than 50 rooms.

1898. The Bristol High School opened in the Town House.

1903. The schooner George F. Edmunds went ashore near Lighthouse Cove. The captain and 13 men were drowned. That same year, the Sadie and Lillie, a 2-masted coaster, was also wrecked and the captain was drowned.

1905. The Maine Historical Society erected a monument to Samoset, the Wawenock Chief, reportedly the first Indian Chief to sign away his hunting grounds.

1908. The State of Maine sponsored restoration of Fort William Henry and established a park. Archeological diggings uncovered evidence of some early settlers whose identity was uncertain.

1910. The first half of what is now the consolidated school was constructed. The second part was built in 1913. A gym was added in 1954. It served as the High School until 1969.

1915. South Bristol was incorporated.

1934. The Pemaquid Lighthouse was automated.

1944. The Samoset Fire Company was organized. The New Harbor firehouse was erected in 1945, and \$ 10,000 was raised for a fire engine.

1949. A second fire house was built in Round Pond. A second fire engine was purchased.

1953. A Fire house was built at Bristol Mills and an engine was purchased.

1962. The Bristol Area Library opened its doors.

1969. The High school became a consolidated school and Lincoln Academy was used as a high school.

1977. The Pemaquid Trail Road became the most recent road accepted by the Town.

1980. The Bristol Area Library was destroyed by fire, but was rebuilt immediately thereafter with donated funds.

1985. The voters approved a new, 2 million dollar addition to the Bristol Consolidated School.

1986. The Town leased the restaurant at Fort William Henry from the State for a 20-year period, renovated it, and contracted with a private party to operate it. The facility was originally the Burnham and Morrill Clam Factory in the 1930's. It became

Gilbert's Lobster Pound in the 1930's and was sold to the State in the late 1960's. Also in 1986, the Rock School House was given to the Park Commission to administer. The school is built entirely of stone, and is one of the oldest schools of its kind in the country.

Chapter 2

POPULATION AND ECONOMY

According to the most recent population estimates prepared by the Maine Department of Human Services, Bristol had a 1984 year-round population of 2214. However, this estimate tells only half the story, because seasonal residents are also a very important part of the community. While there are no accurate estimates of Bristol's seasonal population levels, the Town's 1986 tax records include 1014 resident taxpayers and 1051 non-resident taxpayers. Thus, the Town's seasonal population could be numerically as great as the number of year-round residents.

Historical Population Growth

Bristol's 1984 year-round population (2,214) is about the same as it was in 1890 (2,281). The population reached a peak of 2,572 in 1900. Between 1910 and 1920, the population declined by about 1,000 people, from a level of 2,415 to 1,419. Between 1920 and 1940, there was a further decline to 1,355.

The growth of Bristol's population since 1940 has been almost as great as the increases that have occurred in the County as a whole. Since 1940, the Town's population has increased by 63.4 percent, a rate just slightly behind the County's rate of 68.9 percent, but far ahead of the State-wide rate of 36.5 percent. Between 1940 and 1950, the Town grew at a rate of about 8.9 percent. The Town's population declined by 35 people between 1950 and 1960. However, the 1960-70 decade saw an increase of 19.4 percent, which far exceeded the County's rate of 11.0 percent. During the 1970-80 period, the Town's growth rate (21.7 percent) was only slightly behind the County's rate (25.1 percent). Between 1980 and 1984, growth slowed to a level of 5.7 percent, somewhat less than the County rate of 7.1 percent.

Bristol's growth can be explained in part by the national trend to migrate from urban to rural areas, and by the attractiveness of Maine's coast as a place to live. Overall population levels for Bristol, Lincoln County and the State, as reflected by Census information, are shown in Table 2.1. The figure for 1984 was obtained from the Maine Department of Human Services.

TABLE 2.1
OVERALL POPULATION LEVELS AND CHANGES

	<u>Bristol</u>	<u>Lincoln</u> <u>County</u>	<u>State of</u> <u>Maine</u>
1890	2281	21,996	661,087
1900	2572	19,669	694,466
1910	2415	18,216	742,371
1920	1419	15,976	768,014
1930	1413	15,398	797,423
1940	1355	16,294	847,000
1950	1476	18,004	914,000
1960	1441	18,497	969,265
1970	1721	20,537	993,722
1980	2095	25,691	1,124,660
1984	2214	27,525	1,156,485
60-70 change	19.4%	11.0%	2.5%
70-80 change	21.7%	25.1%	13.2%
80-84 change	5.7%	7.1%	2.8%
40-84 change	63.4%	68.9%	36.5%

Projections

In June of 1986, the Maine Department of Human Services projected population levels for all Maine communities through the year 1994. The projection methodology used by the Department is a Cohort Survival Analysis which is primarily based on the dynamics of age categories. the State's analysis is based on three basic assumptions: 1) there will be a very small increase in the overall birth rate during the next decade; 2) there will be a very small decrease in the overall death rate during the next decade; and 3) the net migration pattern during the next decade will be the same as the 51 month period following the 1980 census. It should be emphasized that the assumption concerning migration is by far the most critical factor.

Based on the State's analysis, Bristol's population is expected to increase by 6.7 percent during the 1986-90 period, slightly ahead of the County's growth rate of 6.5 percent, and the overall State rate of 2.8 percent. If these projections are accurate, the overall municipal increase for the 1980-90 period will be 14.6 percent, compared with a rate of 18.3 percent for the County and 7.7 percent for the State. The projections beyond 1990 are conservatively stated, and reflect only small population gains. the conservative nature of the State's projections is reflected in the fact that between June of 1985 and June of 1986, Bristol's anticipated 1990 population was increased from 2300 to 2400. The projections do not take into account public or private

development initiatives which could significantly affect population levels. For example, the construction of a large-scale housing project on a speculative basis could accelerate growth. In the short run, the anticipated population increases may result in the conversion of seasonal to year-round residences and the construction of new homes throughout the community, particularly on undeveloped lots in previously approved subdivisions. Table 2.2 shows the projections for Bristol, Lincoln County and the State for the 1985 to 1994 period.

TABLE 2.2
POPULATION PROJECTIONS

	<u>Bristol</u>	<u>Lincoln County</u>	<u>State of Maine</u>
1985	2250	28,000	1,164,450
1986	2250	28,550	1,177,550
1987	2300	29,100	1,187,800
1988	2350	29,550	1,196,500
1989	2400	30,000	1,204,500
1990	2400	30,400	1,211,050
1991	2400	30,750	1,216,150
1992	2450	31,100	1,219,750
1993	2450	31,350	1,220,750
1994	2450	31,600	1,220,650
86-90 change	+ 6.7%	+ 6.5%	+ 2.8%
80-90 change	+ 14.6%	+ 18.3%	+ 7.7%
90-94 change	+ 2.1%	+ 3.9%	+ .8%

Household Size, Sex, and Age Distribution

According to 1980 census figures there were 2.48 persons per household in Bristol, somewhat less than the average for Lincoln County (2.68) and the State as a whole (2.75). The Town's smaller household size is probably a reflection of the smaller percentage of persons under 18 years of age relative to County and State figures, and the larger percentage of persons over 65, which exceeds State and County averages. Table 2.3 is a summary of age distribution for Bristol, Lincoln County and the State, as reflected in the 1980 Census and in estimates for 1984 prepared by the Maine Department of Human Services. Note that there has been a slight increase in the Town's "over-65" population between 1980 and 1984.

TABLE 2.3
AGE DISTRIBUTION - 1980 CENSUS

	<u>Bristol</u>		<u>Lincoln</u> <u>County</u>		<u>State of</u> <u>Maine</u>	
	#	%	#	%	#	%
Under 18	504	24.3	7125	28	322,162	29
18 - 44	670	32.3	9165	35	442,151	39
45 - 64	447	21.6	5345	21	219,431	19
Age 65 & over	453	21.8	4056	16	140,916	13
<u>TOTAL</u>	<u>2074</u>	<u>100%</u>	<u>25691</u>	<u>100</u>	<u>1,124,660</u>	<u>100</u>

AGE DISTRIBUTION - 1984 ESTIMATES

	<u>Bristol</u>		<u>Lincoln</u> <u>County</u>		<u>State of</u> <u>Maine</u>	
	#	%	#	%	#	%
Under 18	550	24.8	7432	27.0	307,577	26.6
18 - 44	728	32.9	10203	37.1	475,010	41.1
45 - 64	424	19.2	5444	19.8	219,892	19.0
Age 65 & over	512	23.1	4446	16.1	154,006	13.3
<u>TOTAL</u>	<u>2214</u>	<u>100</u>	<u>27525</u>	<u>100</u>	<u>1,156,485</u>	<u>100</u>

Table 2.4 shows the total number of males and females by age category for Bristol, as reported in the 1980 Census. Overall, there are slightly more women than men (50.7 percent and 49.3 percent, respectively). In the "Under 18" and "18-44" categories men outnumber women, but women outnumber men in the "45-64" and "over 65" categories. The percentage of women increases by age category, reaching a high of 56.3 percent in the "Age 65 and over" category.

TABLE 2.4

BRISTOL

SEX DISTRIBUTION BY AGE CATEGORY - 1980

	<u>Male</u>	<u>%</u>	<u>Female</u>	<u>%</u>	<u>Total</u>
Under 18	276	54.8	228	45.2	504
18 - 44	344	51.3	326	48.7	670
45 - 64	204	45.6	243	54.4	447
Age 65 and over	198	43.7	255	56.3	453
<u>TOTAL</u>	<u>1022</u>	<u>49.3</u>	<u>1052</u>	<u>50.7</u>	<u>2074</u>

Educational Characteristics

Based on 1980 census data, the year-round population of Bristol has had more education than either the County or the State as a whole. The percentage of people over 25 years old in the Town with 8 years of education or less (7.9 percent) is significantly smaller than the County (10.5 percent) or the State as a whole (16.6 percent). The Town's percentage of college graduates (21.6 percent) is significantly higher than for the State as a whole (14.4 percent) and slightly higher than Lincoln County (20.3 percent). The percentage of people with some college experience is significantly higher for the Town (21.7 percent) than for the County (16.6 percent) or the State as a whole (15.0 percent). The figures for the Town, County and State are shown in Table 2.5.

TABLE 2.5
EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OLDER

	<u>Bristol</u>		<u>Lincoln County</u>		<u>State of Maine</u>	
	#	%	#	%	#	%
8 yrs. education or less	111	7.9	1706	10.5	109,669	16.6
1-3 yrs. of high school	167	11.8	2325	14.3	97,653	14.8
completed high school	523	37.0	6243	38.4	259,910	39.3
1-3 yrs. of college	307	21.7	2693	16.6	99,208	15.0
4+ yrs. of college	306	21.6	3304	20.3	95,275	14.4
<u>TOTAL</u>	<u>1414</u>		<u>16271</u>		<u>661,715</u>	

Income

Table 2.6, which is based on 1980 Census information, demonstrates that Bristol's per capita income (\$5,758) is virtually the same as the State's (\$5,768), but is slightly higher than the County's (\$5,607). However, median household income falls below County and State figures. Bristol has about the same percentage of people below the poverty level as the County (16.6 percent and 16.7 percent, respectively), but a higher rate than the State (13.0 percent). The Town's percentage of households below the poverty level (17.3 percent) is greater than the County or State rates (16.8 percent and 13.4 percent, respectively). Household poverty levels established by the U.S. Census are shown in Table 2.7. Table 2.7 shows the 1979 poverty level used in the 1980 Census as well as 1984 poverty levels for comparison purposes. The poverty levels are standard for all areas of the country.

TABLE 2.6
INCOME CHARACTERISTICS

	<u>Bristol</u>	<u>Lincoln County</u>	<u>State of Maine</u>
Per capita income	\$ 5,758	\$ 5,607	\$ 5,768
Median household income	11,605	12,831	13,816
Population below poverty level	16.6%	16.7%	13.0%
Households below poverty level	17.3%	16.8%	13.4%

TABLE 2.7
CENSUS POVERTY LEVELS (1979)

<u>Household Size</u>	<u>Household Income</u>	
	<u>1979</u>	<u>1984</u>
1	\$3,400	\$4,980
2	4,500	6,720
3	5,600	8,460
4	6,700	10,200
5	7,800	11,940
6	8,900	13,680
7	10,000	15,420

Table 2.8 shows household incomes for Bristol, the County and the State, as reported in the 1980 census. This information demonstrates that Bristol is not a wealthy community. The Town has a much higher percentage of households making less than \$10,000 than either the County or State. Moreover, the percentage of households with incomes over \$30,000 is less than the State rate, and only slightly greater than the County rate.

TABLE 2.8

HOUSEHOLD INCOME LEVELS

	<u>Bristol</u>		<u>Lincoln County</u>		<u>State of Maine</u>	
	#	%	#	%	#	%
Below \$10,000	371	43.4	3643	38	137,881	35
10,000-19,999	294	34.4	3512	37	141,042	36
20,000-29,999	115	13.4	1609	17	76,309	19
30,000 +	75	8.8	803	8	40,230	10
<u>TOTAL</u>	<u>855</u>	<u>100</u>	<u>9567</u>	<u>100</u>	<u>395,462</u>	<u>100</u>

Labor Force

Table 2.9 shows the number of men and women in the labor force in Bristol, Lincoln County and the State of Maine in 1980. Bristol had a smaller percentage of men 16 years and older in the labor force (69.4 percent) than either the County (76.1 percent) or the State (80.3 percent), as well as a smaller percentage of women (47.9 percent) than either the County or State (51.2 percent and 56.8 percent, respectively). Bristol had a lower percentage of the work force with a work disability (6.7 percent) than either the County or State (9.6 percent and 9.7 percent, respectively). The Town also had a smaller percentage of the total labor force unemployed for 15 or more weeks (5.8 percent) than either the County or State (6.2 percent and 6.9 percent, respectively). While the percent of men employed full-time is virtually the same for the Town, County and State (approximately 61 percent), the percentage of women employed full time (18.0 percent) is much less than for either the County (29.8 percent) or the State (36.4 percent).

TABLE 2.9
LABOR FORCE CHARACTERISTICS - 1979

	<u>Bristol</u>		<u>Lincoln County</u>		<u>State of Maine</u>	
	#	%	#	%	#	%
<u>MEN</u>						
Age 16+	793	100	9252	100	403,361	100
In labor force	550	69.4	7039	76.1	323,961	80.3
Some unemployment, 1979	61	11.2	865	12.4	53,186	16.6
% Employed full time		61.9		61.1		61.3
<u>WOMEN</u>						
Age 16+	846	100	10210	100	442,226	100
In labor force	405	47.9	5226	51.2	251,074	56.8
Some unemployment, 1979	50	12.3	727	14.0	43,429	17.6
% Employed full time		18.0		29.8		36.4
<u>TOTAL</u>						
Age 16+	1639	100	19462	100	845,587	100
% with a work disability		6.7		9.6		9.7
In labor force	955	58.3	12265	63.0	575,035	68.0
Some unemployment, 1979	111	11.6	1592	13.0	96,615	16.8
Unemployed 15+ weeks	55	5.8	760	6.2	39,789	6.9

According to data obtained from the Maine Department of Labor, Bristol's unemployment rate for the 12-month period ending in December, 1985, was 1.98 percent. The only two Lincoln County towns with lower rates were Nobleboro (1.80 percent) and South Bristol (1.77 percent).

Employment

Table 2.10 shows 1980 employment by major occupation for Bristol, Lincoln County and the State as a whole. The Town has far more people employed in "Agriculture, forestry and fisheries" (16 percent) than either the County (8 percent) or the State (4 percent). More people are employed in construction in Bristol (12 percent) than in the County or State (9 percent and 6 percent, respectively), but fewer Townspeople are employed in manufacturing (16 percent, as compared to 21 percent in the County and 27 percent in the State). The percentages for other types of major occupations do not vary significantly from County or State levels.

TABLE 2.10
EMPLOYMENT BY MAJOR OCCUPATIONS

PERSONS 16 AND OVER						
	<u>Bristol</u>		<u>Lincoln County</u>		<u>State of Maine</u>	
	#	%	#	%	#	%
Agriculture, forestry, fisheries	113	16	806	8	15,521	4
Construction	84	12	873	9	25,926	6
Manufacturing	120	16	2086	21	125,358	27
Transportation, Communications, Utilities	58	8	589	6	26,844	6
Wholesale trade	8	1	187	2	16,665	4
Retail trade	125	17	1589	16	73,645	16
Finance, insurance, real estate	14	2	363	4	20,247	4
Services	179	25	2680	27	130,441	28
Public administration	23	3	725	7	24,875	5
<u>TOTAL</u>	<u>724</u>	<u>100</u>	<u>9898</u>	<u>100</u>	<u>459,522</u>	<u>100</u>

While Table 2.10 provides an overview of employment levels, it does not provide a sense of the importance of small businesses, and the fishing industry, to Bristol's overall economy. The 1986 Lincoln County Directory lists 120 businesses in Bristol, most of which are small in nature. Many are operated out of the home. In terms of the fishing industry, the Maine Department of Marine Resources in 1986 issued 137 lobster and crab licenses (115 over 17 years of age, and 22 under 17), 25 shellfish licenses, 17 single-crew commercial fishing licenses, 32 multi-crew commercial fishing licenses, and 8 scallop vessel licenses. Bristol also has 4 lobster/fish dealers and 2 fishermen's co-ops. Lobsters are the major catch handled by these businesses. In addition, there were over 500 pleasure craft and fishing vessels registered in Bristol in 1986.

Retail Sales

Retail sales information for a community is a valuable tool for analyzing the overall strength of a community's commercial economy. Table 2.11 shows total taxable consumer sales for all of the towns in Lincoln county, as reported by the State's Bureau of Taxation, for the years 1979 through 1985. Table 2.11 also includes total taxable consumer sales from the Damariscotta Economic Summary Area, which includes Bristol. This information shows that Bristol's retail economy is rapidly growing. total

taxable consumer sales grew at a rate of 144 percent for the period, a rate which was exceeded only by two other communities, Southport and Wiscasset. The town's total taxable consumer sales, which reached a level of \$8,380,000 in 1985, includes sales from the following product groups.

Building Supply - Includes building supply items typically found in lumber yards and hardware stores.

Food Stores - Includes taxable sales at all food stores. Sales of food to be eaten in the home (the majority of the sales at these stores) are not included because such food items are not taxable.

General Merchandise - Includes department stores and stores selling product lines such as clothing, furniture, shoes, appliances, home furnishings and/or other major items.

Other Retail Sales - Includes a large and diverse group of establishments selling items not covered in other categories such as dry goods stores, drug stores, jewelry stores, sporting goods stores, antique dealers, book stores, photo supply stores, gift shops, florists and opticians.

Auto - Includes auto sales and all transportation items such as boat and auto leasing, parts and accessories.

Restaurant and Lodging - Includes all businesses selling prepared foods for immediate consumption. The lodging group includes only rental tax, thereby making it an accurate indicator of lodging business in the State.

TABLE 2.11
TOTAL CONSUMER SALES
FOR TOWNS IN LINCOLN COUNTY
(In Thousands of Dollars)

	1979	1980	1981	1982
Boothbay	2500	2480	3560	2860
Boothbay Harbor	15490	17250	20150	21030
<u>Bristol</u>	<u>3430</u>	<u>3910</u>	<u>4530</u>	<u>4630</u>
Damariscotta	11820	13180	14950	17210
Dresden	730	850	980	770
Edgecomb	-	600	1200	1380
Jefferson	720	690	810	810
Monhegan Plt	-	-	-	-
Newcastle	2760	2840	3120	3540
Nobleboro	-	-	-	-
South Bristol	-	-	-	-
Southport	940	1440	1630	2250
Waldoboro	8820	9160	10410	10630
Whitefield	-	-	-	550
Wiscasset	6040	6950	8370	9240
Lincoln County Total	55570	61530	71670	76430
Damariscotta ESA	54770	59819	69794	74718

	1983	1984	1985	Change 79-85
Boothbay	3200	3640	3760	+ 50%
Boothbay Harbor	23260	28300	29720	+ 92%
<u>Bristol</u>	<u>5450</u>	<u>6890</u>	<u>8380</u>	<u>+ 144%</u>
Damariscotta	18730	20010	20930	+ 77%
Dresden	920	850	880	+ 21%
Edgecomb	1380	1150	1200	-
Jefferson	970	1110	1430	+ 99%
Monhegan Plt	-	700	550	-
Newcastle	4050	4410	4370	+ 58%
Nobleboro	520	610	710	-
South Bristol	-	630	640	-
Southport	2560	2660	2930	+ 212%
Waldoboro	12000	13230	13280	+ 51%
Whitefield	620	770	870	-
Wiscasset	10190	10960	17710	+ 193%
Lincoln County Total	84920	96210	107730	
Damariscotta ESA	83016	93882	105416	+ 92%

One measure of the strength of Bristol's retail economy can be made by comparing the purchasing power of year-round residents to actual retail sales. Purchasing power is measured by multiplying an area's population by its per capita income, yielding the total amount of money available in an area for all purchases made by consumers including housing, taxable and non-taxable retail sales, and services. Using 1980 figures, Bristol's 1980 purchasing power was as follows:

Per Capita Income	1980 Population	Purchasing Power
\$5,758	x 2,095	= \$12,063,010

According to State averages, consumers spend about 46.5 percent of their income on taxable consumer goods (the remainder is spent on such things as housing, food and services). Using the State percentage, it could be expected that Bristol residents spent \$5,609,300 in 1980 on taxable consumer sales. Since only 69.7 percent of that amount, or \$3,910,000, was actually spent in Bristol, there was a loss or "leakage" of \$1,699,300 in potential sales to other communities. The leakage was actually greater than that amount, because tourists and summer residents accounted for some of Bristol's taxable consumer sales. Taxable sales in some consumer groups, such as "restaurant and lodging" probably approach or exceed State averages, while taxable sales in other categories, such as "General Merchandise" and "Auto", probably fall well below State averages. While sales figures are not available for Bristol by product group, the overall level of sales illustrate that consumers in Bristol shop outside the town for a significant portion of their goods and services.

Table 2.12 shows total taxable consumer sales by product group for the Damariscotta Economic Summary Area, of which Bristol is a part. Economic Summary Areas were established by the State for reporting sales data on the assumption that these areas constituted specific economic units. Figures are given for 1979 and 1985 to illustrate overall sales levels of each category, as well as the growth by product group that has occurred during the 1979-85 period.

TABLE 2.12

CONSUMER RETAIL SALES BY PRODUCT GROUP, 1979 AND 1985

DAMARISCOTTA ECONOMIC SUMMARY AREA

In Thousands of Dollars)

	<u>1979</u>	<u>1985</u>	<u>Change</u> <u>79-85</u>
Building Supply	12,122	20,391	+ 68%
Food Store	6,299	10,814	+ 72%
General Merchandise	5,874	12,262	+ 109%
Other Retail	5,837	11,936	+ 104%
Auto Transportation	11,478	22,593	+ 97%
Restaurant/Lodging	13,251	27,420	+ 107%
<u>TOTAL</u>	<u>54,770</u>	<u>105,416</u>	<u>+ 92%</u>

Chapter 3

NATURAL RESOURCES

An understanding of Bristol's natural resources is essential for planning for the future development of the Town. Those resources which contribute to the Town's attractiveness as a place to work and to live include its harbors, scenic peninsulas, the Town's many bays, coves and vistas along its marine shoreline, its access to inshore and offshore fisheries, its open spaces, forest reserves, wildlife habitats and wetlands. And yet, the resources which comprise the land itself are finite, and limit the extent to which the Town may grow and be developed.

The Town of Bristol is located south of Route 1 in southern Lincoln County, and is situated between Muscongus Bay, Muscongus Sound, John's Bay, and the Pemaquid River. A portion of the Town also touches the Damariscotta River. In terms of size, the Town consists of 22,754 acres, or 35.55 square miles and, in terms of area, it is the fourth largest community in Lincoln County.

GEOLOGY

Bristol was shaped by geological forces which occurred many thousands of years ago. The crustal bedrock underlying the Town was formed some 360 to 570 million years ago. The sedimentary deposits left in ancient seas were transformed by mountainbuilding processes into metamorphic rocks. Over the millenia, these rocks were subjected to intense folding and tilting, and were periodically invaded by molten granite. Through time, the rocks weathered, aged, and crumbled.

The loose material above the bedrock, including sand, gravel, clay and other sediments, are due to the relatively recent advance and retreat of glaciers. Glacial action scraped, scoured and coated the Town with a layer of glacial tills, sands and clay.

Bristol's land surface was depressed by the enormous weight of the ice over many thousands of years. When the ice retreated, the sea level rose, and Bristol was under tens to hundreds of feet of water. Because it took thousands of years for the land surface to rebound, Bristol was underwater for a long time. Deposits of clay formed on the shallow sea floor. Gradually the land rose and the shoreline moved seaward past the present coastline. During the past few thousand years, the coastline has been moving slowly inland.

Today, Bristol's land surface consists generally of wooded, rolling countryside, interspersed with a number of streams, lakes, and numerous wetland areas. The land slopes gently to the sea in most areas. The soils are generally thin, ranging from glacial till to marine clay.

The Town's shallow soils and extensive bedrock make it financially prohibitive to construct a Town-owned water or sewer system. As a result, most or all areas of Bristol will have to continue to rely on on-site water supplies and either on-site, subsurface sewage disposal systems or sand filter/overboard discharge systems. Inland, suitable soils for septic systems may be the limiting factor for development densities whereas along the coast, the limiting factor may be suitable water supplies.

SOILS

The United States Soil Conservation Service has published an Advance Soil Survey for the Town of Bristol, which includes a map of the Town showing the boundaries of different soil types. According to this information, all of the major soil types occurring in Bristol have severe limitation for on-site, subsurface sewage disposal systems either because of wetness or shallow depth to bedrock. Soil depth will vary greatly within a soil type, resulting in soils in some locations with adequate depth for subsurface sewage disposal systems, and soils in other areas with inadequate depth. In general, the Maine State Planning Code requires medium-to-large systems where soil depth is at least 15 inches, and prohibits systems where soil depth is less than 15 inches.

The widespread extent of shallow soils, rock outcrops, and wet areas in Bristol will limit the extent to which subsurface sewage disposal systems can be used in new developments in inland areas (although alternate systems may be possible in some cases). The limitations of the Town's soils will require careful review of development proposals to insure that sewage can be properly handled. In coastal areas the use of sand filter/overboard discharge systems reduces the extent to which soils are a limiting factor for development.

WETLANDS

Wetlands, regardless of size, act to prevent flooding by absorbing and dispersing excess rainfall. They serve as recharge areas for groundwater; they provide a unique habitat for fauna and flora, and they act as purifiers. The wetland areas in Bristol also provide waterfowl habitat for nesting and migration.

In recognition of wetlands as an important resource, the Maine Legislature in 1982 directed the Department of Environmental Protection to conduct a study to identify freshwater wetlands that occupy 10 acres or more, both those that are currently regulated and those that are not. In 1984, the Legislature enacted the Freshwater Wetlands Act to provide protection for certain unregulated wetlands.

The wetland areas identified in DEP's inventory are shown below in Table 3.1 with an indication of the laws under which they are protected.

TABLE 3.1

SUMMARY OF BRISTOL'S MAJOR WETLAND AREAS

KEY: SA = Alteration of Rivers and Streams Act
 GP = Great Ponds Act
 F = Freshwaters Wetlands Act

<u>Wetland Location</u>	<u>Inland Fisheries & Wildlife Wetland Type & #</u>		<u>Protected by:</u>
1. Near Bremen border between Rock School House Rd. & Rt. 32	--	139	F
2. On Soddom Rd. at Bremen border	--	140	F
3. West of Rock School House Rd.	--	141	SA
4. Benner Rd. south of Little Pond	inland open fresh water	142	F
5. Between Biscay Pond & Little Pond	--	143	SA, GP
6. West of West Side Biscay Rd.	inland fresh meadow	144	SA
7. North of Upper Pond	--	145	SA
8. East of 130, south of 129/130 junction	shrub swamp	146	F
9. West of 130, south of Walpole Meeting House Rd.	shrub swamp	147	F
10. Both sides Foster Rd.	inland fresh meadow	157	SA
11. North of Split Rock Rd. East of Bristol Mills	--	158	F
12. Between Upper & Low- er Round Pond Rds., E of Bristol Mills along Pemaquid River	inland fresh meadow	159	SA

<u>Wetland Location</u>	<u>Inland Fisheries & Wildlife Wetland Type & #</u>		<u>Protected by:</u>
13. North of Boyd Pond along Pemaquid River	inland fresh meadow	160	SA
14. North of Lower Round Pond Road, E. of Pemaquid River	--	161	SA
15. North of Upper Round Pond Rd., E of Round Pond	--	162	SA
16. North of Upper Round Pond Rd., NE of Round Pond	--	163	SA
17. Louds Island	--	163a	F
18. N of Brown's Cove Rd.	--	164	SA
19. S of Boyd Pond along Pemaquid River	inland open fresh water	165	SA, GP
20. Between Old County Rd., Dump Rd.	shrub swamp	165a	SA
21. N of Dump Rd.	--	166	SA
22. E of 32, S of Brown's Cove Rd.	--	167	SA
23. W of Brown's Head Cove	--	168	SA
24. Pemaquid Point N of Lighthouse	--	177	F

The State's fresh-water wetlands maps are general in nature and must be supplemented by field inspection to determine the exact location of wetland areas.

GROUND WATER

Ground water can be found in bedrock, as well as in sand and gravel deposits. An area that yields relatively large quantities of water from its wells, usually over 10 gallons per minute, is referred to as an aquifer. Sand and gravel aquifers yield water quite easily, whereas bedrock aquifers yield more limited

quantities due to slower transmission rates (the average yield of bedrock wells in Maine is about 5 gallons per minute). Individuals who are fortunate enough to locate their well in an aquifer will get a relatively inexpensive, high-yielding well. Unfortunately, according to Maine Geological Survey data, there are no significant sand and gravel aquifers in Bristol. Few of the Town's soils are open and permeable enough to allow the formation of high-yield ground water aquifers.

Most private water supplies in Bristol are found in bedrock where drilled, or artesian wells tap bedrock fractures which are intermittently recharged by rainfall and snowmelt. Yields of wells drilled into bedrock will range from near zero to hundreds of gallons per minute, depending on the extent to which bedrock fractures are interconnected.

According to information obtained from the State Planning Office, the quality of wells in Bristol varies greatly. The whole area west of Route 130 from Bristol Mills to Pemaquid Point is notorious for high-iron content in bedrock wells. There are a few brackish wells in the Pemaquid Beach area, on Pemaquid Point, and in Round Pond. One well driller described the bedrock in Pemaquid Beach area as soft and spongy, and susceptible to salt-water intrusion if the demand on the bedrock acquifers here were to increase substantially. (Salt water intrusion is the entrance of sea water into a well; it may occur when a well near the ocean is drawn down to such an extent that sea water enters the crevices in the bedrock that connect the well to the ocean.) Salt water intrusion may become more of a serious problem in Bristol as the level of the ocean continues to rise. The Round Pond Village area is unpredictable, with both deep, dry holes and high-yield wells. Some homes with low-yield wells use cisterns for storage. Wells from Long Cove Point to Muscongus Harbor east of Route 32 tend to be deep with low yields, especially in the Round Pond area. The duration of salt-water intrusion, generally a seasonal problem, is reported to have increased over the years.

The New Harbor Water Company, which is privately owned, operates the only water supply and distribution system in Bristol. It serves approximately 85 seasonal and 6 year-round customers from wells located just north of New Harbor. The New Harbor well is a 210-foot bedrock well which yields about 20 gallons per minute. The Chamberlain well is about 127 feet deep and also yields about 20 gallons per minute. The system includes about 1 mile of 3-inch plastic and galvanized main, and a 500-gallon pressure storage tank in New Harbor and a 1,000-gallon pressure storage tank in Chamberlain. Water quality is excellent and requires no treatment. Shallow soils have necessitated placing many of the seasonal lines above ground, a fact which would probably make it impractical to extend year-round line to distant parts of the community.

Water problems include the fact that underground fuel tanks can be a problem. The well owned by the Bristol branch of the

Damariscotta Bank and Trust company in New Harbor is contaminated by petroleum products. Salt water intrusion in some wells is reported to be a problem in the Pemaquid Neck area. High levels of iron and manganese are present in many wells. According to the Town's tax records, a number of homes obtain their water from wells that are located on another property.

The extent to which the Town's population can grow outside of the area served by a central water system is limited by the availability of adequate supplies of ground water.

CRITICAL AREAS/NATURAL AREAS

The Critical Areas Program of the Maine State Planning Office has identified a number of Natural Areas and Critical Areas in the Town of Bristol (The identification of these areas does not impose any legal restrictions on the use of land). Natural Areas consist of areas of local or regional significance which may or may not have been field-checked. Critical Areas are documented, natural areas of State significance which contain either highly unusual natural features or outstanding examples of more common features. Critical areas, on both public and private land, may include exceptional plant or animal habitat, areas of great geological or historical interest, and outstanding scenic areas. They may or may not be well-known to the public. Some examples of critical areas include colonial bird nesting sites, naturally occurring rhododendron stands, significant fossil deposits, and scenic gorges and waterfalls. The State's Critical Areas staff works with owners of Critical Areas to encourage voluntary conservation of these areas. Bristol's critical and natural areas are shown in Table 3.2.

TABLE 3.2

SUMMARY OF BRISTOL'S NATURAL AREAS AND CRITICAL AREAS

<u>AREA</u>	<u>NATURAL OR CRITICAL AREA #</u>
1. <u>Kresge Point</u> , covering approximately 2 acres, is an undeveloped natural area containing a stand of virgin spruce and berries. In the autumn it is a favorite spot for migrating monarch butterflies.	NA 570
2. The <u>New Harbor Bog</u> is a typical and attractive spagnum bog with Labrador Tea, Sundew, and two species of orchids.	NA 1104
3. <u>Pemaquid Beach</u> , stretching approximately 2500 feet on the coast is an outstanding white quartz beach surrounded by white spruce stands. Public access is provided including a bath house and parking area. Pemaquid Beach is the best example in Maine of a closed barrier beach with a salt marsh in the rear. Sandy beaches north of Reid State Park are uncommon so are therefore significant due to their rarity and for their scientific value in growth form and genetic composition for studies of distinct populations of American Beech-grass and other beach plants.	NA 1588 NA 2340 CA 176
4. <u>Pemaquid Point</u> has exposed bedrock displaying sedimentary rock. It is a highly scenic area with an ocean view and public access. Eider ducks often raft in the winter off the point.	NA 1568
5. <u>Pemaquid Point Invertebrate Study Area</u> is a 2-acre high density, marine invertebrate area with over 34 species identified including some not commonly found. This area is one of 18 similar known areas in Maine.	NA 2251 CA 195
6. <u>Pumpkin Cove Cobble Beach</u> is a moderately sized pocket boulder beach. The area is currently developed.	NA 1610
7. The <u>Salt Pond Tidal Pool</u> , owned by the Nature Conservancy is a tidal pool formed by a depression in the bedrock filled at low tide. Rachel Carson researched marine wildlife here. (For more information see *NOAA Bulletin #10 U. S. Dept. of Commerce and *A Natural and Cultural Resource Inventory of the Rachel Carson Salt Pond Nat'l Area by Field H. Griffith).	NA 486

THE SEA

The sea is one of Bristol's most important natural resources. It serves as a major tourist draw and focus for seasonal home development; its harbors historically provided logical locations for the Town's Villages. It also provides varying levels of employment for a substantial number of residents. (In 1986, there were 115 adult lobster and crab licenses, 22 non-adult licenses, 25 shellfish licenses, 17 single-crew commercial fishing licenses, 32 multi-crew commercial fishing licenses, and 8 scallop vessel licenses. There were also over 500 pleasure boats and fishing boats registered in Bristol.)

The products of the fishing industry include shellfish such as lobsters, clams, shrimp, scallops, mussels and crabs; bottom-dwelling groundfish such as Cod, Haddock, Flounder, Dab, Gray Sole, Ocean Perch, Pollock, Whiting, Hake, Yellowtail, Flounder, Cusk; and Pelagic Fish that occupy upper zones of the water such as Herring, Menhaden, Swordfish, Alewives, Halibut, Tuna and Mackerel.

The islands near Bristol are actually the tops of hills that overlook what is now a drowned coastal plain. In general, the islands have thin, acidic soils and limited amounts of fresh water. However, they serve as refuges for nesting seabirds such as the great blue heron, eider ducks, ospreys, puffins and gulls.

VISUAL ASSETS

The visual attractiveness of Bristol's environment is a subjective but generally recognized asset. Residents and tourists are drawn to the beauty of the Town's forested, rocky shoreline, as seen from the water or from other points on the land. In the absence of regulations, homeowners had a tendency to build close to the shore, out of a natural desire to be near and to see the water. Along densely settled shorelines, however, most homeowners will agree that the present view is not the one that originally attracted them.

Shoreline setbacks and clearing standards help to preserve the natural attractiveness, as well as the physical integrity, of the shore. Viewers may recognize that a shoreline has been developed, but the features of human intervention have been softened or masked by the retained vegetation.

Chapter 4

LAND USE

Geographically, Bristol is a large community, consisting of 35.55 square miles, or 22,754 acres, making it the fourth largest town in Lincoln County. In 1980, there were 58.9 people per square mile (by contrast, Boothbay Harbor had 387.7, Damariscotta had 107.3, Bremen had 36.4, and South Bristol had 65.2).

Bristol is primarily a residential community, although small businesses are located throughout the Town. There are no major industrial facilities.

Residential Land Use

The historical development pattern of the Town is concentrated on Pemaquid Point and around the Town's major harbors, reflecting the historical importance of the fishing industry, a heavy reliance on ships for travel, and later, the attractiveness of the Town's coastline for second home development. Residential growth also occurred in the Bristol Mills area, along State Route 130, and to a lesser extent along portions of State Route 32. As a result, the Town never had an urban core, but rather a number of compact villages and locations with distinct names and identities. Today, much of the Town's residential growth is occurring in scattered, rural, inland locations at some distance from these compact villages.

The Town's tax records indicate that between 1970 and 1980, 305 dwellings were constructed, including 223 permanent structures, 46 cottages, and 36 mobile homes. Approximately 25 percent of the growth occurred in the Pemaquid Harbor and New Harbor areas. Since 1980, approximately 128 dwelling units have been built, including 96 permanent structures, 12 cottages and 20 mobile homes. This growth has occurred primarily in scattered locations throughout the community. Mobile homes accounted for 16 percent of the new dwellings in the 1970's, and 21 percent during the 1980's. There are currently 91 mobile homes in the Town, 56 of which have been established since 1970.

In the past, there have been several large subdivisions in Bristol, including, in chronological order as follows:

1888	Pemaquid Land Co.	(several hundred lots)
1894, 1924, 1928	Danforth Point & Danforth Point Trust	100
1896	D. Chamberlain & Sons	59
1896	Long Cove Point	(several hundred lots)

1901	Bayfield-Pemaquid Land Co.	78
1907	Cottage lots on Muscon- gus Sound (James W. Coggans)	56
1914	Sunset Hill (Emerson and C. M. Hunt)	36
1923,1928	Cottage lots on Long Cove (Catherine S. Eastwood)	50
1924	Eastwood	34
1925,1954	Atlantic Heights (R. O. Files)	32+
1930's	Pemaquid Trail	(several hundred lots)
1953 plan, 1979 revision	McFarland Shores	108
1956	Pemaquid Land Co. Thread-of-Life-View	114
1961	A. J. Farley	32
1965-1974	Guy Martin	(29 plus; in 1983, Leitman re-subdivided 8 lots into 4 lots; in 1985, Cooper had 4 lots approved)
1966	Biscay Lake Shores, Inc.	(several hundred lots)
1967-71	Seawood Park	43
1968	Muscongus Sound	32+/-
(date unknown)	Pemaquid Harbor-Ellis	30+

Since the early 1970's, there have been 38 subdivisions approved by the Planning Board, comprising a total of 257 lots. The subdivisions ranged in size from 3 lots to 17 lots (the average size was 7). The two largest subdivisions were Pumpkin Cove (16 lots) and Quail Run (17 lots). These subdivisions, which are located primarily along Route 130, the Damariscotta River, Biscay Pond, Pemaquid point, and Pemaquid Harbor, are listed in Table 4.1.

TABLE 4.1

SUBDIVISIONS IN BRISTOL SINCE 1970

<u>Name</u>	<u>Location & Tax Map</u>	<u># of Lots</u>
<u>1973</u>		
1. Sherwood & Helen Burr	Riverview Rd. - Map 4	8
2. Mrs. Dorothy Brown	Opposite Riverview Road - Map 4	13
3. John Schupf	On Biscay Pond, off West Biscay Rd. - Map 10	3
4. Earl Osgood	Biscay Pond & Pemaquid River, W. Biscay Rd. - Map 10	10
5. Paul and June Reed	Off Pemaquid Trail Rd. - Map 29	11
<u>1974</u>		
6. Weston & Lillian Bryant	Rt. 130 opposite Split Rock Rd. - Map 8	10
7. Peter & Kay Hanna	East Side Biscay Pond - Map 9	4
<u>1975</u>		
8. George H. Brittain & Sons, Inc.	Rt. 130 & Poor Farm Rd. - Map 10	6
<u>1976</u>		
9. Benner Brothers Leeman Foundations Inc.	Junction Rt. 130, Foster Road - Map 8	11
10. Pemaquid Point Master Plan - Northland Investment Corp.	Pemaquid Neck Road Pumpkin Cove Map 2	3

<u>Name</u>	<u>Location & Tax Map</u>	<u># of Lots</u>
11. Pumpkin Cove Master Plan, Reilly & Thompson	Off Rt. 130, Pemaquid Pt. - Map 1	16
12. Richard Lagasse	Off Pemaquid Trail Road - Map 29	7
<u>1977</u>		
13. Muscongus Point Sub-Subdivision - Ernest Thorne and Florence Thompson	Muscongus Point - Map 9	6
14. One Grain Corp.	Rt. 32, Coggins Rd. - Map 9	7
15. Peter Crane H. Everett Wiswell	Rt. 130, Pemaquid Pt. - Map 34	4
16. Bell-Acqua Subdivision	Rt. 130, Pemaquid Pt. - Map 34	6
<u>1978</u>		
17. Carr Estate Northland Investment Corp.	Off Rt. 130, Pemaquid Pt. - Map 1	6
18. Lee & Laverne Cushing	Upper Round Pond Rd., near 130 - Map 10	3
19. Allan B. Owens	Rt. 130, North of Poor Farm Rd. - Map 10	6
20. A.L.D.A. Inc.	Damariscotta River - Map 12	7
<u>1979</u>		
21. Brooks Tibbetts	Pemaquid Harbor Rd. - Map 4	3
22. Woodbury Place	Muddle Rd. - Map 4	6
<u>1980</u>		
23. Olga Swanson Estate	Muscongus Sound, South of Moxie Cove - Map 5A	3
<u>1981</u>		
24. A. Edwin Madden	Upper Round Pond Rd. - Map 7	7

<u>Name</u>	<u>Location and Tax Map</u>	<u># of Lots</u>
25. A. Edwin Madden, Jr.	Upper Round Pond Rd., near 130 - Map 10	3
<u>1982</u>		
26. Victoria Way, Joseph Macone	Pemaquid River above Fishermens' Coop - Map 4	3
<u>1983</u>		
27. Dr. H. Reuben Leitman	Pemaquid Neck Road, Pumpkin Cove - Map 2	4
28. Elizabeth & John Osolin	Rt. 130, opposite Old County Road - Map 4	6
<u>1985</u>		
29. Earl A. Jr. and Rebecca J. Cooper	Off 130, Pemaquid Neck Road - Map 2	3
30. Loring Hanna	Huddle Road - Map 2A	4
31. Highland Park Sub- division, Kenneth Fossett	Rt. 130, below Dump Road - Map 4	6
32. Hunter's Hill Earl Cooper	Rt. 130, south of Poor Farm Road - Map 10	5
33. Ronald Pendleton	West Biscay Rd. and Pemaquid River - Map 10	3
34. Kilborn B. Coe	Damariscotta River - Map 12	6
<u>1986</u>		
35. Quail Run	East of Old Rt. 130, south of Sproul Hill Rd. - Map 8	17
36. Moxie Cove Trust (condominiums)	Moxie Cove - Map 7	7
37. Puffin Cove Maine Land Ventures	Damariscotta River - Map 12	9
38. Sea Bound Estates	Damariscotta River - Map 12	8

Commercial Development

Commercial development in Bristol consists primarily of many

small businesses scattered throughout the community. These businesses include retail establishments such as gift shops, restaurants, inns and stores, businesses such as boatyards and lobster pounds, service establishments such as real estate firms and beauty shops, and small businesses operated out of the home, such as a plumbing or general contracting businesses. The Lincoln County Business Directory lists over 100 businesses in Bristol, many of which do not appear in the Town's tax records (home occupations generally fall into this category).

Tax-Exempt Properties

Within the Town of Bristol, there are approximately 46 tax-exempt properties, including 24 parcels of Town-owned land. These parcels are shown in Table 4.2. Acreages are shown only for properties for which an acreage is listed in the Town's tax records.

TABLE 4.2

TAX EXEMPT PROPERTY - BRISTOL

<u>Owner Description</u>	<u>Tax Map Location</u>		<u>Acre</u>	<u>1985</u>
	<u>Map</u>	<u>Lot #</u>		<u>Valuation</u>
1. Bristol Area Library	6	33	.26	106,100
2. Bristol, Town Dam Privilege	17	23	1.0	23,300
3. Bristol Town Dump	6	4A	12	8,400
4. Bristol, Town Bristol Mills Fire Department	17	19	-	24,400
5. Bristol, Town New Harbor Fire Dept.	21	45	-	40,600
6. Bristol, Town Round Pond Fire Dept.	14	82	-	41,400
7. Bristol Town Garage	7	23	.5	9,900
8. Bristol, Town Lighthouse Park	32	38	6	419,100
9. Bristol, Town Long Cove Picnic Ground	3A	51	-	2,000
10. Bristol, Town Long Cove Water Hole	18	15	-	300

<u>Owner Description</u>	<u>Tax Map Location</u>		<u>Acre</u>	<u>1985 Valuation</u>
	<u>Map</u>	<u>Lot #</u>		
11. Bristol, Town Pemaquid Beach Park	27	12A	17	257,300
12. Bristol, Town Pemaquid River off Huddle Road	4C	24F	4.5	55,600
13. Bristol, Town Consolidated School	4	136	7.0	476,000
14. Bristol, Town Irving District School	8	30	.3	15,400
15. Bristol, Town Rock School House	9	38	-	9,200
16. Bristol, Town Sewage Disposal Site	6	48	83	42,900
17. Bristol, Town Town House	17	37	1.5	76,500
18. Bristol, Town Bristol Mills Landing	10	20B	.33	3,200
19. Bristol, Town Browns Cove Landing	5	21A	-	10,000
20. Bristol, Town Creek Mill Rd. Landing	16	31	-	19,100
21. Bristol, Town Fish Point Landing	27	50	-	2,400
22. Bristol, Town Pem. Salt River Landing	13	2B	.44	3,500
23. Bristol, Town New Harbor Landing	21	52	.33	27,500
24. Bristol, Town Trailer on Parson's lot	8	64	-	4,500
25. Bristol, Town (from CMP)	17	29A	-	1,000
26. Bristol Village Improvement Society	17	37B	-	300

<u>Owner Description</u>	<u>Tax Map Location</u>		<u>Acre</u>	<u>1985</u>
	<u>Map</u>	<u>Lot #</u>		<u>Valuation</u>
27. First Congregational Church	17	6,7,29	1.52	157,400
28. Foundation, Berwick Boys	8	78,82	26	13,400
29. Grange Hall	8	71	1.25	44,900
30. Harrington Meeting House	6	81	.11	38,200
31. I.O.O.F. Hall	14	81	-	45,200
32. Long Cove Point Assn.	3A	50D	.5	77,100
33. Long Cove Young Peoples Building Society	3	23	.25	11,000
34. Maine, State of Fort William Henry	26	7	12.5	580,300
35. Masonic Temple Lodge #74 A.F.&A.M.	17	18	.5	41,900
36. Methodist Church & Parsonage, New Harbor	21	44	.33	101,600
		35	.33	20,000
37. Methodist church Round Pond	14	10	-	72,100
38. Neighborly Club Pemaquid	13	22	.25	22,400
39. Pemaquid Beach Community Club	27	4	-	23,900
40. Pemaquid Land Co. Parking area - Kresge ^{rt}	33	41	3	36,000
41. Redmens' Hall				
42. Seawood Park Community Assoc.	28	89-9	2.75	74,800
43. Union Church Round Pond	14	76	-	68,800
44. Veterans of Foreign Wars Post #8395 - L.S. Osier	21	95	-	46,200

<u>Owner Description</u>	<u>Tax Map Location</u>		<u>Acre</u>	<u>1985 Valuation</u>
	<u>Map</u>	<u>Lot #</u>		
45. Village Improvement Assn. Round Pond	14	13,68,70	-	68,800
46. Willing Workers Society, New Harbor	25	5	-	40,900

Tree Growth, Farm and Open Space Land

As of 1986, there are 30 parcels of land, comprising 1550.10 acres, that are classified under the Tree Growth Tax Law. Another 180.05 acres are classified as farmland, while 255.625 are classified as open space. From a practical standpoint, these properties, which total 1990.725 acres, or 9 percent of the total land area of the community, are not readily available for development purposes. In general, these properties are located in the northern portion of the community (north of Poor Farm Road), to the east of Old County Road south of McCann Road, and in the area between New Harbor and Chamberlain.

Future Development Patterns

Given historical development patterns, current trends, existing regulations, land availability, and natural resource limitations, future land development in Bristol is likely to be characterized by the following:

1. Future subdivision activity is likely to remain small-scale (10 to 20 lots). There are approximately 460 parcels of land over 10 acres in size (413 of which are not classified as Tree Growth, Farm, or Open Space land), many of which could be subdivided. However, there are only 26 parcels over 100 acres in size (18 of which are not classified). Only 2 parcels in Bristol are over 200 acres in size. Therefore, unless parcels are combined, the likelihood of large-scale development (several hundred lots) is small. However, subdivisions of 10-20 lots may be quite large for Bristol, given the Town's soils and ground water limitations.
2. Future subdivision activity will continue to be scattered throughout the community. Small-scale subdivision activity will probably continue to occur along State Route 130, particularly in the Bristol Mills area and on Pemaquid Point. If the land is suitable, additional coastal development can be expected in Pemaquid Harbor, along the Damariscotta River, and on Muscongus Sound between Chamberlain and Moxie Cove, primarily because there are large, undeveloped parcels in these areas.

3. Single house lot development will continue to be scattered throughout the community as lots in existing subdivisions are developed, as new lots are created other than in subdivisions, and as larger, undeveloped parcels are developed as home sites.
4. The need for low-cost housing will continue. As land values and property taxes continue to increase, the need for low-cost housing will likely result in a growing use of mobile, modular, and pre-fabricated housing units. There will also be a growing need for apartments, which may result in the construction of additional multi-family housing units. Low-cost housing units will most likely be located in the inland portions of the community.
5. Seasonal conversions will continue. It is likely that many dwellings now used on a seasonal basis will be converted to year-round homes.
6. The demand for municipal services will probably increase. As the Town grows, there will probably be increasing demands for more classrooms, additional fire protection, police protection, and possibly a Town-based ambulance service.
7. Tourism will increase. The growing numbers of people coming to Maine each summer undoubtedly will result in a growing volume of tourists coming to Bristol, particularly tourists who want to visit "unspoiled" areas. This will result in a growing volume of traffic on Route 130, and increased possibilities for seasonal, spin-off businesses, such as gift shops, restaurants, campgrounds, inns, recreation and entertainment-related businesses.
8. Large-scale commercial or industrial growth is not likely to occur. Bristol lacks a central water or sewer system (other than the New harbor Water Company), a railroad spur, an industrial park, a convenient location on a major State highway, proximity to major markets, and a large, available labor pool, all of which weigh heavily against the Town being chosen as the site for a large-scale commercial or industrial facility. Such facilities are more apt to be located in communities that actively seek those facilities, and can offer the services, location, and labor pool that are lacking in Bristol.
9. Small-scale commercial growth is likely. As Bristol continues to grow, small, home-based business will probably continue to flourish. A growing population will also create markets for additional grocery and convenience stores.

10. "Undesirable" commercial/industrial developments are possible. The Town's low population density, particularly in the northern part of the community, and the relative lack of land use controls, makes Bristol a potential candidate for certain land use activities that other communities don't want, such as junkyards, kennels, asphalt mixing operations, and hazardous materials storage and transfer facilities.
11. As growth pressures increase, the integrity of local regulations may be challenged. If the experience of other growing communities is any indication, some developers may try to get around local regulations by creative interpretation, minor infractions, or by seeking variances. for example, a developer may purchase two adjacent harbor dwellings on substandard lots and request a variance to build a multi-unit condominium. These challenges will require firm, competent administration of sound ordinances.



Chapter 5

HOUSING

This section includes general housing characteristics for Bristol, Lincoln County and the State as a whole, as reported in the 1980 census. The information is important because the quantity and quality of housing in a community is a reflection of the well-being of its citizens. The housing stock is also a cornerstone of the municipal tax base because it must support a substantial portion of municipal services.

GENERAL HOUSING CHARACTERISTICS

According to 1980 Census information, Bristol had a total of 1657 housing units, an increase of 22 percent over the 1970 level of 1360 units. The number of year-round units rose from 732 in 1970 to 898 in 1980, representing about 54 percent of the total housing stock in both years. As shown in Table 5.1, the percentage of year-round housing units is smaller in Bristol than in the County (71 percent) or the State as a whole (85 percent), reflecting Bristol's popularity as a summer resort community. Bristol's year-round housing stock is about the same age as housing in the County, but is slightly older than in the State, as reflected by the larger percentage of units built before 1939 (50.8 percent, 51.4 percent and 47.5 percent, respectively). Bristol had a slightly smaller percentage of units built between 1970 and 1980 (24.7 percent) than the County (26.1 percent), but a slightly larger percentage than the State as a whole (23.2 percent). Bristol's relatively large percentage of summer homes (46%) suggests that there is a potential that many of these structures may be converted to year-round use in the years ahead.

TABLE 5.1

NUMBER AND AGE OF HOUSING UNITS

(1980 Census)

	<u>Bristol</u>	<u>Lincoln County</u>	<u>Maine</u>
Total housing units	1,657	14,977	501,093
Year-round units	898 (54%)	10,590 (71%)	427,377 (85%)
Blt between 70-80	24.7%	26.1%	23.2%
Blt before 1939	50.8%	51.4%	47.5%

YEAR-ROUND HOUSING TYPES

According to the 1980 census, there are 4 major kinds of year-round homes in Bristol: single-family, two-family, multi-family and mobile homes. Table 5.2 contains a summary of these 4 basic housing types for the Town, for Lincoln County and the State as a whole. These figures show that Bristol has a much larger percentage of year-round single-family dwellings (88.0 percent) than the State (66.0 percent), and a greater percentage than Lincoln County (80.2 percent). The Town has a smaller percentage of two-family structures (4 percent) than the County or State (5.1 percent and 8.8 percent, respectively), fewer multi-family units (2.3 percent) than the County (4.8 percent) or State (17.0 percent), and fewer mobile homes (5.7 percent) than the County (9.9 percent) or State (8.2 percent).

TABLE 5.2

YEAR-ROUND HOUSING UNITS BY TYPE OF UNIT

1980 (CENSUS)

	<u>Bristol</u>		<u>Lincoln County</u>		<u>Maine</u>	
	#	%	#	%	#	%
single-family	790	88.0	8508	80.2	282,539	66.0
two-family	36	4.0	543	5.1	37,852	8.8
multi-family	21	2.3	506	4.8	72,724	17.0
mobile home	51	5.7	1054	9.9	35,105	8.2
<u>TOTAL</u>	<u>898</u>	<u>100</u>	<u>10611</u>	<u>100</u>	<u>428,220</u>	<u>100</u>

OCCUPIED UNITS BY TYPE OF UNIT

Table 5.3 shows the total numbr of occupied year-round housing units by type of unit as shown in the 1980 census. These figures reflect a relatively high occupancy rate for all housing types, which meet or exceed County and State occupancy levels for all housing types.

TABLE 5.3

OCCUPIED YEAR-ROUND HOUSING UNITS BY TYPE OF UNIT1980 (CENSUS)

	<u>Bristol</u>		<u>Lincoln County</u>		<u>Maine</u>	
	#	%	#	%	#	%
single-family	732	93	7621	90	263,222	93
two-family	34	94	445	82	34,318	91
multi-family	20	95	421	83	64,772	89
mobile home	49	96	1006	95	32,863	94
<u>TOTAL</u>	<u>835</u>	<u>93</u>	<u>9493</u>	<u>88</u>	<u>395,175</u>	<u>92</u>

OWNER OCCUPIED AND RENTER OCCUPIED UNITS

Table 5.4 is a summary of owner occupied and renter occupied homes, as reflected in the 1980 census. These figure show an overall vacancy rate (7.0 percent) that is much lower than the County's (10.5 percent), and slightly lower than the State rate (7.7 percent). A much higher percentage of Bristol's homes are owner-occupied (93.8 percent) than at either the County level (88.6 percent) or State level (73.8 percent). However, the percentage of renter occupied units (6.2 percent) is much lower than for either the County (11.4 percent) or State (25.3 percent), as is the rental vacancy rate (4.3 percent for the Town, 8.0 percent for the County, and 7.1 percent for the State).

TABLE 5.4

OWNER OCCUPIED AND RENTER OCCUPIED UNITS

	<u>Bristol</u>		<u>Lincoln County</u>		<u>Maine</u>	
	#	%	#	%	#	%
total hsg units	898	100.0	10612	100.0	428,245	100.0
total vacant	63	7.0	1118	10.5	33,061	7.7
owner occupied	783	93.8	8416	88.6	291,475	73.8
renter occupied	52	6.2	1078	11.4	100,000	25.3
vacant for rent	3	.3	113	1.0	8,768	2.0
rental vacancy rate		4.3		8.0		7.1

HOUSING CONDITIONS

Overall housing conditions in Bristol are good. Data obtained from the State Planning Office indicates a substandard housing rate of only 4.4 percent. The 1980 Census data shown in Table 5.5 indicates that Bristol had a lower percentage of

dwellings served by central heat (59.8 percent) than either the County (67.6 percent) or State (78.4 percent). All 3 jurisdictions had about the same percentage of homes with one or more complete bathrooms (Bristol 93.3 percent, County 91.7 percent, State 93.2 percent). Bristol had a slightly higher percentage of homes with 3 or more bedrooms (58.5 percent) than either the County (56.6 percent) or State (53.0 percent).

TABLE 5.5

PERCENT OF DWELLINGS WITH CENTRAL HEATING,
COMPLETE BATHROOMS, 3+ BEDROOMS

	<u>Bristol</u>	<u>Lincoln County</u>	<u>Maine</u>
Central heating	59.8%	67.6%	78.4%
1 or more complete bathrooms	93.3%	91.7%	93.2%
3 or more bedrooms	58.5%	56.6%	53.0%

HOUSING COSTS

Table 5.6 shows that housing costs in Bristol are lower for the homeowner than in the County or State, although the median value of owner occupied housing units is greater. Median monthly owner costs of a mortgaged home are \$276, compared with a County level of \$290 and a State level of \$317. For a non-mortgaged home, the figures are \$125 for Bristol, \$138 for Lincoln County and \$144 for the State. The Town's median rental costs, however, are greater (\$242) than in the County (\$228) or State (\$216).

TABLE 5.6

HOUSING COSTS

	<u>Bristol</u>	<u>Lincoln County</u>	<u>Maine</u>
Median monthly owner costs- mortgaged	\$ 276	\$ 290	\$ 317
Median monthly owner costs- not mortgaged	\$ 125	\$ 138	\$ 144
Median gross rent	\$ 242	\$ 228	\$ 216

HOUSING VALUES

Based on a comparison of 1970 and 1980 Census data, the value of housing units in Bristol has risen dramatically. While this information is somewhat limited in that it reflects what people think their home is worth, it is useful from the standpoint of showing an overall trend. As shown in Table 5.7, the majority of homes in 1970 were valued at the low end of the scale. Approximately 72.3 percent of the homes fell within the first 3 categories for a total value of under \$20,000, in contrast to only 9 percent in 1980. Conversely, only 7.2 percent of the homes in 1970 were valued at \$35,000 or over, in contrast to 67.6 percent in 1980.

TABLE 5.7

VALUE OF SPECIFIED OWNER-OCCUPIED
HOUSING UNITS 1970 AND 1980 (CENSUS)
(In Percentages)

	<u>1970*</u>	<u>1980**</u>
Less than \$10,000	32.3	2.3
\$10,000 to \$14,999	22.9	2.3
\$15,000 to \$19,999	17.1	4.4
\$20,000 to \$24,999	11.1	5.5
\$25,000 to \$34,999	9.4	17.9
\$35,000 to \$49,999	3.3	26.2
\$50,000 and over	3.9	41.4
	<u>100.0</u>	<u>100.0</u>

* Based on a sample of 362.

** Based on a sample of 474.

According to the 1980 Census, the median value of an owner-occupied house in Bristol in 1980 was \$45,300 (similar values for Lincoln County and the State were \$42,800 and \$37,900, respectively). Based on information obtained from the State's Bureau of Property Taxation, the average sale price of various properties in Bristol for 1985 included the following: seasonal land, \$14,167/sale; seasonal land and buildings, \$53,250/sale; rural house lot, \$20,062/sale; rural residential land and buildings, \$53,608/sale. While these figures are not directly comparable to 1980 Census information, they do suggest that housing prices have increased during the last 6 years.

VEHICLE AVAILABILITY, OCCUPANCY TURNOVER

As shown in Table 5.8, Bristol had about the same percentage of year-round housing units with 1 or more vehicles available (91.1 percent) as the County (91.8 percent), but a higher level than the State (88.7 percent). The Town also has a relatively low occupancy turnover rate, as indicated by the fact that 14.0 percent of the occupants had moved into their units between January 1, 1979 and March 31 of 1980. County and State figures were 16.4 percent) and 20.1 percent, respectively.

TABLE 5.8

VEHICLE AVAILABILITY, OCCUPANCY TURNOVER

	<u>Bristol</u>	<u>Lincoln County</u>	<u>Maine</u>
1 or more vehicles available	91.1%	91.8%	88.7%
Moved into unit Jan 1, 1979- Mar 31, 1980	14.0%	16.4%	20.1%

HOUSING STARTS SINCE 1980

According to Bristol's tax records, 128 dwellings have been added to the community since completion of the 1980 Census (figures for 1980 are included in this total because most of the construction during that year probably occurred after the Census was taken). In addition, two structure were converted to multi-family use, one in 1983 and one in 1984. If the 20 seasonal units constructed during that time are subtracted from the total, as well as the 5 demolitions known to have occurred, the net increase in year-round homes is 103 dwellings, or an increase of 11.5 percent over the 1980 level of 898 year-round homes. If these dwellings are occupied at the same rate as other homes in Bristol (2.48 persons per household, and an occupancy rate of 93 percent), there would be 238 additional people in the community and Bristol's 1985 population might be in the range of 2333 people, or approximately 83 more people than the 2250 projected by the Department of Human Services. If housing starts continue at the 1980-85 rate, there will be 69 additional housing starts between 1985 and 1989, bringing the year-round housing starts in Bristol to 172 for the decade. This represents a potential increase of 397 additional people over the 1980 population of 2095, assuming 2.48 persons per household, and an occupancy rate of 93 percent. The 1990 population would then be 2492, or approximately 92 people more than the level of 2400 projected by the Department of Human Services.

Housing starts are shown by year in Table 5.9.

TABLE 5.9

HOUSING STARTS SINCE 1980

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>Total</u>
<u>ADDITIONS</u>							
New single family	21	14	6	60	11	12	70
Mobile homes	3	5	5	5	8	4	30
Seasonal units	2	5	2		4	7	20
Seasonal conversions	3	3	1	1			8
<u>Total</u>	<u>29</u>	<u>27</u>	<u>14</u>	<u>12</u>	<u>23</u>	<u>23</u>	<u>128</u>
<u>DELETIONS</u>							
Single family						5	5
Seasonal		1			1		2

Chapter 6

COMMUNITY SERVICES

There are a number of community services available to the residents of Bristol. Some of these are provided by the Town, but many others are made available by volunteers and private groups and organizations. The following paragraphs contain a summary of the Town's government and its services, including a summary of public roads and traffic counts.

Town Government

Bristol is governed by the Town Meeting/Selectmen form of government. An Annual Town Meeting is held on the first Monday in March, at which time the Town's voters elect municipal officers, hear reports of various Town committees, and appropriate funds for the coming year. Bristol's officers and officials are elected for terms of office as follows:

Town Clerk	1 year
Treasurer	1 year
Tax Collector	1 year
Selectman, Assessor, Overseer of the Poor	3 years (staggered terms)
School Committee (5 members)	3 years (staggered terms)
Park Commission (3 members)	3 years (staggered terms)
Planning Board (5 members)	3 years (staggered terms)

The Selectmen conduct the day-to-day business of the Town. They simultaneously serve as assessors, overseers of the poor, and perform the functions of road commissioner and code enforcement officer. The Selectmen are also responsible for hiring a road person, and for appointing 2 alternates to the Planning Board, a health officer, a dog officer, a plumbing inspector, members of the board of appeals, the members of the various committees (such as the Fish Committee and the Olde Bristol Days Committee) harbor masters, keeper of the locks, and fire chief. Bristol's Town government is financed largely by the general property tax. The Town underwent a general property re-evaluation in 1974, an update in 1979, and a complete re-evaluation in 1983. As of this writing, Bristol is assessed at about 90% of its fair market value.

At the Annual Town Meeting, the public's vote on various appropriations is guided by the recommendations of the Selectmen, the Budget Committee, and where appropriate, the School Committee. Ten citizens are elected from the floor, and ten are appointed by the Moderator, to serve on the Budget Committee for the coming year.

The Town's business is conducted daily at the Town Office, which is located on State route 130 at Bristol Mills. This structure was built in 1800 and has served the community since that time.

Taxes

Like most small towns, Bristol relies heavily on property taxes to support local services. The Town is fortunate in having a relatively high per capita valuation (per capita valuation is the total value of all taxable property divided by the number of year-round residents). Bristol's high per capita valuation is due in large part to the Town's high percentage of non-resident property. In general, non-resident properties, particularly expensive vacation homes, are attractive from a tax standpoint because they contribute to the tax base but usually demand very little in the way of municipal services. Bristol's high per-capita valuation, combined with a moderate per capita spending rate, gives Bristol a very low tax rate relative to many other communities. Table 6.1 contains comparative tax information for Bristol and other selected communities. The table includes data obtained from the Maine Municipal Association, including full valuation/capita, property tax spending/capita, and full value tax rates. 1984 population estimates by the Department of Human Services were used to make per capita calculations.

TABLE 6.1

COMPARATIVE TAX INFORMATION

<u>Municipality</u>	<u>Full Valuation/ Capita 1986 (How much property value there is for each resident)</u>	<u>Property Tax Spending per Capita (How much is spent on municipal services for each resident)</u>	<u>Full Value Tax Rate (Per \$1,000)</u>
Wiscasset (1)	\$118,905	\$1,900	\$15.98
Kennebunkport	76,984	984	12.78
Boothbay Harbor	56,089	730	13.01
<u>Bristol</u>	<u>55,750</u>	<u>513</u>	<u>9.20</u>
Yarmouth	54,965	856	15.57
Bremen	48,889	505	10.32
Freeport (2)	33,613	572	13.80
Kennebunk	38,950	627	16.10
Camden	38,380	596	15.52
Cape Elizabeth	35,357	677	19.14
Westbrook	34,853	722	20.71
Damariscotta	34,636	463	13.36
Bath (3)	30,750	666	21.65
Old Orchard Beach (4)	32,195	722	23.98
Newcastle	29,926	357	11.93
Portland	29,643	723	24.38
Nobleboro	29,167	329	11.26
Brunswick (5)	24,449	445	18.19
Dexter	14,589	286	19.60
Calais	14,232	374	26.28
Eastport	14,243	357	25.10
Van Buren	10,892	248	22.74

Notes:

1. Maine Yankee equals 90% of valuation.
2. 33% non-residential valuation.
3. Bath Iron Works equals 35% of valuation.
4. 50% non-residential valuation.
5. Excludes \$458 million in exempt valuation.

Table 6.2 includes a comparison of tax valuation and assessment data for Bristol for 1980 and 1985, which was obtained from the Assessor's report contained in the Bristol Report. The Table shows that during the 1980-85 period, the tax base grew by 78 percent, the total tax assessment grew by 37 percent, while the resident population grew by 7 percent. (During the same period, the Consumer Price Index, a measure of inflation, grew by 31 percent.) During that same period, the total tax assessment per

resident grew by 28 percent, from \$393/capita to \$502/capita. In addition, the value of resident property declined from 56 percent of total real estate value to 53 percent, while the value of non-resident property rose from 44 percent to 47 percent of the total.

TABLE 6.2

VALUATION AND ASSESSMENT - REAL AND PERSONAL ESTATES 1980-1985

(In Thousands of Dollars)

	<u>1980</u>	<u>1985</u>	<u>Change</u>	<u>% Change</u>
Value of Real Estate:				
- Resident	37,683	64,090	26,407	70
- Non-resident	30,087	56,694	26,607	88
- Total	67,770	120,785	53,015	78
- <u>Percentage Resident</u>	<u>56%</u>	<u>53%</u>		
Value of Personal Estate Taxed	663a	1,069	406	61
Value of Total Estate Taxed	68,433	121,854	53,421	78
Percentage Personal Estate of Total Taxed	0.97%	0.88%		
Veterans Exemptions	\$334	\$484	\$150	
Tax Base - Real and Personal Estate	68,099	121,370	53,271	78
Tax Rate per \$1,000	12.10	9.30		
Tax Assessment	824	1,129	305	37
Resident Population	2,095	2,250b	155	7
Assessment per Resident	393	502	109	28

Notes:

a. \$1,617 less \$954 for watercraft (to place on 1985 basis).

b. Maine Department of Human Services 6/86 estimate.

Table 6.3 includes a comparison of Bristol's annual cash disbursements for 1980 and 1985, as reflected in the Departmental Operations Schedule contained in the Bristol Town Report for those

two years. This information shows that total expenses grew by 49 percent, from \$1,044,000 to \$1,554,000. School costs rose from 59 percent of total disbursements to 69 percent. The cost per pupil rose from \$2,537 to \$3,644. County taxes, which more than doubled, were the fastest growing expenditure.

TABLE 6.3

ANNUAL CASH DISBURSEMENTS, YEAR ENDING 12-31-1980/1985

(In Thousands of Dollars)

	<u>1980</u>	<u>1985</u>	<u>Change</u>	<u>% Change</u>
Education	619	973	354	57
General Government	51	79	28	55
Health and Welfare	36	46	10	28
Highways and Bridges	136	199	63	46
Protection	52	90	38	73
Special Assessments (County Taxes)	55	122	67	122
Unclassified	<u>95</u>	<u>45</u>	<u>-(50)</u>	<u>-(53)</u>
Total Cash Disbursements	1,044	1,554	510	49
Total Less Education	425	581	156	37
General Administration	370	459	89	24
Education Percentage of Total	59%	63%	69%	
School Pupils	244	267	23	9
Cost per Pupil	2,537	3,644	1,107	44

Town Boards and Committees

Volunteers contribute significantly to the manner in which Bristol is governed by serving on various boards and commissions. Some of these boards, such as the Planning Board, are relatively permanent, while others may be formed on a temporary basis to fill a short-term need. Some of the more important boards, committees and commissions, which are either involved in governing Bristol or advising its legislative body, include the following:

1. Appeals Board. The Town's Board of Appeals hears appeals

arising from the administration of the Town's Shoreland Zoning ordinance or from specific dimensional requirements of the Ordinance. Their decisions may be appealed directly to Superior Court.

2. Fish Committee. The Fish Committee monitors the alewife population and advises the Town on regulating the alewife fishery.
3. Harbor Committee. The Harbor Committee consists of 7 members who are appointed annually by the Selectmen. The Committee exists for the purpose of aiding the harbor masters in the management of Bristol's harbors which include New Harbor, Back Cove, Long Cove, Round Pond, and Pemaquid Harbor.
4. Olde Bristol Days Committee. This Committee was formed in the mid-1950's to plan for and coordinate a 2-day festival which is usually held early in August.
5. Park Commission. The Park Commission supervises the operation and maintenance of Lighthouse Park (including the Fishermen's Museum), Pemaquid Beach, the Bristol Mills Dam and swimming area, a parcel of land on Moxie Cove, and the Rock School House. Funds for the operation of the Commission are obtained from entrance fees charged at Lighthouse Park and Pemaquid Beach. The Commission currently leases a snack bar concession at Pemaquid Beach that was formerly under the control of the State. In 1985, the Commission financed a fireworks display at Pemaquid Beach as part of the Old Bristol Days celebration. It has also set up a scholarship fund for high school students, and has recently sponsored several chemical-free nights of entertainment at the Beach.
6. Planning Board. The Bristol Planning Board administers the Town's Shoreland Zoning Ordinance, reviews applications for subdivision approval, and is generally charged with planning for the long-range growth of the community.
7. School Committee. The Bristol School Committee is responsible for operating the Bristol Elementary School, (Bristol is part of School Union # 74) and for preparing and recommending an annual budget to the voters at the Annual Town Meeting. A major school addition of 1.8 million dollars was approved by the voters in October of 1985. The addition will improve the quality and increase the capacity of the present school building, portions of which were originally constructed in 1910, 1913, and 1954. Since the Town does not have a high school, students in grades 9 through 12 attend school outside Bristol, usually Lincoln Academy in Damariscotta.
8. Town Government Committee. This is a volunteer committee

that deals with a number of issues of concern to Bristol's future. At the end of 1985, 6 subcommittees were formed to examine the topics of code enforcement, solid waste transfer, long-range planning, a computer for the Town, a town manager, and the Park Commission. The Committee is also concerned with large tracts of land that are being subdivided, either because the owners are burdened by the taxes, or have no family to which to leave the land.

Town Ordinances and Regulations

Town ordinances and other regulations affecting property in Bristol include:

1. A building permit requirement. There is a requirement that a building permit be obtained prior to the erection or alteration of any building over \$1,000 in value, including a mobile home.
2. A plumbing permit requirement. Under the provisions of the State Plumbing Code, a plumbing permit must be obtained from the Plumbing Inspector prior to installing a subsurface sewage disposal system (a soil test must first be performed by a State-licensed site evaluator). State law also provides that no person may erect a structure that requires a subsurface sewage disposal system unless documentation has been presented to the municipal officers that the system can be installed in accordance with the requirements of the State Plumbing code. A Plumbing Permit is also required for major alterations of existing systems.
3. A minimum lot size requirement. There is a town-wide minimum lot size requirement of 1 acre for all newly-created lots.
4. A minimum setback requirement. There is a minimum setback requirement for all buildings or manufactured housing of 50 feet from any public road and 10 feet from any boundary line.
5. A Housing density requirement. There is a housing density requirement that limits housing density to no more than 1 dwelling unit per acre.
6. A private way entrance requirement. There is a requirement that Town permission be obtained prior to installing a private way onto a public road that would involve filling ditches or installing culverts.
7. A shoreland zoning ordinance. There is an ordinance in effect which regulates the use of land within 250 feet of the normal high water mark by requiring a permit from the

Planning Board prior to the alteration of any land or buildings.

8. A subdivision review requirement. State Law requires that the subdivision of any parcel of land into 3 or more lots must first be approved by the Planning Board.

Community Services

There are a number of services available to the residents of Bristol. Some of these are provided by the Town or one of its committees, by community volunteers, by regional agencies or private organizations.

1. Cultural Services.

The Bristol Area Library, located on Route 130 in Pemaquid, serves the entire community, offers a full range of library services, and is supported primarily by volunteer donations. The privately-owned library was rebuilt virtually from scratch in 1980 following a fire that destroyed the original structure. The library employs 2 part-time, paid employees.

The Pemaquid Art Gallery, located at Lighthouse Park on Town property, was built and is run by the Pemaquid Group of Artists. The gallery is open to the public during the summer season.

The Fishermen's Museum is also located in the lighthouse at Lighthouse Park and is owned by the Town. The museum has been in operation since 1972. Its operation depends upon volunteer efforts and the donations of visitors.

2. Educational Services. School Union #74 covers the Town of Bristol. There is one active consolidated school for grades K-8. The Town pays the tuition of students in grades 9-12 to attend school outside of Bristol, usually Lincoln Academy in Damariscotta. School enrollment in Bristol has remained relatively constant during the 1970's, but has shown a gradual increase during the 1980's as shown in Table 6.4. (The 1986 enrollment level of 308 reflects a 26 percent increase over the 1980 level of 244; an increase which greatly exceeds the Town's estimated overall population growth of 7 percent since 1980.)

TABLE 6.4

SCHOOL ENROLLMENT LEVELS BY YEAR

1972	265
1974	245
1975	236
1976	231
1977	225
1978	248
1979	248
1980	244
1981	256
1982	259
1983	270
1984	307
1985	267
1986	308

The Adult Education Program of School Union #74 provides an opportunity for adults to complete their high school education requirements. It also offers a variety of other classes aimed at enriching the lives of the Town's citizens. An Adult Education Advisory Council works with the director on the development of the overall program.

3. Fire Protection. The Town of Bristol is served by the all-volunteer, Samoset Fire Company, which operates Town-owned fire stations at Bristol Mills, New Harbor, and Round Pond. There are two trucks at each station, plus several support vehicles. During 1985, the Department responded to 110 emergency calls. The fire department has established fire lane numbers for the purpose of locating over 100 side roads in the community.
4. Health Services. Health services available to citizens in Bristol include Central Lincoln County Ambulance Service in Newcastle, Miles Memorial Hospital in Damariscotta, the Bath-Brunswick Mental Health Association, the Jesse Albert Memorial Dental Clinic in Bath, Central Maine Area Agency on Aging, and Kno-Wal-Lin.
5. Police Protection. The Town of Bristol does not have its own police service, but is provided coverage by the Lincoln County Sheriff's Department operating out of Wiscasset, and the Maine State Police operating out of Thomaston.

6. Recreational Services. Bristol is fortunate in having a number of high quality, outdoor public recreation facilities. Probably the best known and most frequently visited facilities include the State-owned Fort William Henry and an adjacent excavation of an early settlement, the Town-owned Lighthouse Park, which includes the Pemaquid Fishermen's Museum and Pemaquid Art Gallery, and the Town-owned Pemaquid Beach Park, which includes a crescent beach, picnic area, bath house and refreshment stand. In recent years, these facilities have attracted growing numbers of summer visitors. Other recreational facilities available to the Town's residents include:

Bristol Mills Dam and swimming area
Long Cove Picnic Ground
Long Cove Water Hole
Pemaquid River
Town Landings
 Bristol Mills
 Brown's Cove
 Creek Hill Road
 Fish Point
 Pemaquid Salt River
 New Harbor
LaVerna Preserve (Nature Conservancy)
Rachel Carson Salt Pond Reserve
Pemaquid Land Company (2 Mile Shore Reservation)

Private Organizations and Institutions

Private organizations and institutions contribute significantly to the quality of life in Bristol. These organizations and institutions include:

Auxiliary to the V. F. W. Leuign W. Osier Post,
 New Harbor
Bristol Extension
Bristol Masonic Lodge A. F. and A. M.
Meeting Houses
 1. Congregational Church of Bristol
 2. Harrington Meeting House
 3. Little Brown Church, Round Pond
 4. Methodist Church, New Harbor and Round Pond
New Harbor Water Company
Order of Redmen
Pemaquid Area Association
Pemaquid Beach Community Club
Pemaquid Chapter No. 171, Order of Eastern Star
Seaside Grange, No. 171, Patrons of Husbandry
The Bristol Area Lions Club
The Bristol Footlighters
The Fortnightly Club of Round Pond
The Neighborly Club of Pemaquid
The Village Improvement Society of Bristol Mills
The Willing Workers

Veterans of Foreign Wars, Leuign W. Osier Post No. 8395
Village Improvement Society of Round Pond

Roads

In the early 1980s, the Maine Legislature authorized and directed the Department of Transportation to classify all public roads throughout the State. The classification system that was established was based on the principle that the roads which serve primarily regional or statewide needs should be the State's responsibility, and roads which serve primarily local needs should be a local responsibility. The State's classification system includes the following:

1. Arterials. Arterials are comprised of a system of connected highways throughout the State which serve arterial or through traffic. As of this writing, there are no roads in Bristol meeting this classification.
2. Collectors. Collectors include some numbered State highways and roads which serve as collectors and feeder routes connecting local service roads to arterials. In general, the State is responsible for the summer maintenance of collectors while the municipality is responsible for plowing. The Maine Department of Transportation's 1986-87 Transportation Investment Program contains provisions for light resurfacing of 3.47 miles of Route 129-130, beginning at the Damariscotta town line and extending southerly, and replacement of a deficient guardrail. According to information obtained from the Department of Transportation, Collectors in Bristol include:

<u>ROAD OR HIGHWAY</u>	<u>LENGTH IN MILES</u>
State Route 129/130	1.10
State Route 130	11.45
State Route 32	8.68
Huddle Rd., Snowball Hill Rd.	2.21
Harrington Rd.	1.92
<u>TOTAL</u>	<u>25.36</u>

3. Town Ways. Town Ways include all other public roads not otherwise classified as arterials or collectors. These roads are maintained by the municipality and serve primarily as local service roads which provide access to adjacent land. The Department of Transportation estimates that there are about 36.84 miles of Town Ways in Bristol.

The Town Ways in Bristol are shown in the table below. Mileages are based on data obtained from the Town's 1985 snowplowing contract, and roads plowed by the Town. These roads are listed in Table 6.5.

TABLE 6.5

SUMMARY OF TOWN ROADS

	<u>Mileage</u>	<u>Some or all portions:</u> <u>Closed, winter</u>	<u>Unpaved</u>
Back Shore Rd.	1.20	x	
Beach loop (included in Huddle Rd. mileage)	--		
Benner Rd.	1.20		
Bradley Hill Rd. (old Rt. 130)			
Brown's Cove Rd.	.80		x
Coggins Rd.	.50		x
County Rd.	1.00		
Dump Rd.	1.32		
East Biscay Rd.	1.00		
Ellery Sawyer Rd. (old Rt. 32 at Salt Pond)	.17		
Elliott Hill Rd.	1.5	from D. DeLong Drive to Rt. 32 <i>E. Lane Drive</i>	x
Fish Point Rd. (included in Huddle Rd. mileage)			
Foster Rd.	.90		
Hiscock Rd.	.10		x
Indian Trail (Iva Reilly Rd., Old Snowball Hill Rd.)	.40	from B. Geyer Dr. to Iva Reilly Dr.	x
Leeman Hill Rd. (to Garden Gate & Rogers' Rd.)	.73		
Long Cove Pt. Rd.	.70		
Lower Round Pond Rd.	2.84		
Martha Beck Rd.	.36		x
Morrison Rd.	.25		x
Moxie Cove Rd.	.80		
North Point Rd. (Quarry Hill Rd.)	.65		
Old County Rd.	1.33	from R. Guter Dr. to D. Cushing Dr.	x
Old Fort Rd. (included in Huddle Rd. mileage)	--		
Old Long Cove Rd. (Tukey to Chandler)	.20		x
Old Pemaquid Falls Rd.	.24		
Pemaquid Harbor Rd. (to gate at Ireland's)	2.57		

	<u>Mileage</u>	<u>Some or all portions:</u>	
		<u>Closed, winter</u>	<u>Unpaved</u>
Pemaquid Trail	1.32		
Poor Farm Rd. (to D. Brackett)	1.27		x
Prentice Rd. (to L. Knapp)	.04		
Riverview Rd.	.69		x
Rock School House Rd.	2.04		x
Rogers' Rd.	.25		
(sewage rd. to tank)	.10		
Shore Rd. (Granite Hall and Cunningham bt. yd.)	.15		
Soddom Rd.	.85		x
Southern Pt. Rd.	.30		x
Southside Rd. (Back Cove Rd.)	.69		
Split Rock Rd.	.30	from Henry Pearson Dr. to So. Bristol line	x
Sproul Hill Rd. (Hatchtown Rd.)	1.03	from R. Pendleton to C. Farrell	x
Upper Round Pond Rd. (to Haven Sawyer)	2.07	from N. Leeman Dr. to NE Corner, Map 7, Lot 76	x
Walpole Meeting Hse Rd.	.18		
Webber Rd. (to East End Bridge)	.03		
West Biscay Rd.	2.50		
Workman's Rd.	.10		

TRAFFIC COUNTS

Table 6.6 shows traffic volumes for Collectors and major Town Ways. The information is based on traffic counts performed by the Department of Transportation in 1980, the latest year for which this data is available. The traffic counts were taken in late September of that year. The Average Annual Daily Traffic counts shown on the following page are average counts which are generally slightly lower than the actual field counts. MDOT officials estimate that, overall, there has been a 21 percent increase in traffic volume since 1980.

TABLE 6.6AVERAGE ANNUAL DAILY TRAFFIC COUNTS

<u>Road</u>		<u>Average Annual Daily Traffic</u>
Rt. 129/130	N of Bristol cutoff	3137
Rt. 130	S of Bristol cutoff	2290
	N of Benner	2213
	N of Split Rock	2196
	S of Split Rock	2159
Rt. 32	N of Upper Round Pond Rd.	909
	N of Lower Round Pond Rd.	832
	S of Lower Round Pond Rd.	504
	S of Elliotts Hill Rd.	388
	N of Dump Rd.	364
	S of Dump Rd.	341
	E of 130	936
Benner Rd.	off 130	195
	West Biscay above Soddom	66
	Soddom off Benner	72
	East Biscay above Soddom	58
Dump Rd.	W of 32	347
Harrington Rd.	E of Pemaquid Harbor Rd.	586
	W of Pemaquid Harbor Rd.	403
Huddle Rd.	W of 130	500
Lower Round Pond Rd.	E of 130	641
	W of 32	536
Pemaquid Harbor Rd.	S of Harrington	381
	S end of road	114
Snowball Hill Rd.	W of 130	551
Southside Rd.	E of 130	627
Split Rock Rd.	W of 130	55
Upper Round Pond Rd.	E of 130	201
	W of 32	76

Chapter 7

OBJECTIVES

The following objectives have been prepared as a working draft for consideration by the Bristol Comprehensive Plan Study Committee. The objectives are based on the philosophy that Bristol can play only a limited role in determining the magnitude of future growth, but that the Town can play a major role in determining the quality of growth and change.

NATURAL RESOURCES

1. The natural resources of Bristol should be maintained and protected so as to prevent environmental, sociological, economic or legal problems, and avoid any adverse impact on the local property tax base.
2. The quality of the Town's surface fresh water resources and their recreational and aesthetic qualities should be maintained.
3. The Town's fish and wildlife habitat should be protected and maintained.
4. Official, State-identified, wetlands of 10 acres or more and other wetlands of local importance, should be protected from filling or encroachment so as to maintain their ability to survive in a natural state, hold water, reduce flooding and provide habitat for various types of wildlife.
5. Developers should be encouraged to retain trees and other vegetation as land is developed.
6. Groundwater resources should be protected from chemical or organic contamination for current and future use. Development should not exceed the capacity of local ground water supplies.
7. Development or other land use activities should be permitted only on soils which can be demonstrated to support the intended use.
8. To the maximum extent possible, future development should be designed to accommodate the existing configuration of soils, rocks, slopes and the general terrain of an area. Major landscape alterations and blasting should be kept to an absolute minimum.
9. Land owners and developers should be encouraged to take advantage of conservation programs to preserve undeveloped land.

RESIDENTIAL DEVELOPMENT

1. The Town's existing housing stock should be maintained. The quality and integrity of existing neighborhoods should be protected.
2. Future residential development should be carried out in an environmentally sound manner so as to avoid or minimize overdevelopment, overcrowding, increased traffic congestion or other unsafe or unwholesome conditions. No development should be allowed which knowingly leads to problems with water supply or sewage disposal.
3. Residential development should be high quality, yet on a scale and proportion that does not visually or physically overwhelm existing neighborhood characteristics.
 - a. Building height and size should be roughly comparable to the Town's existing housing stock.
 - b. Dwellings which resemble the architecture of Bristol's older homes should be encouraged, particularly in compact harbors and village areas. Proposed dwellings which conflict with the architecture and appearance of Bristol's traditional buildings should be discouraged.
 - c. To the maximum extent possible, residential renovations or new structures should be placed and sized so as to minimize obstruction to existing ocean views.
4. There should be a variety of living environments in the Town, ranging from compact harbor villages to low-density rural areas.
5. Future residential growth should be at a scale that can be assimilated into the community without adversely impacting the social fabric of Bristol, its village centers, or the Town's ability to provide public services, including fire protection, road maintenance, and schools.
6. Future growth should be designed so as to avoid any need for public water or sewerage.
7. In the residential portions of compact harbors and other villages, non-residential uses which are incompatible with the existing residential use of the neighborhood should not be permitted.
8. High density residential developments should not be permitted where they would dominate the existing, traditional appearance of compact harbors and villages.
9. The conversion of marine related commercial facilities to multi-family uses should be discouraged.

10. The development of affordable housing for low to moderate income people should be encouraged.
11. Mobile and modular homes established in Bristol should meet current federal or State construction standards.
12. The construction or establishment of multi-family dwelling units should be allowed, provided that density and other requirements are met.
13. The conversion of seasonal to year-round dwelling units should be carefully regulated so as to avoid water supply and sewage disposal problems.
14. To the maximum extent possible, open space areas and existing vegetation should be preserved in new housing developments (for example, by the use of cluster housing).
15. New roads serving residential developments should be designed to provide adequate access for emergency vehicles and safe entrances to public roads.
16. Access to backland should be retained as land is developed.
17. To the maximum extent possible, buildings of historic importance should be used in ways which retain their historic or architectural character.
18. Larger setbacks should be required along the Town's major thoroughfares.
19. Condominium-type developments should conform to all regulations pertaining to multi-family dwellings.

COMMERCIAL GROWTH

1. The Town should have greater control over the type and manner of commercial development that takes place in the community. It is in the best interest of the community that future commercial growth is of a high quality, does not impose undue service burdens, and is carried out in an environmentally sound manner that protects and maintains the quality and integrity of existing neighborhoods.
2. Home occupations should be permitted throughout the community, provided that such businesses do not adversely affect their neighborhoods.
3. Marine-related businesses, and those relating to the fishing industry in particular, should be encouraged in the Town's harbor areas.
4. Strip commercial development along Route 130 should be discouraged. Small-scale commercial growth should be concentrated in existing village areas to the maximum extent possible.

5. Large-scale commercial facilities should not be located near existing harbor or village residential areas. Where they are allowed, they should be screened or buffered from adjacent residential uses.
6. Tourist-related businesses such as inns, restaurants, and gift shops should be permitted. Tourist-related amusement facilities such as arcades, miniature golf facilities, carnival-type rides, and theme parks should not.
7. Commercial businesses should be developed in a manner that contributes to Bristol's attractiveness as a small, rural, coastal fishing community.
8. The use of the Town's harbors for fishing should take priority over pleasure boat use.
9. Commercial activities which are not functionally dependent on a waterfront location should be discouraged from locating on piers and wharves.
10. New commercial facilities should provide for adequate parking.
11. Future commercial growth should be designed so as to avoid any need for public water or sewer.

INDUSTRIAL GROWTH

1. Except for marine-related facilities, large scale industrial projects should not be developed near residential property.
2. Preference should be given to those industries which can be developed with a minimum impact on the environment, and which do not require any substantial increase in Town services.
3. Industrial uses liable to produce noise, dust, litter, visual or other adverse effects should be limited to remote, interior sections of the community.

OVERALL DEVELOPMENT PATTERNS

1. Land should be developed so as to maintain the ability of the Town's major thoroughfares to carry traffic efficiently and safely.
2. Development should be discouraged in wetland areas, on rock outcrops, and in other locations which are not suitable for development.
3. Development should be discouraged in areas which are classified in the Town's tax records as farmland, open space, or tree growth.
4. Future residential development should occur in such a manner that the integrity of compact harbor and village areas is maintained.

5. Residential growth outside of compact harbor and village areas should take place primarily in well-planned subdivisions that are serviced by private roads leading off public roads.

MUNICIPAL SERVICES

1. Town-owned parks, landings and open spaces should be maintained and preserved. The inventory of publically-owned open spaces along the coast should be expanded as funds and sites become available. State and federal funding programs should be used wherever possible to enhance the Town's inventory of open space land.
2. Town-owned properties such as parks and landings should be clearly identified and marked.
3. Public roads should be improved as funds become available. Priority should be given to roads and portions of roads serving and connecting harbor and village centers and those closest to Route 130.
4. To the maximum extent possible, additional public parking should be provided near the Town office.
5. To the maximum extent possible, traditional, publicly used access points should be preserved as coastal property is developed.
6. The need for additional public services should be evaluated on a periodic basis.
7. To the maximum extent possible, community services such as the library should be provided on a volunteer basis.

REGULATION OF GROWTH

1. Regulations should be developed to achieve the Town's objectives and policies, and to allow the community to more adequately review growth. However, these regulations should be the minimum needed to accomplish the public purpose for which they are intended.
2. Municipal regulations should be administered firmly and fairly to insure that new construction conforms to accepted building practices.
3. Large development projects with potential impact on the community, including commercial and industrial proposals, should be subject to a public hearing and the review and approval of a municipal reviewing board. Small projects with minimal potential impact on the community should be subject to a more routine approval process.

4. The costs of reviewing development proposals should fall primarily upon those who develop land so as to minimize expense to the Town.
5. The need for upgrading the town's comprehensive plan and ordinances should be evaluated on a regular, periodic basis.
6. There should be an "easy-to-use" system for keeping track of growth and development in the community, and for reporting the overall results to the Town on an annual basis.
7. The costs of public improvements necessitated by development should be shared between the Town and the developer.
8. The costs of enforcing regulations should be paid at least in part by those who develop property.
9. Developers should be encouraged to create a mechanism for enforcing deed covenants.

Chapter 8

POLICIES

The following policies have been prepared as suggestions by the Bristol Comprehensive Plan Study Committee to guide Bristol's future growth and development. The policies are aimed at addressing issues and problems identified by the Committee, incorporating the desires of Bristol's residents as expressed in the 1986 Public Opinion Survey, and implementing the broad objectives set forth in the previous section. The policies include suggestions for the development of ordinances which the Comprehensive Plan Study Committee feels will be necessary to guide and control future development in Bristol in future years.

1. No Zoning. The Comprehensive Plan Study committee recommends against considering the preparation or adoption of a zoning ordinance at this time. (Zoning is defined by State law as the division of a municipality into districts and the prescription and reasonable application of different regulations in each district.) Desired controls to obtain objectives previously set forth may be accomplished through the means described in the following articles.
2. Site Plan Review. A Site Plan Review (or neighborhood protection) Ordinance should be developed to provide for local review and approval of future commercial uses, home occupations, industrial uses, institutional uses, multi-family dwellings of 3 or more units, and apartment conversions. Single-family dwellings and duplexes should be exempt from the ordinance. Review standards should be developed as part of the ordinance to address the following:
 - A. Adverse Environment Impacts (dust, fumes, glare, etc.)
 - B. Advertising (sign limitations)
 - C. Apartment Conversions (minimum floor area)
 - D. Buffering and setbacks for small (i.e., less than 1600 square feet) commercial facilities, large commercial facilities, small (i.e., less than 1600 square feet) industrial facilities, large industrial facilities, "undesirable" land uses (such as hazardous waste processing and storage facilities), and facilities which are functionally dependent on a waterfront location.
 - E. Emergency Vehicle Access (minimum widths for fire, ambulance)
 - F. Erosion Control (filling, excavating near property lines)

- G. Exterior Lighting (impact on adjacent properties)
 - H. Home Occupations (scope of operations, parking)
 - I. Multi-family Dwellings (size of building)
 - J. Noise (hours of operation)
 - K. Off-site Improvements (responsibility for public road improvements)
 - L. Parking (adequate, on-site parking)
 - M. Preservation and Enhancement of Landscape Features (trees, rocks, soil)
 - N. Relationship of Proposed Buildings to the Environment (compatible architecture)
 - O. Retention of Ocean Views
 - P. Sewage Disposal (relationship to other properties)
 - Q. Storm-water Run-off (impact on neighboring properties)
 - R. Storage of Explosives (setbacks from neighbors)
 - S. Traffic and Vehicular Access (safe access to public roads)
 - T. Underground Petroleum Storage Tanks (to be minimized)
 - U. Waste Collection and Storage (location of trash bins, etc.)
 - V. Water Supply (evidence of potable water)
 - W. Wetlands Protection (significant wetlands)
3. Subdivision Review. A Subdivision Ordinance should be drafted to provide for a more thorough review of future subdivisions in Bristol. The ordinance should include an application process, provisions similar to those developed for the Site Plan Review Ordinance, and additional provision relating to the following:
- A. Clustering (placement of buildings close together to preserve open space)
 - B. An Escrow Account for Special Studies
 - C. Lot Integrity (how lots are to be measured)
 - D. Lot Layout and Design (to preserve water access, historic sites, etc.)

- E. Mobile Home Parks (whether to be regarded as a single-family development)
 - F. Off-Site Improvements (fees for roads, schools, fire protection)
 - G. Performance Bond (for certain public improvements)
 - H. Road Standards (right-of-way width, culverts, pavement construction)
4. Building Ordinance. The Town's Housing Density Ordinance, Minimum Lot Size Ordinance, Minimum Setback Ordinance, and Building Permit Ordinance should be combined into a single ordinance which retains the existing requirements and includes provisions for the following:
- A. Different road setbacks for some roads
 - B. Street frontages
 - C. Side and rear yard setbacks
 - D. Building height
 - E. Minimum roof pitch and roof covering
 - F. Mobile homes (minimum construction standards)
 - G. Exterior walls (acceptable materials)
 - H. Chimneys (minimum safety standards)
 - I. Water and sewer.
5. Shoreland Ordinance Amendments. Amendments to the Town's Shoreland Ordinance should be developed to address the following:
- A. The calculation of lot size
 - B. Shore frontage requirements for permitted commercial activities
 - C. Lot size and frontage requirements for permitted commercial activities
 - D. A definition of small home industry or business
 - E. Expansion into required setbacks
 - F. Buildings constructed out over the water or on piers and wharves

G. Floating restaurants or other floating retail establishments

H. Marine-related businesses

6. Ordinance Format. In accordance with recommendations of the Maine Municipal Association, all future municipal ordinances should include provisions to make them enforceable in court, including:

A. Statement of statutory authority.

B. Statement of purpose.

C. Definitions section.

D. Basic requirements/prohibitions,

E. Designation of person or board to make decision on applications.

F. Application fees, if required.

G. Standards to guide the person or board in deciding whether to issue or deny a permit or other necessary approval; standards to guide imposition of conditions of approval.

H. Right to appeal, to whom and within what time frame.

I. Designation of who enforces the ordinance and procedures to follow.

J. Period after which a permit expires if substantial work has not been completed.

K. Penalty section.

L. Severability clause explaining what happens to the rest of the ordinance if part is held invalid by a court.

M. Section dealing with effect of other inconsistent ordinances.

N. Effective date.

O. Provisions for public notice, where applicable.

P. Pre-existing, or grandfathered uses.

7. Current Ordinances. All current municipal ordinances not combined into a building ordinance should be revised to include the above provisions, where applicable.

8. Filing System. The Planning Board should establish a filing system, with reference numbers, separate from Town Office records, for all Site Plan Review and subdivision applications and approvals. The system should be cross-indexed according to applicant, subdivision name, and year of approval.
9. Annual Report. The Planning Board's annual report to the Town should include a statistical summary of Site Plan and subdivision applications and approvals, an evaluation of the impact of this development on the community, and recommendations, if any, for ordinance changes.
10. Code Enforcement Officer. The Town should hire a part-time code enforcement officer to enforce the provisions of the Town's ordinances, inspect buildings and their approved siting, assist the Town in assessing, and provide staff services to the Planning Board and the Board of Appeals.
11. Town Rights-of-Way. The existence of Town rights-of-way to water should be researched.
12. Open Space Dedication. Wherever possible, developers of large shorefront projects should be required to provide public access to the water.
13. Professional Counsel. Counsel of the appropriate disciplines should be retained to advise the Town boards and committees in their review of development proposals when considered necessary.
14. Fees. The application fees for the Subdivision Ordinance and the Site Plan Review Ordinance should be large enough to cover the costs of administering those ordinances.
15. Capital Improvements Program. The Town should consider preparing and updating a 5-year capital improvement program to include a schedule of public works and related equipment to be purchased by the Town. Future projects should be listed in order of construction priority together with cost estimates and the means of financing each project.
16. Conservation Commission. A Conservation Commission should be established for the purpose of advising the Town's Planning Board, making an inventory of wetlands of significance to the Town, and compiling data on the nature, extent and limitations of the Town's ground water resources, wildlife habitat, and other natural resources.

APPENDIX

SUMMARY OF RESULTS

1986 BRISTOL PUBLIC OPINION SURVEY

	Year-Round			All-Other			Grand Total		
	Tot	Yes	No	Tot	Yes	No	Tot	Yes	No
Q. Like Most About Bristol									
Natural Beauty	351	-	-	380	-	-	731	-	-
Rural Nature	313	-	-	319	-	-	632	-	-
Small Town Atmosphere	311	-	-	298	-	-	609	-	-
Uncrowded, Undeveloped Areas	307	-	-	344	-	-	651	-	-
Lack of Industry and Business	191	-	-	237	-	-	428	-	-
Single Family Houses	245	-	-	258	-	-	503	-	-
Q. Major Problems Facing Bristol in the Future									
Overdevelopment	262	-	-	356	-	-	618	-	-
Access for Fishermen	36	-	-	23	-	-	59	-	-
Lack of Zoning	31	-	-	25	-	-	56	-	-
Quality of Schools	23	-	-	13	-	-	36	-	-
Town Dump	21	-	-	24	-	-	45	-	-
Cost of Land and Housing	8	-	-	5	-	-	13	-	-
Water and Sewage Pollution	8	-	-	44	-	-	52	-	-
Jobs for Young People	7	-	-	2	-	-	9	-	-
High Taxes	6	-	-	10	-	-	16	-	-
Code Enforcement	3	-	-	-	-	-	3	-	-
Retaining Beauty	-	-	-	22	-	-	22	-	-
Traffic	-	-	-	14	-	-	14	-	-
Total Comments	418	---	---	580	---	---	998	---	---
Q. Permit Different Lot Sizes in Different Parts of Town	451	263	188	432	349	83	833	612	271
Q. Tighter Planning Board Review of Subdivisions	465	427	38	449	437	12	914	864	50
Q. Need a Code Enforcement Officer	422	314	108	405	320	85	827	634	193
Q. Review Changes to Commercial Use of Existing Buildings	484	406	78	461	437	24	945	843	102
Q. Off-Street Parking: New Businesses and Multifamily Houses	484	465	19	461	452	9	945	917	28

Q. Controls on Mobile Homes	472	377	95	461	452	9	933	829	104
Restrict to Designated Areas	84	-	-	168	-	-	252	-	-
Control Appearance	71	-	-	47	-	-	118	-	-
Restrict to Parks Only	39	-	-	12	-	-	51	-	-
Prohibit Completely	10	-	-	16	-	-	26	-	-
Permanent Foundations Only	9	-	-	9	-	-	18	-	-
Control Lot Size	7	-	-	62	-	-	69	-	-
No Mobile Home Parks	6	-	-	11	-	-	17	-	-
Control Home Size	4	-	-	12	-	-	16	-	-
Limit Total Number	3	-	-	18	-	-	21	-	-
Control Lot Size in Parks	1	-	-	16	-	-	17	-	-
Control Setback and Screening	-	-	-	29	-	-	29	-	-
Control Sanitation	-	-	-	20	-	-	20	-	-
All Other	<u>5</u>	-	-	<u>11</u>	-	-	<u>16</u>	-	-
Total Comments	239	-	-	431	-	-	670	-	-
Q. Choice for Waterfront Use									
Condominium	6	-	-	8	-	-	14	-	-
Restaurant	31	-	-	52	-	-	83	-	-
Fishermen	<u>454</u>	-	-	<u>401</u>	-	-	<u>855</u>	-	-
Total	491	-	-	461	-	-	952	-	-
Q. Shoreland Zoning Ordinance									
75' Setback									
OK as is	317	-	-	310	-	-	627	-	-
Not Enough	123	-	-	123	-	-	246	-	-
Too Much	<u>24</u>	-	-	<u>28</u>	-	-	<u>52</u>	-	-
Total	464	-	-	461	-	-	925	-	-
Q. Specified Areas for Industry	478	386	92	461	428	33	939	814	125
Q. Specified Areas for Commercial	469	371	98	461	415	46	930	786	144
Q. Town Develop More Public Shoreland Access	478	297	181	454	288	166	932	585	347
Q. Town Review Waterfront Changes From Marine Use	477	419	58	461	427	34	938	846	92
Q. Town Review All New Commercial Uses	442	426	16	461	436	25	903	862	41
Q. Bristol's 1985 Growth									
Too Fast	224	-	-	207	-	-	431	-	-
About Right	171	-	-	179	-	-	350	-	-
Not Enough	<u>4</u>	-	-	<u>2</u>	-	-	<u>6</u>	-	-
Total	399	-	-	388	-	-	787	-	-
Q. Condominium Growth Desirable	433	48	385	410	46	364	843	94	749

**Q. Items Comprehensive Plan
Should Cover**

Building Height	469	409	60	461	438	23	930	847	83
Historic Preservation	474	457	17	461	449	12	935	906	29
Scenic Views	472	449	23	461	453	8	933	902	31
Appearance Around Premises	473	434	39	461	446	15	934	880	54
Availability of Low Cost Housing	451	356	95	448	352	96	899	708	191

Q. Additional Comments

Keep Bristol The Way It Is	61	-	-	89	-	-	150	-	-
Don't Let Bristol Become Like Boothbay Harbor, etc.	55	-	-	25	-	-	80	-	-
Control Growth	51	-	-	101	-	-	152	-	-
More Police Protection	10	-	-	6	-	-	16	-	-
Strict Code Enforcement	10	-	-	5	-	-	15	-	-
Developers Moving In	8	-	-	-	-	-	8	-	-
Control Clearcutting	5	-	-	-	-	-	5	-	-
Continue Citizen Involvement in Town Government	4	-	-	1	-	-	5	-	-
No Condominiums	3	-	-	5	-	-	8	-	-
Improve Roads	3	-	-	4	-	-	7	-	-
Keep Affordable for Natives	-	-	-	5	-	-	5	-	-
No Commercial Development	-	-	-	13	-	-	13	-	-
Keep Harbors for Fishermen	-	-	-	6	-	-	6	-	-
All other comments	<u>135</u>	-	-	<u>125</u>	-	-	<u>260</u>	-	-
Total Comments	345	-	-	385	-	-	730	-	-

