

2002

Town of Bristol Comprehensive Plan

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BRISTOL COMPREHENSIVE PLAN

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1. HISTORY

Introduction

Bristol has 400 years of European history commencing with the explorations of Gosnold in 1602, followed later by Champlain, Weymouth and other French and English adventurers. Any built environment dating from that time has long since perished to be buried by the natural accretions of time. It is the detritus hiding in the earth underfoot that carries the story of these people, their activities, their achievements, their failures, with the history of their successors layered atop. Archaeology discovers these bits and pieces, and interprets them that we may know our heritage.

Arguably, the most significant site in Bristol is found at Colonial Pemaquid State Park at Pemaquid Beach. The Fort William Henry reconstruction there has become an icon of Bristol since its erection in the early 1900's. Excavation about the fort and in adjacent fields from the 1950s onward have unearthed a number of building foundations and other features now providing interpretive displays of considerable attraction to tourists, scholars and other park visitors.

The wealth of evidence found at this site describes a European settlement dating to the early 1600s, tying Maine with Virginia as a place of first colonization in America. Archival data from the same period suggests habitation spreading to other locations in what is now Bristol. The late Robert Bradley, Maine Historic Preservation Commission, noted in April, 2000, "Considerable professional survey for historic archaeological sites has been conducted to date in Bristol. Future such field work could focus on sites relating to the earliest European settlement of the town, beginning in the 1620's, in the New Harbor and Round Pond villages, as well as a continuation of long term survey(s) on both sides of the Pemaquid River to Head of Tide."

From further exploration along the coastal shoreline and inland along the Pemaquid and Damariscotta Rivers appear ship building and mill sites from early to recent date. The "locks" on the Pemaquid River just above the falls raise a question as to origin and use. Remnants of piers and wharves along the shore speak of commerce and shipping now forgotten.

Historic structures within a town are important assets. As of May, 2000, Fort William Henry, the Harrington Meeting House and the Pemaquid Point Lighthouse are listed on the National Register of Historic Places. Colonial Pemaquid State Park was named a National Historic Landmark in 1993. Other buildings within Town are eligible for Register listing. Town Hall, the Rock Schoolhouse, and the Town Pound are but a few worthy of mention. Throughout the Town are many examples of houses and barns dating to the late 1700's and early 1800's. Most are in excellent condition and are largely original. There are several one-room schoolhouses. The majority have been converted to new uses. Not to be overlooked are Bristol's distinct villages, so defined by intervening green areas of woods, fields, and less densely settled farmlands of past eras.

Pre-Historic and Archaeological Resources of Bristol

Before European settlement commenced in what is now Bristol, native Americans occupied the area along the coast between the Kennebec and St. George rivers. These people were the Abnaki, with the local tribe known as the Wawenocks. They were hunters and gatherers. Archival records speak much of the meetings and interactions of the first explorer/colonizers and native peoples.

There is much evidence that earlier peoples preceded these natives. The famed shell heaps of the Damariscotta River, the Indian burial ground on Louds Island, the recent archaeological investigations on Indiantown Island on the Sheepscot as well as the native grave, dated to the late 1500's, discovered in excavations at Colonial Pemaquid in 1960's, provide eloquent evidence of native occupation predating any European exploration. Research continues. It is not in the least uncommon to find bits and pieces of these cultures in contemporary archaeological digs.

The significant archaeological resources still buried throughout the Town must be kept in mind in the face of continuing new development and construction pressures. It is imperative to know our history and pre-history so that we can understand how and why the Town grew to be the way it is today. From this basis, considered and reasonable plans may be formulated to guide our Town's future.

1600-1700

Early exploration along the North American Coast, from the Norsemen to later European adventurers, reported rich fishing grounds in New England waters. To supply the markets of Europe, Dutch, English, French and Portuguese fishermen soon appeared to harvest from these waters. Cabot's voyage of 1497 encountered Basque fishermen on the Grand Banks. Settlements, seasonal at first, relating to fishing and fur trade, appeared. A Spanish record confirms an English settlement at Pemaquid in 1610.

Gosnold explored the area in 1602. Champlain followed in 1605. In the same year, George Weymouth cruised these waters, recording a visit at Monhegan. He also captured five Indians, taking them back to England for "exhibition." They returned to Pemaquid within a few years.

Captain John Smith explored in 1614. He named John's Bay, River, Island and Christmas Cove. It was at this time that the great fishing industry of Maine began. Stations were set up for salting, curing and processing the fish caught for transport back to the European markets. Mackerel and Herring were important commodities. Vessels bringing supplies from Europe would sail home loaded with fish. It has been reported as "a lively trade."

Activity grew as the century progressed. Considerable interest existed in England, and France and Spain, for acquiring land and colonies in America. How affairs played out on the 1600's may be glimpsed from the following chronology. It is neither complete nor definitive. Johnson's "History of Bremen, Bristol and Pemaquid" is recommended for more detail.

- 1620 Plymouth Pilgrims came to Walpole for food and help in the first winter. Samoset, Wawenock Sagamore greeted the Pilgrims at Plymouth and introduced them to his friend Squanto.
- 1625 First permanent settlement at Pemaquid. John Brown purchased land from Pemaquid Indians at New Harbor for 50 skins (deed in Wiscasset).

- 1629 Pemaquid patent issued to Eldbridge and Aldworth of Bristol, England.
- 1630 Fort Pemaquid (wooden stockade) erected. Pemaquid named the port of entry for all British shipping from the Kennebec to the St. Croix.
- 1632 Fort Pemaquid sacked by pirate Dixie Bull.
- 1635 August 15. Ship “Angel Gabriel,” 240 tons, 16 guns, wrecked at Pemaquid in a great storm after discharging passengers but not cargo. Remains of this vessel have never been found.
- 1665 James, Duke of York, “erected” the Sagadahoc territory with “Jamestown” (Pemaquid) as its capitol, and New Dartmouth (Newcastle) as the shire town of Cornwall County.
- 1676 King Philip’s War. Indians burned Fort Pemaquid. Three hundred settlers gathered on Damariscove and Monhegan after abandoning Pemaquid.
- 1677 Fort Charles built by Governor Edmund Andros at “Jamestown” (Pemaquid) in Cornwall, under the jurisdiction of James, Duke of York.
- 1686 September 19. Pemaquid separated from New York, annexed to Massachusetts.
- 1689 Fort Charles burned by Indians. Pemaquid abandoned.
- 1692 Fort William Henry erected, cost \$20,000, by Governor William Phipps of Massachusetts.
- 1696 Fort William Henry surrendered by Captain Chubb to Baron de Castine and 200 Micmac Indians after bombardment from the guns of three French men-of-war. The entire area east of Falmouth (Portland) was destroyed and Pemaquid was abandoned for 20 years.

1700-1900

With the destruction of Fort William Henry in 1696, the English again abandoned the area. Then, a lull in the fighting among the Indians, French and English allowed the proprietors to foster development and commerce. Dunbar arrived in 1729 to rebuild the fort at Pemaquid and bring in settlers. Dunbar laid out three towns: Townsend in what is now Boothbay, Harrington in Bristol, and Walpole in northern Bristol and Nobleboro. Settlers were offered free land consisting of 20-acre “city” lots, 12-acre lots along the rivers and 100-acre lots in the woodlands. These lot patterns can still be seen today on the tax maps. The settlers came but the land was poor and not suitable for large-scale farming. Livings were made by fishing, shipping, and timber and firewood shipped to Boston or New York for goods and provisions. Another flare-up of war in 1745 caused most settlers to leave but they were back in 1749 once hostilities ceased. However, only a small population stayed in the area due to continued Indian uprisings. The French and Indian War of 1750-1759 furthered hardships for the settlers. For safety, they lived mostly around the fort. No large battles took place in the area.

The fall of Quebec in 1759 brought peace to the area and people again moved in to reclaim the homesteads they had left behind. The census of 1764 showed 200 people in what is now Bristol.

There were no roads. Travel was mostly by water. People lived by harvesting wood, fishing, and subsistence farming. They also raised cattle and sheep. A lot of the family names familiar today were present; Fossett, Sproul, Yates, House, McFarland, Elliot and McLain.

There was no political definition to the area until 1764 when settlers voted to form a town. Three sections were laid out – Harrington, Walpole and Broad Cove (Bremen). After much discussion as to number and location, each section had its own meeting house by 1773. The town was just getting operational when the Revolutionary War began. Bristol supported the colonist side and sent a number of its citizens to battle.

With peace in 1783, the Town was able to grow. Shipyards were set up, grist mills and sawmills built and new fishing grounds explored. The Embargo Act of 1807 and the War of 1812 hampered shipping. The gains in Bristol's maritime economy from 1764 to 1807 were all lost by 1815. With the end of the war, Bristol enjoyed a rapid expansion. Settlers of Scottish and Irish origin arrived. Presbyterian, Methodist and Congregational churches were built – four in the 1830's and three more in the 1850's. New schools were built to replace old ones or to move classes out of people's homes. In 1820, Maine separated from Massachusetts and in 1828 Bremen separated from Bristol. In 1851, 20 school districts were set up, each with their own schoolhouse. Temperance societies sprang up in the 1850's, with the movement surprisingly strong in this area known for its enjoyment of spirits. In 1858, the Town voted to ban all sale of liquor in town. From 1815 to 1860, Bristol's population nearly tripled; a growth rate much high than anything of recent years.

The autonomy of the villages grew due to the difficulty of travel over poor roads for the long distances between the population centers. Each village developed its own economic base (e.g., granite in Round Pond, fishing in New Harbor), giving each its own character, still in evidence today. By 1860, life in Bristol had become quite sophisticated with frequent lectures, concerts and fairs. While the villages have not moved, housing patterns and land use in the rest of Town has shifted. Any walk in the woods today reveals stone walls, foundations and orchards – the remnants of a past agrarian livelihood.

Ship building increased. Mills for grain, lumber, shingles and staves were established on virtually every flowing water in town. Granite quarries in Round Pond expanded. Brickyard and ice harvesting operations opened up. By 1860, the population in Bristol exceeded 3000 and there were over 1,000 children in school. Today's population, by comparison, is roughly 2,644 with 390 children in school.

The Civil War slowed progress a bit as, eventually, 337 men went off to war. The town raised funds to pay bounties to enlistees and also to help their families while they were away. With the end of the war, changes in the nation's economic structure were not kind to Bristol. Local industries went through a series of boom and bust cycles. Farming shifted to the mid-west and demand for wooden ships declined. Other businesses boomed for short periods of time. Pogies (Menhaden) arrived on our shores in great quantities. The first reduction plants to capture their very useful oil in the country were set up in Round Pond. Demand for bricks and granite rose as cities to the south expanded.

By 1892, the pogies had left and use for their oil waned. The quarries could not compete with larger operations closer to the cities. The woods had been clear-cut along the shore and the riverbanks, putting the small mills out of business. Population dropped to under 2,000 by 1900 and by 1915, only nine schools remained open.

However, the tourist industry was getting started. The arrival of summer visitors to Maine in the 1870's and 1880's increased general trade as well as demand for ice. A number of large hotels were

built between 1890 and 1920 in New Harbor, Round Pond, Christmas Cove and South Bristol. Coastwise steamships made daily stops in Pemaquid Harbor, New Harbor and Round Pond. These villages were then considered major vacation towns. A number of casinos, roller rinks, dance halls, bowling alleys and billiard rooms opened in these communities. As other industries waned, tourism became a major industry along with the historic and ever-present fishing business, producing the economic base of today.

1900's

For the most part, the early part of the 20th century continued as in the later years of the 19th. South Bristol was set apart as a separate town in 1915. Population began to decrease early in the century as people left to seek employment elsewhere. This became more pronounced during, and after, World Wars I and II.

Fishing, boat building and farming continued to be important activities in Bristol. The fishing industry reached its peak after World War II. New Harbor became the center of activity.

With the advent of the automobile, many began doing their shopping at larger stores out of town. Local stores began to close. Self-sufficiency was no longer important. Farm lands were abandoned and went back to wood lots.

Within recent years, more and more former summer residents and visitors have become year-round residents, bringing new life and activity to the region. Real estate values have increased. Residential construction burgeons. Colonial Pemaquid State Park has come into being as has Pemaquid Beach and Lighthouse Park. The Town has a new library building.

Bristol has become largely a residential community with a number of small businesses. It is rich in natural beauty and unique with its several villages of individual character and appeal. Jobs in mills and on farms have been replaced by construction services or jobs in Damariscotta, Bath and Rockland. Forests are mixed species, third growth since the peninsula was essentially cleared from the 1800's into the 1920's. The importance of commercial fishing is the one constant throughout Bristol's history. The future of our Town lies in the teachings of its history. Lessons learned and events observed allow appreciation and understanding of how the Town has operated successfully to this point; such proffers valuable guidance for successful future development.

Historic and Archaeological Resources

The Maine Historic Preservation Commission has identified three types of historic or archaeological sites in Bristol:

- 1. Historic buildings, structures, objects.** There are four buildings/structures on the National Register of Historic Places:
 - Fort William Henry - located northwest of Pemaquid Beach;
 - Union Church – located on Route 32
 - Harrington Meetinghouse – located on Old Harrington Road
 - Pemaquid Point Light – located at Pemaquid Point

2. **Pre-historic archaeological sites.** According to the Maine Historic Preservation Commission, there are 53 known sites in the Town of Bristol. Most are shell middens along the coastal zone shoreline. Three sites are listed in the National Register of Historic Places. Twenty-one may be eligible for listing in the National Register. Ninety-five percent of the shoreland zone has been subject to a reconnaissance survey.

Based on a review of the archaeological resource potential maps provided to the Town by the Maine Historic Preservation Commission, these sites are generally located along the Pemaquid River, the Damariscotta River at the Bristol/Damariscotta line, the shores of Biscay Pond, the western shore of Long Cove Point extending to the top of Long Cove, along portions of Pemaquid Harbor, and along portions of Johns River.

3. **Historic archaeological sites.** The Town's three historic archaeological sites are:
- Colonial Pemaquid National Historic Landmark
 - MC Lot Site
 - Huston Brook Mill

2. NATURAL RESOURCES

Introduction

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.

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. Based on a year-2000 population of 2,644 people, there were 74 people per square mile (in 1980, there were 59 people per square mile).

Bristol occupies the lower half of the Pemaquid Peninsula, being bordered on the east by Muscongus Sound, on the west by Johns Bay, Johns River, the Town of South Bristol and the Damariscotta River, and on the north by the towns of Bremen and Damariscotta. The terrain is relatively moderate, ranging from sea level to about 260 feet above sea level in an area north of Split Rock Road. Slopes are relatively modest, ranging from less than 10% for two third of the community to less than 25% for the remaining areas. Water bodies include an extensive ocean shoreline, numerous rivers, Boyd Pond, Biscay Pond, and at least eight other smaller ponds.

Geology

Bristol is underlain by three main rock types: a very old, streaky, rusty granitic rock, the Cross River Formation, which underlies everything in town, sometimes at great depth; a younger layer metamorphic rock, the Bucksport Formation; and a still younger igneous rock called the Waldoboro granite.

The geologic spine of the Town is the slightly rust granitic rock, which was formed, in the hazily understood time before the various Appalachian mountain-building episodes. They crop up just west of Pemaquid Point, include all of Pemaquid Harbor, the east shore of John's Bay and eventually pinched out just southwest of Biscay Pond. This Cross River Formation is also found as the rocks on both ends of Pemaquid Beach and the rough boulders scraping your canoe bottom in the lower Pemaquid River.

The next younger rocks in Bristol, the Bucksport Formation, are on either side of the Cross River Formation. Roughly 300 million years ago, as the soon-to-be continents of Africa and North America were crashing around, seafloor sediments were caught in the crunch zone and changed almost beyond recognition into the banded, folded, picturesque rock common in town. It forms the eastern shore of Pemaquid Point, Pemaquid Point proper, Loud's Island and reaches up into Bremen.

The eye-catching lenses, dikes, veins and sills of white, coarse-grained granite called pegmatites were probably formed as this rock was being tortured by the huge forces of continental movement.

Even more recent, but still much before the time when dinosaurs were walking around, a large blob of granite rose up around what is now Waldoboro. An arm of this gray, much more uniform rock extends into Bristol and forms the ridge between Round Pond and the Pemaquid River. It is best seen at the town lot just onto the Lower Round Pond Road from Route #32.

When the dinosaurs appeared, about 200 million years ago, North America and Europe/Africa separated to form the Atlantic Ocean. A little piece of Africa, called Avalonia, stayed stuck to North America. Avalonia is attached to North America along a long jumble zone, which runs roughly parallel to Route #95 and includes eastern Massachusetts, coastal Maine and the Maritime provinces. This spreading of the continents allowed dark magma from deep in the earth to rise up and fill in the cracks in the earth's crust. This material cooled rapidly to form a fine-grained, dark igneous rock called basalt. A famous basaltic dike caused by this crack-filling process is the Barbican, the point just across Pemaquid Harbor from Fort William Henry. Since that time, things have been quiet geologically. Erosion has removed the sheets and blankets of the bed of Bristol to expose what was once deeply buried.

This erosion was enhanced by the passage of a number of glaciers over the last 100,000 years or so. Evidence of glacial passage can be seen easily. Large rounded rocks sitting on rocks of a different type (glacial erratics), large deposits of blue-gray clay from glacially-ground rock flour, grooves scratched in ledges, often parallel to the southerly run of Pemaquid Neck and the islands of Muscongus Bay which were also formed by the glaciers. The last glaciers, only 10,000 years ago, were heavy enough to push Maine down. The shoreline was well inland (above Augusta) and Bristol was under tens to hundreds of feet of ocean. Since the glaciers melted, the crust has been bouncing up and down like a recently-vacated waterbed. The surface is now apparently dropping (inches per hundred years). This, plus a possible increase in ocean volume, contribute to the apparent rise in sea level. This can be seen at Pemaquid Beach where peat and logs, formerly in the back-dune bog area, now crop out at low tide on the beach in winter. The beach has migrated landward as sea level has risen, overrunning these former back dune features.

Soils

All this rock formation and subsequent glacial scraping makes deep soils a rare commodity in town. The major soil types in town are the Lyman-Peru-Scantic series and the Lyman-Turnbridge series. Some of the soils associated with these two series have low or very low potential for low density development and on-site, subsurface sewage disposal systems either due to wetness or shallow depth to bedrock. Some areas that can accept subsurface disposal usually need "large" systems as defined by the Maine State Plumbing Code. For years, this widespread extent of shallow soils, rock outcrops and wet areas has limited areas practical for development in town. However, new technology and use of septic areas common to a number of houses (clustering) now somewhat reduces the impact of these former limitations.

Based on an analysis of the individual soil types for Bristol, utilizing the Soil Survey of Knox and Lincoln Counties, as well as the Soil Potential Ratings for Low Density Development (Soil Conservation Service), approximately 50% of the soils in Bristol have medium or high suitability for low density development. The remaining 50% of the soils have low or very low potential.

A rating of low or very low does not necessarily mean that the intended use cannot occur on that soil. It does mean, however, that severe limitations may exist and corrective treatment may be necessary to overcome them. The fewest limitations apply to development with soils rated very high or high. The soil development potentials map for the Town of Bristol shows the distribution of two categories of soil types; 1) those with medium, high or very high potential; and 2) those with very low or low potential.

These town-wide map interpretations do not eliminate the need for on-site sampling, testing and study of other relevant conditions when development is proposed. Pockets of suitable or unsuitable soils may be present even though the town-wide medium intensity soil survey that is the source information for the town wide maps may indicate otherwise.

Areas with medium to high potential soils include land areas adjacent to many of the public roads in Bristol, as well as some land areas in, around and near each of the Town's village areas.

Wetlands

Wetlands are considered those areas where water is the primary factor controlling the plant and animal life found there. Although often overlooked as simply unbuildable land, wetlands play a significant role in the overall ecological balance of the environment. Wetlands provide many functions beneficial to humans. They serve as both seasonal and year round habitat for a wide number of species, often having high densities of individuals indicating a healthy ecosystem. They act as natural sponges, absorbing large quantities of run-off to be released slowly later. They also filter the run-off, removing silt, contaminants and other pollutants.

While most people agree wetlands are useful, the big issue revolved around their boundaries since a number of development restrictions hinge on distance from a wetland. Since the size of a wetland changes with the availability of water, defining its boundaries is not an exact science. However, there now exists wetland delineators licensed by the state who will come in to define the edge of a specific wetland area. Wetland maps exist but their usefulness to define a particular situation is questionable. It is, however, valuable to define the "wet areas" adjacent to a development project as well as within the project boundaries. Wetlands are often part of a larger wetland complex and actions to reduce the impact on the overall wetland may be necessary.

The Town of Bristol contains extensive wetland areas, as shown on the map on page 2-14 (the map depicts wetlands as reflected in the National Wetlands Inventory). Major wetlands limiting future development include a large wetland east of Route 130 and south of the Damariscotta line, extensive wetlands adjacent to the Pemaquid River, particularly east of Bristol Mills, and areas north, west and south of Round Pond about a half-mile from the harbor.

Groundwater

The water supply in Bristol is obtained from wells drilled in bedrock. In a bedrock aquifer, the water is stored in cracks or fractures in the rock. Areas with a large number of fractures can contain significant amounts of water. Yields of wells drilled into bedrock will range from near zero to hundreds of gallons per minute, depending upon the extent to which bedrock fractures are interconnected. Bedrock aquifers are recharged by rain and snowmelt and the water is constantly moving through the fractures as it flows downhill to the ocean or a stream. There are no sand or gravel

aquifers in Bristol due to the lack of such deep soils. The exposed ledge in town also makes a municipal water system drawing from the Pemaquid River impractical.

It is difficult to draw conclusions about that adequacy of groundwater in Bristol, and the ability of ground water to support development throughout Bristol, because there has not been a detailed hydrologic study undertaken in the community. The following paragraphs are an attempt to summarize what is known at this point in time.

Some well drilling data has been submitted to the Maine Geological Survey (primarily depth to water and yield), but this information has not been compiled and analyzed in a systematic manner. There have been no studies on recharge rates, or the extent to which existing wells or future draw-downs could affect ground water levels.

Water quality reflects the characteristics of the underlying bedrock geology. While good water does exist in town, certain areas have water quality problems such as high iron, maganese or salt content. There has been no detailed groundwater hydrogeologic study in Bristol. However, According to a survey of well drillers, the area west of Route #130 from Bristol Mills to Pemaquid Point often has high iron content requiring special treatment. Areas in Pemaquid Beach, Pemaquid Point, Long Cove and Round Pond are reported to have a problem with salt water intrusion. This occurs where pumping fresh water out of the ground allows salt water from the ocean to flow in to take its place. This is often a seasonal problem as summer cottages are used and water demand increases. The effect of poor water quality on limiting development is becoming less of a hindrance as water treatment technology advances and the cost of a fancy treatment system as a percentage of the total construction project decreases.

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 water storage. Wells from Long Cove to Muscongus Harbor east of Route #32 tend to be deep with low yields. However, there are very few areas in town that have absolutely no water availability. It is therefore necessary to be mindful of siting of possible sources of contaminants such as landfills, fuel storage tanks and sewage disposal sites.

There is a private water system in New Harbor serving 70 customers but it is primarily an above-ground seasonal system. The system draws its water from wells just north of New Harbor. Shallow soils have necessitated placing many of the seasonal lines above ground, a fact which would probably make it impractical to extend year-round lines to distant parts of the community.

Based on information from the State's Drinking Water Program, there are 22 water supplies that are classified as public water supplies. These systems consist of privately owned wells which either serve an existing business with 25 or more employees, or businesses serving the general public such as restaurants and inns or public parks and recreation areas. Most of these systems are located along the coast in the southern portion of the community. Due to the fact that these are privately owned and may have limited yield, and because of shallow soils throughout the community (making it extremely expensive to extend water lines), they are not considered as sources of future public supplies.

Based on discussions with officials from the Great Salt Bay Sanitary District, it would cost about \$100 per foot to extend Damariscotta's water system to Bristol. A water line extension from its current location (about a half mile from the Bristol line) to Bristol Mills would cost about \$2.5 million, exclusive of right-of-way costs.

Surface water

Most of Bristol is in the Pemaquid River Watershed, which has its headwaters up in North Nobleboro. Duckpuddle Pond in Nobleboro and Paradise Pond flow into Pemaquid Pond (Damariscotta and Bremen); Little Pond (Damariscotta) and Pemaquid Pond flow into Biscay Pond (partially in Bristol); and Biscay Pond flows into Boyd Pond (Bristol). Bristol also has some remote ponds off the main stem of the Pemaquid watershed such as Hastings, Ross and Fresh plus many flowages such as Huston Brook, Little Falls Brook plus Bodkin and Johnson's Meadows.

Foremost among the threats to the quality of a Maine lake is the potential for nutrient and biological pollution of the lake resulting from human activities in the watershed. Runoff from disturbed and or developed areas of the lake's watershed can carry phosphorus, sediment particles, and other pollutants considerable distances to the lake. These excess inputs into the lake cause an unnatural increase in the growth of algae. Excess algae in lake water can upset the normal equilibrium of the aquatic ecosystem.

This type of pollution is known as "non-point source" pollution. Non-point source pollution is another way of saying "you and I". It is the result of numerous everyday activities by the inhabitants of a lake's watershed. It is not just the activities of people living on the edge of a lake that affect its water quality, the lake is affected by every activity in that lake's watershed. It can be caused by gardening in such a way that the soil erodes into the lake; by storing manure in such a way that its nutrients leach into the lake; by turning a piece of wooded ground into a smooth lawn running down to the stream that empties into the lake which allows storm water runoff to rapidly run into the lake carrying excess nutrients with it; by needlessly fertilizing that lawn and having that fertilizer flush into the lake; by clear cutting; by improper roadside ditching; and by a hundred other activities. Basically, the way to avoid non-point source pollution of Maine's streams, lakes, and ocean is to slow down and/or trap the runoff from the land to the water. By doing this, the nutrients will stay where they belong, on the land.

For many years now, the Pemaquid Watershed Association (PWA) and the Maine Volunteer Lake Monitoring Program (VLMP) in cooperation with the Maine Department of Environmental Protection have monitored most of the lakes in the Pemaquid River Watershed. Duckpuddle Pond has shown the most dramatic effects of non-point source pollution. In 1994 and 1995 it experienced algae blooms that literally caused the lake to fill with soupy green algae. Currently, the Pemaquid Watershed Association, the USDA Natural Resource Conservation Service, the towns of Waldoboro and Nobleboro, and private citizens are using a grant from the Maine Department of Environmental Protection to do work to slow down the input of nutrients into Duckpuddle Pond.

Fortunately, the rest of the monitored lakes do not show the dramatic visual effects that have been seen in Duckpuddle Pond but they are not free of problems. Pemaquid Pond, Biscay Pond, Paradise Pond, Boyd Pond, and Little Pond are all about average but either show some decrease in water quality or are judged to be in danger of decreasing water quality (i.e. increasing algae levels).

The following is a water quality summary obtained from the Maine Department of Environmental Protection for Boyd Pond and Biscay Pond:

Boyd Pond: Water quality monitoring data for Boyd Pond has been collected since 1988. During this period, two years of basic chemical information was collected, in addition to Secchi Disk Transparencies (SDT). In summary, the water quality of Boyd Pond is considered to be

average, based on measurements of SDT, total phosphorus (TP) and Chlorophyll-a (Chla). The potential for nuisance algae blooms on Boyd Pond is moderate.

Water quality measures: Boyd Pond is a slightly colored lake (average color 28 SPU) with an average SDT of 3.9m (13 ft). Both water column TP samples from Boyd Pond were 12 parts per billion (ppb) while Chla ranges from 2.4 to 5.7 ppb with an average of 4 ppb. Recent dissolved oxygen (DO) profiles show relatively little DO depletion in deep areas of the lake. The lake is shallow enough that the potential from DO problems is low. The potential for TP to leave the bottom sediments and become available to algae in the water column (internal loading) is also low.

Biscay Pond. Water quality monitoring data for Biscay Pond has been collected since 1974. During this period, four years of basic chemical information was collected, in addition to Secchi Disk Transparencies (SDT). In summary, the water quality of Biscay Pond is considered to be average, based on measurements of SDT, total phosphorus (TP) and Chlorophyll-a (Chla). The potential for nuisance algae blooms on Biscay Pond is average.

Water quality measures: Biscay Pond is a slightly colored lake (average color 29 SPU) with an average SDT of 5.2m (17 ft). Both water column TP samples for Biscay Pond is 5-9 parts per billion (ppb) with an average of 7 ppb, while Chla ranges from 1.7-4.3 ppb with an average of 3.4 ppb. Recent dissolved oxygen (DO) profiles show moderate DO depletion in deep areas of the lake. The potential for TP to leave the bottom sediments and become available to algae in the water column (internal loading) is moderate. Oxygen levels below 5 parts per million stress certain cold water fish and a persistent loss of oxygen may eliminate or reduce habitat for sensitive cold water species.

Nutrient buildup in lakes is generally slow and, unfortunately, cumulative. Consequently it is slow, uncertain work to bring the nutrient levels back down. Also unfortunately, by the time the monitoring data shows that the lake is headed toward algae blooms, it is well on its way. Bottom line is that lake protection is a matter of proper land use in the watershed. The natural, irregular, wooded landscape is the ideal for trapping run off. As more people move into the watershed, they change the landscape. If this change is done without thoughtful run-off management, run off will enter the lakes full of nutrients and other pollutants, which will degrade the water quality.

Studies in Maine have shown that as the water quality of a lake goes down, so does the value of the land along its shore. The rate of development (new people and homesteads, the “you and I” of non-point pollution) in Bristol is increasing. Protecting the gems of our town - the streams, lakes, and ocean – means educating and regulating ourselves about proper land use.

The Town of Bristol is cooperating with other communities on water quality monitoring effort. As noted in preceding paragraphs, water quality monitoring is undertaken for the Town by the Pemaquid Watershed Association (PWA). This is a service for which the Town donates \$300 per year to the PWA. Monitoring occurs throughout the watershed regardless of town lines. The PWA Water Quality Committee is concerned that they may end up monitoring the slow, gradual degradation of the Town’s ponds. They are now expanding their efforts to include watershed surveys and mitigation of specific erosion situations identified in those surveys.

Floodplains

Some portion of the shoreland adjacent to ponds, lakes, wetlands and streams is inundated when these water bodies flood during storms and in the spring during the spring flood. This area is the floodplain. Weather records show that the larger the flood, the less frequently it occurs. A storm severe enough to occur only once in 100 years on the average, floods an area referred to as the 100-year floodplain. This narrow strip of land is both a desirable and, over the long run, a dangerous location in which to construct dwellings or other structures. In recent decades, the enactment of shoreland zoning has limited the ability of landowners to build close to the water, whether within the 100-year floodplain or not. Still, many older buildings predating shoreland zoning are subject to possible inundation, damage, or even loss of life in floods of 100-year or more frequent floods, depending on how near the water they have been located.

Because private insurance companies have not seen fit to offer flood hazard insurance to insure against property damage to structures located in the 100-year floodplain, the federal government created the National Flood Insurance Program (NFIP). This allows floodplain property owners in Bristol to obtain affordable flood insurance. A necessary precondition of NFIP insurance being available in Bristol is that the Town must adopt and administer a local floodplain management ordinance that controls construction techniques and requires flood-proofing in the 100-year floodplain. Bristol has adopted a local ordinance that meets applicable federal standards. Over time those federal standards have historically been subject to change and local floodplain management ordinance standards have had to be adjusted accordingly. This is an ongoing process and the Town will need to monitor its compliance to continue to meet the requirements for eligibility for NFIP coverage to property owners. It is important that the Town continue its floodplain management ordinance so that property owners can continue to get flood insurance.

The Federal Emergency Management Agency has developed Flood Insurance Rate Maps that serve to define the flood risk in town. A set of these maps is available at the Town Hall, Lincoln County Emergency Management Office and at a number of local surveyors. Based on a review of these maps, the entire coast of Bristol falls into the 100-year flood zone (a flood possible on average once every 100 years). All of the open, exposed sections of the coast have a “velocity hazard” which means they can and are hit by big waves. The flood insurance rate maps for the Town of Bristol show detailed base flood elevations for all of the Town’s coastline. The Planning Board uses this information in the administration of the Town’s Shoreland Zoning Ordinance and Flood Hazard Ordinance to ensure that development complies with the requirements of both ordinances.

Marine Resources

Bristol has few commercially important clam flat areas with most located in the east branch of the John’s River (Graveyard Point). Clam producing areas also exist in Pemaquid Harbor, New Harbor, Back Cove, Long Cove and Round Pond but are closed to harvest due to pollution concerns. These areas are not necessarily polluted but are close enough to boats and overboard discharges that they could possibly be impacted by untreated sewage so are kept closed permanently by the state. There are no commercially important mussel beds and the only large mussel concentration is in Pemaquid Harbor. Mussel seed has been harvested in Bristol in the past for aquaculture operations.

The intertidal area (the area between low and high tide), both rocky and muddy, support a wide range of plants and animals. Scuba diving clubs travel here from all over Maine to view the variety they find here. Scientists from the nearby University of Maine Darling Marine Center travel here to collect a wide variety of species. Pemaquid Point is listed on the state's Critical Areas List (which has now been discontinued) due to its high number of invertebrate species found there. The relatively undisturbed nature of the shoreline of Bristol and the range of habitats found here support this diversity of species.

The fishing industry is one of Bristol's largest economic forces due to the significant subtidal resources available. Fishing is what brought people, both native and European, to this area in the first place and is what keeps many folks here now. Lobstering dominates today's fishing industry but Bristol's fishermen are well known for their harvest of shrimp, tuna, herring and groundfish. For years, New Harbor was the state's #2 shrimp port after Portland. Fishing is the mainstay of Bristol's economy but also has the spin-off benefit of supporting tourism. Seeing working boats in a working harbor draws many visitors to the area. The mystique of buying and eating a lobster at the wharf where it was landed is available in four locations in Bristol but is increasingly hard to find in the rest of the State of Maine.

The fishing industry cannot continue without access to the water over a wharf. Bristol's harbors are very unusual in that they still have most wharves involved in fishing related activities as opposed to tourist-based or residential. This "resource" of working wharves is essentially irreplaceable and is vital to the economic health of the town. If a wharf is converted from commercial to residential, it is highly unlikely it will ever be converted back in the future. While that property will yield more tax revenue as a residence, it is actually more valuable to the town as a fishing wharf since it is supporting a year-round business, attracting tourists and maintaining the character that is Bristol. Table 1, based on unscientific data, shows that while most wharves are still commercial in usage, conversions are starting to occur.

<p>Table 1 Wharf usage in Bristol</p>				
Use	New Harbor	Back Cove	Round Pond	Pemaquid Har.
Built As:				
Commercial	18	4	7	12
Residential	0	0	0	0
Recreational	6	3	2	19
Conversions:				
Commercial to Residential	6	0	1	0
Commercial to Recreational	1	0	0	1

Land Cover

Bristol's land cover is primarily second (or third or fourth) growth and is 75 – 80% forested. With the exception of certain woodlots and inaccessible areas, the town was denuded of trees by the end of the

19th century, especially along the coast. Today, stands of hardwood (oak, beech, maple, birch) can be found on higher, drier land while stands of softwood (pine, fir, hemlock, spruce) cover the lower, wetter areas with a lot of mixing in between. Unforested areas are either swamps, hay fields, granite outcrops or developed land.

Habitats

Wildlife, itself, is an important natural resource of the Town of Bristol. It is imperative that consideration is given to the area of our town where wildlife habitat exists. Various species such as deer, moose, fox, raccoon to name a few, dwell within our boundaries. Due to the migratory or transient nature of these animals, their habitat areas are ever-changing, and the information presented in this section may be outdated. Therefore, the sources where current information may be obtained on an ongoing basis are provided below. Several organizations are engaged in mapping and tracking of such data.

Information regarding specific types of wildlife should be addressed to the Maine Gap Analysis headed by U.S. Geological Survey and the Maine Department of Inland Fisheries and Wildlife. Both organizations provide information on habitat type, characteristic features, food habits and typical behavior patterns of certain species found in our locale.

The Maine Department of Inland Fisheries and Wildlife has also developed Wildlife Management Districts which are responsible for management of habitat for all species within its area. The Town of Bristol is located in WMD 25 (mainland), while it's islands are located in WMD 30 (coastal islands). For information on proper land use, you can contact the following organizations.

The Pemaquid Watershed Association
PO Box 552
Damariscotta, Maine 04543
207 563 2196

Maine Volunteer Lake Monitoring Program
PO Box 445
Turner, Maine 04282-0445
207 225 2070

Maine Department of Environmental Protection
AMHI Complex – Ray Building
17 State House Station
Augusta, ME 04333-0017
207-287-7688

Maine Department of Inland Fisheries and Wildlife
284 State Street
41 State House Station
Augusta, ME 04333-0022
phone (207)-287-8000

Maine Department of Conservation
22 State House Station
Augusta, Me
04333-0022
Phone:(207) 287-2211

National Gap Office
USGS/BRD/Gap Analysis
530 S Asbury St. Suite 1
Moscow ID 83843
phone:(208)885-3565

Maine Department of Environmental Protection
Bureau of Land and Water Quality
State House Station #17
Augusta, Maine 04333
800 452 1942

USDA Natural Resource Conservation Agency
And
Knox-Lincoln Soil and Water Conservation District
191 Camden Road
Warren, Maine
207 273 2005

MDIFW Information. The following is a summary of major wildlife habitats identified by the Maine Department of Inland Fisheries and Wildlife prepared in 1994 and updated in November of 2001:

- A. Essential Habitat.** Essential Habitats are areas which are critical for the conservation of endangered species. Essential wildlife habitats in Bristol include:

Killick Stone Island (MDIFW #: 65189): Roseate Tern Nesting Island

B. Significant Wildlife Habitat

1. Habitat for State or Federally Listed Endangered or Threatened Species

Killick Stone Island (Roseate Tern Nesting Island)

- 2. Deer Wintering Areas.** The primary mechanism for deer to conserve energy during winter is to move to traditional wintering areas or “yards.” These wintering areas provide deer with shelter from radiant heat loss as well as improved mobility in snow. The conifer canopy in a deer yard moderates the effects of winter by maintaining warmer than average temperatures and greatly reducing wind velocity. The conifer cover also intercepts much of the snowfall and ground accumulations become firmly packed. This makes traveling much easier for deer and decreases their energy demands. MDIFW has identified six deer yards in Bristol:

<u>Location</u>	<u>MDIFW #</u>	<u>Rating</u>
Lower/Upper Ponds	020777	Indeterminate
Muscongus Harbor	020778	Indeterminate
Little Falls Brook	020779	Indeterminate
Moxie Cove	020780	Indeterminate
Hastings Pond	020781	Indeterminate
Browns Head	020782	Indeterminate

- 3. Waterfowl and Wading Bird Habitat.** Waterfowl and wading birds are a diverse group of species which make significant but not exclusive use of island and coastal wetlands. Waterfowl are defined in Maine statute as species of the family Anatidae, which includes ducks and geese but not grebes and loons. Wading birds include bitterns, herons, egrets, ibis, rails, coots and moorhens. Waterfowl and wading bird habitat areas in Bristol include the following:

<u>Location</u>	<u>MDIFW #</u>	<u>Rating</u>
E. of Old Walpole Meeting House	030628	Moderate
Little Falls Brook Drainage	030630	Indeterminate
Boyd Pond	030631	Moderate
N of Pemaquid River	030632	Indeterminate
Little Pond	030633	Indeterminate
Pemaquid River North of Bristol	030635	High
Ross Pond	030636	Indeterminate
Hastings Pond	030637	Moderate
Lower and Upper Pond	030638	Indeterminate
Tributary to Pemaquid River	030641	Indeterminate
NW of Round Pond	030642	Indeterminate
Trib to Pemaquid R., N of Boyd Pond	030643	Indeterminate
SW of Hastings Pond	030645	Indeterminate
West of Browns Cove	030646	Indeterminate
West of Browns Head Cove	030647	Indeterminate

The following wading bird colonies should be considered potential candidates for designation as Significant Wildlife Habitat under the Natural Resources Protection Act:

<u>Location</u>	<u>MDIFW #</u>	<u>Rating</u>
Haddock Island	65200	
Wreck Island	65194	

4. Shorebird Nesting, Feeding, Staging Areas

<u>Location</u>	<u>MDIFW #</u>
Round Pond	376
Killick Stone Island	374
Jones Garden Island	386

Brown's Cove	368
Bar Island	371
Ross Island	372
Polin's Ledges	373
Wreck Island	385
John's Island	363
Pemaquid River Tidal Flats	
Pemaquid Point Ledges	
New Harbor Dry Ledges	
Roost at upper end of Pemaquid R. near bridge	

5. Shorebird Nesting Islands

<u>Location</u>	<u>Coastal Island Registry #</u>
New Harbor Dry Ledge (N)	65301
Thief Island	65186
Jones Garden Island	65188
Killick Stone Island	65189
Wreck Island Ledge (s)	65192
Thrumcap Island	65193
Wreck Island	65194
Ross Island	65198
Haddock Island	65200
Western Egg Rock	65201
Biscay Pond (inland)	

6. Coastal Wildlife Concentration Areas.

Class A Areas

Damariscotta River
Wreck Island

Class B Areas

Upper Johns Bay	Louds Island West
Johns Island	Greenland Cove
Pemaquid Neck East	Killick Stone Island
Haddock Island	Ross Island
Browns Head	Western Egg Rock
Jones Garden Island	

Class C Areas

Louds Island East	New Harbor
Poland Ledges	Webber Sunken Ledge
Webber Dry Ledge	Bar Island
Long Cove	Round Pond

Pemaquid River
Pemaquid Harbor
Pemaquid Neck West
New Harbor Dry Ledges
Little Island

Thief Island
Marsh Island
Polins Ledge
Wreck Island Ledges
Devils Elbow

7. Other Areas of Concern

Other areas of concern are listed below. These areas are not directly regulated by State statute or regulations.

Historical Bald Eagle Nest Site: There is a historic (1968) record of a bald eagle nest east of Boyd Pond

Bald Eagle Perching, Foraging and Wintering Habitat: There is regular use of Muscongus Bay and Pemaquid River shorelines by apparently transient bald eagles (endangered), particularly during fall, winter and spring.

Seal Haul Outs: Webber Dry Ledge, Indian Island Ledge, Wreck Island Ledges, Western Egg Rock.

Brown Snake Habitat: There is a 1986 record of Brown Snakes (Indeterminate Status) on Route 32, 150 meters north of the Bristol Dump Road.

Musk Turtles, a species of indeterminate status in Maine, have been reported in Bristol.

Natural Areas Program Information. The following is a summary of Rare and Exemplary Botanical Features in Bristol compiled by the Natural Areas Division of the Maine Department of Conservation for the Town of Bristol:

Fern-Leaved False Foxglove (*Aureolaria Pedicularia*): last seen in 1933

Sea-Beach Sedge (*Carex Silicea*): Last seen in 1977

Coast-Blite Goosefoot (*Chenopodium Rubrum*): Last seen in 1980

Mountain Sandwort (*Minuartia Groenlandica*): Last seen in 1977

The Natural Areas division has also identified two undeveloped habitat blocks in the northern part of the community.

Other Natural Areas

The Critical Areas Program of the Maine State Planning Office was abolished by the Legislature in 1993. Prior to its abolishment, the Program identified a number of natural areas and critical areas in the Town of Bristol (the identification of these areas did not and does not impose any legal restrictions on the use of land). Natural areas consist of areas of local or regional significance; critical areas are documented, natural areas of State significance which contain either highly unusual natural features or

outstanding examples of more common features. While the Critical Areas Program is no longer in existence, the natural and critical areas are still important to Bristol. These are listed below. All were classified by the State Planning Office as a natural area. Pemaquid Beach and Pemaquid Point Invertebrate Study Area were also classified as a critical area.

1. **The New Harbor Bog** is a typical and attractive spagnum bog with Labrador Tea, Sundew, and two species of orchids.
2. **Pemaquid Beach**, stretching approximately 2,500 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 distinctive populations of American Beachgrass and other beach plants.
3. **Pemaquid Point** 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.
4. **Pemaquid Point Invertebrate Study Area** is a two-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.
5. **Pumpkin Cove Cobble Beach** is a moderately sized pocket boulder beach. The area is currently developed.
6. **The Salt Pond Tidal Pool**, 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.

Viewscapes

Being a scenic area, Bristol has more than its share of views held dear by its residents and visitors. The head of New Harbor from Southside Road, Long Cove to Salt Pond, Round Pond harbor from Rt. #32, and Sigler's Farm from Hunter's Hill are a few obvious ones. Such views over private land are what make Bristol what it is.

Thought should be given to methods of preserving those views valued by the public while still preserving private property rights. Shoreline setbacks and clearing standards help preserve the natural attractiveness and physical integrity of the shore. Purchase of the property, purchase of development rights, use of open space and farmland use classifications and conservation easements are all means by which landowners can benefit by protecting a view they "own". Such mechanisms are available through Town government, local and statewide land trusts plus private efforts.

Analysis

It is obvious that Bristol has a wide selection of natural resources worth preserving. Our natural resource based industries and extensive recreational opportunities make Bristol the kind of town it is. The town is relatively undeveloped but more land is developed each year. It is this slow, incremental growth which is changing the town as opposed to large commercial developments. Incremental

growth is hard to see and harder to control but once an area is used for a number of residences, it is changed for the foreseeable future. Since development has occurred mostly along the shore and other “easy” places, future development will take place in the “harder” places, which are the places we don’t want to lose such as hunting spots, views, wildlife habitat areas, etc. The effects of incremental growth will start to be noticed more as these formerly “wild” areas are changed. Public education and awareness are needed so we go into the future with our eyes open. An educational pamphlet on view preservation, water quality issues, habitat fragmentation and all the other issues above for new home buyers and developers would be a good start in this process.

Planning Considerations

1. **Ground water.** Ground water quality and availability is a limiting factor to future growth, but cannot be relied on to limit development due to water purification technology.
2. **Soils.** Soil depth is a limiting factor but cannot be relied on to limit development due to septic technology and multi-family systems.
3. **Wharf conversions.** Conversion of commercial wharves to residential ownership is usually irrevocable and is one of commercial fishing’s biggest threat on the local level.
4. **Wildlife habitat.** Spread-out forms of development fragment wildlife habitat as large, wild tracts are broken into smaller pieces.
5. **Pemaquid River.** The Pemaquid River shore from Biscay to Poole’s is currently undeveloped. One new house above Bristol Mills and four new houses on Boyd’s is the start of loss of this unique resource.
6. **Viewscapes.** Few good mechanisms exist to protect viewscapes important to many folks in town and which give the town its character.
7. **Lack of land use management.** Bristol has no local standards for managing development patterns that “*parcel out*” wildlife habitat, obstruct irreplaceable viewscapes, or segment continuous open spaces and shoreline..

3. POPULATION

Historical Trends

Bristol's year-round population remained constant for a period of four decades beginning in 1920 and ending in 1960 (the numbers ranged from a low of 1,355 in 1940 to a high of 1,476 in 1950). Between 1960 and 2000, the Town experienced a period of fairly rapid growth, increasing in size from 1,441 people in 1960 to 2,644 people in 2000 for a gain of 1,203 people or 83%. The Town's growth rate during this period was about the same as that of Lincoln County (82%) but significantly greater than the State's rate of 31%. Between 1990 and 2000, the Town's population grew from 2,326 people to 2,644 people (an increase of 318 people or 14%). Bristol's historical growth patterns are shown in the chart below and are summarized in Table 1 which also shows figures for Lincoln County and the State.

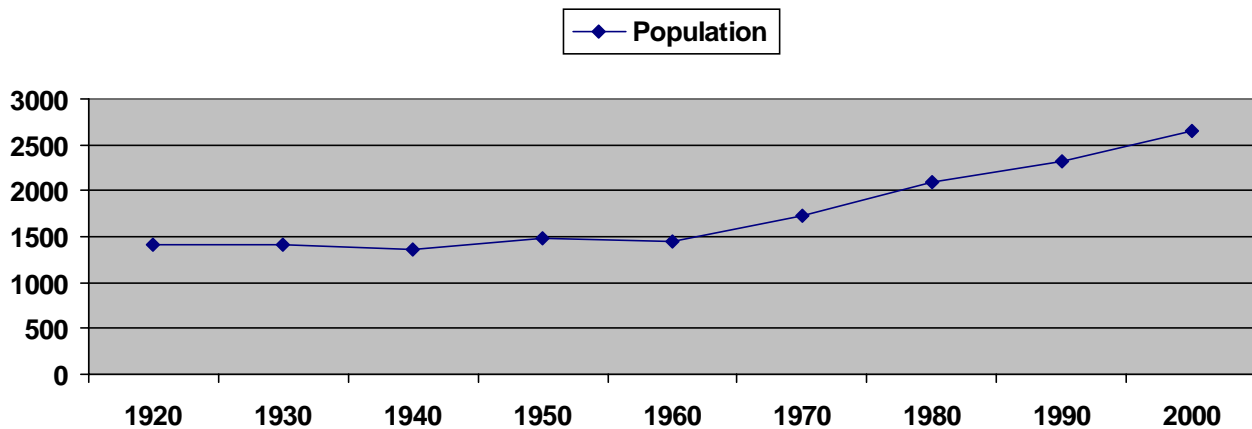


Table 1
Population Of Bristol, Lincoln County, And Maine
1920-2000

Year	Bristol	Lincoln County	Maine
1920	1,419	15,976	768,014
1930	1,413	15,398	797,423
1940	1,355	16,294	847,226
1950	1,476	18,004	914,950
1960	1,441	18,497	970,689
1970	1,721	20,537	992,048
1980	2,095	25,691	1,124,660
1990	2,326	30,357	1,227,928
1998	2,265	31,815	1,244,250
2000	2,644	33,616	1,274,923
1970-80 change	22%	25%	13%
1980-90 change	11%	18%	9%
1960-90 change	61%	64%	27%
1990-00 change	14%	11%	4%

Source: U.S. Census

Factors contributing to Bristol's growth between 1960 and 2000 include the national trend at that time to migrate from urban to rural areas, and the attractiveness of Maine's coast as a place to live.

Seasonal Population

There are no accurate estimates of Bristol's seasonal population levels. The Town's 2001 tax records include 1,666 resident taxpayers and 1,608 non-resident taxpayers. Thus, the Town's seasonal population could be numerically as great as the number of year-round residents.

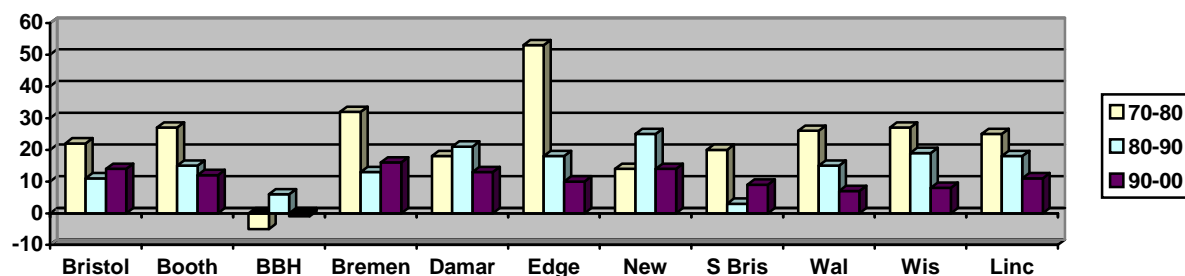
Comparative Population Change

Table 2 contains a summary of population changes for Bristol and a number of nearby communities in Lincoln County, as well as County and the State. The chart which follows illustrates population growth for the period 1970-80, 1980-90 and 1990-00 for all jurisdictions except the State. During the 1970s and 1990s, Bristol was one of the faster growing towns in the region.

<p align="center">Table 2 Comparative Population Change 1970 – 2000</p>							
	1970	1980	1990	2000	% Change 1970-80	% Change 1980-90	% Change 1990-00
Bristol	1,721	2,095	2,326	2,644	22	11	14
Boothbay	1,814	2,308	2,648	2,960	27	15	12
Boothbay Harbor	2,320	2,207	2,347	2,334	-5	6	-1
Bremen	454	598	674	782	32	13	16
Damariscotta	1,264	1,493	1,811	2,041	18	21	13
Edgecomb	549	841	993	1,090	53	18	10
Newcastle	1,076	1,227	1,538	1,748	14	25	14
South Bristol	664	800	825	897	20	3	9
Waldoboro	3,146	3,985	4,601	4,916	26	15	7
Wiscasset	2,244	2,832	3,339	3,603	27	19	8
Lincoln County	20,537	25,691	30,357	33,616	25	18	11
Maine	993,722	1,124,660	1,127,928	1,274,923	13	9	4

Source: U.S. Census

Comparative Population Change



Age Distribution

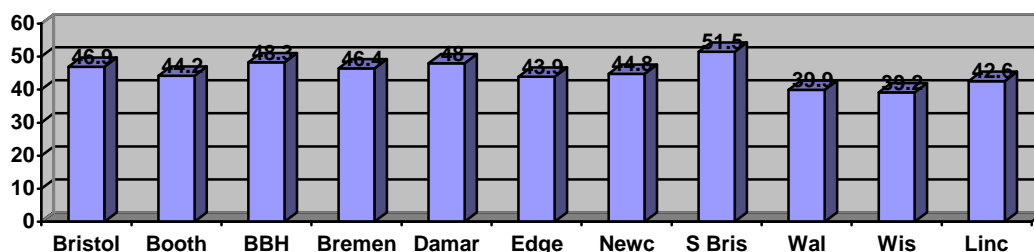
Table 3 contains a summary of age distribution for Bristol, nearby towns, Lincoln County and the State for 2000. Bristol's age distribution in the "under 5," "5-17" and "18-44" categories is smaller than that of most of the communities shown in the table, as well as the County and State. Conversely, the age distribution in the "45-64" and "65+" categories is larger than many comparison communities, Lincoln County and the State. Bristol's median age has risen from 40.5 years in 1990 to 46.9 in 2000.

Table 3
Population By Age Category
2000 (%)

	Under 5	5-17	18-44	45-64	65 +	Median
Bristol	4	15	28	29	24	46.9
Boothbay	5	16	30	31	18	44.2
Boothbay Harbor	4	13	28	28	26	48.3
Bremen	6	14	29	31	20	46.4
Damariscotta	4	16	26	23	31	48.0
Edgecomb	5	18	29	31	16	43.9
Newcastle	4	18	28	31	19	44.8
South Bristol	3	13	23	35	25	51.5
Waldoboro	6	19	33	25	16	39.9
Wiscasset	5	21	35	27	13	39.2
Lincoln County	5	18	31	28	18	42.6
Maine	6	18	37	25	14	38.6

Source: U.S. Census

Median Age



Household Size and Type

The average household size in Bristol (2.18) has been declining, as it has in Lincoln County and the State of Maine. The number of households, on the other hand, has been increasing. Tables 4 and 5 contain a summary of the change in persons per household, and a summary of households by type for the Town of Bristol and the State of Maine. In Bristol, the number of persons per household is less than at either the County or State level, and household size is declining slightly faster than at the County and State levels. Because of declining household sizes, it is possible for a community to lose population or maintain a static population even though new housing construction is taking place.

Table 4
Comparative Household Size, 1980-2000

	1980	1990	2000	80-90 % change
Bristol	2.48	2.36	2.18	-0.8
Lincoln County	2.68	2.52	2.35	-0.7
Maine	2.75	2.56	2.39	-0.7

Source: U.S. Census

Table 5
Household By Type 2000
Bristol

	#	%	#	%
All Households	1,203	100	518,200	100
Family Households	801	66.6	340,685	65.7
Married couple Families	690	57.4	272,152	52.5
Female Householder	74	6.2	49,022	9.5
Non-Family Households	402	33.4	177,515	34.3
Householder Living Alone	347	28.8	139,969	27.0
Householder 65+	178	14.8	55,483	10.7
Persons in Households	2,678	99.4	1,240,011	97.3
Persons in Group Quarters	16	0.6	34,912	2.7
Institutionalized	0	0	13,091	1.0
Other	16	0.6	21,821	2.7

Maine

Source: U.S. Census

Educational Attainment

Based on 2000 Census data, the year-round population of Bristol has had more formal education than the population of the County as a whole or the State as a whole. Approximately 89.9% of the Town's population had at least a high school diploma, and at least 24.6% had at least a bachelor's degree.

Table 6
Educational Attainment 2000

	Total # of Persons	% High School Grad	% Bachelor's Degree
	25+ Years	or Higher	or Higher
Bristol	1,990	89.9	24.6
Lincoln County	24,094	87.9	26.6
Maine	869,893	85.4	22.9

Source: U.S. Census

Per Capita Income and Projections

The State Planning Office has prepared county level estimates of per capita income as well as projections to the year 2010. These estimates and projections, which are contained in its Maine County Economic Forecast (December, 1999) indicate that Lincoln County's per capita income figures

are roughly on a par with those of the State as whole, but will increase at a slower rate than the State rate through the 2010 forecast period as shown in Table 7.

Table 7 Per Capita Personal Income				
	1997	2005	2010	Annual Average % Change 197-2010
Lincoln County	\$23,985	\$29,682	\$34,184	2.8%
Maine	\$21,937	\$29,417	\$35,652	3.8%

Source: State Planning Office

Population Projections

In January of 2002, the State Planning Office released population projections by age category for every community in the State. These projections, which show declining numbers in age categories up to age 45 (except in the 18-19 category), and increases in the categories beginning with 45-64 and above, are shown in Table 7 below. Overall, the State Planning Office estimates that Bristol's population will increase by 279 people, or about 10.3%, between 2002 and 2012.

Town of Bristol Population Projections													
Age Group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
0-4	94	94	94	93	92	92	92	91	91	92	91	91	92
5-17	400	392	385	377	370	363	357	352	346	342	341	339	340
18-29	248	250	253	256	260	262	265	268	271	273	273	271	270
30-44	488	481	472	463	455	447	436	428	420	413	408	409	411
45-64	773	808	842	877	909	941	973	1000	1022	1044	1063	1078	1078
65-79	494	496	498	502	505	508	512	518	530	543	555	566	593
80+	150	156	161	166	170	175	179	184	188	192	196	198	200
Total	2647	2677	2705	2734	2761	2788	2814	2841	2868	2899	2927	2952	2984

Source: State Planning Office

Planning Considerations

- Future population growth.** It may not be realistic to apply the State's modest growth projections (10.2%) for Bristol. The State's projections were prepared prior to the Sept. 11, 2001 attack, and may not reflect the extent to which people move from cities to more rural areas for safety reasons. Since Bristol will continue to be a highly attractive location for future residential growth, it may be more realistic to assume that over the next ten years, Bristol will grow at about the same rate as it did during the last 10 years (14%). Based on this assumption, the Town's population could increase from 2,677 in 2001 to about 3,052 by the year 2011 (a gain of 375 people).

2. **Demographic Changes.** The demographic changes occurring in Bristol are expected to continue. The average will continue to be higher than the State average, and the percentage of children will continue to be smaller than the State average.
3. **Seasonal Population.** The Town's seasonal population is expected to continue to grow.

4. ECONOMY

Introduction

Bristol is primarily a residential community with a number of small businesses. There is some manufacturing activity, and the commercial fishing industry is an important part of the Town's economy. Bristol's 2000 unemployment rate (1.8%) compares favorably with that of surrounding towns. Based on 1990 Census data (2000 data is not yet available), about 44% of the Town's labor force was employed within the community.

Manufacturing Activity

Table 1 provides a breakdown of manufacturing activity as reported in the 1994 Census of Maine Manufacturers, published by the Maine Department of Labor. Bristol's value of product (\$11.5 million) is second only to that of Waldoboro (\$34.4 million). The value of product reported for Bristol represents 16% of the value for Lincoln County as a whole. There were 145 people employed in manufacturing in Bristol in 1994, which represents 17% of all manufacturing employment in Lincoln County. The average manufacturing wage (\$18,778) was substantially below that of Lincoln County as a whole (\$22,124). The most recent edition of the Census of Maine Manufactures is 1997, but it does not reflect town data for Bristol because of disclosure limitations.

Table 1
Summary Of Manufacturing Activity – 1994

Community	Value of Product	Gross Wages	Average Wage	# of Workers
Bristol	\$11,510,891	\$2,722,795	\$18,778	145
Boothbay	\$8,413,663	\$2,188,294	\$23,786	92
Boothbay Harbor	\$2,199,002	\$485,673	\$12,673	40
Damariscotta	\$2,865,202	\$873,045	\$14,551	60
Edgecomb	\$1,268,488	\$306,921	\$27,902	11
South Bristol	\$770,655	\$128,432	\$14,270	9
Waldoboro	\$34,392,639	\$8,329,898	\$27,674	301
Wiscasset	\$3,125,461	\$588,122	\$22,620	26
Lincoln County	\$73,768,897	\$18,406,812	\$22,124	832

Source: Census of Maine Manufactures, 1994, Maine Department of Labor

Labor Force

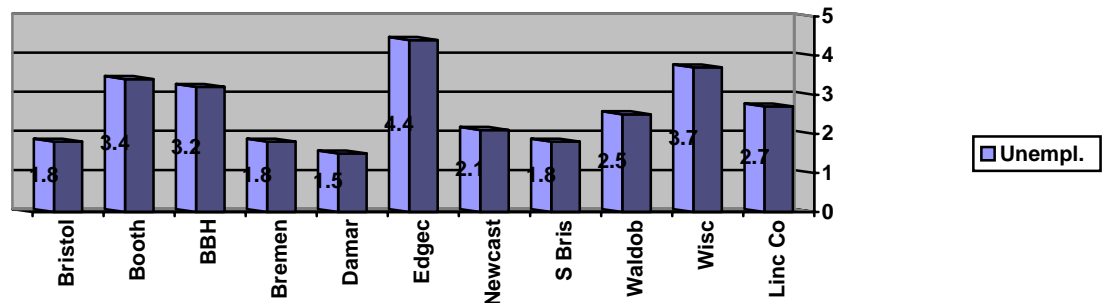
Table 2 provides an overall summary of the employment picture for Bristol, the comparison communities, Lincoln County and the State of Maine for the year 2000. Bristol had a labor force of 1,311 people, of whom 1,288 were employed and 23 were unemployed. Bristol's overall unemployment rate was 1.8%, which was one of the lower rates of all jurisdictions shown in Table 2. Unemployment rates for Bristol and the other jurisdictions are shown in the chart following Table 2.

Table 2
Summary Of Employment, Unemployment – 2000

	Labor Force	Employed	Unemployed	Unemployment Rate (%)
Bristol	1,311	1,288	23	1.8
Boothbay	1,871	1,808	63	3.4
Boothbay Harbor	1,421	1,375	46	3.2
Bremen	394	387	7	1.8
Damariscotta	1,176	1,158	18	1.5
Edgecomb	520	497	23	4.4
Newcastle	1,120	1,097	23	2.1
South Bristol	607	596	11	1.8
Waldoboro	2,986	2,911	75	2.5
Wiscasset	1,423	1,371	52	3.7
Lincoln County	18,243	17,747	496	2.7
Maine	688,754	664,601	24,153	3.5

Source: Maine Department of Labor

Comparative Unemployment, 2000



Bristol's unemployment rate remained relatively low throughout the 1990's, particularly when compared to that of several comparison communities including Boothbay, Boothby Harbor, and Wiscasset. The change in Bristol's unemployment rate is shown in the following chart. Rates for the comparison communities are shown in Table 3.

Bristol Unemployment Over Time

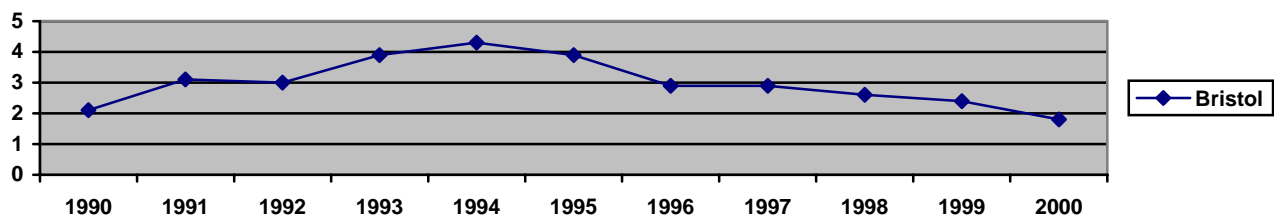


Table 3 Annual Unemployment By Percent											
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Bristol	2.1	3.1	3.0	3.9	4.3	3.9	2.9	2.9	2.6	2.4	1.8
Boothbay	3.9	6.4	6.7	7.7	7.5	5.4	4.6	4.7	4.2	4.0	3.4
Boothbay Harbor	4.0	6.7	7.8	9.1	8.9	7.3	6.0	5.8	4.5	3.7	3.2
Bremen	2.2	2.2	3.6	5.7	3.2	3.0	2.8	3.4	2.7	3.9	1.8
Damariscotta	2.6	5.1	4.8	6.9	4.9	5.0	2.9	3.3	3.2	1.6	1.5
Edgecomb	3.1	6.0	7.2	6.4	5.3	4.4	5.1	4.6	4.0	4.9	4.4
Newcastle	2.6	4.2	4.7	4.8	3.8	2.1	2.1	2.5	1.9	1.7	2.1
South Bristol	1.0	1.9	2.6	3.7	4.2	2.6	1.9	1.7	1.3	1.0	1.8
Waldoboro	3.7	5.6	5.6	6.7	5.4	3.5	2.6	3.0	2.7	2.5	2.5
Wiscasset	5.7	9.9	8.7	11.1	8.7	6.8	6.1	6.0	4.8	4.0	3.7
Lincoln County	3.4	5.5	5.8	6.7	5.7	4.6	3.9	4.1	3.3	2.9	2.7
State of Maine	5.2	7.6	7.2	7.9	7.4	5.7	5.1	5.4	4.4	4.1	3.5

Source: Maine Department of Labor

Employment by Industry

Table 4 contains a breakdown of the labor force by industry for Bristol, Lincoln County and the State of Maine as reflected in the 2000 Census. Bristol has a significantly higher percentage of residents employed in agriculture/forestry/fishing/hunting/mining than the other two jurisdictions.

Table 4 Labor Force Employment By Industry – 2000						
	Bristol		Lincoln County		State	
	#	%	#	%	#	%
Agriculture, forestry, fishing, hunting, mining	139	11.4	1,044	6.4	16,087	2.6
Construction	119	9.8	1,450	9.0	42,906	6.9
Manufacturing	127	10.4	2,058	12.7	88,885	14.2
Wholesale trade	39	3.2	426	2.6	21,470	3.4
Retail trade	123	10.1	2,009	12.4	84,412	13.5
Transportation, warehousing, utilities	14	1.2	525	3.2	26,857	4.3
Information	34	2.8	340	2.1	15,294	2.5
Finance, insurance, real estate, renting/leasing	49	4.0	756	4.7	38,449	6.2
Professional, scientific, management, administrative, waste management services	95	7.8	1,124	6.9	43,074	6.9
Education, health and social services	232	19.1	3,613	22.3	144,918	23.2
Arts, entertainment, recreation, accommodation, food services	133	10.9	1,088	6.7	44,606	7.1
Other services (except public administration)	73	6.0	866	5.3	29,182	4.7
Public administration	40	3.3	898	5.5	27,871	4.5
Total	1,217	100	16,197	100	624,011	100

Source: 2000 Census

Employment by Occupation

Table 5 contains an occupational breakdown for Bristol, Lincoln County and the State of Maine as reflected in the 2000 Census. The occupational breakdown of Bristol's workers differs in all categories from that of Lincoln County and the State.

Table 5 Labor Force Employment By Occupation - 2000						
	Bristol		Lincoln County		State	
	#	%	#	%	#	%
Management, professional and related occupations	358	29.4	5,142	31.7	196,862	31.5
Service occupations	219	18.0	2,501	15.4	95,601	15.3
Sales and office occupations	211	17.3	3,522	21.7	161,480	25.9
Farming, fishing and forestry occupations	123	10.1	830	5.1	10,338	1.7
Construction, extraction and maintenance occupations	167	13.7	2,066	12.8	64,064	10.3
Production, transportation and material moving occupations	139	11.4	2,136	13.2	95,666	15.3
Total	1,217	100	16,197	100	624,011	100

Source: 2000 Census

Place of Work

Table 6 shows where Bristol residents worked in 1990, and where the people live who work in Bristol. Almost half (44%) of the Town's employed residents worked within the community, although a significant percentage (22%) worked in Damariscotta. Of the total work force employed in Bristol, 65% came from Bristol.

Table 6 Place Of Work – 1990					
Place of Work – Bristol Residents			Residence of People Working in Bristol		
	#	%		#	%
Bristol	409	44	Bristol	409	65
Damariscotta	210	22	Waldoboro	49	8
Newcastle	73	8	Damariscotta	33	5
South Bristol	29	3	Newcastle	27	4
Bath	29	3	South Bristol	26	4
Wiscasset	27	3	Nobleboro	24	4
Brunswick	17	2	Other	58	9
Waldoboro	15	2	Total	626	99
Augusta	14	1			
Boothbay	14	1			
Lincoln Plt	13	1			
Other	88	9			
Total	938	99			

Source: 1990 Census

Source: 1990 Census

Fishing/Marine Harvesting

Fishing and marine harvesting are an important and growing part of Bristol's economy. Based on data obtained from the Department of Marine Resources, as reflected in Table 7, there were far more licenses issued in the year 2000 than there were in 1990. There are now more categories of licenses than there were in 1990, but the overall trend has been a substantial increase in the number of licenses.

Table 7 Marine-Related Dealer And Harvester Licenses		
	1990	2000
Dealers		
Retail	-	2
Wholesale no lobsters	-	2
Wholesale no lobsters supplemental	-	7
Total Dealers	-	11
Harvesters		
Commercial fishing/crew	9	13
Commercial fishing/single operator	4	5
Commercial shellfish	9	19
Commercial shrimp/crew	-	10
Commercial shrimp/single	-	6
Dip net	-	2
2 Fykes	-	1
Dip & 1 fyke	-	3
Eel (eelpot/hoop net)	-	1
Lobster crab apprentice over age 18	-	2
Lobster crab apprentice under age 18	-	1
Lobster/crab/Class I	21	9
Lobster/crab/Class II	2	20
Lobster/crab/Class III	-	1
Lobster/crab under age 17	1	-
Lobster/crab over age 70	-	2
Lobster/crab student	-	7
Non-commercial lobster/crab	0	4
Mussel hand	1	1
Marine worm digger	-	1
Non-commercial scallop	4	4
Scallop boat	2	-
Scallop dragger	0	5
Scallop diver	-	1
Sea urchin boat	-	1
Sea urchin hand	-	2
Sea urchin/scallop tender	0	3
Total Harvesters	53	124

Source: Maine Department of Marine Resources, 2001

Retail Sales

Retail sales tax information provides a way of measuring the commercial economy of a given area. Table 8 shows total taxable consumer sales for Bristol, the Damariscotta Economic Summary and the State for the years 1995 through 1999. The Damariscotta Economic Summary Area includes most of Lincoln County including Bristol. 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).

Table 8
Total Taxable Retail Sales 1995-99
(In Thousands Of Dollars)

Year	Bristol	Damariscotta ESA	Bristol as a % of Damariscotta ESA	State of Maine
1995	14,310.0	216,943	6.6	9,036,204
1996	15,667.4	226,844	6.9	9,501,838
1997	17,327.2	232,656	7.4	9,858,740
1998	18,450.7	260,041	7.1	10,734,751
1999	20,068.8	286,858	7.0	11,638,157

Table 9 provides a summary of consumer sales by product group for the Damariscotta Economic Summary area and the State of Maine (a similar breakdown for Bristol is not available because of disclosure limitations). The various product groups contained in Table 9 include:

Building Supply: Building supply items typically found in lumber yards and hardware stores

Food Stores: 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 items are not taxable.

General Merchandise: Stores selling product lines such as clothing, furniture, shoes, appliances, home furnishings and/or other major items.

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

Automotive Sales: Auto sales and all transportation items such as boat and auto leasing, parts and accessories.

Restaurants: All businesses selling prepared food for immediate consumption.

Lodging: Businesses selling lodging.

Table 9
Consumer Sales By Category – 1999
(In Thousands Of Dollars)

	Damariscotta ESA	% of Total	State	% of Total
Building Supply	43,587	15	1,536,757	13
Food Stores	34,553	12	1,282,179	11
General Merchandise	23,443	8	2,441,896	21
Other Retail	27,450	10	1,387,551	12
Automotive Sales	94,715	33	3,126,904	27
Restaurant	42,579	15	1,418,589	12
Lodging	20,530	7	450,597	4
Total	286,857	100	11,644,473	100

Planning Considerations

Over the next ten years, the major characteristics of Bristol's economy are expected to remain the same:

1. **Labor force.** The labor force will continue working in Bristol or nearby communities.
2. **Employment categories.** The major employment categories will continue to be agriculture/forestry/fishing, construction, manufacturing, retail trade, seasonal retail trade, and at-home businesses. There will continue to be very few manufacturing jobs.
3. **State, national trends.** Bristol's economy will continue to be affected by state and national trends including overall employment rates.
4. **Service center reliance.** Bristol will continue to rely on Damariscotta and other service center communities to meet retail and commercial service needs.

5. HOUSING

Changes in Total Housing Stock

Table 1 includes a summary of the changes in total housing stock since 1980 in Bristol, Lincoln County and the State. Between 1990 and 2000, Bristol experienced an increase of 500 housing units, resulting in a housing growth rate of 28%. This growth rate was much higher than that of Lincoln County (18%) or the State of Maine (11%).

Table 1
Changes In Total Housing Stock

	<u>Total Number of Units</u>			<u>Increases, 1980-90</u>		<u>Increases, 1990-2000</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
Bristol	1,657	1,790	2,290	133	8	500	27.9
Lincoln County	14,977	17,538	20,849	2,561	17	3,311	18.9
State of Maine	501,093	587,045	651,901	85,952	17	64,856	11.0

Source: 1980, 1990, 2000 Census

Housing Types

Table 2 contains a breakdown of housing units in 2000 by housing type, as reported in the 2000 Census. In 2000, 87.8% of the housing units in Bristol were single family dwellings. This is a much high percentage than in Lincoln County (80.9%) or the State as a whole (67.4%). Bristol has a much lower percentage of multi-family dwellings (1.4%) than Lincoln County (4.6%) or the State (14.7%), as well as a smaller percentage of mobile homes (7.2% vs. 10.8% in the County and 9.8% in the State).

Table 2
Total Housing Units By Type Of Structure – 2000

	Bristol		Lincoln County		State	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
Single-family, detached	2,009	87.8	16,868	80.9	439,459	67.4
Single-family, attached	37	1.6	240	1.2	14,387	2.2
Mobile home	164	7.2	2,251	10.8	63,902	9.8
Duplex	41	1.8	475	2.3	36,565	5.6
Multi-family	32	1.4	974	4.6	95,777	14.7
Boat, RV, van, etc	5	0.2	41	0.2	1,811	0.3
Total	2,288	100	20,849	100	651,901	100

Source: 2000 Census

Year -Round and Seasonal Dwellings

Table 3 contains information on the total number of dwellings in Bristol, Lincoln County and the State of Maine, as well as the number of year-round and seasonal dwellings. In 2000, Bristol had a much lower percentage of year-round dwellings (55%) than the County (72%) or State (84%), and a much higher percentage of seasonal dwellings.

Between 1980 and 1990, the number of seasonal dwellings in Bristol declined from 759 dwelling units to 730 dwelling units, possibly because of the conversion of some dwellings from seasonal to year-round use or because of a statistical problem in the compilation of Census data.

Table 3 Year-Round And Seasonal Dwellings					
	Total Dwellings	Total Year Round Dwellings		Total Seasonal Dwellings	
	#	#	%	#	%
Bristol					
1980	1,657	898	54	759	46
1990	1,790	1,060	59	730	41
2000	2,290	1,263	55	1,027	45
Lincoln County					
1980	14,977	10,590	71	4,387	29
1990	17,538	12,852	73	4,686	27
2000	20,849	14,989	72	5,860	28
State of Maine					
1980	501,093	427,377	85	73,716	15
1990	587,045	499,006	85	88,039	15
2000	651,901	550,431	84	101,470	16

Source: U.S. Census

Owner Occupied vs. Renter Occupied Dwellings

As shown in Table 4 on the next page, in the year 2000, Bristol had a much higher percentage of owner occupied year-round dwellings (88%) than either Lincoln County (83%) or the State (71%). The Town's percentage of owner occupied dwellings declined between 1980 and 1990 (from 94% to 88%). During that 10-year period, the number and percentage of rental units increased substantially (52 to 122 units; 6% to 12%).

Between 1990 and 2000, the percentage of owner-occupied dwellings and renter-occupied dwellings remained the same (88% and 12%, respectively).

Table 4
Owner Occupied Vs. Renter Occupied Housing

	<u>Total Occupied</u> <u>#</u>	<u>Owner Occupied Dwellings</u> <u>#</u>	<u>%</u>	<u>Renter Occupied Dwellings</u> <u>#</u>	<u>%</u>
Bristol					
1980	835	783	94	52	6
1990	987	865	88	122	12
2000	1,203	1,055	88	148	12
Lincoln County					
1980	9,494	7,896	83	1,598	17
1990	11,968	9,955	83	2,013	17
2000	14,158	11,755	83	2,403	17
Maine					
1980	395,184	280,377	71	114,807	29
1990	465,312	327,888	70	137,424	30
2000	518,200	370,905	72	147,295	28

Source: U.S. Census

Housing Age and Services

Table 5 contains information on the age of housing and the percentage of homes with complete plumbing and kitchen facilities. Statistics on the age of housing have sometimes been used as a measure of the extent of substandard housing, but these are not necessarily a reliable gauge. Old housing in Bristol does not necessarily mean deteriorated housing. As shown in Table 5, Bristol has a slightly higher percentage of homes constructed before 1939 (31.6%) than the State (29.1%), but a slightly lower percentage than Lincoln County (33.5%). Bristol has a very high percentage of homes with complete plumbing and kitchen facilities.

Table 5
Year – Round Housing Age And Other Characteristics – 2000

	<u>Structure Built Between 1990-2000</u> <u>%</u>	<u>Structure Built Before 1939</u> <u>%</u>	<u>Complete Plumbing Facilities</u> <u>%</u>	<u>Complete Kitchen Facilities</u> <u>%</u>
Bristol	13.4	31.6	98.9	-
Lincoln County	17.4	33.5	99.0	99.2
State of Maine	14.6	29.1	99.1	99.3

Source: 2000 Census

Housing Values and Costs

Based on 2000 Census data as shown in Table 6, the median value of a home in Bristol (\$128,800) was higher than it was in Lincoln County (\$119,900) or the State (\$98,700). However, median owner costs with a mortgage (\$860) were lower than in the other two jurisdictions. Gross rent in Bristol (\$585) was higher than in either Lincoln County (\$541) or the State (\$497). The percentage of people in Bristol paying 35% or more of their income on rent (16.6%) is lower than in the other two jurisdictions.

Table 6 2000 Housing Costs					
	Median Value Owner Occupied Unit	<u>Median Owner Costs</u>		<u>Median Rental Costs</u>	
		With Mortgage	Without Mortgage	Gross Rent	35% or more of Income
Bristol	\$128,800	\$860	\$331	\$585	16.6
Lincoln County	\$119,900	\$880	\$295	\$541	26.7
State of Maine	\$98,700	\$923	\$299	\$497	27.4

Source: 2000 Census

Housing Affordability

The 2000 Census documents that 6.0% of the population in Bristol is below the poverty level. This compares favorably with the County (10.1%) and the State (10.9). According to the 2000 Census, the median family income is about the same in all three jurisdictions (\$45,184 in Bristol, \$45,427 in Lincoln County, \$45,179 in Maine).

Based on data obtained from the Maine Department of Human Services, in March of 2001, 28 people in Bristol received TANF (Temporary Assistance for Needy Families) and 96 people received food stamp assistance. The TANF program is the replacement program for the former AFDC (Aid to Families with Dependent Children) program.

Housing Assessment. In 2002, Bristol and South Bristol received a housing assessment grant from the Department of Economic and Community Development to conduct a study of housing conditions and needs in the two communities. The following paragraphs contain excerpts from that study, conducted by Governmental Resources, relative to affordable housing. The study clearly documents that Bristol has a housing affordability problem:

1. The median sales price of a house in 2001 in Bristol was \$165,500...Statewide median sales price in 2001 was \$118,000.
2. The Maine Real Estate Information Service (MREIS) recently announced that by the end of the third quarter 2002, the median sales price for the State of Maine had reached \$143,000 (a 21.2% increase in nine months). Governmental Resources estimates that the median sales price for the two towns has reached \$200,000.

3. In a survey conducted by Governmental Resources of all residential real estate listings (55) advertised locally in the Bristol-South Bristol area during the summer of 2001, the median list price was \$325,000 and the average list price was \$563,000.
4. The Maine State Housing Authority (MSHA) defines its “housing affordability index” as the median household income for the location under discussion as a percentage of the median household income needed in that location to purchase a median priced home. An affordability index of 1.0 means that a family with a median income for the area can purchase a median priced home in that area. Bristol in 2001 (median income slightly below \$35,000) had an affordability index of 0.65, indicating income levels sufficient to purchase homes priced at 65% of the area median. Median priced homes in Bristol were \$165,000, but households with median income in Bristol could not purchase homes costing more than \$108,000.
5. According to data released by MSHA in July 2002, 71.3% of Bristol households could not have afforded the purchase of a median priced home in that community in 2001.
6. Bristol and South Bristol account for 18.8% of the need for subsidized elderly housing units, and has 0.0% of the supply of such units in the Boothbay Harbor Housing Market Area. Bristol and South Bristol’s very low income elderly households without rental assistance (27) account for 63% of the unmet elderly housing rental assistance households in the entire area.
7. In addition to the need for subsidized housing of elderly households, there is also a need for subsidies to very low income families. Bristol and South Bristol account for 19% of the need for subsidized family units in the area, and has only 2.8% of the supply of such units. Bristol and South Bristol’s very low income family households, not receiving any housing assistance (51) account for 28% of the entire unmet family housing assistance needs of the Boothbay Harbor Housing Market Area.
8. Governmental Resources is of the opinion that local regulatory policies and ordinances do not place unusually burdensome or unreasonable controls on the development of housing, and that such regulations are generally consistent with the needs for such fragile ecological systems as exist on the Pemaquid Peninsula (emphasis added).
9. For reasons relating both to the significant development in shoreland areas in the Southern sectors of both communities, environmental constraints, and the high price of land, it becomes obvious that the development of affordable housing can only occur in the Northern portions of each community—meaning in the Bristol Mills area in Bristol....
10. “People are being forced to give up their coastal residences as a result of rising taxes,” Bristol’s current mil rate is reported to be 10.35. The tax valuation issue is a looming and serious threat, rather than one which has already “forced people off their land.” In significant numbers.
11. There is a need for rental housing assistance or family rental housing units in Bristol and South Bristol for 51 very low income family households in the two towns.
12. There is a need for rental housing assistance or elderly housing units for 37 current very low income elderly persons (or households) in Bristol and South Bristol.

Table 7 contains housing sales data for the Town of Bristol compiled by the Maine Bureau of Revenue Services for 1997, 1998 and the first half of 1999. The table reflects a wide range of selling prices and suggests that there are a few housing units on the market every year that a lower income family might be able to afford.

Table 7 Sale Price Of Homes In Bristol				
1999 – first 6 mo. 25 sales Median Price: \$121,500	1998 58 sales Median Price: \$134,250		1997 52 sales Median Price: \$144,000	
\$450,000	955,000	133,500	465,000	141,000
415,000	875,000	133,000	400,000	132,000
275,000	810,000	130,000	400,000	130,000
270,000	690,000	130,000	395,000	125,000
255,000	390,000	129,900	350,000	125,000
232,500	385,000	125,000	335,000	115,000
174,900	380,000	111,400	325,000	110,000
145,000	375,000	111,000	305,000	106,000
144,000	356,500	105,900	290,000	97,000
140,000	300,000	105,000	270,000	96,000
130,000	278,000	96,000	256,000	95,000
123,000	276,000	95,000	235,000	92,000
121,500	270,000	94,500	230,000	90,000
120,000	261,300	94,250	227,500	87,500
116,000	256,500	90,000	210,000	85,000
110,000	245,000	89,900	195,000	81,000
93,500	214,000	89,000	195,000	80,000
90,520	200,000	85,000	190,000	74,000
86,500	195,000	84,000	190,000	70,000
85,000	192,000	82,000	187,500	65,000
82,500	190,000	82,000	185,000	65,000
69,300	152,000	80,912	182,500	53,000
58,000	147,500	76,000	170,000	49,000
53,000	145,000	70,000	159,000	47,000
32,500	142,500	67,500	150,000	41,200
	139,900	61,000	147,000	28,500
	139,000	55,000		
	135,900	52,000		
	135,000	44,000		

Source: Maine Revenue Service 2001

Planning Considerations

1. **Affordability.** Bristol's desirability as a second home and retirement location will continue to exert an upward pressure on housing prices. Housing affordability will continue to be a problem, especially for younger people.
2. **Special housing needs.** Bristol will continue to rely on Damariscotta and other service center communities to meet specialized housing needs such as nursing homes and assisted living facilities.

6. TRANSPORTATION

Federal Role

The Transportation Equity Act for the 21st Century (TEA-21) has had and will continue to have a major impact on the Town's roads and bridges. TEA-21 was enacted by Congress in 1998 and is the major source for Federal transportation funds for the period 1998-2004. Funds from the Federal fuel tax are sent to Washington and are channeled back to the states through TEA-21. The majority of TEA-21 funds are used to improve the State's arterials and major collectors (but not minor collectors), as well as State and local bridges. Federal enhancement funds are also made available on a competitive basis every two years through TEA-21 for the improvement of bicycle and walking facilities.

The state of Maine receives and administers other Federal funds for the maintenance and improvement of railroads and airports.

Maine Department of Transportation

The Maine Department of Transportation (MDOT) is responsible for the planning, development and preservation of a multi-modal transportation system including highways and bridges, air transportation, ferry systems, transit systems and rail transportation. MDOT's investments in the transportation system are guided by the following

1. **Twenty-Year Plan.** MDOT's Twenty Year Plan is a policy document that describes the current condition of the State's transportation infrastructure, outlines some of the factors likely to affect performance, and describes the steps to be taken to meet broad goals for all modes of travel.
2. **Six-Year Transportation Improvement Plan.** MDOT's Six Year Plan provides a link between the Twenty-Year Plan, which is policy based, and the Biennial Transportation Improvement Program (BTIP), which is project-based and fiscally limited. The Six Year Plan provides municipalities with the opportunity to plan for anticipated improvements in a more timely manner than is allowed by the BTIP. There is a reasonable expectation that projects listed in the Six-Year Plan will be implemented within the next six years, subject to funding availability. Projects listed in the Six Year Plan which may be of interest to Bristol include:
 - **Route 1B, Newcastle to Damariscotta** – reconstruction of 2.54 miles, from Rt. 1 to Rt. 1.
 - **Sections of Route 32, Bristol to Waldoboro** – reconstruction of 6.67 miles from Rt. 130 to Rt. 1.
 - **Rural Road Initiative** – reconstruction of Snowball Hill Road and Huddle Road. Under the State's Rural Road Initiative Program, which was created by the Legislature in 1999 to replace the Local Road Assistance Program, municipalities can apply to the State for the reconstruction of minor collector roads on a 2/3 State, 1/3 local matching fund basis (State money supports this initiative).

- **Local Bridge Investments** – replacement of the Redonnet Mill Bridge on Redonnet Mill Road.
 - **Airports** – at the Owls Head Airport, construction of a terminal building, reconstruction of runway 3/21, and expansion of the parking apron; at Wiscasset, acquisition of land in the approaches.
 - **Passenger Marine Services** – continued work with Rockland and Bath on the development of shoreside facilities for various marine services including high speed ferries, water taxis and cruise ships; additional capital improvements at ferry terminal facilities in Rockland and at other terminal locations.
 - **Park and Ride Lots** – the identification of park and ride lots for prioritization by the Regional Transportation Advisory Committees (RTACs).
 - **Paved Shoulders for Bicycles** – the pavement of highway shoulders when certain highway criteria are met and when specific roads have been identified in regional plans for shoulder paving treatment (shoulder paving priorities were developed in 2000 by the RTAC and include Routes 129/130, 130 and 32). A portion of the East Coast Greenway, now in the planning stages, may come through a portion of Bristol.
 - **Rockland Branch** – rail improvements and stations for the Rockland Branch Rail Line to support passenger excursions and connectivity to the proposed AMTRAK service between Brunswick and Boston and the marine highway along the coast of Maine.
 - **Feasibility Studies** – continued work by MDOT on a number of feasibility studies which may lead to projects scheduled for construction in future six-year plans. Studies which may impact Bristol include Bath Westerly Access (feasibility of strategies to improve access to Bath and the Sagadahoc Bridge from points west), and the Wiscasset Route 1 Corridor (preliminary engineering and environmental studies of alternative to relieve U.S. Route 1 congestion and improve safety in the Wiscasset area).
 - **Access Management** –access management standards that would significantly impact the nature of future development on the Town’s collector roads.
3. **Biennial Transportation Improvement Program (BTIP)** – The BTIP for specific projects for the FY 2002/03 biennium will be developed based on the Six Year Plan.
 4. **Regional Transportation Advisory Committee (RTAC)** – The Regional Transportation Advisory Committee for Region 5 advises MDOT on transportation policy issues. Region 5 includes all of Knox and Lincoln Counties and portions of Waldo and Sagadahoc Counties. It also includes several towns in Cumberland County.

Highways

Based on data obtained from the Maine Department of Transportation, there are three major types of roads other than the Interstate:

1. **Arterials** - Arterial roads are comprised of a system of connected highways throughout the State that serve a high volume of through traffic. This is defined as 10,000 to 30,000 annual average daily traffic (AADT) trips. As of this writing, no arterial roads pass through the Town of Bristol. However, Town residents depend heavily on Route 1, located less than two miles from the Bristol Town line, for transportation to other parts of the State.
2. **Collectors** - Collectors serve as feeder routes that connect local service roads to the larger arterial roads, and are generally defined as those roads that carry between 2,000 to 8,000 AADT trips. Collectors include numbered State highways and roads. Major collectors include State Routes 32, 129/130, and Route 130 as far south as Route 32. Minor collectors include State Route 130 south of Route 32, Huddle Road, Snowball Hill Road and Harrington Road. The State is responsible for maintenance of major collectors. On minor collectors, the State and the community share maintenance responsibilities. According to MDOT, there are 25.36 miles of collectors in Bristol which 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 Road, Snowball Hill Road	2.21
Harrington Road	1.92

3. **Public Town Roads (Town Ways)** - public roads are all other Town roads not otherwise classified as arterials or collectors, and are defined as carrying 100 to 500 AADT trips. These roads are maintained by the municipality and serve primarily as local service roads that provide access to adjacent land. The public Town roads in Bristol are shown in Table 1 below; the source of the information is from the plowing contract.

Table 1 – Local Roads	
Road Name	Road Length
Bristol Road - Damariscotta Town line to New Harbor	9.95
Bristol Road - New Harbor to Pemaquid Point, Pt Loop, and lighthouse	3.11
Walpole Meeting House Road	0.18
Poor Farm Road to D. Brackett	1.27
Benner Road	3.70
Sodom Road	0.70
Fogler Road	1.16
Webber Road to East End Bridge	0.03
Redonnett Mill Road	0.04
Upper Road Pond Road	2.07
Lower Round Pond Road	2.84
Rock School House Road	2.04
Split Rock Road	0.75
Carl Bailey Road	0.90
Sproul Hill Road to Pendleton's	0.30
Kelley Street	0.04
Austin Street	0.10

Transfer Road	0.10
Fir Hollow Road	0.24
Harrington Road to South Bristol town line	2.00
Pemaquid Harbor Road to gate at Irelands	2.57
Riverview Road	0.69
Old County Road, West end, to David Cushing	1.33
Bradley Hill Road (Old Route 130)	0.44
Huddle Road, Beach Loop, Fish Point, Old Fort Roads	1.50
Snowball Hill Road (Beach to New Harbor hill)	1.20
Pemaquid Trail	1.32
South side New Harbor to Back Cove	0.69
Leeman Hill to Green Gate & Rogers Road	0.43
Rogers Road	0.30
State Route 32 (Route 130 to Bremen town line)	8.98
Indian Trail Road - both ends	0.40
Old Long Cove Road	0.10
Salt Pond Road	0.17
Martha Beck Road	0.36
Long Cove Point Road	0.70
Old Long Cove Road (Tukey to Chandler)	0.20
Foster Road	1.32
Coggins Road	0.50
Hiscock Road (Joan Grant's road)	0.10
Back Shore Road	1.20
North Point Road, Round Pond	0.65
Anchor Inn Road	0.14
Landing Road	0.15
Thompson Road	0.17
Moxie Cove Road	0.80
Southern Point, Round Pond	0.30
Morrison Road	0.25
Browns Cove Road	0.80
Old County Road - East end	1.00
Sproul Hill Road (to Charles Farrell's)	0.73
Elliott Hill Road - east end/west end	0.20
TOTAL:	61.21 miles

Bridges

Bridges in Bristol include:

Name	Location	Water body
Days Bridge (Molly's Cove Bridge)	Back Shore Rd.	Flowing Meadow Str.
Hatchtown Bridge	Lower Round Pond Rd.	Pemaquid River
Redonnet Mill Bridge	Redonnet Mill Rd.	Pemaquid River
Long Cove Point Bridge	Long Cove Point Rd.	Trout Brook
Monroe Bridge	Route 32	Monroe Stream
Partridge Bridge	W. Biscay/Benner Town Rd.	Pemaquid River
Pemaquid Falls Bridge	Route 130	Pemaquid River
The Arch Bridge	Benner Town Road	Pemaquid River
Stone Bridge	Moxie Cove Road	Unnamed creek
East End Bridge	Webber Road	Pemaquid River

Traffic Counts

Traffic volumes for collectors and major Town Ways are listed below. The information is based on traffic counts performed by MDOT in 1997. The Average Annual Daily Traffic counts are average counts that are generally lower than the actual field counts. Table 2 below lists the traffic counts from the 1987 plan and the counts taken in 1997, ten years later. On all roads for which data exists, traffic has increased over the ten-year period in amounts ranging from 4% to 163%.

Table 2 Traffic Count Information					
Road	Description	AADT 1987	AADT 1997	AADT Increase	10-yr % Change
Rte 129/130	North of Bristol Cutoff	3137	6220	3083	98%
Rte. 130	South of Bristol Cutoff	2290	4390	2100	92%
	N. of Benner Road	2213	3980	1767	80%
	N. of Split Rock	2196	*	NA	
	S. of Split Rock	2159	2700 (1995)	541	25%
Rte. 32	N. of Upper Round Pond Rd.	909	1590	681	75%
	N. of Lower Round Pond Rd.	832	1150(199	318	38%
	S. of Lower Round Pond Rd.	504	2)	426	85%
	S. of Elliotts Hill Rd.	388	930	NA	
	N. of Dump Road	369	*	461	125%
	S. of Dump Road	341	830	489	143%
	E. of 130	936	830 1440	504	54%
Benner Road	Off 130	195	330	135	69%
	W. Biscay above Soddom	66	*	NA	
	Soddom off Benner	72	*	NA	
	E. Biscay above Soddom	58	90	32	55%
Dump Rd.	W. of Route 32	347	360	13	4%
Harrington Road	E. of Pemaquid Hbr Road	586	1060	474	81%
	W. of Pemaquid Hbr Road	403	760	357	89%
Huddle Road	West of Route 130	500	900	400	80%
Lower Round Pond Rd.	East of Route 130	641	910	269	42%
	West of Route 32	536	790	254	47%
Upper Round Pond Rd.	East of Route 130	201	410	209	104%
	West of Route 32	76	*	NA	
Pemaquid Harbor Rd.	S. of Harrington Rd.	381	750	369	97%
	S. end of road	114	*	NA	
Snowball Hill Rd.	West of Route 130	551	1450	899	163%
Southside Road	East of Route 130	627	740	113	18%
Split Rock Road	West of Route 130	55	*	NA	

*- no later data available

Road Safety and Accident Summary

MDOT has identified vehicle accident locations on public roads in Maine (both State and Town owned), and has provided a summary of this information to Maine towns. A critical rate factor (CRF) is listed for each accident location. The CFR is a comparison of the actual accident rate to the expected accident rate based on: road type, vehicle miles traveled, and statewide average accident

ratios. A CRF greater than one indicates an accident rate higher than would be expected at that location based on State data.

The information shown below was collected from January 1996 through December 1998. For the two-year period, there were a total of 135 vehicle accidents in Bristol. 94 of them occurred on State Routes 129, 130, and 32; 41 occurred on Town roads. Only those locations with the highest number of accidents were listed for the State routes. None of the 94 accident locations on the State routes had a CRF greater than one. All of the accidents that occurred on Town roads were included in the table for the two-year study period.

Table 3 Accident Locations		
Public Road Name	# of Accidents	CRF
<u>State Routes</u>		
Rte 130: New Harbor to Pemaquid Point	11	*
Rte 130: town line to Rte 129/130 junction	9	*
Rte 130: between Clarks Cove Rd. & crest of Bristol Mills hill	9	*
Rte 130: between Foster Rd. and Bradley Hill	9	*
<u>Town Roads</u>		
Lower Round Pond Rd.	7	1.78
Clark Cove Rd	6	*
Benner Rd	6	1.76
Upper Round Pond Rd.	5	*
Huddle Rd.	3	*
Snowball Hill Rd	2	*
Long Cove Pt.	2	*
Rock School Rd.	2	*
Bristol Rd	1	2.34
Carl Bailey Rd	1	*
Pemaquid Trail	1	*
Southern Pt.	1	1.56
Martha Beck Rd.	1	*
Poor Farm Rd.	1	1.28
Sproul Rd.	1	10.44
Foster Rd.	1	*
TOTAL:	41	NA

* = accident rate is not higher than expected based on MDOT data

Road Improvement Plan

In 1995, the Town of Bristol hired Commercial Paving of Scarborough to help with the development of an "Eight Year Town Road Improvement Program," shown in Table 4, which was later approved by the Town.

<p align="center">Table 4 Town Road Improvement Plan</p>		
Year	Road	Cost
1997		
	Benner Road	119,000.00
	Sproul Hill Rd, Kelly & Austin St.	8,800.00
	Moxie Cover Road	13,413.00
	Salt Pond	<u>3,573.00</u>
	Sub-total:	144,786.00
	10% Culverts & Ditching	<u>14,478.00</u>
	Sub-total:	159,264.00
	Webber's Bridge	<u>10,000.00</u>
	Total:	169,264.00
1998		
	Foster Road	19,058.00
	Bradley Hill Road	14,105.00
	Pemaquid Harbor Road	91,888.00
	Pemaquid Point (Rte 130 to lighthouse)	7,941.00
	Morrison Road	<u>8,651.00</u>
	Sub-total:	141,643.00
	3% CPI:	<u>4,250.00</u>
	Sub-total:	145,893.00
	10% Culverts & Ditching	14,589.00
	Split Rock Road	<u>10,000</u>
	Total:	170,482.00
1999		
	Fogler Road	32,367.00
	Old County Road (Gamage)	25,014.00
	Old County Road (Library)	<u>26,318.00</u>
	Sub-total:	83,699.00
	6% CPI:	5,022.00
	Sub-total:	<u>88,721.00</u>
	10% culverts & ditching	<u>8,872.00</u>
	Sub-total:	97,593.00
	Pemaquid Trail	51,049.00
	Pemaquid Trail (re-surface work)	20,000.00
	Split Rock Road Project	<u>2,000.00</u>
	Total:	170,642.00
2000		
	Leeman Hill Road	18,604.00
	Long Cove Point Road	16,381.00
	Riverview Road	11,866.00
	Anchor Inn Road & Village Landing	7,696.00
	Carl Bailey Road	31,763.00
	Upper Round Pond Road	45,393.00
	Elliott Hill Road	<u>7,737.00</u>
	Sub-total:	139,440.00
	9% CPI:	<u>12,549.00</u>
	Sub-total:	151,989.00
	10% culverts & ditching	15,198.00

	Split Rock Road project	<u>3,000.00</u>
	Total:	170,187.00
2001		
	Poor Farm Road	14,248.00
	Coggins Road	11,231.00
	Rogers Road	9,941.00
	Pemaquid Point Loop	22,185.00
	Back Shore Road	44,202.00
	Quarry Hill Road	1,101.00
	Northern Point Road	14,983.00
	Hiscock Road	3,585.00
	Knapp Road	1,305.00
	Longfellow Road	1,361.00
	Thompson Road	<u>4,729.00</u>
	Sub-total:	128,871.00
	12% CPI:	<u>15,464.00</u>
	Sub-total:	144,335.00
	10% culverts & ditching	<u>14,433.00</u>
	Sub-total:	158,768.00
	Split Rock Road project	<u>11,232.00</u>
	Total:	170,000.00

Private Roads

There are a number of private roads in Bristol. Private roads may include a public easement, but they are essentially not local roads. Maintenance and improvement if these roads is the responsibility of the private owner(s).

Parking

Public parking exists at a number of locations but as of this writing, there are no counts of available spaces or summary of problems. Public parking exists at the following locations:

- Town office
- Public landings
- New Harbor center
- Pemaquid Point lighthouse
- Village Post offices
- Pemaquid Beach
- Fort William Henry
- Salt Pond
- Kresge Point
- Bristol Dam

Public Transportation System

Public transportation is limited in Bristol. The major public transportation services offered in the mid-coast area include Concord Trailways and Coastal Trans.

1. **Coastal Trans, Inc. (CTI).** Coastal Trans is a non-profit public transportation service subsidized by various levels of government available on a limited schedule to residents of Knox, Lincoln and Sagadahoc Counties as well as the towns of Brunswick and Harpswell. Coastal Trans' mission is to provide non-emergency transportation services to the low income, elderly, disabled, and general population of its service area. Currently, Coastal Trans provides door-to-door van service between Bristol and Damariscotta/Newcastle on Mondays. The majority of Coastal Trans' clients are either clients of or receive financial support from the Maine Department of Human Services.
2. **Concord Trailways.** Concord Trailways currently offers daily trips to Portland, Boston and Logan Airport. The closest stop to Bristol is downtown Damariscotta

Park and Ride facilities

Bristol does not have any State-established and maintained park and ride facilities. However, some Bristol residents park at the meeting house lot for ride share purposes.

Planning Considerations

1. **Future traffic.** Traffic on all Town roads is expected to increase substantially over the next 10 years.
2. **Town office parking.** There is insufficient parking at the Town Office.
3. **Access Management.** There are no local standards for managing future driveway placement along the Town's roads. Bristol may benefit in the long run from State-level access management controls along State highways and State-aid roads because the State rules may limit future congestion that would otherwise result from land development patterns. However, there is a need to evaluate the impact of the rules along other roads in Town.
4. **Local road Improvement Plan.** The Town's 1997-2001 road improvement plan for maintaining the local road network is out of date. The plan ensured that there was a commitment to maintaining and improving the local road network in an orderly fashion. There is a need to update the plan for the years 2002 and beyond.

Table 1. Enrollment Trends and Projections – School Union 74 – Bristol, Grades K-8 2000-01 Best Fit Model

School Year	K	1st	2nd	3rd	4th	5th	6th	7th	8th	TR-1	Total K-3	Total K-8	Total Spec. Ed. K-8	Grand Total K-8
1990-91	34	36	27	37	31	18	45	21	29	2	136	280	0	280
1991-92	22	34	39	28	37	36	17	45	23	4	127	285	0	285
1992-93	31	28	30	35	29	32	32	21	43	0	124	281	0	281
1993-94	32	34	25	32	33	31	35	27	22	0	123	271	0	271
1994-95	22	38	29	24	35	35	33	37	32	0	113	285	2	287
1995-96	30	25	33	29	28	33	32	33	40	0	117	283	3	286
1996-97	32	37	25	31	30	30	35	29	33	0	125	282	0	282
1997-98	29	30	34	23	30	30	26	35	28	0	116	265	0	265
1998-99	27	31	32	34	27	32	33	24	38	1	125	279	0	279
1999-00	25	28	29	29	37	27	30	34	21	0	111	260	0	260
2000-01	21	28	28	30	29	36	28	32	29	0	107	261	0	261
2001-02	29	23	28	27	33	29	36	28	32	0	107	264	0	265
2002-03	21	31	22	27	29	33	29	36	28	0	101	256	0	256
2003-04	20	22	30	21	29	30	33	29	36	0	93	250	0	250
2004-05	18	21	22	29	23	29	29	33	30	0	90	234	0	234
2005-06	16	20	21	21	32	24	29	30	33	0	78	226	0	226
2006-07	19	17	20	20	23	32	23	29	30	0	75	213	0	213
2007-08	19	20	17	19	22	23	32	24	29	0	74	205	0	205
2008-09	19	20	20	16	20	22	23	32	24	0	75	196	0	196
2009-10	19	20	20	19	18	21	22	23	33	0	78	195	0	195
2010-11	19	20	20	19	21	18	21	22	23	0	78	183	0	183

Source: Market Decisions

7. PUBLIC FACILITIES AND SERVICES

There are a number of public facilities and 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 facilities and services.

Town Government

Bristol is governed by the Town Meeting/Selectmen form of government. An annual Town Meeting is held 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	3 years
Treasurer	3 years
Tax Collector	3 years
Selectmen, Assessor, Overseer of the Poor	3 years (staggered terms)
School Committee	3 years (staggered terms)
Park Commission	3 years (staggered terms)
Planning Board	3 years (staggered terms)

The Selectmen conduct the day-to-day business of the Town, serving simultaneously as Assessors and Overseers of the Poor. They perform the functions of road commissioner. They are responsible for hiring two office clerks and a road laborer who drives the town truck.

The Selectmen appoint two alternates to the Planning Board (the five regular members are elected), five members of the Board of Appeals, six Harbor Masters, a Code Enforcement Officer and Plumbing Inspector, and the members of various standing committees including: the Harbor Committee, the Fish Committee and the Shellfish Conservation Committee. The Selectmen also serve as Bristol's representatives on the board of trustees of the Bristol/South Bristol Transfer Facility, a governmental joint venture which provides for the disposal of solid wastes generated in the two towns.

The 2001 Town Meeting approved an article in the warrant directing the moderator to appoint a nine member citizens' committee to study the question of whether the Town should adopt a Town Manager or Administrative Assistant form of government and to report to the Town in October 2001. The Committee recommended that the Town hire a Town Administrator. Effective as of July 1, 2002, the Town has hired an Administrative Assistant.

At the Town Meeting the public's vote on various appropriations is guided by the recommendations of the Selectmen and the Budget Committee, and when 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 following year.

Bristol town business is conducted daily from the Town Office on Route 130 in Bristol Mills. This building may not meet the future needs of the community. It may be difficult to provide space for a town manager or administrative assistant. Parking at this location is extremely limited and is on land that belongs to the Bristol Village Improvement Society. Maintenance on this building averages about \$6,000-\$7,000 per year.

Town Boards and Committees

Volunteers contribute significantly to the manner in which Bristol is governed by serving on various boards and committees. 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. **Planning Board.** The Bristol Planning Board, composed of five elected members and two appointed alternates, 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.
2. **Appeals Board.** The Town's Board of Appeals hears appeals arising from the administration of Town ordinances or from specific dimensional requirements of the ordinances.
3. **Fish Committee.** The Fish Committee monitors the alewife population and advises the Town on regulating the alewife fishery.
4. **Harbor Committee.** The Harbor Committee consists of seven members who are appointed annually by the Selectmen and the Town's Harbor Masters. 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.
5. **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.
6. **Parks and Recreation Commission.** The Commission supervises the operation and maintenance of Lighthouse Park, 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 on Pemaquid Beach. The Fishermen's Museum, which is governed by a separate board, is located at Lighthouse Park.
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. Since the Town does not have a high school, students in grades 9 through 12 attend school outside Bristol, usually Lincoln Academy in Newcastle. The School Committee has representation on the Lincoln Academy Board of Trustees.

8. **Recycling Committee.** The Recycling Committee, composed of four members from Bristol and three from South Bristol, was formed by the Joint Board of the Bristol/South Bristol Transfer Station to investigate and propose a plan to increase recycling in the two communities.
9. **Bristol Consolidated School Long-Range Plan Committee.** This Committee includes representatives of the school board, faculty, parents, and the community. It meets regularly to consider short-term and long-range program and facility needs.

Water and Sewer

The Chamberlain area of Bristol is served by the privately owned New Harbor Water Company on a seasonal basis. All other areas of town are served by individual, privately owned, on-site wells, septic systems and overboard discharge systems. There are no public water or sewer facilities. The Town maintains a sewage disposal site which is used by commercial operators and paid for by fees.

Police

Bristol has no police force. Law enforcement is supplied by the Lincoln County Sheriff's Department out of Wiscasset and the Maine State Police out of Thomaston. The Lincoln County Sheriff's Department has 13 full-time patrolmen and 3 full-time detectives.

Fire and Rescue

Bristol is served by Bristol Fire and Rescue (Samoset Fire Company). Forty firemen and twelve First Responders are "paid volunteers" who receive hourly wages for actual on-duty hours. There are three fire stations, each housing two fire engines. The New Harbor station also houses the rescue vehicle and is the base of operations for the First Responders. The New Harbor station was constructed in 1996 and the Bristol Mills and Round Pond Stations were upgraded to OSHA standards in 1997 and 1998 respectively. Service calls for 1990 and 2000 indicate the increase in requirements during the decade:

	1990	<u>2000</u>
Fire	40	31
Medical	118	167
Combined Fire/Med	24	
Mutual Aid (other towns)	7	11
Auto Accident		64
Search & Rescue		3
Downed Power Lines		24
False Alarms		10
Haz. Fuel Spills		3
Misc.		4
Total	190	317

Based on information obtained from the Fire Chief, the stations and major pieces of equipment are in good condition with the exception of a 1963 International fire truck located at the New Harbor station which needs to be replaced. In 2002, the Town approved \$240,000 for the replacement of the fire engine. Roughly 75%-80% of the calls are for rescue services, and about

85% of all calls are to the New Harbor station. One of the goals of the Fire Department is to reduce the Town's ISO (Insurance Services Office) rating which is currently at 9. A lower rating can result in lower insurance rates for Town residents. The Fire Department's vehicles are listed in the following table for the year 2001.

New Harbor – Station 1

1. 1998 Ford Econo Rescue – fully equipped; paid for by volunteers and donations. Good condition.
2. 1979 Ford Rescue - obtained from Massachusetts – good shape; good for another 5 years.
3. 1985 GMC 1,000 gallon pumper – good condition; good for another 5 years, then will need to be refurbished.
4. 1963 International 1,000 gallon pumper) – outmoded, needs to be replaced.

Round Pond – Station 2

1. 1976 International 750 gallon pumper – being refurbished; will good for another 15 years.
2. 1979 Mack 3,500 tank truck – good condition; good for another 15 years.

Bristol Mills – Station 3

1. 1978 Ford diesel 3,000 gallon tank truck – Good condition; good for another 10-15 years.
2. 1973 International 1,000 gallon pumper – Good condition.
3. 1954 Dodge brush truck (military surplus); needs to be replaced; hard to get parts.

Solid Waste Disposal

Solid waste disposal is handled by the Bristol/South Bristol Transfer Facility. The Facility began operation in 1990 under an interlocal agreement between the two towns. The net budget is apportioned 60% to Bristol and 40% to South Bristol and is governed by a Board consisting of the Selectmen of the two towns. Expenditures for 1990, the first full year of operations, were \$169,453. Expenditures in 2000 were \$424,890.

Based on Transfer Station records, the waste stream in the year 2000 included:

- Garbage: 1,895 tons - taken to MSW in Auburn. Tipping costs were \$54.61/ton (increased to \$56.72/ton in 2001). The Town hauled about 108 truckloads of trash at \$262/trip (272.92/trip in 2001). The loads averaged 16 tons/ trip. The town spent \$103,485 in tipping fees and \$38,296 in trucking fees.
- Bulk waste (demolition debris, wood, brush): 1,200 tons – taken to Norridgewock. Tipping costs were \$53.87/ton; hauling costs were \$285/trip (average 7-10 tons per trip).
- Recycling: 781 tons – picked up by Lincoln County; no tipping or hauling costs.

The 2001 budget for the transfer station includes \$35,000 to ship garbage, \$112,000 to dump garbage, \$33,000 to ship bulk wastes, \$51,000 to dump bulk wastes and \$1,000 for recycling (equipment costs). Based on calculations by the Department of Environmental Protection, both towns spend about \$120 per capita to handle wastes.

Both towns now recycle about 17-20% of their wastes. Since 1997, the volume of garbage handled at the transfer station has increased at a rate of about 35-40 tons per year, in part because residents are recycling less of their trash. If the recycling percentage could be increased to 40%, there would be a savings of about \$62,400.

The Recycling Committee is investigating a pay per bag program. Similar programs in other communities have provided a financial incentive to recycle. In Bristol, the program would shift some of the financial responsibility to the largest waste contributors including several businesses.

Welfare

General Assistance is the only welfare program provided directly by the Town.

<u>Year</u>	<u>Cases</u>	<u>Expenditures</u>
1991	29	11,971.35
1992	34	16,708.51
1993	20	6,996.74
1994	19	7,647.58
1995	23	10,623.94
1996	22	5,824.02
1997	20	14,078.69
1998	19	9,020.79
1999	16	5,239.51
2000	13	10,613.85

Public Health and Social Services

Public health and social services for Bristol residents are provided by state and regional agencies with offices in Lincoln County. In response to agency requests, the Town contributes about \$30,000 in tax funds each year to these agencies. Among them:

- Miles Health Care, Inc: Operates Miles Memorial Hospital, Cove's Edge Nursing Facility, Chase Point Assisted Living, Adult Day Care, Miles Home Health Care, Life Line, all in Damariscotta.
- Kno-Wal-Lin: Home nursing care for Knox, Waldo and Lincoln counties. Offices in Damariscotta.
- Healthy Kids (Damariscotta): Child abuse prevention services and parental assistance.

- Senior Spectrum (Damariscotta): “Meals on Wheels”. Regional Central Maine Area Agency on Aging. Headquarters in Wiscasset.
- Coastal Economic Development (Brunswick): Regional anti-poverty agencies using state and federal funds.
- CLC Ambulance Service (Damariscotta): Medical transportation services for Bristol residents.
- Coastal Trans. (Damariscotta): Non-emergency (medical and non-medical) transportation for needy and elderly.
- New Hope for Women (Damariscotta): Spousal abuse assistance.
- Mobius, Inc. (Damariscotta): Assisted living and placement for mentally retarded.
- Shoreland Community Mental Health (Brunswick): Regional agency for mental health services.

Cultural Services

- The Bristol Area Library: Located on Route 130 in Pemaquid, and 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 Town’s yearly contribution to the library was increased in the year 2000 from \$5,000 per year to \$10,000 per year.
- 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: 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.
- Friends of Colonial Pemaquid. This Committee was established in 1993 to try to save Fort William Henry. The Committee raised \$225,000 in 1994-95 to renovate the Forthouse. The Committee is working with the State to address the long-range needs of the site including 1) beach erosion (erosion is now in the site of the old settlement); and 2) the establishment of a new museum and visitors center to replace the current museum.

Recreational Services

Bristol is fortunate in having a number of high quality, outdoor public recreation facilities which are owned by or are available to the Town’s residents. These include:

- Colonial Pemaquid State Park (State owned): 12.5 acres, located off Huddle Road. Includes a reproduction of the 1692 Fort William Henry, an archaeological excavation of an early 17th

century settlement, a State landing, the 18th century Fort House, and a museum displaying artifacts.

- Lighthouse Park: 6 acres, located at the end of Bristol Road. Includes the Fisherman's Museum and the Pemaquid Art Gallery.
- Pemaquid Beach Park: 17 acres, located off Snowball Hill Road. Includes a crescent beach, picnic area, bath house, ballfields (Lewis Athletic Field which was dedicated in 1997) and refreshment stand. This park is the site of many organized recreational activities.
- Bristol Mills Dam and Swimming Area: Located off the Bristol Road at Bristol Mills.
- Rock School House (1837): Located on Schoolhouse Road. Stone school in original condition. The building is a museum.
- Long Cove Picnic Ground: Located at Long Cove Point.
- Marsh Island: The Town owns a small, unmarked parcel of land on Marsh Island.
- Moxie Cove Picnic area: Located on Moxie Cove Road at Round Pond.
- Kresge Point: The Town owns a two-mile strip of land all around the tip of Kresge Point that is open to the public.
- Town Landings: There are a number of Town landings in the community including:
 - 1) Bristol Mills: On Route 130 just north of Bristol Mills
 - 2) Brown's Cove: Located off Brown's Cove Road
 - 3) Catherine B. Hanna: Located off Cozy Cottage Road
 - 4) Creek Hill Road: On Moxie Cove Road at the stone arch bridge
 - 5) Fish Point: Located on Fish Point Road near the Fort
 - 6) New Harbor: Located off South Side Road in New Harbor
 - 7) Pemaquid Salt River: On the Pemaquid River on Town Landing Road
 - 8) Round Pond: Located off Landings Road
 - 9) North Point: Located at Round Pond
- Other Landings: Other landings include:
 - 1) Round Pond Village Improvement Society
 - 2) State Park

The Pemaquid Watershed Association is a land trust, formed in 1966, which monitors water quality in the ponds in Bristol as well as the Pemaquid River. It has formed a partnership with the Damariscotta River Association (a larger land trust serving Lincoln County) and Carpenters' Boat Shop to purchase Crooked Farm. This property consists of 140 acres and 1.5 miles of river frontage on the Pemaquid River. The purchase is aimed at preserving a historically and ecologically significant section of the Pemaquid River. Other holdings include the Bearce Allen Preserve (40 acres of woodland, trails). Easements include the Hauschka easement (45 acres at

Biscay Pond – undeveloped, limited public access); the Libby easement (12 acres at Pemaquid Point -no public access) and the Drebelbis easement (shown as PWA on Map 5).

The Nature Conservancy holds three properties in Town (all have public access): Rachel Carson Salt Pond (87 acres with tidal pond, hiking trails); Laverna Preserve (120 acres, hiking trails, 3,200 feet of oceanfront); and Bass Rock (two acres of oceanfront).

The Snowmobile Club maintains numerous snowmobile trails throughout the community.

Educational Services

School Union #74 serves 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 Newcastle. On October 1, 2000, there were 267 elementary students and 129 secondary students.

Beginning in the fall of 2001, two portable classrooms were located at the school to deal with an expanded kindergarten class. Census data and Town records indicate that subsequent kindergarten classes will be much smaller. The 2000 Census reports that there were 98 children in Bristol under the age of 5. The Bristol Consolidated School Long-Range Plan Committee is considering a range of options to deal with long-range school needs. The Committee is considering the space needs of the school, as well as the need to make improvements in air quality and the condition of the roof.

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.

In 2001, School Union 74 hired the firm Market Decisions to prepare school enrollment projections for Bristol. The table on the next page, which has been excerpted from the report, shows that elementary enrollments reached a high of 287 in the 1994-95 school year, and are projected to decline to 183 by the year 2010-11 (a decline of 36%). See Table 1 on the next page.

Planning Considerations

1. **Town Office.** The current Town Office may not adequately meet the long-range needs of the community. Parking is not adequate. Meeting space for various boards and committees is lacking, and maintenance costs are relatively high.
2. **Solid Waste.** Solid waste costs are likely to increase, in part because of low recycling rates.
3. **Capital Improvement Plan.** Bristol does not have a capital investment plan for financing the replacement and expansion of public facilities required to meet projected growth and development.

8. MUNICIPAL FINANCES

Historical Valuations and Taxes

Both the Town of Bristol and the State of Maine compute valuations for the Town. The State compiles and adjusts its figures to reflect actual property transactions, and hence market values. Bristol's valuations will reflect market value only in those years in which the Town conducts a revaluation and adjusts values to reflect market conditions. State valuation figures for any given year are two years old, and thus do not reflect recent changes in overall property values. State law requires that when a municipality's valuation drops below 70% of the State valuation, a revaluation must be undertaken.

Table 1 provides a summary of Bristol's State valuation, municipal valuation, the tax assessment and tax rate for the years 1990 through 1999, as reflected in municipal valuations prepared by the State Bureau of taxation and in municipal valuation returns. The jump in total municipal valuation between 1996 and 1997 reflects the results of a revaluation undertaken in 1997.

During the period 1993 through 1999, Bristol's State valuation rose from \$299.2 million to \$388.6 million, or 30%. During the same period, the Town's valuation rose from \$228.8 million to \$401.3 million, or 75%. A high valuation does not necessarily mean that taxes are high. A community with a high valuation can raise a given sum of money with a relatively low tax rate, whereas a community with a low valuation can raise the same amount of money only with a higher tax rate.

Table 1 Historical Valuation And Taxes				
	State Valuation	Municipal Valuation	Bristol Tax Assessment	Tax Rate
1990	\$299,150,000	\$228,763,000	\$2,424,887	.0106
1991	\$370,350,000	\$232,831,000	\$2,793,968	.0120
1992	\$360,200,000	\$237,594,000	\$2,851,127	.0120
1993	\$320,000,000	\$241,748,800	\$2,900,986	.0120
1994	\$339,850,000	\$245,396,800	\$2,846,603	.0116
1995	\$355,600,000	\$249,904,600	\$3,023,846	.0121
1996	\$377,050,000	\$254,022,000	\$3,276,884	.0129
1997	\$369,950,000	\$396,005,500	\$3,405,647	.0086
1998	\$387,250,000	\$395,445,000	\$3,400,831	.0086
1999	\$388,550,000	\$401,328,500	\$3,491,558	.0087
2000	\$397,750,000			

Source: Municipal Valuation Returns Statistical Summary, 1990-99, State Bureau of Taxation

Valuation Comparisons

State valuation comparisons and per capita valuations are two measures of a community's wealth relative to other communities. Table 2 contains a summary of State valuations and per capita

valuations for Bristol and a number of comparison communities. Bristol's 2000 State valuation (\$397.8 million) is higher than that of all comparison communities including Damariscotta, Waldoboro and Wiscasset. In terms of State per capita figures, Bristol has the highest per capita State valuation (\$175,607) of any community except South Bristol (\$272,103).

Table 2 Comparative Valuation Figures			
	1998 Population	2000 State Valuation	Full Value Per Capita
Bristol	2,265	\$397,750,000	\$175,607
Boothbay	2,728	\$368,750,000	\$135,172
Boothbay Harbor	2,196	\$311,850,000	\$142,008
Bremen	647	\$103,850,000	\$160,510
Damariscotta	1,887	\$173,650,000	\$92,024
Edgecomb	1,086	\$92,000,000	\$84,715
Newcastle	1,635	\$137,300,000	\$83,976
South Bristol	794	\$216,050,000	\$272,103
Waldoboro	4,949	\$239,250,000	\$48,343
Wiscasset	3,653	\$344,900,000	\$94,416

Source: Municipal Valuation Returns Statistical Summary, 1999, State Bureau of Taxation and 1998 Maine Population Estimates, Maine Department of Human Services, 2000

Personal Property, Industrial Valuation

Table 3 shows that Bristol has the fourth highest personal property valuation (\$5.4 million) of the comparison communities, and the third highest industrial valuation (\$6.0 million). Table 3 also shows that when total industrial value and personal property are combined, Bristol has the second highest valuation per capita rate (\$5,034). However, when viewed in the context of the information in Table 1, total personal property/industrial valuation is a very small percentage of the total valuation (2.8%), indicating that most of Bristol's valuation comes from residential property.

Table 3 Personal Property And Industrial Property - 1999				
	Total Personal Property	Total Industrial Valuation	Total, PP/IND Valuation	Total PP/IND Per Capita
Bristol	\$5,425,600	\$5,976,908	\$11,402,508	\$5,034
Boothbay	\$2,975,752	\$4,991,877	\$7,967,629	\$2,921
Boothbay Harbor	\$4,505,475	\$0	\$4,505,475	\$2052
Bremen	\$0	\$0	\$0	\$0
Damariscotta	\$6,608,300	\$0	\$6,608,300	\$3,502
Edgecomb	\$963,455	\$0	\$963,455	\$887
Newcastle	\$0	\$17,552,047	\$17,552,047	\$10,735
South Bristol	\$906,300	\$0	\$906,300	\$1,141
Waldoboro	\$10,657,600	\$8,829,200	\$19,486,800	\$3,838
Wiscasset	\$10,517,025	\$0	\$10,517,025	\$2,879

Source: Municipal Valuation Returns Statistical Summary, 99, State Bureau of Taxation

Exempt Property

Tables 4, 5 and 6 provide an overview of exempt property in Bristol. Table 4 includes a summary of the total valuation of exempt property and exempt tax (the value of taxes not collected) for the years 1990 through 1999. Table 5 contains a breakdown of tax exemptions by category. Approximately 69% of the exemptions are for municipal property. Table 6 provides information on total exemptions in the comparison communities. The value of total exemptions in Bristol as a percentage of the total municipal valuation (3%) is lower than all communities except Bremen (1%) and Edgecomb (3%).

Table 4
Bristol Tax Exempt Property (other than veterans)

Year	Valuation	Exempt tax
1990	\$7,611,800	\$80,685
1991	\$7,651,400	\$91,817
1992	\$7,625,100	\$91,501
1993	\$7,660,000	\$91,920
1994	\$8,181,600	\$94,907
1995	\$8,194,100	\$99,149
1996	\$8,382,600	\$108,136
1997	\$12,702,800	\$109,144
1998	\$12,645,700	\$108,753
1999	\$12,645,700	\$110,018

Source: Town Records

Table 5
Summary of Bristol Exemptions - 1999

Exemption	Amount
U.S. Government	\$59,000
State of Maine	\$1,774,500
Municipal	\$8,710,200
Pipes, Fixtures, Hydrants	\$55,000
Sewage Facilities	\$589,500
Literary and Scientific	\$271,800
Churches	\$820,100
Fraternal Organizations	\$385,600
Blind	\$8,000
Total	\$12,673,920.00

Source: Municipal Valuation Returns Statistical
Summary, State Bureau of Taxation, 1999

Table 6
Comparative Tax Exemptions - 1999

	Total Municipal Valuation	Total Exemptions	% of Valuation
Bristol	\$395,902,900	\$13,773,700	3%
Boothbay	\$395,805,267	\$17,220,700	4%
Boothbay Harbor	\$247,307,120	\$33,565,720	14%
Bremen	\$93,648,550	\$1,352,900	1%
Damariscotta	\$157,435,600	\$26,600,700	17%
Edgecomb	\$81,514,046	\$2,569,285	3%
Newcastle	\$123,362,349	\$12,143,657	10%
South Bristol	\$228,513,090	\$8,633,400	4%
Waldoboro	\$220,524,700	\$21,257,700	10%
Wiscasset	\$303,130,400	\$23,308,400	8%

Source: Municipal Valuation Returns Statistical Summary, State Bureau of Taxation, 1999

Property Tax Burden

The Maine Municipal Association has compiled comparative tax burdens for municipalities, based on the 2000 full value tax rate. Two measures are used to illustrate the tax burden at the taxpayer level; the tax paid on a median value home and tax paid as a percent of the median household income. In the Property Tax Burden column in Table 7, the numbers represent statewide rankings where 1 is the highest tax burden, and 487 is the lowest. The tax burden in Bristol (218) is lower than in all comparison communities except Bremen (335) and South Bristol (446).

Table 7
Property Tax Burden Indicators

	Full Value Mil Rate	Median Household Income	Median Home Value	Taxes Paid Median Home	Tax as % of Household Income	Property Tax Burden
Bristol	.0855	\$31,613	\$140,257	\$1,199	3.79%	218
Boothbay	.1077	\$33,590	\$149,824	\$1,614	4.81%	94
Boothbay Harbor	.1248	\$32,939	\$131,424	\$1,640	4.98%	86
Bremen	.0646	\$32,750	\$153,804	\$993	3.03%	335
Damariscotta	.1280	\$38,875	\$164,583	\$2,107	5.42%	55
Edgecomb	.1447	\$42,222	\$139,286	\$2,015	4.77%	96
Newcastle	.1341	\$43,250	\$149,324	\$2,002	4.63%	112
South Bristol	.0580	\$36,250	\$136,458	\$792	2.18%	446
Waldoboro	.1403	\$26,639	\$96,632	\$1,356	5.09%	76
Wiscasset	.2436%	\$35,464	\$119,703	\$2,916	8.22%	4

Source: 2000 Property Tax Burden Indicators for Municipalities in Maine, Maine Municipal Association

Municipal Revenue Comparisons

Table 8 contains a summary of selected municipal revenues for Bristol and the comparison communities. The revenue categories contained in the table are not from the same calendar year, and do not include some revenue categories such as federal grants. However, Table 8 does provide a rough basis for comparison purposes.

As shown in Table 8, Bristol's tax assessment (\$3.5 million) was the fifth highest of the comparison communities. Bristol had the third highest per capita revenue figure of towns shown (data for Boothbay, Boothbay Harbor and Waldoboro are not shown because school subsidies are for an entire school district).

Table 8 Selected Municipal Revenue Comparisons						
	1999 Tax Assessment	1998 Excise Tax	State Revenue Sharing	State School Subsidy	Total	Per Capita Municipal Revenue
Bristol	\$3,491,558	\$384,294	\$96,093	\$82,657	\$4,054,602	\$1,790
Boothbay	\$4,274,933	\$439,904	\$149,124	(\$79,501)		
Boothbay Harbor	\$3,963,530	\$322,960	\$134,636	(\$79,501)		
Bremen	\$889,661	\$92,524	\$21,948	\$6,621	\$1,010,754	\$1,562
Damariscotta	\$2,460,659	\$258,344	\$120,144	\$70,800	\$2,909,947	\$1,542
Edgecomb	\$1,344,383	\$138,839	\$74,697	\$106,284	\$1,664,203	\$1,532
Newcastle	\$1,876,405	\$192,466	\$106,171	\$134,456	\$2,309,498	\$1,413
South Bristol	\$1,330,632	\$158,301	\$25,141	\$22,035	\$1,536,109	\$1,935
Waldoboro	\$3,583,326	\$501,157	\$339,749	(\$7,184,676)		
Wiscasset	\$4,704,711	\$376,931	\$356,319	\$1,325,812	\$6,763,773	\$1,852

Source: Municipal Valuation Returns Statistical Summary, State Bureau of Taxation, 1999, Maine Department of Treasury, 2001, Maine Department of Education and Cultural Services, 2001

Town Revenues and Expenditures

Table 9 contains a summary of municipal revenues and expenditures for the period 1990 through 1999, as reflected in the Town's annual audits. In 1999, the Town's revenues amounted to \$4.8 million, or about 57% more than in 1990. Overall, revenues have kept pace with expenditures, primarily because of increases in the local tax assessment and increases in excise tax revenues. In 1990, property tax revenues provided about 76% of the Town's revenues. The figure for 1999 is about the same (73%).

Education is by far the largest expenditure category, accounting for 61% of all expenditures in 1990 and 59% in 1999.

Table 9 also includes a summary of revenues and expenses for the Parks and Recreation Department and for the operation of the Bristol-South Bristol Transfer Facility.

(This page for charts)

Debt

Table 10 contains a summary of Bristol's long term debt as of December 31, 2001. By law, Bristol's bonded indebtedness cannot exceed 15% of its State valuation. The Maine Bond Bank recommends as a general rule of thumb that total indebtedness should not exceed 5% of State valuation. Using the Bond Bank's rule of thumb, Bristol's debt limit is \$19.4 million. Bristol's debt balance (\$759,812) is about 0.2% of the 2000 State valuation.

Table 10 Summary Of Long-Term Debt Through Dec. 31, 2001				
Bond/Note Purpose	Year Issued	Year Matures	Original Amount	Balance 12/31/2000
Transfer Station	1988	2008	\$500,000	\$175,000.00
Bristol Dam Repair	1994	2004	\$55,000	\$16,500.00
Fire and Rescue Building	1996	2006	\$225,000	\$130,102.16
Total				\$321,602.16

Source: Town records

Planning Considerations

- 1. Residential property valuations.** Bristol is heavily dependent upon taxes levied on residential property to support the functions of local government. The Town has a very high per capita valuation. Forty-seven percent of the Town's taxpayers who own properties making up 51% of the assessed valuation do not live in Bristol.
- 2. Industrial/personal property valuations.** Industrial and personal property valuations constitute only a very small percentage (2.8%) of the total valuation.
- 3. Tax burden.** Based on median household income (\$31,613) and median home value (\$140,257), Bristol's tax burden is greater than Bremen's and South Bristol's, but less than that of Boothbay, Boothbay Harbor, Damariscotta, Edgecomb, Newcastle, Waldoboro and Wiscasset. Bristol ranks 218th in the State in terms of the property tax burden on the median value home, although the tax burden on individuals will vary greatly depending upon income and the value of the home.

Capital Investment Plan

A key element of any plan for the future of Bristol is the balancing of the Town's needs and wishes with the ability to pay for them. A capital investment plan develops projected capital expenditures for improvements to roads, buildings, equipment and other Town infrastructure that will be needed to support Town services in the next few years, and indicates the timing and funding sources which can be used for them. It also provides a basis for residents and town officials to discuss major issues and the options available for dealing with them, including priorities of needs, timing of projects, and ability and willingness to pay for them.

Obviously Bristol can simply borrow for needed improvements, but there are alternatives. The principal possibilities are:

1. Level funding, which is spending only that amount available from the annual appropriation;
2. Reserve funds, which is the use of funds previously set aside for specific purposes; and
3. Grant monies, if the Town is fortunate enough to qualify.

Bristol has a Capital Projects Funds which it uses to address capital needs. The specific funds in the Capital Projects Fund as of March, 2003, include:

Highway Equipment Fund:	\$13,437
Fire Truck Fund:	\$37,990
Revaluation Fund:	\$84,364
Building Fund:	\$102,352

The Comprehensive Plan Committee recommends that the Selectmen develop a capital investment plan by appointing a committee of residents qualified in areas such as construction, fire protection, roads, finance, education, real estate, and planning, or utilize the services of the existing Budget Committee. The Committee should be charged with the task of thoroughly investigating and recommending specific courses of action for renovation, expansion, replacement or substitution of capital assets and/or existing or proposed facilities for the Town of Bristol. A capital investment plan can serve to:

1. Help smooth out abrupt changes in the property tax burden by providing a multi-year view of projected capital expenses. This would let Bristol anticipate future projects and prepare for their financial impact.
2. Enable a more focussed discussion of priorities by permitting examination of all major projects under consideration, including their projected costs and timing, rather than looking at such projects one by one, as the need for each develops.
3. Serve as a tool for current year budget development in evaluating the impact of deferring proposed projects, reserving funds for future projects, or applying various other financing alternatives.
4. Remain a flexible working document by periodic updates as new information becomes known.

A capital investment plan generally focuses on major capital needs in excess of a specified amount (such as \$1,500). The following is an initial summary of capital needs prepared by the Comprehensive Plan Committee. The list will need to be refined and updated by the committee appointed by the Selectmen. These capital items appear to be items that are needed to accommodate projected growth and development over the next 10 years.

Table 11
Summary of Capital Needs

Capital Need	Priority	Time Frame	Cost	Funding Source(s)
Road Improvements	High	Yearly	\$200,000	Town
Town Hall	High	1 – 3 Years	Unknown	Town
Fire Truck	High	5 – 10 Years	Unknown	Town
Revaluation	Medium	3 – 5 Years	Unknown	Town
Park Improvements	Low	5 – 10 Years	Unknown	Town
Highway Equipment	Low	5 - 10 Years	Unknown	Town

Notes to Table

1. The building fund has ample monies available at this time to purchase land for a new Town Hall. A committee has been formed to find an appropriate location.
2. Major improvements to town roads are appropriated through the Town Road Management Program. Monies appropriated each year for this purpose generally range from \$200,000 to \$230,000.
3. The Parks and Recreation Commission has recommended to the Municipal Officers that a Capital Investment Plan be created for the Bristol's parks. Bristol's five parks include Pemaquid Lighthouse Park, Beach Park, Moxie Cove, Catherine B. Hanna Landing and the Bristol Mills dam. All of these are under the stewardship of the three-member commission. The commission operates subject to the approval of the Board of Selectmen. The creation of a capital fund would allow the commission to undertake those capital projects agreed to by the selectmen, and which the townspeople approve at an annual town meeting.
4. The amount of money appropriated to the reserve funds varies from year to year, depending upon the amount available to the municipal officers during the budget process.
5. All of these items are optional in the sense that each would require approval by the Town Meeting. If a majority of the Town's voters favors a project on the above list, it will eventually be carried out. If not, it will be deferred or abandoned. The above projects include some short-term investments, such as improving tarred roads, as well as others such as the salt shed which may not be implemented for a number of years.

TOWN OF BRISTOL-PARKS & RECREATION DEPARTMENT 1990-2000
ABBREVIATED STATEMENT OF REVENUES, EXPENDITURES AND RETAINED EARNINGS

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Revenues											
Admissions-Lighthouse Prk	56,231	63,620	58,413	55,733	60,060	69,788	65,552	67,131	68,571	71,096	
Beach Park	27,537	28,915	24,259	26,555	23,702	25,234	19,612	22,089	23,568	25,300	
Grant DEP										21,519	
All Other											
Total Revenue	101,014	108,695	97,999	98,608	106,069	109,812	100,869	115,273	107,272	132,215	
Expenditures											
Salaries/Wages	38,167	40,838	35,526	45,327	44,245	44,652	46,258	52,183	50,450	59,674	
Depreciation	4,250	5,175	5,385	5,505	8,250	10,219	11,790	15,147	16,121	14,309	
Repairs/Maint.	10,477	14,950	9,839	8,265	6,621	9,659	10,437	10,680	15,045	17,895	
All other Exp.											
Total Exp.	78,674	88,280	79,902	86,570	91,838	91,368	103,466	110,737	133,251	135,780	
Net Income	22,341	20,415	18,097	12,039	14,231	18,444	(2,597)	4,536	(5,979)	(3,165)	
Ret. Earnings	58,145	80,485	100,900	118,997	131,036	145,267	163,711	161,115	165,650	159,671	
Jan uary 1											
Ret. Earnings	80,485	100,900	118,997	131,036	145,267	163,711	161,115	165,650	159,671	156,506	
December 31											

Source: Town Reports

BRISTOL-SOUTH BRISTOL TRANSFER FACILITY 1990-2000
ABBREVIATED STATEMENT OF REVENUES, EXPENDITURES, CHANGES IN FUND BALANCES

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Revenues											
Assmt-Bristol	\$98,865	129,861	115,683	142,950	183,330	183,330	233,169	208,738	184,116	201,486	
Assmt-SBristol	65,910	86,574	77,122	95,300	122,220	122,220	153,446	139,158	122,744	134,324	
Fees	17,184	12,997	11,863	17,694	30,026	44,018	50,279	65,588	66,253	74,175	
Misc.	-	55	329	1,501	5,299	12,959	-	24,360 ⁽¹⁾	-	-	
Interest	-	-	-	-	-	-	-	513	2,889	6,448	
Total Revenue	181,959	229,488	204,997	257,445	340,875	362,527	436,894	438,358	376,002	416,443	
Expenditures											
Salaries/Wages	61,581	63,107	62,438	71,934	74,472	77,436	81,054	88,188	97,887	100,358	
Tipping Fees	26,067	73,988	52,922	52,078	72,603	81,500	82,356	94,107	106,718	98,800	
Hauling	24,621	28,479	27,440	31,195	29,880	30,183	38,019	34,136	34,176	33,023	
Bulk Waste	7,500	-	-	64,485	52,409	45,625	88,166	60,587	67,670	73,045	
Capitol Exp.	-	-	-	-	40,769	14,102	14,470	45,792	26,190	-	
All other Exp.	-	-	-	-	-	-	-	-	-	-	
Total Exp.	169,453	226,935	207,146	278,794	341,168	333,973	385,952	401,775	398,880	378,651	
Excess Rev.	12,506	2,552	(2,150)	(21,349)	(293)	28,554	50,942	36,583	(22,878)	37,782	
over Exp.											
Fund Bal Jan 1	-	12,506	15,058	12,909	(8,440)	(8,773)	19,821	70,763	104,188	100,857	
FundBalDec31	12,506	15,058	12,909	(8,440)	(8,773)	19,821	70,763	104,188	100,857	128,639	
⁽¹⁾ Sale of Tub Grinder											

Source: Town Reports

Table 9 Statement Of Revenues, Expenditures And Changes In Fund Balance—General Fund
For Years Ending December 31, 1990 – 2000

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Revenues											
Property Tax	\$2,346,229	2,727,612	2,924,367	2,882,359	2,841,289	3,014,054	3,250,956	3,358,474	3,476,910	3,509,416	
Excise Tax	240,507	242,337	274,480	267,806	280,837	297,158	313,595	344,595	384,294	450,510	
Intergov. Rev	122,559	51,602	49,139	51,987	89,819	73,801	69,686	71,820	120,632	131,514	
Education	299,052	199,157	199,637	196,834	333,110	274,240	244,211	211,594	172,783	168,032	
General Govt	11,207	12,131	15,036	19,228	20,133	16,196	18,981	15,592	20,496	13,707	
Health/Welfare	15,747	10,811	68,863	13,457	21,802	132,767	232,809	102,428	4,386	3,298	
H'way/Bridges	28,685	37,119	124,566	56,296	63,727	62,275	94,357	64,022	71,757	69,549	
Protection	11,065	8,373	3,922	7,959	8,108	34,465	9,143	16,002	8,876	17,408	
Unclassified	43,504	53,483	77,980	78,627	177,514	233,534	245,110	255,537	226,027	234,523	
Interest	33,787	34,352	23,173	17,815	15,324	13,974	16,666	11,256	11,148	16,108	
Inter-gove "on behalf"	-	-	-	-	-	-	-	260,000	255,350	217,329	
Sale of buses	-	-	-	-	-	-	-	-	39,050	-	
Total Revenues	3,082,352	3,377,336	3,734,233	3,592,368	3,851,661	4,152,463	4,495,513	4,681,659	4,791,709	4,831,394	
Expenditures											
Education	1,965,771	2,092,641	2,200,592	2,189,354	2,351,863	2,392,796	2,505,827	2,327,103	2,562,110	2,764,088	
General Govt.	136,345	140,308	135,793	147,235	179,317	153,712	207,821	195,267	200,361	180,892	
Health/Welfare	144,883	170,116	150,498	172,128	244,348	463,235	471,912	285,301	264,291	236,796	
H'way/Bridges	249,306	235,722	241,535	268,119	260,274	205,771	294,231	359,771	327,065	376,260	
Protection	85,177	72,675	66,879	86,116	90,147	62,872	84,482	72,817	87,014	98,553	
Special Assess.	236,440	254,202	232,826	215,270	236,930	250,932	297,121	304,771	328,358	368,893	
Unclassified	22,386	27,129	63,263	32,974	215,015	207,492	195,652	232,470	189,026	215,099	
Cemetery Care	2	2	3	3	-	-	-	-	-	-	
Debt Service	319,591	283,814	279,012	261,354	382,812	445,952	299,137	739,729	-	-	
Capital Outlay	81,520	36,642	208,860	209,768	411,674	121,318	372,750	82,660	-	-	
On Behalf	-	-	-	-	-	-	-	260,000	255,350	217,329	
Pamphlets	-	-	-	-	-	-	-	-	-	-	
Note Payments	-	-	-	-	-	-	-	-	261,490	170,207	
Interest	-	-	-	-	-	-	-	-	57,362	54,431	
Total Expend.	3,241,637	3,313,417	3,579,520	3,582,571	4,372,381	4,304,079	4,728,953	4,859,889	4,532,427	4,682,547	
Excess Rev over Expenditures	(159,285)	63,919	154,713	9,727	(520,720)	(151,616)	(233,420)	(178,230)	259,281	148,847	
Loan proceeds	32,633			586,775	55,000		225,000				
Notes/Bonds											
Operating	9,336	46,459	117,276	56,392	19,272		135,849	56,173	53,868	9	
Transfers-In											
Operating	86,705	(77,000)	(95,725)	(35,000)	(47,739)	(25,716)	(35,000)	(30,000)	(59,050)	(20,000)	
Transfers-Out											
Total Other Sources (Uses)	(44,736)	30,541	21,551	608,167	26,553		325,849	26,173	(5,182)	19,095	
Excess	(204, 021)	33,378	176,264	617,964	(494,167)	(177,332)	92,429	(152,057)	254,099	129,751	
Fund Balance January 1	886,335	682,334	715,712	887,577	1,505,540	1,011,374	834,042	926,471	774,414	1,028,513	
Fund Balance December 31	682,334	715,712	891,975	1,505,540	1,011,374	834,042	926,471	774,414	1,028,513	1,158,264	

Source: Exhibit C Auditors Report

Town Of Bristol-Parks & Recreation Department 1990-2000
Abbreviated Statement Of Revenues, Expenditures And Retained Earnings

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Revenues											
Admissions-Lighthouse Prk	56,231	63,620	58,413	55,733	60,060	69,788	65,552	67,131	68,571	71,096	
Beach Park	27,537	28,915	24,259	26,555	23,702	25,234	19,612	22,089	23,568	25,300	
Grant DEP										21,519	
All Other											
Total Revenue	101,014	108,695	97,999	98,608	106,069	109,812	100,869	115,273	107,272	132,215	
Expenditures											
Salaries/Wages	38,167	40,838	35,526	45,327	44,245	44,652	46,258	52,183	50,450	59,674	
Depreciation	4,250	5,175	5,385	5,505	8,250	10,219	11,790	15,147	16,121	14,309	
Repairs/Maint.	10,477	14,950	9,839	8,265	6,621	9,659	10,437	10,680	15,045	17,895	
All other Exp.											
Total Exp.	78,674	88,280	79,902	86,570	91,838	91,368	103,466	110,737	133,251	135,780	
Net Income	22,341	20,415	18,097	12,039	14,231	18,444	(2,597)	4,536	(5,979)	(3,165)	
Ret. Earnings	58,145	80,485	100,900	118,997	131,036	145,267	163,711	161,115	165,650	159,671	
Jan uary 1											
Ret. Earnings	80,485	100,900	118,997	131,036	145,267	163,711	161,115	165,650	159,671	156,506	
December 31											

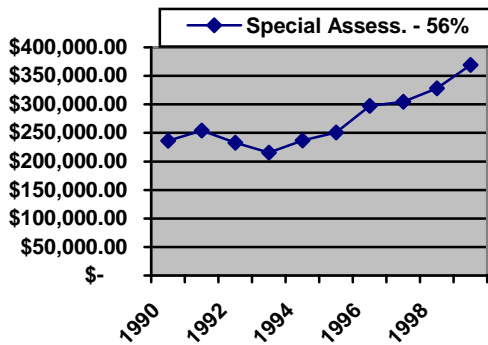
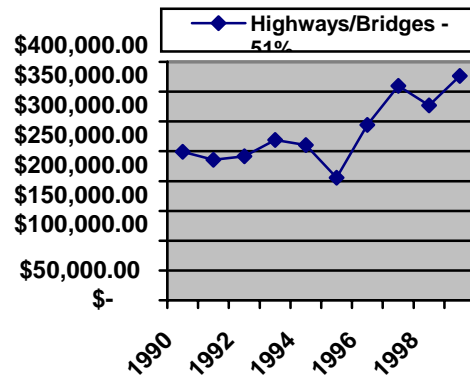
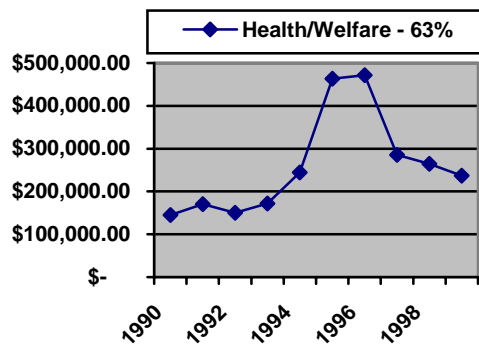
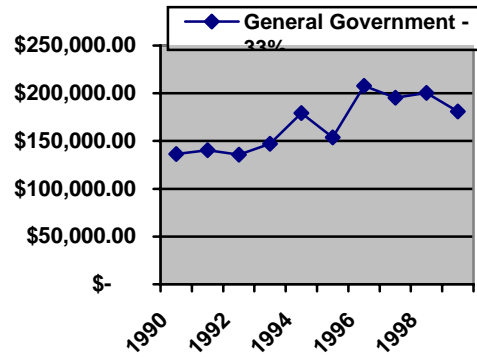
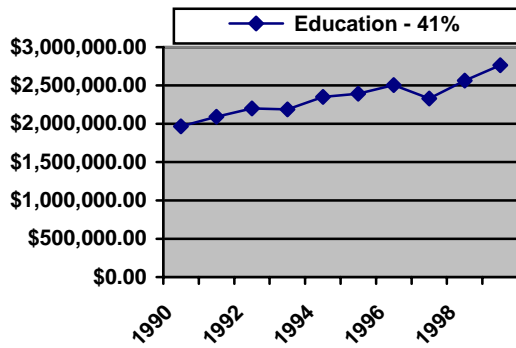
Source: Town Reports

Bristol-South Bristol Transfer Facility 1990-2000
Abbreviated Statement Of Revenues, Expenditures, Changes In Fund Balances

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Revenues											
Assmt-Bristol	\$98,865	129,861	115,683	142,950	183,330	183,330	233,169	208,738	184,116	201,486	
Assmt-SBristol	65,910	86,574	77,122	95,300	122,220	122,220	153,446	139,158	122,744	134,324	
Fees	17,184	12,997	11,863	17,694	30,026	44,018	50,279	65,588	66,253	74,175	
Misc.	-	55	329	1,501	5,299	12,959	-	24,360 ⁽¹⁾	-	-	
Interest	-	-	-	-	-	-	-	513	2,889	6,448	
Total Revenue	181,959	229,488	204,997	257,445	340,875	362,527	436,894	438,358	376,002	416,443	
Expenditures											
Salaries/Wages	61,581	63,107	62,438	71,934	74,472	77,436	81,054	88,188	97,887	100,358	
Tipping Fees	26,067	73,988	52,922	52,078	72,603	81,500	82,356	94,107	106,718	98,800	
Hauling	24,621	28,479	27,440	31,195	29,880	30,183	38,019	34,136	34,176	33,023	
Bulk Waste	7,500	-	-	64,485	52,409	45,625	88,166	60,587	67,670	73,045	
Capitol Exp.	-	-	-	-	40,769	14,102	14,470	45,792	26,190	-	
All other Exp.	-	-	-	-	-	-	-	-	-	-	
Total Exp.	169,453	226,935	207,146	278,794	341,168	333,973	385,952	401,775	398,880	378,651	
Excess Rev. over Exp.	12,506	2,552	(2,150)	(21,349)	(293)	28,554	50,942	36,583	(22,878)	37,782	
Fund Bal Jan 1	-	12,506	15,058	12,909	(8,440)	(8,773)	19,821	70,763	104,188	100,857	
FundBalDec31	12,506	15,058	12,909	(8,440)	(8,773)	19,821	70,763	104,188	100,857	128,639	
⁽¹⁾ Sale of Tub Grinder											

Source: Town Reports

Expenditure Increases, 1990 –1990 by Major Category



9. LAND USE

In 1897, Article 24 of the town warrant was accepted “to see if the town will vote to encourage the summer resort industry, by exempting from taxation for a period of three years, any summer hotels which may be built in town within the coming two years.” Highlights in History of the Town of Bristol, Maine.

Round Pond...during the first half of the 19th century...was a very busy little port...several stores, two hotels, a saloon, billiard parlor and dance hall...The Round Pond (granite) quarry employed over 50 men at the time, and a major industry in the area. Bristol Maine Bicentennial 1765-1965.

General Location

Bristol is located in the southern part of Lincoln County, about 25 miles east of Brunswick, 30 miles south of the State capitol of Augusta, 45 miles from Portland (Maine’s largest city) and 45 miles from Bangor (the State’s second largest city). Attractions in the Town which draw people to live here and visit include Pemaquid Light, Fort William Henry, Rachael Carson Salt Preserve, New Harbor, Pemaquid Harbor and Round Pond.

Historical Development Patterns

The first human activity in Bristol was concentrated near Pemaquid Harbor and was focused on the drying and processing of fish, including cod, for shipment to Europe. Later, small farms and timber harvesting operations occurred along the Pemaquid Peninsula. Lumbering cleared most of the land in Bristol, and farming became established over most of the peninsula. Development became concentrated on Pemaquid Point, and around the Town’s major harbors, reflecting the historical importance of the fishing industry and a heavy reliance on ships for travel. In the late 1800’s, there was a growing interest in vacationing along the coast, resulting in the construction of summer homes, large hotels and guest houses, all of which were served by a rail line from Damariscotta and by steamers which plied the coast. Farming slowly died out because of the poor soils and the competition from better land in the Midwest and the advent of faster rail transportation. From the 1920’s on, the larger vacation resorts were replaced by individual summer homes as travel by car became more common.

Over the years, vegetative cover changed from being primarily forested, to being cleared due to timber cutting and farming; it then reverted back to primarily second growth woodlands, mostly spruce, as farming became less important. The two basic soil associations in Bristol are: 1) the Lyman-Peru-Scantic series; and 2) the rock outcrop-Lyman-Tunbridge series. All of the soils associated with these two associations have severe limitations for septic tank absorption fields, foundations and local roads and streets.

Residential Development

Location. Bristol is primarily a residential community. Residential growth has occurred along the Town’s coastline, and is concentrated on Pemaquid Point and around the Town’s major harbors.

Growth has 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 the southern portion of the community, particularly along the coast and in the first tier of lots away from the coast. Residential development is also occurring in scattered, rural, inland locations at some distance from these compact villages in the mid-central portion of the community.

Extent. Over the past three decades, Bristol has experienced a significant amount of building activity. Based on Census data, the number of dwellings (including year-round, seasonal, and manufactured homes) constructed include 305 dwelling units between 1970 and 1980, 133 between 1980 and 1990, and 500 between 1990 and 2000, for a total of 938 during the 30-year period. The 500 dwellings built during the 1990's include 203 year-round and 297 seasonal dwellings. Most of the 500 dwellings built in the 1990's were constructed during the early part of the decade; Town data, shown in Table 1, indicates that only 139 new units (not counting seasonal conversions), were built during the period 1995-2000 (this is 28% of the total for the decade).

<p style="text-align: center;">Table 1 Building Permits For New Residences</p>						
Year	Stick Built	Modular	Mobile Homes	Seasonal Conversions	Seasonal Cottages	Total
1995-96	14	2	4	0	3	23
1996-97	16	1	3	2	3	25
1997-98	21	3	3	1	0	28
1998-99	21	4	3	5	5	38
1999-00	24	3	2	0	4	33
Total	96	13	15	8	15	147

Source: Town Records

Land consumption. Based on a review of recent building permits, which showed that the average new home is located on 2.5 acres, it is assumed that the 500 dwelling units constructed during the 1990's consumed about 1,250 acres of land, or 5.5% of the total land area of the Town. Much of the recent development has taken place in the southern half of the Town and along the shore. The 938 dwellings constructed over the past 30 years may have consumed about 2,345 acres, or 10.3% of the Town's land area. Future residential growth will be constrained by wetlands and water bodies, slopes, the availability of buildable lots, permanent open spaces and the location and extent of existing development. If an additional 500 dwellings are constructed over the next 10 years, they may consume another 5.5% of the Town's land area.

Characteristics. Over the past ten years, the number of owner occupied units has stayed about the same (87.6% in 1990; 87.7% in 2000), but the percentage of year-round units has dropped (from 59.2% in 1990 to 55.2% in 2000). In 1990, approximately 88.2% of the housing stock consisted of single-family dwellings (data is not yet available for the year 2000 but is expected to reflect the same or a higher percentage of single family dwellings).

Seasonal dwellings. There are a substantial number of people who spend all or part of their summers in Bristol. The U.S. Census reports that in the year 2000, there were 1,027 seasonal dwellings in Bristol, amounting to 44.8% of the total number of units (2,290 dwellings). There is no reliable data on the extent to which the Town's seasonal dwellings are occupied at any given time, but it can be assumed that there is an impact in terms of ground water consumption, subsurface sewage disposal and traffic.

Commercial Land Use

There are over 100 businesses in Bristol including boatyards and lobster pounds, retail establishments, seasonal businesses, restaurants, convenience stores, gas stations, beauty shops, banks, real estate businesses, insurance offices and many small businesses operated out of the home. However, there is a notable lack of doctors, dentists, veterinarians, attorneys, pharmacists and supermarkets. The lack of certain types of businesses is primarily due to the Town's proximity to Damariscotta and Route 1. Damariscotta has a much higher concentration of businesses and also provides regional services such as a hospital, elderly housing, State facilities and major automobile dealerships.

While the Town's location may discourage much commercial growth, there are factors which may stimulate expansion and additions. These factors include:

1. A growing year-round and seasonal population;
2. An increasing need for services and a growing affluent population; and
3. Expansion of vacation and tourist activities leading to more overnight accommodations, eating establishments, increased parking and attendant facilities such as amusement areas and children's activities.

One concern is the potential for commercial development especially along Route 130, the major access to the two beaches, the lighthouse, the archaeological excavation and two of the three harbors on the peninsula. This will be the prime development area both for retail shopping and services for vacationers. At the present time, there is nothing to prevent uncontrolled development along this 13-miles stretch. Only the lack of need and market conditions prevent the type of activity that has occurred along Route 27 between Edgecomb and Boothbay Harbor. Bristol does not have any standards regarding building size, parking, setbacks (that would differ from residential), height or other potential impacts on the community. Also, there are no requirements for clustering to provide open space or maintain historic or scenic views.

While there seems to be no reason to expect large (over 50,000 square feet) commercial outlets from being located in Bristol due to limited access, there is a potential for fast food franchises and tourist oriented facilities if the traffic warrants. Ironically, once these facilities locate in Bristol, they will generate other commercial activity such as miniature golf and other amusements. This creates an unattractive commercial strip characterized by increased traffic, large parking lots, dense development, unattractive signage and extensive outdoor lighting.

Tax Exempt Property

There is approximately \$12.6 million worth of tax exempt property in Bristol, as shown in Table 2 (over 20 separate parcels of Town-owned property have been lumped under the category "Bristol, Town of").

Table 2
Summary Of Tax Exempt Property

Owner	Valuation	Exempt Tax
Berwick Boys Foundation	\$48,700	\$433.43
Biscay Lake Shores	102,900	915.81
Bristol Area Library	271,800	2,419.02
Bristol Area Lions Charities	137,600	1,224.64
Bristol, Town of	7,952,400	70,776.36
Bristol Village Improvement Society	500	4.45
Federal Government – Lighthouse	59,000	525.10
First Congregational Church Bristol Mills	253,900	2,259.71
Harrington Meeting House	81,300	723.57
I.O.O.F. Hall, Mariner's Lodge No. 53	116,900	1,040.41
Long Cove Point Association	186,500	1,659.85
Maine, State of	1,777,100	15,816.19
Masonic Lodge No. 74	97,400	866.86
Methodist Church – New Harbor	181,200	1,612.68
Methodist Church – Round Pond	152,500	1,357.25
Pemaquid Neighborly Club	67,000	596.30
Pemaquid Watershed Association	50,400	448.56
Quail Run Homeowner's Association	3,600	32.04
Round Pond Village Improvement Society	336,400	2,993.96
Seaside Grange No. 171, Grange Hall	86,900	773.41
Seawood Park Community Association	483,800	4,305.82
Union Church – Round Pond	131,200	1,167.68
Wawenock Trail Subdivision – Sewer Lot	36,000	320.40
Total	\$12,615,000	\$112,273.50

Source: Bristol Annual Report, 2000

Village Areas

Bristol has four village areas – Bristol Mills, Round Pond, New Harbor and Pemaquid. These areas have retained until now the character of mid-coast Maine that is gradually being lost in other portions of the State. Increasing pressure for larger structures, wider roads and other construction changes will make it more difficult to maintain the charm of the village as seen today. There may be value in modifying existing town ordinances regulating lot size, setbacks, etc. to correspond more closely to the existing historic proportions of these villages. There is sufficient land to accommodate growth in these villages, although soil types may limit the extent to which lot sizes can be decreased.

Tree Growth and Farmland Classification

As shown in Table 3, in the year 2000 there were 53 parcels of land classified under State law as either Tree Growth, Farmland, or Open Space. Collectively, these parcels account for 1,868 acres, or 8% of the land area of the Town. Although land owners can remove their properties from these programs, for practical purposes these properties can be considered to be permanent open space. Most of these parcels are located in the northern portion of the community with large concentrations off the Poor

Farm Road and the area near Route 32 and Old County Road. With one small exception, there are no parcels in any of these classifications south of Snowball Hill Road.

Table 3
Tree Growth, Farmland, Open Space Parcel Summary - 2000

Program	# of Parcels	Acreage	Valuation
Tree Growth	34	1,370	\$156,932
Farmland	6	135	\$41,867
Open Space	13	363	\$374,500
Total	53	1,868	\$573,299

Source: Municipal Valuation Returns Statistical Summary, 2000, State Bureau of Taxation, Town maps

Farmland and Timberland

Bristol appears to be 75-80% forested. Agriculture is limited to a few small operations. There are no large commercial farms in the community.

There are nine soils in Lincoln County, covering about 13% of the land area, that are classified by the U.S. Soil Conservation Service as prime agricultural soils. Prime farmland soils in Bristol include Boothbay silt loam, Buxton silt loam, and Peru fine sandy loam. A visual review of the soil maps indicates that the percentage of prime agricultural soil in Bristol is no greater than for the county as a whole. These soils are generally concentrated around the village of Round Pond, along the tidal portions of the Pemaquid River, near the Pemaquid River from Biscay Pond to Boyd Pond and between Bristol Road and Carl Bailey Road. There is only one area of about 10 acres below New Harbor that is considered prime agricultural soil.

Tunbridge Lyman fine sandy loam has also been delineated on the SCS maps as suitable for crops but there is a limitation primarily due to depth of bedrock. These soils have slopes under eight percent.

The rest of Bristol's soils are generally suitable for hay or as unimproved pasture. Limitations include surface stones, a high water table or proximity to ledge. These limitations have made the area very difficult for productive farming. While they had the potential to provide local crops for people of the 18th century, they are not able to sustain the higher production crops needed to compete with the farmlands of the more southern or western states, or even interior areas of Maine.

Bristol Ordinances Affecting Land Use

Town ordinances affecting land use include the following:

1. **Shoreland Zoning Ordinance.** This State-mandated municipal ordinance regulates residential, commercial and certain other activities such as timber harvesting within the land areas within 250 feet of the normal high water mark of any great pond, river, or salt water body.

2. **Land Use Standards Ordinance.** This Ordinance establishes a minimum lot size and density requirement of one acre, and requires that all buildings and manufactured housing erected or placed in the Town be set back 50 feet from the edge of the traveled way of a public road and 10 feet from any boundary.
3. **Planning Board Regulations Regarding Subdivisions.** These regulations include criteria for reviewing subdivisions. The regulations include road standards and a requirement that lots with shore frontage have a lot depth to shore frontage ratio no greater than 5:1.

Future Development Patterns

Based on current development patterns, and in the absence of any additional Town ordinances or other constraints, Bristol can expect the following land development trends to continue:

1. **Residential development.** Residential growth trends are likely to include:
 - a. **Overall growth rates.** Current rates of growth and development are likely to continue and may increase as people from out-of-state seek a safer, more rural location in which to live.
 - b. **Shorefront development.** Development is expected to continue, particularly in highly desirable shorefront areas such as the west side of lower Pemaquid Point and adjacent to the tidal portions of the Pemaquid River. The shoreland will be attractive to the more affluent including retirees and people from out of state. Because of rising land values and increasing taxes, some people may find it difficult to continue owning land that has been in the family for generations. Others may find their only option for home ownership will be an inland location.
 - c. **Second tier shorefront locations.** The second tier of lots in from the ocean will also continue to develop, particularly where there is a view of the ocean (for example, the eastern shore of lower Pemaquid Point, the areas around the tidal portions of the Pemaquid River). Home sites will continue to be expensive, although not as much as properties located directly on the water.
 - d. **Central interior.** The central interior portions of the community north of Snowball Hill Road will continue to develop, in part because land prices are more affordable. Development is likely to occur on scattered, individual lots and in small developments throughout the area. Subdivisions will probably continue to be small-scale (less than 10 lots). Affordability will probably continue to be an issue, at least for low and moderate income people.
2. **Commercial development.** Commercial growth trends are likely to include:
 - a. **Route 130.** Route 130 is likely to experience commercial development pressure as the Town grows. Route 130 may become a prime location for retail and service businesses and fast food franchises. The growing numbers of people coming to Maine each summer may result in more people coming to Bristol. This, in turn, will increase traffic volumes on Route 130 and open the possibilities for seasonal, spin-off businesses, such as gift shops, restaurants, campgrounds, inns, recreation and entertainment-related businesses such as miniature golf.

b. Negative impacts. The Town's lack of standards for commercial development may result in serious negative impacts on the community in the areas of access, building size and height, parking, setbacks, landscaping, erosion, sedimentation, lighting and signs.

3. Municipal services. As the Town grows, there will probably be increasing demands for more Town services such as fire protection and rescue services.

Growth/Rural Area Analysis

According to the Comprehensive Planning and Land Use Regulation Act, Bristol's Comprehensive Plan must identify and designate at least two basic types of geographic areas: growth areas and rural areas.

- Growth areas are defined in the Act as "those areas suitable for orderly residential, commercial and industrial development forecast over the next 10 years," and
- Rural areas "are those areas where protection should be provided for agricultural, forest, open space and scenic lands within the municipality."

The Act also states that "A municipality is not required to identify growth areas for residential growth if it demonstrates that it is not possible to accommodate future residential growth in these areas because of severe physical limitations, including, without limitation, the lack of adequate water supply and sewage disposal services, very shallow soils or limitations imposed by protected natural resources; or if it demonstrates that the municipality has experienced minimal or no residential development over the past decade and this condition is expected to continue over the 10-year planning period. A municipality exercising the discretion afforded by this paragraph shall review the basis for its demonstration during the periodic revisions undertaken pursuant to section 4327."

For Bristol, the division into growth areas and rural areas would be quite arbitrary because of the Town's physical limitations. Bristol's soils have severe limitations for subsurface sewage disposal systems. The Town has no public water supply or sewer system, other than a privately owned, seasonal water system, and, because of the distance and cost, it would be impractical to extend such services from Damariscotta into Bristol. Bristol has no commercial agricultural or forest activities to protect.

If the Comprehensive Plan were to identify growth areas, and if the Town enacted ordinances to direct growth to those areas, the effect would be to group new residential construction for the next decade into a single small area or group of areas. There is no compelling justification for such concentrated development. Although there are several villages, the soils around them have severe limitations for subsurface sewage disposal. There is no "town center" in Bristol, around which most new residential construction could naturally be grouped. There are no town facilities to speak of that could be more efficiently used if new residential construction were more tightly grouped. On the contrary, grouping new construction in this way would only tend to increase the pressure on ground water, as well as to increase the risk of ground water pollution by concentrating septic waste disposal systems in a limited area.

Planning Considerations

1. **Growth.** Based on current trends, Bristol will continue to experience growth, particularly in the southern portion of Pemaquid Point, along the shore, and in central interior sections.
2. **Compact village development.** There are no locations where compact, village-type development can occur. There are no central utility systems to serve such growth, and poor soils limit the extent to which subsurface sewage disposals can be placed in close proximity to wells.
3. **Standards for future development.** The Town has very little in the way of municipal ordinances to guide future development.
4. **Open space.** The Town has no mechanisms in place to preserve open space as land is developed.

10. REGIONAL COORDINATION

Bristol is linked in a number of ways to other nearby communities. In particular, Bristol benefits from and supports the role of Damariscotta as a State-designated service center for the immediate region. The following is a summary of Bristol's regional coordination/cooperation efforts. This Plan envisions that these efforts will continue to be supported, and that they will benefit all participating communities.

Fire Protection: Dispatching service is provided by Lincoln County to the Fire Department volunteers through pagers. The Fire Department has mutual aid agreements with Damariscotta, South Bristol, Bremen and all of Lincoln County through the Lincoln County Fire Chiefs Association.

Police Protection. Bristol has no police force of its own. Law enforcement is provided by the Lincoln County Sheriff's Department out of Wiscasset and the Maine State Police out of Thomaston.

Solid Waste. Solid waste is handled by the Bristol/South Bristol Transfer facility. The facility began operation in 1990 under an inter-local agreement between the two towns. The Recycling Committee, which is composed of four members from Bristol and three from South Bristol, was formed by the Joint Board of the Bristol/South Bristol Transfer Station to investigate and propose a plan to increase recycling in the two communities.

Schools: There is one consolidated school for grades K-8. The Town pays the tuition of students in grades 9-12 to attend schools outside of Bristol. Most tuition students attend Lincoln Academy in Newcastle. School Union #74 serves in a non-voting capacity on the Lincoln Academy Board of Trustees.

Housing: Bristol has relied upon Damariscotta and other service center communities to provide specialized housing needs such as nursing homes and assisted living facilities. The Town is now undertaking a joint housing needs assessment study with the Town of South Bristol.

Public Health and Social Services: Bristol provides about \$30,000 annually in financial support to a number of public health and social service agencies which, in turn, provide assistance to Bristol residents. These agencies, which are headquartered primarily in Damariscotta, include Miles Health Care, Kno-Wal-Lin, Healthy Kids, Senior Spectrum, Coastal Economic Development (Brunswick), CLC Ambulance Service, Coastal Trans, New Hope for Women, Mobius, Inc., and Shoreland Community Mental Health.

Transportation: Public transportation is provided on a request basis by Coastal Trans, Inc., which offers non-emergency transportation services to the low income, elderly, disabled and general population of Bristol and surrounding communities. Concord Trailways, which has a stop in downtown Damariscotta, offers daily trips to Bangor, Portland, Boston and Logan Airport. A Bristol resident serves on the Regional Transportation Advisory Committee for Region 5 which helps the Maine Department of Transportation develop transportation policy for the mid-coast region.

11. SUMMARY OF FINDINGS

The following is a summary of some of the key findings of the Comprehensive Plan inventory, presented in the same order as the inventory chapters.

History

1. Importance of historical perspective. There is a need to improve townspeople's understanding of economic history and population trends to put today's wood harvesting, development and industry in perspective (for example, clearing out a woodlot for stand improvement that did not have any trees from 1800 to 1910 is not a major detriment; there were over 1,000 children in school in 1860 compared to 400 today).
2. Register. There is a need for a Bristol Register of Historic Places to teach local history, let building owners know the importance of their homes, and establish a list of sites eligible for the history grant program from the Parks and Recreation Commission.
3. Public education. There is a need to integrate Bristol history into Bristol school and local community groups such as Lions, Rotary, VFW, churches, etc. to accomplish the above.

Natural Resources

1. Conservation commission. The Town does not have a Conservation Commission or an open space plan.
2. Groundwater. Groundwater quality and availability is a limiting development factor in some parts of Town but cannot be relied on to limit development due to water purification technology. There is a need for better information on ground water.
3. Soils. Most of the soils in Bristol have severe limitations for subsurface wastewater disposal but cannot be relied on to limit development due to improving septic technology and the potential of multi-family systems to service some otherwise unbuildable lots.
4. Wharves. There has been some conversion of commercial wharves to residential uses. Such conversions are usually irrevocable and may be one of commercial fishing's biggest threats on the local level.
5. Habitat fragmentation. There are several large wildlife habitat blocks in Bristol which may become fragmented as large, wild tracts are broken into smaller pieces for development.
6. Pemaquid River. The Pemaquid River shore from Biscay to Poole's is currently undeveloped. However, one new house above Bristol Mills and four new houses on Boyd's Pond is the start of the loss of this unique resource.

7. Viewscapes. Few good mechanisms exist to protect viewscapes important to many people in the community and which give the Town its character.
8. Lack of standards. Bristol has no local standards for managing development patterns that “parcel out” wildlife habitat, obstruct irreplaceable viewscapes, or segment continuous open spaces and shoreline.

Population

1. Growth. Bristol’s population growth (83% between 1960 and 2000; 17% between 1990 and 2000) outpaced that of Maine and Lincoln County. The Town will continue to be a highly desirable location for future residential development and for retirees. The State Planning Office estimates that Bristol’s population will grow from 2,705 people in 2002 to 2,984 people in 2012, an increase of 279 people or 10.3%.
2. Demographic changes. The demographic composition of Bristol’s population is expected to remain about the same over the next ten years. The average age will be higher than the State average, and the percentage of children will be smaller than the state average.
3. Seasonal population. The Town’s seasonal/nonresident population is expected to increase.

Economy

1. Employment. The majority of the Town’s labor force work in Bristol or nearby communities. It is likely that major employment categories will continue to be agriculture/forestry/fishing, construction, manufacturing, retail trade, seasonal retail trade and at-home businesses, and that manufacturing jobs will continue to be limited.
2. State/national trends. Bristol’s economy, including employment/unemployment trends, will continue to be affected by state (mostly coastal) and national trends.

Housing

1. Market forces. Bristol’s desirability as a second home and retirement location will continue to exert an upward pressure on housing prices.
2. Seasonal dwellings. Forty-five percent of the housing units in Bristol are used only occasionally or as seasonal or recreational homes.
3. Affordability. Housing affordability is a problem, especially for younger people.
4. Specialized housing. Bristol relies on Damariscotta and other service center communities to meet specialized housing needs such as nursing homes and assisted living facilities.

Transportation

1. Traffic volume. Traffic volume on all town roads has increased substantially over the last next 10 years and is expected to increase substantially over the next 10 years.

2. Road improvement plan. The Town's road improvement plan for maintaining the local road network is out of date.
3. Standards for driveways. There are no local standards for managing future driveway placement along the Town's roads.

Public Facilities

1. Town office. The current Town Office may not adequately meet the long-range needs of the community. Parking is not adequate. Meeting space for various boards and committees is lacking, and maintenance costs are relatively high.
2. Solid waste. Solid waste costs are likely to increase, in part because of low recycling rates.
3. Capital investment plan. The Town has a number of reserve funds which it uses to address long-range capital needs. However, Bristol does not have a capital investment plan for financing the replacement and expansion of public facilities required to meet projected growth and development.

Municipal Finances

1. Residential base. Bristol is and will continue to be heavily dependent upon residential property taxes to support town government.
2. Small industrial valuation. The Town's industrial/personal property valuation is a very small percentage (2.8%) of the total valuation.
3. Non-resident contribution. Forty-seven percent of the Town's taxpayers who own properties making up 51% of the assessed valuation do not live in Bristol.
4. Tax burden. Based on median household income (\$31,613) and median home value (\$140,257) Bristol's tax burden is greater than Bremen's and South Bristol's, but less than those of Boothbay, Boothbay Harbor, Damariscotta, Edgecomb, Newcastle, Waldoboro and Wiscasset.

Land Use

1. Future residential growth. Based on current trends, Bristol will continue to experience growth, particularly in the southern portion of Pemaquid Point, along the shore, and in central interior sections. Using population projections prepared by the State Planning Office, the growth in year-round population (279 people between 2002 and 2012) will result in 128 year-round homes (assuming the current household size of 2.18 persons per household does not change). There may be just as many or more seasonal homes built during the next 10 years. These estimates may be low because the State's projections were prepared prior to the September 11, 2001 attack and do not factor in the extent to which people may move from out-of-state metropolitan areas to Maine as a result of the attack.
2. Growth/rural areas. There is no compelling justification for the establishment of a growth area in Bristol. First of all, there are no locations where compact, village-type development can occur. There are four villages in Bristol, but poor soils and the lack of public water and sewer

systems limit the extent that these areas can accommodate significant development. Secondly, the development of public water and sewer systems, or the extension of utilities from Damariscotta, would be cost prohibitive, in part because of the shallow depth of soils to bedrock. Finally, Bristol is located close to a State-designated service center (Damariscotta) that can provide growth-related services. For these reasons, it makes sense to designate the entire community as a rural area.

3. Land Use Management. There is a need to develop and/or refine an effective land use management system to ensure that future growth is in keeping with the rural character of the community and that it minimizes adverse impacts on public safety, on abutters, and on the environment. The need includes an update of the Town's subdivision regulations and the development of a commercial impact guidelines ordinance.
4. Open space. The Town has no mechanisms in place to preserve open space as land is developed.

12. GOALS, POLICIES, STRATEGIES

NATURAL RESOURCES

Goals:

1. Protect the quality of Bristol's water resources such as lakes, estuaries, rivers and coastal areas.
2. Protect Bristol's critical resources including, without limitation, wetlands, wildlife and fisheries habitat, shorelands, forests, scenic vistas, and unique natural areas from inappropriate land use activities.
3. Protect the town's marine resources industry, ports and harbors from incompatible development and promote access to the shore for commercial fishermen and the public.

Policies	Strategies	Responsibility/Date
1. Public education. Educate the public about the importance of natural resources.	A. Conservation Commission. Create a Conservation Commission in accordance with State law. <i>Responsibilities of a Conservation Commission include coordinating the activities of conservation bodies organized for similar purposes, keeping an index of all open areas within the municipality, and making recommendations for the better protection, development or use of those areas.</i>	Selectmen/2002
	B. Educational pamphlet. Prepare an educational pamphlet for residents, new home buyers and developers on: <ul style="list-style-type: none"> • The importance of the town's natural resources; • Steps the homeowner can take to protect Bristol's natural resources; • Issues relating to water quality and quantity; • Wildlife habitat and the impact of habitat fragmentation; and • View preservation. 	Conservation Commission/Planning Board/2003

Policies	Strategies	Responsibility/Date
4. Forests. Encourage the wise use of forests.	A. Shoreland zoning. Continue to regulate timber harvesting through the provisions of the Town's shoreland zoning ordinance.	Selectmen/Code Enforcement Officer/ Planning Board/Ongoing
5. Wildlife and fish habitat. Protect wildlife, and fish habitat to the maximum extent possible.	<p>A. Development review assistance. Request review assistance from the Maine Departments of Inland Fisheries and Wildlife and Marine Resources when development proposals would impact resources identified by the Departments, including deer yards and seal haul-outs, and waterfowl and wading bird habitat.</p> <p>B. Wildlife standard. Amend the subdivision regulations, and adopt a commercial impact guidelines ordinance (see Land Use section), to allow the Planning Board to encourage mitigation measures to be taken when development would exert a significant impact on wildlife or fish habitat, and to require that wildlife travel corridors be retained to the maximum extent possible.</p>	<p>Planning Board/Ongoing</p> <p>Planning Board/Town Meeting/2003</p>
6. Scenic areas and vistas. Protect scenic areas and vistas to the maximum extent possible.	A. Development review. Encourage the preservation of scenic areas and vistas during the development review process.	Planning Board/Ongoing
7. Floodplains. management. Manage the use of floodplains in Bristol so as to minimize the threat of future losses from inappropriate development.	A. Floodplain management ordinance. Continue to strictly administer and enforce the Town's Floodplain Management Ordinance.	Selectmen/Code Enforcement Officer/ Planning Board/Ongoing

ECONOMY

Goals:

1. Promote an economic climate that increases job opportunities and overall economic well-being, consistent with Bristol's rural, small town atmosphere.

Policies	Strategies	Responsibility/Date
1. Economic growth. Encourage economic development opportunities commensurate with the small town, rural atmosphere of the community.	<p>A. Regional context. Continue to rely upon nearby Service Centers, including Damariscotta, to provide major employment opportunities as well as places to shop and do business.</p> <p>B. Local perspective. Encourage small businesses in Bristol consistent with the town's small town, rural atmosphere and limited resources.</p> <p><i>Bristol is not a self-contained economic entity, but is part of a larger economy that includes a nearby Service Center (Damariscotta), several other Service Centers in the greater midcoast area, as well as the state and national economies.</i></p>	<p>Town/Selectmen/ Planning Board/Ongoing</p> <p>Town/Selectmen/ Planning Board/Ongoing</p>
2. Non-residential development. Ensure that future non-residential development does not threaten the small-town nature of Bristol and does not adversely impact the quality of the Town's water resources including ground water.	<p>A. Home occupations. Continue to allow home occupations throughout the community without review, but enact a commercial impact guidelines ordinance to protect owners of nearby properties (see Land Use goals, policies, strategies)</p> <p>B. Small businesses. Continue to allow businesses in the community, but enact a commercial impact guidelines ordinance (see Land Use section) to ensure that new businesses do not adversely impact the Town's road system or its natural resources including ground water.</p>	<p>Town Meeting/Planning Board/2003</p> <p>Town Meeting/Planning Board/2003</p>

Policies	Strategies	Responsibility/Date
<p>3. Marine Economy. Promote the retention and growth of marine related activities including but not limited to fishing, shellfishing, boat building, and marine supply and service.</p>	<p>A. Marine-related uses. Continue to allow marine-related uses in the town's coastal villages and throughout the shoreland zone.</p>	<p>Town Meeting/Harbor Committee/Ongoing</p>
<p>4. Water access for fishermen. Assure continued access to the water for fishermen and others involved in marine-related activities.</p>	<p>A. Town landings. Maintain, and where possible, improve points of access to the water including existing town landings and, where feasible, the establishment of new ones.</p> <p>B. Mooring plans. Continue to regulate moorings and give priority to waterfront landowners and commercial fishermen.</p> <p>C. Wharf monitoring. Monitor the extent to which commercial fishing wharves are being converted to private, non-fishing use and report to the town on any recommended actions, including, if necessary, the establishment of a public wharf for fishermen.</p> <p>D. Wharf Preservation. Discover and pursue opportunities in pursuit of a policy of conserving commercial wharves.</p> <p><i>The purchase of easements and development rights are just two of many options that should be explored.</i></p>	<p>Town/Harbor Committee/Ongoing</p> <p>Harbor Committee/Ongoing</p> <p>Harbor Committee/Ongoing</p> <p>Harbor Committee/Ongoing</p>

TRANSPORTATION

Goals:

1. Plan for and support improvements to the Town's transportation facilities.

Policies	Strategies	Responsibility/Date
1. Road system. Provide for cost effective maintenance of Bristol's road system.	A. Road improvement program. Update the town's Eight Year Road Improvement Program.	Selectmen/2002
	B. Road improvement funds. Continue to raise funds for the improvement of town roads according to the updated road improvement program.	Town Meeting/Ongoing
	C. RTAC involvement. Continue to be involved and ensure that Bristol is represented on the Regional Transportation Advisory Committee of the Maine Department of Transportation.	Selectmen/Ongoing
2. Access management. Provide better land use controls for commercial development along the town's major roads, particularly Route 130.	A. Landscaped buffer. Include in a commercial impact guidelines ordinance a requirement for a 50-foot unpaved buffer along major highways for all new commercial developments and for redevelopment of existing commercial properties. Prohibit parking within this area.	Town Meeting/Planning Board/2003
	B. Commercial driveways. Include a provision in a commercial impact guidelines ordinance limiting commercial driveways along numbered state highways consistent with the state's access management rules.	Town Meeting/Planning Board/2003
	C. Shared driveways, parking lots. Include a provision in a commercial impact guidelines ordinance requiring shared driveways and inter-connected parking lots when properties along numbered state highways are developed for multiple commercial uses.	Town Meeting/Planning Board/2003

PUBLIC FACILITIES

Goals:

1. Plan for, finance and develop an efficient system of public facilities to accommodate growth and development.
2. Maintain Bristol's public facilities and services, and make needed improvements where feasible.
3. Promote and protect the availability of outdoor recreation opportunities for all Bristol residents, including access to surface waters.

Policies	Strategies	Responsibility/Date
1. General. Plan for the public facility needs of the community on a long-range and continuing basis.	A. Capital improvements plan. On an annual basis, develop a capital improvements plan for financing the maintenance, repair and/or improvement of public facilities. Prioritize needs and indicate how capital needs from the previous year's plan have been met. <i>A capital improvements plan (CIP) is an effective way to set priorities for public facilities and to budget for them. A CIP process looks at all of the major capital facility needs of the community and the ability of the town to pay for them. It then sets priorities for capital expenditures. Among the areas to be considered for inclusion in a CIP are:</i> <ul style="list-style-type: none">• Fire and ambulance services• Solid waste facilities• School facilities and park and recreation facilities <i>A long-range CIP looks anticipates major expenditures and provides greater flexibility in the timing of them.</i>	Budget Committee/Selectmen/ 2002 and Ongoing
	B. Capital reserve accounts. Continue to use reserve accounts to fund at least a portion of major capital projects and for equipment replacement.	Town Meeting/ Selectmen/Ongoing

Policies	Strategies	Responsibility/Date
<p>2. Town office. Provide for an efficient town office that will meet the needs of the community for office and meeting space.</p>	<p>A. Town office committee. Appoint a committee to explore options for a new town office including:</p> <ul style="list-style-type: none"> • Possible sites centrally located and of sufficient size to accommodate future expansion; • Building configurations to provide sufficient office space, meeting rooms, and at least one meeting room to accommodate high attendance; • A parking lot to meet existing and potential future needs; and • Cost estimates for various options. <p><i>The committee should review the experience of other small communities and recommend a course of action to the town.</i></p> <p>B. Reserve account. Continue to use a reserve account for a new town office.</p> <p>C. Town office parking. In the event that the town office committee recommends against a new town office, consider acquiring land near the existing town office for additional parking as parcels become available.</p>	<p>Budget Committee/ Selectmen/2002 and Ongoing</p> <p>Town Meeting/ Selectmen/2002</p> <p>Town Meeting Ongoing</p>
<p>3. Health and social services. Provide for a cost efficient system of public health and social services.</p>	<p>A. Agency support. Continue to support the public health and social services that are provided by various agencies in Service Centers.</p>	<p>Town Meeting Ongoing</p>
<p>4. Solid Waste. Continue to plan for and provide an efficient system of solid waste disposal.</p>	<p>A. Transfer station. Continue to work with South Bristol and Lincoln County on the management of the transfer station. Encourage residents to recycle to the maximum extent possible.</p>	<p>Recycling Committee/ Ongoing</p>

Policies	Strategies	Responsibility/Date
<p>5. Outdoor recreation opportunities. Continue to provide opportunities for outdoor recreation and encourage appropriate coastal tourist activities.</p>	<p>A. Park and recreation facilities. Continue to operate and maintain Lighthouse Park, Pemaquid Beach, the Bristol Mills dam and swimming area, the Moxie Cove area, the Rock School House and other town facilities. Monitor the growing number of summer visitors and recommend management changes where necessary to protect the quality of these facilities.</p> <p><i>See public facilities inventory for a list of these facilities.</i></p> <p>B. Support for historic properties. Empower the Parks and Recreation Commission to set aside money from profits for the support of important historic community facilities.</p> <p><i>The Little Brown Church, which is no longer used as a church, is an example of such a facility.</i></p> <p>C. Pamphlet. Prepare a pamphlet list all of the Town's public facilities.</p> <p><i>More people should know that these facilities, such as Browns Cove and Hanna's Landing, are for public use.</i></p> <p>D. State coordination. Continue to work with the state on restoration, maintenance, traffic and management issues at Colonial Pemaquid State Historic Park.</p>	<p>Parks and Recreation Commission/Town Meeting/Ongoing</p> <p>Town Meeting/2003</p> <p>Parks and Recreation Commission/2003</p> <p>Friends of Colonial Pemaquid/Ongoing</p>
<p>6. Emergency services. Ensure that Bristol maintains a high level of emergency response services.</p>	<p>A. Fire and rescue. Continue to review on an annual basis Bristol's fire and rescue capabilities in light of changing population levels, changing emergency response needs, and financial constraints, and make budget adjustments as necessary.</p> <p>B. Police protection. Review on an annual basis the services provided by the Lincoln County Sheriff's Department, the growth in demand for services and whether there is a need for local police protection, and make recommendations to the town as necessary.</p>	<p>Fire Chief/Selectmen/Ongoing</p> <p>Selectmen/Ongoing</p>

HOUSING

Goals:

1. Encourage and promote affordable, decent housing opportunities for all citizens of Bristol.

Policies	Strategies	Responsibility/Date
1. Affordable housing actions. Undertake local initiatives aimed at providing affordable housing opportunities for Bristol residents.	A. Information center. Designate the town office as an information center relative to organizations and agencies (including state and federal agencies) that provide housing assistance for qualified persons and families, and/or make information available through the Bristol/South Bristol Housing Advisory Committee regarding existing resources for assisting local residents who wish to become first-time homeowners.	Selectmen/ Housing Advisory Committee /2002
	B. Rental housing. Encourage private owners to create additional rental housing by conversion of existing buildings and new construction, provided that minimum acceptable standards for water and sewer are met.	Town Meeting/Planning Board/Ongoing
	C. Housing committee. Establish a housing committee or designate another committee to: <ul style="list-style-type: none"> • Monitor the availability of affordable housing opportunities in Bristol and recommend actions that the town can take, if any, to support the availability of such housing; • Promote the availability of affordable housing in town; • Support the efforts of private groups to establish subsidized housing to meet the need of lower income elderly households; • Pursue grant and funding opportunities; and • Periodically report back to the Town. 	Selectmen/2004
	D. Duplexes. Modify the one-acre residential density requirement to permit construction of duplex (two-family) housing on lots of at least	Town Meeting/Planning Board/2003

Policies	Strategies	Responsibility/Date
	<p>one acre outside the shoreland zone, provided water and sewer requirements can be met.</p> <p>F. Affordable housing financing fund. Seek a CDBG Innovative Housing Grant, which would establish a Town-controlled Bristol/South Bristol Affordable Housing Financing Fund.</p> <p>G. Construction of affordable housing. Seek a CDBG Innovative Housing Grant to assist a private developer with the construction of affordable housing in Bristol or South Bristol.</p> <p>H. Housing Rehabilitation. Apply for a CDBG Housing Assistance (Housing Rehabilitation) Grant from the Maine Department of Economic and Community Development (DECD).</p> <p>I. Elderly housing. Address in a creative way the problems of a significant need on the Pemaquid Peninsula for subsidized elderly housing units to meet an identified need for at least 37 subsidized elderly housing units in the two communities.</p> <p>J. Housing programs. Work with programs such as are available through Coastal Enterprises, Genesis Fund, Coastal Economic Development, Maine State Housing Authority to develop housing for the area workforce.</p> <p>K. Transition housing. Consider acquiring at least two housing units (which could be mobile homes) to serve as “transitional housing units” to serve the needs of homeless or near-homeless persons in a variety of potential situations.</p> <p>L. Other. Consider implementing other housing recommendations contained in the Bristol/South Bristol Housing Assessment report.</p>	<p>Selectmen/Housing Advisory Committee/2004</p> <p>Housing Advisory Committee/2004</p> <p>Selectmen/Housing Advisory Committee/2004</p> <p>Housing Advisory Committee/2004</p> <p>Selectmen/Housing Advisory Committee/2004</p> <p>Town/Housing Advisory Committee/2004</p> <p>Town/Housing Advisory Committee/2006</p>

Policies	Strategies	Responsibility/Date
<p>2. Manufactured housing. Encourage manufactured housing, but regulate the quality of individual units as well as mobile home parks.</p>	<p>A. Location. Continue to allow manufactured housing that meets federal or state construction standards throughout the community, subject to the same standards as site built housing.</p> <p>B. Mobile home park standards. Include in a commercial impact guidelines ordinance standards for mobile home park design and construction, using the recommendations contained in the State Planning Office's mobile home park guidebook.</p>	<p>Town Meeting/Ongoing</p> <p>Town Meeting/Planning Board/2006</p>
<p>3. Elderly housing. Address elderly housing needs.</p>	<p>A. Support services. Continue to support services such as meals-on-wheels, health care, and personal care services that allow elderly people to remain in their own homes as long as possible.</p> <p>B. Regional services. Rely upon regional facilities in Service Centers to provide congregate care, low income elderly housing, and other forms of housing assistance for the elderly.</p> <p>C. Assisted Living Facility. Encourage the establishment of a small-scale assisted living facility.</p> <p>D. Other Elderly Housing. Support efforts to establish local housing to meet the needs of elderly people.</p>	<p>Town Meeting/Ongoing</p> <p>Town Meeting/Ongoing</p> <p>Selectmen/Planning Board/Ongoing</p> <p>Selectmen/Planning Board /Ongoing</p>

LAND USE

1. Provide for orderly growth and development in appropriate areas of the community.
2. Protect the Town's rural character, making efficient use of public service and preventing development sprawl.
3. Protect historic landmarks and resources.

Policies	Strategies	Responsibility/Date
<p>1. Framework for Future Growth. Provide an overall framework for guiding future growth in the community and for enacting ordinances and changes to existing ordinances. De-emphasize the community as a growth area for the region.</p>	<p>A. Rural area designation. Consider the entire Town of Bristol as a rural area as defined in the State's Comprehensive Planning and Land Use Regulation Act. The rural area includes two sub-areas as follows:</p> <ul style="list-style-type: none"> • Shoreland areas, which are all areas subject to the town's Shoreland Zoning Ordinance; and • Non-shoreland areas, which are all other areas of the community. <p><i>Bristol is a heavily wooded, rural coastal community characterized by a number of small villages, extensive tidal shoreline, and low density residential development. Severe development constraints limit the extent to which any areas in town, including the four villages, could serve as a growth center of any magnitude. These limitations include the town's remote location on a coastal peninsula (only three towns border Bristol), the town's physical geography, the town's remoteness from major employment centers, the lack of public utilities, the natural limits of Bristol's soils and ground water, the lack of septic waste absorption capacity. It would be prohibitively expensive to install public utilities in the community or to extend water and sewer lines from Damariscotta.</i></p> <p><i>High density growth should occur in growth areas that have the capacity to accommodate it, and to a large extent this is what is happening in the Town of Damariscotta (a state-designated service center). Bristol is just one of several small rural towns surrounding Damariscotta.</i></p>	<p>Town Meeting/ Selectmen/Planning Board/Ongoing</p>

Policies	Strategies	Responsibility/Date
	<p>B. Public facility expenditures. Do not plan for public expenditures to create new capacity for roadways, wastewater treatment facilities or water supply systems.</p> <p>C. Developable areas. Use the subdivision regulations (with changes recommended by this plan), and adopt a commercial impact guidelines ordinance, to direct development, by means of standards, away from areas with severe development limitations and to areas that may be more suitable for development based on considerations of soils, ground water, topography, and other natural resources.</p> <p>D. Community character. Retain the rural character of the Town as the population grows.</p> <p><i>This will require some regulations, but it will also depend upon the will and commitment of the people of Bristol. Each person can make a difference; collectively the efforts of the community to retain what is special about Bristol can be very powerful. Community character can be retained by:</i></p> <ul style="list-style-type: none"> • <i>Protecting the scenic quality of the town along the shorefront, main roads, and other areas with outstanding natural beauty;</i> • <i>Retaining open space and natural areas;</i> • <i>Encouraging traditional local employment opportunities;</i> • <i>Protecting the town's ties to the sea;</i> • <i>Supporting local churches, community organizations, schools and volunteer emergency services;</i> • <i>Volunteering on one or more of the various civic organizations and committees in town;</i> • <i>Protecting historic resources and landmarks; and</i> • <i>Supporting the efforts of private conservation organizations to maintain recreational and historic areas.</i> 	<p>Selectmen/Planning Board/Ongoing</p> <p>Town Meeting/Planning Board/Ongoing</p> <p>Town Citizens</p>

Policies	Strategies	Responsibility/Date
	<p>E. Open space inventory. Develop a town-wide open space inventory to identify, link and preserve significant view corridors, wildlife habitat, and parcels that are important to the community because of their natural resource, historic, cultural, recreational or scenic value.</p> <p>F. Sight distance standards. Require that sight distance standards contained in the State's access management rules be met to the greatest practical extent.</p> <p>G. Building height. Adopt building height standards to assure that development is compatible with the scale of development in the surrounding area and the limits of fire-fighting equipment.</p> <p>H. Planning Board report. Direct the Planning Board to report to the Town Meeting every three to five years on the patterns of building and development occurring in Bristol, including a statement as to whether Bristol's ordinances appear to be effective in guiding growth and preserving rural character; if not, include in the report recommendations to the voters of Bristol for new ordinances or amendments or other courses of action.</p> <p>I. Rural designation review. Review the appropriateness of the rural area designation when the Comprehensive Plan is periodically updated as required by the State's Comprehensive Planning and Land Use Regulation Act.</p>	<p>Conservation Commission/Planning Board/2005</p> <p>Town Meeting/Planning Board/2003</p> <p>Town Meeting/2003</p> <p>Selectmen/Ongoing</p> <p>Comprehensive Plan Committee/2007 or 2012</p>
<p>2. Subdivision development. Manage subdivision development to assure that it is a positive addition to the community.</p>	<p>A. Access. In areas where public roads or access are not adequate to serve the needs of the subdivision, require that developers upgrade the roads or subdivision access.</p> <p>B. Housing opportunities. Encourage developers to provide a range of housing opportunities so as to meet the housing needs of a broad range of town residents.</p>	<p>Town Meeting/Planning Board/2003</p> <p>Planning Board/Ongoing</p>

Policies	Strategies	Responsibility/Date
	<p>C. Standards. Amend the subdivision regulations to better regulate the quality of subdivision development in Bristol. Include standards for:</p> <ul style="list-style-type: none"> • Access from the development to the major roads of the community (access by a common entrance); • Safe public access and emergency vehicle access through the design of lot layout, roads, and open spaces; • Roadside buffers along major roads to preserve the open space quality of those roads; • Road standards to protect the residents and the Town from unnecessary future costs; • Septic system design so as to minimize negative impacts on ground water quality; • Water system design so as to assure sufficient capacity to the residents of the development without adversely impacting abutters; • Open space preservation standards (for example, cluster development) to protect identified wetlands, significant wildlife habitat areas identified by the Department of Inland Fisheries and Wildlife and large blocks of wildlife habitat; and • Protection of existing points of access to the water for commercial fishermen. 	Planning Board/2003
<p>3. Non-residential and large scale residential development. Adopt ordinance controls to manage non-residential and large-scale residential development.</p>	<p>A. Commercial impact guidelines ordinance. Prepare and adopt a commercial impact guidelines ordinance for non-residential development. Include standards for:</p> <ul style="list-style-type: none"> • Access into and out of the site; • Adequate water supply and sewage disposal; • Ground water protection • Adequate off-street parking with buffers for adjacent properties and the road; 	Town Meeting/Planning Board/2003

Policies	Strategies	Responsibility/Date
	<ul style="list-style-type: none"> • Adequate surface drainage without adversely impacting water bodies or adjacent properties; • Adequate landscaping to ensure that the site is attractive; • Sign standards limiting the size, number, lighting and placement of signs; • Building size and height to be compatible with the character of the town; and • Wildlife habitat protection. 	
<p>4. Open space. Increase the amount of protected open space in the community.</p>	<p>A. Land trust. Encourage land trusts to acquire and manage open space in the Town. Place a priority on obtaining easements or parcels that preserve and/or provide access to the shore, as well as preserve historically and ecologically significant portions of the community.</p> <p>B. Landowner cooperation. Work with the owners of significant open spaces, natural areas, wildlife habitat and scenic areas and viewsapes, to develop ways for these areas to be protected while retaining use of the property.</p> <p>C. Open space fund. Establish an open space fund for the purchase of open space or development rights.</p>	<p>Private Land Trusts/Ongoing</p> <p>Conservation Commission/Ongoing</p> <p>Town Meeting 2003</p>
<p>5. Historic, prehistoric and archaeological resources. Protect historic, prehistoric and archaeological resources.</p>	<p>A. Public education. Educate the owners of historic structures, sites and archaeological resources about the value of protecting these resources.</p> <p>B. Development review. Work with the owners of historic structures, sites and archaeological resources when they want to develop their property to try to preserve the historic and prehistoric value of the resource while meeting their development needs.</p>	<p>Conservation Commission/Ongoing</p> <p>Conservation Commission/Ongoing</p>

Policies	Strategies	Responsibility/Date
	<p>C. Local Ordinances. Amend the subdivision regulations, and adopt language in a commercial impact guidelines ordinance, to require that a developer or applicant determine if their property is within a historic or prehistoric archaeological area, and if it is, require that the property be surveyed for historic or archaeological sites. Further require that if such sites be found, that they be protected from both development and construction activity.</p>	<p>Town Meeting/Planning Board/2003</p>
<p>6. Comprehensive plan implementation. Ensure that mechanisms are developed to oversee implementation of the comprehensive plan on a continuing basis.</p>	<p>A. Committee. Appoint a comprehensive plan implementation committee to facilitate implementation of the comprehensive plan and to assist the planning board and selectmen in fulfilling specific tasks set forth in this plan.</p>	<p>Selectmen/2002</p>