

Town of Bristol Comprehensive Plan 2023



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Preface

Bristol is at a crossroads as it faces the continued, and intensifying, challenges of the 2020s. The Town is experiencing rapid growth and development as more and more people discover a place that has historically been overshadowed by the draw of surrounding more “touristy” communities. As a result, the population continues to trend toward older, retired, and more affluent individuals and young families cannot afford to purchase homes in the Town. Bristol’s tradition of access to natural resources is increasingly threatened as more land becomes private. Jobs based on marine resources are threatened by climate change. Community organizations are disbanding due to a lack of volunteers. Local people are finding it much harder to make a living and are forced to seek homes and jobs elsewhere. These changes fly in the face of what most people want - to keep Bristol “the way it is.” At no time, therefore, has it been more essential for the Town to work together to create a plan for the future.

Bristol has not had a fully approved Comprehensive Plan for 35 years. In 1987, both the Town and the State approved a Plan. Twenty one years ago, in 2002, the Town approved an update to the prior Plan, but the State did not. The 2002 Plan was deemed ‘inconsistent’ with the Maine Growth Management Act in several important areas. The Comprehensive Planning Committee hopes that this Plan (2023) will be both approved by the residents and found consistent by the State of Maine in order to support the Town’s efforts to effectively guide growth and development in the face of increasing and rapid changes.

Very little medium and long term planning has taken place in Bristol since 2002. The residents have not been offered a comprehensive opportunity to fully understand what currently exists and express what they want for the future. Understanding the present, and envisioning the future, is a task we need to undertake together. To accomplish this collaboration, we must write the plan (Comprehensive Plan Committee), approve the plan (voters and State Planning Office), and execute the plan (Select Board and the town’s committees and staff).

The plan represents a first, tentative, step. Approving and executing are the next.

Bristol's 2023 Comprehensive Plan offers a vision for Bristol that is based on what the Committee has heard from residents, who are 'the heart and soul' of the community, and the data collected and analyzed. The Committee used this information to think strategically about what Bristol needs in the next ten years and present the conclusions in the document that follows.

We found that Bristol wants to stay, as much as possible, "the way it is now", keeping its rural character and caring for nature and the sea. However, change is inevitable and we need to actively understand the best ways to keep what we have, and plan for our future. We know that we need affordable housing and that older people want to continue to live in a community that they love. We know that we value our natural and historical resources and want to maintain public access to these resources for future generations. We know we will be affected by a changing climate and want to find ways to make the town resilient in the event of storms and hurricanes. We know we need to plan carefully in order to move forward with these priorities in mind.

We must help to monitor both the Town's Plan and the ways in which it is implemented. We recommend that the Town create a Comprehensive Plan Implementation Committee to work with the Town and help guide the Town's decisions over the next 10 years (when the Comprehensive Plan is due to be updated).

We urge you to remember that a comprehensive plan for a town is not mandated by the state, but almost every town in Maine makes one. A plan offers advice and suggests strategies but does not implement them. The voters decide if the plan should be adopted and the Select Board and the Town staff execute the decisions. A plan can, if adopted, empower the community to control what happens by making a blueprint for growth. A plan confirms what the community loves about their Town and wants to preserve. All the parts of the plan are interconnected and each one will contribute to its success. Consulting each other, planning and implementing our actions is a way to understand, and meet these challenges. We must all be partners in the effort to preserve the best parts of Bristol and to shepherd our Town through the challenges of the future.

How to Use This Plan

The organization of the Plan, how to use it, and what to read

Bristol's 2023 Comprehensive Plan is organized to make it easy for the Town's residents to find the information they need to understand, think about, and decide the future direction of Bristol. There are two sections. The first section (pages 1-42):

- Describes how the Plan was developed and will guide the Town's future;
- Explains the Town's Vision;
- Lays out the Plan's most important strategies;
- Describes the public participation process and planning process;
- Presents a Future Land Use Plan.

Most importantly, the first section explains the process of the Plan's adoption and implementation.

The second section is an inventory of information currently known about the Town as presented in eleven chapters of data, goals and strategies and a summary of our regional cooperation. These chapters provide a detailed overview of each topic and are important for long range planning decisions. Each chapter concludes with proposed goals and strategies that suggest how the Plan can be implemented. A matrix of the goals and strategies from the Inventory chapters is in Appendix C.

This section also contains Appendices that provide background data, analysis, and maps that support the findings, conclusions, and recommendations of the Plan. It also provides summaries of the Public Participation and some of the documents used in preparing the Plan.

Depending on your time and interests, considering using it in the following ways:

Purpose	Suggested Reading	Estimated Time	Pages
I want key takeaways and have limited time.	<ul style="list-style-type: none"> • Preface • Summary 	4 MIN	
I want to understand the recommended goals, policies, and strategies.	<ul style="list-style-type: none"> • Introduction • Goals, Policies, Strategies Matrix 	10 MIN	
I want to understand the comprehensive plan process and strategies.	<ul style="list-style-type: none"> • Section 1 • Goals, Policies, Strategies Matrix 	20 MIN	
I am interested in the data collected and how it has been used to make the plan.	<p>Read Appendices as desired:</p> <ul style="list-style-type: none"> • A - Inventory Chapters • B - Fiscal Capacity and Capital Investment Plan • C - Goals, Policies, Strategies Implementation matrix • D - State Planning Criteria Reference Checklist • E - Survey results 	Variable	



Photo by Gross

Plan Summary

Overview

A Comprehensive Plan collects, analyzes and presents detailed information to support goals and strategies that are recommendations to the Town to take action. This combination of data and strategic proposals can be overwhelming and we offer a brief summary here to help explain key information.

A Comprehensive Plan

A Comprehensive Plan is a planning document intended to be a guide for communities when making policy and land use decisions over a 10 to 15 year period. The whole planning process is an opportunity for the community to come together, look at where they are, and plan for where they would like to be. It prepares the ground for future growth that would still maintain the rural atmosphere that its citizens and many visitors have come to appreciate and cherish. The Comprehensive Plan is an important planning document because it guides policy decisions, land use decisions, and municipal investments.

Why does the State need to approve the Plan and agree that it is consistent with the State Growth Management Act? A plan that is approved by the State makes that municipality eligible for the grants and loans, and allows the municipality to legally impose land use, impact fee, rate of growth and shoreland zoning ordinances that can stand up in a court of law. The top priorities for the Town are represented by groups of individual goals stated within each of the inventory chapters - some of which are requirements of the State Growth Management Act of 2008.

The Benefits of a Comprehensive Plan

A Comprehensive Plan **benefits** a community like Bristol because it allows the Town:

- To control what happens in its community;
- To establish a blueprint for growth for the next ten years;

- To preserve the things the community loves about the Town; and
- To apply for a portion of \$80 million in available State grant and loan funds.

Bristol's 2023 Comprehensive Plan **looks forward** and **asks for action**. It is based on an extensive analysis of data, strategic thinking, and listening to the residents, 'the heart and soul of the community'. They are passionate about Bristol's small town atmosphere, its people, and its natural beauty. They like the low property taxes. They are concerned about development, lack of conservation, a lack of affordable housing, and climate change. They want to "keep Bristol the way it is", but understand that change is unavoidable.

The plan has two sections, the first with the vision, priorities, a land use plan and an action plan, the second with all the detailed data and reports on Plan outreach.

The first section of the Plan looks forward. It begins with the **Vision Statement** and **Priorities**, which, together, present what we see as the Town's ambitions and hopes for the next decade.

Vision Statement

The Committee, guided by research and residents' feedback, envisioned Bristol in ten years and summarized it in the following Vision Statement:

We believe that Bristol should **maintain its rural character** as an unpretentious and welcoming coastal town. **Its natural beauty**, especially the coast and the sea, its undisturbed rural areas and conserved lands, **is vital to its future**. Careful planning for the **use of our land** is important in preserving the town's character.

Every generation is important, from its children to its older residents, (that form the majority of the population). They all need to have access to **affordable housing** in order to be able to live here at all ages. Education for our children is vital and **work of all kinds** should be encouraged and supported.

While residents appreciate and value Bristol's consistently **low tax rate**, they believe that supporting all these aforementioned priorities is most important.

Bristol believes that **climate change is of grave concern**, and that future Town practices and policies should be developed to help mitigate its effects.

In order to achieve the community's vision for Bristol, **we must act together** to put these recommendations into action.

Priorities

The **Priorities** were developed from the Vision Statement: they form the core of the Plan and guided the goals and suggested strategies. Adopting them is the first step to defining the actions that are needed to implement the Plan.

In order to preserve Bristol, we must:

- Protect the Town's rural character;
- Protect and maintain our natural and marine resources;
- Provide access to affordable housing;
- Understand the impacts of climate change on the Town;
- Use the Comprehensive Plan as a roadmap for the future.

The priorities are the basis for the goals and strategies that accompany each of the eleven chapters in the second section of the plan. They consist of a simple set of instructions to make the priorities work for everyone. They assign responsibilities and a timeline.

Future Land Use Plan

Bristol's land is one of its most valuable resources. The Future Land Use Plan is the most important proposal in the plan and is drawn from the Vision Statement and Priorities.

A Future Land Use Plan is essential to maintaining Bristol's rural character and its small town feel. In order to develop this Plan, four proposals were examined including growth in and around the villages, along the major roads, allowing development all over the town but keeping a quiet rural feel and emphasizing conservation and natural resources. A second proposal which combined growth in the villages with the conservation of natural resources received approval.

Based on the research, including data collection and public feedback, the Comprehensive Plan Committee recommends a Future Land Use Plan that accomplishes the vision of Bristol as a rural, intergenerational community that values its natural resources and preserves its small town village structure. The extensive corridor of “Critical Rural Areas” ensures the protection of the natural resources that are critical to the vision and the future of the Town.

The **Future Land Use Plan** is a summary of what we want Bristol to look like in the next 10 years. It proposes a road map for how we will get there, and is a call for the Town to make an **Action Plan**. An Action Plan is imperative. Without it, the Town’s vision will not become a reality. This Comprehensive Plan proposes goals, policies, and specific implementation strategies that will embody the characteristics of the Future Land Use Plan and address issues identified in the Inventory Chapters.

Conclusion

Bristol’s Comprehensive Plan is ambitious and assertive; it suggests ways for the Town to change and develop over the next ten years that match the Committee’s research and the opinions of the residents. The dialogue that began with the surveys and the Future Land Use Workshop should be the first of many conversations about the Town. This is the most important thing that we learned - that the Town wants to make the changes necessary to protect the things we love about Bristol, and that many people want to be involved in the process. Only through the future determination and efforts of many will Bristol continue to embody the values of its residents.



New Harbor by Kate Burch

Introduction

Bristol was first settled by the Abenaki Indians, who are estimated to have lived in the area for more than 7,000 years. In 1605, English merchant adventurers, some of the first Europeans to voyage to the United States, landed in Pemaquid (Pemaquid in Abenaki means “situated far out”), no doubt attracted by the area’s harbors and abundant natural resources. Organized settlement began in 1625, and the Town was eventually incorporated in 1765. Bristol’s rich history and early development continue to have an impact on the character of the Town and its people.

Bristol is a peninsula, more than twelve miles from its northern edge at the Damariscotta line to the tip at Pemaquid Point, bounded to the west by the Damariscotta River and St. John’s Bay and to the east by the Gulf of Maine and the Atlantic Ocean. The Town is bisected in its length, north to south, by State Route 130 which passes through three of its villages, Bristol Mills, Pemaquid and New Harbor. State Route 32, which begins in New Harbor and follows the eastern ocean edge of the town, passes through Round Pond and Chamberlain. Bristol lacks a central main street or downtown; instead, it is composed of distinct villages, each with its own unique history.

Bristol’s residents want to preserve its natural beauty and historical New England rural character. These qualities make Bristol attractive for year-round inhabitants, seasonal residents, and visitors alike, setting Bristol apart from its more tourist-centered neighboring towns. Despite the seasonal population nearly tripling the year-round population of 3,000, Bristol’s unassuming nature and reserved demeanor remain uncompromised. In many ways, residents want Bristol to be ‘life as it used to be’, and while this is no longer possible, and development has taken place, they would like to limit any further large-scale changes.

Natural and marine resources are essential to Bristol since they help to both maintain a rural environment and serve as a source of financial support to the Town by attracting visitors and employing fishermen. They also provide access to trails and to the water, and contribute significantly to the character of the Town.

Bristol has a small grocery store, convenience stores, and gas stations, a beloved candy and gift store, various antique shops, a coffee bar, and

restaurants, almost all seasonal. Route 130 serves as the primary route in and out of Town, and leads to the regional service center of Damariscotta, which has an historic main street, as well as a hospital, health care providers, pharmacies, other professional resources, and grocery and hardware stores.

Bristol is in the enviable position of having the lowest tax rate in the State for a town of its size due, in part, to the high valuations of many of its coastal properties and to the Select Board's careful management of its revenues and resources. The voters are keen for this to continue, but a majority of residents are willing to accept a higher rate in exchange for agreed improvements in services.

Bristol is, however, currently facing challenges that are reflected in trends across the state, including tensions between seasonal and local residents, lack of affordable housing options, population increases due to the pandemic, threats from sea level rise and our changing climate, and an aging population. The Comprehensive Plan, at the behest of the residents, strives to address these issues.

- Covid-19 accelerated changes in remote work, early retirement, and internal migration patterns. On a local level, Maine became an attractive place during the pandemic, offering a low population and ample outdoor space, and Bristol saw an influx of new residents and a demand for building permits. There was an average 14% percent increase in the number of permits issued from 2016 to 2021 and an average 32% increase in the number of building permits for new homes in the same period. While it is difficult to predict if this trend will continue, it is important to plan for changing trends.
- Bristol's current housing stock is almost entirely single-family homes with an average occupancy of just over two persons. However, 30% of the total households in Bristol consist of individuals living alone. National and statewide trends indicate that this number will increase over the next decade. This suggests that Bristol's housing stock does not meet current or future demands. Difficulties in finding affordable housing negatively impact the local economy; younger people, seasonal workers, and those looking to age in place have minimal affordable housing options and often cannot afford the median housing price.
- Bristol's residents are concerned with the impacts of sea level rise and climate change, and expressed concern about issues such as saltwater

intrusion and wells running dry, rising water temperature impacting the lobster and fishing industries, invasive species, and an increase in ticks and tick-borne illnesses.

- An aging population poses unique challenges for rural towns, which need to facilitate access to affordable housing, adequate healthcare and medical facilities and services, public transportation, and social opportunities. The supports necessary to ensure intergenerational equity are currently lacking in the Town.
- The reliability and availability of potable water is concerning to Bristol's residents and has implications for future growth and infrastructure needs. One in seven survey respondents or (91 of 641 responses) reported that their private wells ran dry at least once in the past 10 years (Source: July, 2023 Vision Survey Results).



Round Pond by Kate Burch

Residents want to ensure, as emphasized throughout the Committee's work and feedback sessions, that Bristol maintains a stable population with a slow, steady growth rate while preserving its small-town character. Encouraging limited development in rural areas and preserving critical habitats, while fostering growth near village centers will help the Town thrive while staying true to its roots.

Plan Purpose

Bristol's needs and desires drove the creation of a Comprehensive Plan that is both in alignment with the Townspeople's values and priorities and consistent with the goals and guidelines of Maine's Growth Management Act (Appendix D). There are legal and financial benefits to having the State's "finding of consistency" for the plan, including legitimacy for enacting zoning, impact fees, and rate of growth ordinances, qualification for many state and local competitive grant programs, and benefits for growth areas.

In general, a Comprehensive Plan is a long-range planning document that provides guidance for future public decision-making based on a shared community vision. It provides the factual basis and policy framework for future planning, regulatory, and decision-making in the public and private sectors over a span of 10-15 years. The Plan can also serve as a valuable tool for guiding local elected officials, community leaders, local organizations, and Town staff in their implementation of strategies to manage the future growth and development of Bristol. Lastly, the comprehensive planning process is an opportunity for residents, leaders, and other community stakeholders to come together and take inventory of current trends and plan for future needs, challenges, and opportunities.

Bristol's previous Comprehensive Plan was approved by the Town in 2002; however, it was not approved by the State, primarily due to underdeveloped sections pertaining to Town history, affording housing, natural resources, and land use. In 2021, the Town decided that a new Comprehensive Plan, with goals and strategies, was needed to guide Bristol forward during a time of rapid change. At the Annual Town Meeting, voters authorized the Select Board to appoint a Comprehensive Plan Committee which was tasked with:

- Conducting a review of the 2002 Comp Plan and delivering a report on the progress made and objectives of the 2002 Plan;
- Participating in the inventory and analysis of existing Town conditions;
- Developing, in collaboration with the public, a Town vision, goals, and strategies.

However, in 2021, faced with significant, and possibly irrevocable changes, resulting from the COVID-19 pandemic, voters directed the Select Board

to appoint a Comprehensive Plan Committee to review and update the 2002 Plan. Work began in the summer of 2021 and the Comprehensive Plan Committee (CPC) met monthly (with subcommittees for individual topics meeting more regularly) over the course of their efforts to collect and analyze data, and to draft the Plan's inventory chapters. Although the COVID-19 Pandemic created challenges for outreach and data gathering, the CPC assembled extensive background information and used online tools to gather and distill public input.

In the spring of 2022, the CPC began the public process, starting with a mini survey and outreach campaign. Importantly, at the March 2022 Town Meeting, voters authorized the appropriation of \$60,000 to the CPC for consulting services to aid in the Plan's construction and development. As a result of this fund allocation, in the fall of 2022, North Star Planning began collaborating with the Committee to help guide a more extensive public outreach process, to assist with drafting the final Plan document, and to support the CPC through the local and state adoption processes

In July 2023, the first draft of the Plan was provided to Committee members for editing and suggestions. Subsequently, the draft was provided to leaders of Town Boards, Commissions, and Committees, as well as Town staff, regional and local organizations, and community members, for input and feedback. A second draft was finalized in September 2023. Throughout this process, the Committee remained committed to ensuring the Plan embodied the Town's vision and hope for the future.

The Plan incorporates several types of strategies. Some are regulatory (as in, required by the State), but the majority are based on direct feedback from Bristol's community. Many of the recommendations will require further action, study, and examination, either by the Select Board or Town Committees or by town-wide votes to develop new ordinances, modify policies, or allocate funding.

Ultimately, therefore, the purpose of this Plan is to ensure the Town can use an informed, collective vision to guide future actions in order to serve the best interests of all community members.

Elements of the Comprehensive Plan

This comprehensive plan follows the established framework set forth by the State of Maine in the Comprehensive Plan Review Criteria Rule (07 105 Chapter 208) checklist. It consists of a Vision Statement, the priority Goals, Policies and Strategies, and the Future Land Use Plan, as well as inventory chapters that detail existing conditions in the Town.

The forward-looking part of this Plan integrates public input with the data gathered from the inventories to craft a vision statement, future land use plan, and document the priority goals, policies, and strategies. The goals and recommendations in this plan will guide policy-making, future land use decisions, and Town investments over the next 10 to 15 years.

The purpose of the Inventory Chapters is to document existing conditions, identify how the town has changed over time, and understand future opportunities and challenges. The information in the Inventory Chapters is based on the best available local, state, and federal data. Each Chapter includes a list of associated goals, strategies, and policies that provide recommendations on how to implement Bristol's vision.

The Inventory Chapters provide data on the following subjects:

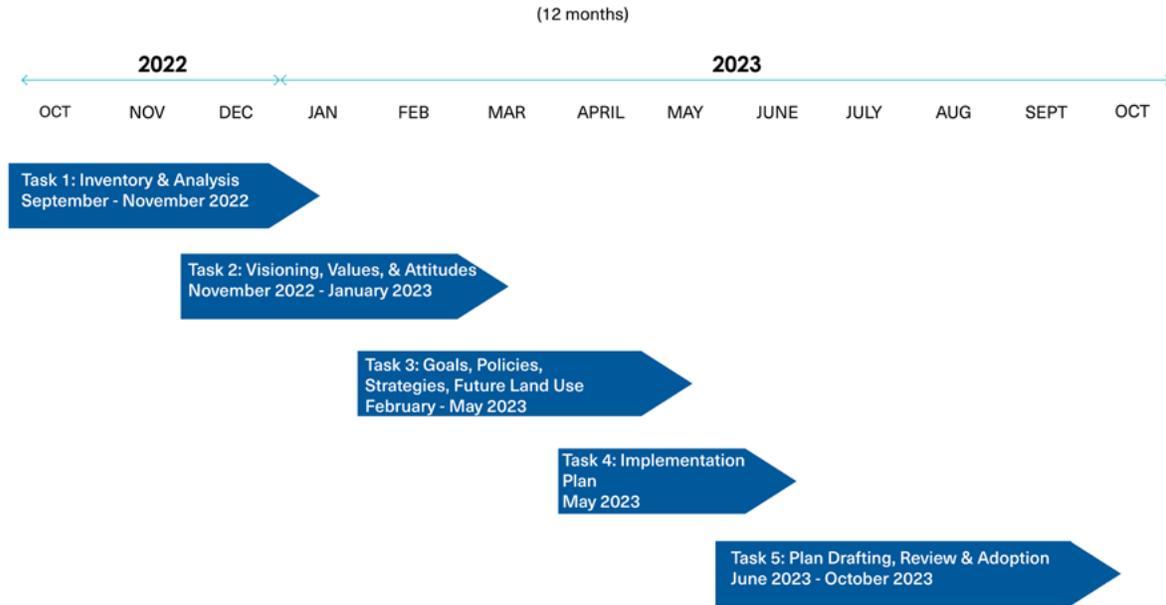
- Historic and Archaeological Resources
- Water Resources
- Natural Resources
- Agriculture and Forestry
- Marine Resources
- Population & Demographics
- Economy
- Housing
- Recreation
- Transportation
- Public Facilities & Services
- Fiscal Capacity & Capital Investment Plan
- Existing Land Use



Photo by Smith

While the Plan lays the foundation for land use, policies, and implementation strategies, it does not dictate specific investments or enact changes in Town ordinances. It suggests future actions Bristol may take to amend or create new land use ordinances, conduct further planning or feasibility studies, and collaborate with stakeholders to achieve the Town's desired goals. Implementation of this Plan requires coordination among the Town staff, Select Board, Planning Board, other Town boards and committees, and voter approval.

Process and Timeline



The timeline above outlines the general project phases for how the CPC approached the planning process. An explanation of the specific tasks is below:

- **Task 1 Inventory & Analysis** (2021-November 2022): The CPC gathered existing conditions information and drafted Inventory Chapters, which the consultant team eventually helped to audit and finalize. During this phase, initial public outreach was conducted to develop the public’s awareness of the comprehensive plan process, including a mini-survey, pop-ups at local events, postcard, and a photo contest.
- **Task 2 Visioning, Values, Attitudes** (November 2022-March 2023): The CPC launched a community survey, with the goal of gathering community input and reaching as many community members as possible, to serve as the foundation for the next phases of work.

- **Task 3: Goals, Policies, Strategies, and Future Land Use** (*February 2023 - May 2023*): Based on the information gathered from the Committee's research and the survey, the CPC began drafting the goals, policies, and strategies for the final plan. The Future Land Use Workshop was held to gather public input on the draft land use scenarios.
- **Task 4: Implementation Plan** (*May 2023 - June 2023*): The CPC worked to prioritize the goals, policies, and strategies, and develop an implementation plan and performance measures.
- **Task 5: Drafting, Review & Adoption** (*June 2023 - October 2023*): The consultants collaborated with the CPC to develop a draft plan for public review and to guide the plan through local and state adoption processes.

Community Engagement



Future Land Use Workshop, May 8, 2023

Communication & outreach efforts included a wide variety of in-person and online options. Outreach included a landing page on the Town website, email bulletins, newspaper ads and articles, town social media, pop ups outside local businesses and at local events, Committee member conversations, and print materials including flyers and business cards. Email lists, which eventually totaled 1,462 addresses, included the Town's newsletter list of 1,103 addresses and a project-specific email list that grew to 359 email addresses. Specific events included:

- **Mini-Survey (January 2022 - September 2022)**
This short survey contributed to early visioning work and raised awareness of the planning effort
262 total responses
- **Vision Survey (January 2023 - March 2023)**
This 74-question survey asked respondents to weigh in on a number of specific questions and priorities, including visioning and policy-related questions.
634 total responses

- **Town Meeting (2022 & 2023)**

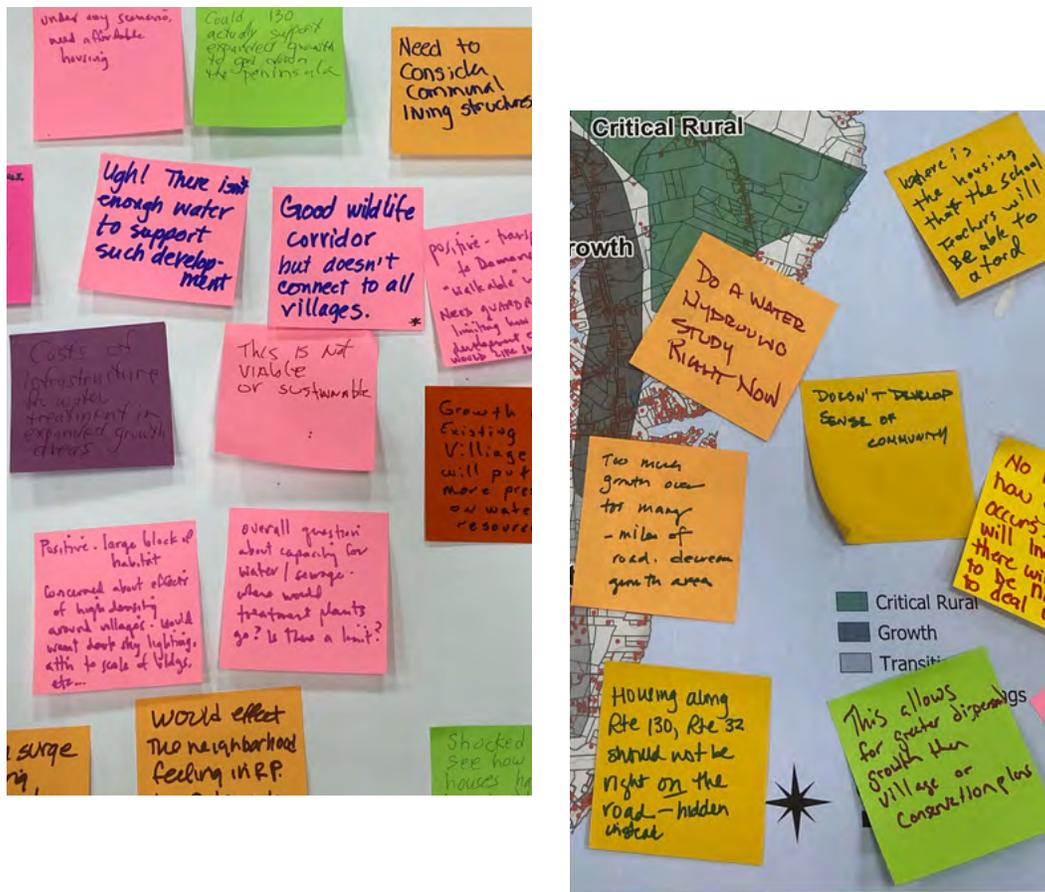
At the 2022 Town Meeting, voters authorized funds for consulting services to assist with the planning project.

At the 2023 Town Meeting, the CPC provided an update on planning activities to date, and promoted the scheduled Future Land Use Workshop.

- **Future Land Use Workshop (May 9, 2023)**

In addition to members of the BCPC, Town staff, and the consulting team, more than 70 residents attended.

Attendees reviewed results of the Vision Survey, and considered four future land use scenarios, comparing potential land use policies and implications. They provided input on the pros and cons of each scenario, which informed the development of the final Future Land Use Map and Plan.



Future Land Use Workshop public input, May 8, 2023

Review of Past Planning Efforts

Recent local planning work includes the following:

- **Bristol Comprehensive Plan (1987)**

The Town drafted and adopted a Comprehensive Plan, which included the topics of history, population and economy, natural resources, land use, housing, and community services, and defined goals and policies.

This Plan was found to be consistent with the Growth Management Act by the State Planning Office (SPO).

- **Bristol Comprehensive Plan (2002)**

The Town adopted a Comprehensive Plan in 2002. This Plan was deemed inconsistent with the goals and objectives of the Growth Management Act by the State Planning Office (SPO) in five areas:

- ◆ The plan failed to provide sufficient information on natural resources inventory and analysis, including source water supply, groundwater, surface water, and floodplains.
- ◆ The Future Land Use section did not designate rural or growth areas. The Plan lacked a Capital Investment Plan.
- ◆ There was no analysis on affordable housing in Bristol.
- ◆ The Plan lacked recommendations for the protection of historical sites and archaeological resources.

The Town decided not to pursue the advice given in the State's letter and the Plan was not declared 'consistent' by the State.

- **Town of Bristol Ordinances:**

- ◆ *Land Use Standards ordinance:* Originally adopted in 1993, the ordinance has been updated 11 times at Annual Town Meetings since 2002. This ordinance establishes a minimum lot size of 1 acre throughout the Town, along with building setbacks and standards for Accessory Dwelling Units.
- ◆ *Shoreland zoning ordinance:* First enacted in 1971, this State mandated ordinance provides protections to coastal and freshwater shorelands.
- ◆ *Harbor ordinance:* Originally adopted in 1986 and most recently updated in 2019, this ordinance regulates moorings, abandoned

vessels, and harbor operations.

- ◆ *Subdivision ordinance*: Originally adopted in 2009 and most recently updated in 2023, this ordinance establishes baseline standards related to subdivision development in Bristol.

There are also regional and state-level planning efforts that are relevant to Bristol:

- **Maine Won't Wait Climate Action Plan (2020)**
This plan establishes statewide goals and strategies to reduce greenhouse gas emissions and achieve carbon neutrality by 2045. Implementation of the action plan includes grant funding for local and regional climate-resilience initiatives.
- **Lincoln County Regional Housing Needs Assessment (2023)**
This study suggests that the County needs 879 units of affordable housing to come on the market between 2022-2032, with 55 of those units located in Bristol (a mix of affordable rate rentals, workforce housing, and affordable older adult rentals).

Inventory Chapter Highlights

Certain data points collected during the Committee's research merit emphasis due to their ultimate impact on the Plan's goals and strategies. Highlights of the data contained in the Inventory Chapters include:

Population

- The median age in Bristol is 59.8 years. The state median age is 44.8 years.
- The average household size in Bristol is 2.09 persons.
- Since the 1970s, Bristol's population has slowly increased.
- By 2030, the State of Maine's Economist data predicts that the population of Bristol is estimated to be 2,932 people (an increase of 100 people or ~50 new households). However, based on the Historical Growth Rate, Bristol's population is estimated to be 3,306 (an increase of 472 people or ~231 new households.)

Housing

- 98% of the Town's housing stock consists of single-family homes.
- 30% of Bristol's households are householders living alone.
- Bristol saw a 94% increase in median home prices from 2010 to 2020.
- Permits for new construction and substantial renovations have continued to increase. The housing expansion is largely fueled by people who have acquired their wealth outside of Bristol, and more often than not, use these homes for seasonal housing.
- In 2021, only 30% of the households in the Town can afford a median-priced home. With the increase in mortgage rates since 2021, the percentage of existing households that will be able to afford a median home price will dramatically decrease.

Economic development & small businesses

- Bristol has a primarily seasonal economy, made up of small businesses.
- There is a 46.9% labor force participation rate.
- 17.1% of Bristol residents worked from home in 2022.

Natural Resources

- There has been a decrease in the number of acres enrolled in the Farmland Protection Program in a decade (1,601 acres in 2009 compared to 1,034 acres in 2019).
- There has been an increase in the number of acres enrolled in the Open Space program during the same time (271 acres in 2009 compared to 361 in 2019).



Photo by Pell

Land Use and Growth Management

- Current zoning is extremely limited, and consists of shoreland zoning and land use standards.



Photo by Bisagni

Vision Statement

We believe that Bristol should **maintain its rural character** as an unpretentious and welcoming coastal town. **Its natural beauty**, especially the coast and the sea, its undisturbed rural areas and conserved lands, **is vital to its future**. Careful planning for the **use of our land** is important in preserving the town's character.

Every generation is important, from its children to its older residents, (that form the majority of the population). They all need to have access to **affordable housing** in order to be able to live here at all ages. Education for our children is vital and **work of all kinds** should be encouraged and supported.

While residents appreciate and value Bristol's consistently **low tax rate**, they believe that supporting all these aforementioned priorities is most important.

Bristol believes that **climate change is of grave concern**, and that future Town practices and policies should be developed to help mitigate its effects.

In order to achieve the community's vision for Bristol, **we must act together** to put these recommendations into action.

Priority Goals, Policies, and Strategies

Throughout its efforts to develop goals and strategies for the Comprehensive Plan, the Bristol Comprehensive Plan Committee identified a number of common themes. These themes embody the essence of not only the research and knowledge of the Committee members, but also the essence of the Townspeople's opinions as reflected in the two outreach surveys, the Plan's Vision Statement, and the well-attended Future Land Use Workshop. As such, the Committee selected a set of Top Five Priorities to help the Town set its course for the next ten years. We hope that these Priorities not only capture the intent of the Comprehensive Plan, but the concerns and desires of Bristol's citizens particularly in the areas of **natural resources and conservation, housing**, and maintenance of the **Town's character**.

Bristol's Priorities

In order to preserve Bristol, we must:

- Protect the Town's rural character;
- Protect and maintain our natural and marine resources;
- Provide access to affordable housing;
- Understand the impacts of climate change on the Town;
- Use the Comprehensive Plan as a roadmap for the future.



Wetland by Tamar Francis

Essential Goals and Strategies

After identifying the Plan's Top Five Priorities, the Comprehensive Plan Committee proposed essential goals and strategies connected to successful pursuit and implementation of the Priorities.

1. Protect Bristol's rural character.

Essential Goals:

- Prioritize conservation and protect undeveloped land by adopting more protections for farmland, forests, and scenic views. (13.1)
- Expand the Town's ability to support decision-making regarding development. (13.3)

Essential Strategy:

- Adopt the proposed Future Land Use Plan as a basis for land use regulation and management.

2. Protect and maintain Bristol's natural and marine resources.

Essential Goals:

- Protect and maintain the Town's valuable natural resources including scenic areas/views, open spaces, preserves, habitats, wetlands and shore fronts. (3.1)
- Maintain, and where necessary, restore the quality of coastal waters, marine fisheries, and wildlife. (5.4)

Essential Strategies:

- Consider the impacts of climate change when developing and revising Town policies and ordinances. (3.4.3)
- Create a Town Conservation Committee to protect and maintain our valuable natural resources (3.1.2)

3. Provide access to affordable housing.

Essential Goals:

- Explore ways to enable young people and families to stay in the Town, or to relocate to the Town. (6.2)
- Ensure all future development allows for equitable access to potable water supplies. (13.5)

Essential Strategy:

- Develop local land use ordinances that support the creation of quality affordable housing and create incentives for affordable housing options. (8.1)

4. Understand the impacts of climate change on Bristol.

Essential Goal:

- Identify potential effects of climate change on the Town through a collaboration with regional and state entities.

Essential Strategy:

- Create a working group of experts to detail a plan to aid the Town in responding to the effects of climate change.

5. Use the Comprehensive Plan as a roadmap for Bristol's future.

Essential Goal:

- Maintain the Town's established record of fiscal responsibility as evidenced, in part, by a stable mil rate. (12.1)
- Incorporate the Comprehensive Plan into all aspects of governance to guide the Town's future.

Essential Strategy:

- Create a Comprehensive Plan Implementation Committee to support and monitor the execution of the Plan. (13.3.2)

Future Land Use Plan

Why is a future land use plan important?

The Comprehensive Plan Committee's consultant team clarifies that:

A future land use plan provides a roadmap for how the community wants to develop and grow over time. Maine is known for its natural beauty and rural landscapes, and a future land use plan helps identify and protect important open spaces, natural areas, and farmland from haphazard or sprawling development, preserving the state's rural character and promoting responsible growth.

Planning for future land use allows communities to anticipate the need for infrastructure, such as roads, schools, utilities, and public services. By understanding where development is likely to occur, municipalities can efficiently allocate resources and plan for infrastructure improvements.

Maine experiences varying rates of population growth in different regions. A future land use plan enables communities to manage growth effectively, ensuring that urban sprawl is minimized, and development is focused in areas with the necessary infrastructure and services.

Developing a future land use plan involves input from community members, businesses, and stakeholders. Engaging the public in the planning process fosters a sense of ownership and helps ensure that the plan reflects the values and aspirations of the residents. A future land use plan can be integrated into the regulatory framework of the community through zoning and land use ordinances. It provides a foundation for updating and improving existing regulations to align with the long-term vision for the area.

Bristol's Future Land Use Plan

The Future Land Use Plan shows places where Bristol wants to encourage future activity and investment along with places that should remain relatively unchanged in the future. The Future Land Use Plan, consisting of the Future Land Use map and this narrative, is based on all of the public participation and input received through the course of this plan update. The

Future Land Use Map is a graphical extension of Bristol's Vision Statement and ties elements of the communities' values and vision to locations and places on the ground. It is a tool that policy makers and town staff can use to create and update rules for future development and guide public investment.

The purpose of the Future Land Use Plan is to guide Bristol's decisions on the location, scale, and character of development, land preservation, and public investments over the next ten years. Planning with these objectives in mind will steer Bristol toward considering development in certain places in town and not in others in order to move closer to the vision of Bristol in the future.

The Future Land Use Map shows three areas: *Growth Areas*, *Critical Rural Areas*, and *Rural Areas*. The definitions here, provided by the consultant team, are followed by paragraphs detailing their application to Bristol.

Growth Areas

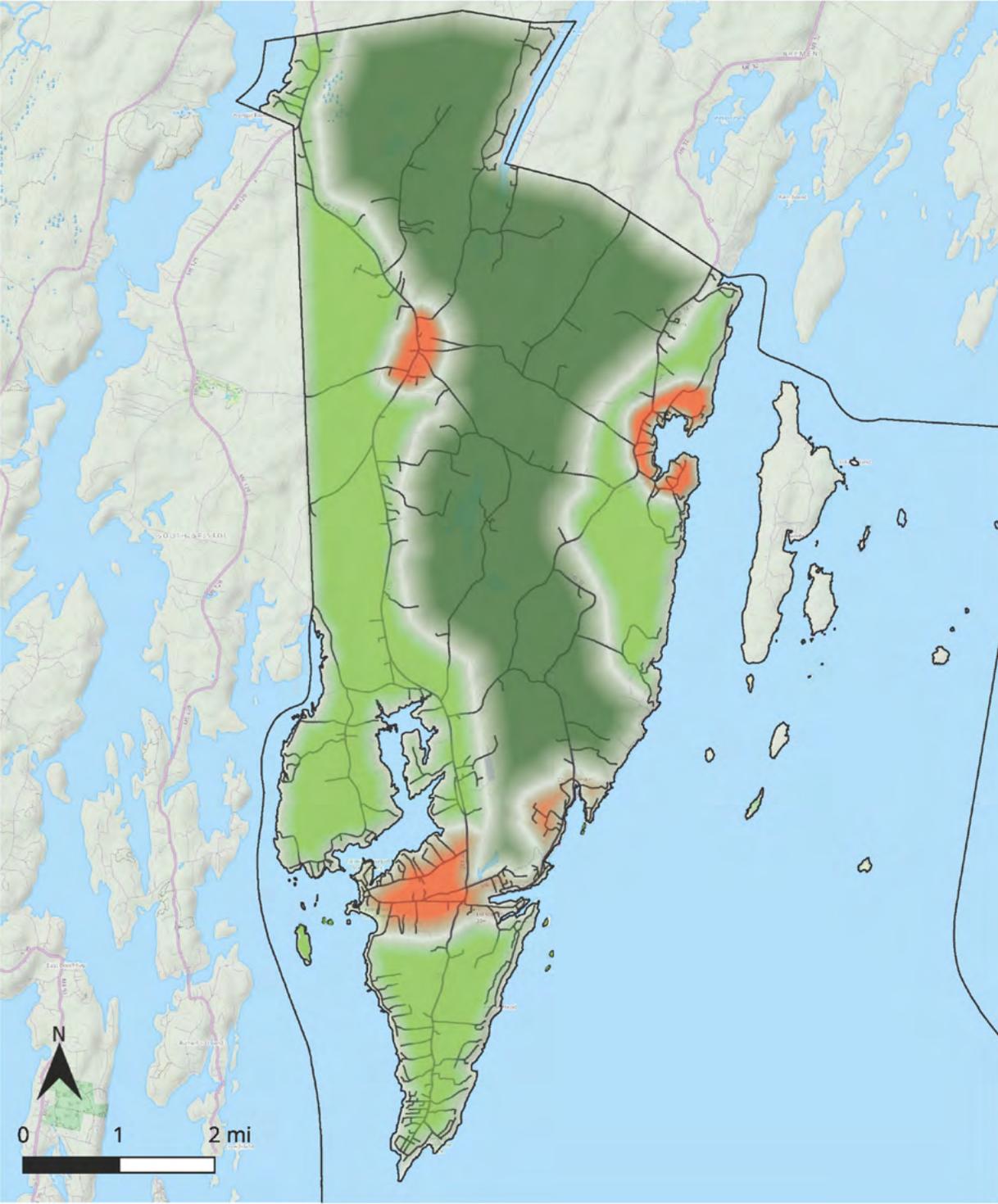
Growth Areas are places that are suitable for most of the future residential and business development. These are places where new development may be incentivized and encouraged. The context of growth and change within these areas should be right-sized for a town and relate to the size of the community.

Rural Areas

Rural Areas are places to be protected from the impacts of development. While new home building may still occur within Rural Areas, growth in these areas is limited in order to preserve rural character, scenic views, and natural resources. These are places where there is likely to be a limited amount of change over the next 10-15 years.

Critical Rural Areas

Critical Rural Areas are identified as those places deserving maximum protection from development. These places may include significant wildlife habitat, scenic areas, vulnerable natural resources, or farm and forest lands. Critical Rural Areas should be priority targets of conservation efforts and receive maximum protections from the town to minimize future development and habitat fragmentation.



Town of Bristol Future Land Use

- Rural
- Critical Rural
- Village

Bristol's Future Land Use Areas

Growth Areas

There are several growth areas shown on the Future Land Use Map that correspond to traditional village areas within the Town of Bristol. These villages are the historic centers of economic and social life, and have historically been relatively self-reliant communities. Homes were built within walking distance of the harbors and mills that supported each village. This history is evident in the location of villages around important natural resources and harbors, and these village areas remain a relevant factor in how people identify where they live and relate to their neighbors. The continued existence of four post offices in these areas is a prime example of how village areas shape daily life. New development within these areas should respect historic building and development patterns. The amount of development in Bristol is impossible to predict with accuracy. For the 6 years 2015/2016-2020/2021, a total of 96 new homes have been permitted, an average of just over 13 new homes each 12-month period (Housing Inventory Chapter).

Development within and proximate to the villages should reflect the traditional pattern and the scale of the Town. The reasons for this are twofold. First, maintaining active village areas will help ensure that they remain relevant places and destinations within the community. Additionally, maintaining “friendly density” in the form of accessory dwelling units and small 2-3 unit buildings will allow more affordable year round housing options while recognizing the limitations of private water supply and private individual septic disposal systems within these areas.

Rural Areas

The areas along the main roads like Bristol Road/Route 130 and Route 32 outside of the Growth Areas are designated Rural Areas. These parts of Bristol should see lower levels of new home development and commercial activity than the Growth Areas over the next 10-15 years. These areas will remain characterized by relatively open rural roads and views of fields, woods, and the ocean.

That said, these are not “no growth areas” and are likely good locations for

potentially larger affordable or senior housing projects that could not be accommodated within the existing villages. Such projects, either in a single multi-unit building or within a multi-building clustered housing campus or pocket neighborhood concept, would have good access to main roads for future transit options and water and wastewater impacts would be directed away from the villages.

Critical Rural Areas

The large rural areas generally between Routes 130 and 32, and extending from the northerly town line down to the conserved LaVerna Preserve and Rachel Carson Preserve lands near Chamberlain and New Harbor are important to the rural character of the community. This land is designated as a Critical Rural Area. There are many large unfragmented habitat blocks in this lightly developed portion of town, including some that cross town lines and measure over 2,000 acres in size. Most of the town's existing conservation lands are within this area. Future conservation efforts by the town or partner organizations should be prioritized within the Critical Rural area. Notably, community members' desire to conserve Bristol's natural resources and lands was prominent throughout both surveys, the Future Land Use Workshop, and Committee meetings.

Plan Implementation

The success of a plan is measured by how well it is implemented. The Comprehensive Plan is meant to be a living document and tool for community decision-makers to establish policies, target investments, and develop programs that reflect the values and priorities of the Bristol community. Further planning studies, and future changes to the Town's zoning, land use, and policies will be required to carry out the vision for Bristol.

Subsequent to its approval by the Town, the Comprehensive Plan Committee recommends that the Select Board form a Comprehensive Plan Implementation Committee to take action on Plan recommendations and track progress. The Implementation Committee should include at least two members from the CPC for continuity, as well as representation from relevant Boards and Committees, including the Select Board.

The Implementation Matrix provided in Appendix C offers the goals, policies, and strategies categorized by topic, an estimated timeframe, and identification of the responsible party. This matrix should be used as the framework for action steps for Town staff and other stakeholders to carry out the Comprehensive Plan. It is also an important tool to track progress as the goals, policies, and strategies are implemented over the next decade.



Photo by Keeton

Performance Measures

Ongoing monitoring and evaluation of key metrics are important to keep the Town on track toward its goals and to identify course corrections along the way. The performance measures should track the Town's top priorities and be considered as suggestions for the Plan's Implementation Committee.

Baseline performance measures for evaluation at least every 5 years:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to community's designated growth areas and rural areas.
- D. Amount of critical natural resource, critical rural, and critical waterfront areas protected through acquisition, easements, or other measures.

Future Comprehensive Plan Updates

It is recommended that the Plan be updated in 3-5 years by the Implementation Committee, in order to refresh the information in the Inventory Chapters and the Top Five Priorities.

These targeted tune-ups to the Plan will be manageable and responsive, and present to the Town opportunities to have follow-up conversations with the community regarding the evolution of the Town's vision and priorities.

Conclusion

No comprehensive plan is complete, since such a project is too complex and detailed to fully capture every detail about a Town. However, this Plan strives to capture Bristol's current moment in order to establish the foundation for changes in the years to come. Part of it is retrospective and looks at how the Town has changed in the last twenty years. The Town is changing more quickly now, and our hopes and wishes will be modified as the decade unfolds.

The research and outreach associated with Bristol's Comprehensive Plan have led to one simple conclusion: that action to manage the change is essential and urgent.

The Comprehensive Plan is ambitious and assertive; it offers goals and strategies that will allow Bristol to grow in the way that the residents' desire. All of the proposed strategies are important. Admittedly, some may be accomplished more quickly than others, and not everyone will agree with all of them. They all deserve, however, more thought and discussion.

The dialogue that began with the surveys and the Future Land Use Workshop should be the first of many conversations about the Town. This is the most important thing that we learned - that the Town wants to make the changes necessary to protect the things we love about Bristol, and that many people want to be involved in the process. Only through the future determination and efforts of many will Bristol continue to embody the values of its residents.

Appendices

The appendices contain the data the Committee has collected and analyzed and presented in the Inventory chapters, and relevant documents from the State of Maine to amplify and help explain the background to the Plan. There is a full description of Public Participation.

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Appendix A: Inventory Chapters

The inventory chapters contain the data collected and analyzed by the Committee: they are arranged in the order given in the State of Maine document which may be referred to in Appendix E.

- 1 Historic and Archaeological Resources
- 2 Water Resources
- 3 Natural Resources
- 4 Agriculture and Forestry
- 5 Marine Resources
- 6 Population and Demographics
- 7 Economy
- 8 Housing
- 9 Recreation
- 10 Transportation
- 11 Public Facilities & Services
- 12 Fiscal Capacity & Public Investment Plan
- 13 Existing Land Use

Historic and Archaeological Resources

Highlights

- There are 53 known prehistoric archaeological sites in the Town of Bristol. Ninety-five percent of the shoreland zone has been subject to a reconnaissance survey.
- The Town of Bristol has 10 sites listed on the National Register, and 1 site listed as a National Historic Landmark, the Pemaquid Archaeological Site.
- Bristol has had more than 7,000 years of human settlement, with patterns of development occurring in the Villages and along the shoreline.
- While many of the known historic and archaeological resources are well-maintained and protected, there are several known historical places and districts in Bristol that may be eligible for listing, such as the Bristol Mills and Round Pond villages.

Analyses

Historic Patterns of Settlement

Are historic patterns of settlement still evident in the community?

There are many examples of houses and barns dating to the late 1700s and early 1800s throughout Bristol. Many are in excellent condition, and some retain most of their original features. There are several one-room schoolhouses, either preserved as such or converted to new uses.

The autonomy of the villages was a product of the difficulty of traveling over poor roads for the long distances between the population centers. Each village developed its own economic base (granite in Round Pond, fishing in New Harbor, sawmills in Bristol Mills), giving each its unique character, still in evidence today. While the villages have remained, housing patterns and land use in the rest of the Town have shifted. Any walk in the woods today reveals stone walls, foundations, and orchards – the remnants of a past agrarian livelihood. Shipbuilding increased throughout the 19th century. 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.

The arrival of summer visitors to Maine in the 1870s and 1880s increased general trade as well as demand for ice. Several large hotels were built between 1890 and 1920 in New Harbor and Round Pond. Coastal steamships made daily stops in Pemaquid Harbor, New Harbor, and Round Pond. These villages were then considered major vacation towns. Several casinos, roller rinks, dance halls, bowling alleys, and billiard rooms opened in these communities; one in the village Pemaquid Beach operated into the 1950s. As other industries waned, tourism became a major industry along with the historic and ever-present fishing business, producing the economic base of today.

Currently, most development is along the Town roads and State highways. Some of this is at the fringes of the villages while the villages themselves have not changed much, considering that they have been in existence since the arrival of English settlers on the Bristol peninsula in the 1620s.

Prehistoric Archaeological Sites/Historic Archaeological Sites

What protective measures currently exist for historic and archaeological resources and are they effective?

Within Bristol, the responsibility for protecting historic and archaeological assets is shared among the state, municipal government, several private nonprofit organizations, and individuals. Apart from the State Park at Colonial Pemaquid, the following historic sites are well maintained by the Town:

- Pemaquid Lighthouse Keeper's House (Parks and Recreation Department; houses the Fishermen's Museum, a private non-profit. The lighthouse tower is retained by the US Coast Guard, and leased to the American Lighthouse Federation.)
- Harrington Meeting House (maintenance shared with the Pemaquid Historical Association, which opens the Meeting House to the public in the summer)
- Rock Schoolhouse on Rock Schoolhouse Road (Parks and Recreation Department, open in summer with volunteer custodians)
- Town Hall (dating from 1840, extensively rebuilt in 1912, renovated in 2010)
- Ervine School (off Sproul Hill Road)
- McKinley School (Pemaquid Falls)
- The Benner Road Stone Arch Bridge
- The Liberty Pole and Bristol Mills village watering trough (maintained for the Town by the Bristol Mills Village Improvement Society)
- The Bristol Mills Dam, with attendant Swimming Hole Park and fish ladder
- Numerous cemeteries, which are generally closed to new internments, although burials are permitted where space exists in existing family plots.
- Pemaquid Mill at Pemaquid Falls, currently under renovation by Bristol Historical Society.
- The Willing Workers Hall (New Harbor)

While most historic homes, retail buildings, and some former schools and churches are in private hands, other buildings are held by voluntary associations:

- The Pemaquid Mill at Pemaquid Falls, acquired in 2019 by the Old Bristol Historical Society, along with its associated former Poole Brothers retail store, being developed as the Center for Bristol History and town archive.
- The Washington Schoolhouse in Round Pond is maintained by the Round Pond Schoolhouse Association.
- The White Church in Round Pond is maintained by Helping Hands, Round Pond.

- The Little Brown Church (Round Pond), the Congregational Church of Bristol – U.C.C. in Bristol Mills, and the New Harbor Methodist Church (all over 100 years old) are maintained by their several vestries or congregations.
- In addition to the protection of the known resources listed above, Bristol has ordinances in place to protect unknown archaeological sites. These ordinances target site development in the Shoreland Zone and subdivision development.

Bristol takes great pride in its historical heritage, and many individuals and organizations have stepped up alongside the town to maintain that heritage.

Note: According to the National Registry of Historic Places, the area around the Colonial Pemaquid site is an Archaeological District. On the Carma maps the area is shown as a Historic District. Also, according to the Maine Historic Preservation Commission, the villages of Bristol Mills and Round Pond may be eligible for designation as Historic Districts.

Historic Structures

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

Summary of regulations regarding site plans and subdivisions

In the case of an application for a Subdivision permit, the Bristol Subdivision Ordinance requires a letter from the Maine Historic Preservation Commission stating there is not a high potential of an archaeological site on the parcel of land. If there is a high potential, the Planning Board may require an archaeological site survey report. Also, the proposed subdivision may not have an undue adverse effect on any nearby historic sites.

Currently, there are no restrictions or advisements regarding historical/archaeological sites for the construction of single homes or businesses in Bristol town ordinances except for construction regulated by the Shoreland Zoning Ordinance.

The use of an existing building on the shoreline that does not conform to the Shoreland Zoning Ordinance may not be changed unless the Planning Board determines that the change will not further impact nearby archaeological and historic resources (and other environmental and economic resources). The Planning Board will require written documentation attesting to this.

A landowner, planning structural development or soil disturbance on shoreline property that is either on or adjacent to sites listed on or eligible to be listed on the National Register of Historic Places must submit a request to the Maine Historic Preservation Commission for comments. These comments must be reviewed by the Planning Board before rendering a decision on the application.

Utility installation in areas within the shoreland zone must be approved by the Planning Board. A statement specifically addressing the impact on archaeological and historical resources (among other things) by the installation of and long-term maintenance and operation of the utility. Only if said archaeological and historical resources will be protected may the plan be approved.

There is no requirement for conducting an archaeological survey of the property in the shoreland zone before construction.

Historic Preservation

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

The Town has no direct control over private property, however, any historic site owned by the Town or state agency is maintained to good standards. Bristol depends on the Planning Board to monitor subdivision of land that contain possible historic sites. Section 2c of the subdivision ordinance states:

A letter from the Maine Historic Preservation Commission or a qualified professional that there is or is not a high potential of an archaeological site on the parcel.

Many of the historic schoolhouses are now incorporated into other buildings which are owned privately. There are early stores and post office sites similarly privately owned. In some cases, there are known but not-publicized foundations of old houses located in wooded lots that are in as-is conditions; these are also on private land. All the above are maintained by private owners to the extent they desire and can afford. The Town does not offer any tax incentives or grants in support of these sites.

Conditions and Trends

Historic Preservation Commission Data

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

Prehistoric archaeological sites. According to the Maine Historic Preservation Commission, there are 53 known sites in the Town of Bristol. Most are shell deposits along the coastal zone shoreline. Three sites are listed in the National Register of Historic Places, including the Nahanada Village site (locations not published, to prevent disturbance). Twenty-one more 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.

(NOTE: The general locations of these prehistoric sites are on the map on the next page - no more specific information is made available in order to protect the sites.)

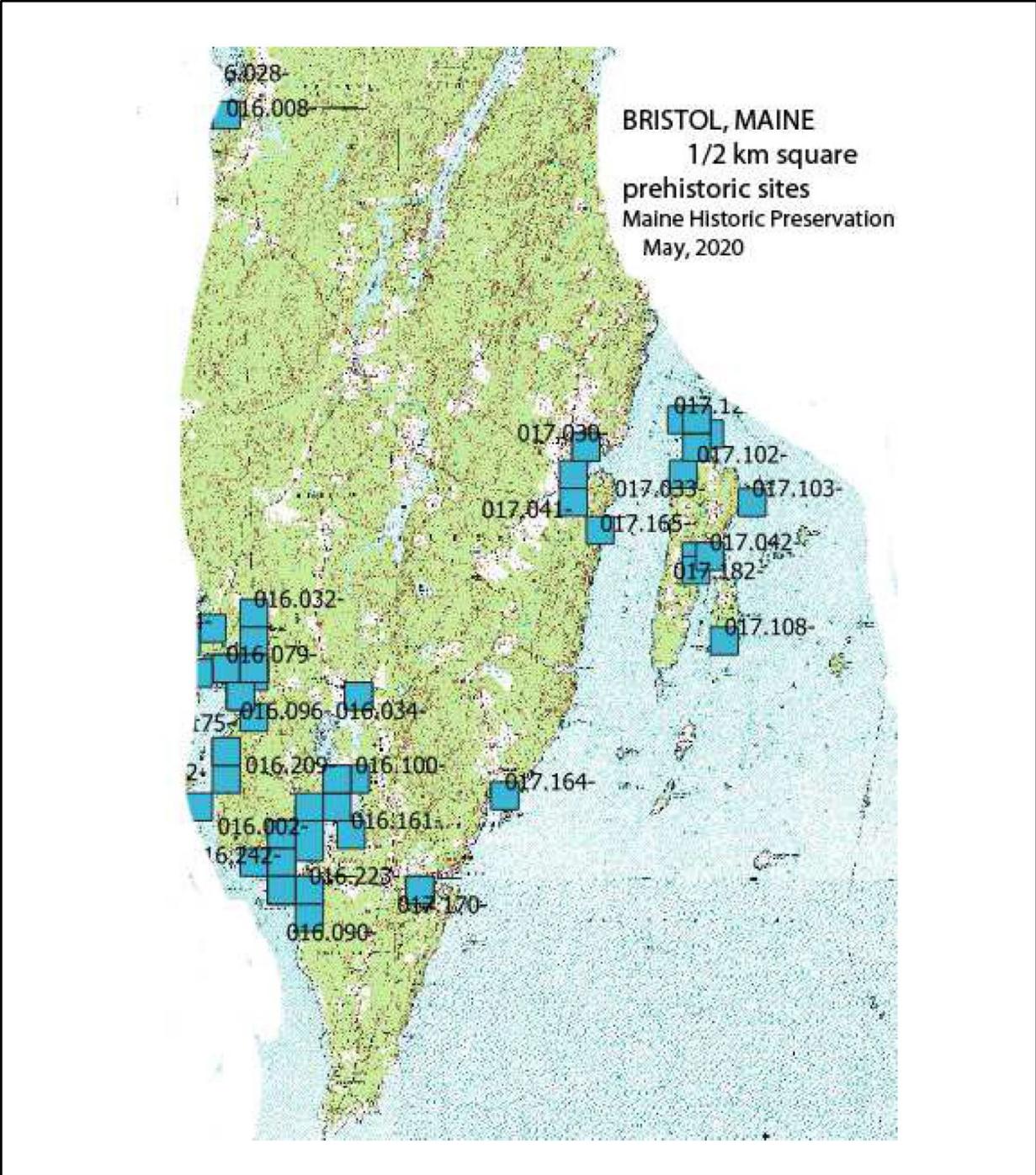


Figure 1.1 Prehistoric sites in Bristol, ME as of May 2020

Table 1.1 Historic Archaeological Sites in Bristol per the Maine Historic Preservation Commission

SiteName	Sitenum	SiteType	Periods of Significance	NationalRegisterStatus
Colonial Pemaquid Archaeological District	ME 058-001	settlement	1620-1675, 1676-1725, 1726-1774	National Historic Landmark
New Harbor	ME 058-002	settlement	1620 - 1675, 1676 - 1725.	undetermined
Nahanada Settlement	ME 058-003	settlement	c. 1660-c1680	undetermined
Omoy	ME 058-004	wreck, vessel	1860	undetermined
Bristol Standing Stones	ME 058-005	structure, unidentified	19th- c ?	undetermined
New Harbor Coin	ME 058-006	artifact find, coin	A. D. 641 - 668	undetermined
Willis and Guy	ME 058-007	wreck, schooner	Aug. 9, 1917 (Aug. 17?)	undetermined
Llewellyn	ME 058-008	wreck, cabin cruiser	sunk 1940	undetermined
Jane	ME 058-009	wreck, brig	1822	undetermined
Barbican North	ME 058-010	domestic	Prehistoric to 20th century	undetermined
Osolin Cellar	ME 058-011	domestic	Prehistoric to third quarter 18th century	undetermined

Montouri	ME 058-012	domestic	Prehistoric to 20th century.	undetermined
George L. [F.] Edmunds	ME 058-013	wreck, schooner	Built in 1887, sank September 16, 1903.	undetermined
Sadie and Lilly	ME 058-014	wreck, schooner	Built in 1884, sank September 16, 1903.	undetermined
RK inscription	ME 058-015	petroglyph	1743	undetermined
Round Pond Settlement	ME 058-016	settlement	17th to early 18th	undetermined
Huston Brook Mill	ME 058-017	mill, sawmill	probably 18th or 19th century	undetermined
Angel Gabriel	ME 058-018	wreck, merchantman	August 1635	undetermined
Annie F. Collins	ME 058-019	wreck, vessel	1891	undetermined
Alice P. Higgins	ME 058-020	wreck, vessel	1893	undetermined
Metamora	ME 058-021	wreck, schooner	1834-1906	undetermined
Warwick	ME 058-022	wreck, steam screw	1901-1928	undetermined
Shipyard	ME 058-023	shipyard	19th century	undetermined
Robert Given farmstead	ME 058-024	farmstead	mid-18th to mid-19th century	undetermined
Barrel well	ME 058-025	well	probably second quarter of the 18th century.	undetermined

Emiline	ME 058-026	wreck, schooner	August 4, 1870	undetermined
Fort Charles	ME 058-027	military, fort	1677-c.1692	National Historic Landmark
Fort William Henry	ME 058-028	military, fort	1692-1694	National Register
Fort Frederick	ME 058-029	military, fort	1729-1734	National Historic Landmark
Customs House [1]	ME 058-030	customs house	17th century	National Historic Landmark
[John Earthy] Tavern [2, 2a]	ME 058-031	tavern	Seventeenth century, before 1674	National Historic Landmark
Forge [3]	ME 058-032	workshop, blacksmith	17th Century?	National Historic Landmark
Shurte's Fort [Fort Pemaquid 4]	ME 058-033	settlement, fortified	1630-1676	National Historic Landmark
Dwelling [5]	ME 058-034	domestic	seventeenth century	National Historic Landmark
Jail [6]	ME 058-035	jail	17th century	National Historic Landmark
Public Building [7]	ME 058-036	structure, unidentified	third quarter 17th century	National Historic Landmark
Dwelling [8]	ME 058-037	domestic	after c. 1729	National Historic Landmark
Dwelling [9]	ME 058-038	domestic	after c. 1729	National Historic Landmark
Dwelling [10]	ME 058-039	domestic	burned in the third quarter of the seventeenth century	National Historic Landmark

Dwelling [11]	ME 058-040	domestic	17th century	National Historic Landmark
Dwelling [12]	ME 058-041	domestic	after c. 1729	National Historic Landmark
Dwelling [13a,b]	ME 058-042	domestic	after c. 1729	National Historic Landmark
Storehouse [14]	ME 058-043	storehouse	after c. 1729	National Historic Landmark
Maine Coast Wreck	ME 058-044	wreck, schooner	Based on period of large coal haulers	undetermined

Table 1.2 Sites Listed on National Register of Historic Places

Property Name	City	Street & Number	Listed Date	Area of Significance	Category of Pl	Status
Arch Bridge	Bristol	Over the Pemaquid R on Benner Rd.	7/7/2003	TRANSPORTATION	STRUCTURE	Listed
Colonial Pemaquid Archeological District	Pemaquid Beach	Address Restricted	12/22/1978			Listed
Cottage on King's Row	Bristol	1400 ME 32	1/12/2016	ARCHITECTURE	BUILDING	Listed
Fort William Henry	Pemaquid Beach	NW of Pemaquid Beach	12/1/1969	HISTORIC - NON-ABORIGINAL; MILITARY	STRUCTURE	Listed
Harrington Meetinghouse	Pemaquid	NW of Pemaquid on Old Harrington Rd.	5/19/1970	EXPLORATION/SETTLEMENT; RELIGION	BUILDING	Listed
Loudville Church	Loudville	Center of Louds Island	12/14/1995	ARCHITECTURE	BUILDING	Listed
Nahanada Village Site	Bristol	Address Restricted	7/22/1980	PREHISTORIC; HISTORIC - ABORIGINAL; HISTORIC - NON-ABORIGINAL; EXPLORATION/SETTLEMENT	SITE	Listed
Pemaquid Point Light	Bristol	Pemaquid Point	4/16/1985	LAW	BUILDING	Listed
Pemaquid Restoration and Museum	Pemaquid Beach	Address Restricted	12/2/1969	COMMERCE; POLITICS/GOVERNMENT; EXPLORATION/SETTLEMENT; HISTORIC - ABORIGINAL; MILITARY; HISTORIC - NON-ABORIGINAL	DISTRICT	Listed
Union Church (Little Brown Church)	Round Pond	E. side ME 32, .05 miles S. of jct. with Back Shore Rd.	6/26/1998	ARCHITECTURE	BUILDING	Listed

Community History

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

A Brief History of Bristol

Introduction

Bristol has at least 7,000 years of human settlement, according to the archaeological record, and over 400 years of European history commencing with the explorations of George Weymouth, John Smith, and other adventurers.

The built environment of Bristol dates from no earlier than the late 1700s. Prior to that time, evidence of both Native American and early English settlement is hidden in the earth underfoot. The story of these people, their activities, their achievements, their failures, is tantalizingly concealed by the history of their

successors layered atop. Archaeology discovers bits and pieces, interprets and presents them so 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. Excavations about the fort and in adjacent fields from the early 20th century 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 site was designated a National Historic Landmark in 1993 under the listing 'Pemaquid Archaeological Site.'

The wealth of evidence found at this site describes a European settlement dating to the early 1600s. Archival data from the same period suggests habitation spreading to other locations in what is now Bristol. In April 2000 Robert Bradley of the Maine Historic Preservation Commission noted, "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."

Exploration along the coastal shoreline and inland along the Pemaquid and Damariscotta Rivers has revealed shipbuilding, brickworks and mill sites from the seventeenth to nineteenth centuries. The "locks" on the Pemaquid River just above the falls raise questions as to their 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. In addition to the Pemaquid Archaeological Site, which encompasses Fort William Henry (1692, reconstruction 1908) and the museum and excavation site of the Colonial Pemaquid village (1630s or earlier), six other sites are listed on the National Register of Historic Places (see descriptions below), including such icons as the Pemaquid Lighthouse, Harrington Meeting House, and Benner Road Stone Arch Bridge.

Additional buildings and archaeological sites within Bristol may be eligible for the National Register. The mill at Pemaquid Falls, now under restoration by the Old Bristol Historic Society; the Town Hall, the Rock Schoolhouse, and the Town Pound have all been suggested for listing, while the historic cores of Round Pond and Bristol Mills villages may qualify as National Historic Districts.

Throughout the Town are many examples of houses and barns dating to the late 1700's and early 1800's. Many are in excellent condition and some retain most of their original features. There are several one-room schoolhouses, either preserved as such or converted to new uses.

Not to be overlooked are Bristol's distinct villages, defined in the past by intervening green areas of woods, fields, and less densely settled farmlands, now to an increasing extent linked by ribbon development along Bristol's public roads.

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 Wawenock, members of the Algonquin language family who, in the northeast, are known as the Wabanaki. Archival records speak much of the meetings and interactions of the first explorers/colonizers and indigenous peoples.

There is much evidence of earlier peoples. The famed shell heaps of the Damariscotta River, the Indian burial ground on Louds Island, the archaeological investigations on Indiantown Island on the Sheepscot as well as the Native grave, dated to the late 1500's to early 1600s, discovered in excavations at Colonial Pemaquid in the 1960's, provide eloquent evidence of indigenous 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 important to know our history and prehistory so that we can understand how and why the Town grew to be the way it is today. Such an understanding provides a foundation for decisions that may affect the Town's future.

1600-1700

Early explorers and fishermen who sailed to North America, from the Norsemen to later European adventurers, reported rich fishing grounds in Canada, and exploration further south soon followed. To supply European markets, 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. Gosnold explored Maine waters in 1602, and while his voyage did not directly impact the settlement of Bristol, a local inn still bears his name. Champlain followed in 1604 and 1605. In the same year, George Weymouth came to Muscongus Bay, recording a visit at Monhegan. He also captured five Indians, taking them back to England for "exhibition." Only two returned home to Pemaquid.

Settlements, seasonal at first, relating to fishing and fur trade, appeared. A Spanish record suggests an English presence at Pemaquid in 1610. Captain John Smith came to Monhegan Island in 1614 looking for whales, fish and furs and reported fishing activity in the area, most likely at New Harbor. 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 in 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.

1621 Samoset, a Wawenock sagamore from Pemaquid, greeted the settler colonists at Plymouth and introduced them to the local people, the Wampanoag. Through diplomatic means he brought them together to sign a peace treaty which lasted over 50 years.

1625 Beginnings of first permanent settlement at Pemaquid.

1630 Wooden stockade erected, known locally as "Shurt's Fort," named for Aldworth's and Elbridge's agent (date approximate). Pemaquid named the port of entry for all English shipping between the Kennebec and the St. Croix.

1631 Pemaquid patent issued to Aldworth and Eldridge of Bristol, England. The patent was dated February 29, 1631, though the leap year was in 1632.

1632 Shurt's Fort 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 capital, and New Dartmouth (Newcastle) as the shire town of Cornwall County.

1675 King Philip's War began in Massachusetts. Fearing for their safety, 300 settlers of Pemaquid and New Harbor fled to Damariscove and Monhegan, returning to their farms by the next year.

1676 Hearing of an imminent attack, once again the residents of Pemaquid and New Harbor fled their homes. Both villages were destroyed by Wabanaki forces.

1677 Peace talks to end King Phillip's war were held at Pemaquid. Fort Charles was 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 the Wabanaki. Pemaquid abandoned.

1692 Fort William Henry erected, at a cost of \$20,000, by Governor William Phipps of Massachusetts.

1696 Fort William Henry surrendered by Captain Chubb to Baron de Castine and 400-500 French and Wabanaki fighters 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 Wabanaki, French and English allowed the proprietors to foster development and commerce. Dunbar arrived in 1729 to rebuild Fort Frederik at Pemaquid and bring in settlers, mostly 'Scots-Irish' from Ulster. 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. Notably, Dunbar gave no deeds to these settlers. 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 Native 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, including Elliot, Fossett, House, McFarland, McLain, Sproul, and Yates.

There was no political definition to the area until 1764 when settlers voted to form a town (taking effect from 1765). 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 colonists' 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 interrupted progress. The gains in Bristol's maritime economy from 1764 to 1807 were largely lost by 1815, but with the end of the war, Bristol embarked upon a rapid expansion. A survey in 1812 by William McClintock, published in map form in 1815, was accepted as finally settling competing land claims – a big step forward for settlement. More 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 higher than in recent years.

The autonomy of the villages was a product of the difficulty of travel over poor roads for the long distances between the population centers. Each village developed its own economic base (granite in Round Pond, fishing in New Harbor, sawmills in Bristol Mills), 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.

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 midwest 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 oil (a substitute for whale oil in oil lamps) 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 with the rise of petroleum. 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, Pemaquid Point 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 (social clubs, not gambling dens!), 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 - 2000

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. The population continued the slow decline that began after the Civil War, as farms became uneconomic and people left to seek employment elsewhere. From the 1920 census to 1960, the Bristol population hovered around 1400, a little less than half of the 1860 peak (after adjusting for the loss of South Bristol). More detail is given in Chapter 3.

Fishing, boat building, and farming continued to be important activities in Bristol. The fishing industry saw its peak landings after World War II, with New Harbor as the center of activity for cod, herring, mackerel, shrimp, and other species; from the 1970s stock depletion by offshore foreign trawlers drove a shift in harvesting effort to the more profitable, and hopefully sustainable, lobster fishery.

The advent of the automobile, and especially the improvement of what became Routes 32 and 130 by the state in the 1930s and 1950s, ended the relative isolation of the peninsula's villages. Consolidation of the Town's many schools led finally to the single Bristol Consolidated School of 1953, and the busing of high schoolers to Lincoln Academy in Newcastle with the closure of the Bristol High School in 1969. Patterns of commerce changed as many began doing their shopping at larger stores out of town, first in Damariscotta and then further afield as US Route One was upgraded to the 'Atlantic Highway' in the 1960s.

Increased mobility was not universal, however; the spread of the automobile combined with the impact of World War Two led to the decline of public transportation, including the end of steamship service along

the coast and in the Damariscotta River, and the end of passenger trains to nearby Newcastle station in 1960.

The convenience of the automobile led many local stores to close. Self-sufficiency was no longer as important for either families or communities. Farmlands were abandoned and went back to wood lots. A growing proportion of Bristol residents drove daily to work in Damariscotta, Bath, and even Augusta and Portland. With the shrinking of distance came changes in everything from family structure to tastes in food and recreation. Bristol's population began to grow again in the 1960s, and new residents began to mix with the long-established families. In the next fifty years, the population would double, and the economic base would be transformed. So, too, would the Town's housing stock and physical appearance, as development spread along the coast, lakes, and rivers, and then as waterfront prices rose, development inland with the subdivision of land along state highways and town roads.

Bristol in the 21st Century

At the turn of the 21st century, Bristol appeared to be two quite different communities at different times of the year. A year-round population of perhaps 2,700 people in February contrasted with a summer population including as many again summer residents, owners of property in Bristol who spend part of the summer months of June to September in the Town. On top of these, an additional transient population renting cottages and rooms increases the total of people staying in the Town to a peak of perhaps 9,000 at summer weekends – further analysis of this is in Chapter Three, 'Population,' below.

A marked trend within the bare demographic numbers is the growth of Bristol (and much of Midcoast Maine) over the last forty years as a retirement community. Increasing numbers of former summer residents and visitors have chosen to settle here, bringing new life and activity to the region, and driving demand for health care, financial, and other services – much of which is met in Damariscotta, the local service center on which Bristol is increasingly dependent.

With the expansion of broadband internet service starting in the second decade of the century, remote working has become possible – and, with the Covid pandemic outbreak in 2020-21, has been shown to be practical and even preferable for many businesses and their employees. The distinctions between summer and year-round homes, actively employed versus retired residents, and 'locals' and 'people from away' – always less sharp in Bristol than in much of Maine – are becoming blurred by new patterns of working and living. Long a desirable place for summer leisure, and more recently for retirement, Bristol is now an attractive place from which to work remotely, with attendant impacts on real estate values and construction activity. Part of this attraction lies in its history and built heritage, our historic villages complementing our natural beauty.

Local Historic Resources

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

In addition to the sites listed on the National Register of Historic Places, the following are historic places of local significance:

Table 1.3 List of Sites of Historical Interest in Bristol

Protected	Site	Owner/Steward	Notes	Built	Village
Y	Bristol Town Hall	Town of Bristol: Bristol Mills		1800	Bristol Mills
Y	Liberty Pole	Town of Bristol: Bristol Mills	Maintained by Bristol Mills Village Improvement Society	1865	Bristol Mills
Y	Watering Trough	Town of Bristol: Bristol Mills	Maintained by Bristol Mills Village Improvement Society		Bristol Mills
Y	Drummond Green	Town of Bristol: Bristol Mills or Bristol Mills Village Improvement Society?	Maintained by Bristol Mills Village Improvement Society		Bristol Mills
Y	Bristol Mills Dam	Town of Bristol: Bristol Mills		1914	Bristol Mills
Y	Ervine School	Town of Bristol: Bristol Mills		1800	Bristol Mills
Y	Lighthouse Park	Bristol Parks and Recreation			Pemaquid Point
Y	Rock Schoolhouse	Bristol Parks and Recreation		1836	Bristol Mills
Y	Pemaquid Mill	Old Bristol Historical Society			Pemaquid Falls
	Bristol History Center	Old Bristol Historical Society			Pemaquid Falls

	McKinley School	Town of Bristol		Before 1857	Pemaquid Falls
Y	Harrington Meeting House museum and cemetery	Pemaquid Historical Association	owned by the Town. On National Reg of Historic Places	1772	Pemaquid Falls
	Washington School	Round Pond Schoolhouse Association		1885-1887	Round Pond
	Washington Hall lodge	Bristol Masonic Lodge #74,		1813-1814	Bristol Mills
	Pemaquid Store	John G Walker		1883	Pemaquid Falls
	Longfellow School	John G Walker		1945	Bristol Mills
	Bristol Town Livestock Pond				Bristol Mills
	Benner Road Arch Bridge		on National Reg of Historic Places	unknown 1790-1857	Bristol Mills
Y	Rachel Carson Salt Pond	The Nature Conservancy			New Harbor
	Granite Hall Store	Private owner		1873	Round Pond
	Bristol Congregational Church			1839	Bristol Mills
	Methodist Church New Harbor		Fundraising for steeple repairs is nearing completion		New Harbor

	White Church Round Pond	Helping Hands, Round Pond		1853	Round Pond
	Little Brown Church			1853	Round Pond

In addition to the sites listed above, Bristol contains many cemeteries, most of which are well-maintained. They include, but are, not limited to:

Table 1.4 List of Sites of Cemeteries in Bristol

Cemetery		Cemetery		Cemetery
Andrew Little Farm		Goudy Family Burial Ground		Pemaquid
Bristol Mills		Harrington		Poole-Greenlaw
Bryant		Herbert		Sidelinger
Curtis Burial Ground		Libby Family		Thompson
Davis-Bryant		Maple Grove		Tibbetts
Day		New Harbor		Two Century Farm
Erskine		Ocean Hill		

Threats to Historic Resources

A brief description of threats to local historic resources and to those of state and national significance as identified by the Maine Historic Preservation Commission.

The majority of sites that have been identified and recognized as important to the people of Bristol, the state of Maine, and the U.S. are well-maintained and protected at this time. Many of the prehistoric

archaeological sites and some archaeological sites of more recent history have not been explored and may be on private land. As there is no guidance or any ordinances protecting archaeological sites on land being developed for single homes or business buildings, the sites on private land could be lost or damaged before being explored. Sites along the immediate shoreline are potentially threatened by rising sea levels and storms.

Goals, Policies, and Strategies

History and Archeology

Protect to the greatest extent practicable the significant historic and archaeological resources in the community.

For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.

Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.

Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community’s historic and archaeological resources.

1.1 Promote historic preservation as a key economic, sustainable, and community development strategy.

Strategy	Who is Responsible?	Timeline
1.1.1 Engage local property owners and stakeholders to pursue a listing for possible Historic Districts (such as Bristol Mills or Round Pond Villages).	Bristol Mills Improvement Society Old Bristol Historical Society	Mid Term

1.1.2 Encourage support for the Old Bristol Historical Society.	Implementation Committee (to be developed)	Ongoing
1.1.3 Encourage the preservation, rehabilitation, and restoration of historic properties, including those owned by the Town.	Implementation Committee (to be developed) Old Bristol Historical Society	Ongoing
1.1.4 Provide information about grant programs for historic homeowners for maintenance or modernization of historic homes.	Town Administrator	Ongoing
1.1.5 Explore ways to denote the historical significance of private properties and public historical sites.	Implementation Committee (to be developed)	Ongoing

1.2 Preserve and protect the Town’s overlooked historic and archaeological resources.

Strategy	Who is Responsible?	Timeline
1.2.1 Encourage thoughtful rehabilitation of historic homes and new construction compatible with the character of the historic neighborhoods.	Code Enforcement Officer Implementation Committee (to be developed)	Ongoing

	Planning Board	
1.2.2 Provide information to landowners of historic and archaeological sites on the importance of protecting these resources.	Implementation Committee (to be developed)	Ongoing

1.3 Ensure inclusivity and promote respect for diversity in Town related historical publications.

Strategy	Who is Responsible?	Timeline
1.3.1 Continue and expand efforts at historical sites/school/town documents to include the story of the original/native inhabitants of the Pemaquid Peninsula	Old Bristol Historical Society School Committee Town Administrator	Ongoing
1.3.2 Acknowledge the presence of slavery in Bristol's history in Town related publications as appropriate	Old Bristol Historical Society School Committee	Ongoing

Water Resources

Introduction

Water resources are vital to Bristol residents, the environment, and the economy. The sensible use of water resources will help ensure the physical health of residents, as well as the usefulness and value of

properties. The purpose of this chapter is to help the Town identify, manage and adequately protect its water resources, protect the health of residents, and safeguard the local economy which is dependent on water resources.

Highlights

- There are 38 licensed discharges in the Town, and 74 Overboard Discharges (OBD).
- According to the Maine Environmental and Geographic Analysis Database, there are 32 possible sources of pollution in Bristol.
- Almost all homes in Bristol are dependent on private wells; there is no public water source and none is anticipated at this time.

Analyses

Water Pollution

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

The Maine DEP Bureau of Land and Water Quality currently lists 38 licensed discharges in the Town. Locations are shown on the map below (Figure 2.1). The Town’s data lists 74 Overboard Discharges (OBD). These consist primarily of residential septic systems which may be in need of replacement. Correction of these pollution sources continues to be a priority for the Town. The State OBD division of DEP monitors the license renewal process and or any non-renewal illegal licenses. The town gets notification of renewals by law, and the OBD licenses are filed locally in each property tax file. The State notifies the Town of any failure to renew, and DEP and the Town work together to address those cases.

The Maine Environmental and Geographic Analysis Database notes 32 possible sources of pollution in Bristol, including leaking above ground storage tanks, leaking below ground storage tanks, septage disposal sites, surface spills, and single-walled tanks.

Table 2.1 Possible sources of pollution in Bristol according to the Maine Environmental and Geographic Analysis Database

EGAD ID	Site Type
34546	leak above ground storage tank
55961	single walled above ground storage tank
117941	leak above ground storage tank
54489	leak above ground storage tank
52733	leak above ground storage tank

113333	leak above ground storage tank
145874	leak above ground storage tank
80233	leak above ground storage tank
30343	septage disposal site last license 1980
133614	leak above ground storage tank
92879	leak above ground storage tank
52732	leak above ground storage tank
78227	leak above ground storage tank
29358	municipal landfill closed 1996
33290	leak above ground storage tank
33285	leak above ground storage tank
121432	leak above ground storage tank
34544	leak above ground storage tank
122094	surface spill
113139	leak above ground storage tank
80232	leak above ground storage tank
36352	leak above ground storage tank
56675	leak above ground storage tank
134827	leak above ground storage tank
38169	leak under ground storage tank

38657	surface spill
37704	mystery spill
54170	mystery spill
84150	mystery spill
47817	leak above ground storage tank
136502	leak above ground storage tank
64229	leak above ground storage tank

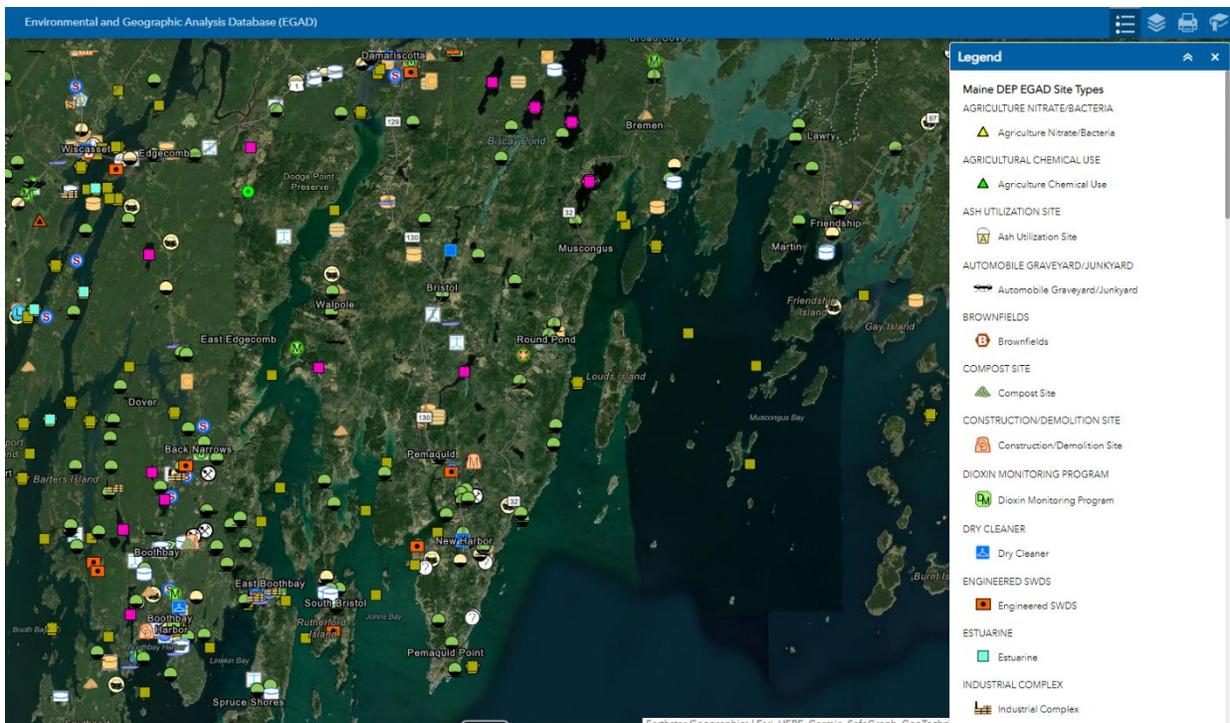


Figure 2.1 Licensed Discharge Locations

(Source: <https://maine.maps.arcgis.com/apps/webappviewer/index.html?id=44cc6e0291844e19a8ceb3362e22128e>)

Non-Point Pollution

Are there non-point sources of pollution? If so, is the community taking steps to eliminate them?

Non-Point sources of pollution cannot be isolated to a single source and, according to the EPA definition, includes pollution resulting from land runoff, precipitation, atmospheric deposition, drainage, seepage or hydrologic modification. Runoff from rain falling on impervious surfaces, like buildings and pavement, can be expected from new development. In such cases, pollutants occurring naturally like phosphorous and synthetic products (e.g. petroleum) can be transported into wetlands and water bodies. However, impervious surface percentage maximums, as set in shoreland zoning ordinance provisions, can limit the amount of runoff into water bodies. In especially sensitive areas, resource protection designations prohibit development. It is believed that shoreland zoning and related provisions are effective overall. While the Maine Department of Marine Resources measures the level of bacteria at various sites, the Town continues to work with *an environmental assessing company* as well as the Code Enforcement Officer to identify and manage non-point sources of pollution. However, with the Maine coast experiencing storms that produce greater volumes of rainfall and for longer durations, Bristol, like many Maine municipalities, will need to reexamine existing stormwater regulations to ensure new and replacement stormwater systems have the capacity to manage stormwater flows in an environmentally sensitive manner. (See Town ordinance on Subdivisions)

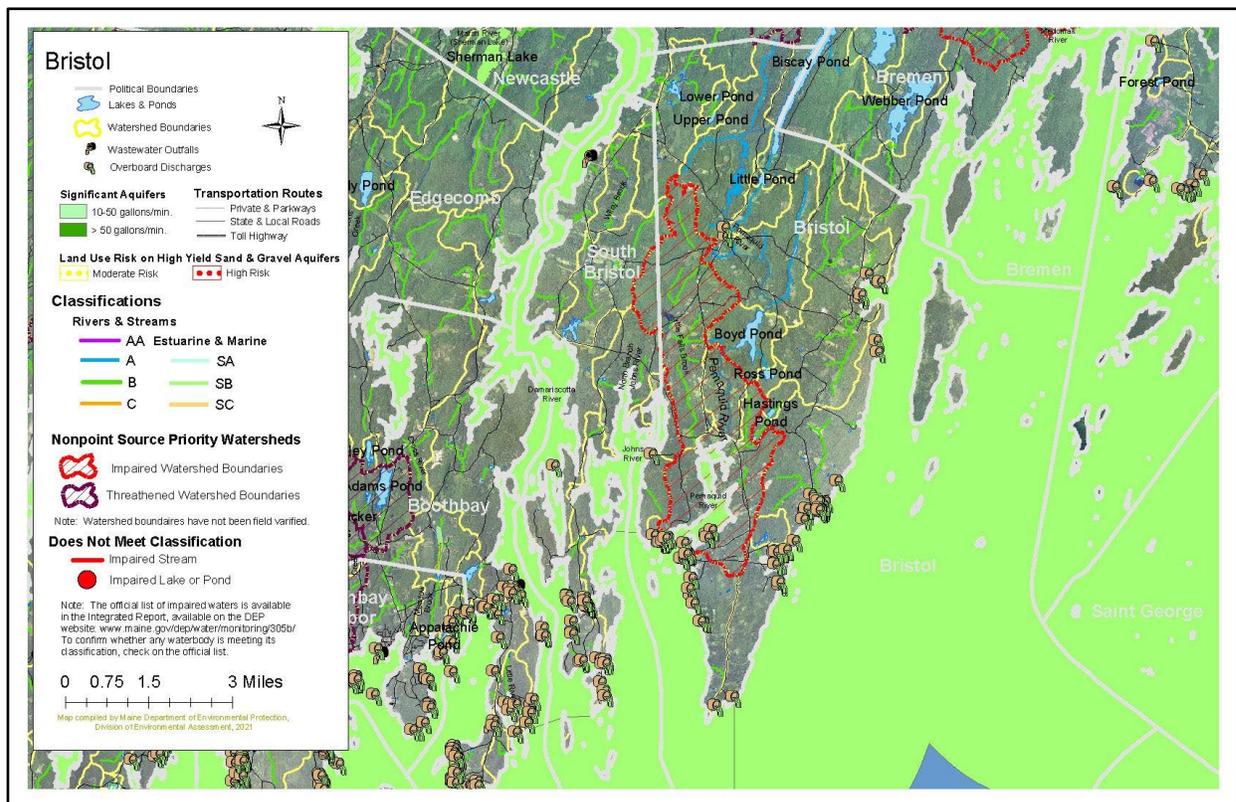


Figure 2.2 Nonpoint Source Priority Watersheds in Bristol

Groundwater

Are point and/or non-point sources of pollution threatening groundwater supplies?

Non-point sources of pollution are, of course, a possible threat to groundwater supplies, although this is difficult to ascertain. Almost all of the potable water used in residences and businesses is from privately-owned wells. As these wells are private, it is not known whether or how non-point sources of pollution threaten the groundwater supply. The one exception is water provided by the New Harbor-Chamberlain Water Association, which serves 120 homes and 2 businesses during the summer season. The water originates from two wells and is considered a Transient Non-Community Water System. Water quality is considered excellent.

How are groundwater and surface water supplies and their recharge areas protected?

Generally, the groundwater supply in Maine is adequate. The total withdrawal of groundwater by all water users is less than one percent of the annual groundwater recharge each year. The remaining annual groundwater recharge is lost through evapotranspiration or discharges to ponds, lakes, rivers, streams, and the Atlantic Ocean. Seasonal variations in water tables can lead to local groundwater shortages.

Approximately 52% of Maine homes rely on a private well for their drinking water. Almost all homes in Bristol are dependent on private wells; there are no public water sources and no additional ones are anticipated at this time.

Protection for groundwater for individual homes is the responsibility of the individual homeowner, who is guided by Maine DEP subsurface wastewater disposal rules which regulate the design and installation of septic systems in order to minimize the likelihood of contamination of both ground and surface water.

Surface water is further protected by the Shoreland Zoning ordinance, which requires a 250-foot buffer around each water body. (see table Water Body Descriptions)

For those facilities (detailed in Maine DEP Assessment table) which serve the public, the Maine Drinking Water Program monitors the water quality.

Water Resource Protection

What non-regulatory measures can the community take to protect or enhance water quality?

Non-regulatory measures to protect water quality include the education of business owners and homeowners on the proper storage and disposal of subsurface waste, solid waste, fertilizers, herbicides, and related chemicals, including recycling at the redemption center/transfer station as well as education of homeowners on water conservation measures. The Town can encourage local and regional land trusts to pursue the protection of habitats abutting watercourses through conservation easements or through purchase.

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

Local road construction, repair, and maintenance are done using Best Management Practices as specified by the Maine DEP to minimize pollution. The Town and private developers are required to use other techniques such as the temporary mulching of exposed soil surfaces, temporary seeding, and installation

of siltation fences, riprap, gravel-filled trenching or the use of siltation basins. The Code Enforcement Office investigates the activities of private construction crews and individuals to ensure they adhere to these practices as well. (Town ordinance on Subdivision Section F #6)

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

Due to the presence of areas in the Town that are subject to periodic flooding, Bristol enacted a Floodplain Management Ordinance on July 1, 2015 (revised in 2022) which is consistent with state and federal standards and incorporates the necessary specifications of the National Flood Insurance Program. In order to build in a special flood hazard area, entities must submit Flood Hazard Development Permits to the Code Enforcement Officer, who applies the standards of the Ordinance as appropriate. Current floodplains have been identified in Zones A, AE, and VE, as well as future potential areas which, in the coming decades, may become even more vulnerable with projected rising sea levels. (See [Map](#))

Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?

There are various opportunities to partner with local and regional advocacy groups that promote water resource protection. This could include working with these groups to provide educational materials to landowners and developers as well as using data collected through regional efforts to contribute to the identification of key areas of water resource protection. The organizations that can serve Bristol include the State of Maine Drinking Water Program (Augusta), Maine Rural Water Association (Brunswick), Natural Resources Council of Maine (Augusta), and Coastal Rivers Conservation Trust (Damariscotta).

Conditions and Trends

Water Resources Data

The community's Comprehensive Planning Water Resources Data Set.

See the Figure 2.3 for the locations in Bristol of national inventory wetlands by type, water bodies, stream classification, wetland boundaries (drainage divides), overboard discharges, wastewater outfalls, and aquifers of significant yield.

Table 2.2 Water Body Descriptions

Water body	Ecological, Economic, Recreational values	Current watershed land uses (surrounding water body)	Threats to water quality or quantity	Documented water quality and/or invasive species problems
Pemaquid, Round Pond, NewHarbor Harbor areas	See the Marine Resources Chapter			
Hastings Pond	9 acres, maximum depth 19 ft.	% 500-m buffer in natural land cover: 95 % 500-m buffer in developed land cover: 5 % 500-m buffer covered by impervious surface: 0.1	Water quality considered too poor for fish	No invasive species noted
Boyd Pond	94 acres, maximum depth of 21 ft. Suitable for fishing	% 500-m buffer in natural land cover: 93 % 500-m buffer in agricultural land cover: 2 % 500-m buffer in developed land cover: 5 % 500-m buffer covered by impervious surface: 0.1	none	No invasive species noted
Ross Pond	16 acres, maximum depth of 23 ft, suitable for fishing	% 500-m buffer in natural land cover: 96 % 500-m buffer in developed land cover: 4 % 500-m buffer covered by impervious surface: 0.1	none	No invasive species noted

Upper Pond	10 acre clear water pond suitable for fishing. Maximum depth is 22 ft	Pond drains to wetlands area % 500-m buffer in natural land cover: 99 % 500-m buffer in developed land cover: 1	none	No invasive species noted
Lower Pond	4 acres	% 500-m buffer in natural land cover: 100	none	No invasive species noted
Little Pond	15 acres	% 500-m buffer in natural land cover: 88 % 500-m buffer in agricultural land cover: 6 % 500-m buffer in developed land cover: 6 % 500-m buffer covered by impervious surface: 0.2		No invasive species noted
Biscay Pond	362 acres, maximum depth is 61 ft.	% 500-m buffer in natural land cover: 89 % 500-m buffer in agricultural land cover: 2 % 500-m buffer in developed land cover: 9 % 500-m buffer covered by impervious surface: 0.4		No invasive species noted
Pemaquid River	21 miles from source to harbor		NPS	No invasives, water quality is rated SB due to OBD
Little Falls Brook	2.69 miles from origin near Carl		NPS	No invasives, water quality is

	Bailey Road to Pemaquid River			rated SB due to OBD
Ice Pond	8 acres, maximum depth 7 ft, suitable for fishing	None described	None described	No invasive species noted
Wiley Brook	Originates at Wiley Point near Route 129			
Little River	Originates in Yellowhead area of Pemaquid point			
School House Brook	1.25 miles enter the northern section of the Pemaquid River estuary			
Beach Creek	Terminates in the Pemaquid Beach			

(Source: Lakes of Maine.org)

Monitoring Efforts

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

Efforts to monitor/assess and or improve the water quality in the Town are shared by State and local resources. The Maine Department of Marine Resources (Maine DMR) monitors water quality regionally. The Town’s Shellfish Conservation Committee and representatives from DMR monitor selected sites throughout the year. The Maine DMR selects the sites they sample, and the Shellfish Committee contracts with an environmental assessing company to test other sites.

A combination of grants and monies from the Shellfish Committee has funded the ‘Lower Pemaquid Watershed Plan’ since 2018. The purpose of the project has been to compile and analyze existing data, collect additional sampling data, and identify pollutant sources in the watershed. The project also developed a table of proposed actions to eliminate pollution to Pemaquid Harbor to improve water quality, aquatic habitat, and in order to both increase shellfish yield for the shellfish harvesting community and benefit other users such as recreational beach goers, property owners, kayakers, commercial and recreational fishermen, and state park users. The eventual project goal is to create a watershed plan that will build upon the available data and local support to provide stakeholders with a

roadmap to eliminate fecal bacteria contamination and ultimately remove the conditional closures in the estuary. The Shellfish Conservation Committee has received grants for this project.

The Shellfish Conservation Committee of the Town continues the work of monitoring pollution in Bristol waters. Since the inception of the Lower Pemaquid Watershed Plan, the Town has contracted to test the water in, at most recent count, seven varied locations in the small tributaries which run into the Pemaquid River and Johns Bay. The results of testing did reveal sources of contamination, some of which have been addressed.

In addition, volunteers from Coastal Rivers Conservation Trust under the Maine Healthy Beaches program monitor for bacterial contamination at Pemaquid Beach and the Bristol Mills swimming hole between June 1 and August 31. Water quality at Pemaquid Beach has been deemed extremely good and safe for swimming. (Maine Healthy Beaches Program)

All public water systems are required to regularly sample and test their water to ensure that it meets federal and state drinking water standards, and is safe to drink. The Drinking Water Program is managed by the Division of Environmental and Community Health. Without proper and timely sampling and testing, the quality of the water being served cannot be ensured. The Maine DEP Assessment Table details the testing sites in the town; testing results can be found at <https://www.maine.gov/dhhs/mecdc/environmental-health/dwp/pws/onlineSamplesPast.shtml>

No invasive species have been noted in the Town's water bodies per the Maine Department of Environmental Protection's [Invasive Aquatic Species Program](#). The Town relies on Coastal Rivers Conservation Trust In an effort to prevent these harmful plants from being introduced to our lakes and ponds. Coastal Rivers participates in the Courtesy Boat Inspection (CBI) program, offering free inspections for boat owners at various landings.

Threats to Water Quality and Supply

A description of the location and nature of significant threats to aquifer drinking water supplies.

The quantity of groundwater in Bristol is limited because a crystalline bedrock aquifer holds much less water than soil. Per the AQUA Index of the Bureaus of Land Resources and Water Quality, there are no significant aquifers in the Town of Bristol. Water quality is generally good in Bristol, although some wells require pretreatment for iron or salt. Occasionally, wells are contaminated with coliform bacteria. Radon is found in some Bristol wells at levels above the maximum exposure guidelines established by the Maine Center for Disease Control.

Currently, as documented in the Maine geo survey, there are 873 wells in Bristol. This data does not account for wells in operation prior to 1986 when the database began. Bristol's 2834 +/- residents and the estimated 5,600 additional people who summer in Bristol have an adequate potable water supply at this time because an annual average of 48 inches of precipitation recharges the town's wells at a rate greater than demand. On average, rainfall in the last 10 years has been less than the previous 10 years. Reports of wells drying out during the summer months continue and raise concern over water supply in the long run. See the following rainfall graph rainfall totals.

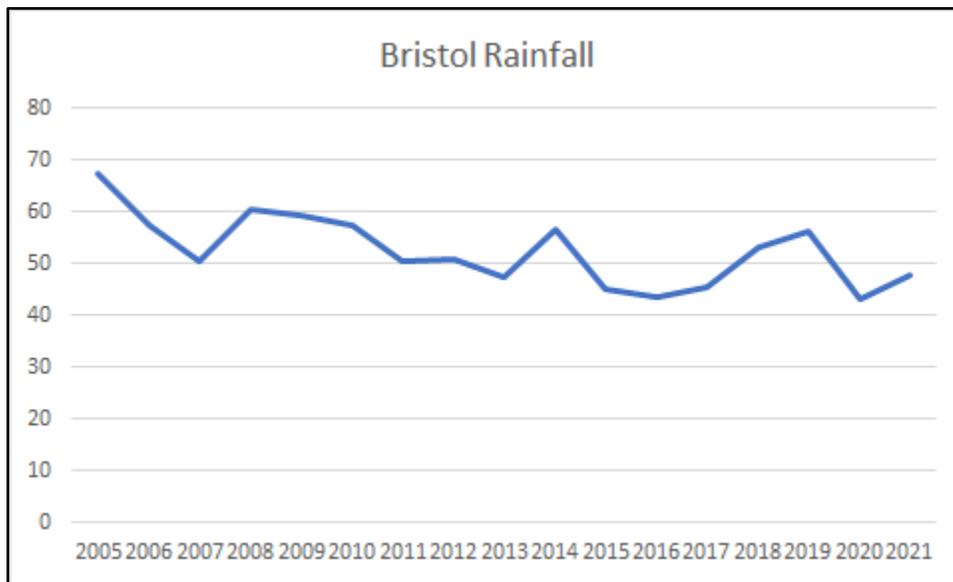


Figure 2.4 Rainfall in Bristol (2005-2021)

(Source: <https://www.weatherwx.com/hazardoutlook/me/bristol.html>)

The New Harbor-Chamberlain Water Association is a non-profit which delivers seasonal water from a wellhead on Old Long Cove road and another on Hackelton Road to some 120+ homes and at least 2 businesses. Year-round residents using this water source are 6; should this increase to 15 or more, the service would be considered a Community Public Water System and would have to follow a more stringent set of guidelines. The Maine Drinking Water Program requires a 300 ft buffer around such wells. The New Harbor well buffer is already compromised, and the Water Association Board is negotiating with landowners around the Chamberlain well to establish a buffer via easements.

Future development in Bristol is dependent upon the availability of potable water due to the character of the peninsula’s geology. The capacity of Bristol’s over 873 wells is limited, and development density will continue to need appropriate monitoring and planning. Another variable impacting the water supply is sea level rise and saltwater intrusion into waterfront wells.

The State has four classes for freshwater rivers and streams (AA, A, B, and C); three classes for marine and estuarine waters (SA, SB, and SC); and one class for lakes and ponds (GPA). A higher classification means additional legal protections from pollution.

As shown in Table 2.3 estuaries and marine waters are Class SB.

Table 2.3 Water Body Classifications

Water Body	Class
Pemaquid Point to Martin Point Friendship	SB
Shipley Pt South Bristol to Pemaquid Point	SB

Round Pond	SB
Muscongus Bay	SB
Pemaquid River	SB
John's River	SB
Damariscotta River	SB
Pemaquid Beach	SB

(Source: 2018/2020/2022 DRAFT Integrated Water Quality Monitoring and Assessment Report)

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

Maine Drinking Water Program testing sites are noted in the table below; details for each site may be found at <https://www.maine.gov/dhhs/mecdc/environmental-health/dwp/pws/onlineSamplesPast.shtml>

Three of the sites listed below did have water quality issues mainly during the summer months; all were resolved by the year end 2022.

Table 2.4 Maine DEP Assessment

PWSID#	PWS NAME	PWS TYPE	TOWN	COMMENTS	SOURCE ID#
PWS TYPE KEY: C=Community NC=Non Community NTNC=Non-Transient, Non-Community					
ME0000119	AOS 93 Bristol Consolidated School	NTNC	Bristol		119101
ME0002085	Bradley Inn	NC	Bristol		2085101, 2085102
ME0008353	Debs Bristol Diner	NC	Bristol		8353101
ME0008189	Harbor Room	NC	Bristol		8189101
ME0002088	Heron Cove Association	NC	Bristol		2088101
ME0002080	Hotel Pemaquid	NC	Bristol		2080101

ME0094273	Masters Machine Company	NTNC	Bristol		94273105
ME0093996	Mdoc State Park - Colonial Pemaquid	NC	Bristol		93996101
ME0191070	New Harbor - North	NC	Bristol		191070101
ME0191070	New Harbor - South	NC	Bristol		191070101
ME0093862	Pemaquid Beach Park	NC	Bristol		93862102
ME0025263	Pemaquid Point Campground	NC	Bristol		26263101
ME0094767	Pemaquid Point Lighthouse Park	NC	Bristol		94767101
ME0002093	Pemaquid Villas MHP	C	Bristol		2093101
ME0002116	Sherwood Forest Campground #2	NC	Bristol		2116101
ME0094945	The 1812 Farm	NC	Bristol		94945101
ME0094789	The Cupboard Café	NC	Bristol		94789101
ME0008924	The Sea Gull Shop	NC	Bristol		8924101

Additional information regarding the specific water source can be obtained through Google Earth. Access to information on well or source location can be granted on the DWP website: <http://www.maine.gov/dhhs/mecdc/environmental-health/dwp/pws/maps.shtml> . Access to the DEP Environmental and Geographic Analysis Database including potential threats to groundwater and environmental modeling can be accessed at the DEP website: <http://www.maine.gov/dep/maps-data/egad/>

Water Protection and Preservation

A summary of existing lake, pond, river, stream, and drinking water protection and preservation measures.

Bristol has adopted Shoreland Zoning provisions which are intended to provide protection to shorefront areas, within a 250-foot area from the normal high-water line of all tidal waters, identified freshwater wetlands that are 10 acres or more, the upland edge of freshwater wetlands, salt marshes, salt meadows,

wetlands associated with great ponds, rivers and specified flood hazard areas. An area of 75-feet from the normal high-water line is set for other water bodies including tributary streams. These shoreland zones include Resource Protection, Stream Protection, Stream Development, Village, Public Recreation, and Residential Housing.

The Town's Subdivision Ordinance requires a soil erosion and sedimentation control plan and a stormwater management plan, prepared by a registered professional engineer (amended 2015).

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

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

Goals, Policies, and Strategies

Water Resources

- **Protect current and potential drinking water sources.**
 - Provide educational materials at appropriate locations regarding the importance of maintaining clean water resources.
 - Maintain, enact or amend private wellhead and aquifer recharge area protection mechanisms, as necessary.
- **Protect significant surface water resources from pollution and improve water quality where needed.**
 - Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with:
 - Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502).
 - Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.
 - Maine Pollution Discharge Elimination System Stormwater Program
 - Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.
 - Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension,

Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.

- Provide homeowners with information on annual water testing, including state programs for low income households.
- Provide information to homeowners, businesses, and other landowners on the importance of minimizing use of pesticides, herbicides, and fertilizers; properly disposing of waste products; and protecting water supply wells from contamination.
- **Protect water resources in growth areas while promoting more intensive development in those areas. (Connect to Land Use)**
 - Consider amending local land use ordinances, as applicable, to incorporate low impact development standards and assure for retention of stormwater on site.
 - Subject new developments, including but not limited to, subdivisions, private homes, and/or commercial buildings, to tighter nonpoint source pollution control standards.
 - Assess stormwater runoff concerns in the Town
- **Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.**
 - Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality with an emphasis on streams and rivers.
 - Determine the feasibility of collaborating with neighboring towns to host an annual toxic waste disposal day.
 - Discuss and Plan with water resource protection groups to identify key properties that should be protected for water quality.
- **2.1 Maintain the quality of fresh, marine, and estuary waters to allow for sustainable public and private uses.**

Strategy	Who is Responsible?	Timeline
2.1.1 Continue to collaborate with state and community partners (like Coastal Rivers Conservation Trust) to monitor water quality at various public use sites such as Pemaquid Beach, Swimming Hole at the Bristol Dam, etc.	Shellfish Committee Parks Director	Ongoing

2.1.2 Provide educational materials at appropriate locations, including rental agencies, regarding the importance of maintaining sustainable water usage	Town Conservation Committee (to be developed)	Ongoing
2.1.3 Study the effects of geothermal wells on traditional water sources	Town Conservation Committee (to be developed) Planning Board	Ongoing
2.1.4 Study the impacts of various road treatments on water quality (private wells, etc.)	Road Commissioner	Early Term
2.1.5 Include in the Town annual report the various road treatments utilized in the winter months	Road Commissioner Town Administrator	Annual and Ongoing
2.1.6 Include in the Town annual report the properties with overboard discharge and/or failed septic systems, as well as the number of properties whose systems have been remediated	Code Enforcement Officer	Annual and Ongoing
2.1.7 Encourage property owners to eliminate point source pollution	Code Enforcement Officer Town Conservation Committee (to be developed)	Ongoing

- **2.2 Restore the quality of fresh, marine, and estuarine waters to allow for sustainable public and private usage.**

Strategy	Who is Responsible?	Timeline
2.2.1 Continue current strategies (acute water sampling and DNA testing) utilized to restore shellfish harvesting to Upper Pemaquid River, Schoolhouse Cove, Eastern Branch	Shellfish Committee	Ongoing
2.2.2 Study and consider amending the Shoreland Zoning Ordinance to protect water resources such as creeks, ponds, and streams	Planning Board	Early Term
2.2.3 Continue to pursue grant money to support water testing at identified locations throughout the Town	Shellfish Committee Parks Director	Ongoing
2.2.4 Continue to work with the Department of Marine Resources regarding impacts on water quality resulting from existing and potential pollution sources.	Shellfish Committee	Ongoing

Natural Resources

Highlights

- It is important to identify, manage, and protect Bristol's critical natural resources. These resources include shoreland zones, wetlands, essential wildlife habitats, freshwater fisheries habitat, and more. Preserving these resources is essential for the town's attractiveness, economy, and overall well-being.
- There are 6 Significant Habitat Areas in Bristol.
- There are 6 distinct Candidate Deer Wintering Areas in Bristol.
- There are threats to Bristol's natural resources, including pathogens, invasive species, climate change, and light pollution.
- The list of scenic areas and views contribute to the town's charm and desirability for both residents and visitors. Preserving and promoting these scenic resources can further enhance Bristol's appeal as a great place to live and visit.

Introduction

Critical natural resources are integral to the environment and contribute to making Bristol a great place to live and visit. The purpose of this chapter is to help the Town of Bristol identify, manage, and adequately protect its critical natural resources, and safeguard the local economy dependent on these resources. Critical natural resources are defined by the State as those areas in the community comprised of one or more of the following:

- Shoreland zone
- Multi-function wetlands (wetlands found to provide three or more wetland functions as depicted on the Wetlands Characterization Maps developed by the Maine Department of Inland Fisheries & Wildlife)
- Essential Wildlife Habitats and Threatened, Endangered, and Special Concern Species occurrences as depicted on maps prepared by the Department of Inland Fisheries and Wildlife pursuant to the Maine Endangered Species Act
- Significant wildlife habitat as defined in 38 MRSA §480-B(10)
- Significant freshwater fisheries habitat
- Rare and exemplary natural communities, and rare plant occurrences as determined by the database
- Coastal sand dune systems as defined in the Natural Resources Protection Act 38 MRSA §480-B(1) Beginning with Habitat Focus Areas of Ecological Significance identified by the Beginning with Habitat Program of the Maine Department of Inland Fisheries and Wildlife

- Fragile mountain areas as defined in 38 MRSA §480-B(3);
- Coastal bluffs and coastal landslide hazards as depicted on maps prepared by the Maine Geological Survey
- Flood plains as depicted on Federal Emergency Management Agency flood hazard identification maps
- Areas designated as a National Natural Landmark pursuant to the National Park

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

Geographically, Bristol is a large community, consisting of 34 square miles, or 21,760 acres, making it the fourth largest town in Lincoln County. 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-thirds of the community to less than 25% for the remaining areas. Water bodies include an extensive ocean shoreline, numerous rivers, and ponds, as outlined in the Water Resources section.

Analyses

Critical Natural Resources

Are any of the community’s critical natural resources threatened by development, overuse, or other activities?

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

Shoreland Zoning Standards

Are local shoreland zone standards consistent with state guidelines and with the standards placed on adjacent shorelands in neighboring communities?

The Mandatory Shoreland Zoning Act (MSZA) requires municipalities to regulate land use activities in all areas within 250 feet of 1) the high-water line of any great pond or river; 2) the upland edge of

defined wetlands; and 3) all areas within 75 feet of certain stream banks. Municipalities may adopt more stringent ordinances than State guidelines. Current local shoreland ordinances, most recently amended in March 2018, are consistent with current State law and have been approved by the Maine DEP. The local Shoreland Ordinance applies to all land areas within 250 feet, horizontal distance, of the normal high-water line of any great pond or river, upland edge of a coastal wetland, including all areas affected by tidal action, or upland edge of a freshwater wetland, and all land areas within 75 feet, horizontal distance, of the normal high-water line of a stream. any structure built on, over or abutting a dock, wharf or pier, or other structure extending or located below the normal high-water line of a water body or within a wetland.

Natural Resource Protection

What regulatory and non-regulatory measures has the community taken or can the community take to protect critical natural resources and important natural resources?

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

Local groups could include the Coastal Rivers Conservation Trust. State groups could include the Maine Coast Heritage Trust, the Maine Audubon Society, the Maine Farmland Trust, the Natural Resources Council of Maine, and the Coastal Mountains Land Trust. National Groups could include the Nature Conservancy.

Specifically, the following areas should be considered for conservation:

- Areas along the Pemaquid River
- Areas surrounding Ross Pond
- Additional areas of forest tracts and wetlands in the Bristol Mills region
- Animal habitat areas
- Coastline for wildlife and thoughtful public access

The Town can also continue to educate residents on the value of critical natural resources through outreach programs, the creation of a conservation committee, and work done in cooperation with the local school. Programs could describe the existing resources found locally, threats from pollution, and ways in which residents can reduce their household waste through reuse, recycling, and proper disposal. The town currently offers educational programs through Bristol Library, Coastal Rivers, and the Beachcombers Discovery Center at Pemaquid Beach. Additionally, signage at popular locations (Pemaquid Beach, the Bristol Dam, LaVerna, the Lighthouse, the harbors, or the School Trail, for example) could have specific information about our natural resources and the need to protect them.

Regional Cooperation to Protect Critical Natural Resources

Is there current regional cooperation or planning underway to protect shared critical natural resources? Are there opportunities to partner with local or regional groups?

Coastal Rivers Conservation Trust, and Midcoast Conservancy, among other groups, as outlined above consider the protection of our natural resources on a regional scale. Although many Bristol residents

volunteer with these entities, the Town is not actively engaged in local or regional planning designed to protect shared critical natural resources.

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

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

Conditions and Trends

Natural Resources Data

The community's Comprehensive Planning Natural Resource Data Set.

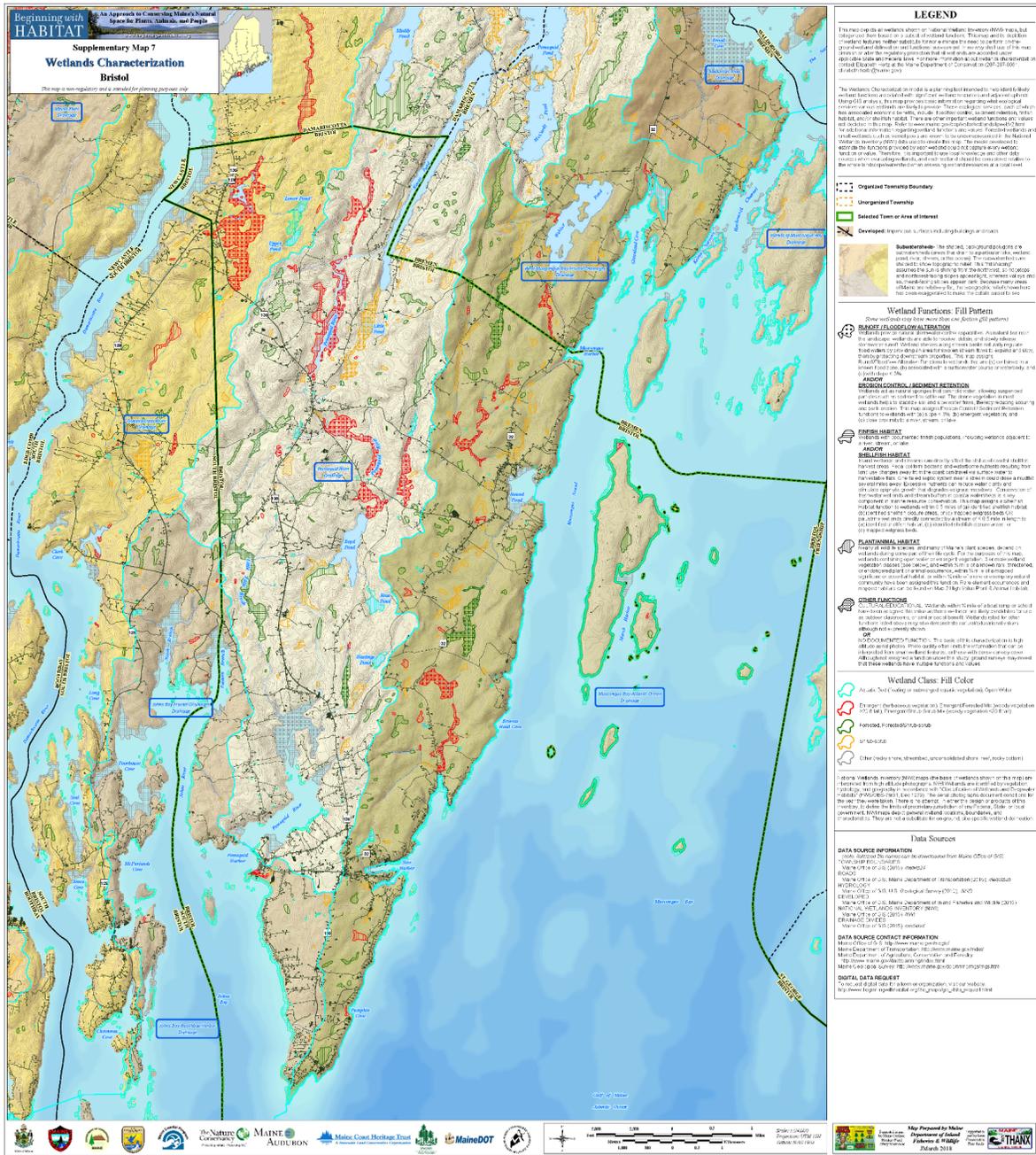


Figure 3.2 Wetland Characterization in Bristol

Significant Wildlife Habitats

Bristol is home to various animal species whose habitats ensure their ecological health and well-being. The Maine Department of Environmental Protection (MDEP) regulates Significant Wildlife Habitats under the Natural Resources Protection Act (NRPA). There are six Significant Wildlife Habitats, which include Deer Wintering Areas (DWA), Inland Waterfowl/Wading bird Habitat (IWWH), Seabird Nesting Islands (SNI), Shorebird areas, Significant Vernal Pools (SVP), and Tidal Waterfowl/Wading bird Habitat (TWWH). Bristol contains all of these habitat types within its boundaries. These important habitats offer protection and support to the species that reside within them.

Notable locations of Significant Wildlife Habitats within in Bristol, or in close proximity to Bristol, include Killick Stone Island, which is considered a Roseate Tern or Piping Plover Nesting Area, while Wreck Island, Jones Garden Island, Ross Island, Haddock Island, and Western Egg Rock are all designated as habitats in which rare, threatened, or endangered species have occurred. In addition, there are six distinct Candidate Deer Wintering Areas in Bristol. Shorebird areas include a stretch of land in Chamberlain along Route 32, land surrounding Round Pond Harbor, Little Island, Wreck Corner, Western Egg Rock, portions on the east side of the Pemaquid River.

To ensure the protection and conservation of Significant Wildlife Habitats, Bristol will continue to consult with state agencies for technical assistance, guidance, and to form proposed measures to employ.

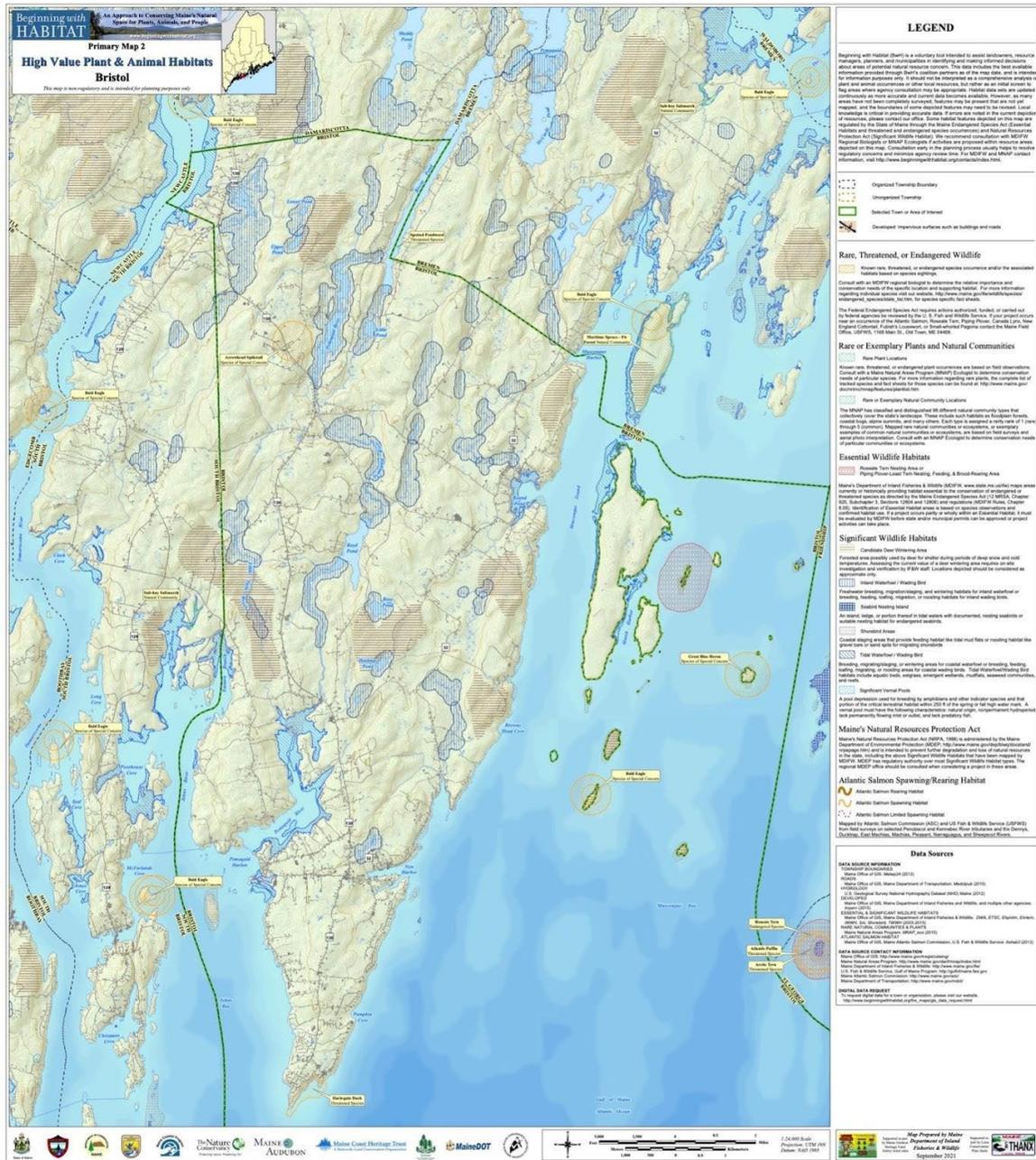


Figure 3.4 High Value Plant and Animal Habitats in Bristol

Threats

Pathogens, invasive plant and animal species, and other pests have the potential to impact habitat stability in Maine and the Town of Bristol. Diseases include chestnut blight, Dutch elm disease, and white pine blister rust. Numerous insect pests include spruce budworm, hemlock wooly adelgid, Asian longhorned beetle, winter moth, browntail moth, and Emerald Ash Borer. Invasive plants compete with native species and inadequately nourish native animals. These include autumn olive, Japanese barberry, Japanese knotweed, multiflora rose, Norway maple, purple loosestrife, Eurasian milfoil, curly-leaf pondweed, European frogbit and most recently, mile-a-minute weed. Many of these pests' diseases are the result of often deliberate human introduction and threaten our economy as well as our ecosystem. To address these issues, many towns encourage the use of native plants in gardens and landscaping; encourage locally sourced lumber and firewood; maintain street trees and bushes; and raise awareness of the ongoing necessity for these efforts.

Disease and climate change have also emerged as threats to wildlife in Maine. Warmer winters and increased rainfall has led to a spread of tick- and mosquito-borne diseases. Winter ticks have become a menace to moose populations, as they are unable to remove them effectively. Estimates are that this pest has led to a 70% death rate of moose calves over a three-year period. Reducing this mortality rate and ensuring stable populations of moose will be an ongoing challenge.

Finally, one important but often overlooked element to the beauty of rural and scenic places is the darkness of the night sky. Dark skies describe places with relatively little ambient light pollution, a common issue in developed areas. Light pollution is considered wasted energy, a nuisance for adjacent properties and is known to disrupt normal plant and animal behaviors. As of 2019, there are no officially recognized dark sky sites in New England. Nonetheless, adopting ordinances that minimize light pollution may help to ensure that dark skies remain a feature of Bristol.

Protective Measures

Compliance with the Growth Management Act requires that municipalities understand and plan for the constraints imposed by natural features. Regulation and oversight of growth occurs at different levels of government; municipalities are responsible for adopting and enforcing these practices at the local level. These goals are achieved through voluntary programs, through municipal expenditure, through financial incentives, and by passing regulations.

Preserving open spaces and contiguous blocks of habitat is vital for the protection of habitats and other natural resources. Land trusts operating in the area include the Coastal Rivers Conservation Trust, Maine Coast Heritage Trust, The Nature Conservancy, National Audubon Society, and the Bureau of Parks and Lands.

If an area has a rare natural community or a globally rare plant or animal, various agencies such as the Maine Department of Inland Fisheries & Wildlife (MDIFW) and U.S. Fish and Wildlife Service (USFWS) may designate the location as a focus area due to its statewide ecological significance.

See Figure 3.4 for Essential Wildlife Habitats and Threatened, Endangered, and Special Concern Species, Significant wildlife habitat, Rare and exemplary natural communities, and rare plant occurrences.

See Figure 3.5 for the location of Shoreland/Waterfront Districts and Moderate and High Value Wetland Habitats.

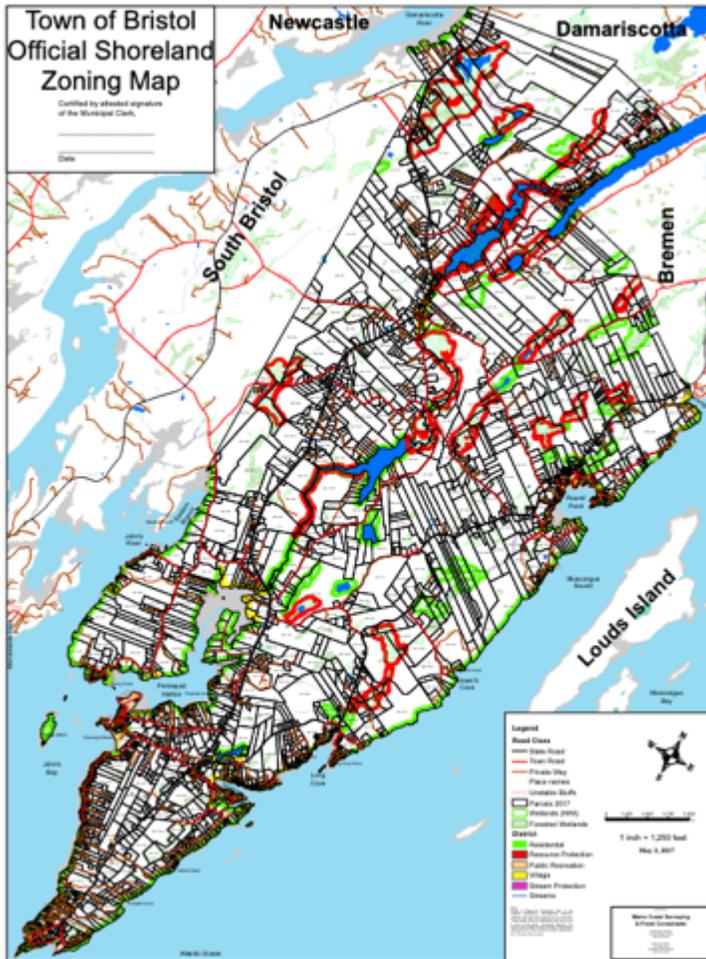


Figure 3.5 Bristol Shoreland Zoning Map

See Figures 3.6.1 for the coastal bluffs and coastal landslide hazards.

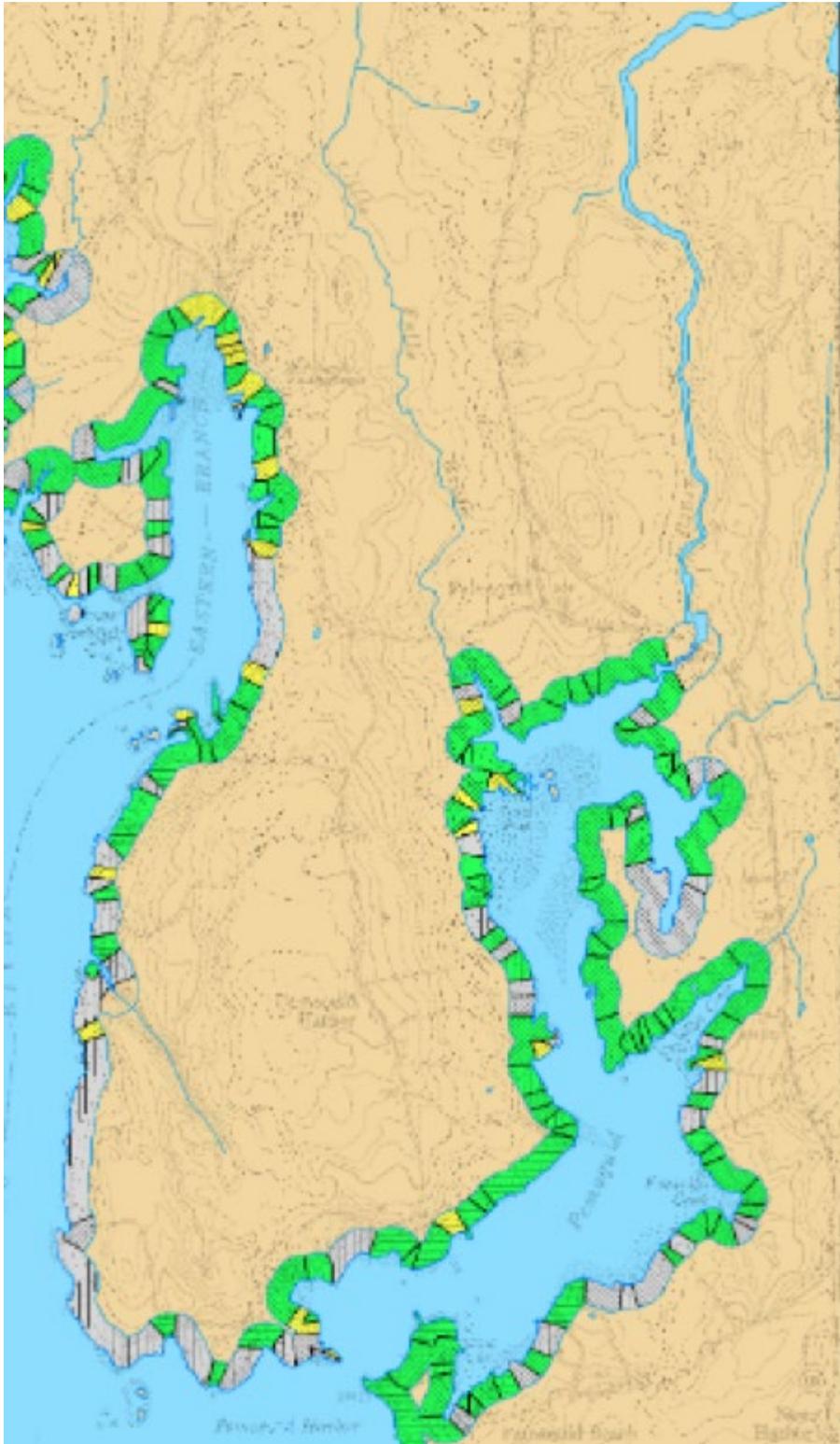


Figure 3.6.1 Bristol Quadrangle of coastal bluffs and landslide hazards.
Source: Maine Geological Survey

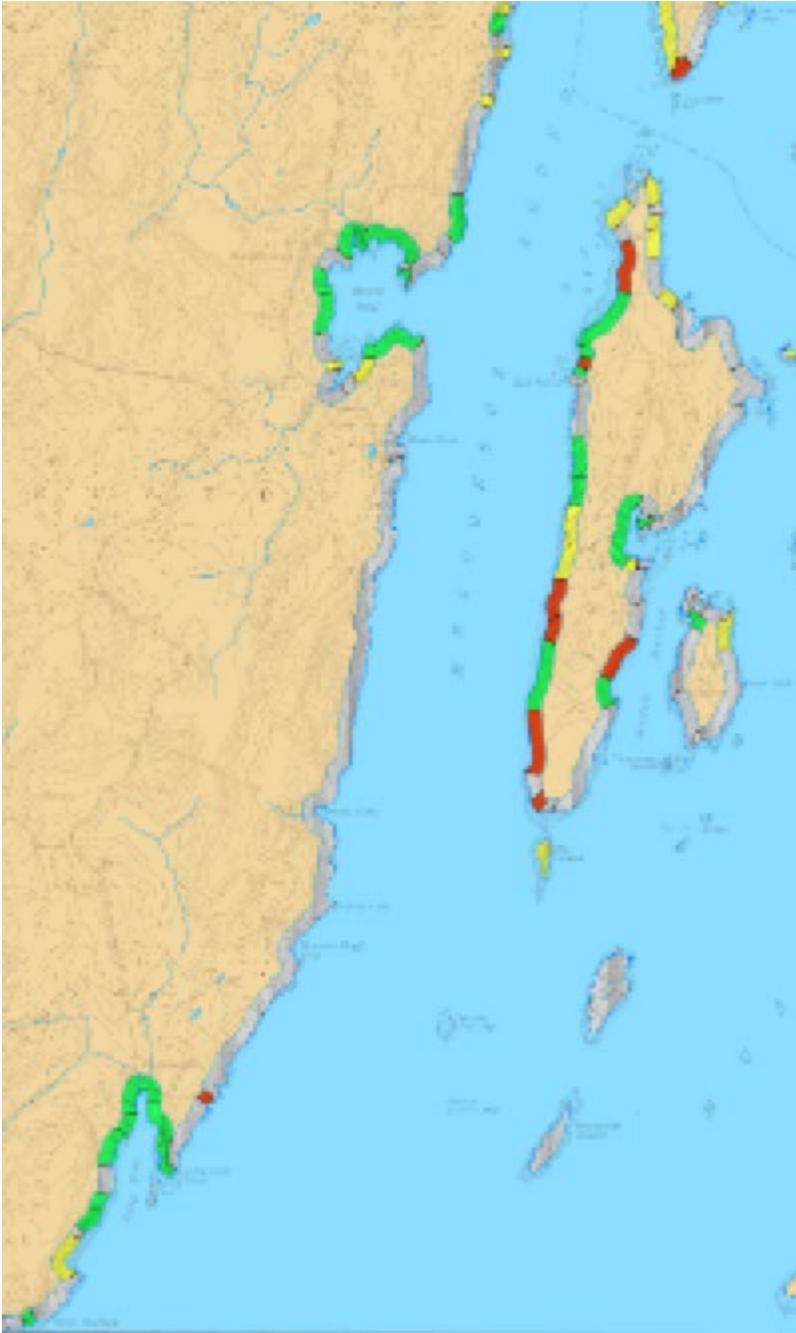


Figure 3.6.2 Louds Island Quadrangle of coastal bluffs and landslide hazards.
Source: Maine Geological Survey

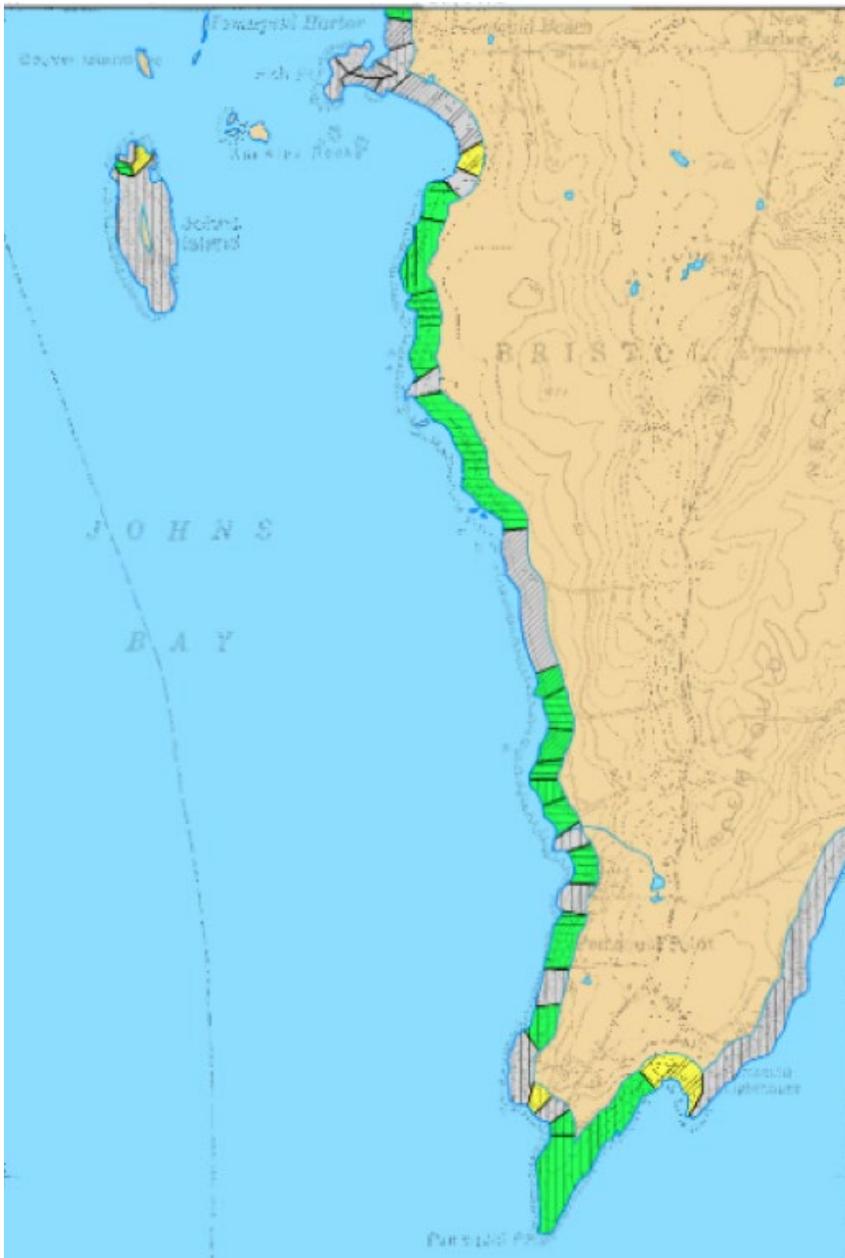


Figure 3.6.3 Pemaquid point Quadrangle of coastal bluffs and landslide hazards.

Source: Maine Geological Survey

See the Bristol Floodplain map available at <https://www.maine.gov/dacf/flood/mapping.shtml> for the location of flood plains.

In Bristol, the Arrowhead Spiketail and the Great Blue Heron are identified Rare Animals, both of which have a rating of Special Concern. The Harlequin Duck is an identified Rare Animal, with a rating of Threatened Species, and the Purple Sandpiper is an identified Rare Animal, with a rating of Species of Conservation Need. There are no identified Rare Plants, nor rare or exemplary natural communities or ecosystems.

Table 3.1 Species of Special Concern, Threatened Species, Species of Conservation Need in Bristol

Common Name	Latin Name	Threat Level	Type	Location
Arrowhead Spiketail	<i>Cordulegaster obliqua</i>	Species of Special Concern (SC)	Insect	Western Side of Pemaquid River near juncture of 129/130
Great Blue Heron	<i>Ardea herodias</i>	Species of Special Concern (SC)	Bird	
Harlequin Duck	<i>Histrionicus histrionicus</i>	State Threatened (T)	Bird	Eastern Side of Pemaquid Point
Purple Sandpiper	<i>Calidris maritima</i>	Species of Conservation Need	Bird	

E ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future, or federally listed as Endangered.

T THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.

SC SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.

PE POSSIBLY EXTIRPATED; Not known to currently exist in Maine; not field-verified (or documented) in Maine over the past 20 years.

Notable Parties

- Natural Resources Conservation Service
The Natural Resources Conservation Service (NRCS) is an agency of the U.S. Department of Agriculture, and provides leadership and administers programs to help people conserve, improve, and sustain our resources and environment.
- Soil and Water Conservation District Program
Maine’s sixteen Soil and Water Conservation Districts (SWCDs) are subdivisions of the State government. Generally, their jurisdiction follows county boundaries. The SWCD’s purpose is to solve local natural resource conservation problems (both urban and agricultural) as determined by local stakeholders. Not only do districts work with their partners to identify natural resource problems and develop solutions at the local level, they also assist in implementing those measures. This is accomplished through a unique partnership with the US Department of Agriculture Natural Resources Conservation Service (NRCS) and the Maine Department of Agriculture, Conservation, and Forestry (DACF). The Knox Lincoln County SWCD office is located in Rockport.
- The Nature Conservancy Maine Land Trust Network
- Maine Association of Conservation Commissions
- Department of Maine Inland Fisheries & Wildlife
- Maine Department of Environmental Protection
- Beginning with Habitat Maine Natural Areas Program

Scenic Resources

A map or description of scenic areas and scenic views of local importance, and regional or statewide importance.

Table 3.2 Scenic Vistas in Bristol

Back Cove	view of the Cove and Islands from the Back Cove trail
Bass Rock Preserve	Views of the Muscongus Bay
Bristol Recreation Trail	views of tidal Pemaquid River
Ellingwood Park	view of the Pemaquid river and arch stone bridge through the marsh
Fort William Henry	view of the Pemaquid inner and outer harbors, and the Fort

Harrington Meeting House	view of Eastern Branch of John's Bay from the Meeting House
Hunter's Hill	From Route 130 North at the top of the hill view of the High Hopes Farm and pond
LaVerna Preserve	panoramic views of outer Muscongus Bay and Islands
Little Beach off Beach Loop Rd	View of the inner Pemaquid Harbor
Long Cove Point	Muscongus Bay and shoreline of Chamberlain
McFarland Shore Drive	View of the ocean and Islands from McFarland shores ROW at Mill St
Marsh view from Route 130	View of vast expanse of marsh with a backdrop of trees; behind Hanley's Market
Pemaquid Beach	View of John's Bay and Islands
Pemaquid Falls from Route 130	view of the Pemaquid Falls and historic mill with osprey, eagle and great blue heron fishing in season
Pemaquid Lighthouse	views of lighthouse, ocean, coastline including Monhegan Island
Rachel Carson Salt Pond Preserve	View of Long Cove and Muscongus Bay
Round Pond	View of Round Pond Harbor
Southside Road	view of the New Harbor

Goals, Policies, and Strategies

3. Natural Resources

- **Conserve critical natural resources in the community.**
 - Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.
 - Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.
 - Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.
 - Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BWH maps and information regarding critical natural resources.
 - Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.
- **Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.**
 - Initiate and/or participate in inter-local and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.
 - Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.
- **3.1 Protect and maintain our valuable natural resources including scenic areas/views, open spaces, preserves, habitats, wetlands, and shorefronts.**

Strategy	Who is Responsible?	Timeline
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3.1.1 Create an ordinance for open space and/or natural resource protection in order to preserve the rural character of the Town	Planning Board Town Conservation Committee (to be developed)	Early Term
3.1.2 Create a Town Conservation Committee to protect and maintain our valuable natural resources	Select Board	April 2024 (contingent upon Plan approval)
3.1.3 Pursue private funding, as well as state funding, to support conservation initiatives	Town Conservation Committee (to be developed)	Early Term
3.1.4 Create and maintain an inventory of unique natural areas in the Town that should be protected	Town Conservation Committee (to be developed)	Early Term
3.1.5 Encourage landowners to protect and preserve critical natural and scenic resources by taking advantage of conservation programs to preserve undeveloped land	Town Conservation Committee (to be developed)	Ongoing
3.1.6 Create and maintain an inventory of scenic views of importance in the Town	Town Conservation Committee (to be developed)	Early Term
3.1.7 Review and revise, if needed, the Town’s Land Use Standards Ordinance, Subdivision Ordinance, Shoreland Zoning Ordinance and other related ordinances to assure that submission requirements include identification of state and locally important resources including wetlands, scenic vistas, vernal pools, floodplains, wildlife habitats (deer wintering areas, bird nesting sites,	Planning Board	Early Term

etc.) and other unique natural and scenic features or areas.		
3.1.8 Educate the public in regards to strategies for invasive plant and pest removal, and protecting native species of plants, insects and animals.	Town Conservation Committee (to be developed)	Ongoing

● **3.2 Minimize light and noise pollution**

Strategy	Who is Responsible?	Timeline
3.2.1 Study the impact of noise pollution on local wildlife and educate the public	Town Conservation Committee (to be developed)	Mid Term
3.2.2 Reduce the impact of light pollution on habitats and landscapes by studying and possibly adopting a lighting ordinance in accordance with the Dark Skies Initiative	Planning Board Town Conservation Committee (to be developed)	Mid Term

● **3.3 Prioritize Town initiated land conservation measures**

Strategy	Who is Responsible?	Timeline
3.3.1 Create and grow a “Land for Bristol's Future” fund for potential land acquisition for habitat protection, scenic view protection, shorefront access and/or recreation.	Select Board	Early Term

3.2.3 Pursue private funding, as well as state funding, to support land purchases for the purpose of public use and access	Town Conservation Committee (to be developed) Parks and Recreation	Ongoing
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● **3.4 Protect Bristol from the effects of climate change**

Strategy	Who is Responsible?	Timeline
3.4.1 Ensure that Bristol is eligible and applies for Community Resilience grant funding through the State for projects like energy efficiency and climate resilience (ex: flooding, drought, extreme weather, public health, etc.) – https://www.maine.gov/future/climate/community-resilience-partnership/grants	Select Board Town Administrator	Early Term
3.4.2 Collaborate with state and community partners to study the effects of climate change on the Town	Town Conservation Committee (to be developed)	Ongoing
3.4.3 Consider the impacts of climate change when developing and revising Town policies and ordinances.	Planning Board Select Board	Ongoing

Agricultural and Forest Resources

Highlights

- Farming and agriculture have been integral to Bristol's history and continue to be today.
- In 2023, there are 5 commercial farming enterprises in Bristol encompassing both vegetable and livestock operations, as well as several other small farms and homesteads.
- The majority of parcels in Bristol are 5-10 acres.
- In 2019, there were 1,034.45 acres in the Farmland Tax Program, down from 1,601.68 in 2009.
- In 2019, 1,524.33 acres were enrolled in the Tree Growth Program, up slightly from 1,515.2 in 2009.
- In 2019, there were 361.67 acres enrolled in the Open Space program, up from 271.77 enrolled in the Open Space Program in 2009

Introduction

Farmland and forest land are valuable natural resources in Bristol. Historically, agriculture and forestry were integral to Bristol's evolution as a town, as residents maintained farms for their livelihood and timber was forested and milled to support the shipbuilding industry that boomed in the late 19th and early 20th century. Today, agriculture, forestry, and fishing is the largest industrial sector in the town. Agriculture in Bristol is limited to a few smaller commercial farming operations, though the number of operations has increased in recent years. These farms also employ workers, feed residents, and are important community centers in the town of Bristol.

Besides its productive value for food and timber and environmental benefits, farm and forest land also provides wildlife habitat and contributes to the rural and scenic character in Bristol. The rural character of the Town may depend, in part, on the maintenance of this resource and the protection of large contiguous parcels of forest land. One method of protecting this resource could be to encourage best practices in forest management and retention of working woodlands.

Farmland and forests are significant contributors to the mitigation of the effects of climate change. They play an important role in releasing oxygen and slowing runoff and erosion, when the land is appropriately managed. According to resources provided by the Maine Farmland Trust, farmland also serves to avoid greater emissions associated with developed land, and provides the land base to grow local and regional food economies. Farmland and forests enhance climate sequestration benefits especially when farmers utilize climate-friendly agricultural practices. Forest lands, which comprise almost 17,000 acres in Bristol, also stabilize soil, filter stormwater, and act as aquifer and stream recharge areas.

Analyses

Forest Resources

Agricultural Resources

How important is agriculture and/or forestry and are these activities growing, stable, or declining?

Agriculture has been a traditional industry in the town of Bristol but has become less extensive in recent years. During the late 18th century through the early 20th century farming in Bristol, much like the rest of Maine, was common practice. Industrialization, however, moved production from smaller, diversified farms to larger, more specialized farms. Instead of producing a broad spectrum of crops, more farms began growing monocultures – potatoes, dairy, broilers, and eggs accounted for over 70% of production. The state of Maine saw a roughly 80% decline in the number of farms, down from a high of approximately 60,000 between 1870 and World War I. The decline in Bristol followed a similar trajectory until recent years, when the number of small, diversified farms began to increase.

Now, Agriculture and forestry are small but important industries to the Bristol community, with a growing number of farms. Forestry has declined, with two firms cutting for firewood and companies based outside Bristol cutting larger acreage. There are two licensed arborists in the Town. The support for small farms is growing. There are few large-scale agriculture and forestry operations. Small farms are producing local vegetables, flowers, meat, dairy, and wool while local forestry operations are providing local sources of firewood and supplemental income for landowners doing logging. There are now 5 commercial farming enterprises in Bristol encompassing both vegetable and livestock operations, as well as several other small farms and homesteads. These farms sell their goods through a variety of outlets including on-site farm stands, CSA programs, wholesale accounts, and farmer’s markets.

The Town of Bristol has many parcels of land over 10 acres, shown in Table 4.1.

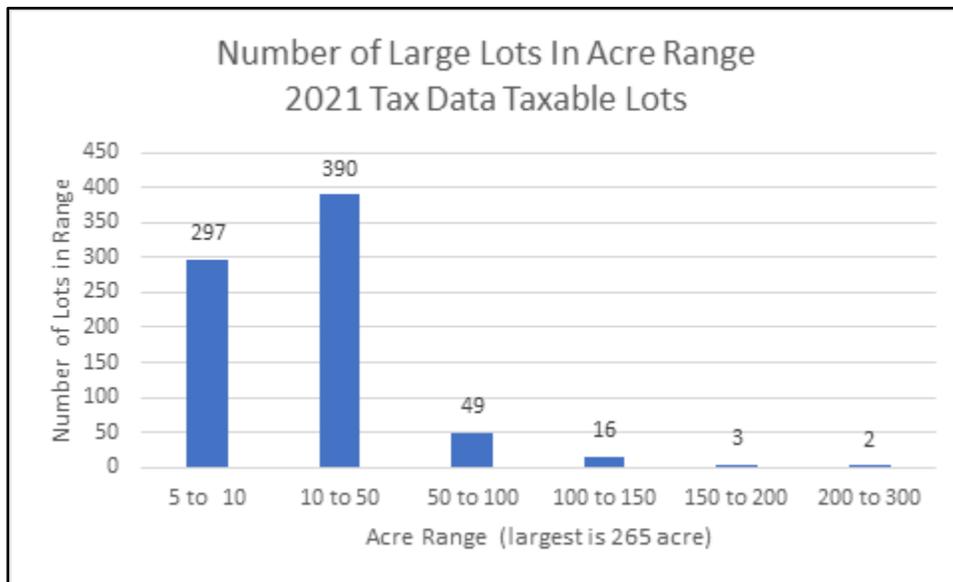


Figure 4.1 Parcel Sizes in Bristol (Source 2021 Bristol Assessment Reports)

Bristol does contain acres of “Prime Farmland,” “Soils of Statewide Significance,” and “Locally important Farmland/Soils.” These soils are critical agricultural resources, and are the soils that are the most conducive to productive farming. Prime Farmland and Soils of Statewide Significance are designated and mapped by the USDA Natural Resource Conservation Service, and Locally Important Soils are designated and mapped by county-level Soil and Water Conservation Districts (SWCD).

According to the Maine Farmland Trust, Bristol contains 3,313 acres of prime farm soils and 2,646 acres of statewide important farm soils for a total of 5,959 acres of farm soils. (Soil Survey Staff, Natural Resource Conservation Service, United States Department of Agriculture, Web Soil Survey. Available online. Accessed 04/01/2023.) (Maine GeoLibrary, Maine Town and Townships Boundary Polygons Dissolved Feature. Augusta, ME: Emily Pettit, 2021.)

The following August 30, 2022 soil survey map was derived from the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants, provides a map of soils in the Town of Bristol. Notably, 33% of Bristol’s area consists of water bodies. The most commonly occurring soils include:

Table 4.1 Commonly Occurring Soils in Bristol (2022)

Soil Description	Percent of total area	Designation
Lyman-Rock outcrop-Tunbridge complex, 8 to 15 percent slopes	17.1%	Not Prime Farmland
Lyman-Rock outcrop-Tunbridge complex, 0 to 8 percent slopes	7.7%	Not Prime Farmland
Tunbridge-Lyman complex, 3 to 8 percent slopes, rocky (TrB)	6.7%	Prime Farmland
Lyman-Brayton variant-Rock outcrop complex, 0 to 8 percent slopes	5.6%	Not Prime Farmland

A complete inventory of Bristol’s soils, as mapped by the National Cooperative Soil Survey, follows:

Table 4.2 Inventory of Bristol's Soils

Summary by Map Unit — Knox and Lincoln Counties, Maine (ME601)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AdB	Adams loamy sand, 3 to 8 percent slopes	Farmland of statewide importance	20.3	0.10%
Be	Beaches	Not prime farmland	2.5	0.00%
Bg	Biddeford mucky peat, 0 to 3 percent slopes	Not prime farmland	90.5	0.30%
BoB	Boothbay silt loam, 3 to 8 percent slopes	Farmland of statewide importance	916.4	3.00%
BoC	Boothbay silt loam, 8 to 15 percent slopes	Farmland of statewide importance	70.4	0.20%
Bp	Borosaprists, ponded	Not prime farmland	1,223.80	4.00%
BtB	Brayton fine sandy loam, 0 to 8 percent slopes, very stony	Not prime farmland	32.5	0.10%
BuB	Lamoine silt loam, 3 to 8 percent slopes	Farmland of statewide importance	793.7	2.60%
BuC	Buxton silt loam, 8 to 15 percent slopes	Farmland of statewide importance	160.2	0.50%
BuD2	Buxton silt loam, 15 to 25 percent slopes	Not prime farmland	4.2	0.00%
Ch	Charles silt loam, 0 to 2 percent slopes, frequently flooded	Not prime farmland	43.9	0.10%
EgB	Eldridge fine sandy loam, 3 to 8 percent slopes	All areas are prime farmland	244.1	0.80%

HeB	Hermon sandy loam, 3 to 8 percent slopes	Farmland of statewide importance	131.8	0.40%
HeC	Hermon sandy loam, 8 to 15 percent slopes	Farmland of statewide importance	70.2	0.20%
HtB	Hermon sandy loam, 0 to 8 percent slopes, very stony	Not prime farmland	82.9	0.30%
HtC	Hermon sandy loam, 8 to 15 percent slopes, very stony	Not prime farmland	260.5	0.90%
HtD	Hermon sandy loam, 15 to 35 percent slopes, very stony	Not prime farmland	17.1	0.10%
HxC	Hermon sandy loam, 8 to 15 percent slopes, extremely bouldery	Not prime farmland	4.9	0.00%
LmB	Lyman-Brayton variant-Rock outcrop complex, 0 to 8 percent slopes	Not prime farmland	2,218.60	7.30%
LrB	Lyman-Rock outcrop-Tunbridge complex, 0 to 8 percent slopes	Not prime farmland	3,107.60	10.30%
LrC	Lyman-Rock outcrop-Tunbridge complex, 8 to 15 percent slopes	Not prime farmland	6,654.70	22.00%
LrE	Lyman-Rock outcrop-Tunbridge complex, 15 to 45 percent slopes	Not prime farmland	606.1	2.00%
MaB	Madawaska fine sandy loam, 3 to 8 percent slopes	All areas are prime farmland	6.3	0.00%
MrB	Marlow fine sandy loam, 3 to 8 percent slopes	All areas are prime farmland	26.6	0.10%

MrC	Marlow fine sandy loam, 8 to 15 percent slopes	Farmland of statewide importance	51.5	0.20%
MsB	Marlow fine sandy loam, 0 to 8 percent slopes, very stony	Not prime farmland	30.7	0.10%
MsC	Marlow fine sandy loam, 8 to 15 percent slopes, very stony	Not prime farmland	130.5	0.40%
MsD	Marlow fine sandy loam, 15 to 25 percent slopes, very stony	Not prime farmland	20.3	0.10%
MtC	Marlow-Berkshire complex, 8 to 15 percent slopes	Farmland of statewide importance	13.8	0.00%
MwB	Marlow-Berkshire complex, 0 to 8 percent slopes, very stony	Not prime farmland	9.8	0.00%
MwC	Marlow-Berkshire complex, 8 to 15 percent slopes, very stony	Not prime farmland	40.2	0.10%
MwD	Marlow-Berkshire complex, 15 to 25 percent slopes, very stony	Not prime farmland	7.1	0.00%
MxB	Masardis gravelly fine sandy loam, 3 to 8 percent slopes	Farmland of statewide importance	15.4	0.10%
My	Medomak silt loam	Not prime farmland	72.6	0.20%
Na	Naumburg loamy sand	Not prime farmland	362.2	1.20%
PaB	Peru fine sandy loam, 3 to 8 percent slopes	All areas are prime farmland	538.2	1.80%
PaC	Peru fine sandy loam, 8 to 15 percent slopes	Farmland of statewide importance	150.9	0.50%

PbB	Peru fine sandy loam, 0 to 8 percent slopes, very stony	Not prime farmland	1,175.90	3.90%
PbC	Peru fine sandy loam, 8 to 15 percent slopes, very stony	Not prime farmland	354	1.20%
Pg	Pits, gravel and sand	Not prime farmland	69.6	0.20%
RmC	Rock outcrop-Lyman complex, 3 to 15 percent slopes	Not prime farmland	264.9	0.90%
Sc	Scantic silt loam, 0 to 3 percent slopes	Not prime farmland	920.8	3.00%
Sp	Searsport mucky peat	Not prime farmland	171.8	0.60%
StB	Sheepscot fine sandy loam, 0 to 8 percent slopes	Farmland of statewide importance	82	0.30%
Su	Fort Knox, Todds point, and Gouldsboro soils, 0 to 2 percent slopes	Not prime farmland	6.9	0.00%
Sw	Swanville silt loam, 0 to 3 percent slopes	Not prime farmland	1,544.30	5.10%
TrB	Tunbridge-Lyman complex, 3 to 8 percent slopes, rocky	All areas are prime farmland	2,815.40	9.30%
TrC	Tunbridge-Lyman complex, 8 to 15 percent slopes, rocky	Farmland of statewide importance	1,121.30	3.70%
TrD	Tunbridge-Lyman complex, 15 to 25 percent slopes, rocky	Not prime farmland	36.3	0.10%
Ud	Udorthents-Urban land complex	Not prime farmland	28.5	0.10%
W	Water bodies	Not prime farmland	3,447.60	11.40%

Totals for Area of Interest	30,272.70	100.00%
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Forestry has long been an important resource in Bristol. The town is heavily forested with mostly second-growth forests. In terms of land cover, Bristol is 75-80% forested (approximately 16,300-17,400 acres). According to numbers compiled by the Department of Agriculture, Conservation, and Forestry, a yearly average of 305 acres of timberland has been harvested over the years 2009 to 2018 for a total of 3050 acres harvested. Harvested acres were above average in the early part of this period and below average in the last 3 years of the period. However, no significant acreage has been removed from the program, suggesting that tree growth potential is stable.

Forest and Agriculture Management

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

There are no formal support programs in the town. However, the state has several farmland protection programs which are utilized by the community.

Maine Farmland Trust has a community program helping to protect farmland. They do have one easement in Bristol. Other than that, there are no community programs to protect farm and forest lands. There has been a steady increase in conservation lands mostly under the stewardship of the Coastal Rivers Conservation Trust.

Seven parcels are registered as farmland in the state tax program totaling 50 acres of cropland and 126 acres of woodland.

Woodlots are encouraged under the state tree growth program, but there are no local efforts.

Bristol currently does not have any specific ordinances or regulations to protect productive farming and forestry land. Maine Farmland Trust, the preeminent organization in Maine protecting farmland, in coordination with Coast Rivers Conservation Trust, has protected a small amount of land in Bristol through a purchased conservation easement. While the rising cost of land and the small contiguous parcels available due to the rising rate of residential development poses challenges to farmland preservation in Bristol, Maine Farmland Trust and Land for Maine's Future may offer opportunities for further conservation.

Are farm and forest land owners taking advantage of the state's current use tax laws?

The State of Maine has four "current use" programs that offer the property owner a reduction in assessed value: Farmland, Open Space, Tree Growth, and Working Waterfront. The programs establish valuation of property at its current use, rather than at market value.

All four programs are available to property owners through an application process with the local municipality. Applications must be filed on or before April 1 of the year the reduced valuation is first requested.

Property must meet certain criteria to qualify for each program and any future change in the use of the land will cause disqualification resulting in a penalty.

Farmland

In the Farmland program, the property owner is required to have at least five contiguous acres in their parcel of land. The land must be used for farming, agriculture or horticulture and can include woodland and wasteland. Additionally, the parcel must contribute at least \$2,000 gross income from farming activities each year.

The Department of Agriculture prepares a valuation guideline for municipalities, which results from studies based on suggested values using a correlation from income stream and market data attributable to agricultural enterprise.

If the property no longer qualifies as farmland, then a penalty will be assessed. The penalty is equal to the taxes that would have been paid in the last five years if the property had not been in farmland, less the taxes that were paid, plus any interest on that balance.

In addition to the Farmland program, a municipality may enact a Voluntary Municipal Farm Support Program to help farmers with their property tax burdens.

Open Space

There is no minimum acreage requirement with this program. However, minimum areas and setbacks must be excluded from classification.

The parcel must be preserved or restricted in use to provide a public benefit. Benefits recognized include public recreation, scenic resources, game management, and wildlife habitat.

The municipal assessor is responsible for determining the value placed on open space land. In the determination of that value, the assessor must consider the sale price that a particular open space parcel would command in the open market if it were to remain in the particular category or categories of open space land for which it qualifies.

If an assessor is unable to determine the value of a parcel of open space land based on the valuation method above, the assessor may use the alternative valuation method. Using this method, the assessor reduces the fair market value of an open space land parcel by the cumulative percentage reduction for which the land is eligible according to certain categories. Those categories are as follows:

- Ordinary Open Space - 20% reduction
- Permanently Protected - 30% reduction
- Forever Wild - 20% (cannot be combined with Managed Forest)
- Public Access - 25% reduction
- Managed Forest - 10% reduction (cannot be combined with Forever Wild)

In other words, if the property met all of the above requirements, the owner would see a cumulative reduction of up to 95% on the classified land.

If property no longer qualifies as open space, a penalty will be assessed using the same methodology as is used for removal from the Tree Growth program (see below).

Tree Growth

This program provides a benefit for owners of at least ten acres of forested land used for commercial harvesting. A forest management and harvest plan must be prepared and a sworn statement to that effect submitted with the application. Applications must include a map of the parcel indicating the forest type breakdown as well as all other areas to be excluded from the tree growth program.

Each year, the State Tax Assessor determines the valuation per acre for each forest type by county. For a list of current Tree Growth rates, see [Rule 202 \(PDF\)](#).

If forest land no longer meets the criteria of eligibility or the landowner opts to withdraw from the tree growth program, a penalty will be assessed. Depending upon the length of time that the parcel has been enrolled, the penalty is between 20% and 30% of the difference between the 100% Tree Growth value and the fair market value of the land.

Source: (Department of Administrative and Financial Services, <https://www.maine.gov/revenue/taxes/tax-relief-credits-programs/property-tax-relief-programs/land-use-programs>)

Bristol could consider developing awareness of these programs.

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

No public woodlands are under the Town's management. Coastal Rivers Conservation Trust anticipates managing some woodland under its stewardship but no determinations have been made regarding this management.

Does the community support community forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture)? If so, how?

Bristol does not have any community-supported forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture) with the exception of 2 privately owned farms that have CSA programs. There are several farmers' markets, including the Damariscotta Farmers Market, CSAs, a community garden, and a farm-to-school program in neighboring towns that benefit the residents of Bristol.

Bristol Consolidated School had several raised beds, until recently, when new construction required their removal. Their upkeep varied greatly, depending on volunteers and staff interest. The school has limited land to make a significant garden. Students may benefit from collaborating with a local farm to provide hands-on education.

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

There have not been any large tracts of agricultural or industrial forest land sold for development.

Farming and Logging

Has the proximity of new homes or incompatible uses affected the normal farming and logging operations?

The increased rate of development and rising cost of residential homes has put increasing pressure on farmland in Bristol. Given the value of land as potential residential development, it is nearly impossible for farmers to buy farmland in Bristol without the help of conservation programs. Because of this, farming will likely continue to be small and specialized, focused on operations that do not require large land bases. Similar issues affect commercial logging operations.

Current development is, in general, concentrated along the Town's highways, roads, and shoreline. The recent increases in land values might harbor future changes in development and impact patterns.

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

Preparing housing lots, mainly for single family dwellings or modest subdivisions, is the only clearcutting in Bristol.

Year	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total harvest, acres	Change of land use, acres	Number of active notifications
2009	312	8	0	320	0	19
2010	388	0	0	388	0	24
2011	519.5	20	0	539.5	3.5	32
2012	255	4	5	264	0	24
2013	318	45	25	388	1	25
2014	344.9	12	0	356.9	14	25
2015	251	12	0	263	0	20
2016	392	32	0	424	0	17

2017	145.5	100	0	245.5	0	11
2018	125	0	0	125	0	10
Total	3050.9	233	30	3313.9	18.5	207
Average	305.09	23.3	3	331.39	1.85	20.7

Figure 4.3 Clearcut acres in Bristol by Year

Source: Department of Agriculture, Conservation, and Forestry 2019

Conditions and Trends

Agriculture and Forestry Data

The community's Comprehensive Planning Agriculture and Forestry Data Set.

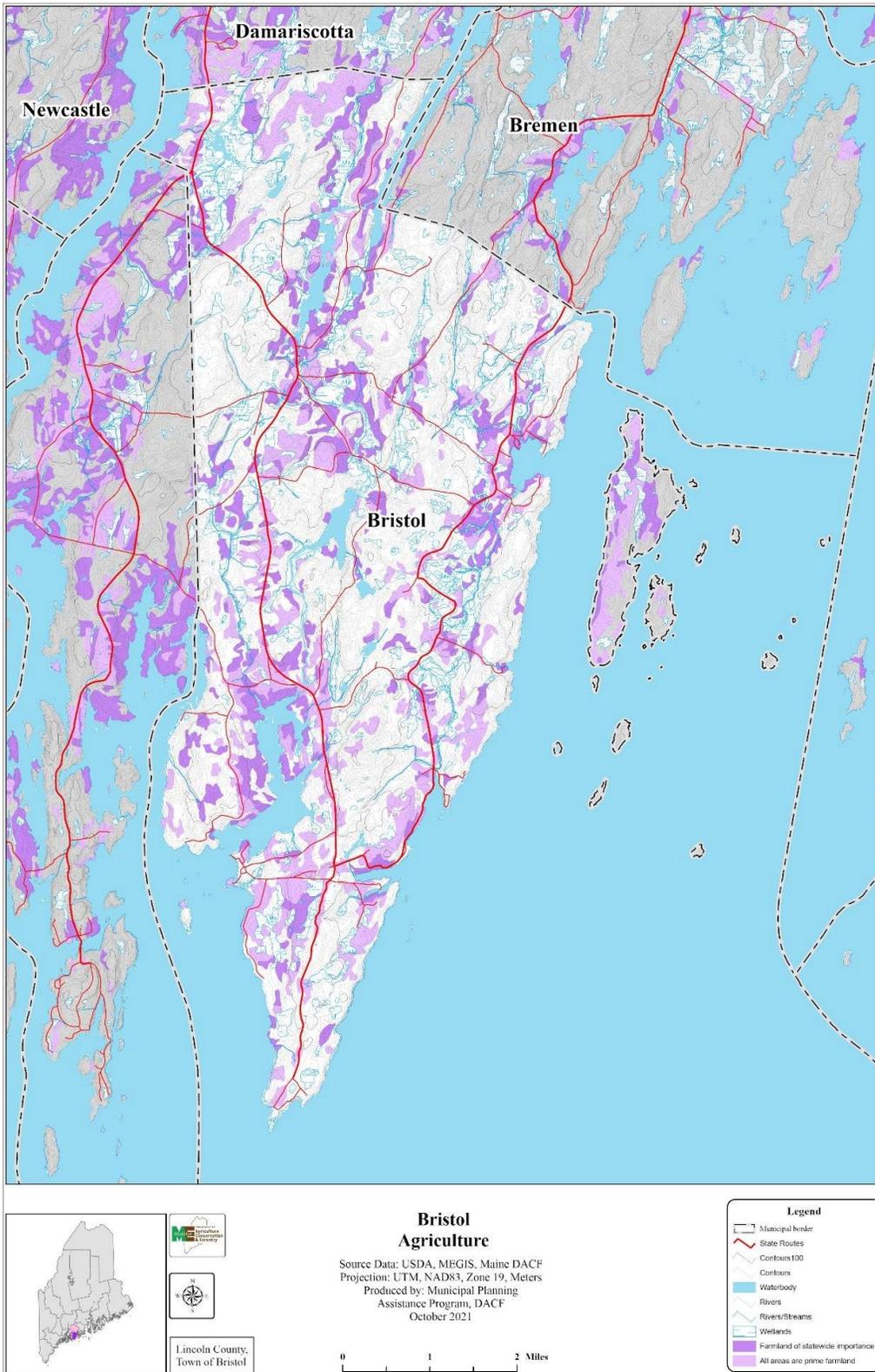


Figure 4.2 Map of Bristol Agriculture (2021)

Farmland Inventory

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

Prime farmland is that land which is superior for the production of food, feed, forage, and other crops. Prime farmland has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. Prime farmland produces the highest yields and results in less damage to the environment. It is not necessarily farmland currently in production.

One component of prime farmland is the soil type. The Prime Farmland Map in this plan shows prime farm soils. Certain soils have qualities that result in higher fertility and growth rates. However, due to the decline of traditional farming operations and methods, prime soils are no longer a principal factor in preserving agriculture. The new farming paradigm depends much less on the intrinsic fertility of the soil, and more on access to markets.

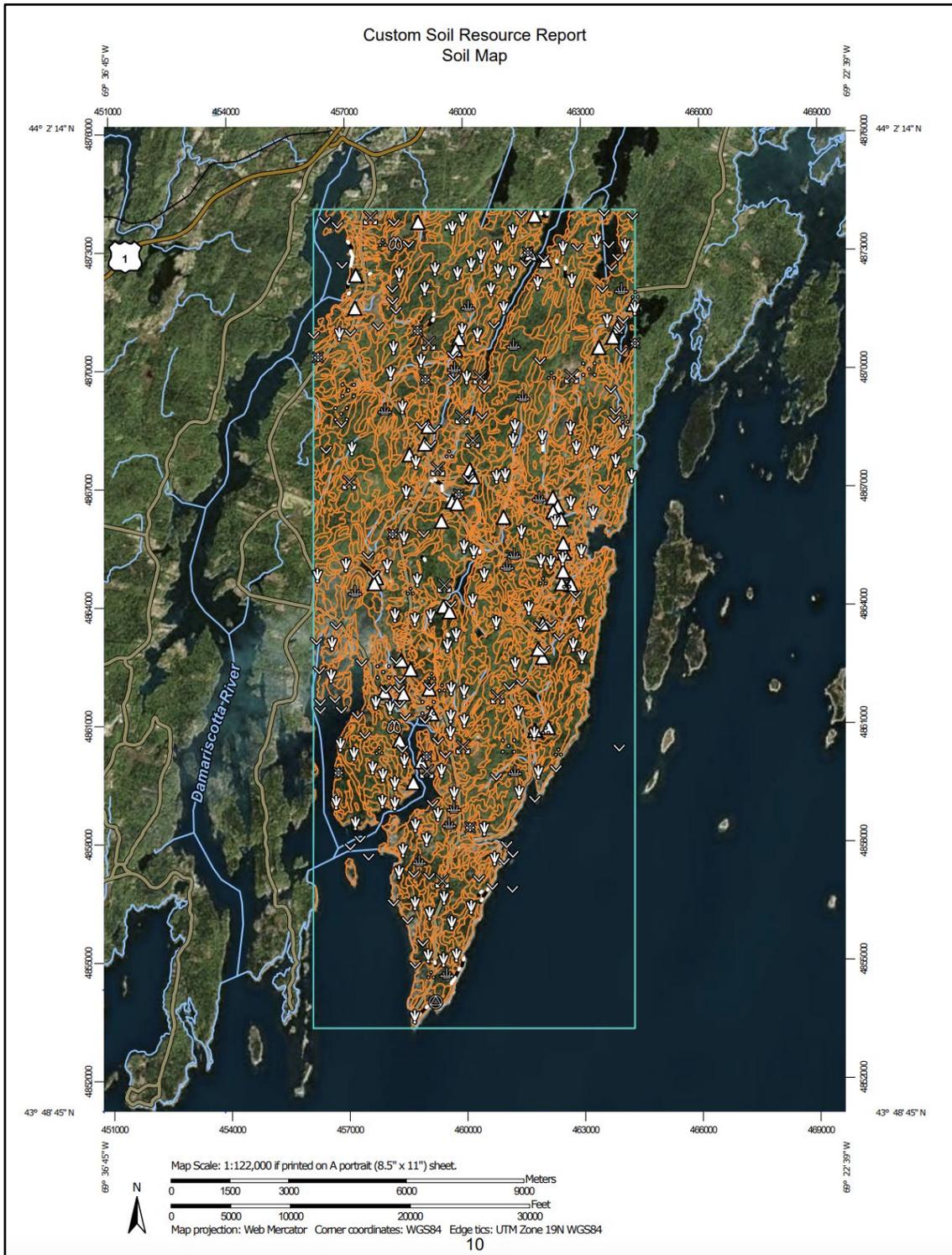


Figure 4.3 Map of Bristol's Soils

Source: National Cooperative Soil Survey, <https://drive.google.com/file/d/16KvDbJykp-rR-OwmeX-K3j1qGoEDC90H/view?usp=sharing>



Figure 4.4 Conservation lands Map Town of Bristol area - Maine Department Agriculture, Conservation and Forestry.

Source: <https://www.maine.gov/dacf/mnap/assistance/conslands.htm>

Tax Programs

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

In 2019, there were 1,034.45 acres in the Farmland Protection Program, down from 1,601.68 in 2009. In 2019, 1,524.33 acres were enrolled in the Tree Growth Program, up slightly from 1,515.2 in 2009. In 2019, there were 361.67 acres enrolled in the Open Space program, up from 271.77 enrolled in the Open Space Program in 2009. Those property owners participating in the farmland and tree growth tax programs are benefiting from reduced tax assessments based on the current (non-residential) use of their property or portions thereof. See figures in Table 4.3 and Table 4.4 below. It is estimated that additional farmland and woodlots might be eligible to participate in these voluntary programs.

The tree tables below summarize participation in the states use tax programs; State of Maine Data Tables 2019.

Table 4.3: Parcels in Tree Growth in Bristol (2019)

Average per acre unit value	\$0
Number of TG Parcels	29
Softwood	247.05
Acres Mixed Wood	731.35
Hardwood	230.83
Total Calculated Acres	1209.23
Total Valuation Woodland Calculated	\$0
Reported Total Valuation	\$428,489
Softwood	\$322
Mixed Wood	\$396
Hardwood	\$257
First Classified	0
TG Parcels Withdrawn	0
TG Acres Assessed	0
TG Penalties Assessed	0
Number 500 Penalties	1

Transferred Since 4/1/16	NO
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The parcels in Tree Growth range in size from 10 to 174 acres with the average of 43 Acres.

Table 4.4: Parcels in Farmland in Bristol

Parcels in Farmland range from 8 to 98 Acres.

Table 4.5: Parcels in Open Space (2019)

Number of Parcels	17
Acreage First	0
Total Acreage	426.03
Total Valuation	\$1,279,225
Total Parcels Withdrawn	3
Total Acres Withdrawn	128.85
Total Penalties Assessed	\$0

Parcels in Open Space range from less than an acre to 40 acres.

Farm and Forestry Activities

A description of any community farming and forestry activities.

Of the 5 commercial farming ventures currently located in Bristol, many of them are community focused. Two offer CSA programs for local residents, some offer dining and events, and several have on-site farm stands/stores which provide a space for community gatherings.

Goals, Policies, & Strategies

4. Agriculture and Forestry

- **Safeguard lands identified as prime farmland or capable of supporting commercial forestry.**

- Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.
- Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.
- Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.
- Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers’ markets, and home occupations.
- Amend subdivision regulations and include in the Site Plan Review ordinance language requiring commercial or subdivision developments to consider maintaining areas with prime farmland soils as unencumbered for future agricultural use, to the greatest extent possible. Include similar language for retaining large stands of timber. (Connect with Land Use)
- **Support farming and forestry and encourage their economic viability.**
 - Encourage owners of productive farm and forest land to enroll in the current use taxation programs.
 - Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.
 - Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.
- **4.1 Ensure the protection of agricultural and forested land in Bristol**

Strategy	Who is Responsible?	Timeline
4.1.1 Amend Subdivision Ordinance and include in the Land Use Standards Ordinance language requiring commercial or subdivision developments to consider maintaining areas with prime farmland soils as unencumbered for future agricultural use, to the greatest extent possible. Include similar language for retaining large stands of timber.	Planning Board Select Board	Mid Term

4.1.2 Support the pursuit of grant funding, as well as state funding, to support land purchases or conservation easements for the purpose of preserving farmland and working land (such as lands with prime farmland or soils of statewide importance).	Select Board Town Conservation Committee (to be developed)	Ongoing
4.1.3 Create solar siting ordinances which include agricultural standards. (https://www.maine farmland trust.org/farm-network/farmland-and-solar-development/)	Planning Board Select Board	Mid Term
4.1.4 Work with state agencies to review and revise as needed the Town's land use regulations to prevent clear cutting of large areas that would result in erosion of the thin soil cover.	Planning Board	Mid Term
4.1.5 Increase awareness among local farmland owners about options to protect their land through agricultural conservation easements.	Town Conservation Committee (to be developed)	Ongoing

- **4.2 Help promote the economic viability of farms and forestry operations in Bristol**

Strategy	Who is Responsible?	Timeline
4.2.1 Continue to encourage the purchase of locally grown food for local schools and institutions.	Bristol School Food Service Manager School Committee	Ongoing
4.2.2 Consider enrolling the Town in the Voluntary Municipal Farm Support Program in order to support reimbursement of property taxes on farmland and	Select Board	Mid Term

farm buildings in exchange for 20-year conservation easements		
4.2.3 Improve local farmland access and seek ways to attract new farmers through programs such as Maine FarmLink.	Town Conservation Committee (to be developed)	Ongoing

Marine Resources

Highlights

- The number of lobster landings in the State of Maine has significantly decreased since 2010.
- The working waterfront in Bristol has been historically utilized for various commercial and recreational activities, including commercial fishing, marine transportation, boat building (including repair and storage), and recreational opportunities.
- Rising ocean temperatures are impacting marine species diversity and quantity. The invasive Asian green crab poses a significant threat to shellfish in the Pemaquid intertidal zone. These changes are predicted to have further implications for commercial fishing and the local economy dependent on marine resources.
- Pollution sources, such as point source pollution (from septic systems and overboard discharge) and non-point source pollution, have been identified and addressed to maintain the health of the marine ecosystem and shellfish harvesting community. Efforts are ongoing to identify and eliminate sources of pollution and improve water quality in Bristol's coastal waters.

Introduction

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

The Town of Bristol, being situated on the Pemaquid Peninsula, is fortunate to have a significant waterfront that consists of several diverse physical and cultural waterfront landscapes. Within the past decade, these waterfront areas have witnessed significant residential growth, as well as increased demand for access to, and recreation within, harbor areas. Residential growth is attracted to waterfront land for its natural beauty and unique seascapes, and the general public desires access to the coastal waters belonging to all Maine residents for recreation and commerce.

The marine resources of Bristol contribute to the Town’s local economy and tax base. Marine resources are also valued for wildlife habitat preservation and recreational opportunities such as fishing and boating. The purposes of this chapter are to help the Town identify, manage, and adequately protect its valuable marine resources, including critical habitats, and the local economy dependent on marine resources.

Analyses

Water Quality

Is coastal water quality being monitored on a regular basis?

The Maine Department of Marine Resources (Maine DMR) monitors water quality regionally. The Town’s Shellfish Conservation Committee and representatives from DMR monitor designated sites throughout the year.

Maine DEP <https://www.maine.gov/dep/land/monitoring/index.html>

In addition, volunteers from Coastal Rivers Conservation Trust under the Maine Healthy Beaches program monitor for bacterial contamination at Pemaquid Beach and the Bristol Mills swimming hole between June 1 and August 31. Water quality at Pemaquid Beach has been deemed extremely good and safe for swimming. (Maine Healthy Beaches Program <https://www.maine.gov/dep/water/beaches/beach-status.html>).

Water-dependent Uses

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

Bristol, with its many miles of coastline, has seen an increase in growth and activity over the last 10 years, as has much of the Maine Coast. In 2015 the Town issued 3 shoreland permits for residential housing; in 2021, it issued 4.

Climate change has also begun to have important impacts on the coastal marine habitat. With increases in ocean water temperature, both the quantity and variety of marine species has decreased. The invasive Asian green crab has become a major threat to shellfish in the Pemaquid intertidal zone. As this trend continues, commercial fishing will experience even greater impacts. As indicated in Figure 5.1, the number of people engaged in commercial lobster fishing has suffered a steady decline in the past decade and a half.

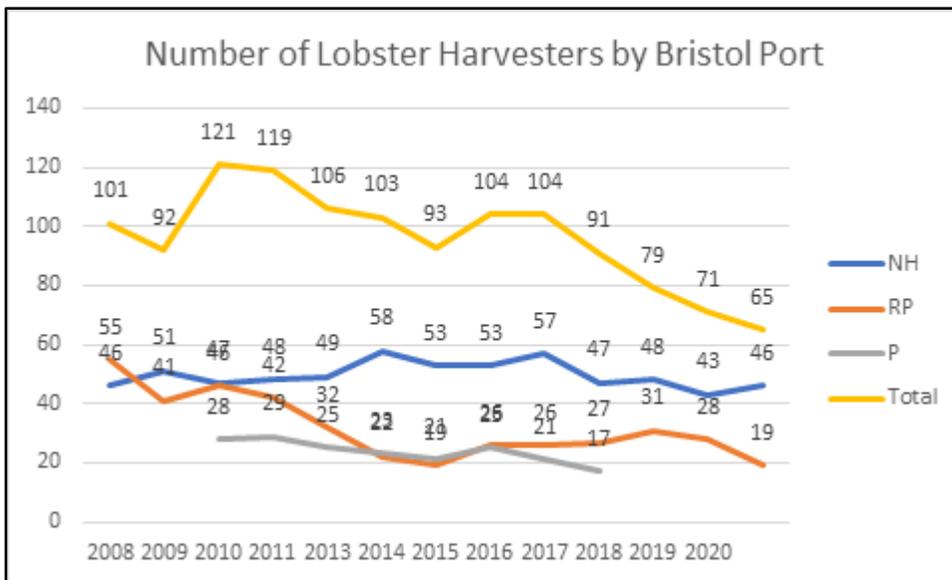


Figure 5.1 Number of Lobster Harvesters by Bristol Port

(Source: Department of Marine Resources https://mainedmr.shinyapps.io/Landings_Portal/)

The long-range trends in lobster landings are difficult to forecast. It is now recognized that the Gulf of Maine is warming. Figure 5.2 depicts the average monthly water temperature at depths of 1m, 2m, 20m, and 50m for the month of August (the warmest month of the year) at Buoy NERACOOS E 01 located at the Western Maine Shelf. (If interpolation is used to estimate the absent value for 2017 (51.5) then the 20m slope would be closer to that for 50m.

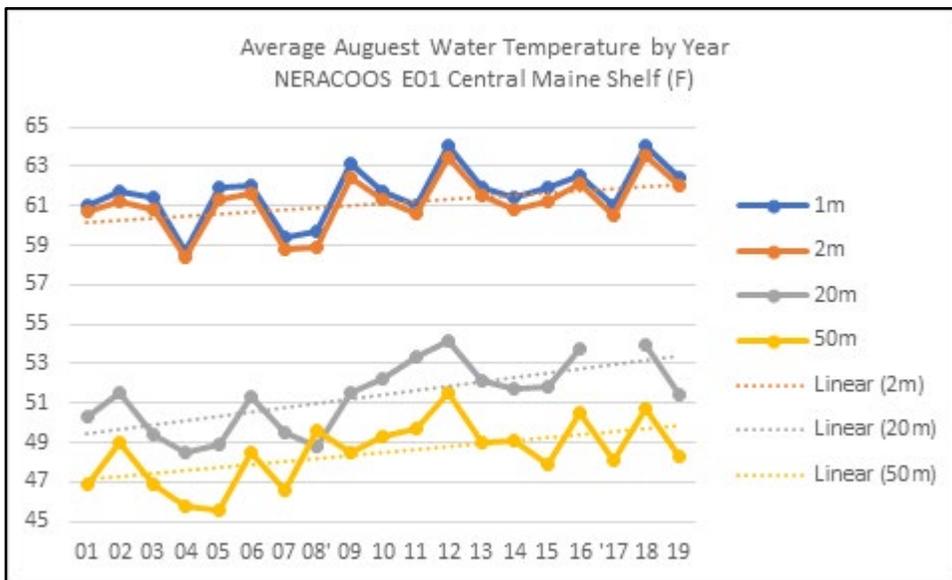


Figure 5.2: Average August Water Temperature by Year (Central Maine Shelf)

The impact of warming in the Gulf of Maine on lobster landings is still under some discussion by experts, but Figure 5.3 shows the percentage change in landings for the USA states within the Gulf of Maine coast and for the fishing area LFA 34 off Nova Scotia in the Gulf of Maine. There is a general decreasing trend starting about 2017, which is consistent with the trends shown for the Town of Bristol.

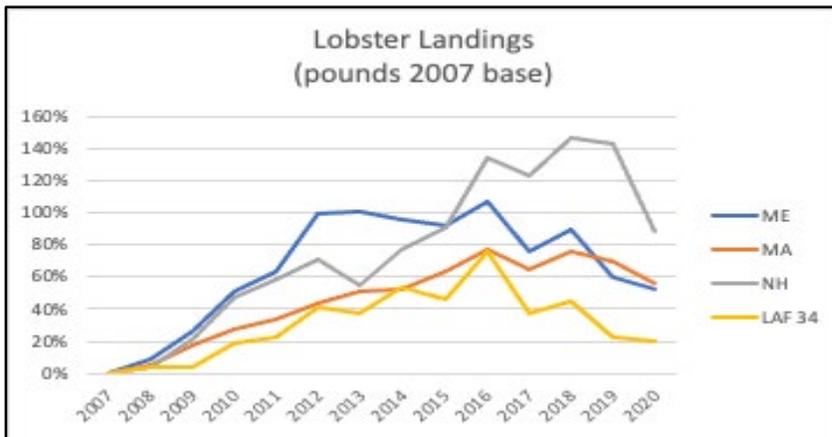


Figure 5.3: Lobster Landings in Maine, 2007-2020

Source: USA data: Atlantic Coastal Cooperative Stat Program (ACCSP)
<https://www.accsp.org/>

Canadian data: CBC News article posted: Mar 08, 2021 6:00 AM AT

Reference source Fisheries and Oceans Canada

<https://www.cbc.ca/news/canada/nova-scotia/lobster-landings-data-released-by-dfo-show-complex-picture-1.5935393>

If the lobster fishery of Long Island Sound, where the water temperature has risen significantly over the last 20 years, were taken as an example of what might happen in the Gulf of Maine the longer term outlook is not encouraging.

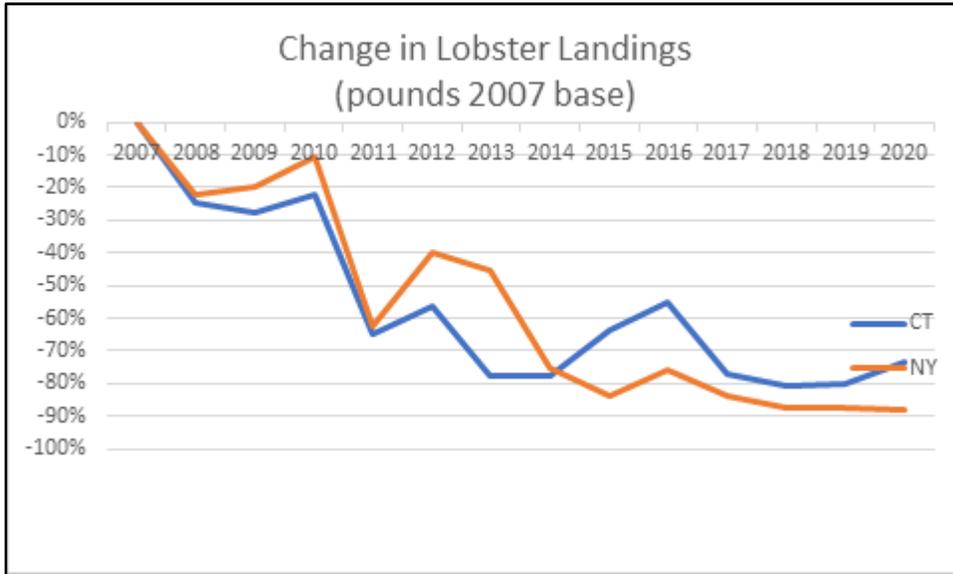


Figure 5.4: Change in Lobster Landings in Long Island Sound Fisheries

As of 2019, there are 766 moorings spread between various mooring fields. The harbors have reached maximum capacity for moorings, except for the Upper Pemaquid River and Pemaquid Beach, where space exists for a yet to be determined number of additional moorings. However, as shown in Table 5.1, any moorings associated with Pemaquid Beach are accessible only by private property. Commercial moorings comprise 16% of the available moorings.

Table 5.1: Moorings in Bristol in 2018-2019

Harbor	Total	Commercial	Residential	% Commercial	% Residential
Muscongus	44	5	39	11%	89%
Round Pond	243	52	191	21%	79%
Moxie Cove	10	0	10	0%	100%
Brown's Cove	15	0	15	0%	100%
Lower Moxie Cove	1	0	1	0%	100%
Long Cove	9	0	9	0%	100%
New Harbor	62	25	37	40%	60%

Back Cove	20	11	9	55%	45%
Pemaquid Beach	42	0	42	0%	100%
Lower Pemaquid River	78	7	71	9%	91%
Upper Pemaquid River	175	20	155	11%	89%
Pemaquid Harbor	34	0	34	0%	100%
John's Bay/River	22	3	19	14%	86%
Damariscotta River	11	0	11	0%	100%
Total	766	123	643		
	100%	16%	84%		

Over the last two years, the number of mooring requests has risen dramatically. In addition, lengths of both commercial and recreational boats have increased. This has led to pressure on the finite resource of Bristol's mooring fields. Three part-time appointed Harbormasters oversee and regulate all mooring fields. An appointed Harbor Committee assists the Harbormasters with management and setting policy of the harbors. Compared to many coastal villages in the region, Bristol's annual mooring fee remains low.

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

Over the past ten years, fishing activities within Bristol have generally persisted, evolved, and diversified. State and federal regulations have affected these activities. Fishing is a way of life as well as an occupation and that is strongly reflected in the character of our town. Fishing remains a significant segment of the town economy despite a decreasing number of harvesters participating; see charts below. Aquaculture is not a significant part of our fishing economy at this time.

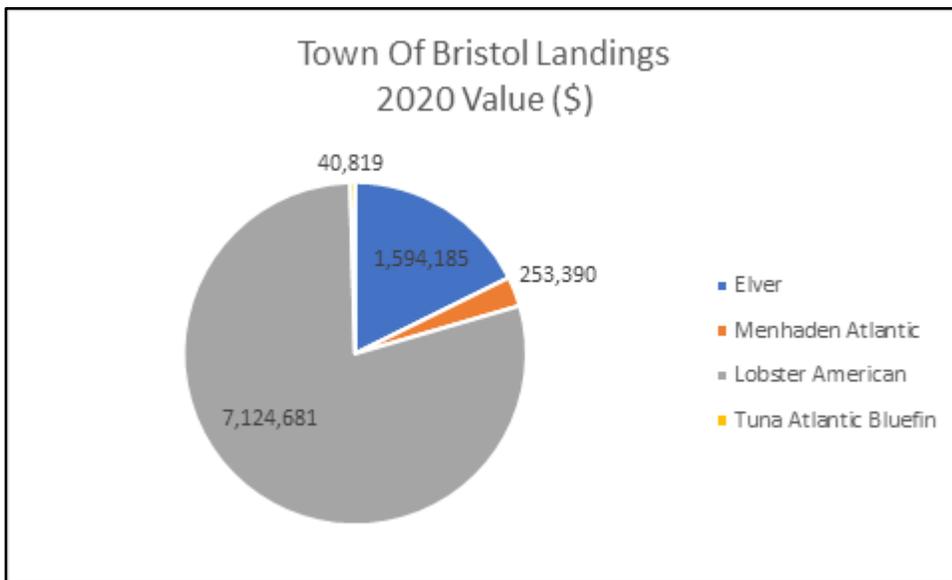


Figure 5.5: Value Commercial Fishery Landings in Bristol (2020)
 (Source: Department of Marine Resources https://mainedmr.shinyapps.io/Landings_Portal/)

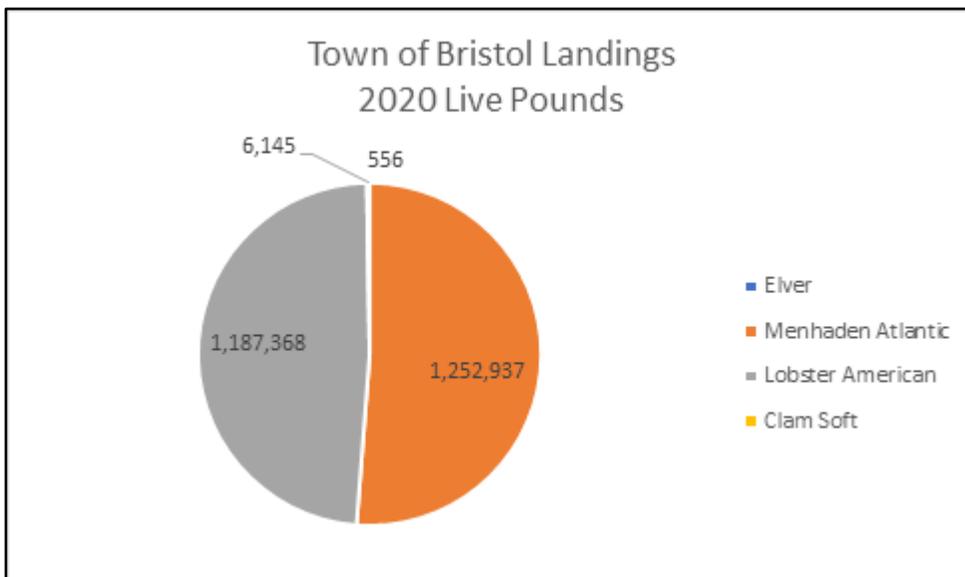


Figure 5.6: Live Pounds of Commercial Fishery Landings in Bristol (2020)
 (Source: Department of Marine Resources https://mainedmr.shinyapps.io/Landings_Portal/)

Are there local dredging needs? If so, how will they be addressed?

New Harbor was last dredged by the Army Corps of Engineers in 1966. Following this, a hydrographic survey done in 2003 noted a few shallow areas at the upper end of the 6-foot channel, but in general, the depth of the channel was deemed adequate.

In 2005, the Town undertook the dredging of Round Pond Harbor, and the Army Corps was engaged to provide an estimate for this project. This project did not come to pass; the following is from the Army Corps report at the time: “Natural depths, reduced by shoaling, are not adequate to provide access for commercial craft using the village landing and other commercial docks along the west shore of the harbor. Navigational problems include vessel grounding damages due to inadequate water depths in the anchorage and approaches to the harbor’s wharves, delays because of harbor congestion and due to vessel operators adhering to favorable winds and tides, and vessel damages resulting from the tight mooring configurations. Lack of a defined channel and adequate anchorage of sufficient depth results in groundings, delays and damages, lost lobstering time and other inefficiencies for the commercial fleet.”

Management and Protection

How does local zoning treat land around working harbors?

Most of our town’s coast is utilized by residential districts developed over the years. Initially, residential expansion started in the villages that had a traditional commercial fishing base - Round Pond, New Harbor, and the Pemaquid Beach area - and then later in areas of Pemaquid Harbor, Pemaquid Point, and Chamberlain. Currently, this activity continues at locations along Pemaquid Trail, Pumpkin Cove Road, and well as along our riverfront. Fishing industries remain centered in New Harbor, Round Pond, and Pemaquid.

In 2021, 10 properties are registered under the State’s Working Waterfront program, encompassing 4.54 acres; 3 of these properties are commercial.

<https://www.bristolmaine.org/tax-collection-and-assessing/pages/real-estate-exemption-land-classification-applications>

Eliminating Pollution

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

A combination of grants and monies from the Shellfish Committee has funded the ‘Lower Pemaquid Watershed Plan’ since 2018. The purpose of the project has been to compile and analyze existing data, collect additional sampling data, and identify pollutant sources in the watershed. The project also developed a table of proposed actions to eliminate pollution to Pemaquid Harbor to improve water quality, aquatic habitat, and specifically to increase shellfish yield for the shellfish harvesting community. The eventual project goal is to create a watershed plan (to be funded in the future) that will build upon the available data and local support to provide stakeholders with a roadmap to eliminate fecal bacteria contamination and ultimately remove the conditional closures in the estuary.

The Shellfish Conservation Committee of the Town continues the work of monitoring pollution in the Bristol waters. In the past year, the Town has contracted to test the water in 7 locations in the small tributaries which run into the lower Pemaquid River and Johns Bay. The results of testing did reveal sources of contamination, some of which have been addressed. The Town has taken steps in recent years to ameliorate point source water pollution problems. The waste system at the Bristol Consolidated

School was replaced in its entirety recently. In addition, the Town has worked with local farmers abutting the lower Pemaquid River to ameliorate agricultural run-off.

Commercial Fishing

Has the closing of clam or worm flats threatened the shellfishing industry, and are sources of contamination known?

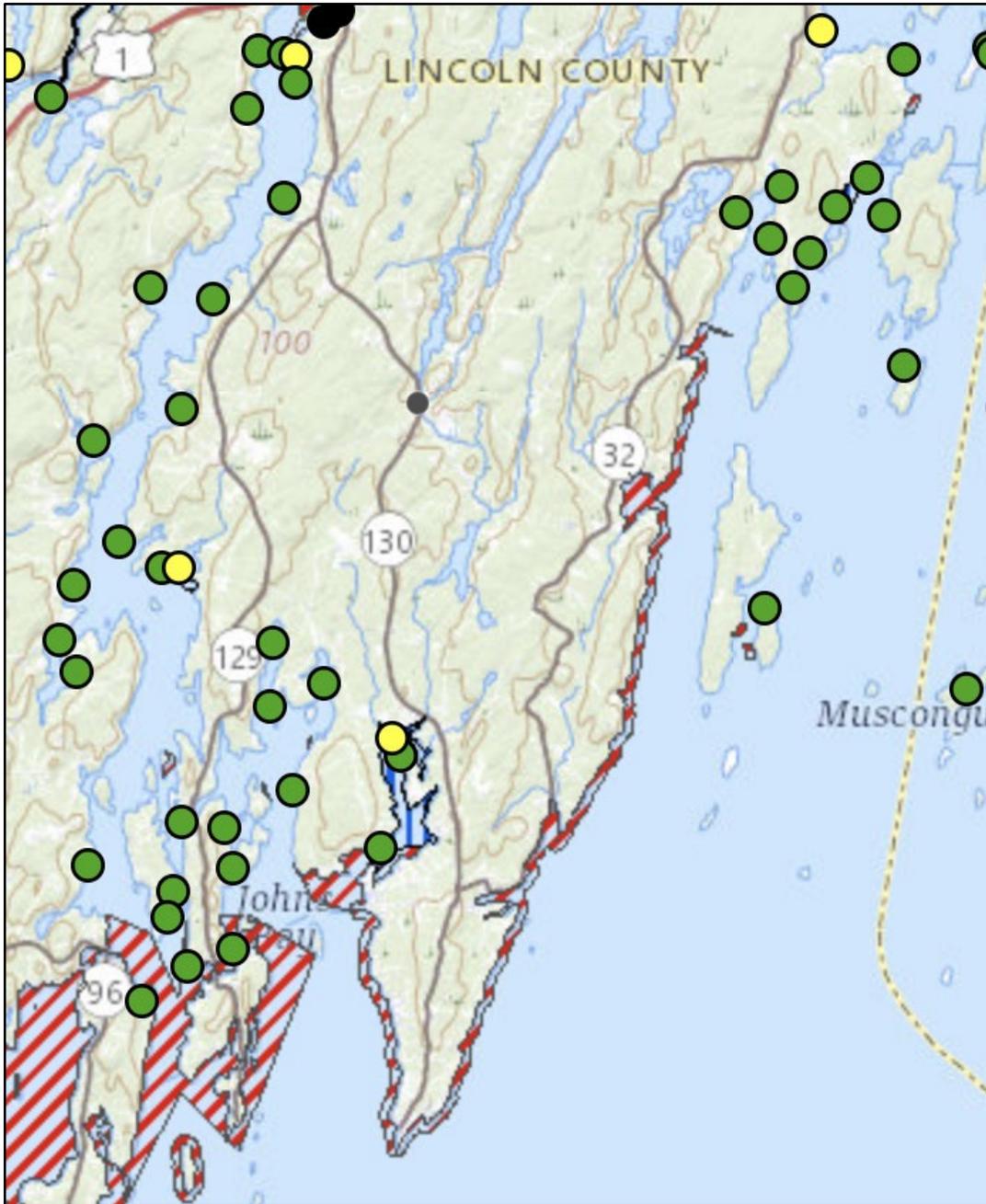


Figure 5.7: Shellfish Closures in Bristol

Source:

<https://maine.maps.arcgis.com/apps/webappviewer/index.html?id=3b3450693fe54bf497004b153e536de>

8

According to the most recent commercial landings data from the Maine Department of Marine Resources, the Town of Bristol reported a 2021 softshell clam yield of 18,967 live pounds with an associated value of \$63,049 (<https://www.maine.gov/dmr/sites/maine.gov/dmr/files/inline-files/SoftClamByPort.pdf>) The frequent closures due to nonpoint source (NPS) pollution (primarily fecal bacteria) have and continue to threaten this harvest.

Water quality can be degraded by many factors resulting from natural occurrences (e.g. road run-off) and human activity. Pollution can be classified by its origin. Point source pollution originates from a single point such as overboard discharge or an outflow pipe carrying untreated wastes from a residence, business or factory. There are over 1000 acres of previously open shellfish flats that are now closed due to overboard discharge per DEP Bureau of Land and Water Quality (see Figure 5.7). The Town has taken steps in recent years to remediate point source water pollution problems. The waste system at the Bristol Consolidated School was replaced in its entirety recently. In addition, DNA sampling for pathogens was conducted near local farms abutting the lower Pemaquid River but no further steps have been taken to remediate this, or other forms, of agricultural run-off.

The Maine DEP Bureau of Land and Water Quality currently lists 38 licensed discharges in the Town. Locations are shown on Figure 5.8. These consist primarily of residential septic systems in need of replacement. Correction of these pollution sources continues to be a priority for the Town, and efforts to correct additional point sources of pollution are ongoing. Assistance from the Maine DEP is critical to this process. While the Maine Department of Marine Resources measures the level of bacteria at various sites, the Town continues to work with an environmental assessing company as well as the Code Enforcement Officer to identify and manage non-point sources of pollution.

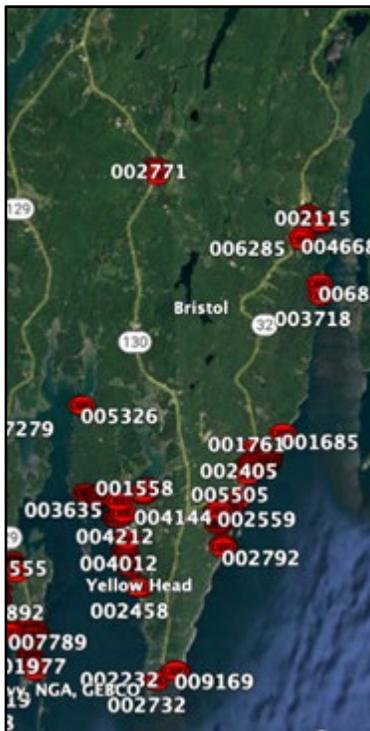


Figure 5.8: Licensed Discharges in Bristol

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

The fishery is managed by the Department of Marine Resources, which determines the quantity and type of local species that can be taken. Specifically, the state limits elver licenses and locations and volume of landings. The state limits the number of lobster pot tags by fishing zone. There are rules about the size and gender of lobster that can be harvested. Federal government has rules for whales that impact lobster equipment and tackle. Currently, the shrimp fishery is closed.

The Shellfish Conservation Committee works in collaboration with the Department of Marine Resources (DMR) to establish the number of shellfish licenses issued annually. The status of the shellfish resource is reviewed annually relying on shellfish flat survey data as well as information from harvesters and dealers. These data provide the basis for conservation measures (e.g., shellfish bed openings and closures) which are adopted following approval of the DMR. The Shellfish Conservation Committee recommends to the Select Board the annual expenditure of funds to implement the conservation measures determined to be necessary to sustain the health of the fishery.

In the year 2023, there were 122 shellfish harvesting licenses awarded: 12 commercial licenses and 110 recreational licenses. According to the most recent data available from the DMR, in 2021, 18,967 lbs of softshell clams were harvested.

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

Access in Round Pond Harbor is affected by the lack of a defined channel and adequate anchorage of sufficient depth. There is opportunity for improvement of this harbor with future dredging. With significant interest in the Bristol area, many more applications for moorings have been entertained. In 2008 combined commercial and recreational mooring in the Round Pond Harbor were 203; as of 2019 this has increased to 243. At this time, there are no available moorings in Round Pond. Mooring capacity for New Harbor is also full, leaving few potential moorings in Back Cove, Browns Cove, Long Cove, Pemaquid Beach, Pemaquid Harbor, Johns Bay, and Damariscotta River for which there is no public access). The Pemaquid Peninsula does not offer refueling or pump-out services and there are no plans to provide these facilities.

Over the last two years, the number of mooring requests has risen dramatically. In addition, lengths of both commercial and recreational boats have increased. This has led to pressure on the finite resource of Bristol's mooring fields. Three part-time appointed Harbormasters oversee and regulate all mooring fields. An appointed Harbor Committee assists the Harbormasters with management and setting policy of the harbors. Compared to many coastal villages, Bristol's annual mooring fee remains low.

Pedestrians have access to the water via many rights of way throughout the town, although many of these are not clearly delineated for access by residents. There is extended access for the public at the Lighthouse Park, Pemaquid Beach Park, and Rachel Carson Salt Pond as well as the State Park at Colonial Pemaquid. In the summer of 2020 despite the pandemic the Beach Park had over 30,000 visitors and the Lighthouse Park welcomed near 50,000 visitors.

Canoe and kayak access is possible from Moxie Cove, Round Pond Landing, Hanna Landing, New Harbor Landing, Colonial Pemaquid, and the Pemaquid Falls Landing.

Conditions and Trends

Marine Resources Data

The community's Comprehensive Planning Maritime Resources Data Set.

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

Table 5.2: Marine Licenses held in Bristol by Type

Marine Resource Licenses held in Bristol by type (2019)/2022		
Type	Residents	Non-Residents
Commercial fishing/crew	8	
Commercial fishing/single	4	
Commercial shellfish	10	2
Recreational shellfish	100	10
Lobster/crab non-comm	8	
Lobster/crab apprentice	9	
Lobster/crab class 1	13	
Lobster/crab class 2	14	
Lobster/crab class 3	5	
Lobster/crab over age 70	1	
Lobster/crab student	1	
Marine worm digging	2	

Scallop diver	1	
Seaweed	2	
Elver 1 fyke net	2	

The following species are traditionally harvested locally, although some are under quota regulation and may not be harvested in any given year. Additional species are found beyond what is shown below:

- Bloodworms
- Clam Northern Quahog / Hard
- Clam Razor Atlantic
- Clam Soft
- Cod Atlantic
- Crab Jonah
- Elver
- Lobster American
- Menhaden Atlantic
- Oyster Eastern / American
- Periwinkle Common
- Sandworms
- Scallop Sea
- Shrimp Northern
- Tuna Atlantic Bluefin

Anecdotally, local fishermen report that Mackerel, Striped Bass, Pollock, Alewife and Pogies are in the Pemaquid River. There is no official data to verify this, however.

The number of boats registered to Bristol residents is 475 in 2021.

Regulations

A map and or description of water-dependent uses.

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

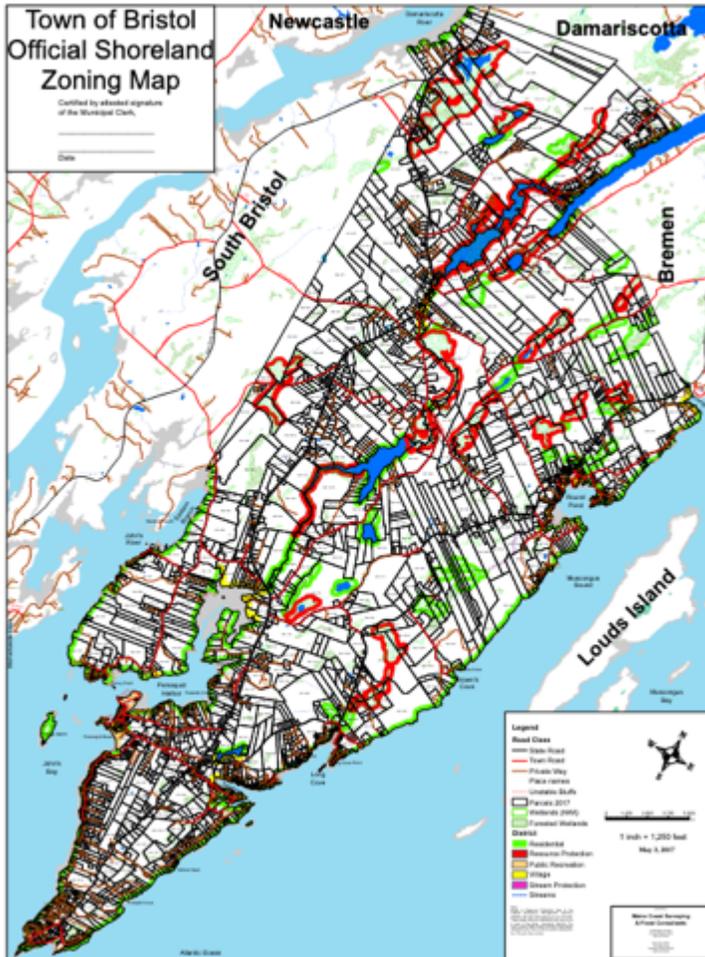
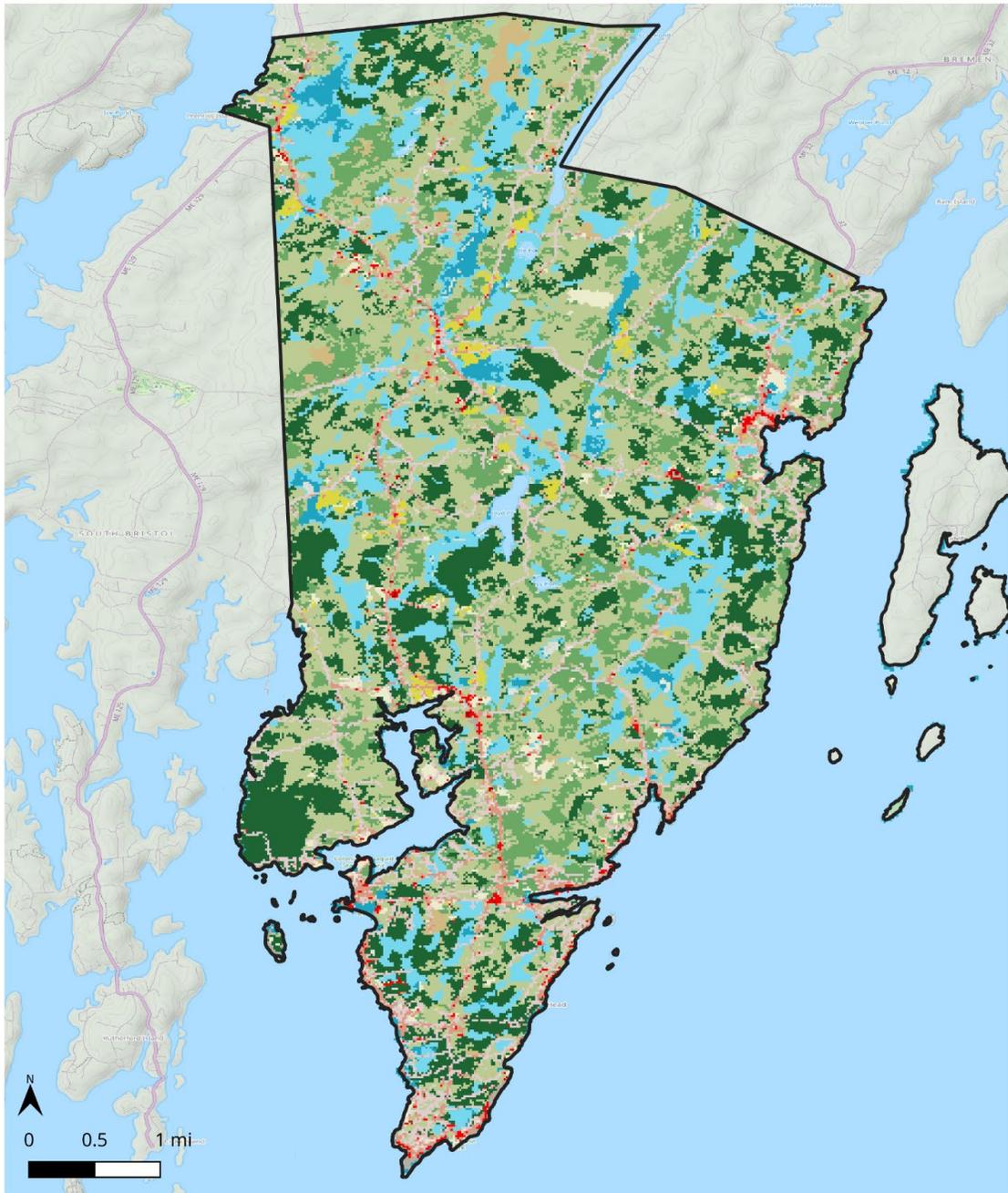


Figure 5.9: Shoreland Zoning Map

See the map titled Land Cover for the locations of developed, forested, cultivated, and open areas along and near the coast. See Figure 5.9 for the existing zoning along and near the coast including waterfront zones. Most development along the coast is residential, not water dependent. Commercial uses and water-dependent commercial uses are primarily located within the 3 main harbor areas, New Harbor, Round Pond Harbor, and Upper Pemaquid River. Many commercial fishermen have their own private landings. Water dependent uses are found at and near landings, piers and wharves, which are within these areas. Many commercial fishermen operate from private docks within primarily residential areas



Town of Bristol Land Cover

 Barren Land (Rock/Sand/Clay)	 Developed, Open Space	 Grassland/Herbaceous
 Deciduous Forest	 Developed, Low Intensity	 Pasture/Hay
 Evergreen Forest	 Developed, Medium Intensity	 Woody Wetlands
 Mixed Forest	 Developed, High Intensity	 Emergent Herbaceous Wetlands
 Shrub/Scrub		

Data Source: National Land Cover Database (NLCD) 2019 Products (ver. 2.0, June 2021): U.S. Geological Survey data release.

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

Floodplain Management: Bristol participates in the National Flood Insurance Program, and the town has adopted Floodplain Management Ordinance provisions. See the maps titled Flood Plain Map for the location and types of flood zones. Ordinance provisions limit development in flood prone areas and require that the development that is allowed in these areas is suitably designed to withstand flooding. The Town updated its Floodplain Management Ordinance and associated FEMA floodplain maps in 2021.

Shoreland/Waterfront Zoning: Bristol has adopted Shoreland Zoning provisions which are intended to provide protection to shorefront areas that are within a 250-foot area from the normal high water line of all tidal waters, identified freshwater wetlands that are 10 acres or more, the upland edge of freshwater wetlands, salt marshes, salt meadows, wetlands associated with great ponds, rivers, and specified flood hazard areas.

An area of 75 feet from the normal high-water line is set for other water bodies including tributary streams. These shoreland zones include: Resource Protection, Stream Protection, Stream Development, Village, Public Recreation, and Residential Housing. Land use standards are defined for each zone. The Town notes that the State Department of Environmental Protection has reviewed and approved all Town Ordinance provisions. See the ordinance provisions for more information on these standards and permitted uses.

Harbor or Bay Management Plans

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

Bristol has adopted harbor management ordinance provisions to regulate marine activities within Bristol waters (harbor and bay). A Select Board-appointed Harbor Committee provides recommendations to the Select Board. This Committee in conjunction with the Select Board also acts as a board of appeals. The Select Board appoints a Harbormaster for each of the 3 jurisdictions who oversee the Town's moorings, floats, docks, ramps, breakwater, channels, and adjacent municipal property and ensure that the public works maintenance division provides for their proper maintenance.

The Harbor Committee is planning to digitize the mooring data after a mooring survey is completed by an outside contractor. This survey will assist the Town in determining active from inactive moorings and where further development is possible.

The location of facilities with a brief description of any regional or local plans to improve facilities.

The Town does not offer re-fueling or pump-out support at any of the main harbors. New Harbor is a mixed-use harbor with a year-round commercial fishing/lobstering fleet and a seasonal recreational fleet. In New Harbor, the Town maintains a landing on Southside Road that serves as a boat launch. There are multiple private wharves, some of which are commercial and some of which are residential. The New Harbor Co-op also maintains a wharf in New Harbor.

Round Pond Harbor is a mixed use harbor, similar to New Harbor. The harbor's infrastructure is not town-owned, but is owned by the Round Pond Improvement Society. Fishermen and recreational boaters have access to the ramp and dock at the site. In the vicinity of Round Pond is another town-owned water access point known as Thompson Landing. Rights of way are also found at Brown's Cove Landing, and at Moxie Cove Landing, which is town-owned. Moxie Cove Landing includes a small boat ramp and

picnic tables. Brown's Cove Landing and Thompson Landing are small pieces of land with little to no parking.

The Lower Pemaquid River encompasses the state-owned Fort William Henry State Park, with a boat ramp, pier and catwalk down to floats with 20 permanent and 5 rotating skiff spaces. The small beach is suitable for launching kayaks. Other facilities include a dock side restaurant, a seasonal kayak rental business, public toilets, and small museum, all seasonal.

In the Upper Pemaquid River, the Hanna Landing facilities include a town-owned dock, catwalk and float, parking, picnic tables and toilet facilities in season. At the head of the tide zone in the Upper Pemaquid River is the Pemaquid Falls Town Landing which is used for kayak or canoe launching.

Muscongus Harbor, which is geographically split between Bristol and Bremen, is privately owned without public access.

Public Access

A description or map showing public access points to the shore. Include a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.

Public Parking

Parking is limited at all locations except Pemaquid Lighthouse Park, Colonial Pemaquid State Historic Site and Pemaquid Beach Park.

Pemaquid Beach Park - Pemaquid Beach, considered a barrier beach, has been owned by the Town since 1958. It is a quarter mile white sand beach with an adjacent salt marsh. Beach facilities include an ADA compliant pavilion completed in 2020, with shower/toilet facilities; snack bar, picnic benches, equipment rental, and the Beachcomber's Rest Discovery Center. This very popular spot has adequate parking, as well as a ball field and bandstand area.

LaVerna Preserve provides the hiker with a varied system of trails accessing a rocky coast with views of the New Harbor Dry Ledges and Muscongus Bay with its many islands. This preserve is maintained by the Coastal Rivers Conservation Trust. This preserve's popularity is outstripping its parking facility.

The Rachel Carson Salt Pond Preserve is protected by the Nature Conservancy; there is minimal roadside parking along State Route 32 which provides access to the preserve.

Pemaquid Point Lighthouse is owned by the Coast Guard. The Town owns the land and museum adjacent. There is adequate parking, and toilet facilities are available seasonally for the many visitors to the park. The Town also owns the waterfront land adjacent to West Strand Rd, near to Pemaquid Lighthouse, which abuts the John's Bay. There is a small, unpaved parking area for visitors.

The Town of Bristol Recreational Trail is located adjacent to the Bristol Consolidated School and provides popular walking trails with scenic views of Schoolhouse Cove in the Upper Pemaquid River.

The Bass Rock Preserve in Round Pond, an 11-acre preserve with 1,350 feet of deep water frontage on Muscongus Bay.

Public Access

Is there adequate access, including parking, for commercial fishermen and members of the public? Are there opportunities for improved access?

The town has significant public facilities and access areas.

The primary public boat access locations are:

- Colonial Pemaquid State Historic Site - Boat Ramp, Dock, Dinghy Dock
- Round Pond - Boat Ramp and 2 Dinghy Docks
- Hanna Landing - Dock and Dinghy Dock

The primary public swimming access locations are:

- Pemaquid Beach Park
- Little Beach Cove

The primary public park and scenic access locations are:

- Pemaquid Lighthouse Park
- Colonial Pemaquid State Historic Site
- Rachel Carson Salt Pond Preserve

Looking to the future, it is anticipated that any initiatives to acquire shoreland property through land trusts or other preservation agreements will include rights of way for expanded public access. In terms of existing land use, the opportunity also exists to re-examine historical rights of way, including those which may have lapsed, as candidates for negotiation to allow recreational and limited commercial public access.

Scenic Resources

A list of scenic resources along the shoreline, including current ownership (public or private) and any protections.

Refer to list of Scenic Resources in the Natural Resources section.

Are important points of visual access identified and protected?

Pemaquid Falls Town Landing, Pemaquid Beach, Little Beach Cove, Colonial Pemaquid, Moxie Cove, New Harbor, Hanna Landing, Ellingwood Park, Brown's Cove, Long Cove, Muscongus Harbor, Round Pond, Rachel Carson Salt Pond Preserve have protected visual and physical access to coastal waters. An

inventory of additional visual access points is recommended in this plan. Beyond publicly owned land, and land in conservation, such as that owned by the Coastal Rivers Conservation Trust along the Pemaquid River, other scenic views are not protected.

Goals, Policies, and Strategies

5. Marine Resources

- **Protect, maintain and, where warranted, improve marine habitat and water quality.**
- **Foster water-dependent land uses and balance them with other complementary land uses.**
- **Maintain and, where warranted, improve harbor management and facilities.**
- **Protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation, and tourism.**
- **5.1 Promote and protect water-dependent activities.**

Strategy	Who is Responsible?	Timeline
5.1.1 Encourage people to take advantage of State and Federal programs that preserve the working waterfront through grants and other funding sources.	Fish Committee Harbor Committee Shellfish Committee	Ongoing
5.1.2 Identify future public access needs for commercial fishermen and related maritime activities and identify regulatory and non-regulatory approaches to meet those needs.	Fish Committee Harbor	Ongoing

	Committee	
	Shellfish Committee	

- **5.2 Ensure adequate future public access to shoreline areas.**

Strategy	Who is Responsible?	Timeline
5.2.1 Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Harbor Committee Parks Commission	Early Term
5.2.2 Continue to make appropriate improvements to public landings as needed	Harbor Committee	Ongoing

- **5.3 Support implementation of local and regional harbor-management plans.**

Strategy	Who is Responsible?	Timeline
5.3.1 Maintain mooring plans for our mooring field areas to increase the efficiency of mooring areas and to comply with Federal, State, local mooring regulations.	Harbor Committee	Early Term
5.3.2 Develop an improvement plan for Town landings to help continue to maintain functionality and safe conditions, increase float and dinghy space, and improve parking.	Harbor Committee	Mid Term

5.3.3 Annually review mooring fees and adjust as operational expenses and capital improvement needs change.	Harbor Committee	Annual and ongoing
5.3.4 Evaluate the logistics of hiring and funding a full time harbormaster.	Select Board	Early Term
5.3.5 Investigate the feasibility of dredging Town harbors.	Harbor Committee	Early Term

- **5.4 Maintain, and where necessary, restore the quality of coastal waters, marine fisheries, and wildlife.**

Strategy	Who is Responsible?	Timeline
5.4.1 Monitor the future development of any proposed aquaculture operations.	Fish Committee Shellfish Committee	Ongoing
5.4.2 Continue to work with the Department of Marine Resources and Department of Environmental Protection regarding impacts on water quality resulting from existing and potential pollution sources.	Shellfish Committee	Ongoing
5.4.3 Continue to collaborate with Coastal Rivers to monitor water quality in the Pemaquid River, coastal waters, and harbors of Bristol to protect marine life, recreation, and commerce.	Parks Director Shellfish Committee	Ongoing

- **5.5 Develop the public's understanding of coastal management and resource utilization.**

Strategy	Who is Responsible?	Timeline
5.5.1 Seek ways to encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Harbor Committee	Ongoing

- **5.6 Protect and promote marine-based industries.**

Strategy	Who is Responsible?	Timeline
5.6.1 Continue to maintain an accessible inventory of working waterfront property in the Town.	Harbor Committee Select Board Town Administrator	Ongoing
5.6.2 Continue to encourage marine based industries through the use of the Working Waterfront Program.	Harbor Committee	Ongoing

Population and Demographics

Highlights

- Since the 1970s, Bristol's population has been slowly increasing.
- Median age in Bristol is 59.8, older than the state of Maine median age which is 44.8.
- Based on the State of Maine's Economist data the population of Bristol is projected to slowly increase. The average household size is decreasing, to an average of 2.09.
- By 2040, Bristol is estimated to have a total population of 2,932. The current population is ~2,834, so this is an increase of ~100 people. (50 new households)
- Based on the Historical Growth Rate, by 2040, the population is expected to be 3,306, which is an increase of 472 people. (Total of 231 households).

Introduction

The purpose of the demographic profile section is to identify significant facts and information about Bristol's residents and to track changes in these areas over time. Demographic data about the Town informs the community on how to address a variety of municipal concerns including education, jobs, recreation, financial and property tax issues, housing, and transportation. Data about the Town's residents such as age, income levels, education, housing costs, and ownership, provide critical facts which can guide the Bristol community as it plans for current and anticipated needs.

Analyses

Population Projections

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

The State of Maine's Department of Administrative and Financial Services State Economist prepares population projections for the State of Maine and its counties and towns for 5-year intervals to 2038, based on 2018 U.S. Census Bureau population estimates. The projections show that Bristol will increase gradually until 2038. A 5.8% increase in population from 2018 to 2038 is projected for Bristol, in 2038, Bristol is estimated to have a total population of 2,932.

(Source: https://www.maine.gov/dafs/economist/sites/maine.gov.dafs.economist/files/inline-files/MaineCityTownPopulationProjections2038_0.pdf)

Anecdotally we are aware that during the Covid-19 outbreak in 2020 many non-resident property owners arrived in town early and stayed late in the season. However, in the 2021 season some reverted to their normal patterns. This said the long-term impact of the Covid-19 pandemic on population is unknown.

Table 6.1: Population Projections (State of Maine Economist)

Town	County	Population observed			Population projected			
		2008	2013	2018	2023	2028	2033	2038
Bristol	Lincoln	2,772	2,734	2,771	2,840	2,892	2,922	2,932

Table 6.2: Percent Change in Population (State of Maine Economist)

Percent change from previous period for Town of Bristol						Total percent change
2008-2013	2013-2018	2018-2023	2023-2028	2028-2033	2033-2038	2018-2038
-1.4%	1.4%	2.5%	1.8%	1.0%	0.3%	5.8%

Population by Race

Bristol, like Lincoln County and Maine in general, is predominantly white in racial makeup, but has grown slightly more diverse over the past decade.

Table 6.3: Bristol Population by Race

	Bristol 2020	Percent of Population of Bristol	Lincoln County	Percent of Population of Lincoln County	Maine	Percent of Population of Maine
Total Population i	2,834		35,237		1,362,359	

White alone	2,692	95.0%	33,215	94.3%	1,237,041	90.8%
Black or African American alone	14	0.5%	165	0.5%	25,752	1.9%
American Indian and Alaska Native alone	5	0.2%	105	0.3%	7,885	0.6%
Asian alone	14	0.5%	234	0.7%	16,798	1.2%
Native Hawaiian and Other Pacific Islander alone	2	0.1%	9	0.0%	443	0.0%
Some Other Race alone	10	0.4%	141.	0.4%	9,730.	0.7%
Population of two or more races:	97.	3.4%	1,368.	3.9%	64,710.	4.7%

Table 6.3: Population Trends in Bristol (Source 2000, 2010, 2020 Decennial Census and * American Community Survey)

	2000	2010	2020
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Population of Bristol	2,644	2,755	2,834

Table 6.4: Trends in Household Size in Bristol (Source 2000, 2010, 2020 Decennial Census and * American Community Survey)

Household Size		2000	2010	2020
	Bristol	2.18	2.09	*2.05
	Lincoln County	2.35	2.24	*2.16
	Maine	2.39	2.32	*2.29

Table 6.5: Trends in Race in Bristol (Source 2000, 2010, 2020 Decennial Census and * American Community Survey)

Race (Percent of Population)		2010	2020
	White alone	98.4%	95.0%
	Black or African American alone	0.1%	0.5%
	American Indian and Alaska Native alone	0.2%	0.2%
	Asian alone	0.4%	0.5%
	Native Hawaiian and Other Pacific Islander alone	0.0%	0.1%
	Some Other Race alone	0.0%	0.4%
	Population of two or more races:	0.9%	3.4%

Table 6.6: Trends in Age Distribution in Bristol (Source 2000, 2010, 2020 Decennial Census and * American Community Survey)

Age Distribution - Bristol		2000	2010	*2020
	< 10	241	190	201
	10 -19	300	272	188
	20 - 29	204	167	143
	30 - 39	305	236	211
	40 - 49	420	328	249
	50 -59	390	508	455
	60 - 69	346	516	737
	70 - 79	293	335	289
	80 +	145	204	287

Table 6.7: Trends in Age Distribution by Percentage in Bristol (Source 2000, 2010, 2020 Decennial Census and * American Community Survey)

Age Distribution by Percentage - Bristol		2000	2010	*2020
	< 10	9.1%	6.9%	7.1%
	10 -19	11.3%	9.9%	6.6%
	20 - 29	7.7%	6.1%	5.0%
	30 - 39	11.5%	8.6%	7.4%

	40 - 49	15.9%	11.9%	8.8%
	50 - 59	14.8%	18.4%	16.1%
	60 - 69	13.1%	18.7%	26.0%
	70 - 79	11.1%	12.2%	10.2%
	80 +	5.5%	7.4%	10.1%

Seasonal Population

Does your community have a significant seasonal population, is the nature of that population changing? What is the community's dependence on seasonal visitors?

Bristol has a significant seasonal population. In addition to non-resident property owners there are weekly renters and day trippers that come to the town to take advantage of our parks and beaches. One rental agent alone manages over 100 units. It is estimated that the population triples during the summer season. Please refer to the chapter on economics for more discussion. 2020 census data showed seasonal housing to be on average 47% for the town of Bristol an increase from 44% in 2010.

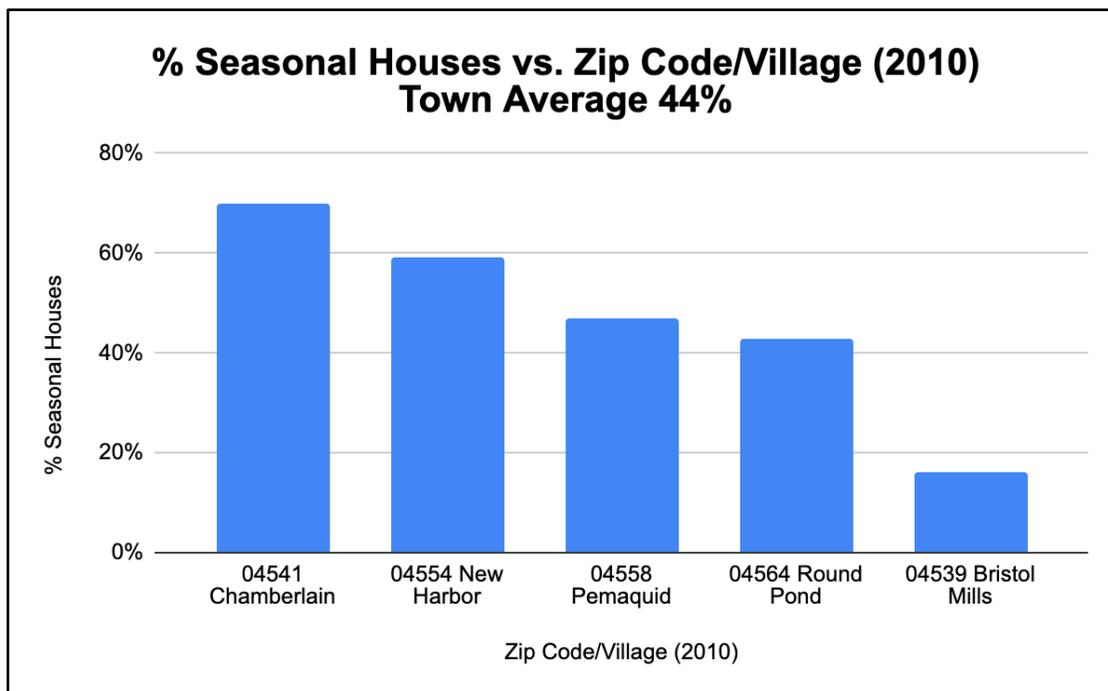


Figure 6.1: Percentage of Seasonal Houses by Zip Code (2010)

Conditions and Trends

Population and Demographic Data

The community's Comprehensive Planning Population and Demographic Data Set.

Population Trends

As of the 2020 census, the Town's population was 2834. (Source: https://www.maine.gov/dafs/economist/sites/maine.gov.dafs.economist/files/inline-files/Total%20Population_2020_3.xlsx)

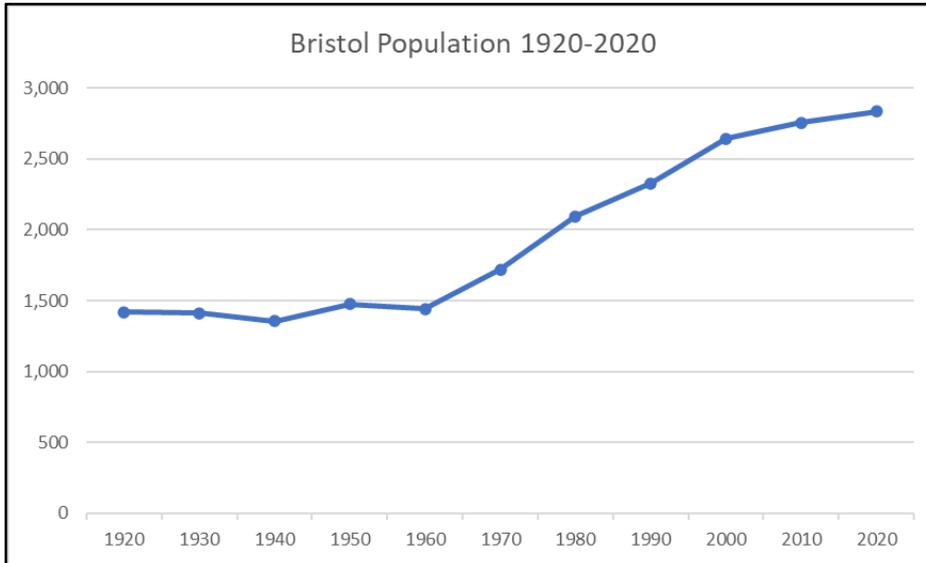


Figure 6.2: Bristol Population 1920-2020

Between 2000 and 2020, the population of Bristol increased 7.2% compared to Lincoln County's 4.8% increase and the State's 6.9% increase during the same period.

Table 6.8: Percentage of Change in Population 1920 - 2020

Percentage of Change			
Year	Bristol	Lincoln County	Maine
1920-1930	-0.4%	-3.6%	3.8%
1930-1940	-4.1%	5.8%	6.2%

1940-1950	8.9%	10.5%	8.0%
1950-1960	-2.4%	2.7%	6.1%
1960-1970	19.4%	11.0%	2.2%
1970-1980	21.7%	25.1%	13.4%
1980-1990	11.0%	18.2%	9.2%
1990-2000	13.7%	10.7%	3.8%
2000-2010	4.2%	2.5%	4.2%
2010-2020	2.9%	2.3%	2.6%

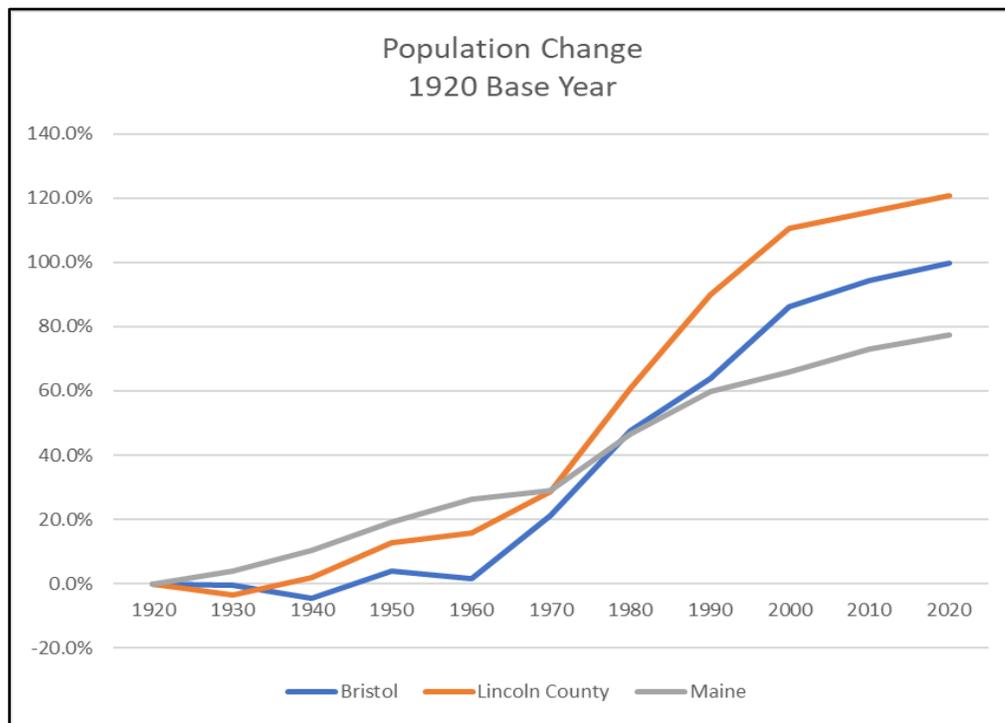


Figure 6.3: Bristol Population Change 1920-2020

The past 100 years saw Bristol’s population as relatively stable from 1920 to 1960 at which point it began to increase an average of 15% per decade before leveling off to 3-4 % per decade beginning in 2000. These changes more or less mimic what happened in Lincoln County, which grew at a slightly faster rate, while Maine grew at a more linear rate throughout the past century.

The Chart below exhibits the long-term trend comparison) of Bristol’s population to that of other Lincoln County Towns. The long-term change to the region follows similar trends.

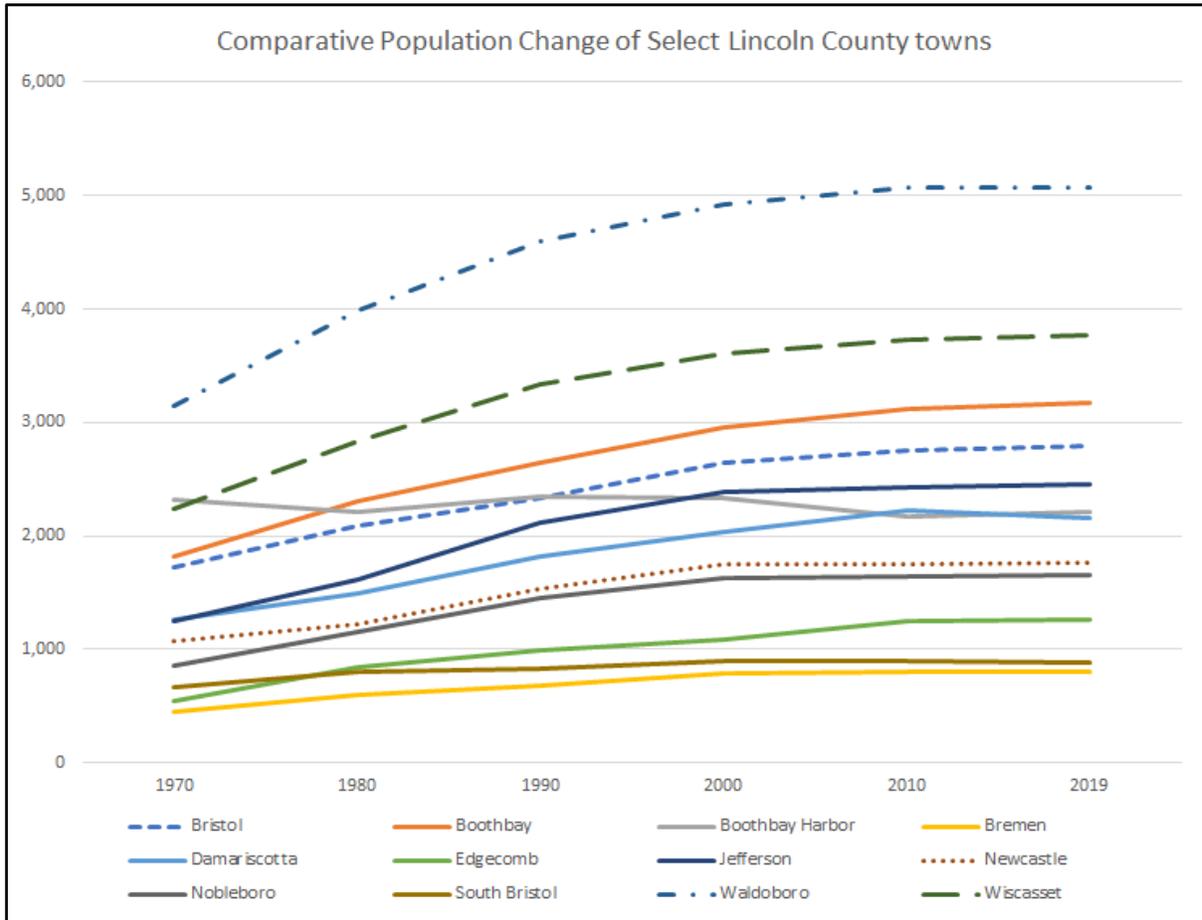


Figure 6.4: Comparative Population Change of Select Lincoln County Towns 1970-2019

Population by Age Group

Census data comparisons for the last 10 to 20 years shows that the population of Bristol is aging.

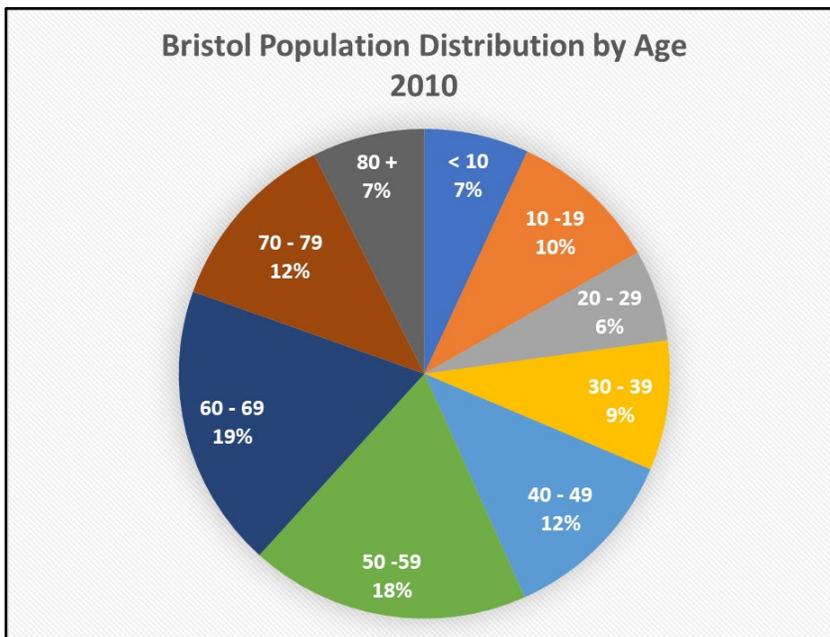


Figure 6.4: Bristol Population Distribution by Age (2010)

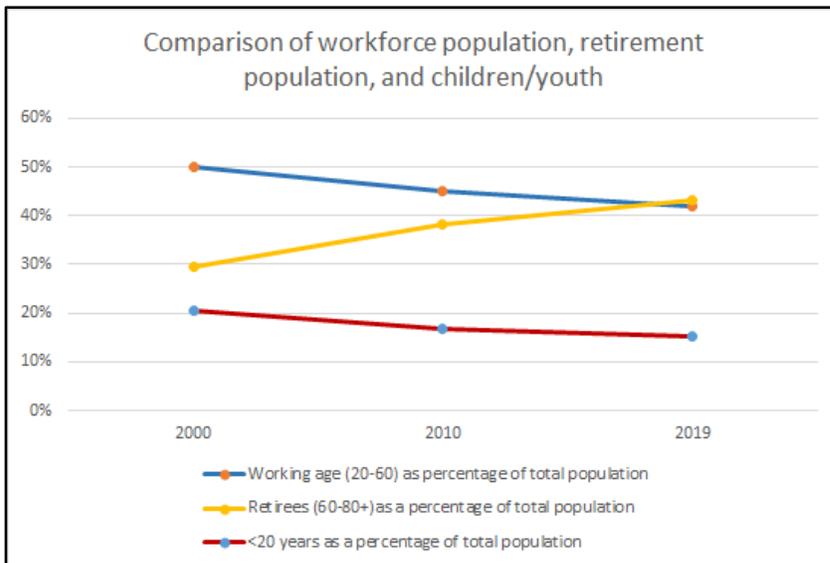


Figure 6.5: Comparison of Workforce Population, Retirement Population, and Children/Youth (2000-2019)

Between 2000 and 2020 the percentage of the population in the working age 20-60 decreased from 50% to 42% while the percentage of over 60 increased from 30% to 43%. One indirect impact of this trend is the pool of people available for the Bristol Volunteer Fire department will decrease. This would be a particular problem if those working are employed outside the town. South Bristol currently is experiencing this condition.

Bristol is fortunate that it has 5 zip codes and most government agencies report statistical data by zip code. As Figure 6.6 depicts, the Bristol population distribution is not uniform across the town; (Chart is based on 2018 projections).

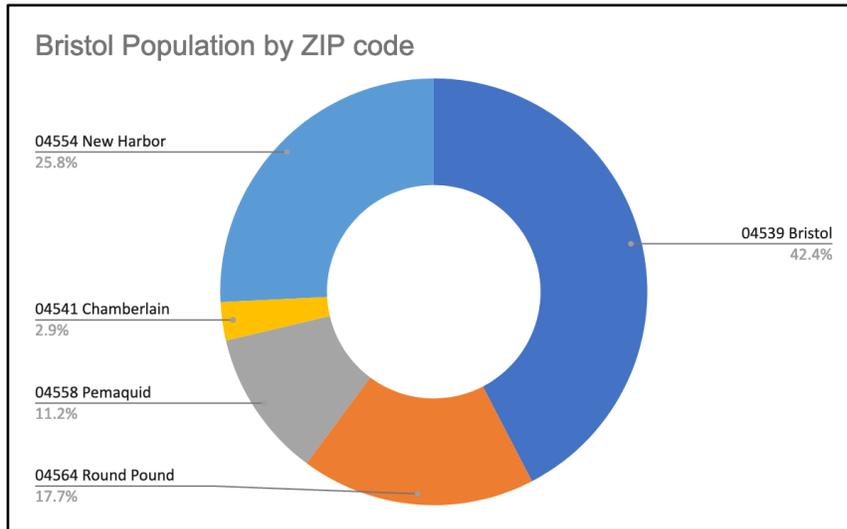


Figure 6.6: Bristol Population by Zip Code

Although the population density is 78 per square mile, Bristol has several villages which evolved from early post offices that concentrate population in small areas: Bristol Mills, New Harbor, Chamberlain, Round Pound, and Pemaquid. There is an additional growing population cluster in the north of the town near the Damariscotta line. Many of these centers have commercial establishments but they have disappeared in others.

The chart below compares the total town over 65 Head of household population of Bristol with that of the individual zip code area.

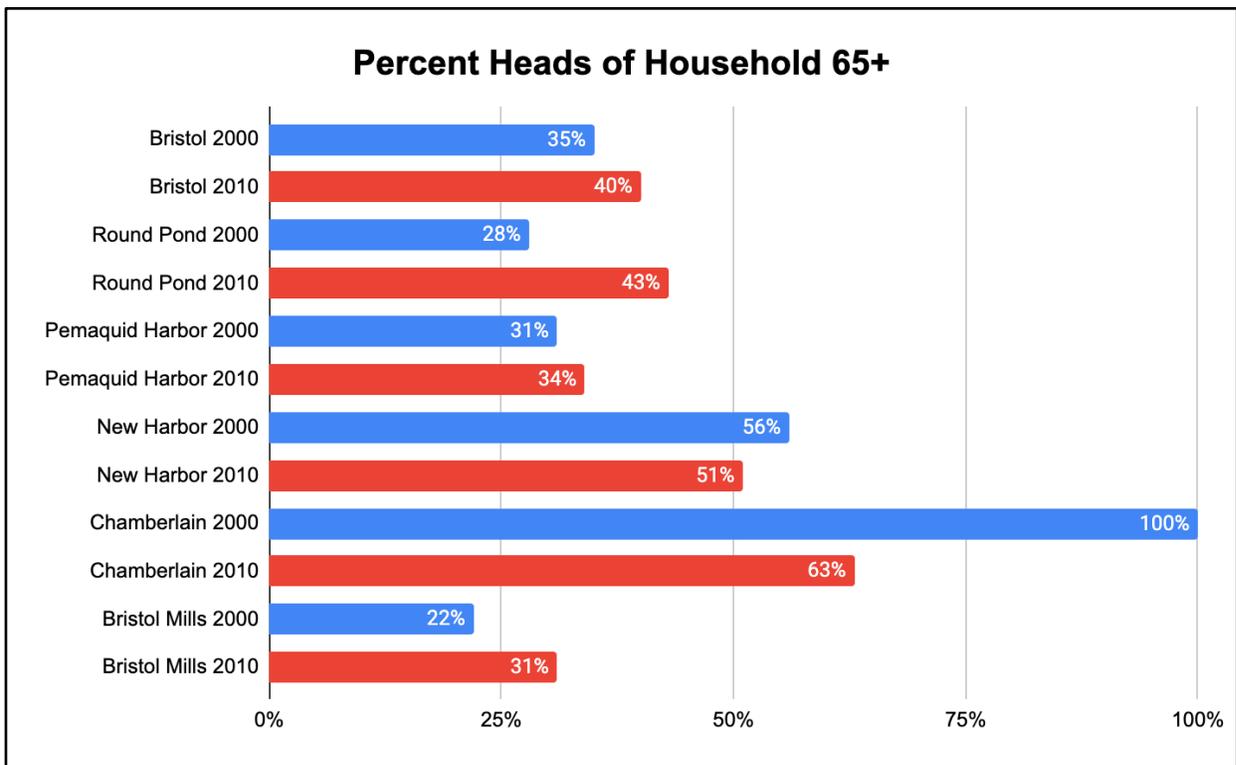


Figure 6.7: Percent Bristol Heads of Household 65+

New Harbor and Chamberlain are the only two villages that had decreases in the percentage of heads of households of retirement age. However, Chamberlain’s year-round population changed greatly according to the 2000 and 2010 census. According to the census, in 2000 the total households in Chamberlain was 8 while in 2010 it was 41. A considerable difference.

Household Composition

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

Household Trends

In 2010 there were a total of 1309 households in Bristol, which is a 9% change over 2000 when there were 1203 households. While the number of households is increasing, the overall household size is decreasing. The 2010 data available on household size indicates that the average household size in Bristol is 2.09 persons compared to 2.18 in 2000. Household size is also smaller than it is in Lincoln County (2.24 persons) and the State of Maine (2.32 persons).

Average Family Size is also decreasing. U.S. Census 2000 and 2010.

Anecdotally many of Bristol’s new residents are retired persons who are, in many cases, people converting from non-resident property owners to resident ones.

Based on census data the population change from 2000 and 2010 was 4% and preliminary 2020 data shows that this low growth trend persists so we do not expect a significant increase in the need for new

housing. Over these same periods, the trend is that the percentage of young people is decreasing. The data for the same years shows that the size of an average household is decreasing. Accordingly, we do not expect the school population to significantly change, although in any given year change may occur.

There is a concern for affordable housing for seasonal workers and average-income workers. Seasonal workers do not show up in the census data, but average-income workers are present and in need. In fact, the June 2023 Lincoln County Planners Housing Study suggest the Town should add 55 units of housing over the next ten years to address the projected needs. It is not easy for working families to buy housing in Bristol based on a single average income.

Clearly the percentage of elderly is steadily increasing suggesting the need for more services for seniors e.g., transport for groceries and medical attention, and senior focused recreational opportunities. In fact, by the year 2030, one in five people will be over 65 (AARP). As such, the Town may want to explore the possibility of joining the AARP Age Friendly States and Communities program. This program is hands-on and locally determined and directed; AARP engages with elected officials, partner organizations and local leaders to guide communities through the age-friendly network’s assessment, planning, implementation and evaluation processes. The goal is to make places more livable: neighborhoods walkable, feature transportation options, enable access to key services, provide opportunities to participate in community activities, and support housing that is affordable and adaptable.

Table 6.9: Number of Households in Bristol

Year	Households
2000	1203
2010	1309
*2020	1334

*(Source: 2000 and 2010 decennial census and *2020 ACS)*

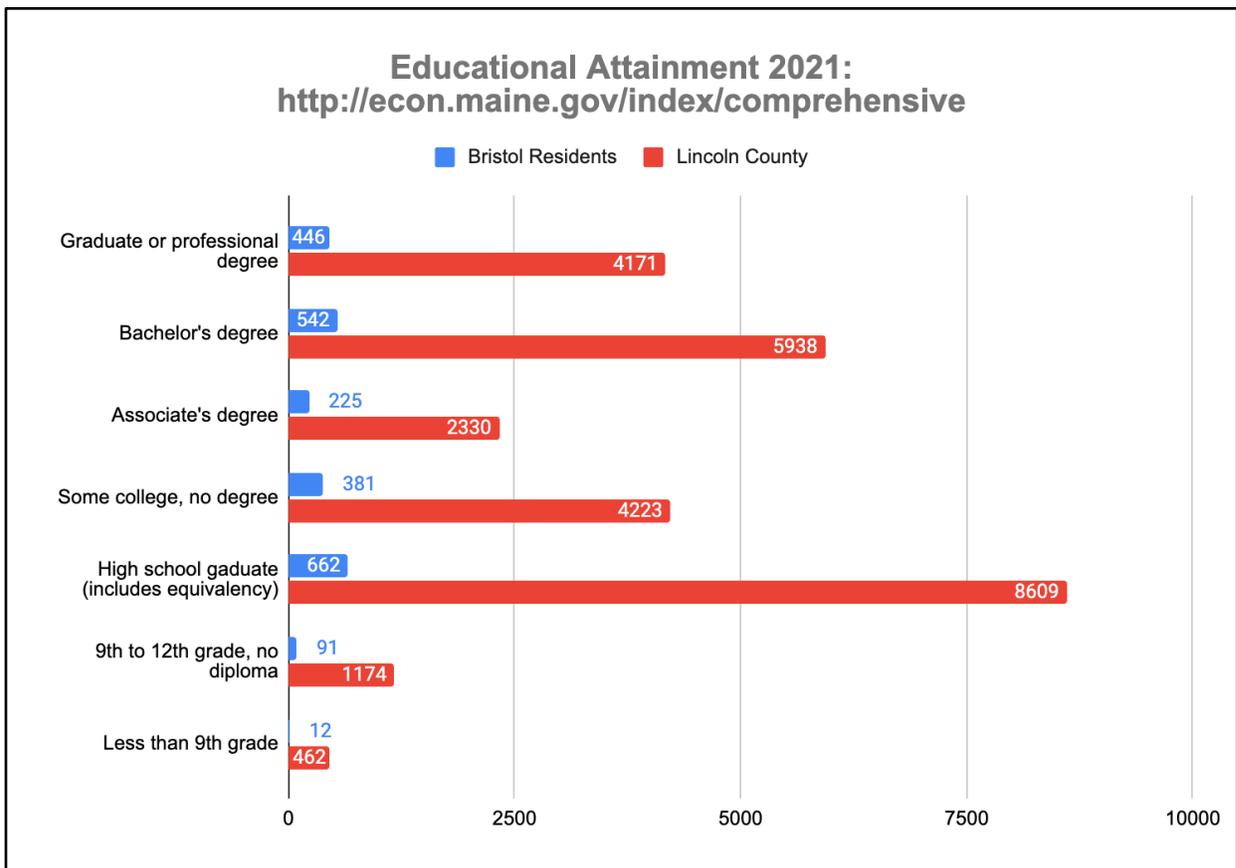


Figure 6.8: Educational Attainment of Bristol Residents (2021)

Goals, Policies, and Strategies

6. Population and Demographics

- 6.1 Encourage and support the ability of seniors on fixed incomes to age-in-place by innovative approaches and support to address fuel, housing and repair costs, as well as addressing issues such as transportation and social isolation.**

Strategy	Who is Responsible?	Timeline
6.1.1 Consider joining the AARP Network of Age-Friendly States and Communities.	Implementation Committee (to be developed)	Early Term

6.1.2 Develop a Senior Services Committee to coordinate resources and otherwise support the needs of senior community members	Select Board	April 2024 (contingent upon Plan approval)
6.1.3 Connect older residents to known community organizations/groups designed to support their needs.	Implementation Committee (to be developed) Senior Services Committee (to be developed)	Ongoing

- **6.2 Explore ways to enable young people and families to stay in the Town, or to relocate to the Town.**

Strategy	Who is Responsible?	Timeline
6.2.1 Continue to support the growing needs of Bristol's school-age population by prioritizing, and investing resources in, Bristol Consolidated School.	School Committee Select Board	Ongoing
6.2.2 Continue to collaborate with the School to develop and maintain partnerships with regional organizations designed to support family child care needs.	School Committee Select Board	Ongoing
6.2.3 Explore mechanisms to ensure living in the Town is affordable.	Implementation Committee (to be developed)	Early Term

- **6.3 Strive to be a diverse and vital community that is home to people of varying ages and genders from a range of economic, social, and cultural backgrounds**

Strategy	Who is Responsible?	Timeline
6.3.1 Consider the principles of diversity, equity, and inclusion when developing Town policies and practices	Town Administrator	Early Term
6.3.2 Explore, and possibly implement, diversity, equity, and inclusion training for Town staff	Town Administrator	Early Term

- **6.4 Monitor population trends and use that information to plan for community needs.**

Strategy	Who is Responsible?	Timeline
6.4.1 Monitor demographic changes, especially changes in the senior population and the family-age population	Select Board Senior Services Committee (to be developed) Town Administrator	Ongoing
6.4.2 Adapt and revise municipal services to respond to demographic changes	Select Board	Ongoing

Economy

Highlights

- The unemployment rate in Bristol is 2.4%. (U.S. Census 2019)
- In five years, the family per capita income for Bristol has increased nearly 18%. (U.S. Census 2019)
- The Bristol poverty level at 9.2% is the second highest level in the surrounding area. (U.S. Census 2019)
- The seasonal economy is significant in Bristol. The town experiences a boost in its economy during the summer months due to day-trip visitors, non-resident property owners, and seasonal renters. The data shows the increase in taxable retail sales during the summer months, contributing to about one-third of the annual economy.
- A significant portion of potential subscribers in the town are currently served by DSL-based internet service, which does not meet the FCC standard for broadband. As a result, these areas are considered "unserved" and eligible for grant funding to improve internet access. As of this writing, broadband has been expanded to most areas of the Town.

Introduction

This section integrates local, regional and state economic information, and includes an inventory of major employers and local businesses. It also examines occupations, the labor force, income levels, commuter patterns and taxable retail sales. This information provides an important perspective on the overall well-being of the economy and as well as information necessary to determine the appropriate level and type of future economic development.

Analyses

Do/should home occupations play a role in the community?

Some residents of the town have home businesses, but this is not a major part of the economy. The largest employers in town are: Masters Machine and the School. Significant industries are fishing and the seasonal economy with its associated services and restaurants.

Employment

The unemployment rate in Bristol was 2.4% in 2019 (Pre-covid). This represented a slightly lower rate than for the surrounding towns. Table 7.1 shows the labor force figures for Bristol and surrounding communities.

Table 7.1: Civilian Unemployment Rates					
		2015		2019	PP Chg
	<i>Bristol</i>	7.3%		2.4%	4.9%
	<i>Boothbay</i>	3.7%		1.3%	2.4%
	<i>Bremen</i>	6.3%		2.4%	3.9%
	<i>Damariscotta</i>	7.8%		5.7%	2.1%
	<i>Newcastle</i>	6.8%		4.1%	2.7%
	<i>Wiscasset</i>	2.4%		8.0%	-5.6%

(Source: U.S. Census)

Note: The Federal Bureau of Labor Statistics classifies persons as unemployed if they do not have a job, have actively looked for work in the prior 4 weeks, and are currently available for work.

Occupations

Table 7.2 exhibits the occupations of employed residents of Bristol for the five year period 2015-2019. The most popular industries in Bristol are: education services, professional/management, Agriculture/fishing/forestry and recreations/accommodations. The largest gains were in the retail trade and manufacturing segments. Largest losses were in the professional/management, accommodations and public administration sectors.

Table 7.2: Occupation of Employed Residents					
		2015		2019	Chg.
	<i>Agriculture, Forestry, Fishing</i>	128		119	-9
	<i>Construction</i>	68		58	-10
	<i>Manufacturing</i>	94		115	21
	<i>Wholesale Trade</i>	9		0	-9
	<i>Retail Trade</i>	73		127	54

<i>Transportation, warehousing & Utilities</i>	34		26	-8
<i>Information</i>	15		16	1
<i>Finance, Insurance, Real Estate</i>	55		79	24
<i>Professional, Scientific & Mgt.</i>	147		108	-39
<i>Education Services, Healthcare</i>	378		385	7
<i>Arts, Entertainment, recreation, Accommodations</i>	111		72	-39
<i>Other Services, except Public Admin.</i>	37		13	-24
<i>Public Admin.</i>	54		22	-32
<i>Total</i>	1,203		1,140	-63
<i>(Source: U.S. Census Bureau)</i>				

Income

In five years, the family per capita income for Bristol has increased nearly 18%. Overall Bristol family per capita income is about in the middle versus other communities in the surrounding area. Table 7.3 shows household income levels and their corresponding changes for Bristol.

	<i>2015</i>	<i>2019</i>	<i>% chg.</i>
Bristol	\$32.40	\$38.20	17.9%
Damariscotta	\$28.90	\$34.40	19.0%
Bremen	\$29.30	\$30.30	3.4%
Newcastle	\$34.70	\$42.20	21.6%
Boothbay	\$33.70	\$40.90	21.4%
Wiscasset	\$26.20	\$27.20	3.8%

Waldoboro	\$20.80	\$29.10	39.9%
(Source: U.S. Census Bureau)			

Table 7.4 shows the percentage of families living below the poverty level. The state of Maine defines the poverty level for a family of 4 at the \$25,100 income level. The Bristol poverty level at 9.2% is the second highest level in the surrounding area.

Table 7.4 : Household Poverty in Bristol

	<i>Median Income (\$000)</i>	<i>% Below Poverty Level</i>
Lincoln County	\$57.7	8.2%
Bristol	\$62.2	9.2%
Damariscotta	\$55.8	8.2%
Newcastle	\$67.3	4.0%
Boothbay	\$64.8	1.8%
Bremen	\$60.8	11.7%
<i>(Source: State of Maine; State Economist, 2019)</i>		

The IRS provides information on individual tax returns by Zip code, so it is possible to develop an overview of the income producing power of Bristol residents; if the filing person used an address other than in Bristol, then this information is not included. The information the IRS provides is available in some detail. For example, the number of returns filed and value of these returns are provided in 6 income ranges. There are provisos however: the number of returns in any class is rounded to nearest 10 and the dollar value of a reported number is not provided if the number of returns in the class is less than 20; this means that sums of listed data do not necessarily compute because of rounding. Table 7.5 and Table 7.6 below provide a summary of the 2018 income year.

Table 7.5: 2018 IRS Returns Filed by Bristol Residents

Town/Zip Code	Total number of returns	Total number of individuals claimed	Total number of dependents claimed	Total number of elderly returns (over 65)	Total number of business or profession net income (less loss)	Total number of partnership/S-corp income	Total number of returns reporting salary and wages
New Harbor/04554	410	620	80	230	100	40	240
Bristol/04539	580	1100	260	250	150	60	430
Pemaquid/04558	160	240	40	70	40	0	100
Round Pond/04564	260	440	80	120	70	40	170
Total	1410	2400	460	670	360	140	940
	100%			48%	26%	10%	67%

(Source: <https://www.irs.gov/statistics/soi-tax-stats-individual-income-tax-statistics-2018-zip-code-data-soi>)

Table 7.6: 2018 Overview of Bristol IRS Filing

	Total	New Harbor	Bristol	Pemaquid	Round Pond
	Zip Code	04554	04539	04558	04564
Total number of returns	1410	410	580	160	260
Total reported income	\$96,949,000	\$28,787,000	\$36,020,000	\$966,000	\$24,456,000
Total reported salary & wages	\$40,367,000	\$8,971,000	\$18,111,000	\$4,126,000	\$9,159,000
% returns with salary & wages	67%	59%	74%	63%	65%
Adjusted Gross Income	\$95,276,000	\$26,384,000	\$35,332,000	\$9,534,000	\$24,026,000
Total taxable social security	\$7,027,000	\$2,665,000	\$2,364,000	\$623,000	\$1,375,000
Total taxable pensions	\$18,353,000	\$7,277,000	\$5,777,000	\$1,727,000	\$3,572,000
Total partnership/sub S	\$9,176,000	\$437,000	\$2,876,000	\$0	\$5,863,000
% taking standard deduction	89%	78%	79%	81%	81%
Total taxable income	\$67,524,000	\$19,087,000	\$23,902,000	\$7,001,000	\$17,354,000
Total tax paid	\$11,172,000	\$2,995,000	\$3,401,000	\$1,095,000	\$3,681,000
% returns paying tax	79%	78%	79%	81%	81%
Income per return	\$68,758.16	\$70,212.20	\$62,103.45	\$60,537.50	\$94,061.54
Income per return reporting salary and wages	\$28,629.08	\$21,880.49	\$31,225.86	\$25,787.50	\$35,226.92

Table 7.7: Income by range

Size of adjusted gross income	Number of returns	
	1410	100%
\$1 <\$25,000	490	35%
\$25,000 < \$50,000	300	21%
\$50,000 <\$75,000	230	16%
\$75,000<\$100,000	130	9%
\$100,000 < \$200,000	190	13%
\$200,000 or more	70	5%

Economic Development

Does the community have defined priorities for economic development? Are these priorities reflected in regional economic development plans?

The Town of Bristol has no defined priorities for economic development and accordingly there are none reflected in any regional economic development plan. However, the Town does participate in the Lincoln County Regional Planning Commission which does have economic development as one of its priorities.

Is there a traditional downtown or village center(s) in the community? If so, are they deteriorating or thriving?

Retail Tax Revenues

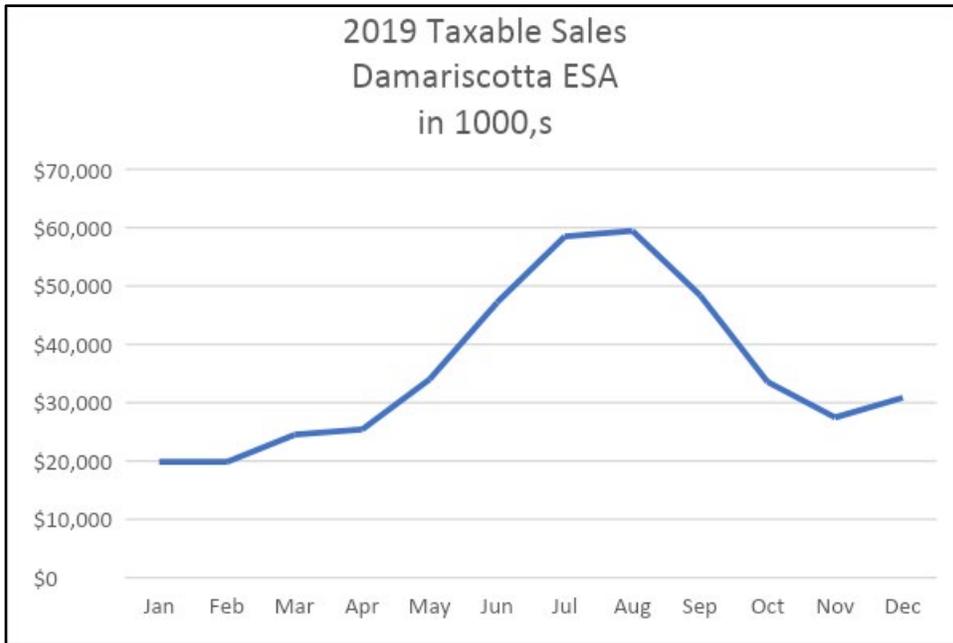
Taxable E-retail sales (Includes Consumer Retail Sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial heating oil purchases) can be used to analyze the strength of the local retail economy in Bristol and the neighboring towns. Table 4-8 highlights total consumer retail sales information for Bristol and surrounding communities. Bristol has a much smaller retail economy than Damariscotta, Boothbay and Wiscasset. Additionally its retail base was the only one to decrease in size compared to other communities.

Seasonal Component to our Economy

The Bristol economy has a seasonal component created by: summer day trip visitors to the town, non-resident property owners occupying their property, and people renting cottages and houses on a short term basis. The seasonal increases in visitors result in the opening of seasonal restaurants and in an increase in day trip traffic, especially visiting our park locations. Although the detailed data may have existed at some point – the Taxable Sales data by month is available only for the Damariscotta ESA. This Economic Statical Area includes the following Lincoln County towns: Damariscotta, Wiscasset, Boothbay Harbor, Waldoboro, Newcastle, Boothbay, Bristol, Nobleboro, Southport, Monhegan Island, Jefferson, Edgecomb, South Bristol, Bremen, Westport Island, and Alna.

Figure below shows The Taxable Sales for the Damariscotta ESM by month for the year 2019. Although the 2020 data is available it is not considered to be representative because of the Covid Pandemic. 2019 is representative of other years, however.

Figure 7.1: 2019 Taxable Sales of the Damariscotta ESA



The seasonal boost is evident. One can estimate this seasonal boost for the Damariscotta ESA by:

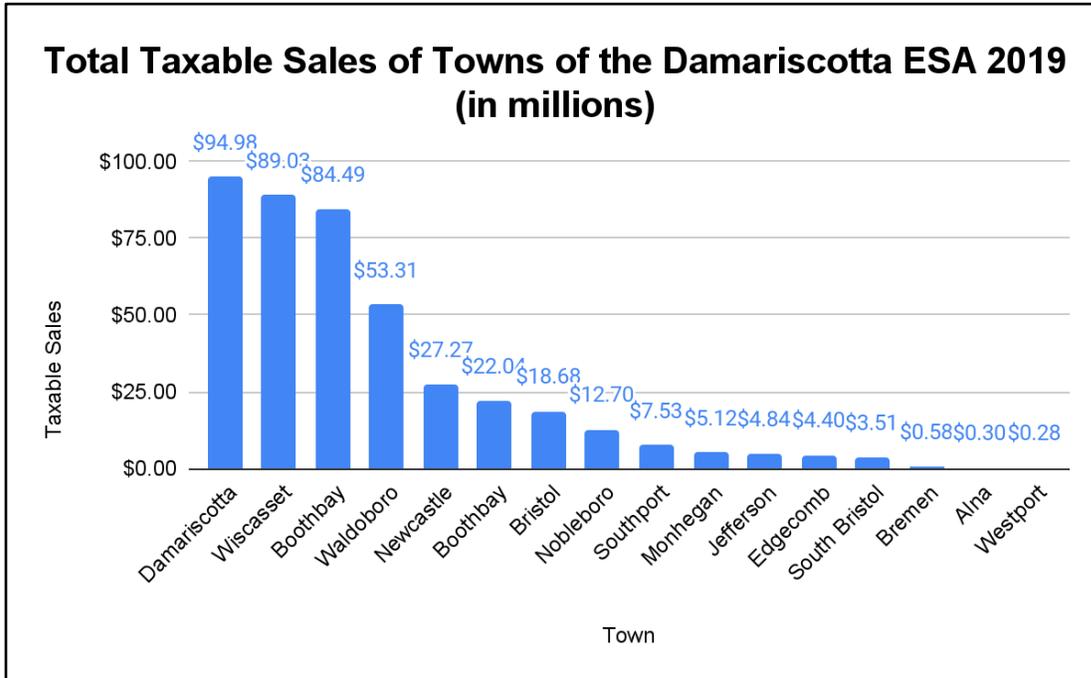
First, taking the months of January through May along with the months November and December to establish a baseline for expenditures of the year round population over the 12-month year; for 2019 this is equal to \$295 million.

Second, subtract this base from the total annual Taxable Sales for 2019, which are \$429 million, to find the 2019 seasonal boost in Taxable Sales of \$133 million or a seasonal boost of 45% over the baseline, or in other words the seasonal population contributes roughly 1/3 of the annually economy.

This seasonal increase in Taxable sales is not insignificant considering that it is spent over just five months.

The obvious question is how much of the Damariscotta ESA is the town of Bristol? The following figure shows the data for all the towns in the ESA.

Figure 7.2: Total Taxable Sales of Towns of the Damariscotta ESA 2019



In 2019, Bristol was 4.4 % of the Damariscotta ESA. This is in comparison to the Town of Damariscotta which was 22.1%. It is reasonable to presume that the seasonality for the Town of Bristol follows that of the entire Damariscotta ESA.

Notably, the Town’s taxable Sales have changed over time. The first figure below shows this change from 2007 to 2020 for the Damariscotta ESA and the second is for the Town of Bristol.

Figure 7.3: Total Taxable Sales of the Damariscotta ESA (millions)

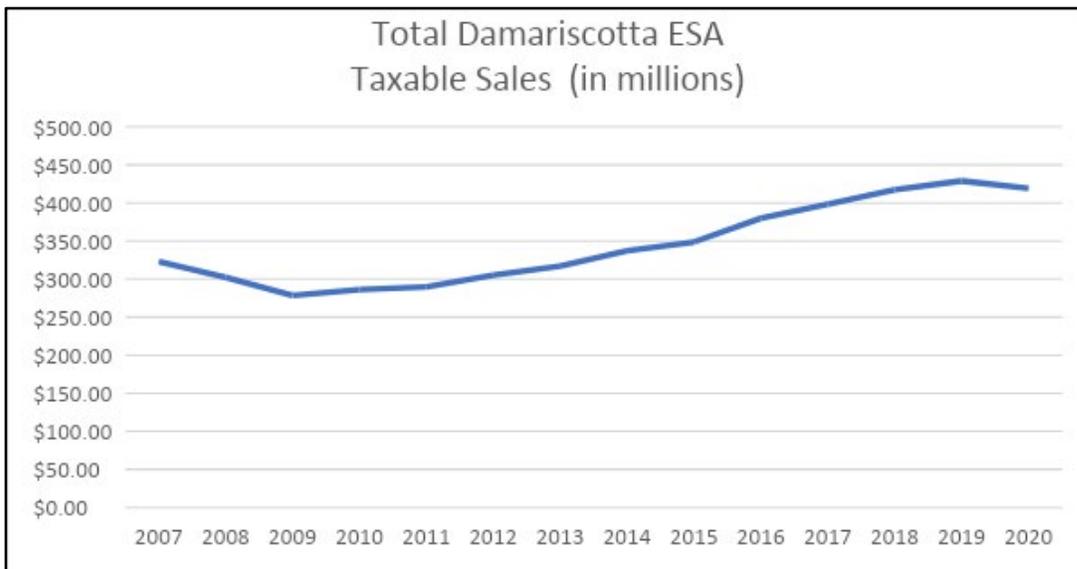
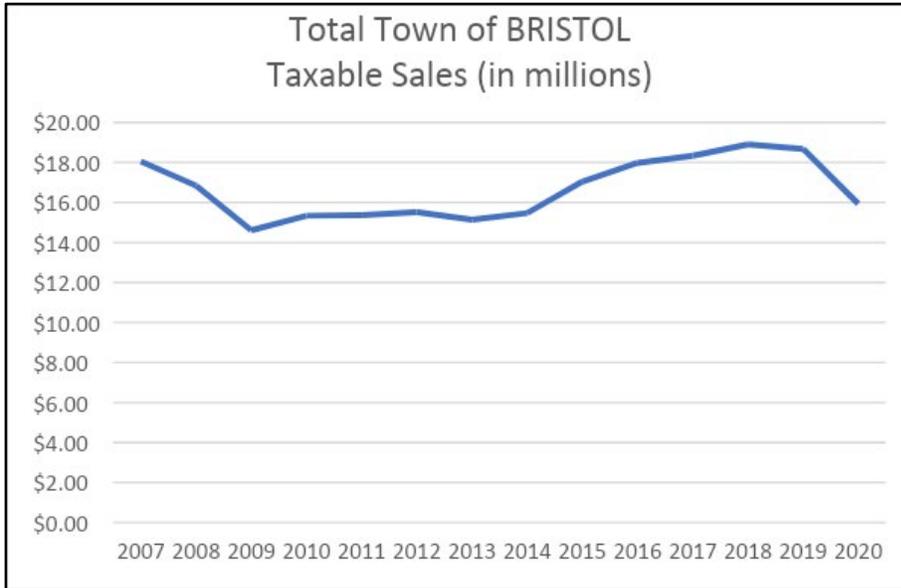


Figure 7.4: Total Taxable Sales of Bristol (millions)



In Figure 7.3 and 7.4, the impact of the Covid Pandemic in 2020 is evident. The ESA growth began to recover from the 2008 financial shock in 2009 while that in Bristol did not begin until 2014. It is difficult to speculate if Bristol is entering a plateau similar to that experienced during the period from 2009 to 2014. The total Taxable Sales does appear to be sensitive to opening and closing of retail establishments.

Data for this section is from. Maine State Department Administrative and Financial Services, Maine Revenue Services, Office of Tax Policies, Sales Tax Reports

<https://www.maine.gov/revenue/taxes/tax-policy-office/sales-tax-reports>

Table 7.8: Total Taxable Retail Sales (Millions \$)

	<i>2015</i>	<i>2020</i>	<i>% chg</i>
Bristol	\$17,047	\$15,932	-6.5%
Boothbay	\$17,025	\$19,901	16.9%
Bremen	\$0.301	\$0.339	12.6%
Damariscotta	\$76,299	\$99,472	30.4%
Newcastle	\$21,439	\$26,986	25.9%
Wiscasset	\$79,273	\$99,267	25.2%

Source: State of Maine, Revenue Service

Table 7.9 Distribution across categories of taxable sales in Bristol (2015-2022)

YEAR	BUSINESS OPERATING	BLDG. SUPPLY	FOOD STORE	GENERAL MDSE.	OTHER RETAIL	AUTO TRANSPORTATION	RESTAURANT & LODGING	TOTAL	CHANGE FORM 2015
2015	\$355	\$1,235	\$4,181	\$83	\$2,651	\$1,436	\$7,106	\$17,048	0.0%
2016	\$348	\$1,273	\$4,412	\$89	\$2,829	\$1,418	\$7,607	\$17,977	5.5%
2017	\$344	\$1,492	\$4,359	\$16	\$2,892	\$1,494	\$7,736	\$18,333	7.5%
2018	\$335	\$1,242	nr	nr	nr	\$1,749	\$8,368	\$18,906	10.9%
2019	\$329	\$855	nr	nr	nr	\$1,541	\$8,961	\$18,681	9.6%
2020	\$378	\$997	nr	nr	nr	\$1,583	\$6,461	\$15,904	-6.7%
2021	\$427	\$1,221	nr	nr	nr	\$1,758	\$11,362	\$22,378	31.3%
2022	\$462	\$1,113	\$3,689	\$1,244	\$3,219	\$1,833	\$10,669	\$22,230	30.4%

Source: State of Maine, Revenue Service

How can/does the community use its unique assets such as recreational opportunities, historic architecture, civic events, etc. for economic growth?

Approximately 45% of the housing in Bristol is owned by non-resident taxpayers that mostly use their property on a seasonal basis. These seasonal residents and the summer day-trippers come to the town to enjoy the beach, see the lighthouse, partake in views along the long shoreline, and visit Colonial Pemaquid. This seasonal economy is fully developed

Are there appropriate areas within the community for industrial or commercial development?

There are few, if any, areas appropriate for any major commercial or industrial development.

Tourism

Is tourism an important part of the local economy? If so, what steps has the community taken to support this industry?

Tourism is a major part of the Town and regional economy. Table 7.10 depicts reported sales tax revenue for lodging, most of which is generated during the 10 week summer season.

Table 7.10 Sales Tax Revenue for Lodging in Bristol

YEAR	LODGING	CHANGE From 2015
2015	\$3,780	0.0%
2016	\$3,941	4.2%
2017	\$3,853	1.9%
2018	\$3,791	0.3%
2019	\$3,428	-9.3%
2020	\$2,552	-32.5%
2021	\$4,240	12.2%
2022	\$4,030	6.6%

Source: State of Maine, Revenue Service

The Town does not have formal programs of promotion. Most promotion is through private enterprise and the Damariscotta Region Chamber of Commerce. The Lincoln County News publishes during the summer a monthly magazine. Businesses individually advertise with local signs, brochures and media listings.

Worker Availability

Federal Visa restrictions in the recent past have made hiring seasonal/full-time workers difficult. Many of these workers support key Maine/Bristol industries including retail, food service and hospitality. These industries were hardest hit with the ban on H-2B and J-1 visas not lifted until April 1, 2021. Maine usually sees an influx of 5,000 J-1 and 2,500 H-2B visa workers in a typical year. Compounding this difficulty is the decreasing availability of workers due to societal changes that have occurred since 2019.

Public Facilities

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

Public Sewer and Water

There are no public sewer or water utilities in Bristol. Due to limited availability of water sources that could be used for a public water source and reported soils quality in the vicinity of village areas, provision of these services locally is not anticipated within the next 10 years. Additionally, extension of

utilities from Damariscotta to Bristol’s village areas would be a major expense and only of value to limited growth areas.

Internet Speed and Availability

Based on analysis by Casco Bay Advisors potential subscribers along any road segment not currently served by Charter/Spectrum or by Tidewater’s FTTH (Fiber to the Home) service are served by Tidewater’s DSL – based internet service which represents about 8% of the potential unserved subscriber locations. However, Tidewater DSL speeds do not meet or exceed the FCC standard for Broadband currently defined as a minimum 25 Mbps/3Mbps. Since Tidewater’s DSL-based service cannot provide these minimum upload/download speeds the State of Maine considers these road segments “unserved” and eligible for grant funding.

Casco Bay Advisors have also determined that Charter/Spectrum is obligated under the Franchise Agreement with the Town to extend Cable TV infrastructure to an additional 196 potential subscriber locations or 7% of the Town. Additionally, the cost to extend Cable TV infrastructure to the remaining 152 potential subscriber locations would be approximately \$300K.

Source: Casco Bay Advisors, LLC, Broadband Planning Report, November 2020

Tax Increment Finance Districts

If there are local or regional economic development incentives such as TIF districting, do they encourage development in growth areas?

According to the Maine Department of Economic & Community Development, there are no TIF districts in Bristol. Source: <https://www.maine.gov/decd/MTIF>

Conditions and Trends

Economic Data

The community’s Comprehensive Planning Economic Data Set.

A brief historical perspective on how and why the current economy of the community and region developed.

Lincoln County/Regional Economy

The top Lincoln County private employers are listed below. Of these only Masters Machine shop is located in Bristol. These employers are all considered financially sound.

Table 7.11: Top Lincoln County Private Employers		
<i>Organization</i>	<i>Description</i>	<i>Location</i>
Maine Health	Hospital	Damariscotta

Hannaford Bros. Co.	Grocery	Damariscotta
First National Bank	Commercial banking	Damariscotta
Reny inc, R.H.	General Merchandise stores	Damariscotta
Lincoln Academy	Elementary and Secondary schools	Newcastle
Mobius Inc.	Vocational rehabilitation Services	Damariscotta
Washburn & Doughty Assoc. Inc.	Shipbuilding and repair	Boothbay
Molnlycke Health Care LLC	Managing offices	Wiscasset
Coastal Maine Botanical Gardens	Zoos and botanical gardens	Boothbay
Masters Machine Co	Precision manufacturing	Bristol
Bigelow Labs	R&D in Ocean environment	Boothbay
Chewonki foundation	Misc. schools and instruction	Wiscasset
Shaws Supermarkets	Grocery	Wiscasset
Moody's Diner	Full service restaurant	Waldoboro
The Lincoln Home	Assisted living for elderly	Newcastle

Bristol Economy

The economy of Bristol has always been based on its location on the coast. Fishing and associated services has been and remains important to the town's economy. The early and mid-nineteenth century years were the heyday of commerce in Town. Most residents were involved in fishing, shipbuilding, oil production or quarrying granite for export. After the decline of the shipbuilding industry, quarries became more active and immigrant stone cutters arrived to cut granite in the 1900s. This boom lasted only a short time, and the Town's economy stalled through the mid-1900s.

The economy changed as the coast of Maine became a major tourist attraction and desirable retirement location. Over the past ten years the Town has seen an increase in both the tourist business and as a desirable retirement location. Despite Bristol being somewhat off the beaten path its desirability for both tourists and retirees remains strong. The Bristol economy is not experiencing rapid change but there are underlying trends that cause concern. Tourism and the resultant seasonal economy is currently under some pressure. Summer season eateries have trouble finding seasonal employees because of restrictions on visas and the cost of housing seasonal workers; the industry has responded by shortening opening

hours and the length of the season. Over the past 18 months, COVID had significantly increased Bristol's attractiveness. Housing prices have increased substantially while inventory stock has declined across all price points. This issue is especially acute among first-time home buyers.

The Town has become more attractive to retirees and people who hope to have their vacation home become their retirement home. Some people have bought shore property as it becomes available for prices that local people find difficult to afford. Some small cottages have been expanded into larger homes. Even property without water views has become sought after. Prices throughout the real estate market have increased substantially although the assessed values of properties have remained relatively flat since 2017.

Economic Development Plans

A list of local and regional economic development plans developed over the past five years, which include the community.

The only regional planning activity that the Town of Bristol participates in is the Lincoln County Regional Planning Commission. This body has produced a Strategic Plan for the next five years. The main priorities ranked from the highest to lowest are: Housing, Broadband, Sustainable Economic & Community Development, Transportation, Intergenerational Community Building, and Environmental Sustainability.

The Strategic Plan outcomes for Sustainable Economic & Community Development are:

- Employment and volunteer opportunities increase.
- Environmental impacts are taken into consideration when economic growth is promoted.
- Public decision-making efforts and planning include a broad and diverse participation by businesses, non-profit, civic, and service organizations, residents, and local governments.
- The County's business sector grows and diversifies to include numerous industries, private

individuals/corporations, and nonprofits, taking into consideration the economic, natural resources, historical, cultural, & societal fabric of Lincoln County.

https://www.lcrpc.org/uploads/visual_edit/2021strategicplan-final.pdf

Work Location

Where does the community's population work and where do employees in your community reside? A description of the major employers in the community and labor market area and their outlook for the future.

Commute to Work

Table 4-7 shows how people commuted to work in 2019. For each town the table shows the percentage of people using different modes of transportation. Not surprisingly the primary way to get to work is 'drive alone'. Bristol average time to work was slightly over 23 minutes – about

average for the area. Chart 4-7a shows that most Bristol residents have less than 20 minutes for their daily commute to work.

Table 7.12: Workers Commuting to Work Aged 16+ (2019)

Mean Travel

	<i>Time to Work</i>	<i>Drove</i>			<i>Other</i>	<i>Work at</i>
	<i>(minutes)</i>	<i>Alone</i>	<i>Carpool</i>	<i>Walked</i>	<i>Means</i>	<i>Home</i>
Bristol	23.6	921	66	36	7	155
Damariscotta	28.1	617	72	85	51	59
Bremen	27.0	222	49	10	10	55
Newcastle	21.9	731	86	20	8	61
Boothbay	21.1	1350	86	0	8	147
Wiscasset	29.6	1407	178	52	0	56
Waldoboro	28.1	1766	220	143	39	44

Commute time data indicates that most people leave town to work. Only 35% of the people travel less than 14 minutes which is the time it would take to travel anywhere within the town. Bristol is therefore a bedroom community and technically a suburban town.

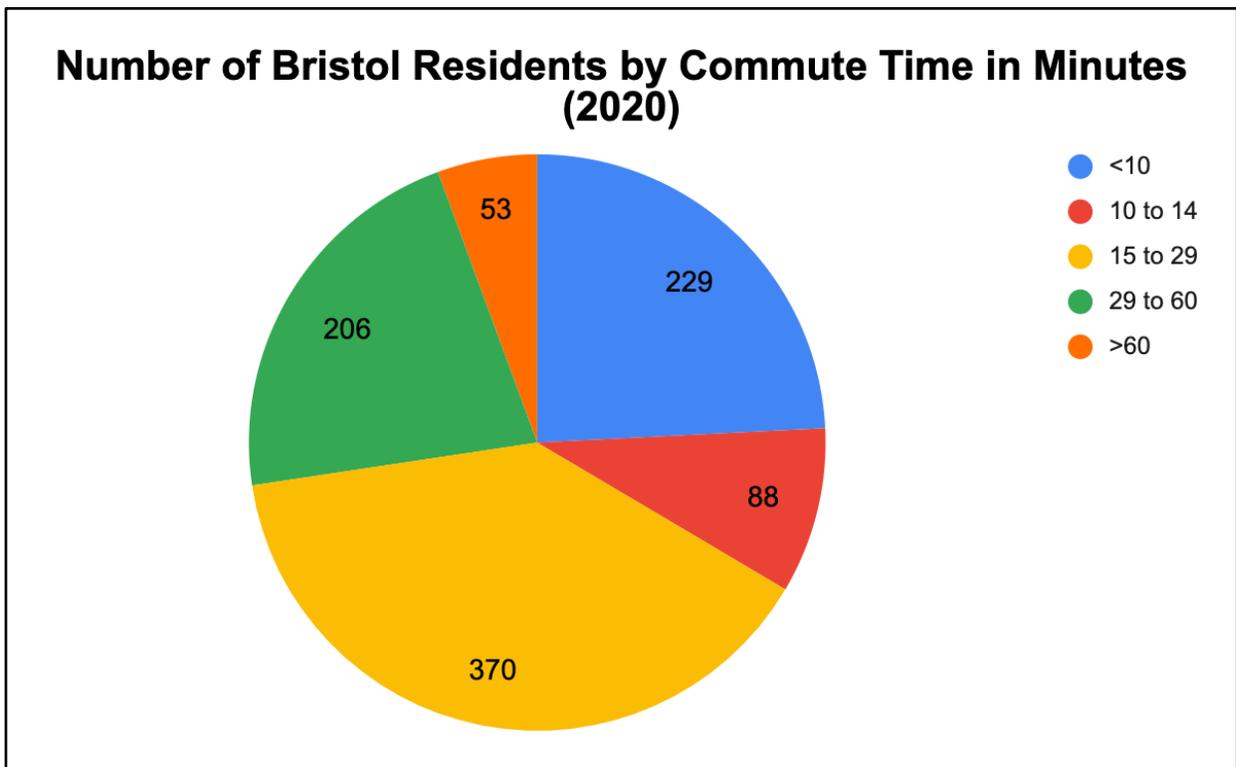


Figure 7.5: Number of Bristol Residents by Commute Time

As to where people work outside of the town, the table below shows that Damariscotta and other points in Lincoln County can be reached within 30 minutes. Augusta can be reached in about 60 minutes and Portland in roughly 1.5 hours.

Table 7.13: Distance in minutes of Major Maine Towns from Bristol

	Round Pound	Bristol Mills
Damariscotta	15	9
Waldoboro	18	23
Wiscasset	26	20
Boothbay	36	29
Rockland	45	48

Bath	51	44
Augusta	59	53
Portland	76	80

The major employers in the town are: Masters Machine and the School. These have been stable for some time and are not expected to grow. The Regional Service Center is Damariscotta, the town abutting Bristol on the north, which is expected to be the continued focus for commercial development in the future.

Goals, Policies, & Strategies

7. Economy

- **Support the type of economic development activity the community desires, reflecting the community’s role in the region.**
 - Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.
- **Coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.**
 - Participate in any regional economic development planning efforts.
- **7.1 Support existing commercial activities in Bristol and encourage the development and expansion of light impact businesses.**

Strategy	Who is Responsible?	Timeline
7.1.1 Make available at the Town Office information on existing Federal, State, and regional programs designed to assist business development and expansion.	Town Administrator	Early Term and Ongoing

7.1.2 Take advantage of Federal, State or other funding programs to support the development of light impact businesses.	Select Board Town Administrator	Ongoing
7.2.2 Encourage participation in the regional economic development efforts of organizations which seek to expand job opportunities and appropriate training in the region.	Implementation Committee (to be developed)	Ongoing

- **7.2 Allow home businesses that do not detract from residential neighborhoods or the rural character of Bristol.**

Strategy	Who is Responsible?	Timeline
7.2.1 Continue to permit home businesses that do not cause a distraction (e.g. noise, excess traffic, smells) from the rural character in all areas of the Town	Code Enforcement Officer Selectboard	Ongoing

- **7.3 Continue to develop and improve the Town’s telecommunication resources**

Strategy	Who is Responsible?	Timeline
7.3.1 Develop a Connectivity Committee to assess the Town’s needs in the areas of internet, cell service, and wide area networks	Select Board	April 2024 (contingent upon Plan approval)
7.3.2 Study the functionality of existing cell towers	Connectivity Committee (to be)	Early Term

	developed)	
7.3.3 Ensure the Town's broadband network is adequate enough to meet commercial needs	Connectivity Committee (to be developed) Select Board	Ongoing

Housing

Highlights

- In 2021, only 30% of the households in town are able to afford the median home, with median income at \$70,000 and median home price at \$419,000.
- Bristol saw a significant increase in median home prices from 2010 to 2020 (94%).
- Maine State Housing has an affordability index of .83 for Bristol with 1.0 being affordable.
- There is a shortage of affordable rental units, especially for families, and seasonal rentals have become more popular and lucrative due to online platforms like Airbnb.
- Bristol's land use ordinances impose some constraints on housing development, and there is a need to determine whether additional low- and moderate-income family, senior, or assisted living housing is necessary to meet the projected needs for the community.
- Baby Boomer Relocation: The "Great Retirement" has resulted in a silver tsunami of Baby Boomers leaving the workforce and relocating, with some choosing Bristol and other coastal areas for their retirement homes.

Bristol is home to long-time residents and a variety of retirees, summer and second home owners, and other transplants. Bristol has always drawn families and retirees from the Northeast and elsewhere, who, among other reasons, like the natural beauty of the town, slower pace of life, active community, access to diverse recreational activities, a good hospital and the comparatively cheaper housing. Since 2020 and the changes that came with the Covid-19 pandemic, it is easier for people to work, get health care and generally be connected remotely. Bristol has become an even more attractive option, which we have seen in the dramatic comparative increase in housing prices and construction.

Lincoln County Comparative Median Home Prices

When comparing Bristol in 2020 to other towns in Lincoln County:

- It ranks 6th of 15 towns in the 2020 Median Home Prices with \$349,300. The other towns ranged from \$195K to \$425K.
- Bristol had the second largest % increase in Median Home Prices from 2010 to 2020 (94%).

Table 8.1: Lincoln County Comparative Median Home Prices

Lincoln County Median Home Prices	2000 Median Home Price	2010 Median Home Price	2020 Median Home Price	% Increase from 2000 to 2010	% Increase from 2010 to 2020	Rank 2000 home prices	Rank 2010 home prices	Rank 2020 home prices
Bristol	134,000	180,000	349,300	34%	94%	6	8	6
Boothbay	149,000	245,000	357,500	64%	46%	3	5	5
Boothbay Harbor	125,500	173,750	377,500	38%	117%	7	10	3
Bremen	140,000	184,000	319,000	31%	73%	5	7	9
Damariscotta	175,000	249,000	336,155	42%	35%	1	4	7
Dresden	91,000	157,250	272,500	73%	73%	13	12	11
Edgecomb	125,000	288,750	322,500	131%	12%	8	3	8
Jefferson	103,000	157,500	205,000	53%	30%	12	11	13
Newcastle	149,000	326,000	360,000	119%	10%	4	1	4
Nobleboro	105,125	180,000	315,000	71%	75%	11	9	10
South Bristol	172,000	320,250	425,000	86%	33%	2	2	1
Waldoboro	90,250	131,467	202,500	46%	54%	14	15	14
Westport	116,000	239,500	415,000	106%	73%	9	6	2
Whitefield	79,500	132,750	195,000	67%	47%	15	14	15
Wiscasset	109,500	135,000	247,500	23%	83%	10	13	12

Median Income and Home Prices have come from: <https://www.mainehousing.org/policy-research/housing-data/housing-affordability-indexes>

In Table 8.2, there are the real estate listings from Realtor.com as of 10/15/2022. There is a very broad range of prices on 17 listings. There are only two properties with asking prices of under \$300K (the bottom two properties are not included) and three that are under \$360,000. Most of these properties are under 1,000 square feet.

Table 8.2: Real Estate Listings from Realtor.com as of 10/15/22

Realtor.com Listings on 10/15/2022							
Zip	Village	Bedrooms	Baths	Sq. Ft	Acres	Price	Notes
04558	Pemaquid	6	3.5	5765	1.86	1,975,000	
04564	Round Pond	4	3.5	2909	2.8	1,950,000	
04539	Bristol Mills	3	2	1500	0.75	1,250,000	
04539	Bristol Mills	3	2.5	2179	8	895,000	
04554	New Harbor	3	2	2100	0.75	705,000	
04558	Pemaquid	3	2.5	2330	3	699,000	
04554	New Harbor	2	1	1064	0.5	695,000	
04564	Round Pond	4	2	2545	0.5	525,000	
04539	Bristol Mills	2	1.5	980	1.25	419,000	
04554	New Harbor	4	3.5	2724	3.5	389,000	
04554	New Harbor	2	1	900	1.1	359,000	
04554	New Harbor	3	2.5	900	0.25	350,000	
04554	New Harbor	2	1.5	940	0.36	325,000	
04539	Bristol Mills	3	1	1576	1	225,000	
04554	New Harbor	3	1	992	1.4	219,000	
04558	Pemaquid	2	2	1008	0.86	189,995	mobile home
04564	Round Pond	4	1	1200	0.5	69,500	demo or gut rehab

In 2021 the Commission to Increase Housing Opportunities in Maine was opened. This openly acknowledged the housing crisis across Maine. Maine needs more housing, particularly affordable housing for low-income and working people. Bristol is no exception. Maine State Housing has an affordability index of .83 for Bristol with 1.0 being affordable. In 2021, only 30% of the households in town are able to afford the median home, with median income at \$70,000 and median home price at \$419,000. With the increase in mortgage rates that have occurred in 2022, (in 2021 rates were in the low 3%; in 2022 they are now over 7%), the percentage of households that will be able to afford a median home price will dramatically decrease.

Northeast Regional Comparison:

Lack of affordability for the average household is exacerbated because, compared to other Northeastern locations, Bristol has lower prices and is an attractive place to live, especially for retirees.

For a snapshot, compare the median sales prices from November 2020.

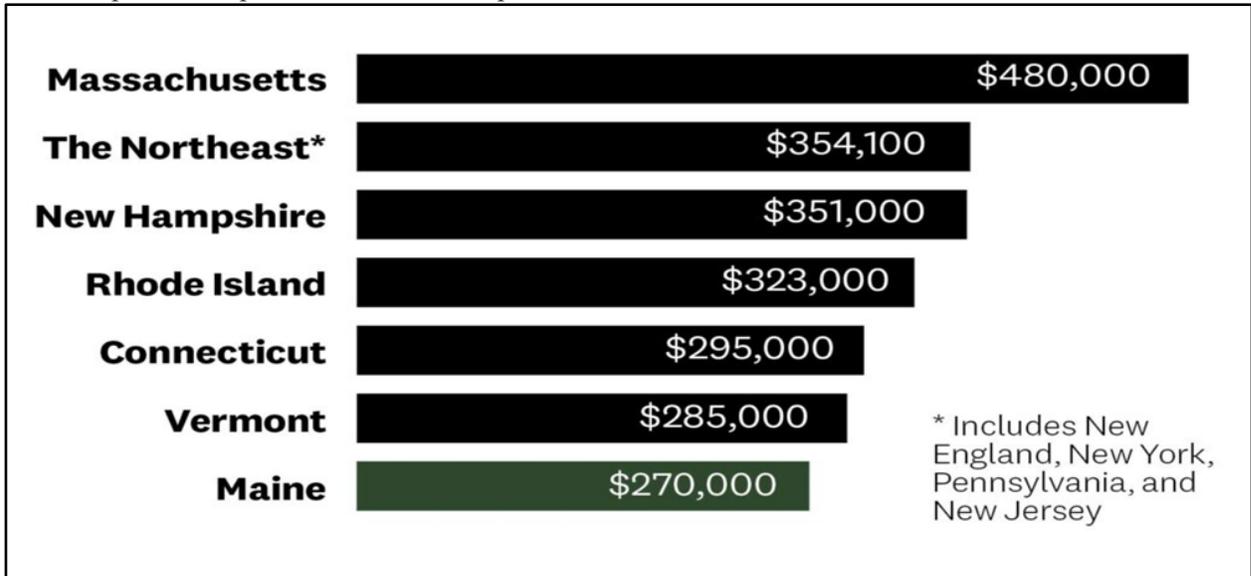


Figure 8.1: Median Real Estate Sales November 2020

Analyses

Housing Stock

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

According to the 2020 census the year-round population of Bristol was 2834 and the occupied housing units numbered 1353 yielding a household density of 2.1 persons per unit. The Maine State Economist's office has forecasted the population of Bristol will be 2922 by the year 2033, an increase of 88 residents. Using the current housing density, we would expect a need for approximately 42 additional year-round units.

Based upon Bristol records of Building and Shoreland Permits from 2015 to 2021, there has been significant new construction and renovations in the area.

Table 8.3: New Dwelling Home Value

year	permits	new dwellings						Additions/ renovations over \$150K
		Total New Homes	Cost 1M+	Cost \$400K to 1 M	Cost \$300K to 399K	Cost 200K to 299K	less than 200K	
2015/16	90	11	2	2	2	2	3	7
2016/17	85	16	2	3	2	6	3	3
2017/18	92	14	1	2	3	6	2	8
2018/19	80	6			2	3	1	8
2019/20	170	10	-	1	4	2	3	7
2020/21	115	22	1	8	3	5	5	9
2021 (6 mos.)	79	17	2	5	3	3	4	1
Totals all years	711	96	8	21	19	27	21	43

This is more additional units of housing than needed as forecasted by the State. The challenge is that at least half of the housing is not affordable by the current population of Bristol. It is also likely that the less expensive new units are being developed specifically for the seasonal population.

The availability and affordability of housing affects everyone, especially:

- Young people who cannot find a reasonable first home to purchase or rent.
- Seniors who may find it difficult to keep up with the cost of paying for, or maintaining their homes. This is especially true since 43% of owner-occupied houses in Bristol were built before 1950.
- Seasonal and year-round employees who are unable to find housing, sometimes necessitating long commutes and a lack of available workforce for the community.
- Residents with median incomes are unable to find affordable housing options in order to remain in the Town.

Rental Housing Trends in Bristol

Anecdotally, there is a shortage of affordable rental units, especially for families. Some of this shortage may be caused by the transition made by some landlords from year-round renting to seasonal, AirBnB type rentals. It is also difficult to say how many rental units are needed - limitations to the number of available units necessarily limit population growth in that sector.

We have incomplete data on the number of year-round rentals in Bristol. However, according to conversations with community members, there is a lack of available year-round rentals. Affordable year-round rentals do not need to be advertised; they are quickly reserved by word of mouth.

With online short-term rentals becoming more popular and easier to navigate, seasonal rentals can be more lucrative and easier to maintain than year-round housing. In addition to the 1353 occupied housing units, there are approximately 1100 seasonal residences. In the past decade, 10% to 12% of the units are occupied by someone other than the homeowner - leading to the assumption that the majority of those are seasonal rental units. Comparatively, these apparent rental units in Damariscotta, Newcastle, and Waldoboro comprise 29%, 18%, and 21% respectively of their total, year-round housing units.

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

The Town only has electronic building permit data from 2015 to 2021 available. These records do not distinguish whether the permit is related to conversion from year-round to seasonal or vice-versa.

The number of permits has increased annually but not consistently, hovering around 90 -100 in most years. While the total number of permits issued demonstrates a small increase from 2015 to 2021, there were more permits issued for single-family dwellings in 2017 (20) and in the last 3 years (20,20,27).

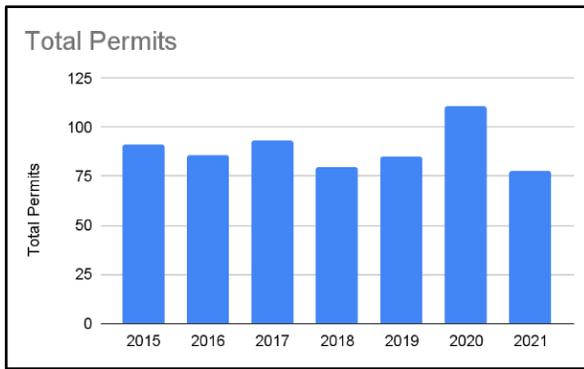


Figure 8.2: Total Permits

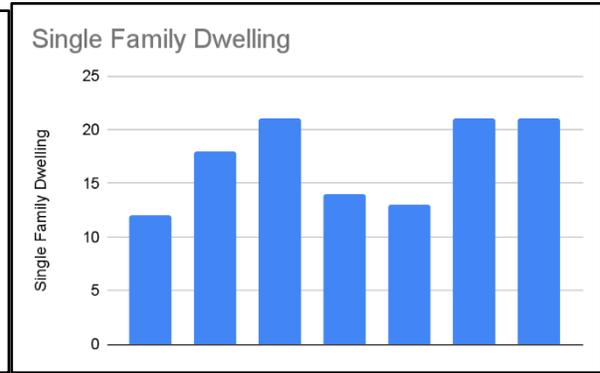


Figure 8.3: Single Family Dwellings

The growth in single family homes has occurred throughout Bristol with substantial increases in 2017, and in the last three years when 67 permits were made.

The records show additions to properties and separate structures, such as barns and workshops as shown in the third chart. Data has been broadly interpreted since it is difficult to gauge the size of the addition. Decks and porch additions have not been included.

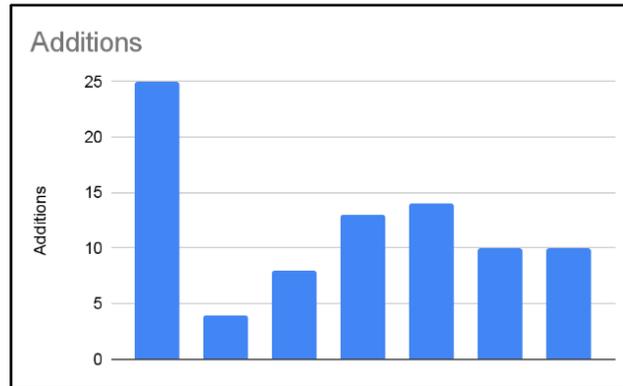


Figure 8.4: Additions

Estimates are difficult because there are no simple metrics to use for analysis. For example, the number of voters increased substantially in 2016 and 2020 and this may reflect the Presidential elections in those years. Building permits since 2015 show an increase in new homes in 2016 and 2020 while additions and accessory buildings predominate in the other years. No permits are required for interior alterations and improvements.

Anecdotally, local contractors have indicated that the majority of both substantial renovations and new construction are on seasonal dwellings. There is a high percentage of seasonal homes in Bristol, 45%. The conversion of homes to year-round may well have taken place in many although they are used as seasonal homes. A large number of seasonal to year-round converts would be needed to alter the figures noticeably.

Greater impacts come from the conversion of cheaper homes to short term rentals (35 currently) which takes modest homes out of both the year-round rental market and the stock available for purchase as ‘starter’ homes.

Housing Types

Table 8.4: Units by Number of Bedrooms

Units by Number of Bedrooms				
Bedrooms		2010-2014	2015-2019	Change
No Bedrooms		15	34	19
1 Bedroom		239	78	-161
2 Bedrooms		988	826	-162
3 Bedrooms		1083	1112	29
4+ Bedrooms		451	618	167
Data from the American Community Survey are estimates				

Owner Occupied vs. Renter Occupied Dwellings

Table 8.5: Owner Occupied v. Renter Occupied Dwellings Units by Number of Bedrooms

Units by Type				
		2010-2014	2015-2019	% Change
Total Units		2,776	2,668	-3.9%
Single Family Units		2,586	2,525	-2.4%
	SF Owner Occ.	1,235	1,058	-14.3%
	SF Renter Occ.	56	108	92.9%
Multi-family Units		61	61	0.0%
	MF Owner Occ.	29	18	-37.9%
	MF Renter Occ.	0	9	
Mobile Home & Other		129	82	-36.4%

Housing Age

Table 8.6: Units by Housing Age

Units by Year Built			
		Units	% of Total
	2014 or later	46	2%
	2010 through 2013	72	3%
	2000 through 2009	388	15%
	1990 through 1999	206	8%
	1980 through 1989	324	12%
	1970 through 1979	256	10%
	1960 through 1969	136	5%
	1950 through 1959	95	4%
	1940 through 1949	208	8%
	1939 and earlier	937	35%

Data from the American Community Survey are estimates

Housing Affordability

As seen in the data below, Bristol home prices are often unaffordable to low- and middle-income residents. Other factors also affect the housing affordability of this community. For example, a working vehicle and affordable gas prices are an important part of the cost of living in Bristol. There is no public transportation on the peninsula. Although Bristol has some convenience stores and even a grocer on the peninsula, most commodities are not accessible without a vehicle. For an economical selection of consumer goods, one must at least leave the peninsula; many choose to travel as far as Rockland or Brunswick. The closest medical facilities are in Damariscotta. All but a small handful of children ride the school bus. There is minimal support for anyone who is not able to afford a vehicle or keep it running.

The Bristol community can be characterized as generous, as illustrated by its support of organizations like CHIP, inc and Habitat for Humanity which offer local home repair support for people on limited incomes. Other social services offer ride shares, home heating assistance, food support, and help with other basic needs. These efforts do not address affordability on a systemic level.

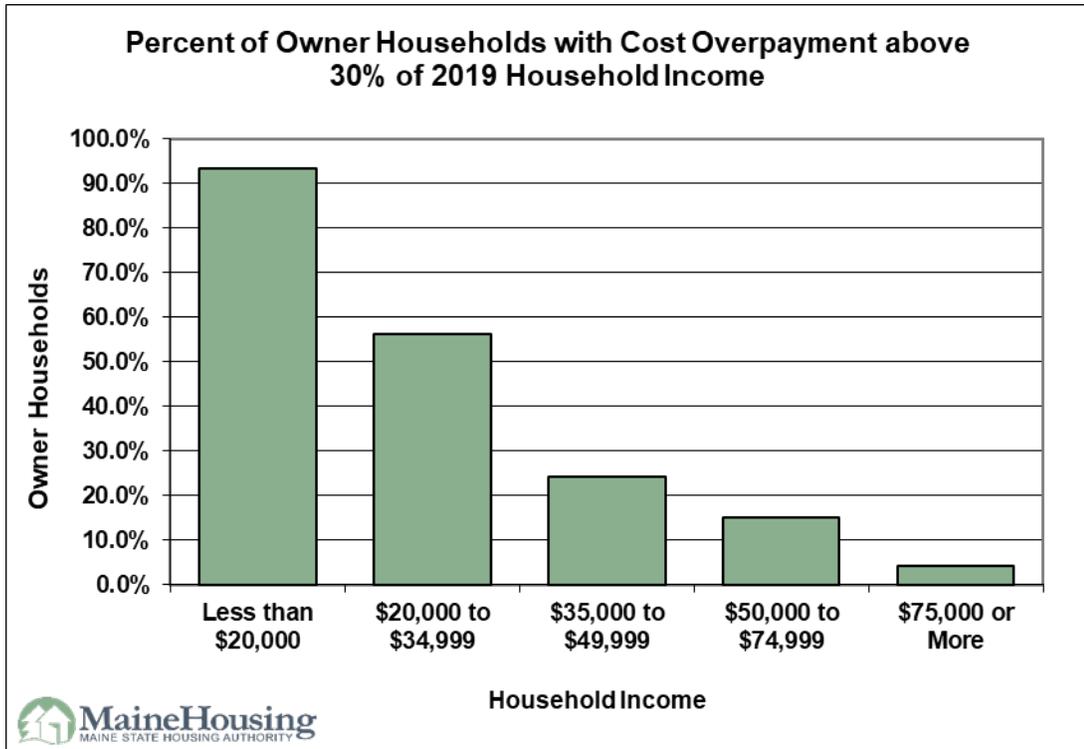


Figure 8.5: Percent Owner Households with Cost Overpayment above 30% of 2019 Household Income

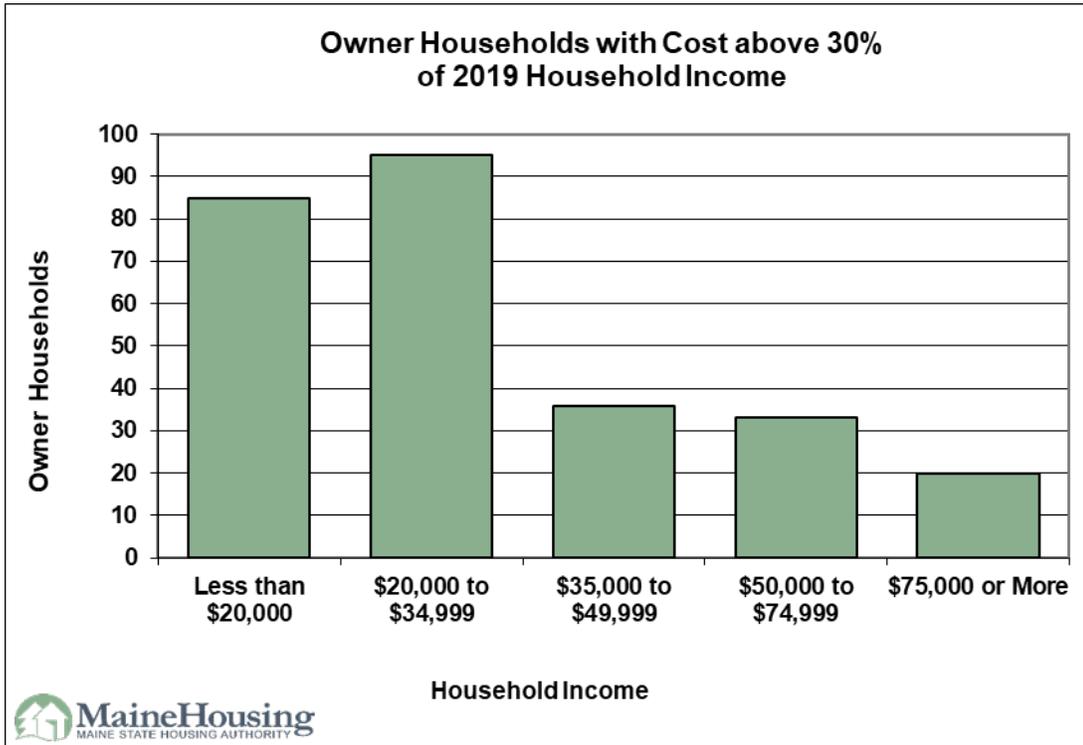


Figure 8.6: Percent Owner Households with Cost above 30% of 2019 Household Income

Gross Rents vs. Gross Income

Table 8.7: Gross Rent as a Percent of 2019 Household Income

Gross Rent as a Percent of 2019 Household Income						
	Renter Occ Housing Units	\$20,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or More
All Renter Households	117	64	15	18	11	9
Rent Less than 20% of HH Income	20	0	0	0	11	9
Rent 20% to 24.9% of HH Income	7	0	0	7	0	0
Rent 25% to 29.9% of HH Income	7	7	0	0	0	0
Rent Less Than 30% of HH Income	34	7	0	7	11	9
Rent 30% or More of HH Income	68	57	0	11	0	0
Rent 30% to 34.9% of HH Income	11	0	0	11	0	0
Rent Less Than 35% of HH Income	45	7	0	18	11	9
Rent 35% or More of HH Income	57	57	0	0	0	0
Rent 50% or More of HH Income	0	0	0	0	0	0
Percent not computed	15	0	15	0	0	0

Housing/ Land Use Regulations

Bristol’s land use ordinances are minimal and both restrict and allow potential affordable housing developments. Accessory Dwelling Units (“ADUs”) are tightly constrained: they cannot be detached from the original unit, must be capable of being converted back to one unit, may be no more than 650 square feet, have proven adequate services, be occupied for more than 6 months in a calendar year and remain within the extended family of the principal owners or a caregiver; guest occupancy cannot be for more than 90 days per annum. The approval of the ADU must be registered on the Lincoln County register of Deeds. This is prior to the passage of L.D. 2003 which, among other things, requires all Maine towns to allow ADUs.

Lot size is set at one dwelling per acre with appropriate setbacks and road frontage. Since 2005 a duplex may be built on a vacant conforming lot. An older dwelling (before 1998) can be divided into a duplex, newer dwellings (after 2005 that are converted to a duplex within five years) are considered subdivisions. There are requirements for sewage and water and parking lots.

Variations to these regulations may be grandfathered in, especially in the villages.

The Town’s ordinance allows both subdivisions and cluster dwelling subdivisions. The definitions are clear but the density allowed is not.

Regulations concerning water and septage may affect developments.

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

Given the shortage of affordable housing in Lincoln County and Maine generally and given the possible benefits of living, working and aging in a place, Bristol should make efforts to meet the needs of low- and moderate-income housing locally. Given, however, the relatively small size of our community and

the distance from a service community, some of the low- and moderate-income housing needs must be met regionally.

Our local service community, Damariscotta-Newcastle fills some regional needs for senior, assisted living and low-income housing. According to <https://affordablehousingonline.com/housing-search/Maine/Lincoln-County>, Neighboring towns of Damariscotta, Newcastle, and Bremen have a combined total of 7 low-income housing communities with 127 apartment units. Beside these low-income developments, Stepping Stone, a non-profit provides limited transitional housing for people facing homelessness. In addition to one facility in Round Pond, several Eldercare run facilities are in neighboring towns, serving low-income people in need of assisted living. Round Pond Green provides around 10 low-income assisted living residences. This number fluctuates based on the amount of workforce available to staff the facility. More distant communities, such as Alna, Jefferson, and Waldoboro, with lower housing and land cost, provide some housing opportunities for families with modest incomes, who may eventually return to Bristol. These communities, too, have experienced an increase in home prices.

Affordable housing is just as essential to our working population, as it is to our senior residents.

Bristol has no affordable housing units, although the Town does have one mobile home park, Pemaquid Villas, a 22-site, resident-owned community. Lot rent is approximately \$300/mo.

Otherwise, moderate and low-income residents have various ways to make housing more affordable in Bristol: living with family; self-built homes; making do with a home in poor repair; used mobile homes. Some people do live in campers and other temporary housing.

These options can be stressful on a resident's housing budget in other ways including repairs and heating costs.

Additional low-cost, low-maintenance homes, kept affordable through a Community Land Trust or other means, may be the means by which the Town can support housing options for low-income seniors, the myriad of families, and essential workers.

Affordable Housing

The entire region lacks adequate affordable housing.

As the cost of housing has increased locally, housing has become even more difficult to find. School teachers, the police force, and other working folks share stories of struggling to find appropriate housing in the region.

Regionally, there are few low-income units available, especially ones that accept Section 8 vouchers. The pemaquid peninsula has no dedicated affordable housing units. Damariscotta and Newcastle provide the region with 7 low-income apartment communities or 127 individual units which accept Section 8 vouchers.

<https://affordablehousingonline.com>

https://www.mainehousing.org/docs/default-source/rental/subsidized-housing-lists/lincolnsubsidizedhousing.pdf?sfvrsn=bb28a215_80completed_Files/lincolnsubsidizedhousing.pdf

Neither Bristol, or Lincoln County have homeless shelters. Stepping Stone units are full, although they are working to build a boarding house. The housing caseworkers from Tedford Housing and ECHP have faced difficulty finding even temporary housing, for unhoused individuals, including hotel lodging.

Homeowners who are unable to make needed repairs to their own homes can request help from the government funded KV-CAP or two regional organizations: Community Housing Improvement Project (CHIPinc) or Habitat for Humanity, Seven Rivers. The region would benefit from an effort to make homes more efficient.

Other Obstacles for affordable housing

The data shows that there is a need for affordable housing in Bristol, but that most housing development is neither affordable nor year round. Some of the other factors that make the development of affordable difficult are:

1. People are willing to sell– the Town does not have low-income housing trust or covenants that would prevent sales that end up pricing people out of the community
2. Economies of scale are harder in a rural area
3. Development of land is expensive– septic, wells, roads, etc.
4. There is no public transportation. Bristol residents need to access their own modes of transportation in order to work or live here.
5. Maine’s labor pool for tradespeople is shallow. In a state that has a hard time recruiting and retaining younger people, the ranks aren’t being replenished.
6. Building-materials costs have skyrocketed.

Substandard Housing

Substandard housing was not identified as a major housing concern, but preliminary inquiries are in process (See below).

Does the town have responsibility over substandard housing or abandoned, collapsing housing? If so, who can provide data on numbers of houses considered substandard or abandoned and what the town's current procedure for helping homeowners in these complex situations.

The Town has no ordinance covering abandoned or substandard housing. Therefore, it does not have data on substandard housing.

If there are no ordinances for substandard housing, does that mean that people may be living in houses that are in danger of collapsing, have dangerous mold, lead paint, no heat, etc. and there is nothing the town can do? Are there state-wide standards?

In Maine, there are ways that a rental property can be condemned for protection of the renter, but little options for condemning owner-occupied or unoccupied property. Bristol (as a Town under 4,000 people) does not enforce MUBEC, the Maine Uniform Building and Electrical Codes, so Bristol does not have an ordinance that would allow a property to be certified as uninhabitable.

What assistance is or could be available, when there are people living in substandard housing (as described above)?

Maine Housing and Efficiency Maine offer some programs, but not everyone takes advantage. Funds can be limited and sometimes homes are not really worth fixing. The town/state/non-profits offer programs to assist with home repair, lead abatement, weatherization, etc.

What happens when someone stops paying their property taxes?

Bristol follows MRSA Title 36, Ch 105 Section 891-Section 1084 for collection of delinquent taxes. For all unpaid taxes, after a 30-day notice is given, a lien is placed on the property within 8-12 months after the tax commitment date. If the lien is not paid in full within 18 months of being placed, a foreclosure occurs. Typically, the Town will work with the property owner on an agreeable payment plan. Foreclosed property with just land or vacant buildings is usually auctioned off by private bid. This has happened five times in the last six years.

Is there a list of properties currently with tax liens, or is that confidential?

There is a list for liens that have expired and therefore are considered tax acquired. The Town Office has the most up-to-date tax lien information. This information is open to the public upon request.

Regional Coordination

There is no Housing Coalition in Lincoln County or unified effort to address housing needs in our region. In 2022, Lincoln County Regional Planning Commission began a survey of housing in Lincoln County. Results of this survey became available in June 2023 and are referenced in this document.. Several organizations provide some housing services to local communities:

- KV-CAP While this CAP agency services Lincoln County, its offices are in Waterville. Often they have trouble finding contractors to serve folks in this region.
- CHIP, inc, the Community Housing Improvement Project provides home repair assistance to low-income homeowners for Central-Eastern Lincoln County, including Bristol.
- ECHP, the Ecumenical Council for Homelessness Prevention meets weekly with a case manager from Tedford Housing at the local Newcastle food pantry. They help folks find temporary housing, pay rent or other relief to prevent homelessness.
- Stepping Stone provides temporary, affordable housing to those going through housing crises. They have ~12 units. Their waitlist is over 20 people long.

Goals, Policies, and Strategies

8. Housing

- **Encourage and promote adequate workforce housing to support the community's and region's economic development.**
 - Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.

- Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).
- **Ensure that land use controls encourage the development of quality affordable housing, including rental housing.**
 - Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.
 - Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.
- **Encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.**
 - Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.
 - Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.
- **8.1 Ensure that local land use ordinances support the creation of quality affordable housing and create incentives for affordable housing options.**

Strategy	Who is Responsible?	Timeline
8.1.1 Establish a Housing Committee to support the exploration of quality affordable housing in the Town	Select Board	April 2024 (contingent upon Plan approval)
8.1.2 Examine and propose regulations associated with current state legislation pertaining to accessory dwelling units (e.g. LD 2003).	Planning Board Select Board	Early Term
8.1.3 Develop local affordable housing options, so individuals and families can stay within their community.	Housing Committee (to be developed)	Ongoing

8.1.4 Identify areas of existing low income housing and support their access to available resources.	Housing Committee (to be developed)	Early Term and Ongoing
8.1.5 Review or amend the Land Use Standards Ordinance to ensure small business owners continue to be able to provide low-cost housing for seasonal workers using accessory dwelling units and other strategies.	Planning Board	Early Term
8.1.6 Consider establishing a level of affordable housing stock in accordance with the May 2023 Lincoln County Housing Needs Assessment.	Housing Committee (to be developed)	Early Term

- **8.2 Support the maintenance of available year round housing stock in the Town by investigating limitations on short term rentals.**

Strategy	Who is Responsible?	Timeline
8.2.1 Explore strategies designed to incentivize preventing homes from becoming short term rentals.	Housing Committee (to be developed)	Early Term

Recreation

Highlights

- The Covid-19 pandemic caused an increase in outdoor activities as people sought to stay healthy and enjoy the outdoors. 2021 was a banner year for the Bristol Parks Commission, with record-high admissions and revenue.
- Increased development over time has put some local water access sites in jeopardy, necessitating vigilance by the town to maintain proper signage and control.
- The town has a variety of parks, preserves, and trails managed by the Parks Commission and the Coastal Rivers Conservation Trust, providing opportunities for hiking, fishing, boating, and other activities.
- Bristol has limited access to Boyd's Pond via the southern cove, which can be reached (walk-in access only) through the Jon and Peg Sproul Preserve, which is managed by the CRCT. Ross Pond (public walk-in access only) can be accessed from Old County Road which is adjacent to the same preserve. A gravel parking lot at the preserve has spaces for 4-5 vehicles.
- The Route 66 Snowmobile Club has created a trail connecting Damariscotta to New Harbor and Bristol to Round Pond. This trail is open to other recreational activities such as cross country skiing, walking, trail running, and bicycling.

Bristol benefits from high quality outdoor public recreation facilities which are free to residents. These include eight town parks, a state park and 10 public preserves. Most are frequented in the summer months, attracting visitors from in-state and out-of-state. 2021 was a banner year for the Bristol Parks Commission, with admissions being the highest that they've ever been. This national trend of people spending more time outdoors in nature is likely to continue as more people are aware of the positive benefits of spending time outdoors for mental and physical health.

Increased development over time has caused some local water access sites to be in jeopardy. Continued vigilance is needed by the town to ensure that proper signage and town control is maintained for the future in some lesser used access points. Limited parking is also an issue at almost all trailheads and sites.

A public playground currently exists at the Bristol Consolidated School. Access is limited to times of day when school is not in session. Increased opportunities for children and families could be the creation of a playground at Pemaquid Beach, for which the Parks Department is currently setting aside funding. The Town could also choose to pursue, if made available by the Coast Guard, ownership of the Pemaquid Point Lighthouse Tower.

Analyses

Facilities Assessment

Will existing recreational facilities and programs in the community and region accommodate projected growth or changes in age groups in your community?

The current recreational facilities and programs are adequate for all ages. However, if programs are to develop in the next decade, new facilities and the extended use of current infrastructure will be needed.

BCS provides extra-curricular school sports programs throughout the school year. Girls play on the new softball field at BCS; boys use the baseball field on school grounds. Soccer games take place on the baseball field. Students must provide their own transportation home from school after practices and games. The YMCAs in Damariscotta and Boothbay offer substantial programs and a Summer camp used by Bristol residents.

The Parks Commission also offers three season recreational sports programs for youth: soccer, basketball and softball/baseball spanning grades 2-8. In addition, the department supports local Little League teams with a playing field at Pemaquid Beach. The Parks Department collaborates with private organizations to allow Pemaquid Beach summer offerings for all ages such as Tai Chi, Yoga, and the Pemaquid Triathlon. The Beachcomber's Discovery Center, run by volunteers from Coastal Rivers Conservation Trust, provides activities such as a touch tank and a Wabanaki Drum Circle, as well as weekly educational programs during the summer.

In August, local volunteers, in collaboration with the Town, put on Olde Bristol Days with activities, a parade, and the Merritt Brackett Lobster Boat races. Round Pond has a well-supported and irreverent parade on July 4 with participant groups from the Town poking fun at political targets and advocating social and conservation agendas; it is 'unorganized' and does not receive Town support.

When school staff are available, and when prearranged with building administration, the BCS gymnasium is a designated community space available for activities such as adult basketball. Adult education enrichment classes were also held in the School prior to 2019. The new Community Space planned in the development of the school will possibly create opportunities for activities throughout the year.

Ice Pond in New Harbor and a hockey pond in Round Pond are plowed by volunteers for skating when weather conditions permit. The Round Pond Improvement Society manages a tennis court, used for both tennis and pickleball, and a basketball hoop open to the public.

Regional recreational offerings are both provided by the YMCA in nearby Damariscotta (12 miles), where a variety of classes and programs are offered for adults and youth. Some Bristol children participate using YMCA transportation. Adult programs, such as tennis, pickleball and various fitness classes and the gymnasium are extensively supported and used by Bristol residents.

The nearest indoor swimming facilities are in the Boothbay YMCA (24.3 miles) or Wiscasset (19 miles).

Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?

The Rock Schoolhouse roof needs reshingling. At Lighthouse Park, the bell tower needs reshingling and the fence needs to be replaced. In addition, the bathhouse restroom facility needs to be replaced as it has cracked floors and is not ADA compliant. In 2023, funding has been budgeted for these projects (and bids have been accepted) and will be offset by a \$1.00 increase in ticket price to the lighthouse to \$4.00.

Adequate parking can be an issue at many trailheads. The La Verna trail is heavily used, in part because there is parking available. Coastal Rivers is planning to extend the Parking and add an information center.

Are important tracts of open space commonly used for recreation publicly owned or otherwise permanently conserved?

Bristol recreation sites include eight town parks managed by the town, one state park, 10 preserves (8 managed by Coastal Rivers Conservation Trust, one managed by the town and one owned by the Nature Conservancy).

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

The Community does not have its own open space policy or fund. However it does work with the Coastal Rivers Conservation Trust to increase recreational opportunities. The trust actively pursues land acquisition to develop trails that provide access from Damariscotta to Pemaquid Point with a particular emphasis on wildlife corridors.

Does the public have access to each of the community's significant water bodies?

Bristol has freshwater access to the Pemaquid River at the Ellingwood Information Center in Bristol Mills and at the head of the pond in Damariscotta via a small beach. Parking is adequate at both venues.

Access to the north end of Boyd's Pond is by hand carry of boats across the Fountain property at the eastern side of the Hatchtown Mill bridge. Parking exists for one or two vehicles on the south shoulder of Old County Road. There is not a desire to have a boat ramp at this location by most landowners near Boyd's Pond. The Pond is currently restricted to 4 hp motors or less on motorized boats and most people who use the Pond are in canoes.

There was an old swimming area off the old County Road, which was owned by the McCracken Family since the 1960s. They allowed the public to access the beloved swimming hole by crossing their land. To the disappointment of many residents, in 2005, heirs of the family built a house at the former access point and stopped allowing access to the swimming area.

Are recreational trails in the community adequately maintained? Are there conflicts on the trails regarding their use?

Trails are well maintained primarily by Coastal Rivers Conservation Trust whose volunteer crews regularly trim and add pathways to their trails (see list). Trail Stewards from CRCT are responsible for minor maintenance and reporting issues that need more attention. Town trails are maintained by community volunteers. Motorized vehicles are not permitted on any of the trails, which can lead to conflicts with the stewards of some of the trails.

Is traditional access to private lands being restricted?

Hunters and nature-loving residents rely on access to private lands. Out of the 212 new building permits Bristol issued in the 2021 and 2022, 43 were for new homes. This may have potential impact on these individuals' access to undeveloped land.

Conditions and Trends

Recreation Data Set

The community's Comprehensive Planning Recreation Data Set.

Conditions and Trends (1) Data Set

Conditions and Trends (2) A description of important public and private active recreation programs,

See Analysis Question #1

Conditions and Trends (3) Inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.

See Analysis Question #4

Trail Management

A description of local and regional trail systems, trail management organizations, and conservation organizations provide trails for all terrain vehicles, snowmobiling, skiing, mountain biking, or hiking.

Snowmobiling The Route 66 Snowmobile Club has created a trail that is used when conditions permit by riders from Bristol and surrounding communities. (Route 66 is a trail that runs from Damariscotta to New Harbor, and from Walpole to Round Pond, almost exclusively on private land through informal agreements with landowners.) The club does not allow ATVs because it threatens their landowner agreements. They are considering asking for a modification of their agreements with landowners to allow cross-country bicycle use. Their trails connect with the Jefferson/Nobleboro club trails and then connect to ITS trails, offering potentially unlimited riding.

The Samoset Fish and Game Club is located at 68 Transfer Road, adjacent to the Transfer Station. The club maintains an outdoor rifle range that is available to members to practice marksmanship and build skills. Use of the range is permitted when the Transfer Station is closed (currently Wednesdays and Sundays). The club, which has 300 total members (111 of whom are active), consists of both year round and seasonal residents.

Hunting is important within the community and currently there are few restrictions on access to private land.

Public Open Space

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

Parks, Recreation, Water Access

Part I. Town Parks

Town Parks are managed by the Parks Commission, a self-sustaining department, which employs a full-time director year-round and part time information and maintenance staff in the summer months. Many of the trails are overseen by CRCT.

Pemaquid Beach Park: A ¼ mile, white sand beach located on Snowball Hill Road in New Harbor with a newly completed Parks Pavilion that includes a bathhouse and outdoor showers, restrooms, beach

rentals, refreshments, picnic tables and parking. The Beachcombers Rest Nature Center (managed by the Coastal Rivers Conservation Trust) on the premises offers a place to learn about the ecology of the beach. During the summer, no dogs are allowed except leashed service dogs; however, the Beach is open to dogs in the off season from October 15 - April 30 each year.

Pemaquid Point Lighthouse Park: The focal point of the park located at 3115 Bristol Road in New Harbor is Pemaquid Point Lighthouse. Built in 1827 and set above spectacular rock formations, this is a popular spot for paintings, photographs, and weddings. Although the Park is owned and managed by the town, including the Lighthouse Keeper's House and the Bell Tower, the lighthouse tower itself falls under the auspices of the Coast Guard. Donations for entering the lighthouse tower revert to the American Lighthouse Foundation. In the past the town has unsuccessfully requested to take over the running of the lighthouse tower. If successful, this change in ownership would bring the entire park under the management of the town. Also on site are The Fisherman's Museum, Pemaquid Art Gallery, and the Learning Center. Dogs on leashes are allowed year round.

Hanna Landing: Located at the end of Cozy Cottage road in New Harbor, this park offers a picnic area, boat launch into Pemaquid River, and scenic view.

Pemaquid Falls Landing: This tucked-away overlook on the Town Landing Road is a great fishing spot that feels remote, yet is located near the corner of Route 130 and Harrington Road. This scenic location is frequented by photographers for its abundance of eagles and osprey, and is used by swimmers and canoeists/kayakers.

Long Cove Point Landing is a Bristol owned waterfront parcel can be seen on the tax map, but with no signage to define it. This parcel is little known and under utilized as a recreation resource. The Bristol Harbormaster group is diligent about reviewing this shorefront property to prevent the town from losing possession.

Town Landing on Brown's Cove Road is the site of an old pokey factory. This resource has a sharp drop off to the water and no parking. Development would be needed in order to make this safe for recreation. The Bristol Harbormaster group is diligent about reviewing this shorefront property to prevent the town from losing possession.

Pemaquid Harbor Road at Sunset Drive Loop is a small parcel of land that was gifted to the Town with certain restrictions. It includes a parking area with a green lawn ending in a little beach possibly suitable for kayaks. This parcel has no signage, but is maintained by the Town via deed restriction.

Bristol Mills Dam Swimming Hole and Fish Ladder: Located on Route 130 in Bristol Mills, the Town's most popular public freshwater swimming area offers easy access and a portable toilet. The adjacent, newly-reconstructed Fish Ladder helps alewives return from the sea to freshwater to spawn, thereby protecting this important marine resource.

Ellingwood Park Information Center: This park on the Pemaquid River in Bristol Mills hosts an information center, picnic tables, and the Veterans Memorial Riverwalk. This spot offers a view of the historic, stone Arch Bridge, one of the state's oldest stone bridges, and a boat launch for boating and kayaking. There is adequate parking.

Rock Schoolhouse: Built in 1835, this one room schoolhouse is the oldest of its type in Maine and still stands at 158 Rock Schoolhouse Road in Bristol. The grounds are maintained by the Parks Department.

Currently the building is not open to the public but the Parks Department continues to seek volunteers to facilitate public access during the summer months.

Moxie Cove Boat Launch and Picnic Area: Located on Moxie Cove Road in Round Pond, this small park offers a boat launch only accessible at high tide and a picnic area. This birdwatcher's paradise hosts a unique ecosystem where a freshwater brook meets the ocean under a beautiful, stone bridge. There is limited parking.

Colonial Pemaquid State Park: This site situated on Pemaquid Harbor features the remains of a colonial fishing village, Fort William Henry, a museum, a dab and wattle replica house, a Fort House Museum, restrooms and a wide open green space. Ample parking is available for visitors and boat launching. A privately run restaurant with a dock is also on the premises. Fishing from the dock is permitted. At present there is no admission required for entry into the park. Dogs on leashes are allowed. Swimming is not allowed.

Part II. Preserves and Trails

(* indicates management by the Coastal Rivers Conservation Trust. Visitor numbers, per annum, single visits, estimated by CRCT are in brackets)

Bass Rock Preserve* (100): Bass Rock is an 11-acre preserve near Round Pond featuring 1,350 feet of deep water frontage on Muscongus Bay.

Bristol Recreational Trail (managed by the Town of Bristol) The Bristol Recreational Trail starts at Route 130 just south of the Bristol Consolidated School, leads back to the Pemaquid River estuary, and then returns to the highway just north of the school near Lupine Road. It is about 0.7 miles long and is an easy 30-minute walk. There is a short segment on school property that was designed to be handicap accessible. It offers cross-country skiing, fishing, dog-friendly hiking/walking, and snowshoeing.

Cosima's Preserve* (100): The 44.5-acre Cosima's Preserve sits on the west side of the Pemaquid River near the southern end of Biscay Pond. The property has 1,100 feet of frontage along the Pemaquid River, as well as 1,950 feet along Campbell's Swamp Brook along the western edge. Cosima's Preserve offers a variety of woodland and wetland habitats, fishing, a quiet woodland trail for walking and snowshoeing, and boat access. Dog-friendly.

Crooked Farm Preserve*(no report): The Crooked Farm Preserve allows walking, boating, hunting and fishing with nearly 130 acres of forest, wetlands, and open fields. In addition to its wildlife and open space values, Crooked Farm Preserve features about 1.25 miles of Pemaquid River shorefront and provides minimal access to Boyd Pond (a portage from the parking area down the trail to the Pemaquid River upon which point one would have to paddle upstream to the Pond).

Bearce Allen Preserve and NORGAL Property*(500): The Bearce Allen Preserve consists of 40 diverse forested acres with 3 trails that total just over 1 mile. It serves as a demonstration forest to showcase best practices in sustainable forestry. The area was used as a tannery from the 1820s to the 1890s. The red house to the left of the kiosk was the tannery office and is one of the oldest houses in Bristol, dating from the 1780s. The preserve was planted to a white pine tree farm during the 1940s, and these same pines now can be seen via the green and blue trails. Cross-country skiing, hiking/walking, picnics, snowshoeing, and dogs are allowed.

The NORGAL property adjacent to the Bearce-Allen Preserve contains approximately 45 wooded acres containing wetlands and streams. The property remains in a substantially undisturbed wooded natural state, presumably second growth based on the numerous stone walls that crisscross the property.

Hatchtown Preserve* (no report): The Hatchtown Preserve consists of 35 acres along the west side of the Pemaquid River from south of the Hatchtown Bridge on the Lower Round Pond Rd down to the inlet into Boyd Pond. The preserve features boat access, and a boat launch (canoe/kayak)

Little Falls Brook Preserve* (no report): The 21-acre Little Falls Brook Preserve contains a shallow wetland area and a short trail through the forested upland portion of the preserve. The trail is accessible by foot only in the winter months when the marsh is frozen. The marshland does provide a paddling opportunity, when the water is high, which requires dragging over at least one beaver dam. Unmarked parking.

John and Peg Sproul Preserve* (100): This preserve is on both sides of Old County Road. The west side of the road leads down to a small sandy beach at the southern end of Boyd Pond. The hand carry boat access to Boyds Pond from the Sproul parking area is long and difficult. Old County Road is partially paved and suitable for ‘gravel’ biking. It also provides trails along the waterfront and outflow of Ross Pond. There is a short hand carry boat access to Ross Pond from the parking area.

Keyes Woods Preserve* (300+): Keyes Woods extends east to the Pemaquid River with over 1900 feet of shoreline and a free-flowing tributary stream. The outflow of this stream, at a quiet bend in the river, is a hotspot for waterfowl viewing. Crisscrossed with historical stone walls, the preserve with its 2.2 mile trail features old stone foundations, glacial erratics and abundant wildlife. Dogs are not permitted at Keyes Woods.

La Verna Preserve* (2,000+): The La Verna Preserve features a 2.4 mile trail to a rocky coastline, all of which is walkable at all tides and affords panoramic views of outer Muscongus Bay and the islands. Except for the sedge meadows and shrub swamps along Meadow Brook, the preserve is almost entirely forested. Oak-Northern hardwoods forest is the most widespread natural community on the preserve. There is a vibrant vernal pool by the trail. Cross-country skiing, dogs, hiking/walking, picnics, and snowshoeing are permitted.

Rachel Carson Salt Pond Preserve (owned by The Nature Conservancy) (no report): The trailhead is near the intersection of Salt Pond Road and Route 32, with a pull-off on the roadside for limited parking next to the shore with access to tidepools. The sign for the path is not quite directly across the road from the staircase to the shore, but quite close.

This Nature Conservancy Preserve was one of the legendary scientist and environmentalist Rachel Carson’s favorite spots and inspired some of the research for her book, *The Edge of the Sea*. The trail starts out on a hill but flattens out in a quarter of a mile for a quiet walk in the forest.

Water Body Inventory

An inventory of fresh or salt water bodies in the community determined locally to have inadequate public access.

Freshwater: Boyd Pond. Ross Pond.

Saltwater: There is adequate access to saltwater. Some launches may be limited by the availability of parking, particularly in the case of Hanna Landing and Round Pond Harbor.

Note: The definition of inadequate access is situational, and based on intended use of the water body. For some, inadequate access consists of anywhere there is not a boat ramp. For others, options for hand carry or portage of canoes is adequate.

Goals, Policies, and Strategies

9. Recreation

- **Maintain/upgrade existing recreational facilities as necessary to meet current and future needs.**
 - Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.
 - Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.
- **Preserve open space for recreational use as appropriate.**
 - Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.
- **Seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.**
 - Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine’s landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.
- **9.1 Ensure, and possibly expand, access to important recreational sites in the Town.**

Strategy	Who is Responsible?	Timeline
9.1.1 Seek to, when possible, acquire Town ownership of Pemaquid Lighthouse Tower from the Coast Guard.	Parks Commission Select Board	Long Term

9.1.2 Work with community partners to explore ways to ensure and expand, as appropriate, access to various freshwater bodies in Bristol (e.g. Boyd's Pond, Biscay Pond, etc.)	Select Board Town Conservation Committee (to be developed)	Ongoing
9.1.3 Support safe access to recreational sites by ensuring adequate parking at those locations currently lacking this resource.	Community Partners (such as Coastal Rivers) Parks Commission	Ongoing
9.1.4 Utilize visitor data from Parks and Trails to inform further development of Town Recreational infrastructure	Community Partners (such as Coastal Rivers) Parks Commission	Ongoing
9.1.5 Continue to acquire property from willing landowners or seek gifts of land or perpetual use agreements to provide the assurance of recreational opportunities.	Community Partners (such as Coastal Rivers) Select Board	Ongoing

- **9.2 Expand recreational programs available in the Town.**

Strategy	Who is Responsible?	Timeline
9.2.1 Continue and expand youth stewardship opportunities.	Parks Commission	Ongoing

	School Committee Community Partners (such as Coastal Rivers)	
9.2.2 Continue and expand youth recreational programs.	Community Partners (such as CLC YMCA) Parks Commission School Committee	Ongoing
9.2.3 Continue and expand senior programs.	Parks Commission Senior Services Committee (to be developed)	Ongoing
9.2.4 Facilitate access to community spaces at the Bristol Consolidated School by ensuring use parameters are reasonable.	Implementation Committee (to be developed) Parks Commission School Committee	Early Term

- **9.3 Build community by encouraging community events.**

Strategy	Who is	Timeline
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	Responsible?	
9.3.1 Encourage public and private entities to schedule community events.	Community Partners Parks Commission Senior Services Committee (to be developed)	Ongoing

Transportation

Highlights

- Bristol has two major state roads, Routes 130 and 32, connecting residents to neighboring communities. A section of State Route 129 gives access to a limited area adjoining South Bristol.
- The daily traffic counts show that Route 130 is the busiest road in Bristol, followed by segments of Route 32 and Route 129. Some roads experienced a decrease in traffic from 2016 to 2019, while others saw an increase.
- Road safety varies across different segments, with some areas having excellent crash histories, while others, like the intersection of Routes 129 and 130, have higher crash densities.
- Bristol lacks the traditional supports for non-automobile road uses, such as bicycle lanes and sidewalks.
- Bristol is lacking traditional public transportation options, such as buses.
- Some road segments in Bristol are at risk of damage or erosion due to sea-level rise and storm events. Long-term planning, engineering, and grants are needed to address these issues.
- State and Regional Plans: Bristol coordinates with the Maine Department of Transportation (MDOT) for maintenance and capital projects. The MDOT Work Plan for 2023-2025 includes various projects in Bristol and neighboring towns aimed at improving roads and drainage.

Introduction

The purpose of this Chapter is to describe the current transportation systems in Town and give an overview of the ability of those systems to adequately serve Bristol residents, businesses and visitors. Information – with tables and maps – will be presented about the Town’s road network, the condition, traffic volume and other characteristics of the roads, the public landings, marine travel, parking, and bicycle and pedestrian uses and issues.

The proposed Policies and Strategies for Transportation are at the end of this Chapter, and also are included in the complete set of Comprehensive Plan Policies and Strategies.

General

The major State roads – Routes 130, 32 and 129 – connect Bristol’s residents and businesses to the region’s service community of Damariscotta (with major stores and restaurants, the Lincoln Theater, and Lincoln Health Miles Campus, for example), and with neighboring South Bristol, Bremen, and Waldoboro. In turn, these roads bring thousands of visitors and commercial customers to the Pemaquid Lighthouse, the Beaches, Colonial Pemaquid, local businesses, and other attractions.

The State roads total about 30 miles, and the Town maintains about 59 miles of roads. The Town has a number of busy public landings; a passenger ferry provides regular ferry service out of New Harbor to Monhegan from May to October.

Bristol is not well-served by traditional public transportation. Residents must travel to Damariscotta to access the Concord Trailways bus. The MidCoast Connector (out of Waldo County CAP) provides non-emergency rides for MaineCare members living in the area. Taxi service is available from Damariscotta. The Lincoln County Friends in Service Helping (FISH) program is a locally-operated volunteer ride network.

General Road Network

Bristol's road system consists of state and state aid roads, town roads and private roads. The following pages include maps and tables with various details about the quality and use of the roads. Map 10.1 shows how the Bristol roads are ranked within the State's classification system: much of Route 130 is considered Priority 3, all of Route 32 and some of Route 130 plus busy local roads are Priority 4, and the majority of the local roads are Priority 5. This is helpful to understand the relative place of Bristol's State roads within the expansive State highway network.

State roads are maintained by the Maine State Department of Transportation. Later in this chapter, the Bristol projects included in MDOT's current 3-year capital and maintenance will be presented. However, projects are generally delayed due to increasing costs, and lack of labor.

The Town maintains all town roads and annually appropriates funds for maintenance and repair, safety improvements, culvert and drainage improvements, road resurfacing, winter maintenance, and streetlights. The budgeting for this is the responsibility of the Selectboard, primarily Road Commissioner Chad Hanna and Highway Foreman Sean Hunter. The Town pays for these activities with annual town meeting allocations, DOT grants, town capital reserves, and excise taxes. With the Highway Foreman, the Road Commissioner develops longer-term plans for major road and bridge projects.

Bristol: Highway Corridor Priority (HCP)

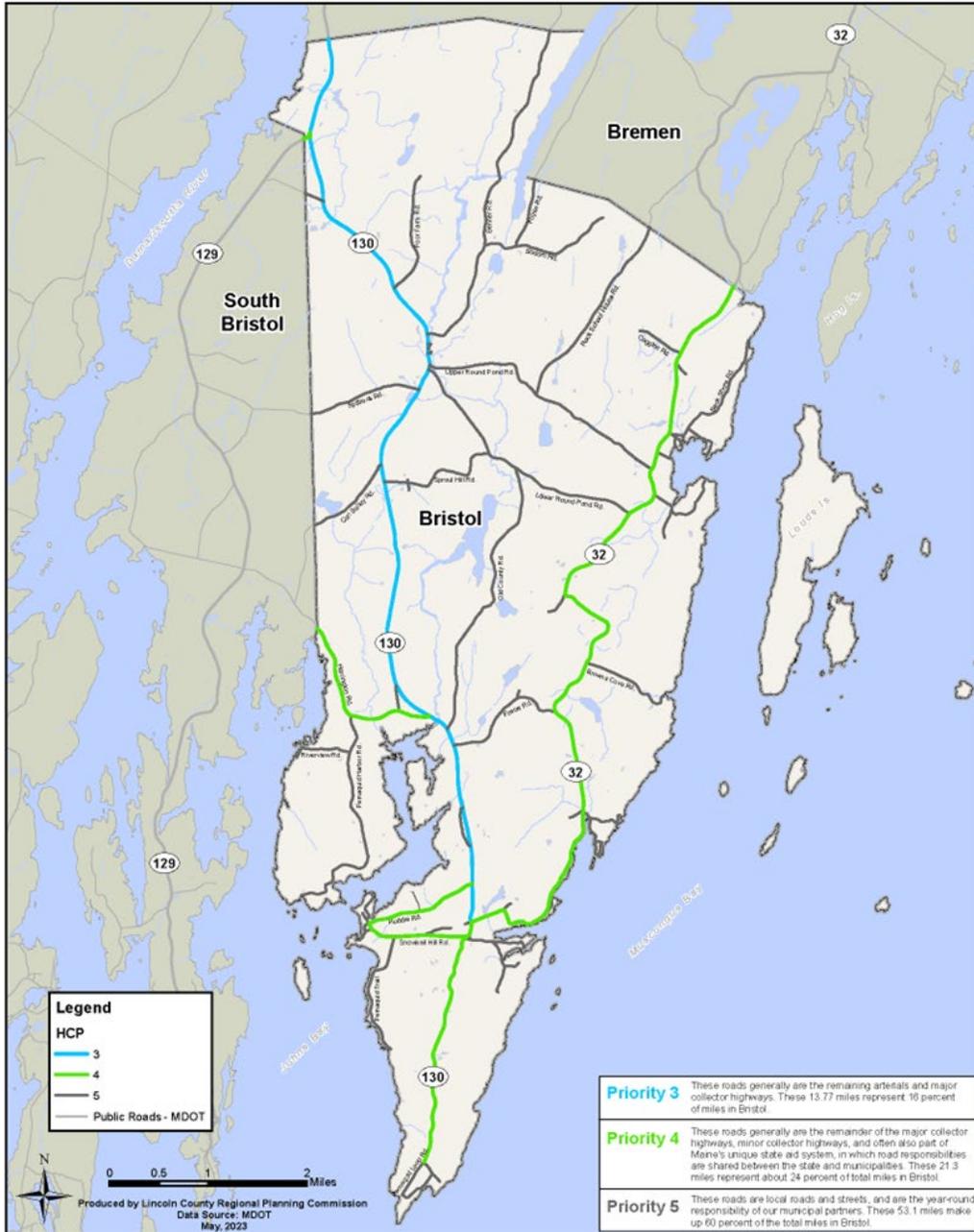


Figure 10.1 State Highway Corridor Priority (HCP)

Bristol: Public Roads



Figure 10.2 State and Town Roads

The major local roads are Benner, Fogler, Lower and Upper Pond Roads, Pemaquid Harbor Road, and Foster Road.

Table 10.1 State and Town Roads in Linear Feet

Road Name	Road Length (LF)
ANCHOR INN RD	1196
AUSTIN ST	562
BACK COVE RD	603
BACK SHORE RD	10347
BEACH LOOP RD	1252
BENNER RD	26347
BRADLEY HILL RD	3160
BRISTOL DAM LOOP	489
STATE ROUTE 130 (BRISTOL RD)	93455
BROWNS COVE RD	7249
CARL BAILEY RD	6937
COGGINS RD	3538
COLONIAL PEMAQUID DR	2334
COZY COTTAGE RD	1573
ELLIOT HILL RD	2515

Road Name	Road Length (LF)
OLD COUNTY RD	21729
OLD FORT RD	904
OLD LONG COVE RD	781
PEMAQUID HARBOR RD	18210
PEMAQUID LOOP RD	6106
PEMAQUID TRL	9767
POOR FARM RD	9305
REDONNETT MILL RD	337
REILLYS RD	331
RIVERVIEW RD	4482
ROCK SCHOOLHOUSE RD	15387
RODGERS RD	2084
ROUND POND LANDING RD	765
NORTHERN POINT RD	3037
SALT POND RD	1346

FIR HOLLOW RD	1984
FISH POINT RD	872
FOGLER RD	17463
HARRINGTON RD	13339
HUDDLE RD	8376
INDIAN TRL	2524
KELLY ST	215
LEEMAN HILL RD	3325
LONG COVE POINT RD	5258
LOWER ROUND POND RD	19504
MARTHA BECK RD	2839
MORRISON RD	2204
MOXIE CV	6183

SNOWBALL HILL RD	7749
SODOM RD	7695
SOUTHSIDE RD	4253
SPLIT ROCK RD	8475
SPROUL HILL RD	9668
STATE ROUTE 129	938
STATE ROUTE 32	63214
THOMPSON RD	1117
TUKEY LN	1143
UPPER ROUND POND RD	19630
WALPOLE MTG HOUSE RD	1440
YATES LN	1114
Total Public Road Length	466650

How Busy Are Our Roads?

Maine Department of Transportation counts daily traffic on thousands of roads across the State, though not every year and not for every road. Map 10.2 below confirms Route 130 as the busiest road down to New Harbor; then a significant drop to the next “busiest” roads – the upper segment of Route 32, Route 32 coming into New Harbor, Route 130 to the Lighthouse, and Snowball Hill

Table 10.2 shows the roads with the highest average count – Route 129 north of the split with 130 at 6,520 vehicles, and Route 130 just below that intersection with 3,840. Interestingly, these roads saw a decrease from 2016 to 2019, while other roads -- Harrington and Lower Round Pond, for example-- saw traffic increase significantly.

Road Conditions and Service Ratings

A series of maps – Overall Condition Score, Ride Quality, Pavement Rutting, Service Score, Safety, and Crash Density – will describe the quality of the road system – perhaps confirming what residents know, perhaps raising more questions rather than explanations!

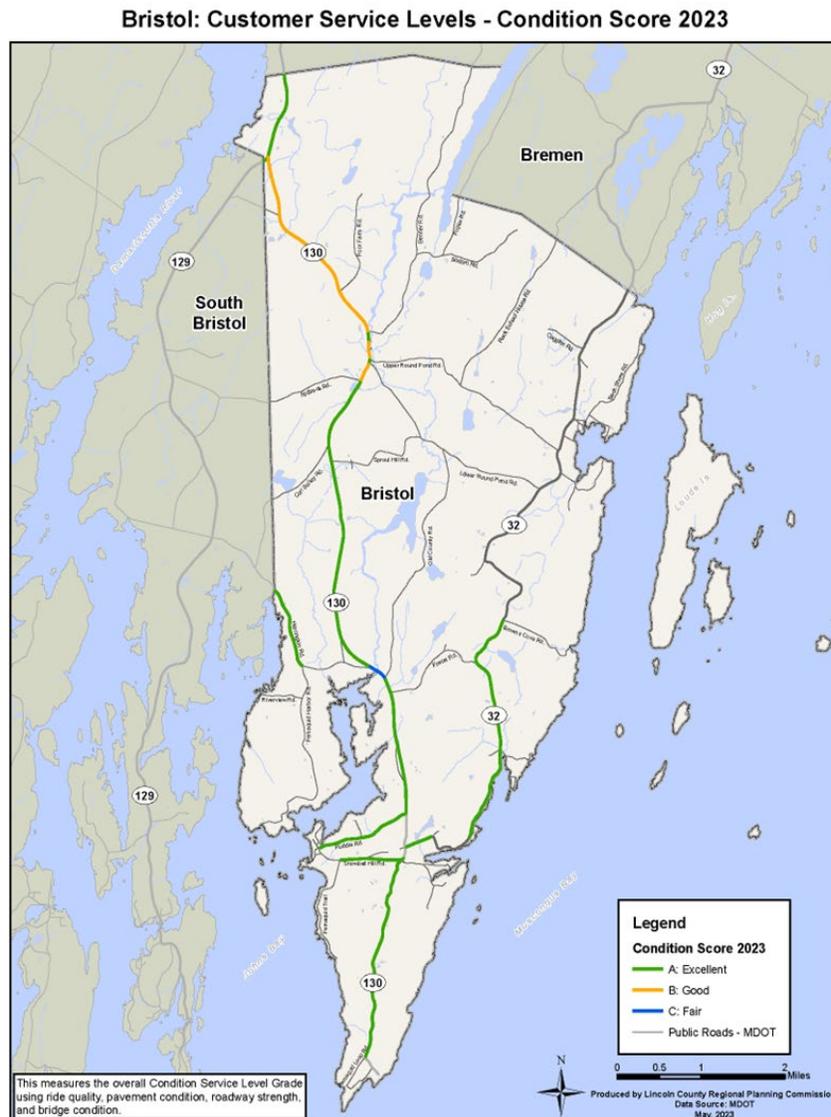


Figure 10.4 Customer Service Levels

Map 10.3 is a summary of sorts of the major measures of road conditions: ride quality, pavement condition, roadway strength, and bridge condition. The majority of the Town’s roads (state and local) are considered “excellent”; the Route 130 segment from Split Rock Road to the Route 129 intersection is considered “good”.

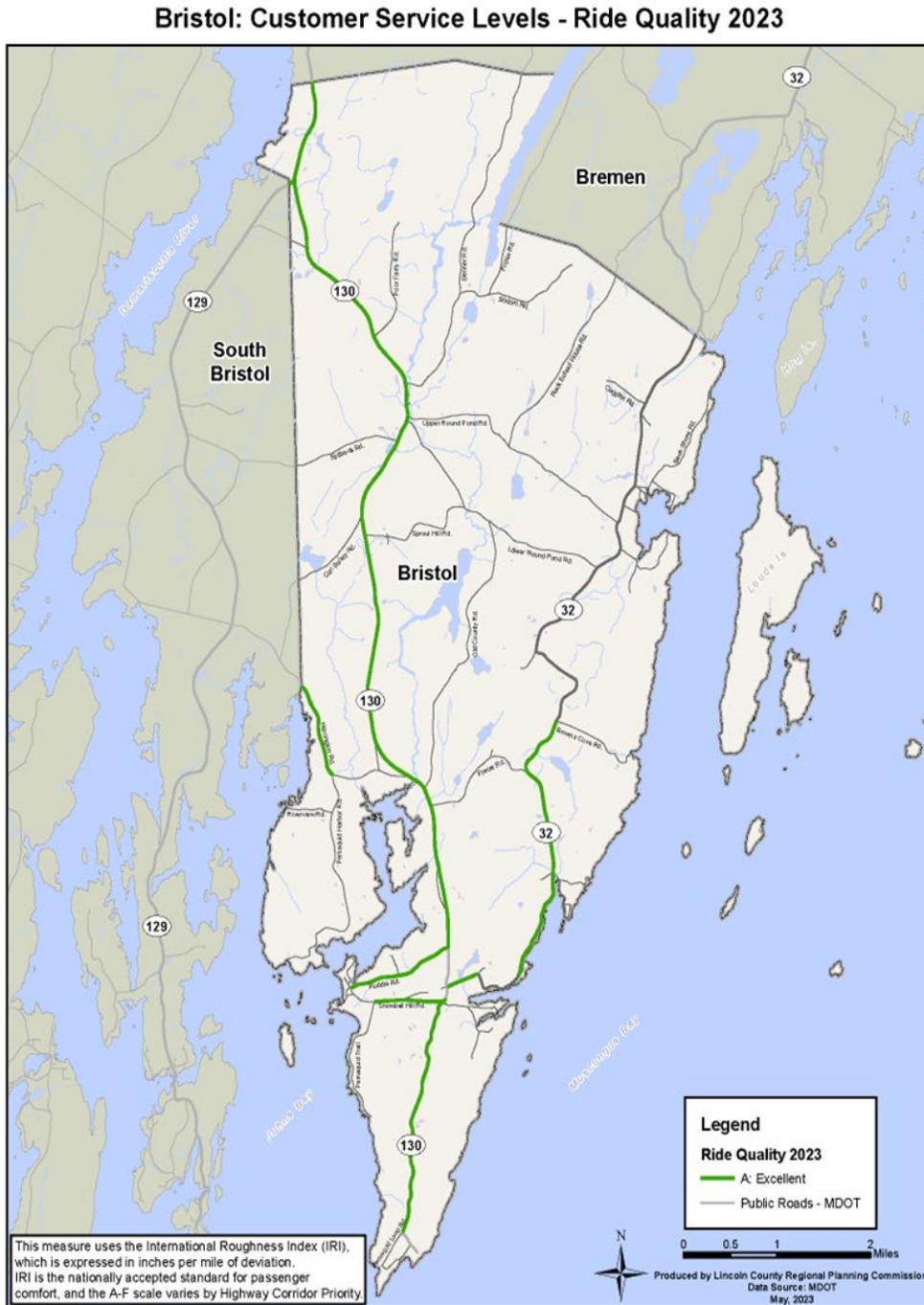


Figure 10.5: Ride Quality

Bristol: Customer Service Levels (Safety) - Pavement Rutting 2023

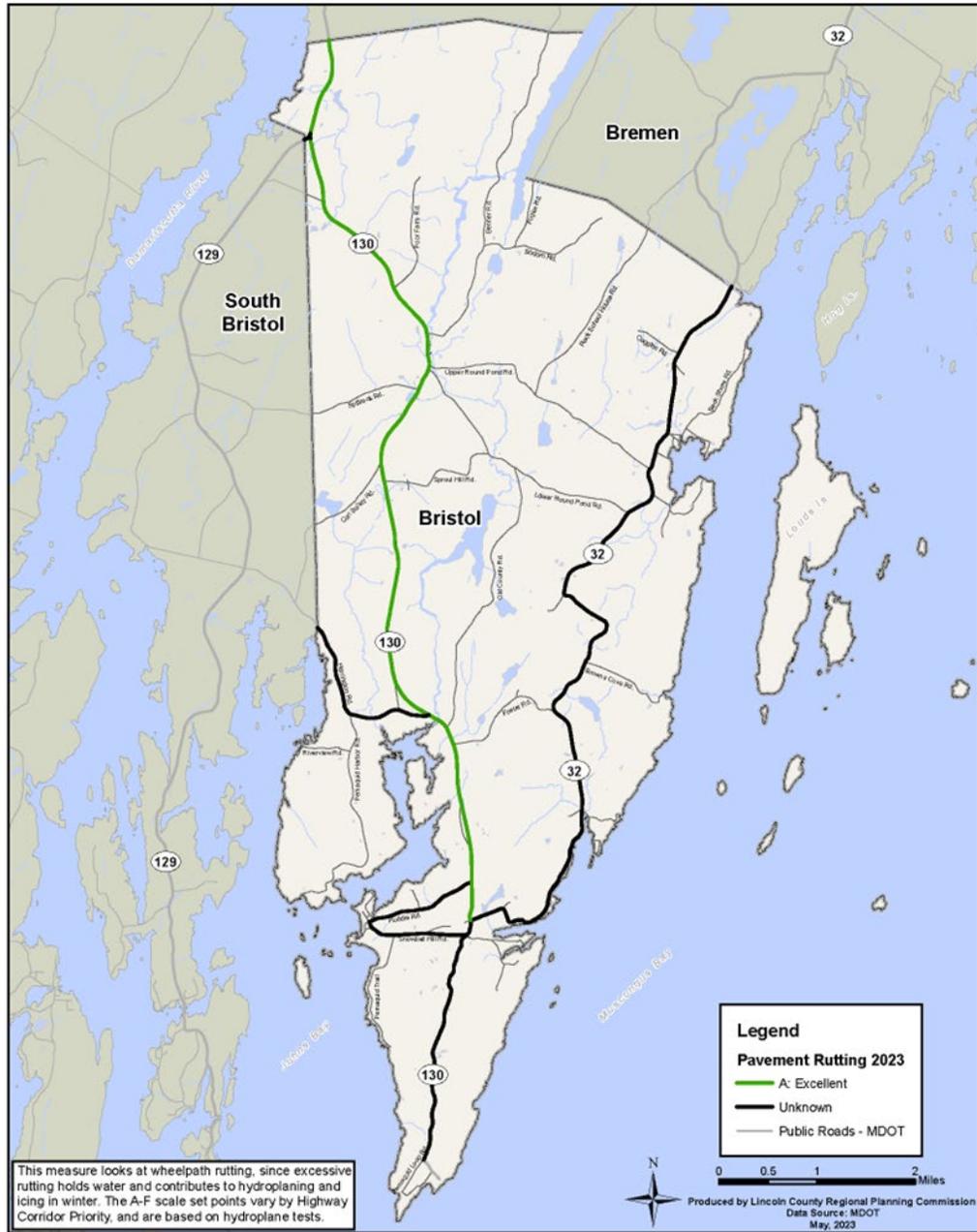


Figure 10.6: Pavement Rutting

Pavement rutting is a factor in ride quality and service. As of May 2023, however, the only road evaluated for this was Route 130, which overall is considered excellent; information for the other roads is not available.

Bristol: Customer Service Levels - Safety Score 2023

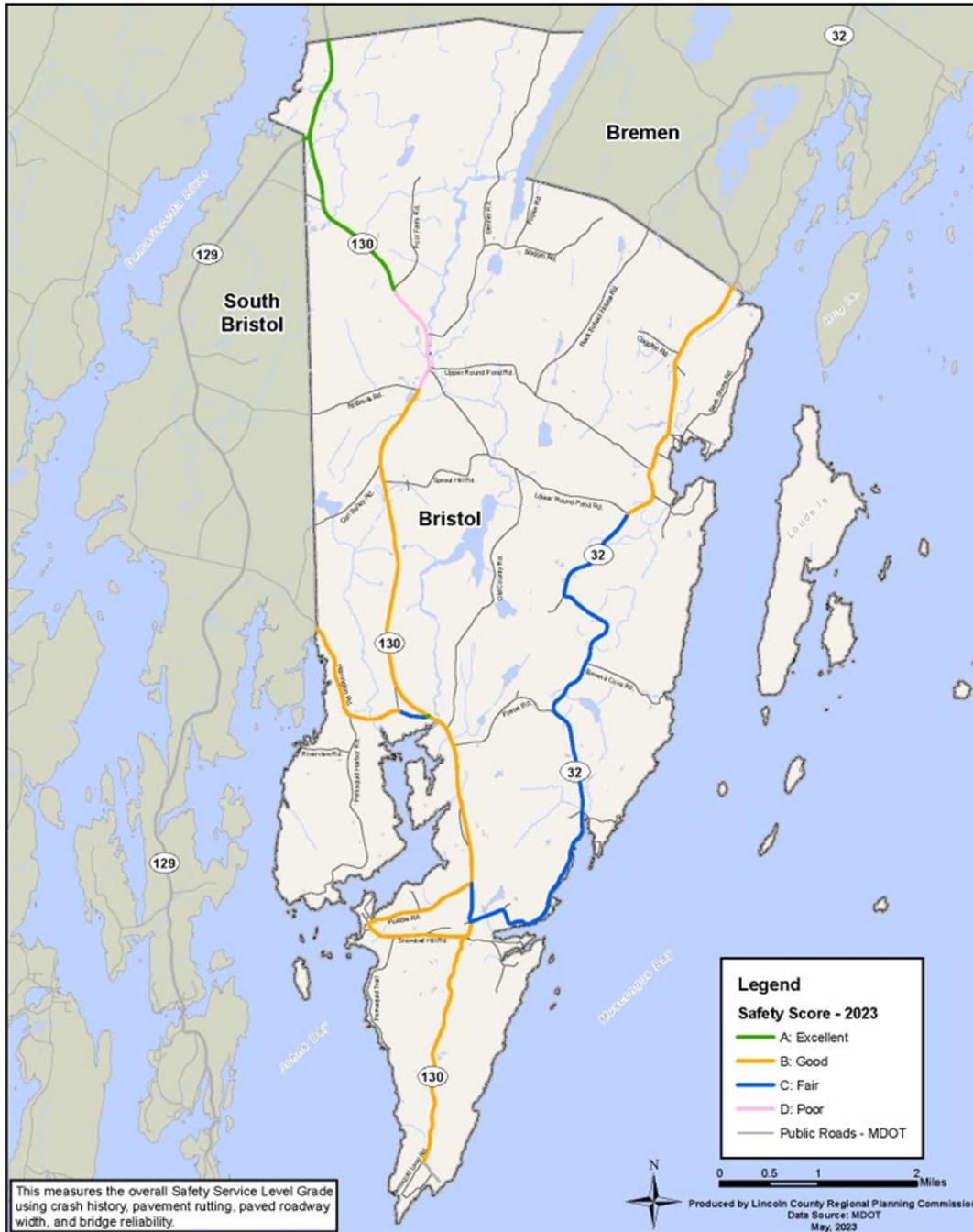


Figure 10.7: Safety Score

As evaluated by Maine DOT, road safety combines a few factors – crash history, pavement rutting, paved roadway width, and bridge reliability. Based on these, only the northernmost segment of Route 130 is “excellent;” most of the remaining roads are “good” – Route 130, the northernmost segment of Route 32,

Harrington, Huddle, and Snowball Hill. Most of Route 32 is considered “fair,” and almost a mile of Route 130 between Split Rock and Poor Farm Road is “poor.”

Crash History

Most of the Town’s major roads are very safe for traveling – they have excellent or good crash history. The primary road segment in poor condition is the same one as described above on Route 130, between Bristol Mills and Poor Farm Road.

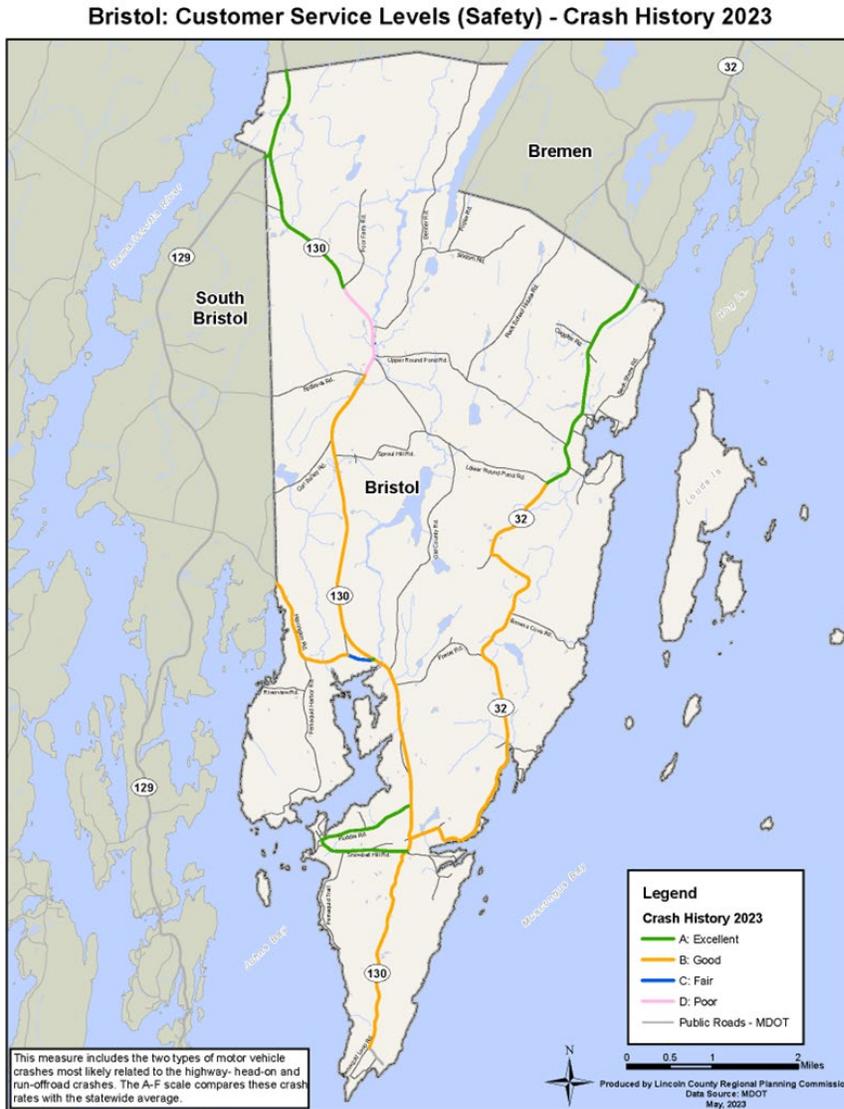


Figure 10.8: Crash History

The best visual to understand recent crash issues in Town is Map 10.8 below which presents 10 years of data. Deep blue representing the highest crash density is found at the Route 129/130 intersection, Route

130/Old County Road,, and Bristol Mills. The lowest crash density is found on side roads and out of the village areas.

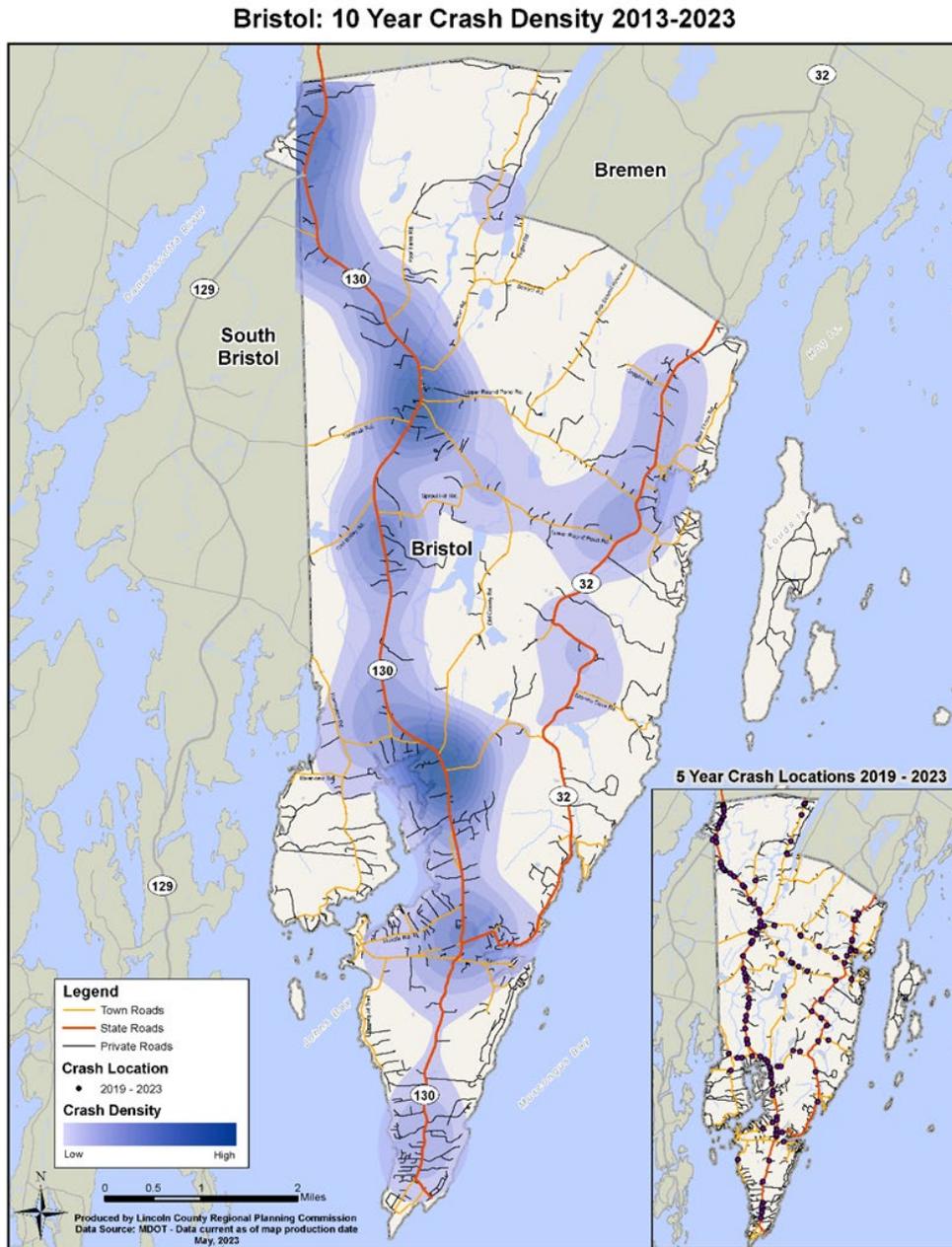


Figure 10.9: Ten Year Crash Density

For more detail on the many types of crashes – from rear-end sideswipes to collisions with animals – the Appendix has a table and graph with over 380 crashes tabulated from 2014 to 2022.

Bicycling and Pedestrian Activities and Resources

Biking and walking are very popular recreation activities, yet the transportation system – the public roads and sidewalks – greatly affects the safety and quality of these experiences. As a starting point, there are no official bicycle lanes in Bristol; however, there are increasingly more bicyclists on Bristol roads, primarily on Route 130. While wider than most area roads, Route 130’s many hills and corners unfortunately make bicycles and pedestrians somewhat “hidden” to drivers. Many residents walk or run on the State and local roads, especially Route 130, Route 32, the Pemaquid Loop, and Snowball Hill Road. While low traffic volume on town and private roads provide opportunities for biking and walking, these roads are not always suited for non-vehicle traffic. Except for a very short segment by the Town Office, there are no sidewalks in Bristol.

Due to the Town’s and residents’ significant interest in biking and walking, key plans have been prepared, most recently the Bicycle-Pedestrian 2020 Update and the 2009 Bristol Bicycle-Pedestrian Plan (both are included in the Appendix).

The most recent Town Committee met from May 2019 to February 2020, developed and distributed a public survey, and identified priorities and needs related to bicycle, pedestrian, and other multi-use access and safety issues. There are many actionable near-, mid-, and long-term recommendations reflected in some measure in the Recreation Chapter. However, the 2020 Update identified several transportation-related issues: speeding through town and safety near the School, the Library, and in the villages.

The Committee (with public input and comment) recognized the value of speed sensors, speed limit feedback signs, traffic calming measures, more speed limit enforcement, and MDOT speed studies. The village recommendations covered visual improvements (planters or other ways to better define these denser areas), several crosswalk and sidewalk locations, and continued partnering with MDOT and village businesses.

Another “joint” recreation-transportation proposal was for a pedestrian path from the Hardy Boat Parking Area to Shaw’s Wharf, in order to improve safety for all users of this narrow, curvy and busy stretch of Route 32.

The Comprehensive Plan Survey again recognizes the lack of a safe route to walk or bike to school, the high percentage of bicyclists feeling unsafe, and very strong support for investigating 1) how to connect parts of Bristol with bike/ped infrastructure, and 2) creating official, on-road bike lanes. However, the costs of such projects were not included in the survey.

Additional Transportation Services

The Portland JetPort is the closest “full service” airport. Brunswick Executive Airport and Wiscasset Airports have limited services and no scheduled passenger flights. Logan Airport in Boston, which has many more non-stop options than Portland, is directly accessible by public transportation through Concord Coach, with the nearest stop in Damariscotta. Concord also provides interstate bus service north to Bangor/Orono.

Currently Amtrak provides rail service on the Downeaster between Brunswick, stops in southern Maine, and Boston. The Northern New England Rail Authority is restoring passenger service on the Maine-owned coastal line from Brunswick to Rockland.

Lincoln County FISH (Friends in Service Helping) is an all-volunteer organization that offers rides, at no charge, to people who have no other transportation alternative. The volunteer drivers give rides for medical appointments, grocery shopping, personal appointments and other important errands. This transportation service is not limited to medical appointments only.

Midcoast Public Transportation (operating out of Waldo County Community Action Program) specializes in non-emergency medical and general public transportation in Lincoln, Knox, Waldo, and Sagadahoc counties, and Brunswick and Harpswell. Regular scheduled service is available in Rockland and Belfast. In the Bristol area, MPT offers an on-demand service, with a 2-day call ahead. There is a discounted fare for the public, and a deeper discount for riders 60+ and disabled individuals going to a medical appointment. Mid Coast Connector schedules MaineCare-related rides in our area, and arranges transportation to non-emergency medical appointments for eligible MaineCare members with no means of driving themselves, or no family member, friends or neighbors who can help drive them to their medical appointment.

There are taxi services out of Bath and Brunswick; Lyft and Uber are also available in the area.

Sea-Level Rise and Potential Impact on Transportation Infrastructure

A number of resources – maps and reports – document road segments in Bristol that are threatened during storm events and are also at risk of damage or erosion over time. The FEMA Flood Hazard Maps, the LCRPC Sea-Level Rise and Category I Hurricane Maps, the County’s 2021 Hazard Mitigation Plan, for example, describe the risk overall for the Town, and have identified roads or segments that may require planning and engineering to repair or upgrade the infrastructure.

Among the road segments or areas: Pemaquid Beach, Shore Road, parts of Carl Bailey and Split Rock Roads, Moxie Cove Road, Long Cove Point Road, Riverview Road, Fish Point, and various town landings. These are provided here as several examples warranting review and attention.

Given new funding opportunities for planning, engineering, and construction for impacted roadways and culverts, the Town should annually review priorities, set aside town funds and apply for available state and local grants.

State and Regional Plans for Bristol Road System Improvements

The Town coordinates with Maine DOT regularly – whether about maintenance projects or longer-term planning and capital projects. Each year, MDOT announces its statewide 3-year Work Plan. Below are the 2023-2025 Capital and Maintenance Projects for Bristol, Damariscotta, and South Bristol.

Table 10.3: Bristol Projects in MDOT Work Plan Capital and Maintenance 2023 - 2025

WORK PLAN YEAR	WI N/I D	TOWNS	DESCRIPTION	SCOPE GROUP	SCOPE OF WORK	HIGHWAY CORRIDOR PRIORITY	ESTIMATED FUNDING
2023	WR 451 37	Bristol	Ditching and replacing culverts in various locations on Route 130 in Bristol. Beginning at Huddle Road and extending 2.94 miles south to Pemaquid Loop Road.		Drainage Maintenance	N/A	\$24,000
2024	026 770 .00	Bristol	Beginning at Huddle Road and extending south 2.96 miles.	Light Capital Paving	Highway Paving	HCP 3, 4	
2024	026 770 .00	Bristol	Beginning at the south junction of Route 130 and extending west 2.20 miles to the north junction of Route 130.	Light Capital Paving	Highway Paving	HCP 4	

2023	WR 451 36	Bristol, Damariscotta, South Bristol	Ditching, replacing culverts, and replacing catch basins in various locations on Route 129 in Damariscotta, Bristol, and South Bristol. Beginning at the intersection of Route 1B and Route 129 and extending 13.32 miles south to Middle Road.		Drainage Maintenance	HCP 3, 4	\$52,000
2024	026 770 .00	Bristol, South Bristol	Beginning at Route 129 and extending southeast 2.80 miles to Route 130.	Light Capital Paving	Highway Paving	HCP 4	
2023	WR 451 38	Bristol, South Bristol	Ditching and replacing culverts in various locations on Harrington Road in South Bristol and Bristol. Beginning at the intersection of Clarks Cove Road and Route 129 and extending 2.81 miles southeast to Route 130.		Drainage Maintenance	HCP 4	\$24,000

Neighboring Towns

2024/25	025 337 .00	Damariscotta	Beginning 0.01 of a mile south of Church Street and extending north 0.36 of a mile.	New Construction	Bicycle/Pedestrian	HCP 2	\$990,000
2024/25	026 019 .00	Damariscotta	Located at the intersection of Route 1 and Belvedere Road.	Reconstruction	Highway Construction/Rehabilitation	HCP 1	\$3,100,000
2024	026 770 .00	Damariscotta	Beginning at Route 1B and extending south 1.91 miles to the Bristol town line.	Light Capital Paving	Highway Paving	HCP 3	
2024	026 770 .00	South Bristol	Beginning 0.02 of a mile north of Tidewater Way and extending south 4.48 miles.	Light Capital Paving	Highway Paving	HCP 4	

In 2018, Damariscotta, Bristol and South Bristol worked together with Lincoln County Regional Planning Commission and MDOT on the Route 129/130 Multi-Modal Corridor Management Plan (in Appendix). In a number of ways, this report and the public process were similar to a Comp Plan in looking at traffic volume and road conditions, land use and ordinances, local economic assets, and natural and scenic resources. Recommendations for all 3 towns and for separate projects are in the following table, Table 10.4. In yellow, are the Bristol-only recommendations. Many of the Bristol recommendations continue to be important to the community – bike/ped development, improved safety and access in Bristol Mills, pedestrian safety, shared access points, and uncontrolled development.

Goals, Policies, and Strategies

10. Transportation

The draft Goals and Strategies for the 2023 Town of Bristol Comprehensive Plan were developed by the Transportation Subcommittee, reflecting data and maps, past studies, and survey responses. Plan.

A. Policies (state language)

·	To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
·	To safely and efficiently preserve or improve the transportation system.
·	To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.
·	To meet the diverse transportation needs of residents (including children, the elderly, and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
·	To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.
B.	Strategies (some state, some Bristol)
·	Develop or continue to update a prioritized improvement, maintenance, and repair plan for Bristol's transportation network.
·	Initiate or actively participate in regional and state transportation efforts.
·	Consider adopting a Complete Streets policy that prioritizes a multi-modal approach to new and improved roadways, ensuring safe and efficient access to Bristol's transportation system for users of passenger and commercial vehicles, bicyclists, and pedestrians—for people of all ages and abilities that use any transportation mode.
·	Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: <ul style="list-style-type: none"> - Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); - State access management regulations pursuant to 23 M.R.S.A. §704; and - State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704- A.
·	Enhance safety for all users of Bristol's transportation network (signage, public awareness, enforcement).

· Work with MDOT to conduct safety audits of Bristol Mills and Pemaquid, and develop a traffic calming plan for key State and Town Roads.
· Develop and implement a Village Partnership Initiative with MDOT for Bristol Mills.
· Evaluate harbor and waterfront infrastructure needs, conduct feasibility and engineering assessments (including impacts of climate change), and identify necessary funding.
· Improve safety and accessibility for pedestrians and bicyclists and identify funding to improve/expand resources.
· Identify potential routes for off-road trails and paths, and develop public-private efforts to build.
· Identify, assess and mitigate risk to key roads, bridges, and landings from floods and storms.
· Evaluate and address parking and crosswalk needs in Town, and work with non-profits and others to improve parking capacity, safety and access.
· Provide more transportation options for the Town's older and disabled populations.
· Maintain, enact or amend ordinance standards for subdivisions and for public and private roads to foster safe and efficient development patterns (including possible future street connections).
· Ensure that the review, approval, and enforcement of approved new subdivision, public and other private roads is consistent.

10.1 To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.

Strategy	Who is Responsible?	Timeline
10.1.1 Propose or actively participate in regional and state transportation initiatives as per the Town's land use management plan	Select Board	Ongoing

10.2 To safely and efficiently preserve or improve the transportation system.

Strategy	Who is Responsible?	Timeline
10.2.1 Develop and maintain a prioritized and comprehensive improvement, maintenance, and repair plan for Bristol’s transportation network (roads, bridges, and landings.)	Road Commissioner Maine Department of Transportation Select Board	Early Term and Ongoing
10.2.2 Enhance safety for all users of Bristol’s transportation network (signage, public awareness, calming strategies, enforcement, etc).	Maine Department of Transportation Road Commissioner Select Board	Early Term and Ongoing
10.2.3 Identify, assess and mitigate risk to key roads, bridges, and landings from floods and storms.	Maine Department of Transportation Road Commissioner	Early Term and Ongoing
10.2.4 Investigate the viability of installing electric vehicle chargers in various locations throughout the Town.	Implementation Committee (to be developed)	Early Term

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10.3 To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.

Strategy	Who is Responsible?	Timeline
10.3.1 Maintain, enact or amend ordinance standards for subdivisions and for public and private roads to foster safe and efficient development patterns (including possible future street connections).	Planning Board	Early Term

Public Facilities and Services

Goal: To plan for, finance, and develop an efficient system of public facilities and services to accommodate any anticipated growth and economic development in Bristol

Purpose: The purpose of this section is to inventory and examine all the public services currently offered by the town as well as other public services, and to identify issues that need improvement.

11.1 Town Government Overview

Bristol is governed under the Town Meeting and Select Board model, with a Town Administrator. The Town Meeting is the Town's Legislative assembly, which alone can approve a Budget and adopt ordinances; the Select Board (usually meeting twice a month) implements the actions passed by vote at the Town Meeting; and the Town Administrator carries out the directions of the Select Board between Board meetings. Other elected bodies are the Planning Board, School Board and Parks and Recreation Commission, the latter two functioning as semi-autonomous bodies.

Bristol's town governance is best explained by describing the changes it has undergone during the past two decades in order to adapt to the needs of its various stakeholders, registered voters, seasonal residents and taxpayers.

In 2001, the Town voted to permit the Selectmen to appoint a Town Administrator.

Formation of AOS 93, the Central Lincoln County School System, by seven towns to share a School Superintendent and central services (2009). Bristol's (shared) Superintendent now reports to the AOS 93 Board as well as the Bristol School Board.

In 2013, the Budget Committee changed from half elected from the floor of Town Meeting and half appointed by the Moderator, to appointment for staggered three-year terms by Selectmen.

Code Enforcement Officer and Plumbing Inspector: the role has not changed, but the number of hours has changed with the volume of construction activity (currently 70% of full-time).

Full-time Parks Director hired in 2017.

Full-time Fire Chief effective from 2018.

The Town no longer provides animal control services – since 2013 this has been contracted to the Sheriff's Office.

Thus, the current structure has evolved into its present form, as follows:

A three-person Select Board: functioning in the chief executive role, while the Town Administrator reporting to them is responsible for day-to-day management. The Board reserves to itself final control over expenditures, approving payroll and accounts payable warrants weekly; setting the tax rate;

approving policies, liquor licenses and building permits, and tax abatements; and control of the Warrants for Town Meetings, including recommending the Budget (except the School Budget).

Park Director reports to the Parks and Recreation Commission, with a connection to the Town Administrator for administrative and budgetary purposes.

Fire Chief reporting to the Selectmen, with a a connection to the Town Administrator for administrative and budgetary purposes.

Code Enforcement reports to the Town Administrator, with a connection to the Planning Board.

The Highway Department reports to the Town Administrator. Currently, the Chair of the Select Board acts in the capacity of Roads Commissioner.

The School Principal reports to the Superintendent of District AOS 93 and the School Board. The AOS office serves six towns in addition to Bristol - Bremen, Damariscotta, Jefferson, Newcastle, Nobleboro, and South Bristol. Bristol's School Board sends one representative to the AOS 93 Board which oversees the Superintendent.

This structure is complex, with many informal relationships. Notably, there is no prescriptive document like a town charter or administrative code delineating the duties, responsibilities and obligations of elected officials, appointees, or town employees.

In 2018, Bristol drafted, but chose not to adopt, a code of ethics. The proposed code was, at one time, on the town website:

https://www.bristolmaine.org/sites/g/files/vyhlf4191/f/uploads/code_of_ethics_and_conduct.pdf In addition, nominees for elected positions and volunteers for appointed positions on Bristol's Boards and Committees must submit a form describing their interest in serving and background information including previous service or other relevant experience. Requirements for specific credentials, evidence of training, practice licenses, or other forms of credentialing (e.g. in accounting, finance, town planning, executive management) are neither specified nor required in advance as a prerequisite for service.

Governance of Bristol's municipal activities can be further understood in terms of how they are funded by votes at Town Meeting, either at the annual Meeting (usually in March), at a Special Town meeting, or in response to ballot initiatives passed directly by registered voters.

The overall Town Budget can be thought of as divided into five principal parts. Three of those parts are funded by property tax revenues, as follows:

- 65% (on average) to the School Budget. Note should be made by way of further explanation that Bristol Consolidated School is legally a department of the Town, though Bristol and six other towns jointly hire a Superintendent to administer it under AOS 93 (AOS = Alternative Organizational Structure). An AOS is “*two or more school administrative units which agree to share certain administrative functions and to engage in joint activities while retaining their separate identity.*” In theory, under the AOS inter-local agreement Bristol retains its local school

board, local school budget, local control over school facilities and programs, and local control over employment of school personnel, hence the fiscal responsibility for the School Budget.

- 20% to the County Tax; and
- 15% to ‘everything else.’
- Town roads are primarily funded from Excise Taxes on vehicles.
- The Parks and Recreation Department funds itself from revenue at the Beach and Lighthouse Parks, though their budget is also ‘presented for acceptance’ at Town Meeting.

In summary: for all practical purposes, the Select Board (and, at their direction, the Town Administrator) oversee just two portions of the Town’s spending (Town Government and Roads) currently amounting to approximately \$2,500,000. The remainder – Education, Fire, County and Parks, amounting to approximately \$6,700,000 – is beyond their effective control, although they are responsible for raising the funds (through the Tax Collector, except for Parks, who reports to the Town Administrator) and disbursing the funds (through the Treasurer, who also reports to the Town Administrator). Further details on how Bristol spends its tax revenues on facilities and services is given in the following Chapter 12 on Bristol’s Fiscal Capacity and Capital Investment Plan.

11.2 Bristol’s Municipal Structure in Context

Implicit in the preceding overview is the premise that facilities and services are provided for under an administrative structure that raises revenues, based on property values, as disposes of them according to the needs of residents and taxpayers. It is therefore instructive to look at Bristol in the context of peer communities.

Table 11.1: Town Comparisons - Form of Government and Administration

TOWN	COUNTY	POPULATION (2020 Census)	\$ PROPERTY VALUATION (2022)	TOWN CHARTER	COMPREHENSIVE PLAN	SELECT BOARD SEATS	TOWN ADMINISTRATOR	TOWN MANAGER
CAMDEN	Knox	5232	1,478,800,000	yes	yes	5		yes
BRISTOL	Lincoln	2834	1,168,050,000	no	no	3	yes	
BOOTHBAY	Lincoln	3003	1,044,200,000	yes*	yes	5		yes
ROCKPORT	Knox	3644	1,029,250,000	yes	yes	5		yes
SAINT GEORGE	Knox	2594	918,700,000	yes	yes	5		yes
BOOTHBAY HARBOR	Lincoln	2027	823,800,000	no	yes	5		yes
SOUTH BRISTOL	Lincoln	1127	773,600,000	no	yes	3	no	no
SOUTHPORT	Lincoln	622	755,600,000	no	no	3	no	no
PHIPPSBURG	Sagadahoc	2155	693,300,000	no	yes	3	yes	
WALDOBORO	Lincoln	5154	560,000,000	no	yes	5		yes
GEORGETOWN	Sagadahoc	1058	534,050,000	no	yes	3	no	no
WISCASSET	Lincoln	3742	514,000,000	no	no	5		yes
WOOLWICH	Sagadahoc	3068	481,450,000	no	no	5	yes	
WEST BATH	Sagadahoc	1910	427,150,000	no	no	3	yes	
JEFFERSON	Lincoln	2551	421,100,000	no	no	3	no	no
OWLS HEAD	Knox	1504	415,600,000	no	yes	3	no	no
DAMARISCOTTA	Lincoln	2297	403,050,000	yes	yes	5		yes
NOBLEBORO	Lincoln	1791	367,550,000	no	yes	3	no	no
NEWCASTLE	Lincoln	1848	330,350,000	no	yes	5		yes
SOUTH THOMASTON	Knox	1511	309,350,000	no	yes	3	yes	
FRIENDSHIP	Knox	1142	278,300,000	no	yes	3	no	no
WESTPORT	Lincoln	719	260,050,000	no	yes	3	no	no
EDGECOMB	Lincoln	1188	251,800,000	no	yes	3	no	no
BREMEN	Lincoln	823	234,400,000	no	no	3	no	no
WHITEFIELD	Lincoln	2408	227,100,000	no	no	5	no	no
DRESDEN	Lincoln	1725	173,950,000	no	yes	3	yes	
ALNA	Lincoln	710	102,450,000	no	no	3	no	no
SOMERVILLE	Lincoln	600	63,450,000	no	yes	3	no	no
Average - Upper 14		2726	\$ 800,139,286					
95% CI		734	158,333,943					
Average - Lower 14		1487	\$ 274,178,571					
95% CI		342	58,069,892					

As shown in Table 11.1, a cohort of 28 municipalities was selected for comparison and contrast. These include all towns in Lincoln County, excepting Monhegan and the three chartered as cities, Bath, Brunswick and Rockland. Also included in the cohort are the coastal towns within the abutting counties of Knox and Sagadahoc. The cohort partitions into two subsets, above and below the median valuation of \$424 million; (data taken from Maine Revenue Services census 2020 census and 2022 full valuation statistics).

The top 14 (mean population of 2,726 and mean property valuation of \$ 800,139,286) show a prevalence of 5-person Select Boards (8/14) and executive government via Town Manager (7/14). The lower 14 (mean population of 1,487 and mean property valuation of \$274,178,571) show a prevalence of 3-person Select Board (11/14) and have opted for administrative assistants (10/14) rather than for Town Administrators (2/14) or Town Managers (2/14)

In contrast, Bristol, with the second highest valuation (\$ 1,168,050,000) in the top tier and a population of 2,834 (of which 2,598 are registered voters), stands with a 3-person Select Board and a Town Administrator. Four of the top five communities in valuation have opted for town charters or similar administrative codes (*as in the case of Boothbay in Table 11.1), compared to only one in the lower tier.

Bristol has not adopted a town charter or similar administrative document. Nineteen of the 28 towns are undertaking or have adopted comprehensive plans.

A fuller discussion of the Town Administrator versus Town Manager dichotomy as it applies to Bristol's future planning in the context of peer communities is given in Appendix 11.1.

11.3 Town Departments, Boards and Committees

This section will review the facilities and services offered under the auspices of Bristol's municipal officers and management structures. It is intended to complement and augment the overview offered in **Section 11.1** and **Section 11.2** above. The order of presentation roughly matches the categories in Bristol's website directory, with further reference to material in the town's Annual Report.

11.3.1 Town Office

The hub for town business is the Town Office on Route 130 in Bristol Mills. It serves as the meeting place for the Select Board, whose three members are elected to three-year staggered terms. Select Board members also function as Assessors and Overseers.

The Town Administrator, the Town Clerk (also the Registrar of Voters), the Treasurer (doubling as Tax Collector), a finance Assistant, and the Code Enforcement Officer (also Plumbing Inspector) share offices and open work-space. This arrangement has sufficed for the last decade and continues to provide both meeting space and public access for walk-in transactions.

The upper floor of the Town Office is dedicated to temporary document storage. The Town will eventually use the climate controlled archive storage at the Bristol History Center for older records. Parking space, adjacent to the building and on side streets, can accommodate ten visitor vehicles, which appears adequate since an ever increasing number of services are offered electronically (<https://www.bristolmaine.org/about-us/pages/online-services-available>), especially in the post-Covid era. The main meeting space is now fitted with audio-visual equipment for conducting and recording remote meetings and presentations, also in keeping with current trends in communication technology. The Town Office also hosts the Town website, which itself is a repository of documents available to the public, notable among them the detailed Minutes of the Select Board's bi-weekly meetings.

Bristol's Town Office has functioned efficiently with a core of dedicated employees, often wearing multiple hats. In the last year, the Town has undergone both staff turnover and role reassignments, notably having just ushered in a new Town Administrator by internal promotion. Thus, the duties of Clerk and Treasurer have been reshuffled. Given this circumstance, it had already proven timely that the Select Board commissioned a long overdue overhaul of town staff salaries, undertaken in 2021. The study included a review of pay rates and job descriptions plus a retirement plan proposal. Details became publicly available in the 2022 Annual Report and forthcoming budget proposals.

To date, there is no provision within Bristol's administrative structure for a town planner to address long term growth and financial objectives. This function remains decentralized and is part of each town department's uncodified responsibilities.

11.3.2 Town Departments

Animal Control

The Lincoln County Sheriff's Office is contracted to provide domestic animal control services for the Town of Bristol. Wild animal control is not offered.

Bristol Education

The Bristol Consolidated School is a vital part of Bristol, not only for education, but as a social resource and an active supplier of much-needed support to families. Many parents, extended family, and neighbors support after school and sporting events. At first glance, Bristol appears to be a wealthy community with numerous waterfront homes and affluent residents. However, there is poverty in the Town, as evidenced by the number of students who have historically qualified for free and reduced school lunch. Due to State legislation enacted during the pandemic, the School (as do all public schools in the State), currently provides all students with a free lunch; thus obtaining an accurate count of students in need of this service has proven difficult. BCS plays a quiet but critical role in the non-academic lives of its students, providing social and material support to impoverished families.

Education in Bristol is administered by AOS 93, the Central Lincoln County School System, a district which comprises Bremen, Bristol, Damariscotta, Jefferson, Newcastle, Nobleboro, and South Bristol. AOS 93 is exploring a plan to restructure the Central Lincoln County School system into a fewer number of school districts, and to thereby address many of the inefficiencies in the current organizational model. This will be a legal, financial, and public process that may ultimately provide educational and municipal benefits with smoother operational efficiency and efficacy.

Bristol Consolidated School provides education for grades PreK-8 with official 2022 enrollment at 190. Bristol enrollment for secondary students was 98, 31 of whom were freshmen. Since Bristol lacks a high school, the Town offers school choice, paying basic yearly tuition set by the state for grades 9-12 (\$12,558 for 2022-2023) with the overwhelming majority of students opting to attend Lincoln Academy in Newcastle.

For vocational education, high school students have options to attend Midcoast School of Technology in Rockland and Bath Regional Career and Technical Center.

There is a small number of home-schooled students; in 2022, 11 students were home-schooled, and in 2023, 14 students were homeschooled.

<https://www.maine.gov/doc/data-reporting/reporting/warehouse/enrollment>

AOS 93 also offers adult educational programs and enrichment classes (current contribution from Bristol is \$13,503.88). None of their classes are currently offered in Bristol.

Bristol's adopted 2023-2024 school budget was \$6,909,579.94, of which the local share was \$5,964,140.04, the fund balance forward was \$500,000, and the state subsidy estimate was \$445,449.90. Notably, the local share consists of the minimum funds required by the State's Essential Programs and Services model, as well as an additional amount of \$2,347,537.00 deemed by the community as necessary

to ensure Bristol's students receive access to high quality, equitable educational programming opportunities.

In June of 2023, the Town broke ground on a \$6.425 million renovation and expansion project for the Bristol Consolidated School, approved by voters in a referendum in March 2023. With the unanimous support of the Select Board and a 10-1 vote in the Town Budget Committee, the referendum passed with nearly 70% support from voters. The project includes new electrical and mechanical systems throughout the building, a new wing of classrooms, and a new cafeteria that will double as a community space for the Town. The project completion date is set for December 2024.

The School Board has received a \$250,000 anonymous donation intended to enhance the planned community space. The donors have asked that their donation be leveraged to encourage others to follow suit to make the building more accessible and engaging for the whole community. In response, the School Board has launched a capital campaign and formed a Development Committee to lead it.

Bristol Fire & Rescue

Bristol Fire & Rescue maintains the second largest "brick and mortar" facilities in the Town, in comparison to the Bristol Consolidated School. It is also the most equipment and training intensive, requiring long range planning to ensure its success in serving Bristol. Bristol Fire & Rescue responded to 383 calls during 2021.



Bristol Fire & Rescue
Incident Type Report by Date - All Stations
1/1/2021 - 12/31/2021

Incident Type	Total Incidents
111 Building fire	1
114 Chimney or flue fire, confined to chimney or flue	3
141 Forest, woods or wildland fire	3
142 Brush or brush-and-grass mixture fire	3
244 Dust explosion (no fire)	1
300 Rescue, EMS incident, other	235
311 Medical assist, assist EMS crew	1
320 Emergency Medical Service, other	1
322 Motor vehicle accident with injuries	10
324 Motor vehicle accident with no injuries.	19
342 Search for person in water	2
400 Hazardous condition, other	13
412 Gas leak (natural gas or LPG)	2
413 Oil or other combustible liquid spill	1
424 Carbon monoxide incident	5
444 Power line down	20
445 Arcing, shorted electrical equipment	1
462 Aircraft standby	1
463 Vehicle accident, general cleanup	1
520 Water problem, other	2
522 Water or steam leak	1
553 Public service	2
561 Unauthorized burning	1
611 Dispatched & canceled en route	7
622 No incident found on arrival at dispatch address	3
631 Authorized controlled burning	1
651 Smoke scare, odor of smoke	2
700 False alarm or false call, other	14
735 Alarm system sounded due to malfunction	5
736 CO detector activation due to malfunction	2
900 Special type of incident, other	6
Special Duty	14
Total Number of Incidents:	383
Total Number of Incident Types:	32

Figure 11.1: Bristol Fire and Rescue 2021 Incidents by Type

As evidenced in Figure 11.1, there were 235 EMS calls, 29 motor vehicle accidents, 1 building fire, 6 woods/grass fires, 14 false alarms, 20 downed power line calls, 2 searches for persons in the water, and 3 chimney fires. Members spent 755 hours training despite Covid restrictions, with a total of 3,375 hours dedicated. The 2022 budget of \$441,875 also covered staffing, training and facilities cost of three stations, Station 1 in New Harbor, Station 2 in Round Pond and Station 3 in Bristol Mills. Contingencies and forecasted increased operating costs subsequently bumped the 2022 budget appropriation to \$538,375.

Staffing Bristol Fire & Rescue

There are 24 members of the Department, including the full-time Fire Chief. The EMS Service Chief, First and Second Assistant Chiefs and two station Captains receive modest stipends. Thirteen members are qualified as EMTs (10 Basic, 2 First Responders (an older qualification) and 1 Paramedic (who works full time for the North East service)). Twelve members are also qualified as Interior Firefighters. They are paid for all calls and for training (774 hours in 2021) on a sliding scale based on experience and years served. There are also charges for office hours (completing Run Reports and statistics required by the State), training and Maintenance to the Stations and stipends for the Officers. Employee retention has been high, although there is concern that an increasing number of members are advanced in age; to date no staff replacement or augmentation contingency plan has been created to address the matter.

Although staffing levels may become a factor, over the last five years, reports from the Fire Chief suggest that response times have remained relatively constant, which is a good benchmark for performance. The “response time” can be factored in two parts. One is response to the station, where 70% are below 4 minutes and the remainder are 4-5 minutes, with 5% greater than 5 minutes. Travel time to the scene must then be added to this first type of response time.

The Rescue vehicle (EMT calls) is based in New Harbor. The Chief reports response times to be 9 minutes to Bristol Mills, 18 to the Damariscotta line, 18 to the Bremen line and 15 to Round Pond. The number of responders on EMT calls is usually 2, but others may join and there is no effective way to forecast this need. Sometimes, only one person can respond, so a contingency is being considered to add a per diem EMT in order to ensure that ambulance calls have 2 crew members. It should be noted that Bristol’s emergency responders operate as a non-transporting service. They are only licensed to the Basic EMT level and rely wholly on CLC Ambulance to transport patients to the nearest hospital (Lincoln Health Miles Campus in Damariscotta).

Physical Plant and Equipment for Bristol Fire and Rescue

There are pro forma annual contributions (\$50,000) to a replacement fund, and long-term plans for replacement of a tanker. However, multiple expenditures are anticipated on the Department’s physical plant, which may not have been accounted for in otherwise discussed contingencies. Three categories have been identified by the Chief: 1) The New Harbor facility is 25 years old and in need of repairs estimated at \$80,000 (doors, windows, insulation, removal of a cupola); 2) The Round Pond station needs repavement, new flooring, improved lighting and insulation, estimated to cost at \$20,000; 3) Bristol Mills, repave parking area and replace siding at an estimated cost of \$20,000.

In addition to these ad hoc forecasts, longer term, all three stations will need expansion for storage, additional work space, additional truck bays and an expanded meeting room. In short, current trucks are bigger, need more room for maintenance, and carry more equipment, which itself needs additional storage. How to integrate these needs into an overall plan with sufficient contingencies and reserves on a town-wide basis, and a forward view beyond single years, is a challenge that implementation of a comprehensive plan must address.

The Samoset Fire Company, (not the Bristol Fire Department), manages a 501c3 registered Public Charity (often referred to as the Samoset Fund, the original name of the fire company). Donations to the Bristol Fire

Department, usually made to mark appreciation and gratitude, and any income derived from them, comprise the Fund. There are some restrictions regarding distributions of this trust account. The Samoset Fire Company has contributed to the purchase of major pieces of equipment, most recently the Rescue vehicle for EMT calls, a 1-ton utility truck with plow, and a ¾ ton pickup. It also purchases smaller equipment so as not to burden the taxpayers, such as a light tower for the top of Heavy Rescue 2, a power cot, stair chair and other smaller items.

Code Enforcement

The demand for building and plumbing permits has kept a strong pace since 2020 given the demographic shift towards less populous areas triggered by the Covid pandemic. This has included new home starts and renovations across the Town. The influx of construction has caused no backlogs or delays to the oversight services of the town’s sole Code Enforcement Officer (CEO), although as noted earlier, the CEO is currently working at 70% of full time.

The trend of activity can be seen in the following tabular chronicle. Data counts are for fiscal years, running April 1 to March 31. The numbers for 2022-2023 run through October 2022 and have 6 more months to run.

Table 11.2: Building and Plumbing Permits by Year

Year	Building Permits	Plumbing Permits
2022	72	99
2021	112	149
2020	111	124
2019	85	115
2018	73	78
2017	93	75

Since 2020, three private ground mounted solar array projects that vary in size from 1.9 to 5 megawatts covering 10-20 acres have been installed in the Town. The sites have passed rigorous review, by the CEO, the state, the Bristol Planning Board and the Select Board.

There have been no material additions or changes to Bristol’s ordinances, other than minor revisions to the Flood Plain Ordinance. In 2020, an increased number of inspection failures for septic systems prompted a reminder that there exists a requirement for owners of property for sale in the Shoreland Zone to verify that their subsurface wastewater disposal system has not malfunctioned in the 180 days prior to sale.

A catalog of ordinances is available on the town website, <https://www.bristolmaine.org/about-us/pages/town-ordinances> and online, <https://digitalcommons.library.umaine.edu/towndocs/6470/>.

General Assistance

Although listed as a Department, the general assistance function is an important component of Bristol’s safety net for those who are struggling to make ends meet. The duties of general assistance Director have

traditionally been added to the portfolio of the Town Administrator. It is an applications-based process, with allowances prescribed by Lincoln County and a general assistance ordinance prepared by the Maine Municipal Association. Details are posted on the town website, <https://www.bristolmaine.org/general-assistance/webforms/general-assistance-resources>, along with site links to specific types assistance, which include the following categories:

- Maine 211 (Covid pandemic related aid)
- Electric Bill Assistance
- Community Energy Fund (Lincoln County)
- Emergency Rental Assistance
- Heating Assistance (KVCAP)
- Foreclosure Intervention Services
- Mental Health Assistance (NAMI)
- Non-Emergency Transportation
- Child Care
- Home Improvements (CHIP)

Bristol also maintains a Worthy Poor Fund carried as a line item in the Select Board Financials. (it is currently \$13,418, which includes a \$7,500 appropriation from the Town). It accepts donations from the public, and the Select Board makes disbursements to qualifying recipients from its endowment as a trust fund.

Harbors & Landings

Bristol's Harbors are managed by a 7-member Harbor Committee which is appointed annually by the Select Board. Along with enforcing the Harbors and Landings Ordinance, the committee provides support for the Harbormasters in management of the harbors and mooring fields.

The Harbormasters, all of whom receive a stipend, oversee and regulate (without law enforcement authority) the use of 7 major mooring fields in Bristol in addition to a handful of smaller mooring fields located in coves and inlets. Three areas are managed, each by one of the Harbormasters: a) Muscongus Harbor, Round Pond Harbor and Moxie Cove; b) Lower Moxie Cove, Brown's Cove, Long Cove, Back Cove and New Harbor; c) Pemaquid Beach, Outer Pemaquid Harbor, Lower and Upper Pemaquid River, John's River and Damariscotta River.

Bristol's Landings have shared management by the Harbor Committee and the Parks Department. The Harbor Committee governs the use of New Harbor Landing and the pier and float system at Hanna Landing. They also are responsible for the maintenance of Thompson Landing, Brown's Cove Landing

and Long Cove Landing. The Parks Department is responsible for the maintenance of Pemaquid Falls Landing and the grounds at Hanna Landing.

Bristol's harbor masters generate revenues for the town via mooring permit fees and boat excise taxes. Their operations are self-sustaining. The Committee also maintains detailed Agendas and Minutes of their (mostly) monthly meetings, all available online, an important feature given that harbors are centers of activity for Bristol's villages.

Parks and Recreation

Although nominally a town department, the Parks and Recreation entity is a separate commission, considered a "business-type" activity rather than a "governmental" activity. It is managed by three elected Commissioners (with staggered annual terms) and an appointed full-time Parks Director, operating out of offices at the Ellingwood Park Information Center.

Parks and Recreation is completely self-supporting through admissions, rental income and other user fees and donations. For example, at the peak of the Covid pandemic, in 2021 with an onrush of visitors, the all-in cost of Parks and Recreation as Bristol's only "business-type" activity was \$ 406,165. The amount paid by users of the system and raised through grants and donations was \$ 572,208, resulting in a net gain of \$ 166,043. This followed a trend from prior years, and the Commissioners believe it to be a replicable model for the future given the demographic shift toward Mid-Coast Maine as a recreation destination.

The Commissioners and Director supervise and manage the operation and maintenance of Lighthouse Park, Pemaquid Beach and Pavilion, the Swimming Area at the Bristol Mills Dam, a parcel of land on Moxie Cove, the Rock School House. In addition, the department has continued to expand recreational activity programs by collaborating with private entities such as youth sports programs, Yoga and Tai Chi, offered on the beach, and a meditation program at Lighthouse Park. These programs allow for participation from a wide range of age groups, and they have been very well-received by the community.

The Parks and Recreation Commission functions under a semi-autonomous arrangement with the Town. They are responsible for operational and capital budgets, including long range planning, and report annually to Bristol's Budget Committee for review and to Town Meeting for approval.

Roads & Highway

The Town of Bristol has a mix of State, Town and private roads. The full listing of traveled ways recognized by the 911 system is available on line at https://www.bristolmaine.org/sites/g/files/vyhlf4191/f/uploads/road_listing_as_of_08-2021.pdf

Bristol's Select Board Chair functions as Road Commissioner and manages road and bridge maintenance with one full time and one part time employee, who together represent the Highway Department, operating out of the Town Garage. The Department maintains two town buildings, 41 miles of town roads and a sand shed; provides mowing at 6 cemeteries and the Transfer Station grounds, as well as snow removal at the School, Transfer Station, three fire stations, the Old Bristol Historical Society at Pemaquid Mill, and the ramp at the Round Pond Landing.

Its equipment appears to be sufficient for the tasks at hand, although beginning to age, and includes a 1-ton truck (in service since 2018), a second 1-ton truck (in service since 2011), which is seasonally shared

with the Parks Department, a John Deere tractor (2011), and 18 ft trailer (2001), two plows and a highway sander. The Town budget provides for a replacement reserve, evaluated on an annual basis, but no long-range plan has been drafted to date.

Plowing and sanding is contracted out for 41 miles of town roads and 22 miles of state roads, at a cost of \$620,000 in 2023. This cost has been increasing, particularly in the last few years.

Transfer Station

Waste disposal is handled by the Bristol/South Bristol Transfer Facility (Station) on Route 130. The facility began operation in 1990 under an inter-local 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 one Select Board member from each town. A manager, two assistants and a part-time bookkeeper are the staff. Physical plant includes collection and recycling buildings, a mercury and hazardous materials building, four roll off containers, a push out transfer trailer (in service since 2016), a construction debris trailer (in service since 1998), various temporary storage bins, two backhoes (in service since 1994 and 2006), and a 40 ft scale. Temporary bulk waste landfill areas for metal items, prior to recycling or sale for scrap, for construction debris, septage, brush/clippings, prior to chipping or composting, and junk automobiles are available on the grounds in separate areas. These are groomed and harvested regularly for shipment to permanent landfill.

The Transfer Station charges for bulk and brush waste by the pound, and various other classes of household and commercial refuse are charged by the piece. There is no charge for municipal solid waste (mostly domestic garbage), nor for recyclables which are segregated as white and colored glass, No. 2 plastic, mixed paper and cardboard. Plastics, other than No. 2 are currently categorized as waste.

The trash hauling firm, Waste Management, is the contractor that removes construction/demolition waste and MSW; Lincoln Recycling in Wiscasset is the recycling principal contractor. Its policies and regulations govern the relationship in terms of what and how much can be recycled. Mercury containing products are also collected for recycling, and any containers of hazardous waste are “lab-packed” for disposal by the US subsidiary of Veolia, an international waste management firm. The licensed hauler is Gordon Libby Forest Products, Inc. On average, over the last six years (2017-2022), 29% of the Bristol facility’s expense load has been covered by fees plus recycling income, almost as a constant. Unfortunately, recycling alone has only defrayed 2.1% of that expense.

Environmentally on the positive side, looking at MSW as a benchmark, current tonnage (1,830) per capita (Bristol and South Bristol at 3,961 citizens) is 46%, and was as low as 37% in 2017. These figures meet the 0.47 MSW ton per capita expectation set by Maine DEP for 2022 (down from 0.55 as the 2019 norm) (www.nrcm.org/wp-content/uploads/2021/02/DEPwastereport2021.pdf).

Maine DEP’s 2021 “Solid Waste Generation and Disposal Capacity” does raise a cautionary note on the fact that the cost of land fill and other disposal methods are expected to increase sharply in the coming years, also exacerbated by rising fuel costs (for incineration and transport). Thus, the expense base for the Transfer Facility will likely increase, necessitating upward changes in fee structure, all the more so if there is a decline in the value derived from recycling.

11.3.3 Town Boards and Committees

Board of Appeals

The Town’s Board of Appeals hears appeals arising from the administration of Town ordinances or from specific dimensional requirements of the ordinances. Its main function, in effect, is to examine proposed variances and to approve or deny them. There are five members appointed by the Select Board, with staggered terms of service. The Board meets as and when needed. Meeting Agendas and Minutes, with detailed analyses of the cases at hand, are available online for 2017, 2019, and 2021.

Budget Committee

The Committee is appointed by the Select Board. There are twelve members, four each with three-year staggered terms. It meets usually four times a year, in late December and in the following January-February period to review the budgets of Bristol’s operating departments. The Budget Committee does not participate in the budget planning or preparation process, nor in long term financial and capital planning. Its function is to review and recommend approval actions both to the Select Board and directly to Town Meeting in accordance with the majority vote of the members. As noted earlier in **Section 11.1**, 85% of the Town’s budget is foreordained by school and county requirements, and the Parks Commission is an independent, self-supported entity, so the impact of the Budget Committee is limited. However, it does influence how much the Town should contribute to affiliated organizations that have submitted petitions for financial assistance (See **Section 11.3.4**). It can also serve as persuasive in advocating specific budgetary expenditures at Town Meeting.

Comprehensive Plan Committee

Bristol's Select Board charged the Comprehensive Plan Committee with updating, revising, and including additional information into the Town's 2002 Comprehensive Plan in order to create a Plan suitable for the taxpayers of Bristol. The Committee intends to draft a conforming plan for preliminary submission to the Town Meeting in 2023. It has undertaken the task of inventory chapter preparation in house and has retained consultants, principally the North Star Planning group, to complete the document and to shepherd it through the review process by Maine’s Municipal Planning Assistance Program, under the provisions of the state’s Growth Management Act, and adoption by Town Meeting. Should the Town approve a consistent Comprehensive Plan, the actions of this Committee will cease and be replaced by a newly formed Implementation Committee.

Fish Committee

The Fish Committee, with 7-member appointees, monitors the alewife population and advises the Town on regulating the alewife fishery. It was instrumental in the design and implementation of a major rework to the Fish Ladder and dam at the century old Bristol Mill’s Dam.

Harbor Committee

See above in **Section 11.3.2** in connection with “Harbor and Landings”.

Parks & Recreation Commission

See above in **Section 11.3.2** in connection with “Parks and Recreation”.

Planning Board

The Bristol Planning Board, composed of five elected members with staggered terms and two appointed one year term alternates, administers the Town's Shoreland Zoning Ordinance, reviews applications for subdivision approval. Although at its inception the Board was generally charged with planning for the long-range growth of the community, the recent record of agendas (online and in Town annual reports) since 2017 indicates that the Board's primary function is to review proposed actions brought to it by the Code Enforcement Officer, rather than to initiate new ordinance proposals. One current member of the Planning Board is also a member of the Comprehensive Plan Committee, but there are no other formal links between the two groups.

School Board

The Bristol School Board consists of five elected members with three year staggered terms. It is responsible for operating the Bristol Consolidated School (BCS), in conjunction with the on-site school principal. It also assists in finalizing the school budget based on the draft documentation provided by the AOS 93 school consortium and for preparing and recommending an annual budget to the voters at the Annual Town Meeting. The governance and, therefore, budgetary relationship between Bristol and AOS 93 has been described in **Section 11.1. Section 11.3.2** above describes the operation of the BCS as a Town department.

Since Bristol does not have a high school, students in grades 9 through 12 attend school outside Bristol, usually Lincoln Academy in Newcastle. The School Board has indirect representation on the Lincoln Academy Board of Trustees. In the past, members of the School Board itself have served as Lincoln Academy Trustees.

Shellfish Conservation Committee

The Shellfish Committee, with five appointed members serving staggered terms, oversees the shellfish conservation program for the Town of Bristol, ensuring the protection and optimum utilization of shellfish resources within the Town's limits. It also manages changes to the Shellfish Conservation Ordinance, works in concert with the Shellfish Warden, and sets fees for harvesting licenses. The committee works with the Department of Marine Resources to establish the annual number of harvesting licenses, recommend municipal conservation closures and openings, and reviews annually the status of shellfish resources.

Veterans Memorial Committee

A committee of eight members was formed to plan and build a Veterans Memorial in Bristol. It was recognized that Bristol lacks a proper memorial. In fact, a World War II Memorial that used to be at Town Hall is in disrepair and has been in storage for many years. In addition to restoring the World War II Memorial, the Veterans Memorial Advisory Committee engaged with the Fish Committee and the Parks Department to build a walking path along the Pemaquid River at Ellingwood Park. The Committee also hopes to bring the community together to honor our Veterans through fundraising and other events throughout the coming years.

11.3.4 Town Affiliated Resources

Town employees, committees and boards of volunteers share in the fabric and function of Bristol. They do this along with a dedicated set of organizations (mostly non-profits) who offer either essential services or cultural enrichment to Bristol and neighboring communities. These organizations submit proposals to the Town for funding. Their requests are reviewed by the Budget Committee and the Select Board, then voted on by Town Meeting based on recommendations from the Select Board and Budget Committee or based on direct motions from the floor to increase or decrease funding.

They are listed below in short form, noting that more detailed commentary on or by the named groups are published in Bristol's Annual Report. The list comprises a combination of the organizations that have periodically received direct funding via proposals to the Budget Committee or that have a physical footprint in Bristol, open to the Town's citizens and visitors.

From a programmatic perspective (capital and financing), Bristol is not guided by any long term plan to fund or foster the efforts of these institutions. The transactions are ad hoc and on an annual basis, even though the relationships, with organizations that can be considered regular providers to the Bristol community, have been long standing. Given the strains put on non-profit entities to maintain service levels, quality, and a competitive workforce, especially in the post-pandemic era (rampant inflation, for example), it would be reasonable to forecast that they will be asking for higher contributions.

Bristol Area Library

The library served 1321 adult and children members (in 2021). As part of a wide and varied collection of 28,710 items, it offers music, CDs, movies, audio books, and access to 14,478 downloadable books. 7,340 adults signed out 8,891 items and 604 children visited the library and signed out 1,935 items. Volunteers and Friends of the Library keep it going operationally and financially. The Town of Bristol annual contribution has been in the vicinity of \$14,500 over the last several years. The library is across the Bristol Consolidated School. It provides computer time, computer help and various cultural programs.

Central Lincoln County Adult Education

As part of the AOS 93 educational consortium in Lincoln County, the adult education program provides high school equivalency and completion programs, transition training services and educational enrichment to multiple towns. Over the years, Bristol has graduated 6-10 students outside of the formal high school framework using adult education services. Educational enrichment programs have served upwards of 100 Bristol residents, 159 during the height of the Covid pandemic, the tag line here being "Learning for Work & Life" outside of school. Bristol's paid share of costs for this program has ranged between \$ 10,000 and \$ 11,000 per year since 2017. The program can also be used as a resource for future workforce (re)training given the catalog of low-cost, high impact courses, as described on its website: <http://clc.maineadulted.org>.

Central Lincoln County Ambulance Service (CLCAS)

Founded in 1968, CLCAS provides emergency care and transport at an Advanced Life Support level for nine local communities, including Bremen, Bristol, Damariscotta, Edgecomb, Jefferson, Newcastle, Nobleboro and South Bristol. It also provides for Emergency and Non-Emergent transfers, including

PIFT and Critical Care. CLCAS complements Bristol's first responders with paramedic and advanced EMT services.

In serving Bristol, the response times are relatively rapid: 17 minutes to Pemaquid Point, 8-10 minutes to Round Pond and 5-7 minutes to Bristol Mills (with 2 extra minutes for night time responses). Call volume applicable to Bristol is in the 350-400 annual range, 60-65% of which results in actual transport of a patient from or to Bristol.

Challenges are associated with how to equitably apportion the costs of the service. The shortfall in income from insurance reimbursement and direct fee collection is put to each of the founding towns-- Bremen, Bristol, Damariscotta, Newcastle, Nobleboro, and South Bristol— on a basis pro-rated to their state property tax valuation. Each town has a representative on the Board of Trustees as part of an inter-local agreement approved by Town Meeting. The Trustees adopted this formula in June 2022 to be in effect for the next five years, reasoning that valuation is used by virtually all other municipal entities (which the ambulance service is not) to determine taxation levels, county services, schools, and property tax.

Unfortunately, basing fees for service on valuation means that higher valuation communities are called upon to bail out lower valuation communities if the latter book a higher utilization rate of the ambulance service or have larger payments due in arrears. The service charge put to Bristol in 2021 was \$183,979.80. In 2020, it was \$76,612.50 and in 2019 it was \$39,000. In 2018 it was \$16,231. The escalations in service charges between 2018 and 2021 were the result of an unprecedented, and unlikely to be repeated, set of circumstances. This situation has been addressed and those associated with the CLCAS anticipate that future charges to the Town for ambulance service will be reduced.

CHIP (Community Housing Improvement Project, Inc.

“Neighbors helping neighbors keep their homes safe, warm, and dry.” CHIP, Inc is a non-profit organization founded by Ruth Ives in 1984 as an ecumenical effort to keep people safe, warm and dry in their own homes. Currently, CHIP serves eleven towns in Central and Eastern Lincoln County, including Bristol. CHIP provides home repairs to homeowners unable to make the necessary repairs themselves. CHIP also donates 100 gallons of fuel or firewood to residents needing emergency assistance between November 1 and March 1.

Coastal Rivers Conservation Trust

Formerly the Damariscotta River Association and Pemaquid Watershed Association, the Coastal Rivers Conservation Trust is the principal community land trust caring for the lands and waters of the Damariscotta-Pemaquid region. Coastal Rivers has active programs in trails and public access, land conservation, water quality, and nature education. It has made major contributions for the benefit of all Bristol residents, which are a matter of record in the Town's annual reports and on the Coastal River's website. It has also partnered with the Bristol Parks and Recreation Department on multiple projects and provides school group and teacher resources to Bristol's school system. Bristol contributed periodically to this group, with sums in the range of \$1,500 in the years when donations were solicited.

ElderCare Network (ECN)

Since its inception, ElderCare Network has cared for more than 750 residents in seven homes. While Bristol residents have lived in all their homes, the majority have been at Round Pond Green. ECN homes are the only facilities in Lincoln County for older people who are no longer able to live independently and who cannot afford local private-pay facilities. Bristol's current contribution to ECN, at their request, has been \$ 7,500 in each of the past 5 years.

Healthy Kids

Healthy Kids is the Child Abuse Prevention Council of Lincoln County. Its mission is to encourage, support and promote the healthy development of our children so that they may grow into healthy, contributing members of their community. In 2021, Healthy Kids provided services to 195 Bristol residents. Those utilizing their services include parents, teachers, children, day care providers, physicians, law enforcement, school board members, town council members and general assistance staff, service club members, inmates, and other community representatives including Bristol residents who may work with children elsewhere in the county and still receive professional training. Bristol's current contribution to Healthy kids has been \$1,200 in each of the past 5 years.

LifeFlight Foundation of Maine

Since 1998, 46 residents of Bristol have been cared for by LifeFlight, the principal medical emergency service by air. In addition, LifeFlight has made 1 scene call to Bristol to support local fire/rescue and EMS partners. Most importantly, LifeFlight cares for every patient regardless of insurance or financial status. Bristol's annual contribution to this essential service helps provide education and training to the crews and EMS/Fire agencies around the state, upgrade and replace medical equipment, enhance Maine's aviation infrastructure, and expand their available resources. Bristol's contribution over the last five years has been \$1,500 per year, except in 2019 with a bump up to \$2,000

Lincoln County TV (LCTV)

LCTV has risen to the challenge of helping citizens access municipal meetings, community events, public health updates, sports, and cultural offerings. For Bristol, it enables citizens to be informed about the Town's government by providing on-demand viewing of Select Board, as well as Budget Committee and Town Meeting sessions.

In 2021, this included 24 Select Board meetings, plus meetings for the Comprehensive Plan Committee, 2 Warrant Hearings, 3 Budget Committee meetings, and the Veterans Memorial Groundbreaking. It also broadcasts local school sports events, community conversations and local news analysis, with an increasing online component, and helps towns, including Bristol, with their remote meeting equipment for more robust citizen access. This latter is a key feature that in itself justifies community investment. LCTV has undergone a management transformation that strives to minimize its operating shortfalls. In 2021 it requested a contribution from Bristol of \$15,000 (as a franchise fee). In prior years this figure has ranged around \$10,000.

New Hope MidCoast

New Hope Midcoast, formerly New Hope for Women, provides comprehensive services for residents of Sagadahoc, Lincoln, Knox and Waldo Counties impacted by domestic abuse, dating violence and stalking. Highly trained staff seek to empower clients to make their own decisions throughout their journey toward safety and self-sufficiency. Despite pandemic concerns, the agency provided the following services for residents of Lincoln County in FY21: 459 hours of advocacy services including services for 6 residents of Bristol, 464 bed nights for individuals who chose to leave their circumstances, and 46.36 hours of community trainings intended to increase awareness of domestic abuse and to prevent such abuse in the future. From 2017-2020, Bristol has contributed an average of \$1,000 per year. In 2021, the Budget Committee concluded that \$2,000 would be a fairer contribution.

Old Bristol Historical Society

The Old Bristol Historical Society (OBHS) was established in 2003. A charitable and educational nonprofit corporation, its purpose is to collect, preserve, and share for the benefit of the public the artifacts and the oral, documentary, personal and physical histories of Bristol. By involving local people and institutions, it aims to foster a sense of community and pride in our collective past and future.

In 2018, OBHS collaborated with Coastal Rivers Conservation Trust (CRCT) and purchased the old mill site at Pemaquid Falls from Hammond Lumber Co. In 2020, CRCT then turned the land over to OBHS with the agreement that it was to be used as a center for local history and natural resource conservation. It is one of the primary cultural resources in Bristol and it is the principal archival repository for town history and, eventually, town office records (via space in its new document vault facility). The Society received \$9,500 in 2021.

Spectrum Generations

Spectrum Generations assists adults of all ages and backgrounds along their path to living well. It serves as the Central Maine Area Agency on Aging and Aging and Disability Resource Center and has been a leading provider of information and advice, referrals, programs and activities for adults for over 30 years. In 2022, it provided multiple services to 49 Bristol residents, including 1234 meals to homebound seniors, outreach and counseling, health and wellness programs and direct caregiver services. Bristol's average \$7,000 annual donations have helped Spectrum to leverage \$ 25,000 in benefits back to Bristol in 2021, with similar performance in the prior year.

11.3.5 Infrastructure Services

The Town of Bristol does not have any public water or sewer. Central Maine Power (CMP) provides electricity service in Bristol. 3 phase power is available only in certain places in town along Route 129, Route 130, Lower Round Pond Road, and part of Route 32¹.

¹ Source: <https://www.arcgis.com/apps/Styleer/index.html?appid=efb79ff9e99c448fb6683ad192324375>

According to the FCC National Broadband Map, Lincoln County is 100% covered by residential broadband of speeds 25/3 Mbps or greater². According the FCC’s Mobile LTE coverage map, 90% of Bristol is covered for voice call cell phone service. Data coverage is less consistent. AT&T, T-Mobile, US Cellular, and Verizon networks all cover a portion of Bristol³. Data coverage is inconsistent in areas including New Harbor to the southern point of the peninsula, and Round Pond and the eastern side of the peninsula.

Bristol does not have a police force. Law enforcement is provided by the Lincoln County Sherriff.

Goals, Policies, and Strategies

11. Public Facilities

Efficiently meet identified public facility and service needs.

Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.

Identify any capital improvements needed to maintain or upgrade public services to accommodate the community’s anticipated growth and changing demographics.

Provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.

Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan. (Not Applicable Currently)

If public water supply expansion is anticipated, identify and protect suitable sources. (Not Applicable Currently)

Explore options for regional delivery of local services.

11.1 Consider updating, renovating, and expanding Bristol School facilities.

Strategy	Who is Responsible?	Timeline
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² Source: <https://broadbandmap.fcc.gov/>

³ Source: <https://fcc.maps.arcgis.com/apps/webappviewer/index.html?id=6c1b2e73d9d749cdb7bc88a0d1bdd25b>

11.1.1 Develop and maintain a 10 year facilities plan for the Bristol School consistent with the Town's capital improvement plan.	AOS 93 (i.e. district entity) School Committee	Ongoing
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11.2 Consider updating, renovating, and/or expanding Town municipal facilities.

Strategy	Who is Responsible?	Timeline
11.2.1 Continue to purchase the majority of the power for Town facilities from sustainable energy sources (e.g. solar) and strive to reach 100% sustainable power sources.	Select Board Town Conservation Committee (to be developed)	Ongoing
11.2.2 Research strategies to increase the energy efficiency of existing Town facilities in order to enhance cost savings.	Town Conservation Committee (to be developed)	Early Term
11.2.3 Assess the public's desire to build a new Town Office and/or a Central Fire Station.	Implementation Committee (to be developed)	Long Term

11.3 Consider exploring various options and alternatives for the Town's governmental structure.

Strategy	Who is Responsible?	Timeline
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<p>11.3.1 Consider establishing a committee of Town citizens to study the following question: Should the Town adopt the Maine Town Manager Plan?</p>	<p>Implementation Committee (to be developed)</p> <p>Select Board</p>	<p>Early Term</p>
<p>11.3.2 Investigate if the Town should elect a Charter Commission to write a Charter to address Town governance.</p>	<p>Implementation Committee (to be developed)</p> <p>Select Board</p>	<p>Early Term</p>

11.4 Review the administrative structure of Town Departments

Strategy	Who is Responsible?	Timeline
<p>11.4.1 Review the current administrative and fiscal structures of the Town Departments and consider incorporating external Departments into the Town's administrative structure.</p>	<p>Implementation Committee (to be developed)</p>	<p>Mid Term</p>

11.5 Support and encourage community-based and Town-initiated efforts to ensure the Town remains a clean and healthy environment for citizens and visitors alike

Strategy	Who is Responsible?	Timeline
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<p>11.5.1 Encourage and expand roadside clean up efforts, such as the annual Elmer Tarr Roadside Clean Up, by ensuring Town-based support for volunteers.</p>	<p>Highway Department</p> <p>Parks Commission</p> <p>Road Commissioner</p>	<p>Ongoing</p>
<p>11.5.2 Consider adopting “Leave No Trace” policies on Town properties.</p>	<p>Implementation Committee (to be developed)</p> <p>Parks Commission</p>	<p>Ongoing</p>
<p>11.5.3 Engage with nonprofit organizations to support shoreline cleanup efforts.</p>	<p>Town Conservation Committee (to be developed)</p>	<p>Ongoing</p>

Fiscal Capacity and Capital Investment Plan

State Query

12.A. State Goal:

Bristol, Maine is well managed financially and is in strong financial shape. Historically Bristol has operated within its financial means. The general governmental operations as well as other key departments (Education, Health and Welfare, Highways/Bridges and protection) consistently operate within their allocated budgets. Table 1 provides a summary of the most recent Statement of Departmental Operations from the Town’s auditor. Table 12.1 provides a five-year historical perspective of the Town’s finances

Table 12.1: Bristol Departmental Operations Yearly Summary

Beginning	Yearly Revenues				Yearly Expenses		Yearly Ops change
	Year	Cash	Other	Total	(Under/over)		
Balance	Available	Appropriation	Receipts	Credits	Revenue	Total	Expense
2017	\$1,168	\$7,546	\$888	\$806	\$9,240	\$9,056	\$184
2018	\$1,353	\$7,643	\$933	\$1,019	\$9,595	\$10,095	(\$500)
2019	\$855	\$8,709	\$1,427	\$1,247	\$11,383	\$11,409	(\$26)
2020	\$830	\$9,240	\$1,668	\$1,228	\$12,136	\$11,784	\$352
2021	\$1,184	\$9,398	\$2,758	\$957	\$13,113	\$12,406	\$707

12.B Analysis:

(1). How will future capital investments identified in the plan be funded?

Voters of Bristol approved a bond in the amount of \$6,425,000 to construct and equip additions and improvements to Bristol Consolidated School at the 2023 Town Meeting. Currently, this is the Town's only debt service. The note is for 15 years with semi-annual payments averaging \$610,000 per year. See table 12.2 below. This 15-year obligation will need to be considered when forecasting the cost and scope of future projects. Tax Anticipation Notes are sought in some years to support cash spending before the annual tax commitment is completed and mailed. Due to Bristol's significant valuations by the State, mil rates are the lowest in Maine for a population over 2,000.

Table 12.2: Education Debt Service

	Date	Payment	Interest	Principal	Balance
1	11/01/2023	603,387.81	175,054.48	428,333.33	5,996,666.67
2023	Totals	603,387.81	175,054.48	428,333.33	
2	05/01/2024	152,491.90	152,491.90	0.00	5,996,666.67
3	11/01/2024	582,500.97	154,167.64	428,333.33	5,568,333.34
2024	Totals	734,992.87	306,659.54	428,333.33	
4	05/01/2025	140,821.60	140,821.60	0.00	5,568,333.34
5	11/01/2025	571,488.99	143,155.66	428,333.33	5,140,000.01
2025	Totals	712,310.59	283,977.26	428,333.33	
6	05/01/2026	129,989.17	129,989.17	0.00	5,140,000.01
7	11/01/2026	560,477.02	132,143.69	428,333.33	4,711,666.68
2026	Totals	690,466.19	262,132.86	428,333.33	
8	05/01/2027	119,156.74	119,156.74	0.00	4,711,666.68
9	11/01/2027	549,465.05	121,131.72	428,333.33	4,283,333.35
2027	Totals	668,621.79	240,288.46	428,333.33	
10	05/01/2028	108,922.79	108,922.79	0.00	4,283,333.35
11	11/01/2028	538,453.07	110,119.74	428,333.33	3,855,000.02
2028	Totals	647,375.86	219,042.53	428,333.33	
12	05/01/2029	97,491.88	97,491.88	0.00	3,855,000.02
13	11/01/2029	527,441.10	99,107.77	428,333.33	3,426,666.69
2029	Totals	624,932.98	196,599.65	428,333.33	
14	05/01/2030	86,659.45	86,659.45	0.00	3,426,666.69
15	11/01/2030	516,429.12	88,095.79	428,333.33	2,998,333.36
2030	Totals	603,088.57	174,755.24	428,333.33	
16	05/01/2031	75,827.02	75,827.02	0.00	2,998,333.36
17	11/01/2031	505,417.15	77,083.82	428,333.33	

2031	Totals	581,244.17	152,910.84	428,333.33	
18	05/01/2032	65,353.67	65,353.67	0.00	2,570,000.03
19	11/01/2032	494,405.18	66,071.85	428,333.33	2,141,666.70
2032	Totals	559,758.85	131,425.52	428,333.33	
20	05/01/2033	54,162.16	54,162.16	0.00	2,141,666.70
21	11/01/2033	483,393.20	55,059.87	428,333.33	1,713,333.37
2033	Totals	537,555.36	109,222.03	428,333.33	
22	05/01/2034	43,329.73	43,329.73	0.00	1,713,333.37
23	11/01/2034	472,381.23	44,047.90	428,333.33	1,285,000.04
2034	Totals	515,710.96	87,377.63	428,333.33	
24	05/01/2035	32,497.29	32,497.29	0.00	1,285,000.04
25	11/01/2035	461,369.25	33,035.92	428,333.33	856,666.71
2035	Totals	493,866.54	65,533.21	428,333.33	
26	05/01/2036	21,784.56	21,784.56	0.00	856,666.71
27	11/01/2036	450,357.28	22,023.95	428,333.33	428,333.38
2036	Totals	472,141.84	43,808.51	428,333.33	
28	05/01/2037	10,832.43	10,832.43	0.00	428,333.38
29	11/01/2037	439,345.31	11,011.93	428,333.38	0.00
2037	Totals	450,177.74	21,844.36	428,333.38	
Grand Totals		8,895,632.12	2,470,632.12	6,425,000.00	

(2). If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?

State valuation comparisons and per capita valuations are two measures of a community's wealth. Table 12.3 contains a summary of State valuations and per capita valuations for Bristol and several other communities. Bristol's 2023 State valuation (\$1,294 billion) is higher than that of all comparison communities including Boothbay, Boothbay Harbor and South Bristol. In terms of per capita figures, Bristol has the third highest per capita State valuation (\$456,775) trailing South Bristol and Boothbay Harbor. By statute, the ratio of a town's debt to valuation should generally be less than 7.5%. Bristol is clearly under that limit with a valuation of \$1.29B valuation and a \$6M of debt.

Table 12.3: State valuations and per capita valuations

	2020 Population	2023 State Valuation	Full Value Per Capita
Bristol	2,834	1,294,500,000	\$456,775
Boothbay	3003	1,199,750,000	\$399,517
Boothbay Harbor	2027	\$991,350,000	\$489,073
Bremen	823	\$263,650,000	\$320,352
Damariscotta	2297	\$432,650,000	\$188,354
Edgecomb	1,188	\$296,950,000	\$249,958
Newcastle	1,848	\$358,000,000	\$193,723
South Bristol	1,127	\$861,800,000	\$764,685
Waldoboro	5,154	\$640,850,000	\$124,302
Wiscasset	3,742	\$586,500,000	\$156,734

Exempt Property

Table 12.4 below provides an overview of exempt property in Bristol broken down by classification. The focus of exempt land and building is primarily on public spaces, veterans, religious and homestead exemptions.

Table 12.4: Exempt Property in Bristol

<i>Category</i>	2021			
	<i>Land</i>	<i>Building</i>	<i>Exemption</i>	<i>Assessment</i>
Benevolent * Charity	\$3,696,900	\$2,621,800	\$6,318,700	\$0
Blind	\$105,200	\$303,800	\$8,000	\$351,000
Homestead	\$82,484,400	\$163,868,100	\$18,093,000	\$227,423,500
Common Area	\$2,344,700	\$419,700	\$2,764,400	\$0
Dam/Town of Bristol	\$42,000	\$160,900	\$202,900	\$0
Lions Charities etc.	\$187,800	\$502,800	\$690,600	\$0
Library & Science	\$82,200	\$444,900	\$527,100	\$0
Municipal	\$10,495,500	\$7,467,100	\$17,962,600	\$0
Parsonage	\$55,000	\$170,900	\$20,000	\$205,900
Religious Soc.	\$300,800	\$1,342,600	\$1,643,400	\$0
State of Maine	\$3,946,200	\$1,037,000	\$4,983,200	\$0
Lighthouse	\$0	\$117,300	\$117,300	\$0
Veteran's Trust	\$728,400	\$792,200	\$18,000	\$1,427,600
Veteran Nonresident	\$9,040,600	\$18,149,600	\$462,000	\$24,953,200
Veteran Widow Nonresident	\$1,614,100	\$3,256,400	\$90,000	\$4,430,500
Veteran Resident	\$3,929,800	\$6,215,500	\$210,000	\$9,110,300
Veteran Widow Resident	\$1,422,100	\$2,117,500	\$78,000	\$3,163,100
Vet 1961-1964	\$359,500	\$1,332,900	\$24,000	\$1,593,400
Vet 1989-1990	\$109,400	\$680,800	\$12,000	\$753,200
Vet 1982-1984	\$100,000	\$757,500	\$6,000	\$826,500
	\$121,044,600	\$211,759,300	\$54,231,200	\$274,238,200

(3). Have efforts been made by the community to participate in or explore sharing capital investments with neighboring communities? If so, what efforts have been made?

To date sharing of capital investment projects with neighboring communities has been limited to cross funding of EMS, Fire and Police services. The town of Bristol is open to the future sharing of resources on larger capital expenditures. The opportunities will be explored on an ‘as needed’ basis. Currently the town’s Transfer Station is a shared resource with the town of South Bristol. Operating costs are split with 60% for Bristol and 40% for South Bristol. Ambulance service is provided by Central Lincoln County Ambulance and Bristol is considered a member town as well as Bremen, Damariscotta, Newcastle Nobleboro and South Bristol. Funding for this service is based on a prorated state property tax valuation for each town. Police service is provided by Lincoln County Sheriff’s Office and is paid for by the Town’s annual County tax obligation.

12.C Conditions and Trends:

(1). Identify community revenues and expenditures by category for the last five (5) years and explain trends.

Bristol has operated within its budget most years. Those years that have seen expense exceed revenue have been covered by large reserve balances from prior years. Table 12.5 below represents revenues and expenditures for the past five years. General revenues have increased over time to meet the demand of rising expenditures.

Table 12.4: Revenues and Expenditures - 2017-2021

<i>General Revenues</i>	<i>2021</i>	<i>2020</i>	<i>2019</i>	<i>2018</i>	<i>2017</i>
<i>Property Taxes</i>	\$7,649,892	\$7,616,453	\$7,095,570	\$6,522,263	\$6,515,803
<i>Homestead Reimbursement</i>	\$91,188	\$91,851	\$55,560	\$53,801	\$41,040
<i>Excise Taxes</i>	\$766,895	\$738,010	\$712,520	\$675,795	\$633,560
<i>Intergovernmental - State Revenue</i>	\$89,093	\$30,000	\$42,881	\$43,548	\$42,452
<i>Interest and Investment Earnings</i>	\$12,796	\$18,588	\$36,012	\$23,215	\$14,310
<i>Transfer to/from Trust</i>	(\$10,010)	(\$26,961)	\$2,555	\$0	\$0
<i>Total General Revenues: b/f loss on Fixed asset</i>	\$8,599,854	\$8,467,941	\$7,945,098	\$7,318,622	\$7,247,165
 <i>Loss on Disposal of Fixed Asset</i>			(\$13,242)	(\$7,385)	
 <i>Loss on Disposal of Fixed Asset-with fixed assets disposal</i>			\$7,931,856	\$7,311,237	

Expense (net of program revenues)

<i>Gov. Activities</i>	<i>2021</i>	<i>2020</i>	<i>2019</i>	<i>2018</i>	<i>2017</i>
<i>Education</i>	\$4,099,470	\$4,640,472	\$4,667,176	\$4,284,340	\$3,823,588
<i>General Government</i>	(\$2,021)	\$19,145	\$469,209	\$454,362	\$522,910
<i>Health and Welfare</i>	\$375,261	\$341,899	\$340,916	\$299,713	\$297,393
<i>Highways and Bridges</i>	\$1,057,106	\$1,119,733	\$659,725	\$485,125	\$764,331
<i>Protection</i>	\$480,558	\$454,601	\$440,988	\$411,699	\$400,097
<i>County Tax</i>	\$1,509,619	\$1,468,426	\$1,394,082	\$1,328,624	\$1,291,093
<i>Unclassified</i>	(\$73,659)	(\$75,858)	(\$29,372)	(\$35,043)	(\$16,537)
<i>Debt Service Interest</i>	\$1,319	\$1,947	\$2,551	\$5,698	\$10,088
Total	\$7,447,653	\$7,970,365	\$7,945,275	\$7,234,518	\$7,092,963
<i>Rev. - Exp</i>	\$1,152,201	\$497,576	(\$13,419)	\$76,719	\$154,202
<i>+Parks and Rec.</i>	\$166,043	\$310,479	\$306,122	\$384,113	66821
<i>=Change in Net position</i>	\$1,318,244	\$808,055	\$292,703	\$460,832	\$221,023

(2). Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.

As described previously, the Town of Bristol is in a strong financial condition. Its current debt service will require \$8,895,632 funding through November 1, 2037. Given the combination of high valuations, low mil rates and existing bond obligations, Bristol has some capacity for future project financing if it so chooses. Outside sources of funding will always include grant opportunities and private donations.

(3). Identify local and State valuations and local mill rates for the last five (5) years.

Bristol's state valuations, as previously shown in Table 3, are the highest in Lincoln County. Figure 12.1 shows the history of Bristol's state valuation.

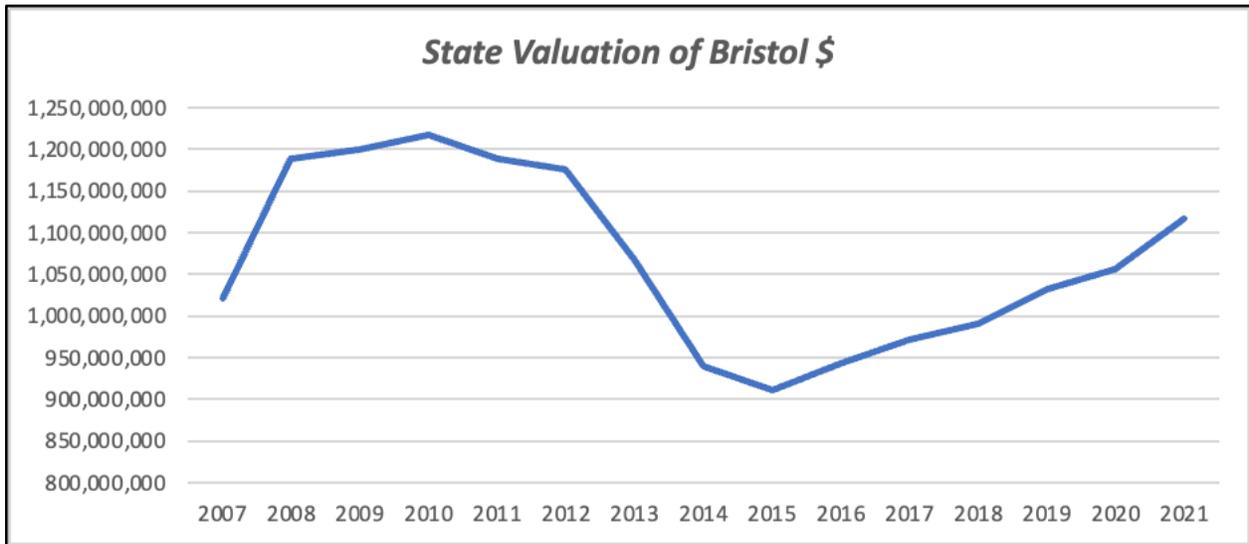


Figure 12.1: State Valuation of Bristol \$

Bristol mil rates are about average historically. We are pleased to say that Bristol has the lowest tax rate of any town in Maine with more than 2000 people. See Figure 12.2 below for a historical perspective on the Bristol Mil Rate. Relative to other communities in Lincoln County, Bristol’s mil rate is currently among the lowest in the County. See Figure 12.3 below. We have been able to keep taxes steady because new residential construction and improvements generate additional tax revenue and have been enough to offset rising costs for essential services.

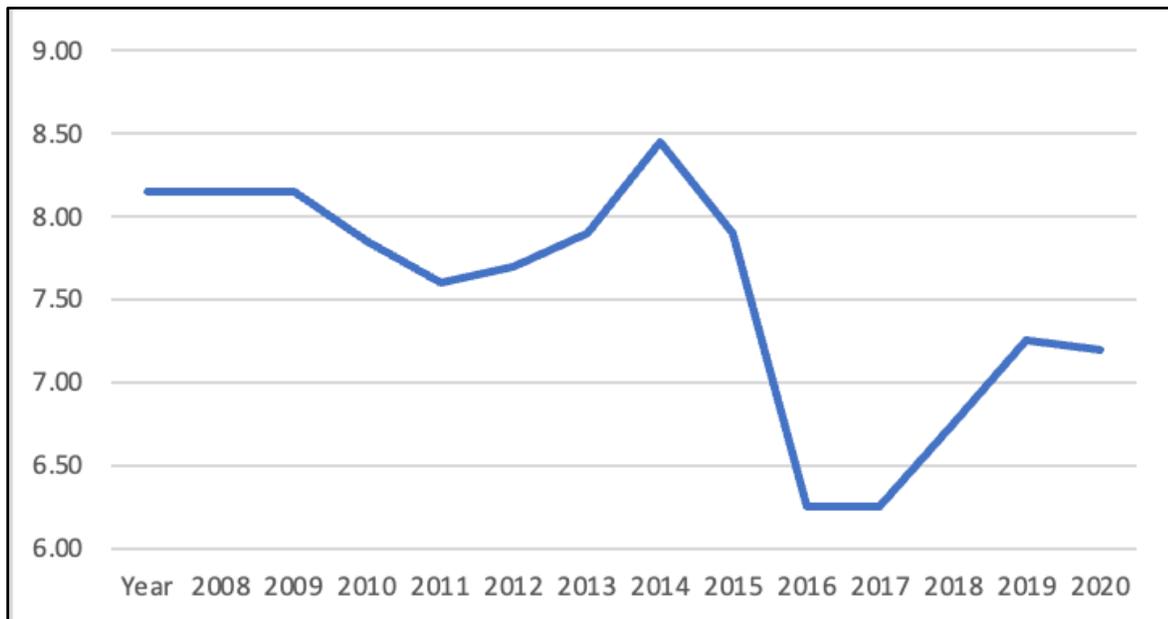


Figure 12.2: Bristol Mil Rate History

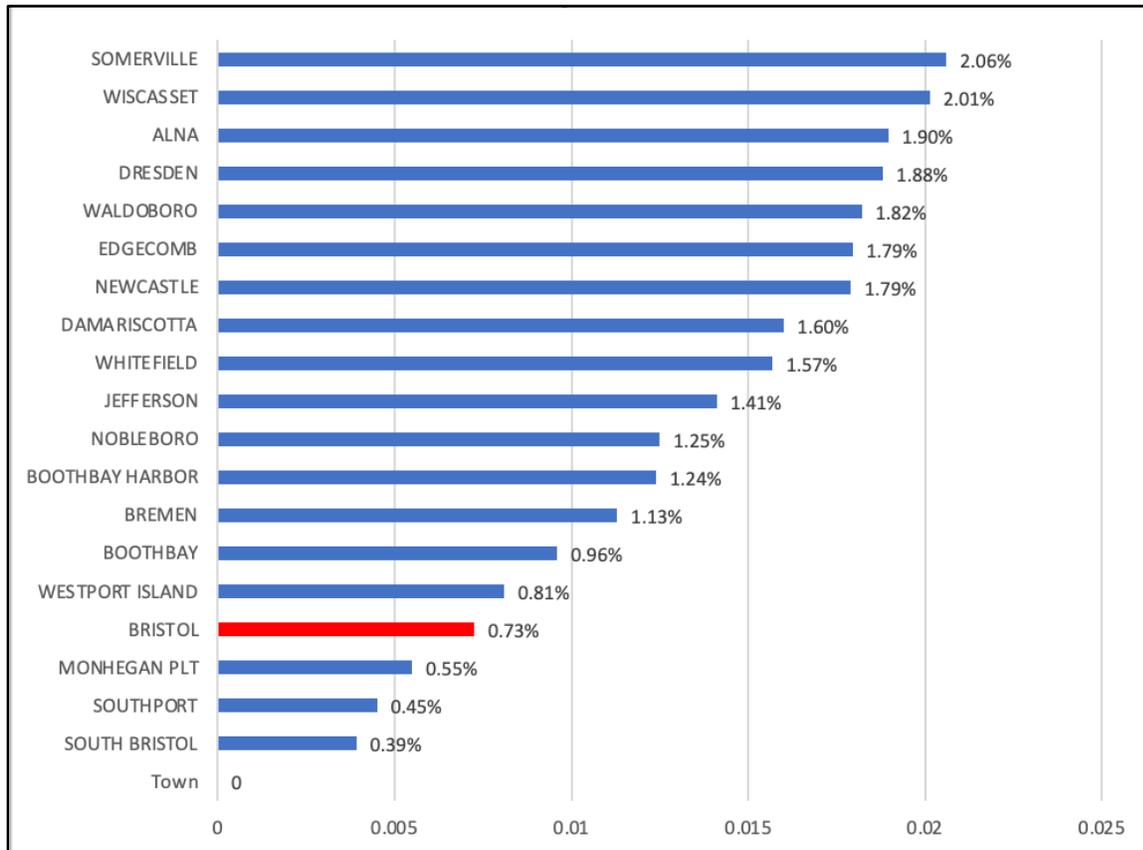


Figure 12.3: Mil Rate by Town – 2020

12.D. Policies: Minimum policies required to address State goals

- (1). To finance existing and future facilities and services in a cost-effective manner

The town has been successful in leveraging State and Federal funding resources with local contributions. In the past 6 years the town has received roughly \$3M in grants of which private donations have played a considerable role. Most major projects have historically been and will most likely be funded by local private donations.

- (2). To explore grants available to assist in the funding of capital investments within the community

Many projects within Bristol have been funded with grant dollars. Most notably, the Pemaquid Beach Pavilion (completed in 2020) and the Lower Pemaquid River Watershed Plan which has been funded from grants received by the Shellfish Committee. The Town's Administrator, Fire Chief and Parks Director continually search for grants.

(3). To reduce Maine’s tax burden by staying within LD-1 spending limitations

Bristol has not exceeded the property tax levy limit in many years if ever.

12.E. Strategies: Minimum strategies required to address state goals:

(1). Explore opportunities to work with neighboring communities to plan for a finance shared or adjacent capital investments to increase cost savings and efficiencies.

Opportunities will be explored on an ‘as needed’ basis. Capital investment projects with neighboring communities currently include Transfer Station facilities, EMT and Fire services and County sheriff’s services. Other projects and investments that could be shared with neighboring communities include street light contracts and road maintenance.

12.F. Capital investment Plan

(1). Identifies and summarizes anticipated capital investment needs within the planning period in order to implement the comprehensive plan including estimated costs and timing, and identifies which are municipal growth-related capital investments.

Several capital projects have been preliminarily identified over the next multi year horizon.

Lower Round Pond (Hatchtown) Bridge. This bridge will be completely replaced in the next 1-2 years. At this time, engineering designs are complete and funding for permits has been set aside. The bridge will be closed during the replacement which will cause thru-traffic to find other routes. This bridge replacement has been recommended by MDOT.

Benner Road (Stone Arch) Bridge. The bridge will be replaced, and the historic stone arch will be rebuilt. Preliminary discussions have been held with engineers. A temporary bridge will be installed and used before and during the replacement of this bridge. This bridge replacement has been recommended by MDOT.

Bristol Fire and Rescue. Tank 1 is the oldest in the fleet and will need to be replaced. The Fire Department has started the investigative process to determine options and financing for a new tank truck. This research and final decision will most likely take several years. This is not a municipal growth-related investment but a result to have working equipment when needed most.

(2). Establishes general funding priorities among the community capital investments.

(3). Identifies potential funding sources and funding mechanisms.

Bristol’s main funding source is taxation generated through real estate and personal property. This funds Education, County Services, Road Maintenance, Fire Department, and General Government. The Parks Department is funded through revenue from entrance fees to Lighthouse Park and Pemaquid Beach. The Parks Departments has its own operating ‘business-type activities’ budget.

Goals, Policies, & Strategies

12. Fiscal Capacity and Public Investment Plan

Finance existing and future facilities and services in a cost effective manner.

Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.

Explore grants available to assist in the funding of capital investments within the community.

Reduce Maine's tax burden by staying within LD 1 spending limitations.

12.1 Maintain the Town's established record of fiscal responsibility as evidenced, in part, by a stable mil rate.

Strategy	Who is Responsible?	Timeline
12.1.1 Seek state bonds, federal grants, low interest loans, and reserve funds to finance capital expenditures and/or reserves.	Implementation Committee (to be developed) Select Board	Ongoing

12.2 Maximize the Town's net assets and liquidity in order to continue to provide and, if necessary, expand effective Town services.

Strategy	Who is Responsible?	Timeline
12.2.1 Continue to utilize effective tax collection methods.	Select Board	Ongoing

	Town Treasurer	
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12.3 Continue to support, through the Town's budgetary process, non-profit organizations that provide social services.

Strategy	Who is Responsible?	Timeline
12.3.1 Continue to encourage the Town to financially support non-government social services and regional organizations as have been identified in the Town's Annual Report	Select Board Senior Services Committee	Ongoing

Existing Land Use

Highlights

The town is divided into five distinct areas—Bristol Mills, Pemaquid/Pemaquid Falls, Round Pond, Chamberlain, and New Harbor—each with its unique characteristics and land use patterns.

The Town of Bristol has no restrictions on land use, other than State Shoreland Zoning Rules and a one-acre minimum lot size. The latter is regularly overruled by the planning board for sub-divisions. As a result, land use is diverse. Small and large businesses from vegetable stands, boat yards, convenience stores, and a machine shop are neighbors to both year-round and seasonal residents.

Land use is affected by our seasonal, long- and short-term visitors. As the chart below shows, a significant percentage of the area’s housing units are seasonal. Parks, trails, and roads have seasonally increased use. Land is being developed. Though this strains resources, many businesses depend on this increased use.

Table 13.1: Housing Units by Zip Code

		04539	04558	04564	04541	04554
		Bristol Mills	Pemaquid	Round Pond	Chamberlain	New Harbor
Population		1,168	308	489	80	710
Population Density	ppl per sq mi	71	75	56	43	166
Median Home Value		\$265,800	\$269,400	\$240,700	\$120,500	\$304,100
Land Area	sq mi	16.34	4.13	8.68	1.84	4.28
Water Area	sq mi	0.77	1.27	3.12	0.37	1.6
Median Household Income		\$56,786	\$21,979	\$63,207	\$88,250	\$50,682
Median Age		49	54	57	64	57
Housing Units		663	298	488	160	1,008
Occupied Housing Units		521	151	247	41	349
Vacant		142	147	241	119	659
% Vacant		21%	49%	49%	74%	65%
Vacancy Reasons						
For Rent		2	4	7	2	23
Rented and unoccupied		1	1	1	0	3
For Sale		20	4	12	1	26
Vacant for other reasons		15	4	7	3	10
For Season Recreational or Occasional Use		104	134	214	113	597
% Seasonal Vacancies		73%	91%	89%	95%	91%
Working/ Not Working:						
Worked FT		370	103	140	43	109
Worked PT		258	58	28	32	204
No Earnings		409	137	144	37	405
Source of information: Unitedstateszipcodes.org / Uses estimated IRS populaton data in 2018.						

Land is conserved mostly by a local land trust, much of which includes public access trails. The town is not involved in deciding where these areas should be. The town has a parks system, which mostly maintains established public areas, as opposed to creating new public spaces. This includes public water access in all five villages.

The mixed-use and lightly restrained development and conservation of Bristol gives it a diverse and dynamic character. This section will explore the benefits and drawbacks of Bristol’s historic land use and examine what changes might be necessary

The Town of Bristol has five distinct areas: Bristol Mills, Pemaquid/ Pemaquid Falls, Round Pond, Chamberlain, and New Harbor. Four of the five areas have distinct, more densely populated villages with small businesses, as well as rural residential, farm/ forest, mixed residential and commercial, shoreland zones with limited residential, and groundwater areas. Each area has its unique and distinct characteristics.

Bristol Mills – 04539



Figure 13.1: Map of Bristol Mills

Bristol is designated with the zip code 04539 and has a land area of approximately 16.3 square miles and water bodies totaling 0.77 square miles. It is on average 52.50 feet above sea level. It is the most

populated area in the town of Bristol, with a population of 1,169 divided among 663 households; it includes the village of Bristol Mills and extends to both the Damariscotta and Bremen lines.

Bristol Mills is home to several community services, including the Town Office, the Bristol Fire Department (Station 3), a post office, the Bristol Visitor's Center/ Parks and Recreation Department, the Bristol/South Bristol Transfer Station and the Congregational Church of Bristol. It is also home to local landmarks such as the Rock School House and the Bristol Mills Swimming Hole.

Bristol Mills is traversed by the Pemaquid River and is dotted with several ponds, which provide many recreational opportunities to residents and visitors in the form of canoeing, kayaking, and fishing, along with walking and hiking at land preserves maintained by Coastal Rivers Conservation Trust.

Bristol Mills is bisected by State Route 130, from which many roadways branch off. The village is home to many businesses both large and small, from a varied number of industries including (but not limited to) retail, dining, farming, forestry, construction, electrical and plumbing, recreation, event hosting, and fabrication. Most businesses are small, employing 1-4 people according to census data though there are some that have as many as 20 employees.

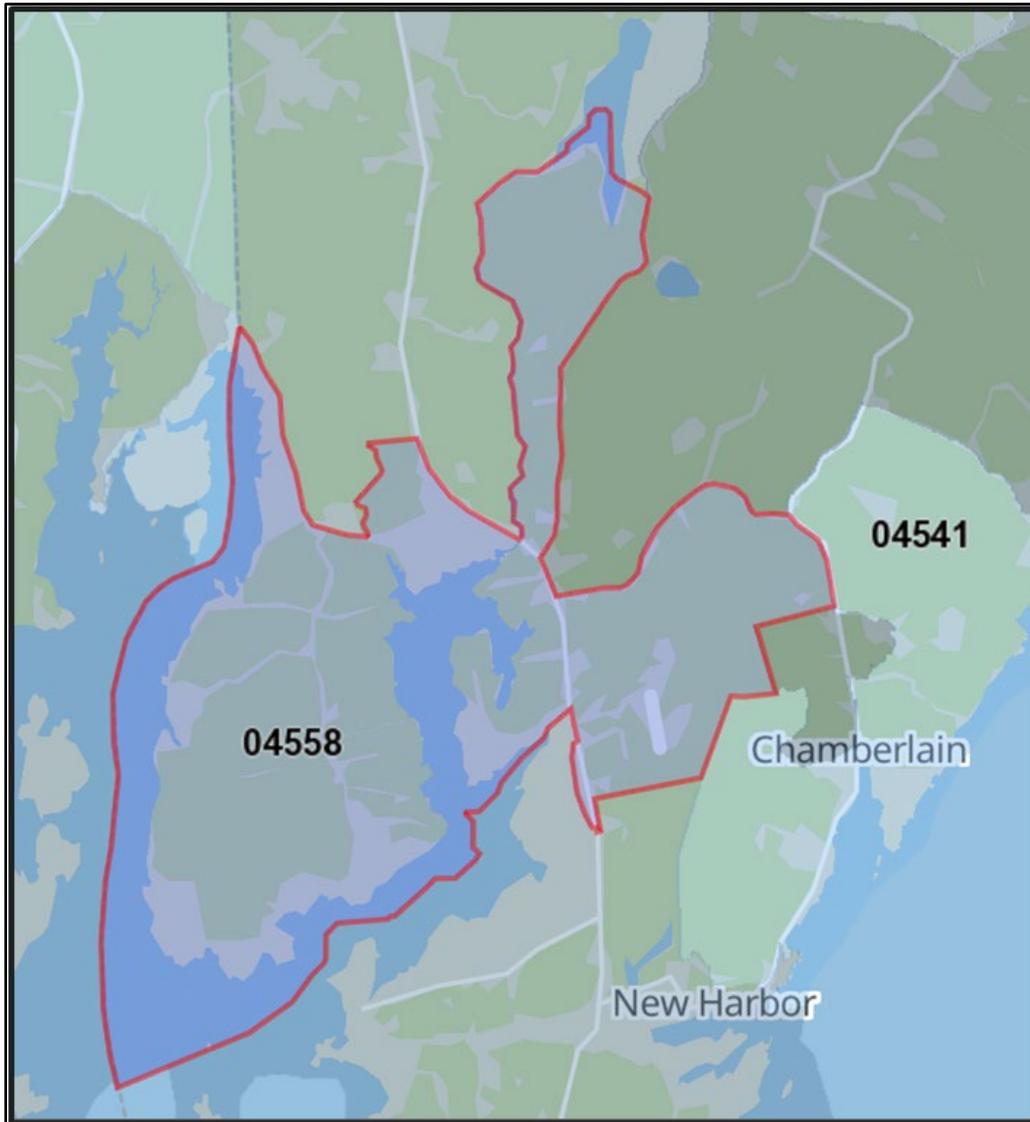


Figure 13.2: Map of Pemaquid

Pemaquid is a village of Bristol designated by the zip code 04558. Pemaquid has a land area of approximately 4.13 square miles and an average elevation of 62 feet above sea level. It has approximately 308 residents. Although Pemaquid contains 298 houses, only 151 of those are occupied year-round; the median home cost is \$322,800. Pemaquid shares a post office with New Harbor.

Pemaquid is home to the Crooked Farm Preserve, which includes public trails that traverse its nearly 130 acres of forest, wetlands, and open fields, as well the Town's Recreational Trail and a portion of the 120 acre La Verna Preserve. The History Center and archival vault of the Old Bristol Historical Society is located adjacent to the site of the ongoing 1896 Pemaquid Mill restoration project. While Pemaquid contains areas of both historic and natural significance, it also contains the Bristol Consolidated School,

the Town's only K-8 elementary school, and the Bristol Area Library which are essential to the day-to-day functioning of the Town.

Pemaquid Harbor contains a total of 32 moorings. In addition, the Lower Pemaquid River contains a total of 67 moorings, and the Upper Pemaquid River contains a total of 184 moorings. The Damariscotta River contains 7 moorings, which can only be accessed by private docks and shorefrontage. The John's River contains 20 moorings, and the nearby Pemaquid Beach area contains 42 moorings. The Upper Pemaquid River hosts the Pemaquid Fisherman's Co-Op, which buys lobsters from commercial fishermen.

According to Maine's Center for Workforce Research and Information, Pemaquid houses 21 businesses, the majority of which employ between 1 and 4 individuals. The businesses are spread throughout the village, either in discrete locations or associated with business owners' homes. Pemaquid has no "commercial center"; a business is more likely to be sandwiched between an old farm house and a summer cottage than adjacent to another business. The types of businesses include two lodging enterprises, painting, general contracting, a quarry, insurance, photography, as well as a convenience store, and four food-based businesses. Pemaquid is also home to The Carpenter's Boat Shop, which offers apprenticeship programs in boatbuilding, and offers boats, furniture, and other gift items for sale.

Round Pond – 04564

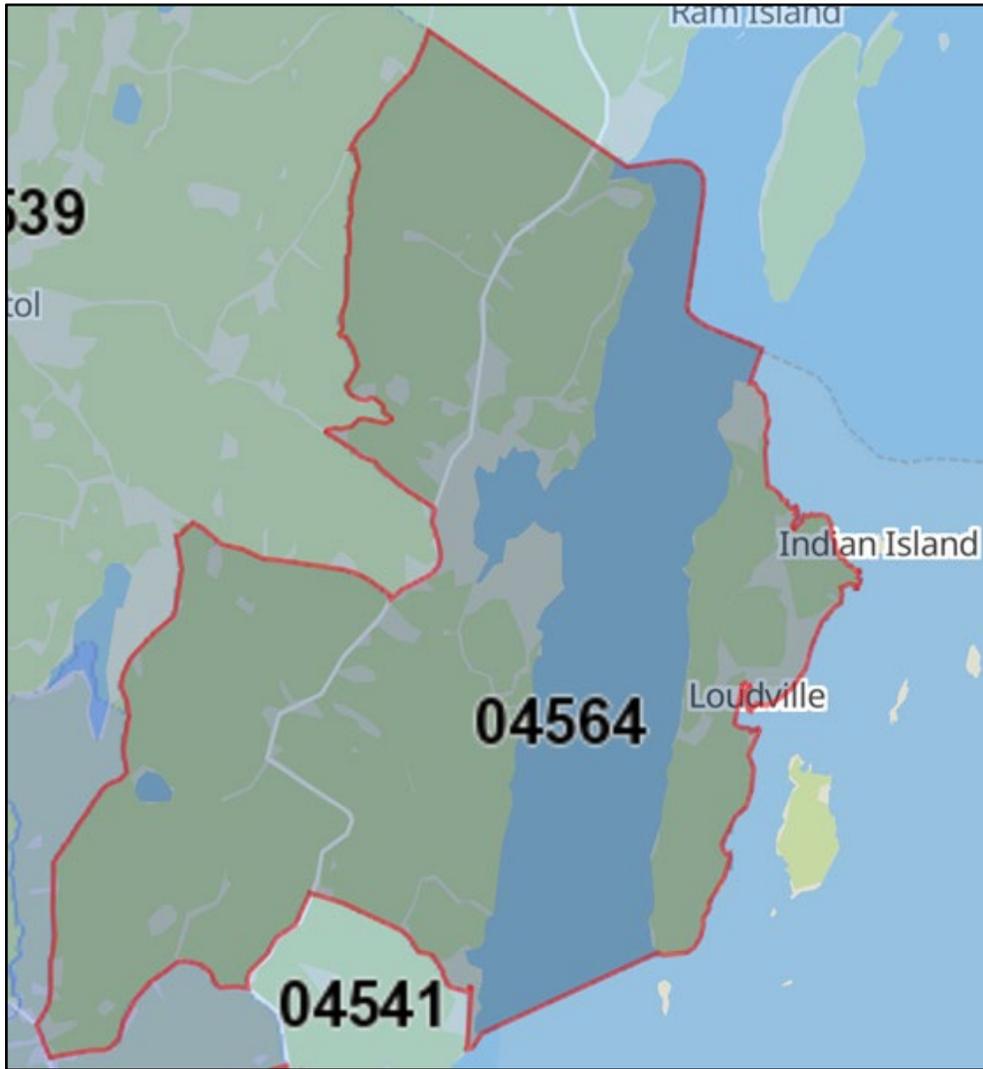


Figure 13.3: Map of Round Pond

Round Pond is a village of Bristol, located on the east side of the peninsula. It is represented by the 04564-zip code and is located at 43°56'52"N 69°27'40"W (43.9478600, -69.4611600). The main road through Round Pond is State Route 32, which borders Bremen on the north.

Round Pond has a small secure harbor (hence the name “Round Pond”), located on the west shore of Muscongus Sound. The village of Round Pond is at the head of the harbor.

Round Pond is an active fishing/boating harbor, and currently home to 232 moorings. Nearby Brown’s Cove contains a total of 15 moorings, Lower Moxie Cove contains 2 moorings, and Moxie Cove contains 11 moorings.

Round Pond Green is an Assisted Living Facility for seven residents administered by Eldercare. Round Pond has 488 houses, 40% to 50% of which are seasonal. The price range of housing in Round Pond varies greatly.

More than half of the year-round residents are retired and/ or semi-retired. The median age is 57. Recently, with COVID and the improved high-speed internet, there has been an increase in the number of families living year-round in Round Pond, many of whom are working remotely. It remains to be seen whether this trend will continue post-Covid.

There are a few year-round businesses; a general store, shipyards, auto repair, bicycle repair, and Masters Machine, which is the largest employer in Bristol.

Seasonally, there are 3 restaurants near the shore, a coffee shop and wine bar, a bakery, two bed and breakfasts, a vegetable stand, antique stores, galleries, and a candy/toy/ice cream shop in the historic Granite Hall.

Round Pond has a Post Office (04564), a Fire Station, and Public Parking in Round Pond Harbor with public boat launch.

There are two church buildings in Round Pond: Round Pond United Methodist Church, the ownership of which has recently been transferred to Helping Hands of Round Pond, a volunteer social service and community support organization, and the Little Brown Church which is non-denominational and used for community meetings and activities, including concerts and memorial services. The Washington Schoolhouse (principal school in Round Pond until 1954 and original workshop for Masters Machine) has been restored.



Figure 13.4: Map of Chamberlain

Chamberlain is a neighborhood of Bristol, with the zip code 04541. contiguous with New Harbor to the South and Round Pond to the North where its boundary is adjacent to the La Verna Preserve. It includes the 75-acre Rachel Carson Preserve with a Salt Pond named after her that is filled at each high tide. Chamberlain clings to the coastline adjacent to Route 32 and around Long Cove. There are no significant historical buildings or churches.

Chamberlain is named after Joshua Chamberlain (1828 – 1914) of the [20th Maine Volunteer Infantry Regiment](#), best known for his gallantry at the [Battle of Gettysburg](#). He later served as the 32nd Governor of Maine.

Chamberlain consists of 139 houses with 80 full-time residents with a median age of 67. Many of the houses are seasonal (approximately 48%). Some are strictly seasonal, since they depend on a water supply from two wells in New Harbor with water piped to them in the summer months. This is managed by the New Harbor/Chamberlain Water Company. Houses to the north of Route 32 and on Long Cove are usually able to drill wells. Most of the housing stock is comparatively recent with a significant number of additions in the last two decades. Historically, Chamberlain has principally consisted of houses built since the Second World War.

The businesses in Chamberlain include a manufacturer of wind chimes, a specialist tree surgeon, a heating and plumbing engineer, and a post office along Route 32. Long Cove has recreational moorings used in the Summer. The Long Cove Association has a tennis club for residents and members.

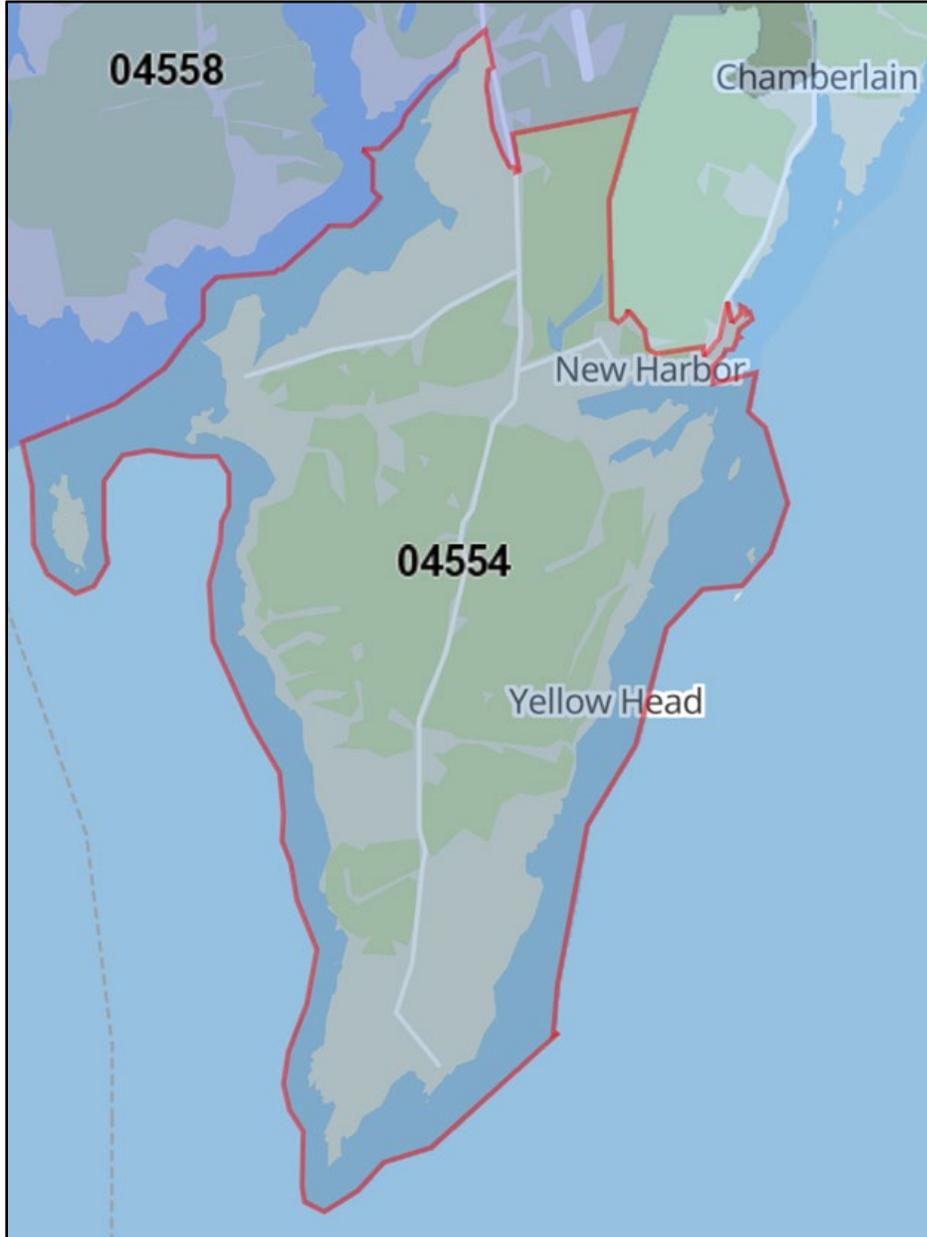


Figure 13.5: Map of New Harbor

New Harbor, a Bristol village designated by the zip code 04554, has a land area of approximately 4.279 square miles and an average elevation of 132 feet above sea level. It is the second most populated zip code in the town of Bristol. New Harbor is defined by New Harbor Hill, which is arguably the center of the village, from which its primary roads extend - portions of State Route 32, portions of Route 130, Pemaquid Point Road and Loop, Snowball Hill/Huddle Road, and Southside Road.

In addition to supporting activities associated with a thriving fishing industry, the village of New Harbor contains areas of both historic and natural significance. Famous historical sites such as the Pemaquid Point Lighthouse, which was built in 1827 and is now featured on the Maine state quarter, and Fort William Henry, which was first built in 1692, add to the timelessness of the area. These sites draw a multitude of visitors, particularly throughout the summer months, to the small village. New Harbor also is home to a number of publicly accessible natural locations and preserves. Pemaquid Beach, a swimmable white sand beach on the waters of John's Bay draws flocks of locals and others during the hot months of summer. The ocean is accessible to the public via a landing at Colonial Pemaquid, as well as the Hanna Town Landing.

Both New Harbor and Back Cove are active fishing harbors and are home to 62 and 21 moorings, respectively. New Harbor hosts the New Harbor Fishing Co-Op and Shaw's Wharf, both of which buy lobsters from commercial fishermen.

Undoubtedly, New Harbor's picturesque scenery led to its selection as a filming location for two major films; the 1922 silent film "The Seventh Day," starring Richard Barthelmess, and the 1999 film "Message in a Bottle", starring Kevin Costner, Paul Newman, Sean Penn, and Robin Wright.

According to Maine's Center for Workforce Research and Information, New Harbor houses 36 businesses, the majority of which employ between 1 and 4 individuals and only four of which employ over 10 individuals. New Harbor's commercial center is located on "New Harbor Hill," which is home to the local grocery store, a bank, a gas station and marine supply center, an ice cream stand/cafe, a fire station, a Methodist church, and a few other shops including a design studio and a craft co-op. New Harbor also features a number of other businesses, which are scattered throughout the village, either in discrete locations or in/adjacent to business owners' homes. New Harbor's primary roads extend from New Harbor Hill and each contain a mix of residential and commercial structures.

The Pemaquid Point Road/State Route 130 extends from New Harbor Hill to the historic Pemaquid Point Lighthouse and Pemaquid Loop. Associated businesses include a bakery, a basketry shop, home-bases for two commercial logging operations, a campground, an art gallery, two historic inns, a fishermen's museum, and a restaurant/gift shop. The Southside Road extends from New Harbor Hill to Back Cove and McFarland Shores. Associated businesses include fishing industry docks, an inn, an industrial boat shop, and a bakery. The Snowball Hill/Huddle Loop extends from New Harbor Hill to Pemaquid Beach, Fort William Henry, and back to Route 130. Associated businesses include the headquarters for a local trash service, a campground, two restaurants, two boat shops, a kayak rental facility, a storage facility, and at the other end, an antique shop. Route 130 extends from New Harbor Hill towards additional Bristol villages. Associated businesses include a hair salon, the local post office, a restaurant/bar, a plumbing and electrical business, and a convenience store/gas station.

Lastly, Route 32 extends from Route 130 just below New Harbor Hill to the next village of Chamberlain. It contains parking for a local cruise line, a restaurant/bar and fishing wharf, and a historic inn.

Analyses

Recent Development

Is most of the recent development occurring: lot by lot, in subdivisions; or in planned developments? Is recent development consistent with the community's vision?

Historically, most development in Bristol has been done lot by lot.

Between 2000 and 2023 there were 40 subdivisions approved by the Planning Board with a total of 208 potential lots.

From 2000-2010 the breakdown was 23 approvals and 91 lots, 2010 to 2019, 9 approvals with 42 lots and since 2020, 8 approvals with 75 lots. The majority of the subdivisions are small, less than 8 lots, but there are several between 2000 and 2010 and since 2020 that have proposed lots in the high teens.

The Town has a record of 148 subdivisions dating back to 1903, with 110 in the last 50 years. They are in files with original plans, signed by the Planning Board, and can be searched by village, and the location of the proposed development with the Town's lot map.

The Town does not record if a proposed subdivision is built, partially built, or abandoned.

There are both physical limitations to further development as well as community concerns in maintaining and protecting the rural character of Bristol.

Because of potentially limited resources for fresh water and waste disposal, it is crucial to plan future development in a way that does not jeopardize Bristol's current capacities. Because development up until the present has been manageable, there has been no ability to guide it in ways that would ensure consistency with the community's vision. It has been only due to limited market pressure for new development that has thus far protected the town's open space and rural character.

For the future, Bristol may need to more actively protect open space and valuable shared views of scenic vistas. Additionally, future development of lots along our primary artery may need additional protections (e.g. limited curb cuts or frontage density). This will help avoid commercial and residential over-development resulting in a crowded travel corridor impacting everyone's use along this route, which is traveled daily by the entire Town.

Development and Community Character

What regulatory and non-regulatory measures would help promote development of a character, and in locations that are consistent with the community's vision?

All development in the Town is guided by the Town of Bristol Land Use Standards Ordinance, enacted on March 8, 1993 and most recently amended on March 17, 2023. The Ordinance is adopted pursuant to the provisions of Title 30-A, MRSA, Section 3001, Home Rule, and 3004, Revision of Ordinances. The purposes of the Ordinance are to provide for the safety and general welfare of the community by regulating the lot sizes, housing density, setbacks, and private way entrances onto public ways in the Town of Bristol.

In addition to the Land Use Standards Ordinance, the Shoreland Zoning Ordinance was enacted on March 4, 1974 and most recently amended in March of 2018.

Regulatory and non-regulatory measures that would help promote development of a character in locations that are consistent with the Community's vision:

- Revise the Land Use Ordinance and create new zoning districts. Create further protections for rural lands by increasing the min. lot size and density requirements in the rural farmland zone. Create a higher density residential district to focus multi-family and workforce housing in areas of town that can support higher density residential areas of town such as in the villages.

Administrative Capacity

Is the community's administrative capacity adequate to manage its land use regulation program, including planning board and code enforcement officer?

The Town currently employs one part-time code enforcement officer who spends approximately 70% of a full-time annual capacity managing new permit requests and dealing with public inquiries about the permitting process. Bristol has an active Planning Board that consists of five official members and two alternates, and a Board of Appeals that consists of five official members with no alternates.

Currently, every applicant for a permit pertaining to Town regulated areas of land use submits a written application, including a scaled site plan, to the Town. Any applications that require, per current Town ordinances, the issuance of a Subdivision or a Shoreland Permit, must be referred to and considered by the Planning Board. Prior to approving any application, the Select Board, the Planning Board or the Board of Appeals directs the Code Enforcement Officer to review the application and/or inspect the site and to make a written report for their guidance. Building permits are approved by the Select Board/Code Enforcement Officer if the proposed land use activity is found to be in conformance with the purposes and provisions of existing Town ordinances. The applicant shall have the burden of proving that the proposed land use activity is in conformity with the purposes and provisions of this Ordinance. If a permit is either denied or approved with conditions, the reasons as well as conditions shall be stated in writing. No approval shall be granted for an application involving a structure if the structure would be located in an unapproved subdivision or would violate any other local ordinance or regulation or any State law which the municipality is responsible for enforcing. The Board of Appeals exists to consider and authorize, if appropriate, variances may be granted only from dimensional requirements including but not limited to lot area and setback requirements.

Floodplain Protection

Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced? Is the floodplain management ordinance consistent with state and federal standards?

Due to the presence of areas in the Town that are subject to periodic flooding, Bristol enacted a Floodplain Management Ordinance on July 1, 2015, last amended in 2022, which is consistent with state and federal standards and incorporates the necessary specifications of the National Flood Insurance Program. In order to build in a special flood hazard area, entities must submit Flood Hazard Development Permits to the Code Enforcement Officer, who applies the standards of the Ordinance as

appropriate. Current floodplains have been identified in Zones A, AE, and VE, as well as future potential areas which, in the coming decades, may become even more vulnerable with projected rising sea levels. (See [Map](#))

Conditions and Trends

Existing Land Use Map

An existing land use map, by land use classification. (see following page)

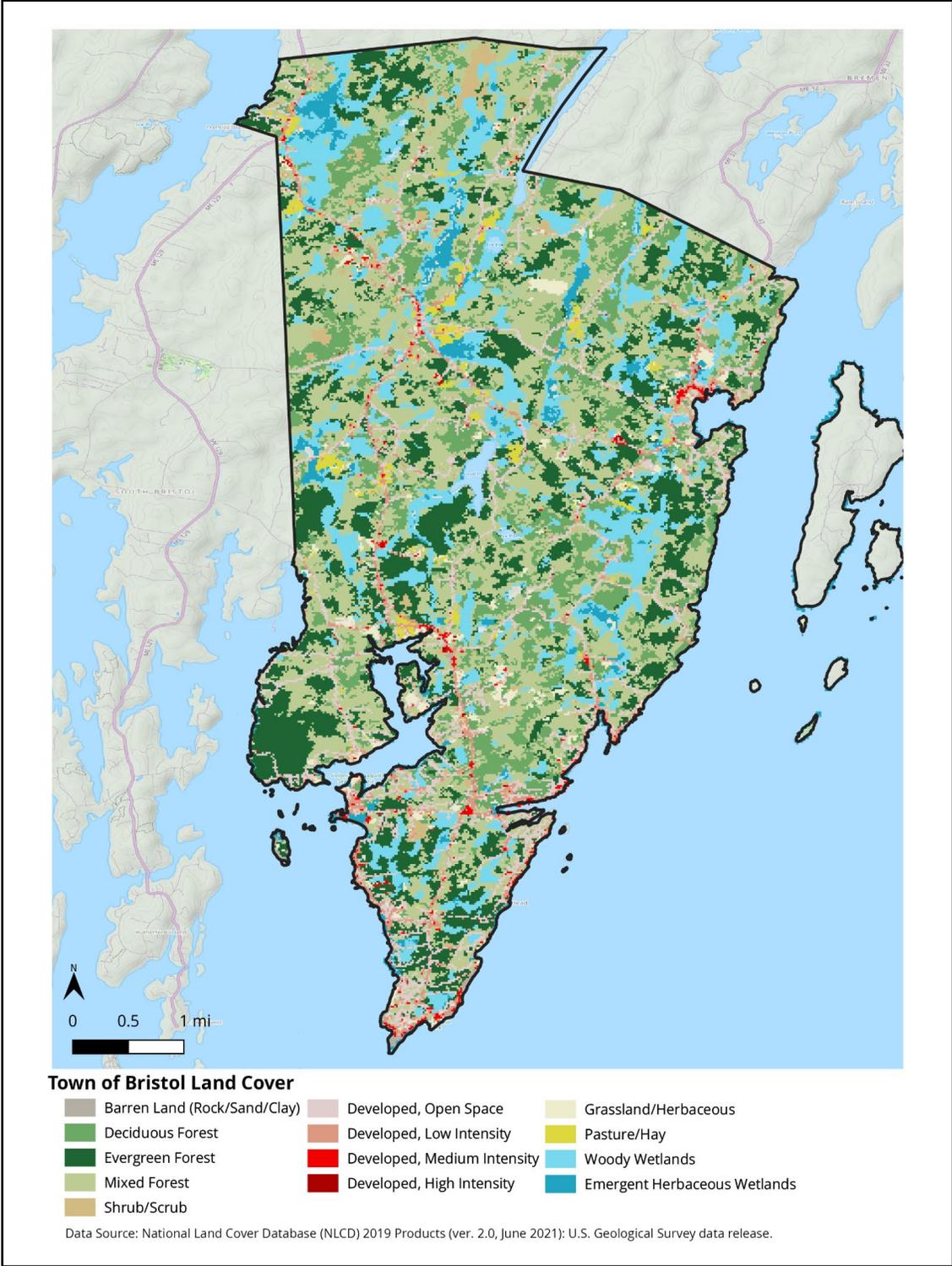


Figure 13.6: Town of Bristol Land Cover

Lot Dimensional Standards

A summary of current lot dimensional standards

Currently, Bristol land use standards specify a minimum lot size of one (1) acre. The dimensions of said lot, including width, depth, shape, and orientation, must be appropriate for the location of the lot division and type of development considered. This excludes the Planning Board's approval of cluster development within a subdivision. Notably, owners of abutting lots, whether conforming or non-conforming, which existed prior to March 3, 1979 may convey, one to the other for the purposes of subsurface disposal systems, up to twenty (20) percent of the lot without obtaining a variance, regardless of whether the grantor's remaining lot is thereby made non-conforming or diminished in its prior non-conformity.

There are currently no ordinance delineations between residential and commercial lots, nor road and shoreline frontage limitations for residences.

Lots and Structures

A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development. (see following page)

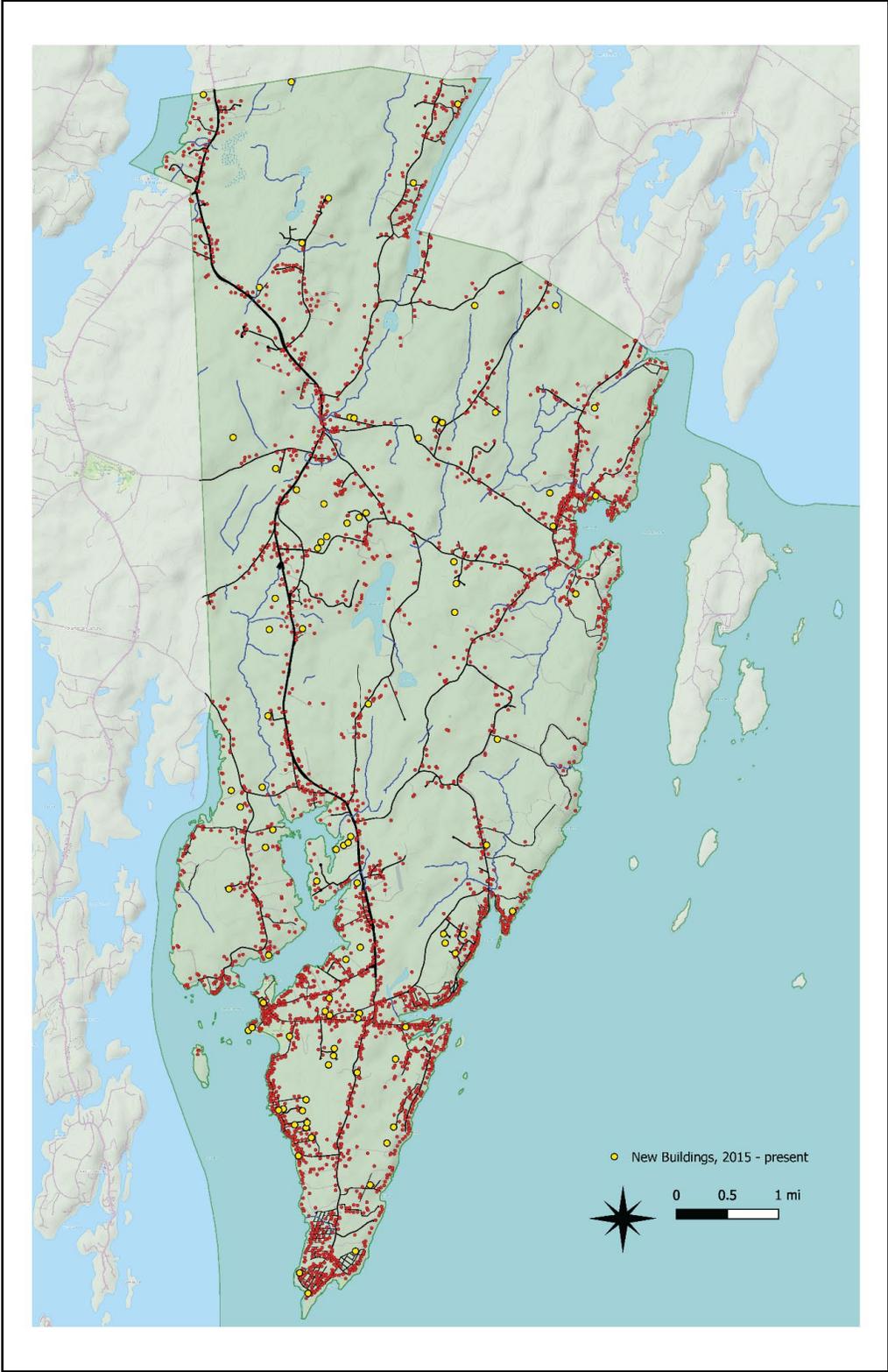


Figure 13.7: Town of Bristol Structure Locations

Existing Land Use Regulations

Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review, and zoning ordinances.

Below are Bristol's ordinances affecting land use:

- **Shoreland Zoning Ordinance.** This state mandated municipal ordinance regulates both residential and commercial construction and certain other activities within the land area 250 feet from the highwater mark or any pond, river, or saltwater body and all land areas within 75 feet of the high-water line of a stream. It also applies to any structure built on, over or abutting a dock, wharf or pier, or located below the normal high-water line of a water body or within a wetland. The ordinance establishes five Districts; Resource Protection, Stream Protection, Village, Public Recreation, and Residential, designates permitted land uses, and sets various minimum dimensional requirements, including 1-acre lot size, a minimum of 150-foot of shoreline frontage. It also establishes standards for lot coverage, parking areas, and setbacks. It establishes a height limit of 35 feet for principal and accessory structures.
- **Minimum Lot Size Ordinance.** For areas outside the Shoreland Zone, the Land Use Standards ordinance sets a housing density of 1 acre per dwelling unit, and establishes various minimum dimensional requirements, including 1-acre lot size for single family dwellings, 1 acres for multiple dwelling unit housing, and 1 acre for commercial and industrial structures. It establishes a height limit of 35 feet, and requires setbacks of 50 feet from the edge of a road and ten feet from any boundary.
- **Subdivision Standards and Procedure.** This ordinance establishes criteria for the review and approval of Low Density (meets setback and minimum lot size standards) and major (any subdivision that does not meet setbacks and minimum lot size standards, including apartment buildings or cluster developments) subdivisions.

Future Development

Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least ten (10) years in the future.

There is adequate available undeveloped land to accommodate projected growth in the Town. Future development should be carefully managed to ensure that the community's vision for maintaining rural character and open space is maximized, and affordable year-round housing is developed.

Goals, Priorities, and Strategies

13. Land Use

13.1 Prioritize conservation and protect undeveloped land by adopting more protections for farmland, forests, and scenic views.

Strategy	Who is Responsible?	Timeline
13.1.1 Research land types and soil types in order to explore the feasibility of creating rural farmland corridors.	Town Conservation Commission (to be developed)	Long Term
13.1.2 Encourage landowners to enroll in Maine’s Farmland Property Tax Program, Tree Growth Program, and/or Open Space Program.	Select Board	Ongoing
13.1.3 Create, and ask the voters to consider, a commercial solar facility moratorium until studies can be conducted on impacts to environment, farmland, open space, and scenic views.	Planning Board	Mid Term
13.1.4 Explore various frontage, setback, and driveway spacing limitations/curb-cuts to reduce potential for high density and continuous development along main state and town roads.	Implementation Committee (to be developed) Planning Board	Early Term
13.1.5 Maintain, enact or amend local ordinances as appropriate to clearly define the desired scale, intensity, and location of future development.	Implementation Committee (to be developed) Planning Board	Early Term

13.2 Encourage new development in preferred growth areas.

Strategy	Who is Responsible?	Timeline
<p>13.2.1 Define and establish preferred growth areas as well as critical rural areas as per any local ordinances.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Early Term</p>
<p>13.2.2 Discourage development in areas lacking the resources (e.g. water availability and septage) to support additional growth.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Ongoing</p>
<p>13.2.3 Create a higher density residential zone that reduces the minimum lot size and allows multi-family or mixed-use development in accordance with LD 2003.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p> <p>Select Board</p>	<p>April 2024 (contingent upon Plan approval)</p>
<p>13.2.4 Ensure that all public open spaces that are intended to be permanent are zoned Open Space as per the Future Land Use Plan</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Early Term</p>

13.3 Expand the Town's ability to support decision-making regarding development.

Strategy	Who is Responsible?	Timeline
13.3.1 Provide the Town's Code Enforcement operations with appropriate staffing levels, tools, training, and support necessary to enforce land use regulations.	Select Board	Early Term and Ongoing
13.3.2 Create a Comprehensive Plan Implementation Committee to support and monitor the execution of the Comprehensive Plan.	Select Board	April 2024 (contingent upon Plan approval)
13.3.3 Direct the Planning Board to collaborate with the Comprehensive Plan's Implementation Committee to evaluate, recommend, and implement land use ordinances.	Select Board	April 2024 (contingent upon Plan approval)
13.3.4 Develop and maintain data collection, storage, and access mechanisms to support larger awareness of development activity and impacts in the Town.	Code Enforcement Officer Planning Board	Early Term
13.3.5 Consider employing, or collaborating with surrounding Towns to employ, a part-time Town Planner to monitor and evaluate the development of the Town.	Implementation Committee (to be developed) Select Board	Mid Term

13.4 Protect the small-town character of Bristol.

Strategy	Who is Responsible?	Timeline
13.4.1 Create ordinances that enact commercial and/or other non-residential building type and size limitations for various areas of the Town.	Planning Board	Early Term
13.4.2 Encourage the preservation of the Town's historic architecture.	Implementation Committee (to be developed) Planning Board	Ongoing
13.4.3 Maintain and enforce the ordinance to regulate digital and internally lit signs.	Planning Board	Ongoing
13.4.4 Design, and ask the voters to consider, a lighting ordinance to reduce light pollution in the Town.	Planning Board	Early Term
13.4.5 Research the impact of various sources of sound pollution in the Town.	Town Conservation Committee (to be developed)	Mid Term

13.5 Ensure all future development allows for equitable access to potable groundwater.

Strategy	Who is Responsible?	Timeline
13.5.1 Research funding sources to enable the Town to conduct a Town-wide hydrogeological study.	Implementation Committee (to be developed)	Early Term

	Town Conservation Committee (to be developed)	
13.5.2 Create an ordinance that is consistent with the most recent knowledge of local water supplies to ensure future development does not negatively affect the water quantity and quality of surrounding properties.	Planning Board	Mid Term
13.5.3 Continue to limit conversion of seasonal housing to year round housing based on a location's available water supply and septage.	Code Enforcement Officer Planning Board	Ongoing
13.5.4 Create, and ask the voters to consider, an ordinance to require proof of adequate water supply and septage prior to granting building permits.	Planning Board Select Board	Early Term

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Appendix B: Regional Coordination

Regional Coordination Program

Bristol has a land border with three towns: Bremen, Damariscotta and South Bristol, and shares a very short water border with Newcastle along the Damariscotta River. Bristol has several cooperative programs with its border towns to coordinate resources. Bristol also benefits from regional cooperation at the county level, in regards to law enforcement, emergency dispatch, solid waste, and regional planning.

In several cases where good coordination exists, it appears that the governance of some agencies is inconsistent. The boards' managing agencies do not always have the same level of representation from individual towns; it could be a Select Board member, a town employee, or a citizen volunteer appointed by the Select Board. It may be appropriate for Bristol and its partner towns to review the governance of the agencies they support.

Below are short descriptions of Bristol's existing inter-municipal coordination programs, as well as a list of recommendations regarding future cooperation.

Fire Protection:

Dispatching service (911) 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. Equipment purchases are informally coordinated especially for unique equipment like ladder trucks. Because of a lack of volunteers in South Bristol, Bristol effectively covers South Bristol during the working day so cooperation is close. In general, mutual support is mostly supplying personnel to assure that fire response is adequately staffed.

Recommendation: A commission should be formed to study if Bristol and South Bristol can have a more formal cooperative program.

Ambulance:

Bristol is served for E-911 emergency transportation services by Central Lincoln County Ambulance Service (CLCA). Bristol's First Responders, usually the first on the scene in response to emergency calls, provide first aid, and patient evaluation and stabilization but are not licensed for emergency transportation to hospitals.

CLCA is supported by 6 founding towns, Bremen, Bristol, Damariscotta, Newcastle, Nobleboro and South Bristol. Three others are served under contract: Alna, Edgecomb and (part of) Jefferson. Governance structure is a board with each town sending different levels of representatives. Like other ambulance services across Maine, CLCA is under financial stress and has had difficulty attracting qualified staff. Bristol made a contribution in 2022 of \$264,645.23.

Bristol has also, since 2019, annually voted a small amount (currently in 2022, \$709) to support the LifeFlight statewide air ambulance service.

Recommendation: Evaluate the governance of CLCA. Evaluate funding structures that keep this valuable service functioning.

Police Protection:

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

Recommendation: Discuss with the Sheriff whether a summer-only part-time auxiliary officer could be made available exclusively for Bristol and if so under what guidelines.

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 with Bristol paying 60% and South Bristol 40%. It is governed by a Board consisting of the six Select Board members of the two towns.

Recommendation: Develop strategies to increase recycling, in particular of all types of plastic.

Housing: Lincoln County Regional Planning Commission is developing a housing task force. Currently, however, there is no Housing Coalition in Lincoln County or overall effort to address housing needs in our region. There are several smaller entities that provide some services to local communities.

Affordable Housing

The entire region lacks adequate affordable housing. Regionally, there are few low-income units available. This discussion does not consider work-force housing needs.

- The Pemaquid peninsula has no dedicated affordable housing units. Damariscotta and Newcastle provide the region with 7 low-income apartment communities or 127 individual units which accept Section 8 vouchers according to <https://affordablehousingonline.com>
- Stepping Stone and Mobius provide a small number of housing units regionally for those in housing crisis and those with disabilities.
- Two successful Community Development Financial Institutions, the Genesis Community Loan Fund and Coastal Enterprises, Inc. (CEI), provide capital and technical assistance for a range of housing projects. Both originated in Lincoln County but are now based in Brunswick.

Assisted Living:

- The nonprofit Eldercare Network of Lincoln County administers 'The Greens', low-income assisted living facilities in various regional towns. They do not have enough staffed beds to meet demand. Round Pond Green occupies a house built for a sea captain in the 1880s and is located along Route 32 in the center of Round Pond.
- While Bristol has minimal facilities, the nearby Town of Damariscotta offers:

- The Lincoln Home which has facilities for Assisted Living and Memory Care;
- Chase Point, which has facilities for Assisted Living, and Memory Care at Riverside at Chase Point;
- Coves Edge, which is a long term care facility;
- Schooner Cove, which is independent resident owned apartments.

Home Repairs:

Homeowners who are unable to make needed repairs to their own homes can request help from the government-funded KV-CAP or two regional organizations: Community Housing Improvement Project (CHIPinc) or Habitat for Humanity, Seven Rivers. The region would benefit from an effort to make homes more efficient.

The Town of Bristol has supported the Eldercare Network for over 20 years. \$7,500 was appropriated in 2023.

Recommendations: Form a Housing Coalition with neighboring towns to assess and address the regional housing needs. Encourage new developments to include starter homes. Consider local low-income housing units, so individuals and families can stay within their community. Support improvement of existing housing stock. Continue to provide financial support to the Eldercare Network.

Communication:

LCTV, Lincoln County Television, is funded by Bristol and 6 other towns using a portion of the cable television franchise fees paid for use of town rights-of-way. In return Bristol has its public meetings and major events recorded and broadcast. Bristol's contribution is \$20,000.

Recommendation: None

Chamber of Commerce:

Bristol has no Chamber of Commerce. 19 Bristol businesses belong to the Damariscotta Chamber.

Recommendation: None

Public Health:

The Midcoast Public Health Council has focused on substance abuse and obesity. Lincoln Health with the hospital and services in Damariscotta provides a variety of outreach and services to the community. Other organizations like Healthy Lincoln County coordinate food distribution and other services.

Recommendation: Reevaluate if Bristol should become active again in Midcoast Public Health Council.

Social Services:

This region is rich with non-government social services. They are supported by the area's base of retirees, many of whom have dedicated a portion of their time to volunteering. The town of Bristol supports the following regional organizations with funds totalling \$23,100 in 2022) voted by Town Meeting: Eldercare Network (\$7,500), Healthy Kids (\$1,200), New Hope Midcoast (\$2,400), Spectrum Generations(\$7,000), and the YMCA(\$5,000). It also provides limited General Assistance support (reimbursed 70% by the state) and has its own Worthy Poor Fund (\$13,418, of which \$7,500 is appropriated by the Town)) for town people in crisis. United Way of Bath maintains a list of regional social services; link to the United Way Directory of Commonly Requested Community Services <https://www.uwmcm.org/211maine.html>

Recommendations: General Assistance should be in contact with United Way to maintain up to date awareness of services.

Transportation:

Public transportation options do not exist in Bristol. Concord Trailways, which has a stop in downtown Damariscotta, offers daily trips to Bangor, Portland, Boston, and Logan Airport. A barrier to mobility from the Bristol perspective is a need for 'last mile' transportation to connect Bristol to the bus and prospective Amtrak train service. There used to be an on-demand service for people without vehicles, but it is no longer functioning.

Currently, there are two Uber drivers and also Twin Village Taxi in Damariscotta.

Amtrak has indicated its intent to extend service from Brunswick east to Rockland, with a stop in Newcastle that would serve Bristol. Again, 'last mile' connectivity is a challenge.

Recommendation: Explore the possibility of re-establishing a community on-demand service, preferably in cooperation with other towns.

Regional Coordination:

The Maine Municipal Association provides support to Maine's municipalities offering important services and advocating for their common interests. The Mid-Coast Council of Governments provides technical assistance in climate, planning, and housing. Bristol is not a member. The Midcoast Managers Association is the monthly meeting of Town Managers/Administrators from the counties of Lincoln, Knox, and Waldo. The Midcoast Code Enforcement Officers meet monthly and Bristol's CEO chairs this group.

Recommendation: Consider a membership with the Midcoast Council of Government.

Regional Planning:

Lincoln County Regional Planning Commission, legally under the County Commissioners but with an independent Board, is recognized by the state as the official regional planning body covering the county. It provides a range of planning and grant-writing services and acts as a facilitator for state funding of municipal infrastructure and environmental projects. Bristol, like other towns, has two members on the LCRPC Board.

Conservation:

Coastal Rivers Conservation Trust, the combined former Damariscotta River Association and Pemaquid Watershed Association, is a non-profit, membership supported, and nationally accredited land trust and conservation organization, dedicated to preserving and promoting the natural, cultural, and historical heritage of the Damariscotta-Pemaquid region. Coastal Rivers owns nine properties in Bristol with public trail access.

CRCT's partnerships with the Town are multiple. Since 2003, Coastal Rivers has maintained the Discovery Center located in the pavilion at Pemaquid Beach Park. CRCT maintains the Bristol Recreational Trail at the Bristol Consolidated School.

Additional areas of potential cooperation:

Housing for Seasonal Workers:

Many of the town's restaurants and tourist directed businesses require seasonal staff. The sales volume of the town's retail establishments increases significantly in the summer. Seasonal rental costs are very competitive (and becoming more so) and beyond the means of a typical seasonal worker.

Recommendation: Consider the creation of a seasonal worker housing facility sponsored with abutting towns.

Appendix C: Goals, Strategies, & Policies Implementation Matrix

1. History and Archeology

1.1 Promote historic preservation as a key economic, sustainable, and community development strategy.

Strategy	Who is Responsible?	Timeline
1.1.1 Engage local property owners and stakeholders to pursue a listing for possible Historic Districts (such as Bristol Mills or Round Pond Villages).	Bristol Mills Improvement Society Old Bristol Historical Society	Mid Term
1.1.2 Encourage support for the Old Bristol Historical Society.	Implementation Committee (to be developed)	Ongoing
1.1.3 Encourage the preservation, rehabilitation, and restoration of historic properties, including those owned by the Town.	Implementation Committee (to be developed) Old Bristol Historical Society	Ongoing
1.1.4 Provide information about grant programs for historic homeowners for maintenance or modernization of historic homes.	Town Administrator	Ongoing
1.1.5 Explore ways to denote the historical significance of private properties and public historical sites.	Implementation Committee (to be developed)	Ongoing

1.2 Preserve and protect the Town’s overlooked historic and archaeological resources.

Strategy	Who is Responsible?	Timeline
1.2.1 Encourage thoughtful rehabilitation of historic homes and new construction compatible with the character of the historic neighborhoods.	Code Enforcement Officer Implementation Committee (to be developed) Planning Board	Ongoing
1.2.2 Provide information to landowners of historic and archaeological sites on the importance of protecting these resources.	Implementation Committee (to be developed)	Ongoing

1.3 Ensure inclusivity and promote respect for diversity in Town related historical publications.

Strategy	Who is Responsible?	Timeline
1.3.1 Continue and expand efforts at historical sites/school/town documents to include the story of the original/native inhabitants of the Pemaquid Peninsula	Old Bristol Historical Society School Committee	Ongoing

	Town Administrator	
1.3.2 Acknowledge the presence of slavery in Bristol's history in Town related publications as appropriate	Old Bristol Historical Society School Committee	Ongoing

2. Water Resources

2.1 Maintain the quality of fresh, marine, and estuary waters to allow for sustainable public and private uses.

Strategy	Who is Responsible?	Timeline
2.1.1 Continue to collaborate with state and community partners (like Coastal Rivers Conservation Trust) to monitor water quality at various public use sites such as Pemaquid Beach, Swimming Hole at the Bristol Dam, etc.	Shellfish Committee Parks Director	Ongoing
2.1.2 Provide educational materials at appropriate locations, including rental agencies, regarding the importance of maintaining sustainable water usage	Town Conservation Committee (to be developed)	Ongoing
2.1.3 Study the effects of geothermal wells on traditional water sources	Town Conservation Committee (to be developed)	Ongoing

	Planning Board	
2.1.4 Study the impacts of various road treatments on water quality (private wells, etc.)	Road Commissioner	Early Term
2.1.5 Include in the Town annual report the various road treatments utilized in the winter months	Road Commissioner Town Administrator	Annual and Ongoing
2.1.6 Include in the Town annual report the properties with overboard discharge and/or failed septic systems, as well as the number of properties whose systems have been remediated	Code Enforcement Officer	Annual and Ongoing
2.1.7 Encourage property owners to eliminate point source pollution	Code Enforcement Officer Town Conservation Committee (to be developed)	Ongoing

2.2 Restore the quality of fresh, marine, and estuarine waters to allow for sustainable public and private usage.

Strategy	Who is Responsible?	Timeline
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2.2.1 Continue current strategies (acute water sampling and DNA testing) utilized to restore shellfish harvesting to Upper Pemaquid River, Schoolhouse Cove, Eastern Branch	Shellfish Committee	Ongoing
2.2.2 Study and consider amending the Shoreland Zoning Ordinance to protect water resources such as creeks, ponds, and streams	Planning Board	Early Term
2.2.3 Continue to pursue grant money to support water testing at identified locations throughout the Town	Shellfish Committee Parks Director	Ongoing
2.2.4 Continue to work with the Department of Marine Resources regarding impacts on water quality resulting from existing and potential pollution sources.	Shellfish Committee	Ongoing

3. Natural Resources

3.1 Protect and maintain our valuable natural resources including scenic areas/views, open spaces, preserves, habitats, wetlands, and shorefronts.

Strategy	Who is Responsible?	Timeline
3.1.1 Create an ordinance for open space and/or natural resource protection in order to preserve the rural character of the Town	Planning Board Town Conservation Committee (to be developed)	Early Term

3.1.2 Create a Town Conservation Committee to protect and maintain our valuable natural resources	Select Board	April 2024 (contingent upon Plan approval)
3.1.3 Pursue private funding, as well as state funding, to support conservation initiatives	Town Conservation Committee (to be developed)	Early Term
3.1.4 Create and maintain an inventory of unique natural areas in the Town that should be protected	Town Conservation Committee (to be developed)	Early Term
3.1.5 Encourage landowners to protect and preserve critical natural and scenic resources by taking advantage of conservation programs to preserve undeveloped land	Town Conservation Committee (to be developed)	Ongoing
3.1.6 Create and maintain an inventory of scenic views of importance in the Town	Town Conservation Committee (to be developed)	Early Term
3.1.7 Review and revise, if needed, the Town's Land Use Standards Ordinance, Subdivision Ordinance, Shoreland Zoning Ordinance and other related ordinances to assure that submission requirements include identification of state and locally important resources including wetlands, scenic vistas, vernal pools, floodplains, wildlife habitats (deer wintering areas, bird nesting sites, etc.) and other unique natural and scenic features or areas.	Planning Board	Early Term
3.1.8 Educate the public in regards to strategies for invasive plant and pest removal, and protecting native species of plants, insects and animals.	Town Conservation Committee (to be developed)	Ongoing

3.2 Minimize light and noise pollution.

Strategy	Who is Responsible?	Timeline
3.2.1 Study the impact of noise pollution on local wildlife and educate the public	Town Conservation Committee (to be developed)	Mid Term
3.2.2 Reduce the impact of light pollution on habitats and landscapes by studying and possibly adopting a lighting ordinance in accordance with the Dark Skies Initiative	Planning Board Town Conservation Committee (to be developed)	Mid Term

3.3 Prioritize Town initiated land conservation measures.

Strategy	Who is Responsible?	Timeline
3.3.1 Create and grow a “Land for Bristol's Future” fund for potential land acquisition for habitat protection, scenic view protection, shorefront access and/or recreation.	Select Board	Early Term
3.2.3 Pursue private funding, as well as state funding, to support land purchases for the purpose of public use and access	Town Conservation Committee (to be developed) Parks and Recreation	Ongoing

3.4 Protect Bristol from the effects of climate change.

Strategy	Who is Responsible?	Timeline
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3.4.1 Ensure that Bristol is eligible and applies for Community Resilience grant funding through the State for projects like energy efficiency and climate resilience (ex: flooding, drought, extreme weather, public health, etc.) – https://www.maine.gov/future/climate/community-resilience-partnership/grants	Select Board Town Administrator	Early Term
3.4.2 Collaborate with state and community partners to study the effects of climate change on the Town	Town Conservation Committee (to be developed)	Ongoing
3.4.3 Consider the impacts of climate change when developing and revising Town policies and ordinances.	Planning Board Select Board	Ongoing

4. Agriculture and Forestry

4.1 Ensure the protection of agricultural and forested land in Bristol.

Strategy	Who is Responsible?	Timeline
4.1.1 Amend Subdivision Ordinance and include in the Land Use Standards Ordinance language requiring commercial or subdivision developments to consider maintaining areas with prime farmland soils as unencumbered for future agricultural use, to the greatest extent possible. Include similar language for retaining large stands of timber.	Planning Board Select Board	Mid Term
4.1.2 Support the pursuit of grant funding, as well as state funding, to support land purchases or conservation easements for the purpose of preserving	Select Board	Ongoing

farmland and working land (such as lands with prime farmland or soils of statewide importance).	Town Conservation Committee (to be developed)	
4.1.3 Create solar siting ordinances which include agricultural standards. (https://www.maine-farmland-trust.org/farm-network/farmland-and-solar-development/)	Planning Board Select Board	Mid Term
4.1.4 Work with state agencies to review and revise as needed the Town's land use regulations to prevent clear cutting of large areas that would result in erosion of the thin soil cover.	Planning Board	Mid Term
4.1.5 Increase awareness among local farmland owners about options to protect their land through agricultural conservation easements.	Town Conservation Committee (to be developed)	Ongoing

4.2 Help promote the economic viability of farms and forestry operations in Bristol.

Strategy	Who is Responsible?	Timeline
4.2.1 Continue to encourage the purchase of locally grown food for local schools and institutions.	Bristol School Food Service Manager School Committee	Ongoing
4.2.2 Consider enrolling the Town in the Voluntary Municipal Farm Support Program in order to support reimbursement of property taxes on farmland and	Select Board	Mid Term

farm buildings in exchange for 20-year conservation easements		
4.2.3 Improve local farmland access and seek ways to attract new farmers through programs such as Maine FarmLink.	Town Conservation Committee (to be developed)	Ongoing

5. Marine Resources

5.1 Promote and protect water-dependent activities.

Strategy	Who is Responsible?	Timeline
5.1.1 Encourage people to take advantage of State and Federal programs that preserve the working waterfront through grants and other funding sources.	Fish Committee Harbor Committee Shellfish Committee	Ongoing
5.1.2 Identify future public access needs for commercial fishermen and related maritime activities and identify regulatory and non-regulatory approaches to meet those needs.	Fish Committee Harbor Committee Shellfish Committee	Ongoing

5.2 Ensure adequate future public access to shoreline areas.

Strategy	Who is Responsible?	Timeline
5.2.1 Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Harbor Committee Parks Commission	Early Term
5.2.2 Continue to make appropriate improvements to public landings as needed	Harbor Committee	Ongoing

5.3 Support implementation of local and regional harbor-management plans.

Strategy	Who is Responsible?	Timeline
5.3.1 Maintain mooring plans for our mooring field areas to increase the efficiency of mooring areas and to comply with Federal, State, local mooring regulations.	Harbor Committee	Early Term
5.3.2 Develop an improvement plan for Town landings to help continue to maintain functionality and safe conditions, increase float and dinghy space, and improve parking.	Harbor Committee	Mid Term
5.3.3 Annually review mooring fees and adjust as operational expenses and capital improvement needs change.	Harbor Committee	Annual and ongoing
5.3.4 Evaluate the logistics of hiring and funding a full time harbormaster.	Select Board	Early Term

5.3.5 Investigate the feasibility of dredging Town harbors.	Harbor Committee	Early Term
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5.4 Maintain, and where necessary, restore the quality of coastal waters, marine fisheries, and wildlife.

Strategy	Who is Responsible?	Timeline
5.4.1 Monitor the future development of any proposed aquaculture operations.	Fish Committee Shellfish Committee	Ongoing
5.4.2 Continue to work with the Department of Marine Resources and Department of Environmental Protection regarding impacts on water quality resulting from existing and potential pollution sources.	Shellfish Committee	Ongoing
5.4.3 Continue to collaborate with Coastal Rivers to monitor water quality in the Pemaquid River, coastal waters, and harbors of Bristol to protect marine life, recreation, and commerce.	Parks Director Shellfish Committee	Ongoing

5.5 Develop the public's understanding of coastal management and resource utilization.

Strategy	Who is Responsible?	Timeline
5.5.1 Seek ways to encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Harbor Committee	Ongoing

5.6 Protect and promote marine-based industries.

Strategy	Who is Responsible?	Timeline
5.6.1 Continue to maintain an accessible inventory of working waterfront property in the Town.	Harbor Committee Select Board Town Administrator	Ongoing
5.6.2 Continue to encourage marine based industries through the use of the Working Waterfront Program.	Harbor Committee	Ongoing

6. Population and Demographics

6.1 Encourage and support the ability of seniors on fixed incomes to age-in-place by innovative approaches and support to address fuel, housing and repair costs, as well as addressing issues such as transportation and social isolation.

Strategy	Who is Responsible?	Timeline
6.1.1 Consider joining the AARP Network of Age-Friendly States and Communities.	Implementation Committee (to be developed)	Early Term
6.1.2 Develop a Senior Services Committee to coordinate resources and otherwise support the needs of senior community members	Select Board	April 2024 (contingent upon Plan approval)
6.1.3 Connect older residents to known community organizations/groups designed to support their needs.	Implementation Committee (to be developed) Senior Services Committee (to be developed)	Ongoing

6.2 Explore ways to enable young people and families to stay in the Town, or to relocate to the Town.

Strategy	Who is Responsible?	Timeline
6.2.1 Continue to support the growing needs of Bristol's school-age population by prioritizing, and investing resources in, Bristol Consolidated School.	School Committee Select Board	Ongoing

6.2.2 Continue to collaborate with the School to develop and maintain partnerships with regional organizations designed to support family child care needs.	School Committee Select Board	Ongoing
6.2.3 Explore mechanisms to ensure living in the Town is affordable.	Implementation Committee (to be developed)	Early Term

6.3 Strive to be a diverse and vital community that is home to people of varying ages and genders from a range of economic, social, and cultural backgrounds.

Strategy	Who is Responsible?	Timeline
6.3.1 Consider the principles of diversity, equity, and inclusion when developing Town policies and practices	Town Administrator	Early Term
6.3.2 Explore, and possibly implement, diversity, equity, and inclusion training for Town staff	Town Administrator	Early Term

6.4 Monitor population trends and use that information to plan for community needs.

Strategy	Who is Responsible?	Timeline
6.4.1 Monitor demographic changes, especially changes in the senior population and the family-age population	Select Board	Ongoing

	Senior Services Committee (to be developed)	
	Town Administrator	
6.4.2 Adapt and revise municipal services to respond to demographic changes	Select Board	Ongoing

7. Economy

7.1 Support existing commercial activities in Bristol and encourage the development and expansion of light impact businesses.

Strategy	Who is Responsible?	Timeline
7.1.1 Make available at the Town Office information on existing Federal, State, and regional programs designed to assist business development and expansion.	Town Administrator	Early Term and Ongoing
7.1.2 Take advantage of Federal, State or other funding programs to support the development of light impact businesses.	Select Board Town Administrator	Ongoing
7.2.2 Encourage participation in the regional economic development efforts of organizations which seek to expand job opportunities and appropriate training in the region.	Implementation Committee (to be developed)	Ongoing

7.2 Allow home businesses that do not detract from residential neighborhoods or the rural character of Bristol.

Strategy	Who is Responsible?	Timeline
7.2.1 Continue to permit home businesses that do not cause a distraction (e.g. noise, excess traffic, smells) from the rural character in all areas of the Town	Code Enforcement Officer Selectboard	Ongoing

7.3 Continue to develop and improve the Town’s telecommunication resources.

Strategy	Who is Responsible?	Timeline
7.3.1 Develop a Connectivity Committee to assess the Town’s needs in the areas of internet, cell service, and wide area networks	Select Board	April 2024 (contingent upon Plan approval)
7.3.2 Study the functionality of existing cell towers	Connectivity Committee (to be developed)	Early Term
7.3.3 Ensure the Town’s broadband network is adequate enough to meet commercial needs	Connectivity Committee (to be developed) Select Board	Ongoing

8. Housing

8.1 Ensure that local land use ordinances support the creation of quality affordable housing and create incentives for affordable housing options.

Strategy	Who is Responsible?	Timeline
8.1.1 Establish a Housing Committee to support the exploration of quality affordable housing in the Town	Select Board	April 2024 (contingent upon Plan approval)
8.1.2 Examine and propose regulations associated with current state legislation pertaining to accessory dwelling units (e.g. LD 2003).	Planning Board Select Board	Early Term
8.1.3 Develop local affordable housing options, so individuals and families can stay within their community.	Housing Committee (to be developed)	Ongoing
8.1.4 Identify areas of existing low income housing and support their access to available resources.	Housing Committee (to be developed)	Early Term and Ongoing
8.1.5 Review or amend the Land Use Standards Ordinance to ensure small business owners continue to be able to provide low-cost housing for seasonal workers using accessory dwelling units and other strategies.	Planning Board	Early Term
8.1.6 Consider establishing a level of affordable housing stock in accordance with the May 2023 Lincoln County Housing Needs Assessment.	Housing Committee (to be developed)	Early Term

8.2 Support the maintenance of available year round housing stock in the Town by investigating limitations on short term rentals.

Strategy	Who is Responsible?	Timeline
8.2.1 Explore strategies designed to incentivize preventing homes from becoming short term rentals.	Housing Committee (to be developed)	Early Term

9. Recreation

9.1 Ensure, and possibly expand, access to important recreational sites in the Town.

Strategy	Who is Responsible?	Timeline
9.1.1 Seek to, when possible, acquire Town ownership of Pemaquid Lighthouse Tower from the Coast Guard.	Parks Commission Select Board	Long Term
9.1.2 Work with community partners to explore ways to ensure and expand, as appropriate, access to various freshwater bodies in Bristol (e.g. Boyd's Pond, Biscay Pond, etc.)	Select Board Town Conservation Committee (to be developed)	Ongoing
9.1.3 Support safe access to recreational sites by ensuring adequate parking at those locations currently lacking this resource.	Community Partners (such as Coastal Rivers)	Ongoing

	Parks Commission	
9.1.4 Utilize visitor data from Parks and Trails to inform further development of Town Recreational infrastructure	Community Partners (such as Coastal Rivers) Parks Commission	Ongoing
9.1.5 Continue to acquire property from willing landowners or seek gifts of land or perpetual use agreements to provide the assurance of recreational opportunities.	Community Partners (such as Coastal Rivers) Select Board	Ongoing

9.2 Expand recreational programs available in the Town.

Strategy	Who is Responsible?	Timeline
9.2.1 Continue and expand youth stewardship opportunities.	Parks Commission School Committee Community Partners (such as Coastal Rivers)	Ongoing

9.2.2 Continue and expand youth recreational programs.	Community Partners (such as CLC YMCA) Parks Commission School Committee	Ongoing
9.2.3 Continue and expand senior programs.	Parks Commission Senior Services Committee (to be developed)	Ongoing
9.2.4 Facilitate access to community spaces at the Bristol Consolidated School by ensuring use parameters are reasonable.	Implementation Committee (to be developed) Parks Commission School Committee	Early Term

9.3 Build community by encouraging community events.

Strategy	Who is Responsible?	Timeline
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<p>9.3.1 Encourage public and private entities to schedule community events.</p>	<p>Community Partners</p> <p>Parks Commission</p> <p>Senior Services Committee (to be developed)</p>	<p>Ongoing</p>
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10. Transportation

10.1 To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.

Strategy	Who is Responsible?	Timeline
<p>10.1.1 Propose or actively participate in regional and state transportation initiatives as per the Town's land use management plan</p>	<p>Select Board</p>	<p>Ongoing</p>

10.2 To safely and efficiently preserve or improve the transportation system.

Strategy	Who is Responsible?	Timeline
<p>10.2.1 Develop and maintain a prioritized and comprehensive improvement, maintenance, and repair plan for Bristol's transportation network (roads, bridges, and landings.)</p>	<p>Road Commissioner</p>	<p>Early Term and Ongoing</p>

	Maine Department of Transportation Select Board	
10.2.2 Enhance safety for all users of Bristol’s transportation network (signage, public awareness, calming strategies, enforcement, etc).	Maine Department of Transportation Road Commissioner Select Board	Early Term and Ongoing
10.2.3 Identify, assess and mitigate risk to key roads, bridges, and landings from floods and storms.	Maine Department of Transportation Road Commissioner	Early Term and Ongoing
10.2.4 Investigate the viability of installing electric vehicle chargers in various locations throughout the Town.	Implementation Committee (to be developed)	Early Term

10.3 To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.

Strategy	Who is Responsible?	Timeline
10.3.1 Maintain, enact or amend ordinance standards for subdivisions and for public and private roads to foster safe and efficient development patterns (including possible future street connections).	Planning Board	Early Term

11. Public Facilities

11.1 Consider updating, renovating, and expanding Bristol School facilities.

Strategy	Who is Responsible?	Timeline
11.1.1 Develop and maintain a 10 year facilities plan for the Bristol School consistent with the Town's capital improvement plan.	AOS 93 (i.e. district entity) School Committee	Ongoing

11.2 Consider updating, renovating, and/or expanding Town municipal facilities.

Strategy	Who is Responsible?	Timeline
11.2.1 Continue to purchase the majority of the power for Town facilities from sustainable energy sources (e.g. solar) and strive to reach 100% sustainable power sources.	Select Board Town Conservation	Ongoing

	Committee (to be developed)	
11.2.2 Research strategies to increase the energy efficiency of existing Town facilities in order to enhance cost savings.	Town Conservation Committee (to be developed)	Early Term
11.2.3 Assess the public's desire to build a new Town Office and/or a Central Fire Station.	Implementation Committee (to be developed)	Long Term

11.3 Consider exploring various options and alternatives for the Town's governmental structure.

Strategy	Who is Responsible?	Timeline
11.3.1 Consider establishing a committee of Town citizens to study the following question: Should the Town adopt the Maine Town Manager Plan?	Implementation Committee (to be developed) Select Board	Early Term
11.3.2 Investigate if the Town should elect a Charter Commission to write a Charter to address Town governance.	Implementation Committee (to be developed) Select Board	Early Term

11.4 Review the administrative structure of Town Departments.

Strategy	Who is Responsible?	Timeline
11.4.1 Review the current administrative and fiscal structures of the Town Departments and consider incorporating external Departments into the Town's administrative structure.	Implementation Committee (to be developed)	Mid Term

11.5 Support and encourage community-based and Town-initiated efforts to ensure the Town remains a clean and healthy environment for citizens and visitors alike.

Strategy	Who is Responsible?	Timeline
11.5.1 Encourage and expand roadside clean up efforts, such as the annual Elmer Tarr Roadside Clean Up, by ensuring Town-based support for volunteers.	Highway Department Parks Commission Road Commissioner	Ongoing
11.5.2 Consider adopting “Leave No Trace” policies on Town properties.	Implementation Committee (to be developed) Parks Commission	Ongoing

11.5.3 Engage with nonprofit organizations to support shoreline cleanup efforts.	Town Conservation Committee (to be developed)	Ongoing
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12. Fiscal Capacity and Public Investment Plan

12.1 Maintain the Town's established record of fiscal responsibility as evidenced, in part, by a stable mil rate.

Strategy	Who is Responsible?	Timeline
12.1.1 Seek state bonds, federal grants, low interest loans, and reserve funds to finance capital expenditures and/or reserves.	Implementation Committee (to be developed) Select Board	Ongoing

12.2 Maximize the Town's net assets and liquidity in order to continue to provide and, if necessary, expand effective Town services.

Strategy	Who is Responsible?	Timeline
12.2.1 Continue to utilize effective tax collection methods.	Select Board Town Treasurer	Ongoing

12.3 Continue to support, through the Town's budgetary process, non-profit organizations that provide social services.

Strategy	Who is Responsible?	Timeline
12.3.1 Continue to encourage the Town to financially support non-government social services and regional organizations as have been identified in the Town's Annual Report	Select Board Senior Services Committee	Ongoing

13. Land Use

13.1 Prioritize conservation and protect undeveloped land by adopting more protections for farmland, forests, and scenic views.

Strategy	Who is Responsible?	Timeline
13.1.1 Research land types and soil types in order to explore the feasibility of creating rural farmland corridors.	Town Conservation Commission (to be developed)	Long Term
13.1.2 Encourage landowners to enroll in Maine's Farmland Property Tax Program, Tree Growth Program, and/or Open Space Program.	Select Board	Ongoing
13.1.3 Create, and ask the voters to consider, a commercial solar facility moratorium until studies can be conducted on impacts to environment, farmland, open space, and scenic views.	Planning Board	Mid Term

<p>13.1.4 Explore various frontage, setback, and driveway spacing limitations/curb-cuts to reduce potential for high density and continuous development along main state and town roads.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Early Term</p>
<p>13.1.5 Maintain, enact or amend local ordinances as appropriate to clearly define the desired scale, intensity, and location of future development.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Early Term</p>

13.2 Encourage new development in preferred growth areas.

Strategy	Who is Responsible?	Timeline
<p>13.2.1 Define and establish preferred growth areas as well as critical rural areas as per any local ordinances.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Early Term</p>
<p>13.2.2 Discourage development in areas lacking the resources (e.g. water availability and septage) to support additional growth.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Ongoing</p>

<p>13.2.3 Create a higher density residential zone that reduces the minimum lot size and allows multi-family or mixed-use development in accordance with LD 2003.</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p> <p>Select Board</p>	<p>April 2024 (contingent upon Plan approval)</p>
<p>13.2.4 Ensure that all public open spaces that are intended to be permanent are zoned Open Space as per the Future Land Use Plan</p>	<p>Implementation Committee (to be developed)</p> <p>Planning Board</p>	<p>Early Term</p>

13.3 Expand the Town's ability to support decision-making regarding development.

Strategy	Who is Responsible?	Timeline
<p>13.3.1 Provide the Town's Code Enforcement operations with appropriate staffing levels, tools, training, and support necessary to enforce land use regulations.</p>	<p>Select Board</p>	<p>Early Term and Ongoing</p>
<p>13.3.2 Create a Comprehensive Plan Implementation Committee to support and monitor the execution of the Comprehensive Plan.</p>	<p>Select Board</p>	<p>April 2024 (contingent upon Plan approval)</p>

13.3.3 Direct the Planning Board to collaborate with the Comprehensive Plan’s Implementation Committee to evaluate, recommend, and implement land use ordinances.	Select Board	April 2024 (contingent upon Plan approval)
13.3.4 Develop and maintain data collection, storage, and access mechanisms to support larger awareness of development activity and impacts in the Town.	Code Enforcement Officer Planning Board	Early Term
13.3.5 Consider employing, or collaborating with surrounding Towns to employ, a part-time Town Planner to monitor and evaluate the development of the Town.	Implementation Committee (to be developed) Select Board	Mid Term

13.4 Protect the small-town character of Bristol.

Strategy	Who is Responsible?	Timeline
13.4.1 Create ordinances that enact commercial and/or other non-residential building type and size limitations for various areas of the Town.	Planning Board	Early Term
13.4.2 Encourage the preservation of the Town’s historic architecture.	Implementation Committee (to be developed)	Ongoing

	Planning Board	
13.4.3 Maintain and enforce the ordinance to regulate digital and internally lit signs.	Planning Board	Ongoing
13.4.4 Design, and ask the voters to consider, a lighting ordinance to reduce light pollution in the Town.	Planning Board	Early Term
13.4.5 Research the impact of various sources of sound pollution in the Town.	Town Conservation Committee (to be developed)	Mid Term

13.5 Ensure all future development allows for equitable access to potable groundwater.

Strategy	Who is Responsible?	Timeline
13.5.1 Research funding sources to enable the Town to conduct a Town-wide hydrogeological study.	Implementation Committee (to be developed) Town Conservation Committee (to be developed)	Early Term
13.5.2 Create an ordinance that is consistent with the most recent knowledge of local water supplies to ensure future development does not negatively affect the water quantity and quality of surrounding properties.	Planning Board	Mid Term

<p>13.5.3 Continue to limit conversion of seasonal housing to year round housing based on a location's available water supply and septage.</p>	<p>Code Enforcement Officer</p> <p>Planning Board</p>	<p>Ongoing</p>
<p>13.5.4 Create, and ask the voters to consider, an ordinance to require proof of adequate water supply and septage prior to granting building permits.</p>	<p>Planning Board</p> <p>Select Board</p>	<p>Early Term</p>

Vision Survey Results

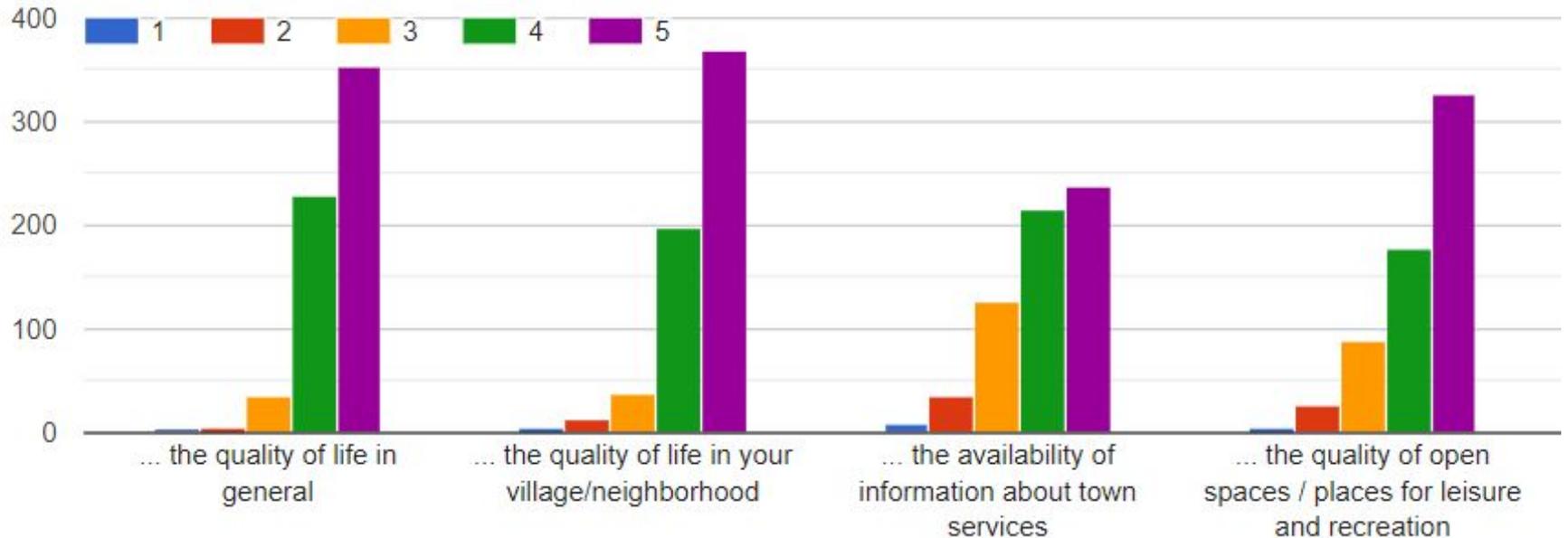
Bristol, ME

April 21, 2023

285

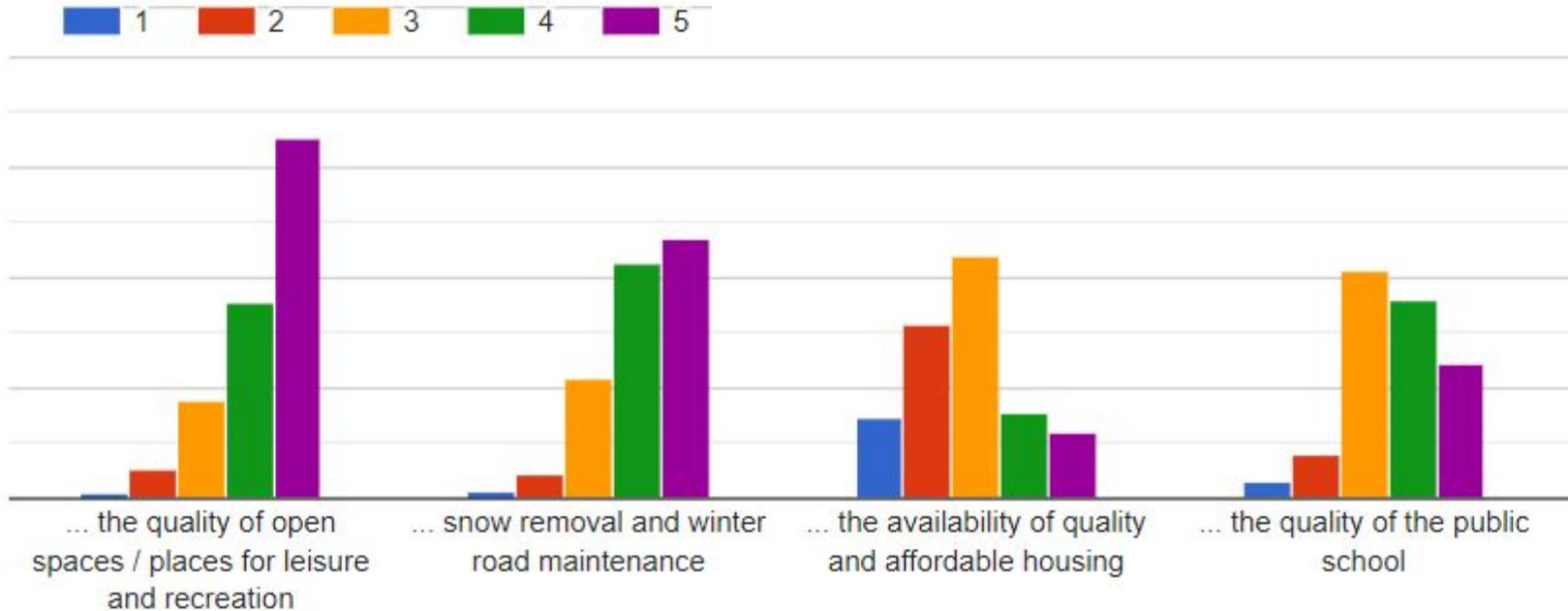
Plan
Bristol

Quality of Life



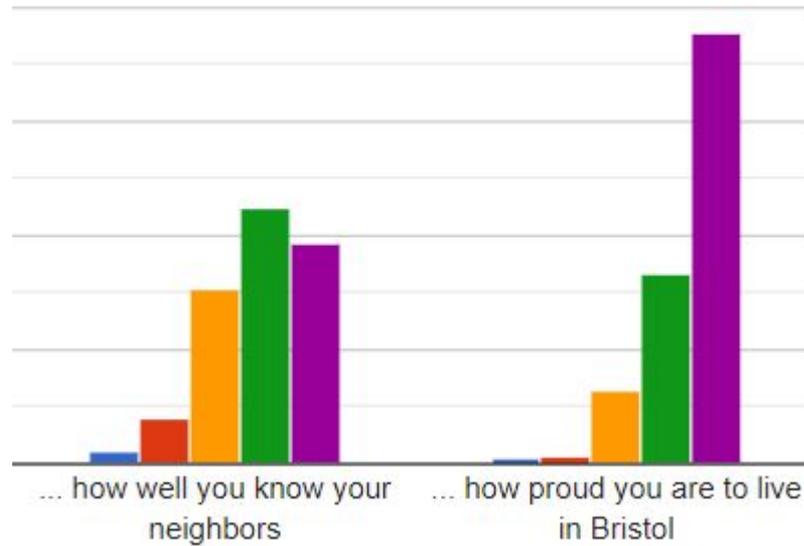
Rate the following on a scale of 1-5, how satisfied are you with... (1-not at all satisfied / 2- somewhat dissatisfied / 3- neutral / 4- somewhat satisfied / 5- very satisfied)

Quality of Life (cont.)



Rate the following on a scale of 1-5, how satisfied are you with... (1-not at all satisfied / 2- somewhat dissatisfied / 3- neutral / 4- somewhat satisfied / 5- very satisfied)

Quality of Life (cont.)

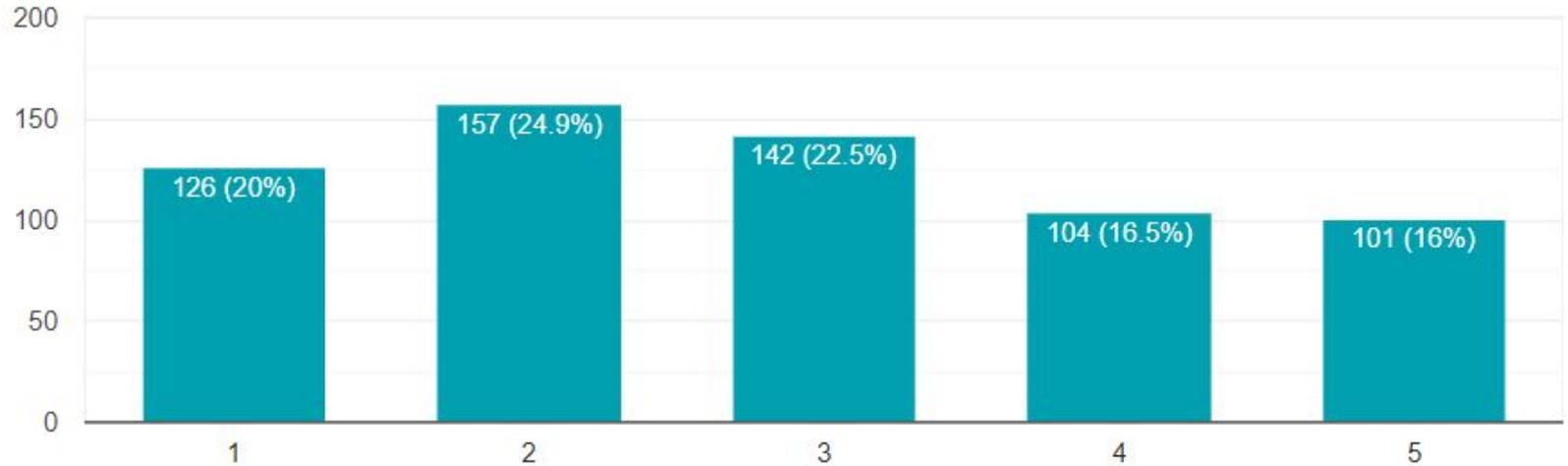


Rate the following on a scale of 1-5, how satisfied are you with... (1-not at all satisfied / 2- somewhat dissatisfied / 3- neutral / 4- somewhat satisfied / 5- very satisfied)

Town Services

The Town of Bristol should keep future property tax increases **as low as possible** even if it means **cutting services**.

630 responses

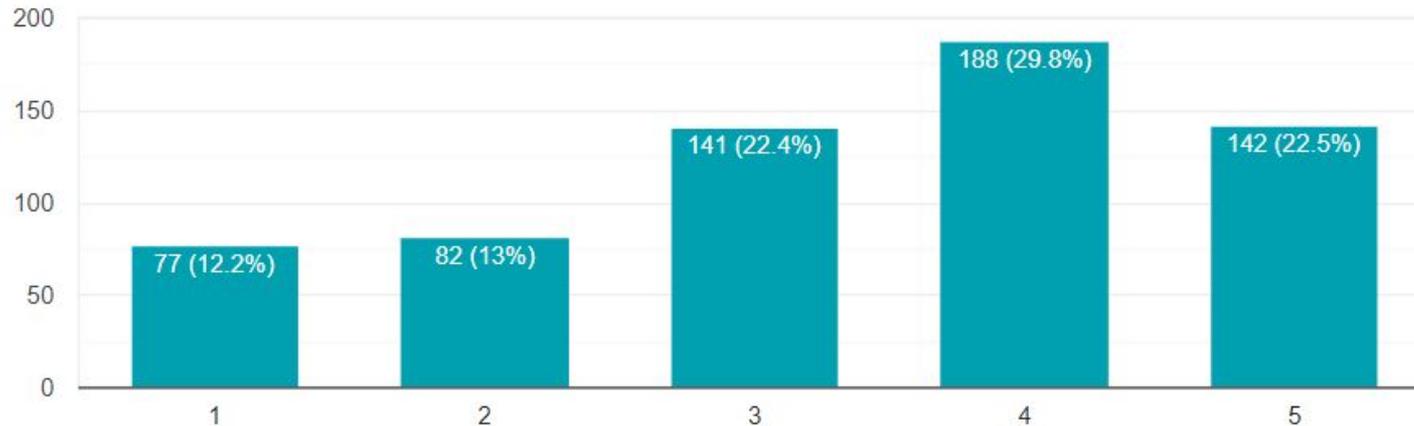


Please rate how strongly you agree with each statement... (1-do not agree at all / 2- somewhat disagree / 3- neutral / 4- somewhat agree / 5- strongly agree)

Town Services

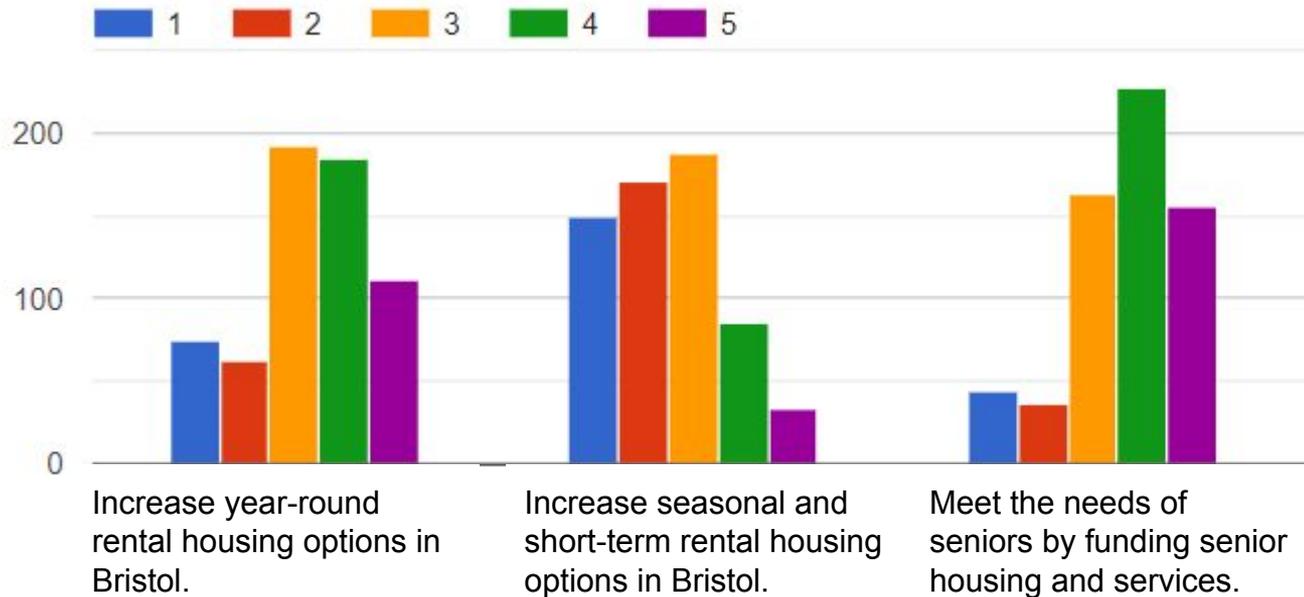
The Town of Bristol should **invest** in public services, recreation options, quality education, and housing options even if it means **increasing property taxes**.

630 responses



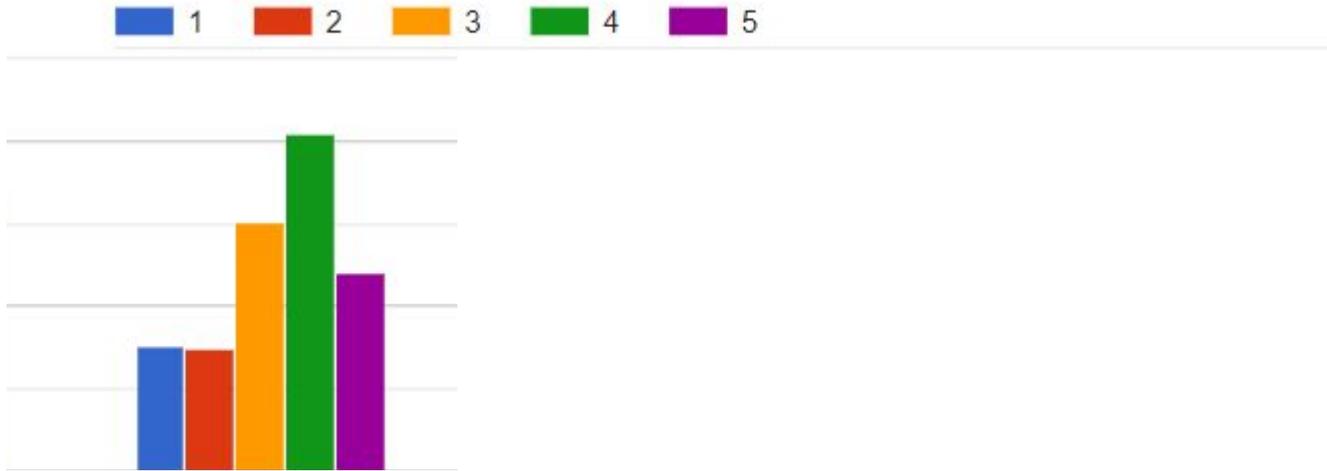
Please rate how strongly you agree with each statement... (1-do not agree / 2- somewhat disagree / 3- neutral / 4- somewhat agree / 5- strongly agree)

Housing & Affordability



Please rate how strongly you agree with idea... (1- I don't like this idea at all / 2- I kind of don't like this idea / 3- neutral / 4- I kind of like this idea / 5- I like this idea a lot)

Housing & Affordability

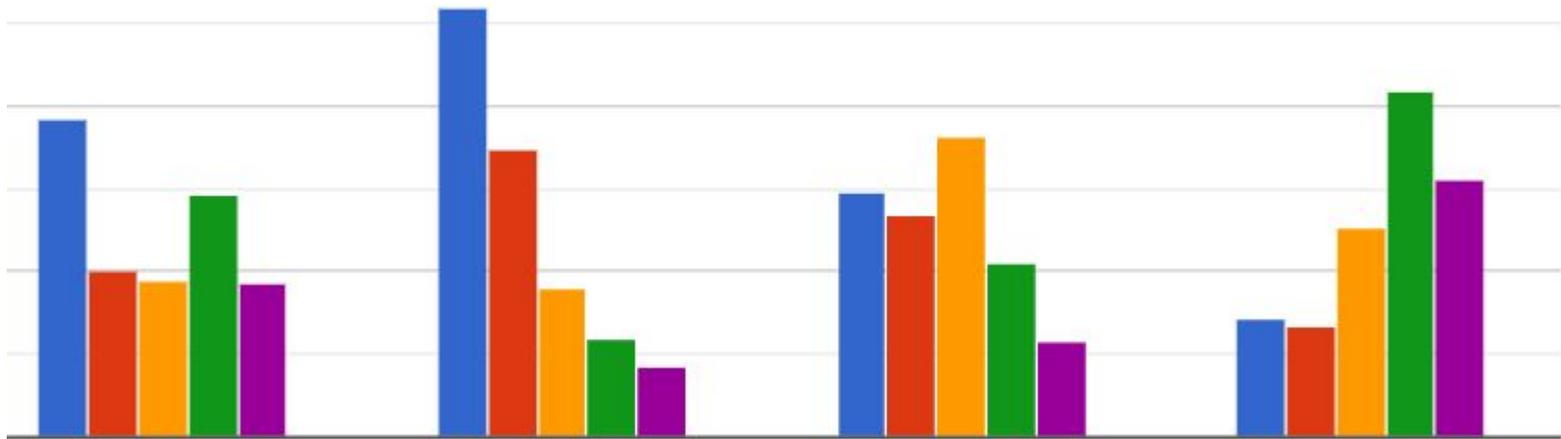


Meet the needs of low-income families by funding affordable housing. (According to HUD, "low-income" is defined as 80 percent of the median family income for the area. Bristol's median household income is \$64,306, therefore a household income of less than \$51,444 would be considered low income).

Please rate how strongly you agree with idea... (1- I don't like this idea at all / 2- I kind of don't like this idea / 3- neutral / 4- I kind of like this idea / 5- I like this idea a lot)

Housing & Affordability

1 2 3 4 5



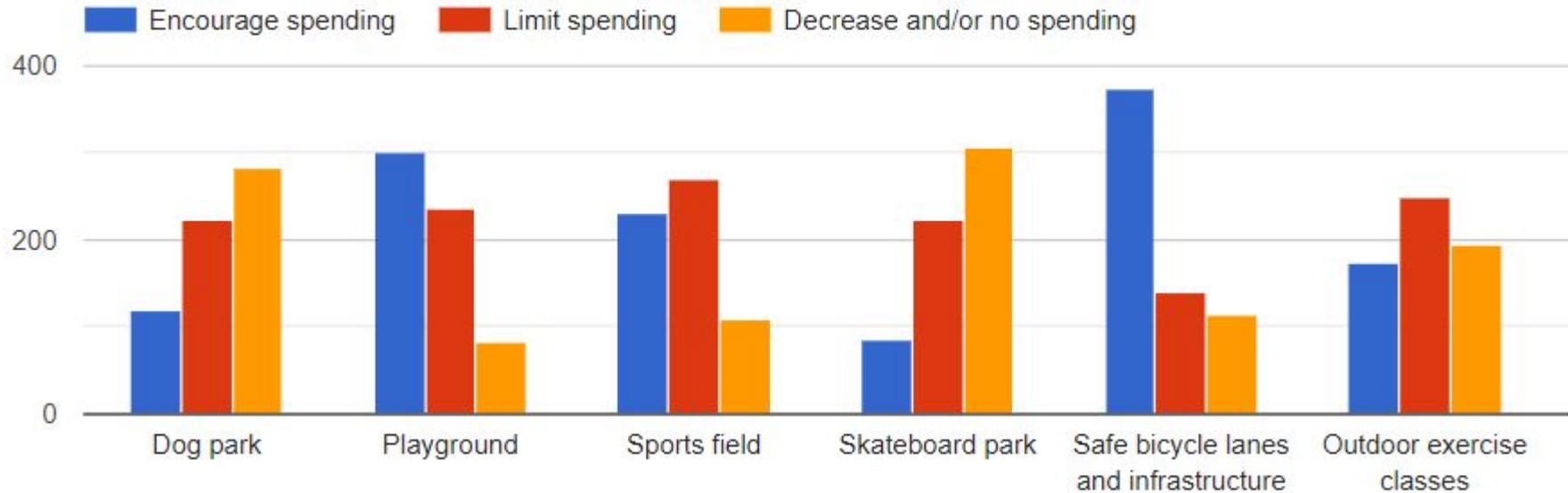
Allow new condos and multifamily buildings in developed areas of town where it does not burden public infrastructure and/or impact natural resources.

Allow for new mobile and manufactured housing developments.

Allow short-term rentals in all areas of town.

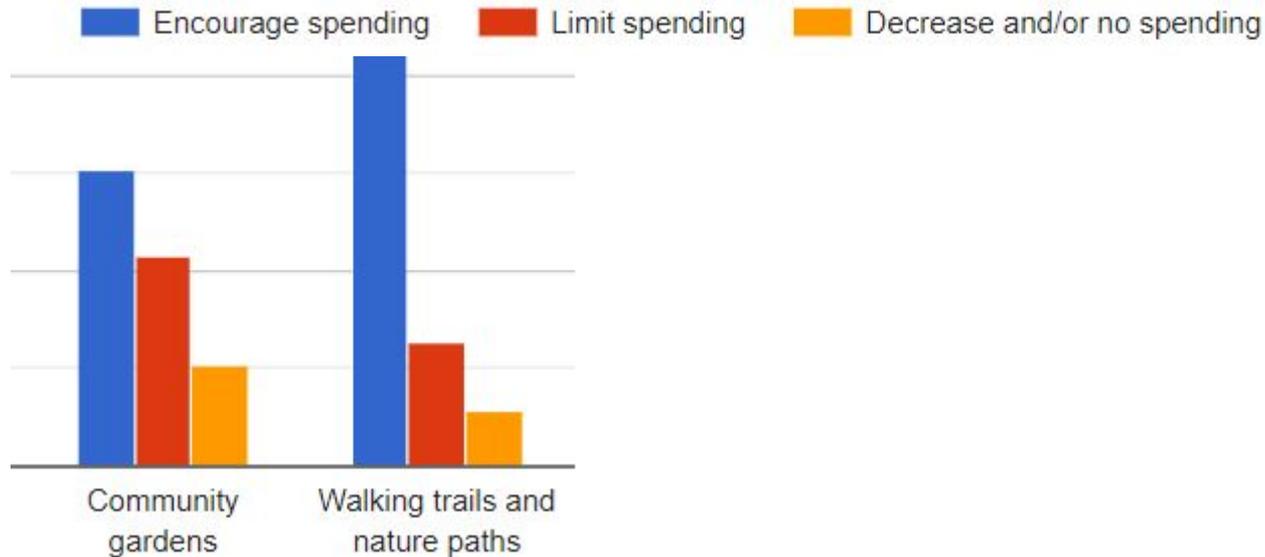
Allow for a variety of housing options that allow for aging in place such as condos, multi-generational housing, and Additional Dwelling Units (ADU) or backyard cottages.

Recreation



How would you like the Town of Bristol to address the following recreational activities? (Encourage Spending (blue) / Limit Spending (red) / Decrease (or no) spending (yellow))

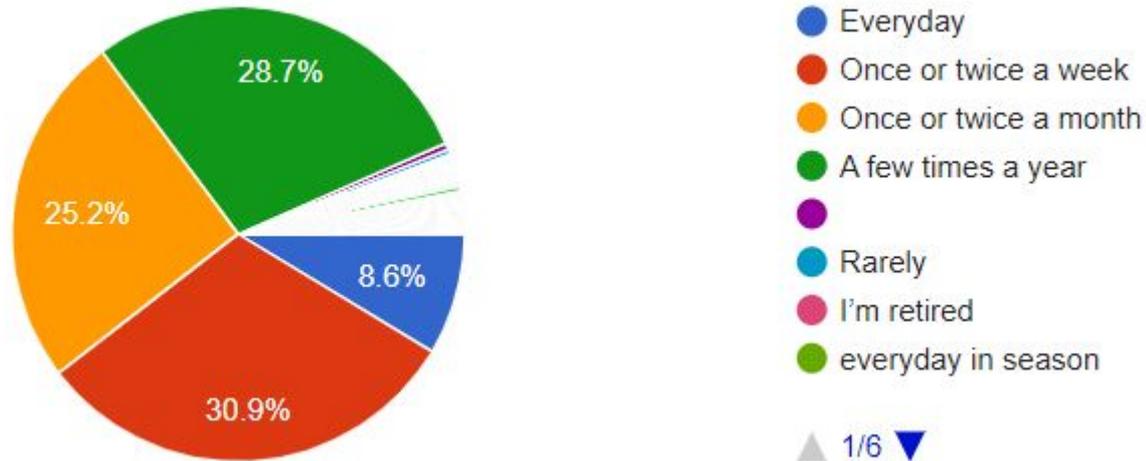
Recreation



How would you like the Town of Bristol to address the following recreational activities? (Encourage Spending (blue) / Limit Spending (red) / Decrease (or no) spending (yellow))

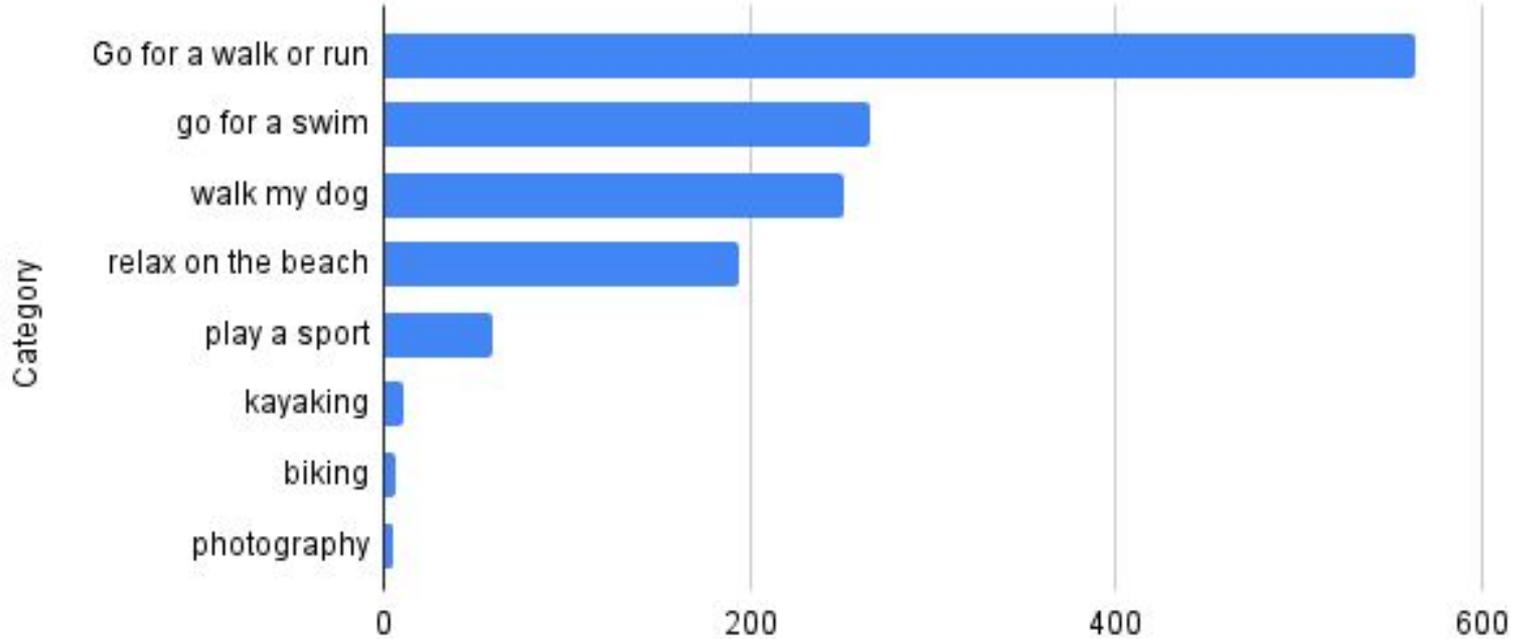
Recreation

How often do you or your family/household visit public parks or use public recreation facilities in Bristol



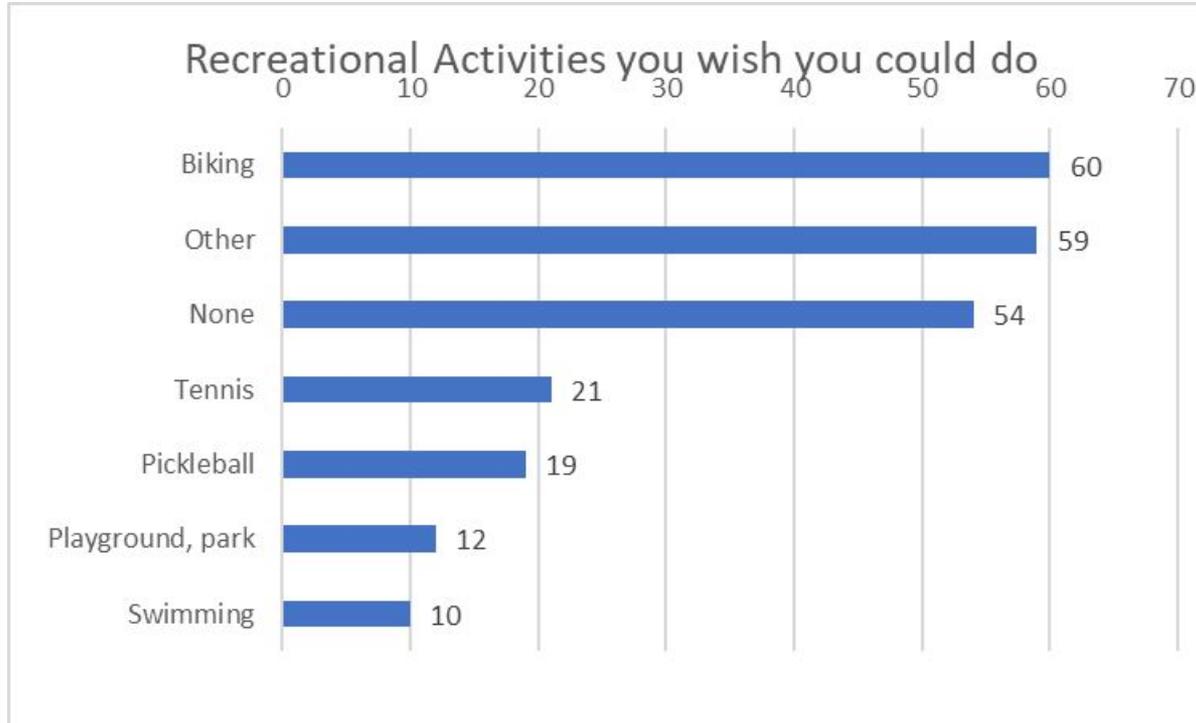
Recreation

What types of activities do you engage in while using public parks and public spaces in Bristol? (Select all that apply)



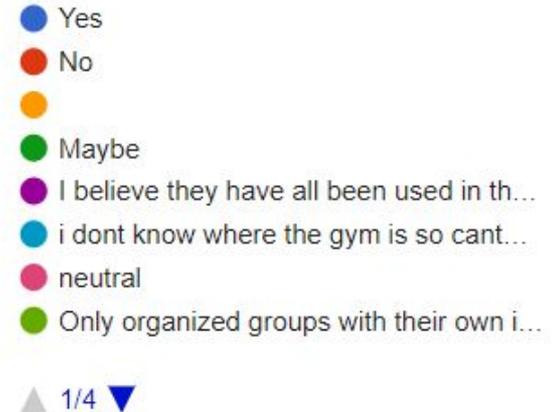
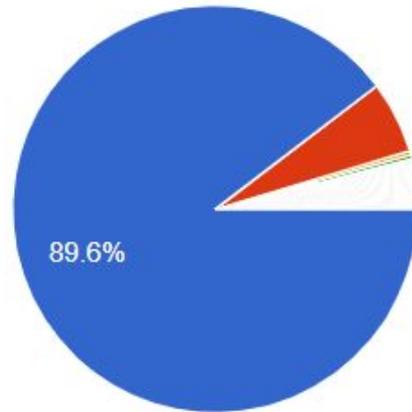
Recreation

Are there any recreational activities that you wish you could do in Bristol that currently aren't available? If so, what?



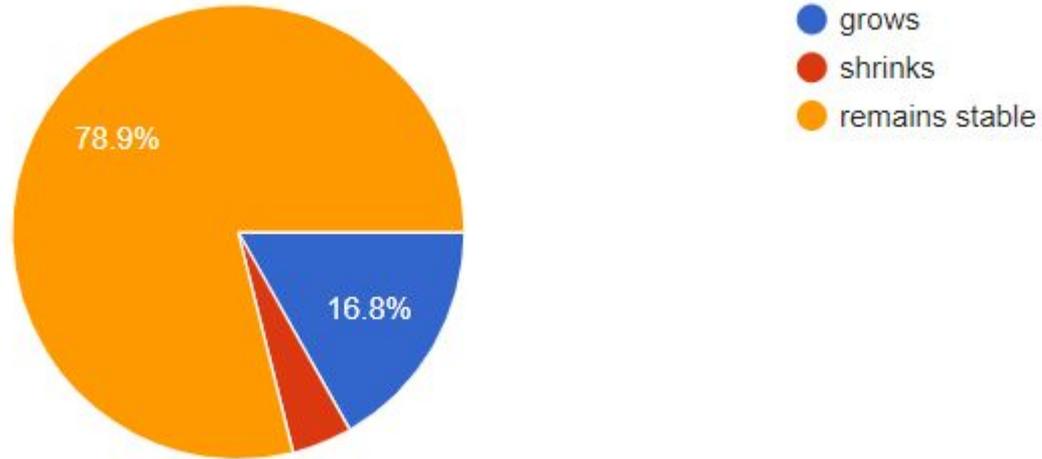
Recreation

Would you support the school playing fields and/or gym being used as a public recreational facility outside of school hours?

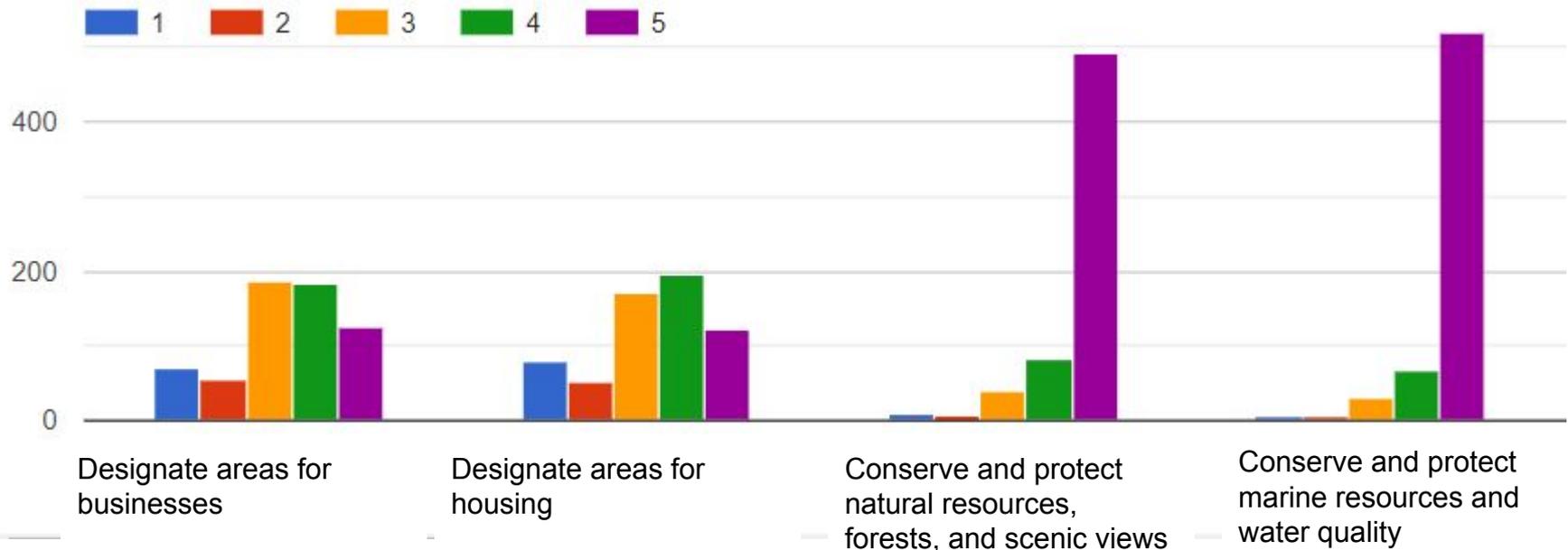


Land Use and Growth Management

In the next 10 years, I hope the population of Bristol...

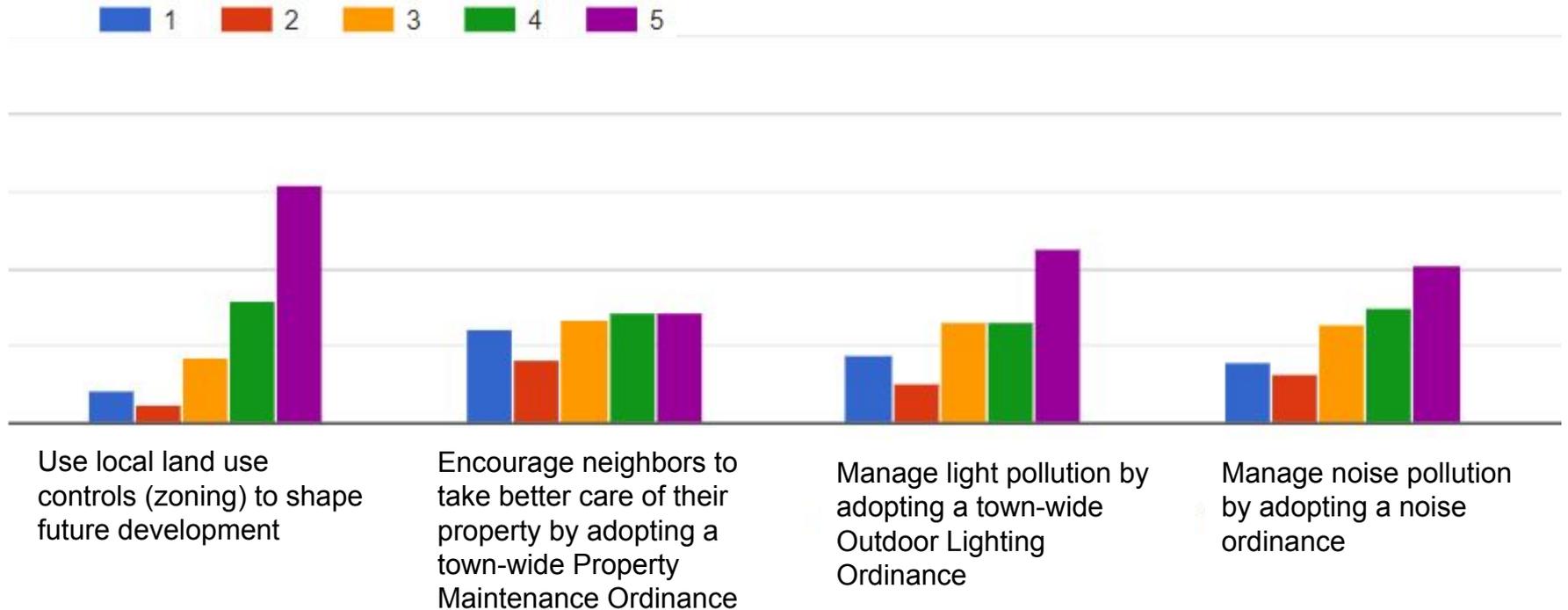


Land Use and Growth Management



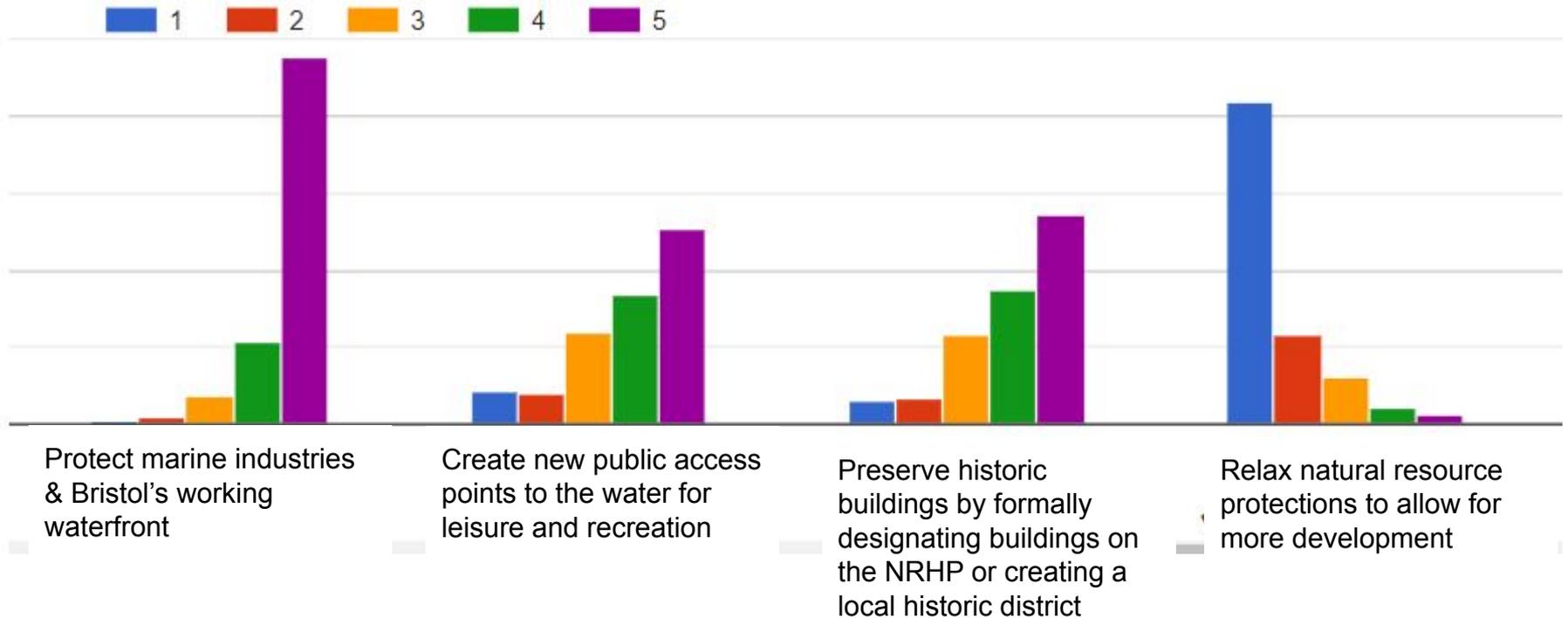
Please rate how strongly you agree with each idea. (1- I don't like this idea at all / 2- I kind of don't like this idea / 3- neutral / 4 - I kind of like this idea / 5- I like this idea a lot)

Land Use and Growth Management



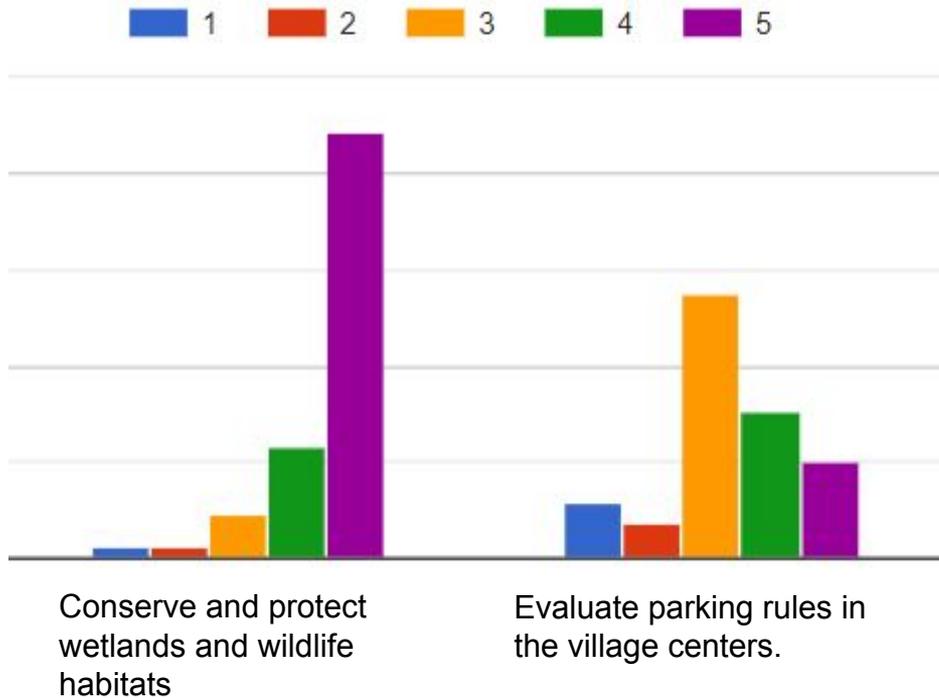
Please rate how strongly you agree with each idea. (1- I don't like this idea at all / 2- I kind of don't like this idea / 3- neutral / 4 - I kind of like this idea / 5- I like this idea a lot)

Land Use and Growth Management



Please rate how strongly you agree with each idea. (1- I don't like this idea at all / 2- I kind of don't like this idea / 3- neutral / 4 - I kind of like this idea / 5- I like this idea a lot)

Land Use and Growth Management

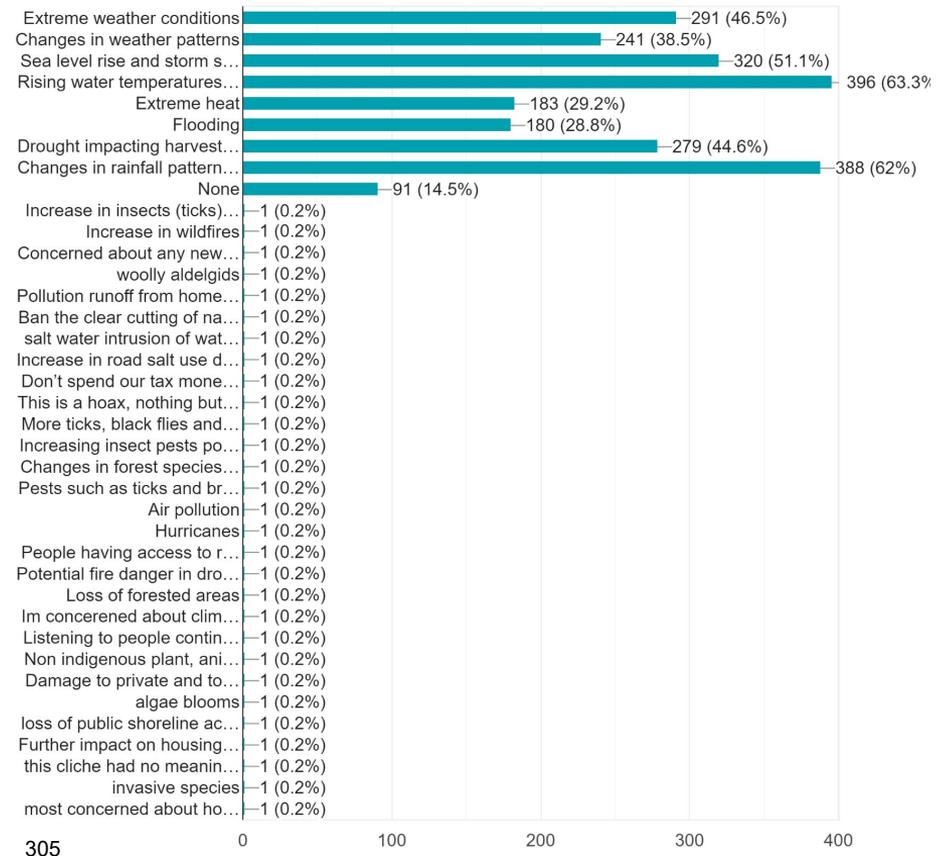


Please rate how strongly you agree with each idea. (1- I don't like this idea at all / 2- I kind of don't like this idea / 3- neutral / 4 - I kind of like this idea / 5- I like this idea a lot)

Impacts of Climate Change

What effects of climate change are you most concerned about in Bristol? (select all that apply)

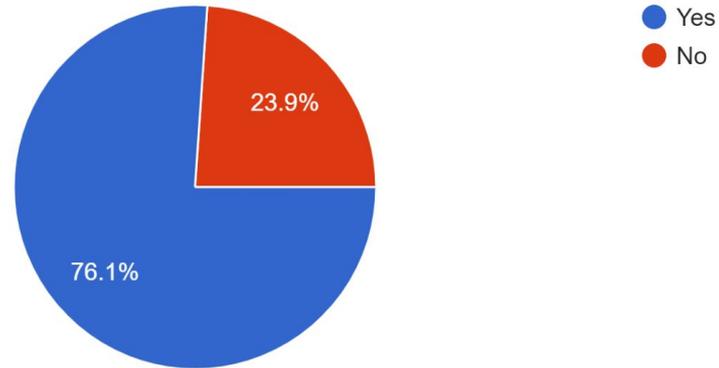
626 responses



Impacts of Climate Change

Are you concerned about the impacts of climate change in Bristol?

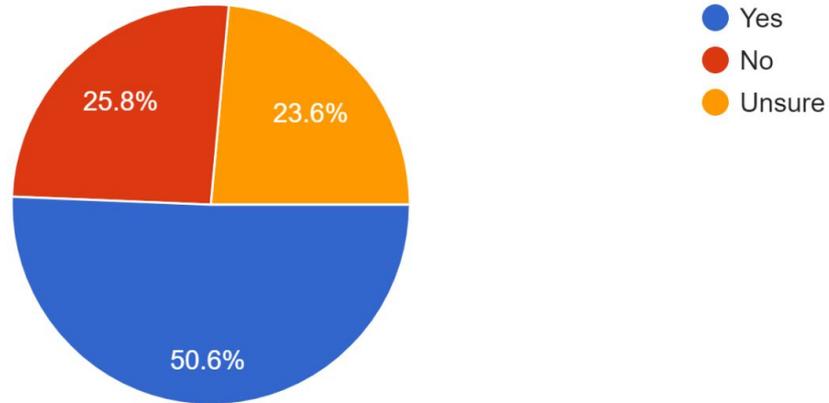
619 responses



Impacts of Climate Change

Have you or your family/household experienced effects of climate change in Bristol in the past 10 years?

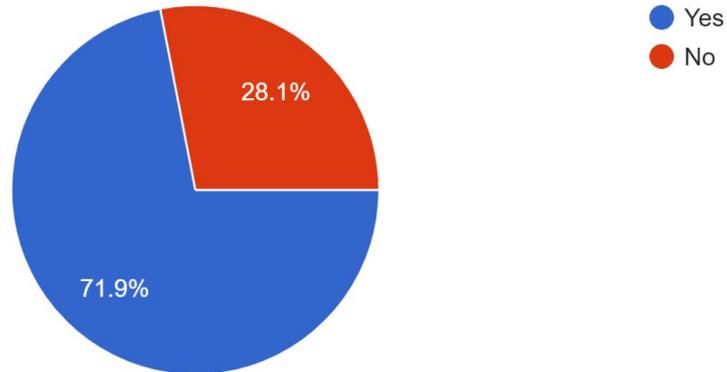
624 responses



Impacts of Climate Change

Should the Town of Bristol work to reduce their carbon footprint by switching to renewable energy sources?

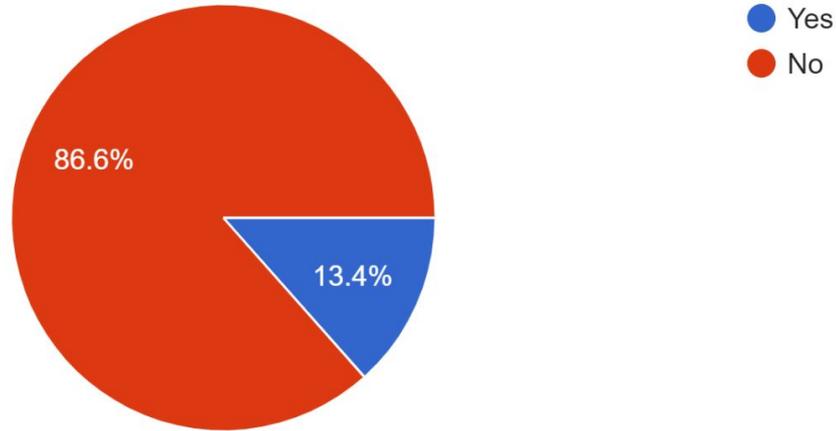
620 responses



Impacts of Climate Change

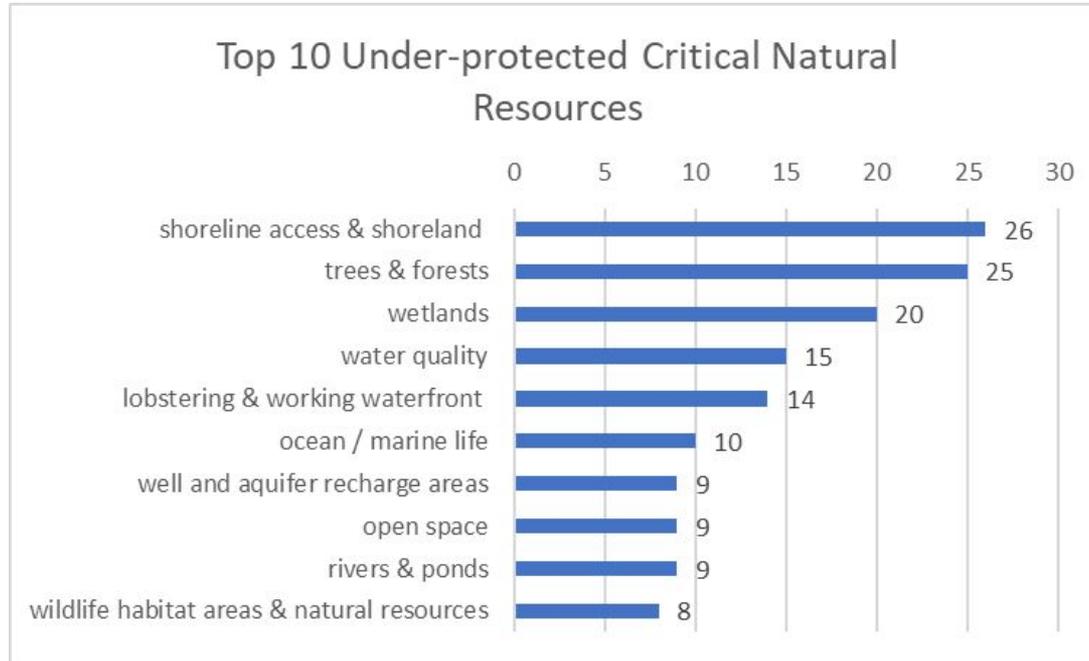
If your main source of water is from a private well, has the well that supplies you run out of water at least once in the past 10 years? (Yes or no)

619 responses



Impacts of Climate Change

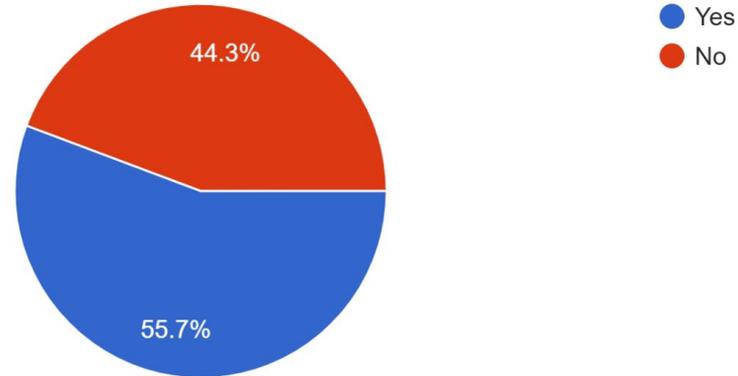
Are there any critical natural resources in Bristol that are under-protected? If so, where? (fill in the blank)



Impacts of Climate Change

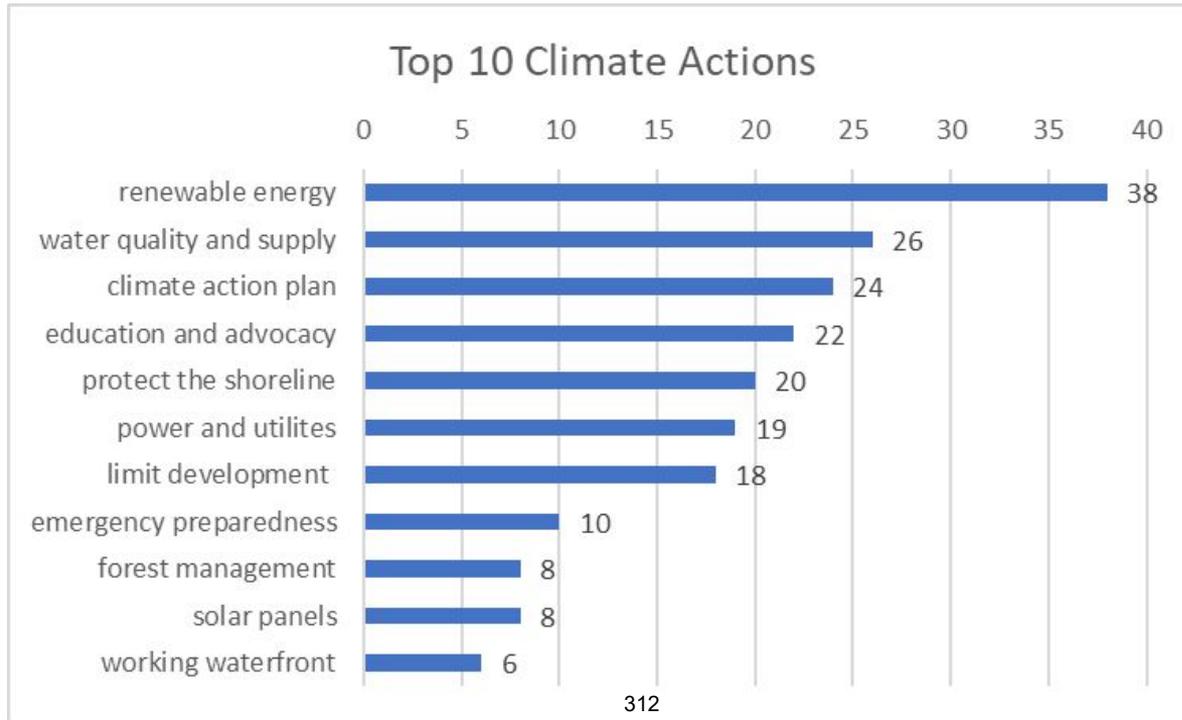
In case of an extreme weather event or emergency, do you and your family/household have an emergency plan in place?

625 responses



Impacts of Climate Change

What is one thing that the Town should do to become more resilient to the impacts of climate change?



Transportation

What is your primary mode of transportation to get around town?

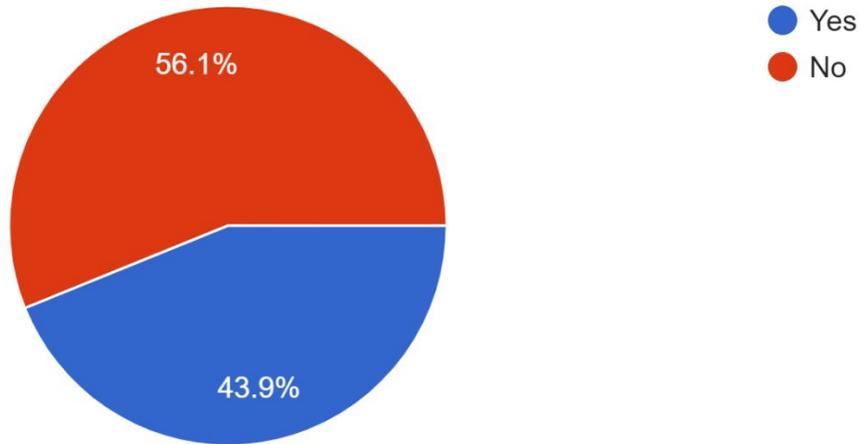
628 responses



Transportation

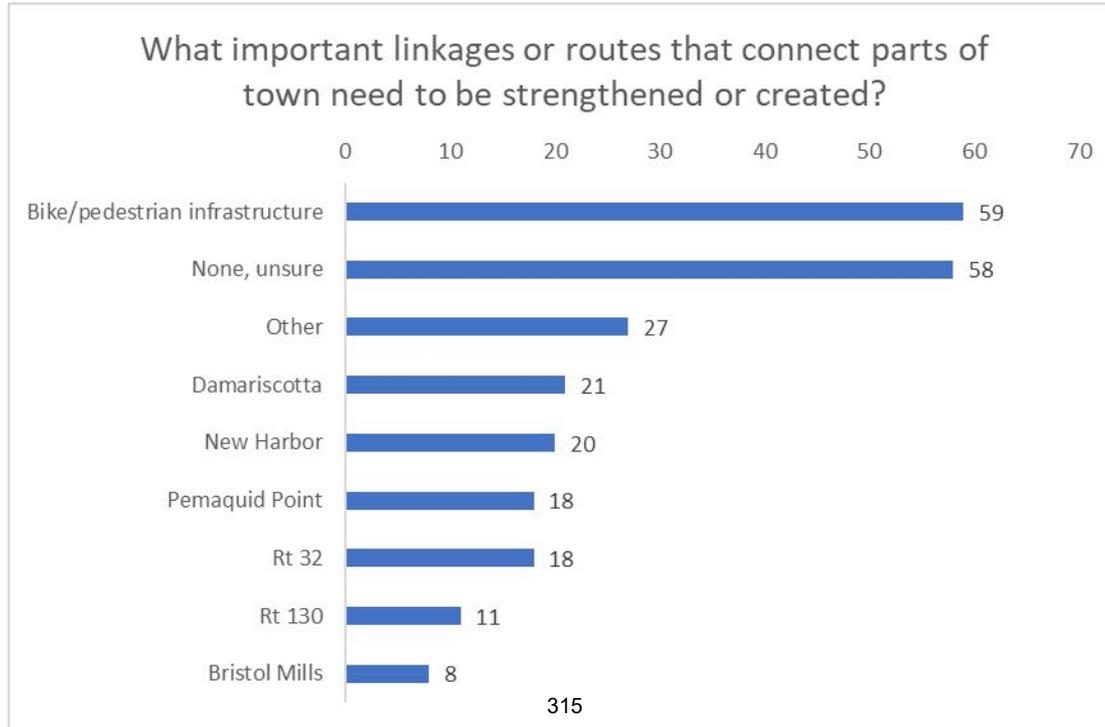
Would you or someone you know use public transportation to get to Damariscotta if it were available?

622 responses

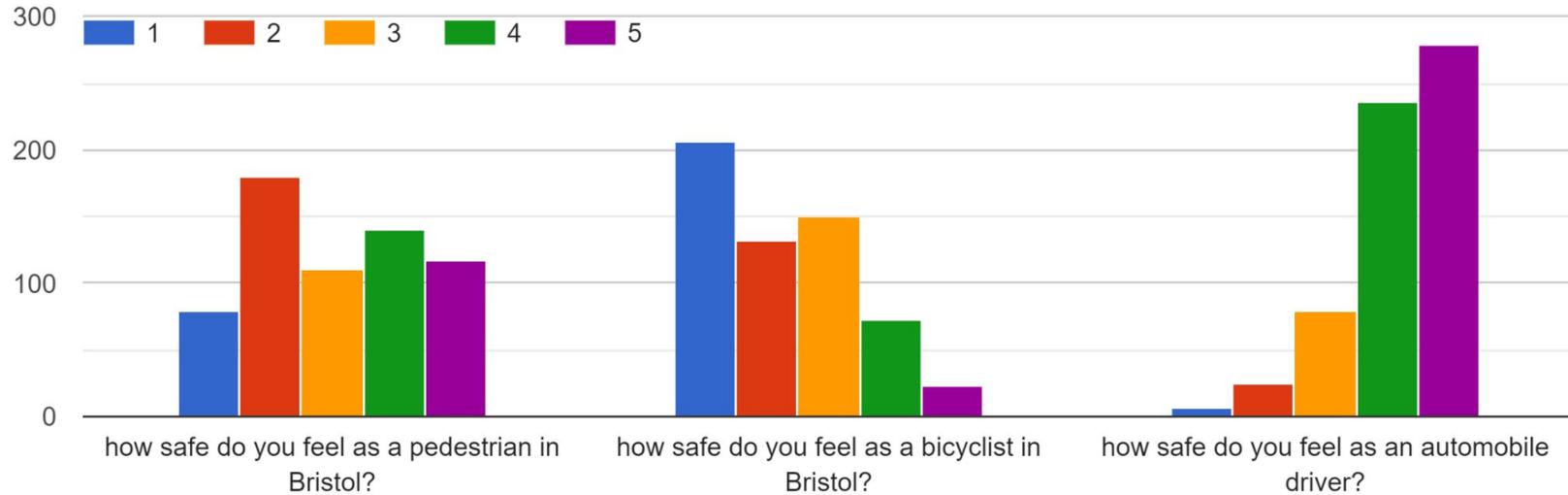


Transportation

What important linkages or routes that connect parts of town need to be strengthened or created?



Transportation

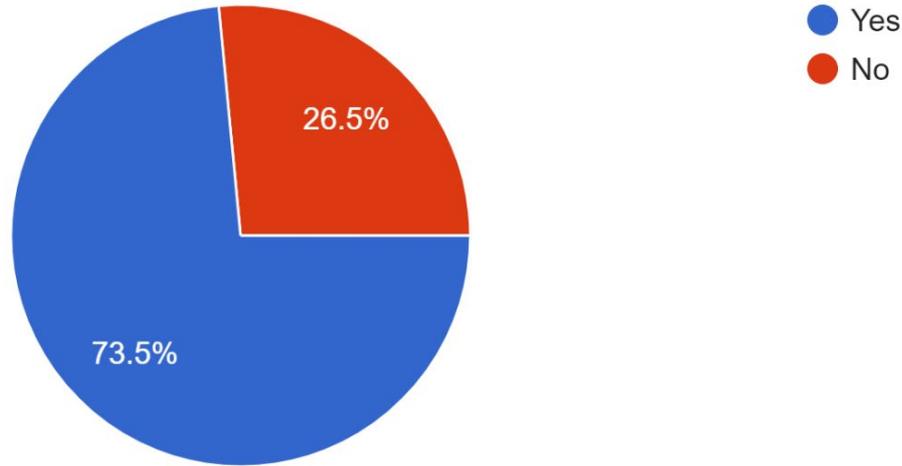


On a scale of 1-5... (1- not safe, 2- somewhat unsafe, 3- neutral, 4- somewhat safe, 5- very safe)

Transportation

Do you support creating on-road designated bicycle lanes along some key routes in Bristol?

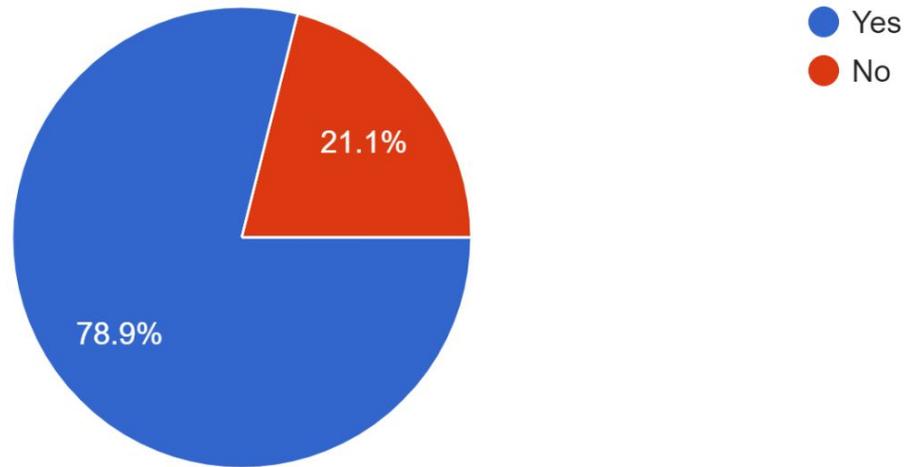
622 responses



Transportation

Do you support creating off-road trails and multi-use paths to connect key routes in Bristol?

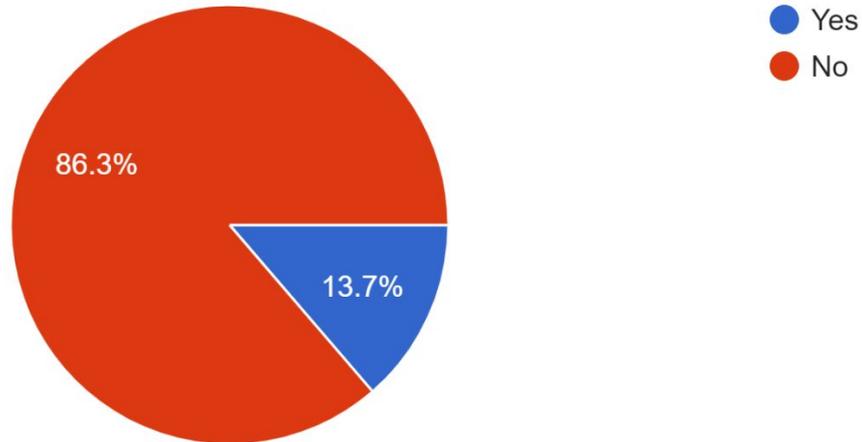
612 responses



Transportation

If you have children enrolled in public school in Bristol, does your child have a safe route to walk or bike to school?

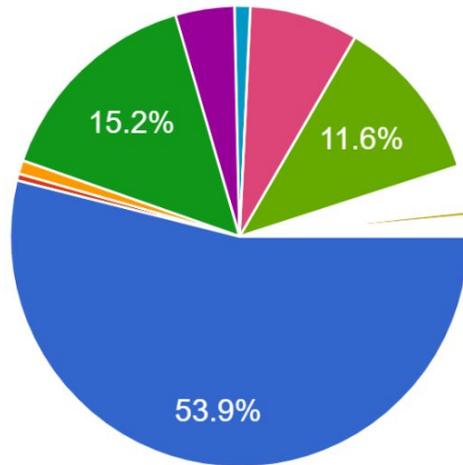
139 responses



Business Growth

What type of business growth would you most like to see in Bristol?

627 responses

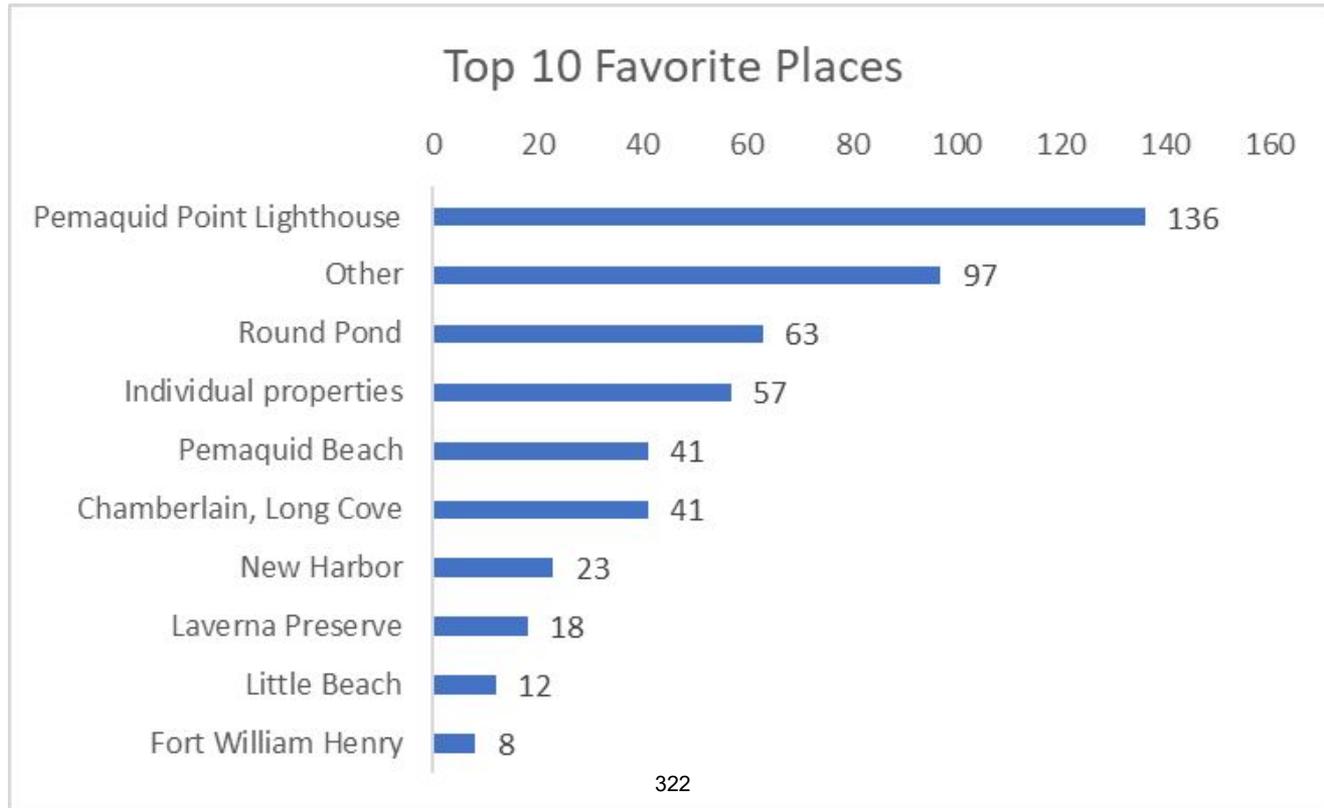


- Small businesses
- Large employers / national brands
- Industrial / manufacturing facilities
- Coworking spaces / artist studios / ma...
- Business/technology incubator
- New business park
- More tourism based businesses
- None of the above

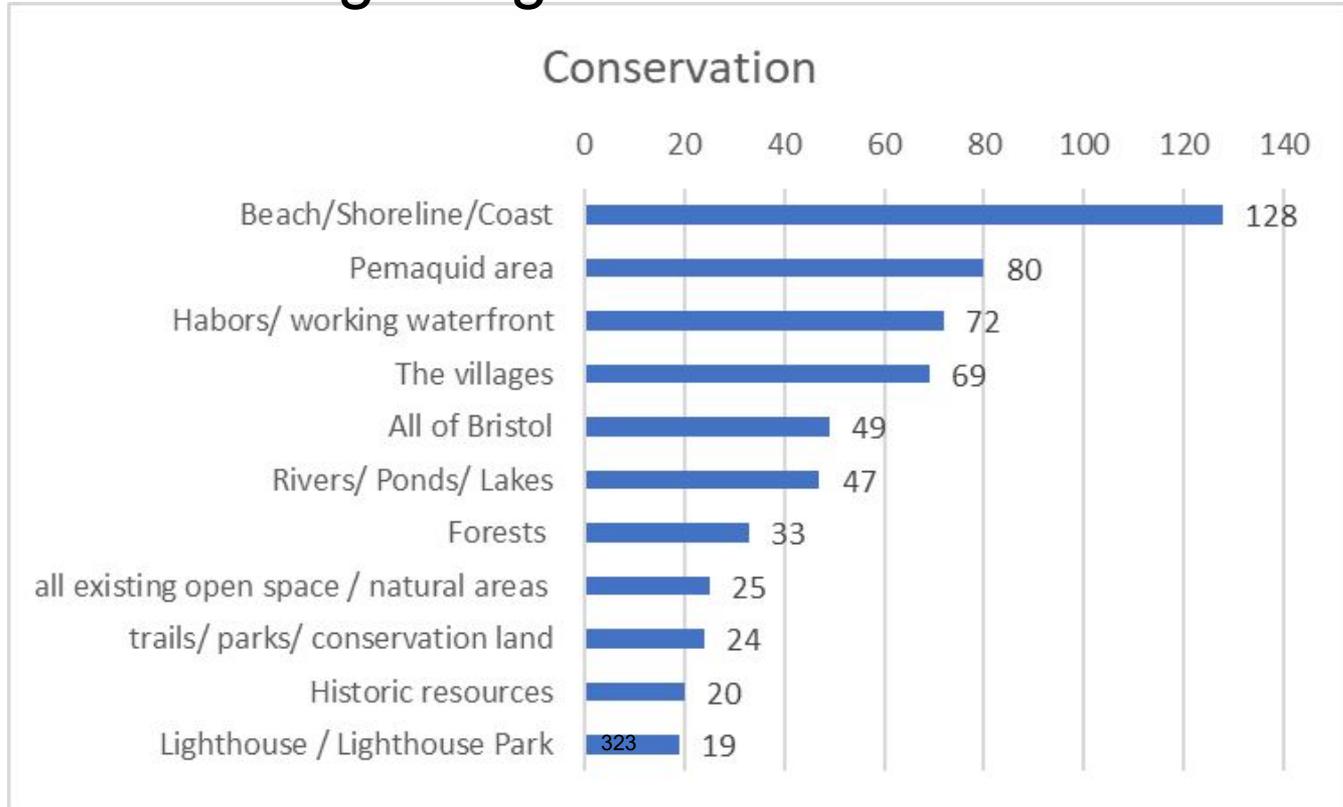
▲ 1/5 ▼

VISIONING QUESTIONS

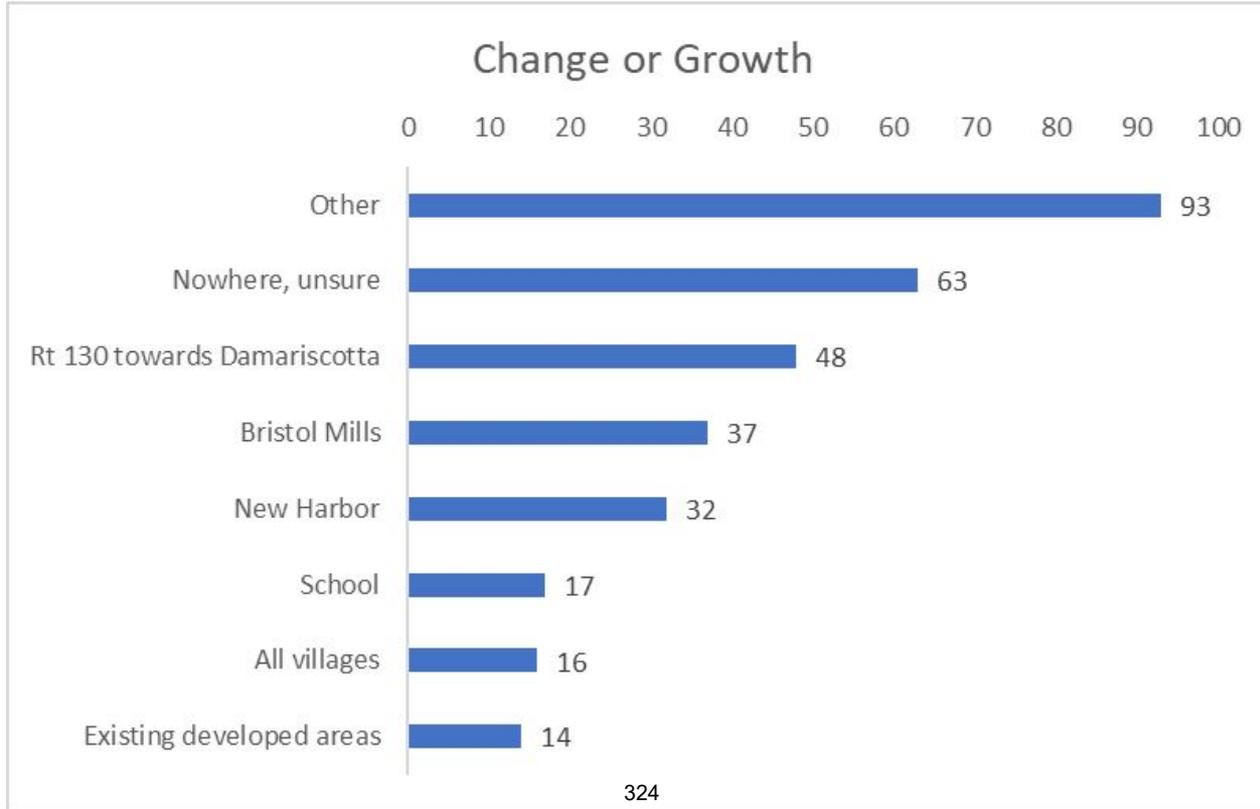
Where is your favorite place in Bristol?



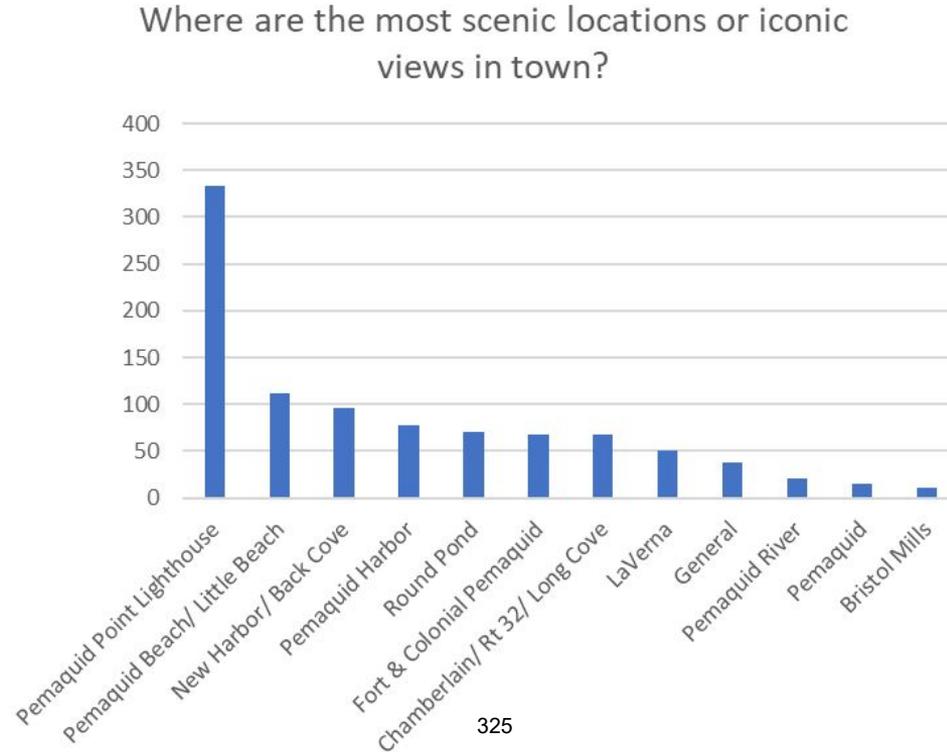
Conservation: Where are the places in town that should be protected from change or growth?



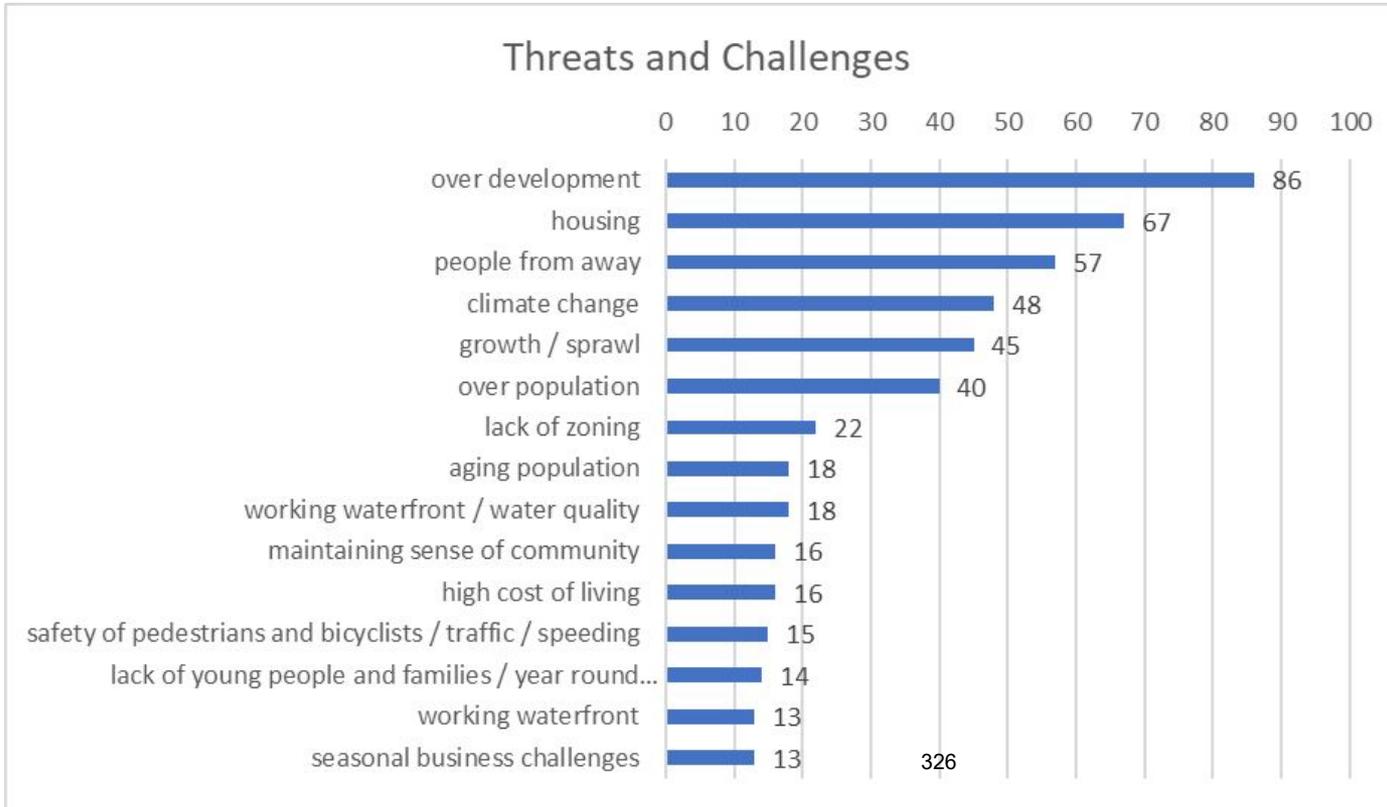
Growth: Where are the places in town to focus change or growth?



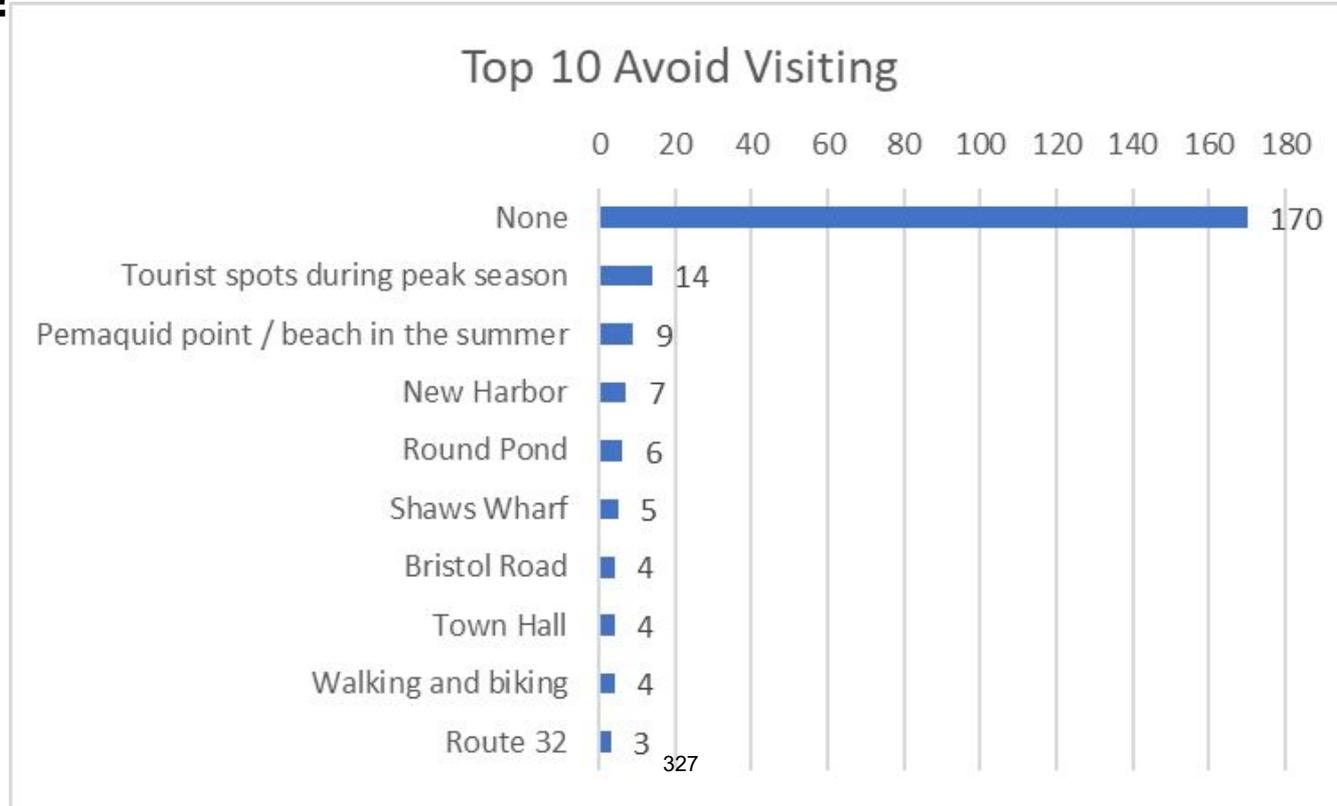
Where are the most scenic locations or iconic views in town?



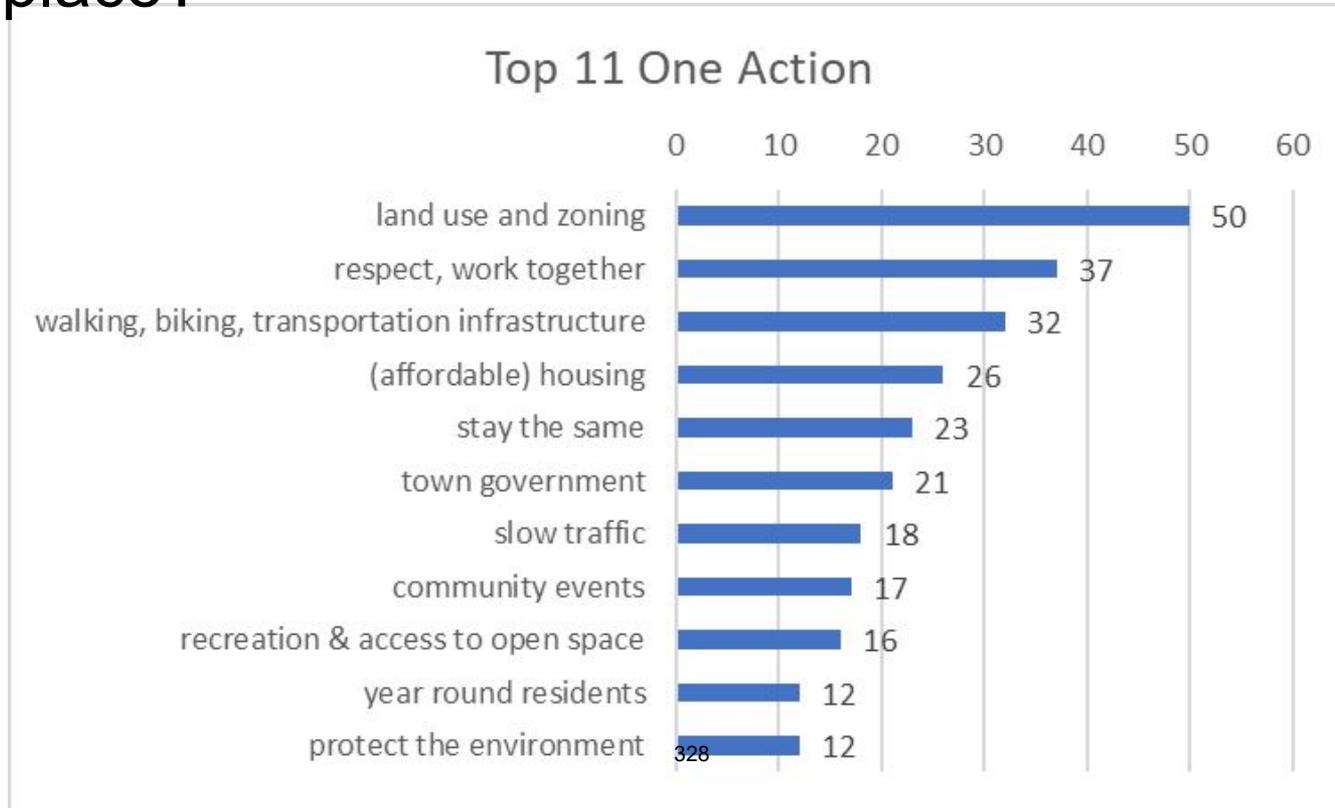
What are the biggest challenges or threats facing Bristol?



Are there any places in town that you avoid visiting? If so, where?



What is one action the community can do to make Bristol a better place?



Is there anything else you would like the project team to know?

- “Thank you for serving on this committee - it takes a lot of time!”
- “Thank you and keep up the great work!!!”
- “It’s a tough job and we admire your willingness to step up for the future of Bristol. “
- “We appreciate the time and energy you all invest in this effort!”

Is there anything else you would like the project team to know?

- “It appears to the casual observer that no one pays attention to the scale of building in desirable (scenic) locations.”
- “Don’t ruin what we inherited...pass on the quiet, peace, nature to the next generation “
- “tax questions too broad/vague to answer”
- “frequency of power outages needs to be addressed”
- “What makes Bristol special is its rural character and attractive natural beauty. It should remain tourist friendly but not subject to overdevelopment in this area. Essentially Bristol is quite good as it is. The Town would do well to designate areas off limits for development, if this is in anyway possible.”
- “If residents want things to remain the same they must be prepared to protect what they have with zoning laws and proper enforcement. Presently the town is at risk of unchecked sprawl. Many coastal towns are changing dramatically, and Bristol has little defense against that happening here. “
- “reduce the per storm quantity of salt & sand on the roadways”
-

Is there anything else you would like the project team to know?

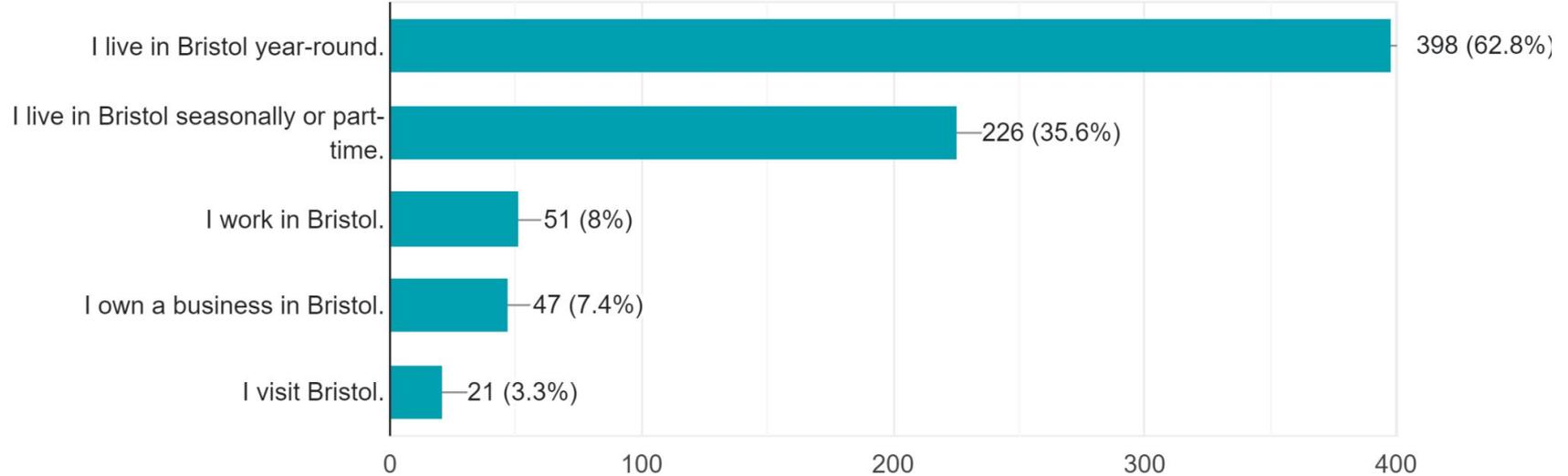
- “As far as I am aware there is only one sizeable non-government employer in the town (Master's Machine) - a couple more would have a remarkably positive effect.”
- “Lots of artists here. Perhaps find a way of uniting them. “
- “Before creating new rules and regulations, consider whether the current ones are being enforced. Be wary of unintended consequences.”
- “Please don't let this turn into a retirement community where families and children's needs aren't valued. People who can afford waterfront property and second homes should not be the loudest voices in the decision making of the future of bristol. “
- “Slow growth is a good thing, I love Bristol but it seems many people that visit don't respect it for what it is”
- “Thanks for doing this survey. So characteristic of the thoughtful, careful, resident-centered work you all do. I love the town. So well managed. Civility at the local government level really matters. So many kind people--we need to keep cultivating neighborliness. The cleanliness/preservation of the natural environment matters a lot to me. I know it will cost a fortune, but we have got to renovate the Bristol Consolidated School for the health and well being of the future of our town. Invest in kids and families! “
- safe bicycling is key, Bristol Road traffic goes too fast

DEMOGRAPHICS

Demographics

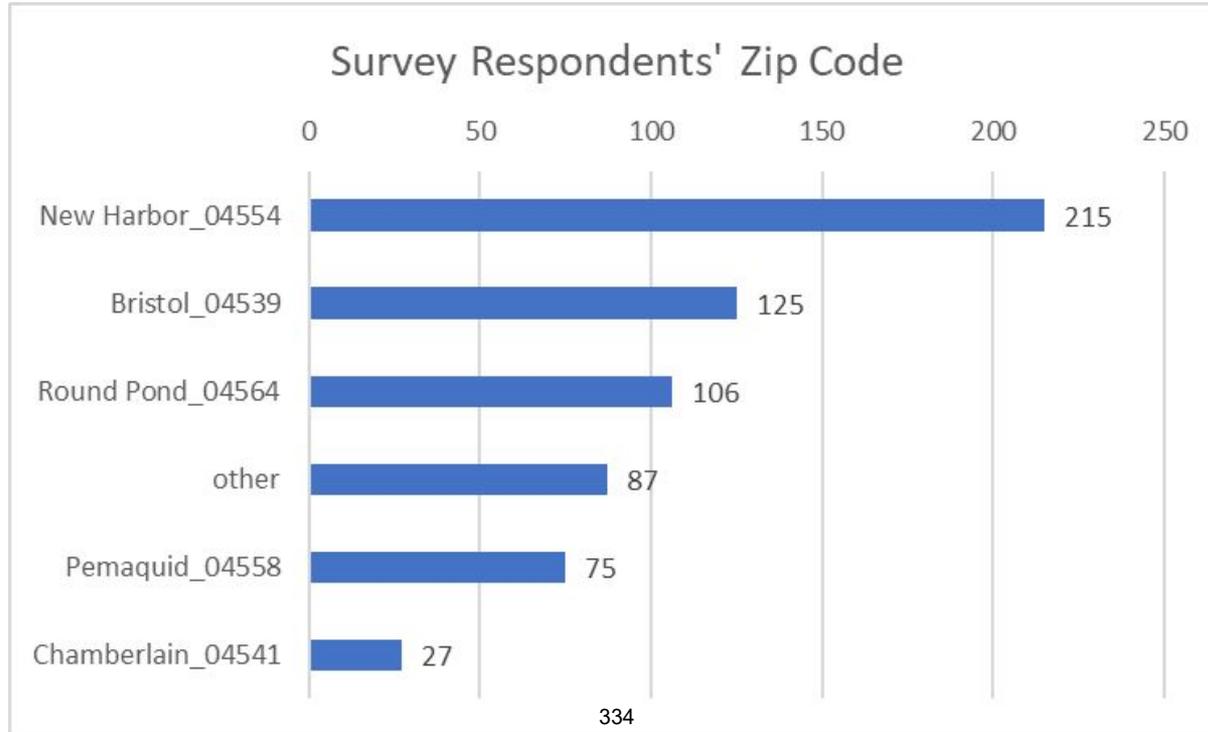
Which of the following describes you? (select all that apply)

634 responses



Demographics

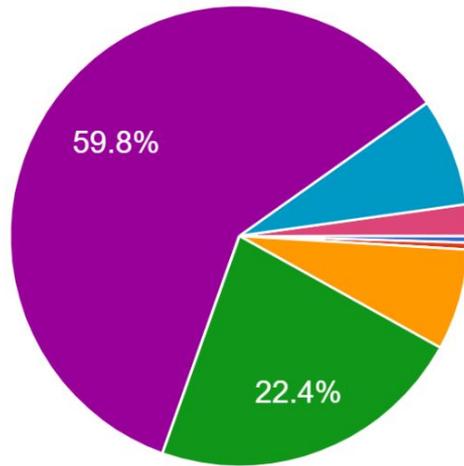
What is your zip code?



Demographics

Age

634 responses

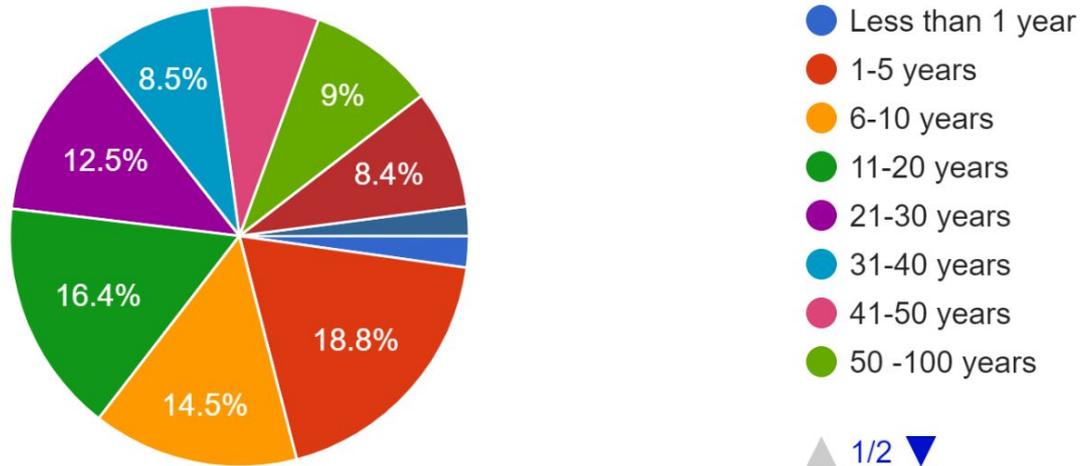


- 0-18 years old
- 19-24 years old
- 25-44 years old
- 45-60 years old
- 61-79 years old
- 80+
- Prefer not to answer

Demographics

How long have you lived in Bristol?

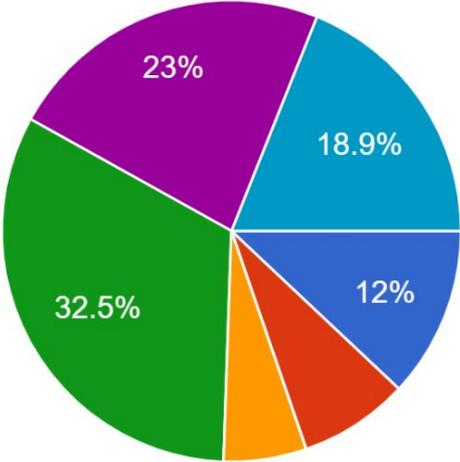
634 responses



Demographics

Which village do you live in?

634 responses



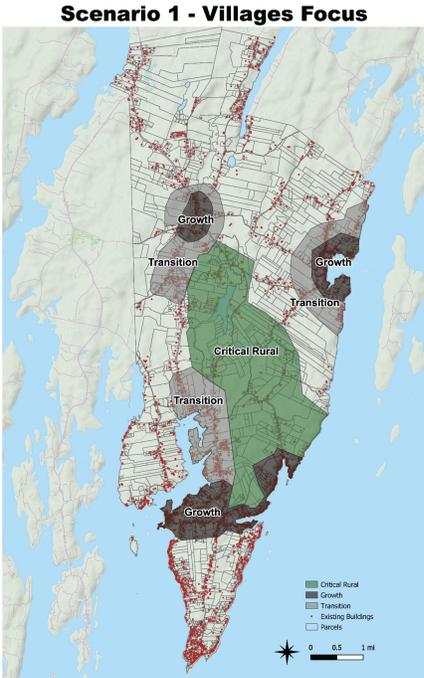
- Bristol
- Bristol Mills
- Chamberlain
- New Harbor
- Pemaquid
- Round Pond

Future Land Use Workshop Summary Report

The Future Land Use Workshop for Plan Bristol took place on May 9, 2023, 6PM to 8PM at the Bristol Consolidated School, Bristol, ME.

More than 70 attendees (+10 CPC Members + Town staff, & project team) participated in the presentation and scenario discussions.

This is a summary report of the feedback received at the Future Land Use Workshop on (in-person May 9) and the [Online Survey](#). It outlines the pros and cons from the feedback for each Scenario and aims to summarize some high-level themes for consideration in the Draft Future Land Use Plan.



Scenario 1 - Village Focus Feedback:

- Participants who liked this scenario liked the idea of having more density in the villages to create walkable village centers.

- Participants who were not in favor had concerns including infrastructure and water capacity, environmental/climate impact, transportation, affordability, wildlife conservation, and maintaining the character of the village areas.

Pros:

- Focused development allows for easier accessibility and meeting local needs.
- Municipal water treatment can improve groundwater quality.
- Transportation ideas and alternative connections can reduce auto dependency.
- Affordable housing is a priority.
- Creation of open space/trail systems connecting village areas.
- Consideration of wildlife corridors and conservation areas.
- Growth in existing village areas can support year-round populations.
- Protection of working waterfront and access to the waterfront for recreation and fishermen.

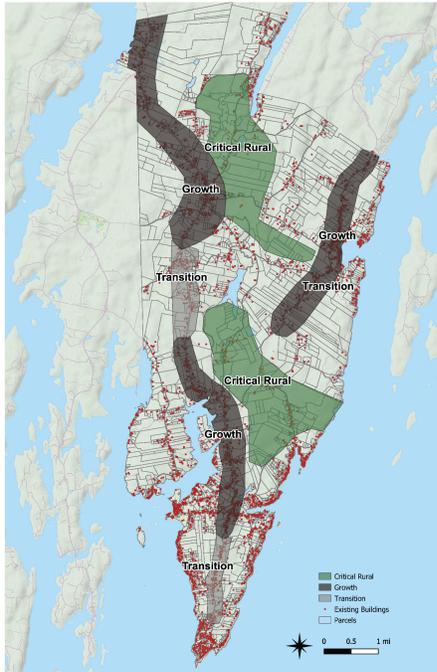
Cons:

- Concerns about overcrowding, overdevelopment, and loss of village character.
- Lack of alternative transportation options and connections between different areas.
- Limiting the scale of businesses and houses.
- Need for affordable housing and communal living structures.
- Insufficient wildlife corridor connections.
- Challenges related to water availability and infrastructure for expanded growth.
- Potential negative impacts of high-density development around villages.
- Concerns about zoning, ordinances, and maintaining village charm.
- Limited capacity for water treatment and sewage management.
- Need to incorporate climate change considerations.
- Potential effects of storm surge and density on certain areas.
- Opposition based on personal preferences and property rights.
- Concerns about changes to the character of the villages and waterfront access.
- Concerns about the size of transition areas and the impact on village character.

Other:

- Varying levels of preference for different scenarios.
- Uncertainty about the success of past development plans in other towns.
- Importance of balancing growth with environmental preservation.
- Some express satisfaction with the plan, while others have reservations.
- The need for data and further discussion to evaluate different scenarios.
- Appreciation for a focus on existing village hubs and the preservation of rural conserved land.
- Doubts about the capacity for further growth within the villages.

Scenario 2 - Routes 130 & 32 Focus



Scenario 2 - Routes 130 & 32 Focus Feedback:

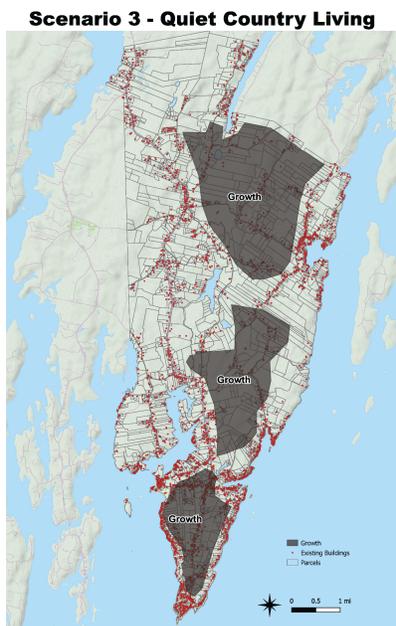
- Participants thought the growth areas were too big. connect the critical rural areas to create wildlife corridors.
- While some appreciate the growth focus and infrastructure improvements, others express concerns about the spread-out nature, impact on visual aesthetics, traffic congestion, and potential negative effects on villages and wildlife. There are also requests for affordable housing, consideration of sea-level rise, and the preservation of coastal access and conservation.

Pros:

- Focus on growth and housing development.
- Consideration of affordable housing along major roads.
- Potential for shared housing, ADU conversions, and senior housing.
- Development of existing locations and community centers.
- Connection of wildlife corridors and conservation efforts.
- Infrastructure improvements, such as road enhancements and ramps for accessibility.
- Multi-use paths and alternative transportation options.
- Simplified road construction and maintenance.

Cons:

- Concerns about the visual impact and aesthetics along roads.
- Dislike for the spread-out nature of the plan and preference for village-focused growth.
- Potential negative effects on the character of the villages.
- Worries about increased traffic and the need for new roads.
- Opposition to the plan due to perceived sprawl and negative impacts on views and villages.
- Lack of undeveloped areas and connectivity for wildlife.
- Past experiences show potential for sprawl and traffic hazards along major road corridors.
- Need for infrastructure, wastewater treatment systems, and water resources for growth.
- Concerns about the impact of sea-level rise and flood exposure.
- Disapproval of the proposed scenario as "uglification" and not in line with community preferences.
- Lack of access to affordable housing for school teachers.



Scenario 3 - Quiet Country Living Focus Feedback:

- The feedback indicates a strong emphasis on conservation, open space preservation, and the maintenance of Bristol's character.
- There are concerns about wildlife impact, car dependency, and the potential negative consequences of the proposed scenario.

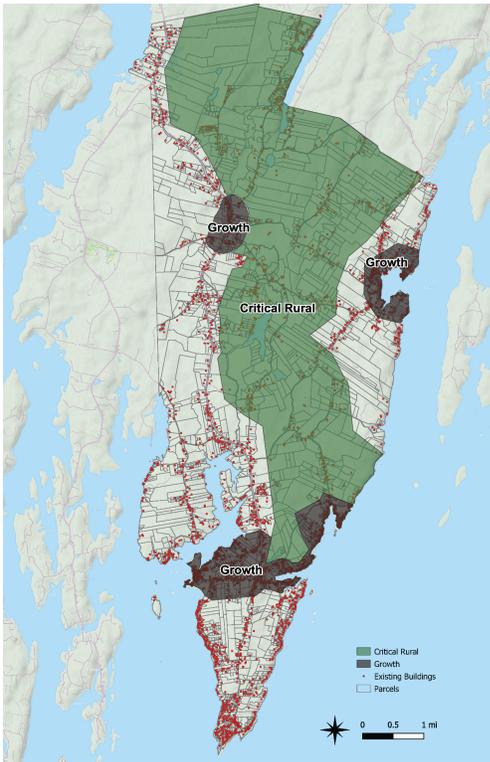
Pros:

- Recognition of the importance of maintaining quiet country living and Bristol's character.
- Support for development spread throughout the town.
- Acknowledgment of the need for affordable housing clusters sharing infrastructure and senior housing with services.
- Consideration of the economic impact and affordability of housing in the scenario.

Cons:

- Strong opposition to the plan, expressing concern for conservation and preservation of open space.
- Criticisms of the lack of conservation efforts and the potential destruction of wildlife habitat.
- Concerns about increased car dependency, isolation, and lack of connectivity.
- Disapproval of the encroachment on current open spaces and natural beauty.
- Preferences for attention to larger blocks of wild spaces and a balanced approach to community growth.

Scenario 4 - Conservation & Preservation



Scenario 4: Conservation & Preservation

- The feedback reflects a strong desire to preserve Bristol's natural beauty, history, and sense of community.
- There is support for conservation efforts, limitations on growth in village areas, and the inclusion of affordable housing.
- The feedback also suggests the importance of balancing development with the protection of wildlife habitats, scenic views, and small-scale, character-oriented development.

Pros:

- Support for preserving open space, wildlife corridors, and natural landscapes.
- Recognition of the importance of limiting growth in village areas to maintain their character and charm.
- Desire for affordable housing and small-scale development to retain Bristol's character.
- Appreciation for the inclusion of community-building services like sidewalks and transportation options.
- Agreement with the prioritization of conservation, historic preservation, and protection of views and access.

Cons:

- Concerns about the limited capacity for growth in village areas and potential overcrowding.
- Recognition of the need for housing despite the emphasis on conservation.
- Criticism of other scenarios and requests to stick to the original survey results.
- Disapproval of certain types of development, such as solar fields.
- Some opposition to increased tourism-centric economic growth.

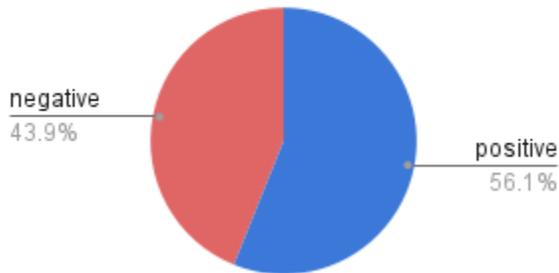
Highlights

The following list of overarching themes highlight the community's values and aspirations for Bristol's future, emphasizing the importance of sustainability, preservation of natural resources, and maintaining a strong sense of community identity.

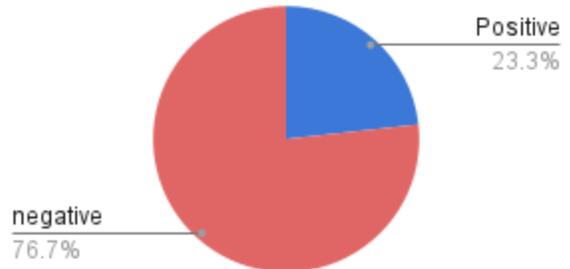
1. **Conservation and Preservation:** Many respondents emphasized the importance of preserving open space, wildlife habitats, natural landscapes, and historic cultural resources. There was a strong desire to maintain Bristol's unique charm, scenic views, and rural character. There was also a strong desire for connected wildlife habitat corridors and protecting existing natural resources from impacts of climate change.
2. **Balanced Growth:** While there was recognition of the need for housing and economic growth, there was a call for balanced and controlled development. Respondents expressed concerns about overcrowding, loss of the small village feel, and negative impacts on wildlife corridors. They favored development that respected the scale and character of the community.
3. **Affordable Housing:** Affordable housing was a recurring concern. Respondents highlighted the need for housing options accessible to young middle-class families, seniors, and workforce members. There were suggestions for small-scale, clustered housing developments and multi-home buildings to address this issue. How can affordable housing be incorporated into the growth plans while preserving the small-scale and historic character of Bristol?
4. **Community and Quality of Life:** Maintaining a sense of community, promoting community-building services, and preserving amenities like dark skies, quiet country living, and access to services were important to respondents.
5. **Transportation and walking and biking infrastructure:** Several respondents mentioned the need for alternative connections between villages, transportation options to access services, and improved infrastructure to address traffic concerns. There were suggestions for van transport services, sidewalks in village areas, and considering the transportation needs of seniors, children, and non-drivers. How can transportation and infrastructure support the growth plans?

Sentiment Analysis

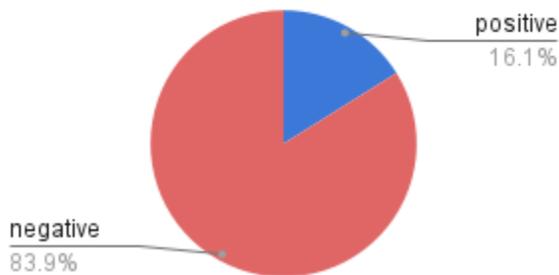
Scenario 1



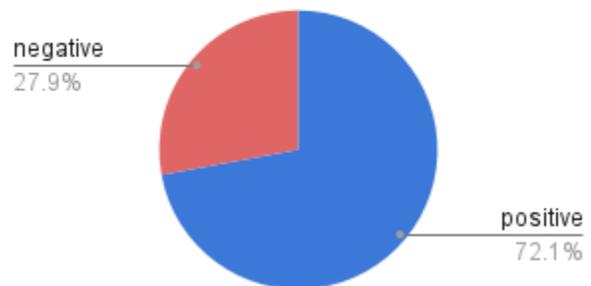
Scenario 2



Scenario 3



Scenario 4



The charts above show that based on a sentiment analysis of the feedback provided at the workshop and through the online survey, Scenario 4 and Scenario 1 received the most positive feedback.

The Draft Future Land Use Plan should include a focus on conservation and preservation, retaining large open spaces, appropriate scaled growth in village areas, and prioritizing the protection of Bristol's natural landscapes, wildlife corridors, and historic character. It should also reflect the community's interest in finding solutions that balance growth, affordability, conservation, and infrastructure development while preserving the unique character and natural beauty of Bristol.