



# Town of Bristol 2016 Comprehensive Community Plan



Adopted by the Bristol Town Council: January 25, 2017  
Reference Bristol Town Code Section 1-11

Approved by the State of Rhode Island: February 2, 2017





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# ACKNOWLEDGEMENTS

## Comprehensive Plan 2016

**Town Administrator:** Steven Contente

Antonio A. Teixeira (Former)

**Planning Board:** Jerome Squatrito, Chairman

Armand G. Bilotti

Charles Millard, Jr.

Anthony Murgo, Vice Chairman

Michael W. Rossi

Stephen Katz, Alternate

Kenneth J. Marshall, Former Member

**Town Council:** Nathan T. Calouro, Chairman

Mary A. Parella

Timothy E. Sweeney, Vice Chairman

Edward P. Stuart, Jr.

Andrew Tyska

Halsey C. Herreshoff, Former Member

**Community Development Department:**

Diane M. Williamson, AICP, Director

Edward M. Tanner, Principal Planner

**Comprehensive Plan Advisory Committee:**

**Land Use**

Antony Murgo, Chairman  
Bob Aldrich  
John J. Amara  
Karl Antonevich  
Anthony Bravo  
George Burman  
Pam Delany  
Susan Donovan  
Marie Knapman  
Amy Marino

**Homes and Neighborhoods**

Charles Millard, Chairman  
Jackie Cramwell  
Stan Dimock  
Martha Fitting  
Melissa Kachapis  
Paula Martel  
Tammy Mojkowski  
Afiya Samuel

**Economic Development**

Armand Bilotti, Chairman  
Joe Araby  
Mike Byrnes  
Diana Campbell  
Craig Evans  
Peter Hewitt  
Arthur C. Lee  
Lynn Moran  
Tracy Ramos  
Andrea Rounds

**Natural, Historical, Cultural**

Michael Rossi, Chairman  
Karen Binder

Robert Arruda  
Jason Brignola  
Virginia Cairrao  
Peter Calvet  
Didi Carlsten  
Jane Lavender

**Open Space and Conservation**

Edward Tanner, Chairman  
Stephen Brigidi  
Cheryl Burns  
Katie Eagan  
Kathy Fisher  
Gayl Hallagan  
Susan Maloney

**Circulation**

Stephen Katz, Chairman  
Linda Arruda  
David Barboza  
Keith Maloney  
Walter Pepere  
Esther Samuel

**Services and Facilities**

Kenneth J. Marshall, Chairman  
Phyllis Bravo  
J.P. Cloutier  
Jose DaSilva  
Elizabeth Greco  
Georgina MacDonald  
Nina Murphy  
Selwyn Sharp  
George Tamaro

**Consultants:**

Ralph Willmer, FAICP, VHB  
Rui "Renee" Guo, AICP, VHB  
Vim Tingle, MainStreet GIS  
Photography by Raymond Falcoa, Code Compliance Officer



# INTRODUCTION

Bristol’s Comprehensive Community Plan – 2016 is the primary land use document for the Town. This plan provides for the protection, development, use and management of our land and natural resources. All Bristol land use decisions must be consistent with this comprehensive plan. As with all good plans, it is a living document subject to periodic amendments as conditions, resources and town preferences evolve.

## Elements

The Bristol Comprehensive Community Plan – 2016 includes the following elements which were part of the original Plan adopted in 1991, amended in 1994 and updated in 2003.

1. Vision, Goals, and Policies
2. Snapshot of Bristol
3. Land Use
4. Housing
5. Economic Development and Agriculture
6. Natural, Historical, and Cultural Resources
7. Open Space, Conservation, and Recreation
8. Circulation and Transportation
9. Services and Facilities
10. Implementation Program

## Format

The Comprehensive Community Plan – 2016 has been completely reformatted in style and font from the 2009 plan. However, in terms of content, each element contains goals, policies, and implementation action items that were updated by the Comprehensive Plan Advisory Committee.

The following plans serve as technical documents that can be referenced for more detailed information and historical analysis:

1. Harbor Management Plan (February 2, 2005, updated January 2011)
2. Affordable Housing Production Plan (June 2005)
3. Route 114 Scenic Roadway Stewardship Plan (June 2005)
4. Metacom Avenue Corridor Management Plan (June 2007)
5. Open Space Plan (June 2008)
6. Marine Inland Trades Route (April 2011)
7. Natural Hazard Mitigation Plan (September 2010) and the Draft Natural Hazard Mitigation Plan Update (November 2015) which has been recently completed by the Town and forwarded to the Rhode Island Emergency Management Agency for finalization.

Relevant sections of these plans noted above were integrated into and reflected in the goals, policies and implementation actions within the appropriate standard elements of this Comprehensive Plan. These plans, which provide more detail, are available to the reader for perusal in the Town Hall, for copying at a nominal charge and on the Town of Bristol website at [www.bristolri.us](http://www.bristolri.us). It was this information in the form of hard data and subjective opinions together with citizen preferences which guided the goals policies and action items in this plan.

This Comprehensive Plan – 2016 includes many new policies and action items in response to the public input and trends. While many of the Town’s Vision and Goals for the future as stated in the 2009

Plan have been reviewed and reaffirmed, this Comprehensive Plan – 2016 now includes the concepts of smart growth, climate change, and protection against natural hazards. The maps, including the Future Land Use Plan have been reviewed and updated to illustrate the recommendations of the Comprehensive Plan Advisory Committee by the Town. A map to illustrate the inconsistencies between the Future Land Map and the current zoning map is also included in this plan.

In the instance of uncertainty in the interpretation of any map in this Comprehensive Plan – 2016, the text shall govern in determining the goals, policies, and action items of any applicable element of the Comprehensive Plan.

As stated earlier, the Comprehensive Plan has served the Town well and has become the blueprint for action by the Planning Board and other Town Departments. The Town has also been very successful in accomplishing many of the actions from the 2009 plan. This version of the Comprehensive Plan places a great deal of emphasis on the concept of “stewardship” and “community”. It is the intent of this plan to impart a sense of responsibility to all Bristol residents and businesses that they are stewards of their Town’s future. It is not enough to rely on elected and appointed government officials to assure that actions today will not impair the quality of life for future generations. Government agencies, from the Town Council to the Planning board, including the Town Administrator, and the Department Heads, all the various commissions and boards that take responsibility for some aspect of civic life has the duty to carry out one or more elements of this Comprehensive Plan. But, ultimately, the existence of a dedicated and passionate citizenry will ensure that stewardship in the decades ahead.

## Guide to the Plan

The Bristol Comprehensive Plan, in its fullest form, is a long and detailed document. The following questions and answers are provided to assist both the first-time reader and long time use in understanding the purpose of the plan and in finding the information he or she needs from the plan.

1. *What are the components of the Plan?* This plan has been revised to integrate and reflect the relevant details from the following plans which serve as technical documents that can be referenced for more detailed information and historical analysis : 1991 Comprehensive Plan as amended in 1994 “Blueprint for Action” and “Planning Analyses”; Comprehensive Plan – 2003; Comprehensive Plan - 2009; Harbor Management Plan (February 2, 2005 updated January 2011); Affordable Housing Production Plan (June 2005); Route 114 Scenic Roadway Stewardship Plan (June 2005); Metacom Avenue Corridor Management Plan (June 2007); Open Space Plan (June 2008); Marine Inland Trades Route (April 2011) and Natural Hazard Mitigation Plan (September 2010) and the Draft Natural Hazard Mitigation Plan Update (November 2015) which has recently been completed by the Town and forwarded to the Rhode Island Emergency Management Agency for finalizing.
2. *What significance does this Plan have for Bristol?* The Bristol Comprehensive Plan was prepared under the authorizing legislation of Chapter 45-22.2, the Rhode Island Comprehensive Planning Act and Land Use Regulation Act of 1988. Under this Authority, the Comprehensive Plan is the primary land use document for the Town and all Bristol land use regulations, and decisions must be consistent with this Comprehensive Plan.
3. *Can the Plan be changed?* Yes. State Law allows a Town to amend the plan up to four times per year. The intention of this plan is not to set in stone requirements that the town must follow but rather to record policies and actions that make sense for Bristol today and to put in place a process of careful deliberation if those policies or actions are questioned or should be changed in the future. As with all good plans, it is a living document subject to periodic amendment as conditions, resources and town preferences evolve.
4. *How should the plan be used?* The Comprehensive Plan is intended to provide information and direction for decision making. It also defines the broad development and protection priorities for the town. The Plan should guide annual priorities for development actions and budgeting. It should also provide a framework for all future private or public development projects. The Plan should

encourage the asking and answering of the following question:  
*“How will this project or action affect the town in the long run.”*

## Community Participation

The 2016 update to the Comprehensive Plan began in September of 2013 with the Vision for Bristol civic engagement forum. The Vision for Bristol forum was modeled after the 2007 community forum “Voices for Bristol” -- a very successful broad public engagement process generating a lot of interest from volunteers to serve on the Steering Committee for 2009 Comprehensive Plan Update.

Based on the positive experience with the 2009 Update, the Town requested that the Voices for Bristol group organize another public forum specifically for collecting input for the Town’s 2014 Comprehensive Plan Update and to solicit volunteers to serve on the Comprehensive Plan Update Steering Committee. This process was also very successful and many enthusiastic citizens expressed a desire to continue the conversations and to work to help achieve the vision.

On September 19 and 25, 2013 a forum was held entitled Vision for Bristol. This forum was attended by approximately 140 volunteers to gain ideas and directional vision for the future development and growth of Bristol. The top six themes and concerns of the forum were infrastructure/traffic especially along Hope Street, and Metacom Avenue., economic development, education, waterfront, environmental/natural resources and recreation/entertainment. Details of the forum are included in the Vision for Bristol Forum Report prepared by the forum facilitator Diana Campbell and appended to this 2016 Comprehensive Plan (see Appendix B).

As a result of this forum there were 51 residents who signed up to volunteer on the Steering Committee for the Comprehensive Plan Update. Residents were asked to provide their area of interest and everyone was included on the Committee and assigned to a particular Comprehensive Plan Element depending on their expressed area of interest. Each of the Planning Board members were assigned a particular element and served as the Chairman of that working group.

The full Steering Committee worked in plenary session three times and heard presentations from state agencies on climate change,

energy efficiency, and the Comprehensive Plan requirements and process. Each of the element working groups also met many more times over the course of six months. Each of the groups researched best practices, interviewed agencies, organizations, and leaders with expertise in the various elements. The Economic Development working group also conducted significant outreach to the business community and interviewed 40 representative businesses from each of the various business sectors in Bristol. Their results were further refined into specific groupings for the recommended action items and each of the action items were also tied to the affected business sector.

## Consistency with State Guide Plan

The Town has reviewed and is familiar with the State Guide Plan elements. This Comprehensive Plan – 2016 was written to be consistent with the State Guide Plan Elements, including Land Use 2025.

# 1. Vision, Goals, and Policies

Our vision for the future of Bristol is a personal statement by the people of our Town about how we want to manage the changes that will shape Bristol in the decades ahead. A vision statement helps to provide a context to and clarity for goals as they are articulated. The vision must serve as a clear guide for engaging the Town to move in certain directions and for motivating people to action. The following statement is a vision of what Bristol intends to be in the future. Deliberately, our goals are set high. This statement is intended to convey some of the emotion that we feel toward our Town and what it can be in the future.

## Vision Statement

Bristol shall become a model seaside community for the 21<sup>st</sup> century. It shall become “the gem of the East Bay.” Bristol will be exceptional in the degree to which it will offer a small town, historic character blended with varied living and working environments, all closely connected with the water.

Each Bristol resident will feel that they are part of a long history of careful and people-oriented town-building. Few towns will have the historic resources comparable to Bristol, ranging from one of the most sacred Native American sites – King Phillip’s Chair on Mount Hope – to some of the state’s most exceptional architecture to the only true colonial common in the state.

Bristol will be unmatched in the degree that it offers a range of open space environments in such close proximity to residents’ homes. Bristol’s schools will be rated among the best in the state. Bristol’s

government will provide innovative services within a fiscally responsible framework that gives taxpayers the most for their tax dollars.

Bristol will be the home of the small manufacturer as well as the home for a few larger, growing firms that began in Bristol and decided to stay rather than move elsewhere. Bristol will be a place that continues to provide people economic opportunity from the sea through fishing, boating, recreation, aquatic biotechnology and research.

Bristol will be a town that jointly embraces both the past and the future and brings the two together in a manner that will set the standard for decades to come.

Bristol shall be a model seaside community for the 21<sup>st</sup> century.

### *Defining Features and a Central Goal*

Two features help to define Bristol's character, and those assets serve as a foundation for this Plan:

1. Location on a peninsula surrounded by coastal waters forming part of Narragansett Bay, and
2. Historic street layouts, sites, and buildings.

When one considers all the factors that make Bristol different from other towns or special, or that affect the way the Town looks or how it operates, or that define its limitations and strengths, one keeps coming back to these two defining features. If this entire Plan can be condensed into one broad goal statement, that statement might read as follows:

The Town of Bristol shall in all its planning efforts attempt respect and reflect its historic character and its close association with the surrounding bays and harbor. These resources shall be protected and enhanced and used as the foundations upon which future change should be built.

# Goals and Policies

## *Land Use*

**Goal 1. Promote land use patterns that are sensitive to the Town’s character and assets, recognize the Town’s resource constraints, are economically sound, and facilitate smart growth to build capacity in sustainability and climate resiliency in Bristol.**

Policies to Implement Goal 1:

- A. Protect Bristol's natural landscape and resources for present and future generations.
- B. Respect the historic resources that link Bristol's present with Bristol's past and use these resources as guidelines for managing future growth.
- C. Plan for both passive and active recreation, conservation, and open space, using a comprehensive approach and giving consideration to development trends and to the demands of the community.
- D. Maintain a strong tax base, favorable tax rate and identify alternative revenue sources.
- E. Maintain the character of Bristol and make sure that new development does not adversely impact the integrity of the Town.
- F. Embrace Smart Growth principles, conservation development zoning and encourage sustainability of our resources in all land use decisions made by the Town of Bristol.

## *Housing*

**Goal 1. Work for a continued range of housing opportunities so that Bristol can continue to be home to our traditionally diverse population.**

Policies to Implement Goal 1:

- A. Direct Town efforts toward addressing housing needs that the private market does not, or cannot, meet.
- B. Address the needs of Bristol's special demographic groups, to include: working families, single parent families, parents whose children are grown, persons living alone, and the elderly.
- C. Make sure that housing programs first meet the needs of Bristol residents.
- D. Encourage a broad range of housing costs, with special emphasis on creating and maintaining houses and apartments that are affordable to lower income residents.
- E. Work toward a range of housing types to match residents' differing preferences and resources for their physical environments.
- F. Encourage a range of housing ownership and rental options to match residents' differing preferences and resources, to include: home ownership, rental, accessory apartments, condominium, cooperative, and congregate.
- G. Continue programs to help elderly and others on fixed incomes stay in their homes.
- H. Encourage coordination among the public agencies and the community organizations to leverage their resources and generate new programs.

**Goal 2. Ensure that neighborhoods are livable places.**

Policies to Implement Goal 2:

- A. Historical and architecturally significant properties should be surveyed and designated for preservation.
- B. The Town is encouraged to investigate new urbanism techniques such as form based vs. use based zoning regulations to maintain characteristics of existing neighborhoods.
- C. Sidewalks are encouraged for safety and sustainability purposes in new developments.

- D. Connectivity must be maintained between neighborhoods as essential to quality of life, as well as for safety and convenience.
- E. Address the issue of exterior lighting for public and private development, balancing the need for adequate lighting with the need to avoid excessive lighting on nearby residences.
- F. Provide adequate water supply and pressure.
- G. Buffer neighborhoods from incompatible land uses.
- H. The Town should continue to call for adequate buffer zones between incompatible uses (i.e. between adjoining industrial and residential areas).
- I. Take into account existing land use patterns when designing new zoning regulations.
- J. Promote good design in all future developments.
- K. Require that new developments stay within a scale that is appropriate to Bristol and to surrounding homes.
- L. Strengthen the services and amenities that make Bristol a good place to live.

**Goal 3. To protect the safety and welfare of all residents, new residential development along the waterfront, especially on undeveloped land, should be carefully reviewed and considered for its appropriateness.**

Policies to Implement Goal 3:

- A. Continue participation in the National Flood Insurance Program in order to allow property owners the ability to purchase flood insurance. Any waterfront development should be required to provide public lateral access to the waterfront.
- B. The Town will pursue federal and / or state funds to purchase flood prone properties.
- C. The Town must stress the need to maintain large tracts of open land as still exist.

**Goal 4. Create affordable housing opportunities and diversify the housing stock.**

Policies to Implement Goal 4:

The Town's Affordable Housing Production Plan of 2005 recommends the following affordable housing policies and they are re-affirmed and incorporated in this Plan. The Town of Bristol's affordable housing goals are as follows:

- A.** Create a diversity of housing types that meets the current and future needs of low-moderate income residents, employees, and special needs populations. While Bristol does currently have housing for the elderly, families, single persons, and special needs populations, the majority of housing being built in Bristol is out of the reach of the low-mod populations. The housing gap this causes will continue to grow unless Bristol continues to actively and aggressively pursue the development of affordable housing within the town.
- B.** Meet and surpass the 10% Goal for affordable housing.
- C.** Provide housing opportunities for the Town's special needs populations. Achieve or maintain, whenever possible, at least a few housing units that will provide opportunities to households of one or more of the groups that have been identified as being of particular need in Bristol, with the following targets: Family Housing 394 Units, Elderly Housing 96 Units, Special Needs Housing 73 units. Include careful and creative decisions about how the public purpose of expanded housing opportunity can be combined with other public purposes on any given site.
- D.** Revise the zoning ordinance to promote affordable housing and housing that meets the needs of all Bristol citizens.
- E.** Identify potential locations for affordable housing development.
- F.** Strengthen partnerships and build community support for affordable housing development.
- G.** Identify existing and new resources for affordable housing development.

- H. Encourage public /private partnerships for the creation of affordable housing which will provide additional funding opportunities such as grants.
- I. Ensure the long term affordability of housing.

### *Economic Development and Agriculture*

**Goal 1.** The sustained, viable growth of business to provide for improved standard of living and economic health of Bristol, the pursuit of which should be built upon Bristol Values and Attributes, as follows:

- Fostering a culture of positive community action, collaboration and support;
- Looking for a better future – attitude backed by action – “Getting to Yes!”;
- Developing a vibrant downtown of regional stature;
- Enhancing our reputation of strong historic New England coastal town charm;
- Safeguarding our family and neighbor-oriented commitment;
- Honoring conservancy/stewardship as a given; and,
- Leaving Bristol a better place – ensuring opportunities for future generations through education and workforce development.

Policies to Implement Goal 1:

- A. Leadership and collaboration: making economic development a priority in Town organization and process.
- B. Streamlining regulations, permitting and approvals to encourage business growth.
- C. Expanding development, marketing and advertising initiatives to support core and emergent business growth.

- D. Modernizing Civic Services and Utilities for 21<sup>st</sup> century business requirements.
- E. Improving programs to develop a 21<sup>st</sup> century workforce.
- F. Sustaining agriculture and development aquaculture.

### *Natural, Historical and Cultural Resources*

#### **Goal 1. Protect Bristol’s natural landscape and resources for present and future generations.**

Policies to Implement Goal 1:

- A. Protect Bristol's water, air, soil, plant, and wildlife resources, especially all resources that are identified as being threatened or endangered. Protect and encourage biological diversity. Conserve and manage natural resources in a manner that consistent with the contemporary vision of the town.
- B. Use and update the Bristol Open Space Plan. Create a list of open space resources and access points.
- C. Work to conserve and protect fields and farmlands in Bristol through acquiring development rights, acquisition, easements, or conservation restrictions by the Town or the Bristol Land Trust.
- D. Ensure that future generations have well marked, maintained and enforced public access points to the bays and to fresh water resources.
- E. Increase and maintain the forest cover by 25% by the year 2020.

#### **Goal 2. Continue to protect the historic and cultural resources that link Bristol’s PAST with the vision for Bristol’s FUTURE.**

Policies to Implement Goal 2:

- A. Define, promote and protect elements of each part of Bristol’s cultural heritage including its cultural and historic institutions.
- B. Continue to update and expand the local and National Register of Historic Places and Districts.

- C. Incorporate historic resource protection and planning within the overall community planning and development review process. Identify and protect historic, cultural and natural landscapes, plantings and features within Bristol.
- D. Coordinate the historic preservation and planning policies of the various branches of local and state government.
- E. Monitor the archeological resources in culturally sensitive areas in a manner consistent with state law and with standards of good archaeological practice..

**Goal 3. Protect and foster cultural diversity and reinforce the character defining events, activities, and features within the town. Utilize open space for cultural activities.**

Policies to Implement Goal 3:

- A. Identify and reinforce the cultural aspects that make Bristol a special place to live.
- B. Limit the adverse impact of proposed development upon the cultural resources of the Town.
- C. Support and promote development that protects and enhances the cultural resources of the town, including its cultural institutions.
- D. Tell the Bristol story through installation of interpretative signs throughout town and work on the development of a Bristol Historical or Heritage Trail both on land and on the water. Some signage is in place at the East Bay Bike Path.
- E. Continue to work with Newport Chamber of Commerce and Explore Bristol to publicize and promote tourism in Bristol through, for example, efforts such as the Bristol - Newport Heritage Trail and similar initiatives.

**Goal 4. Educate and motivate the public to encourage involvement and increased awareness of every person’s responsibility to preserve and protect the natural, historical and cultural character of the town.**

Policies to Implement Goal 4:

- A. Regulate growth and development so as to protect natural, historical, and cultural resources for future generations.
- B. Educate the public to the long term value of the natural, cultural, historical resources and their relation to the quality of life.
- C. Commit long term financial resources of the Town to protecting open and natural land for public purposes while ensuring that the long-term costs of maintenance and liability are considered when deciding on public acquisition of lands or land rights.
- D. Monitor the state and federal government’s role in resource protection and insist on improvements where they are needed.
- E. To encourage creative deliberation among interested public and private parties focused on utilizing our natural, historical and cultural resources as engines for economic development.

**Goal 5. Promote environmental education and conservation for children and adults.**

Policies to achieve Goal 5:

- A. Conduct environmental education classes that coincide with existing recreational programs and partnerships with local organizations such as Save Bristol Harbor, Bristol Land Trust, Audubon Society of Rhode Island, and Bristol Recycles.
- B. Install environmental and conservation related signage and kiosks where appropriate to educate the public to ongoing environmentally beneficial projects.
- C. Promote education relating to water quality and protection of water resources recognizing that Bristol is a peninsula that is surrounded by and dependent upon water.
- D. Promote environmental stewardship of land and water resources in school and recreational programs geared towards children.
- E. Promote efforts to increase recycling and educate residents on the importance of recycling and proper recycling methods.

**Goal 6. Promote water quality improvements to bay and other waterways in Bristol.**

Policies to achieve Goal 6:

- A. Incorporate water quality benefits in all developments and reconstruction projects undertaken by the Town.
- B. Monitor development activity in surrounding areas that may impact Bristol's water supply, including but not limited to water resources in Warren, the Swansea, Seekonk, and Scituate reservoir areas.

*Open Space, Conservation and Recreation*

**Goal 1. Maximize the public's ability to gain access to, and enjoy, the waterfront and bay areas that surround the Town.**

Policies to Implement Goal 1:

- A. Acquire additional beach and/or waterfront frontage along Bristol's shoreline.
- B. Improve and maintain public boat launch sites along Bristol Harbor, Narragansett Bay, Mount Hope Bay, and the Kickemuit River, including small areas for kayaks.
- C. Wherever possible, protect or regain the public's ability to view the bays and walk to the water's edge.
- D. Maintain and publicize existing public rights of way and public access points throughout the Town.

**Goal 2. Increase and improve land area reserved for passive recreation, conservation, and open space.**

Policies to Implement Goal 2:

- A. Acquire additional land in appropriate areas for passive recreation and trails (walking, biking, bridle, etc.) to enhance the quality of life of Bristol's increasing population.

- B. Acquire additional land for purely conservation purposes, to be left in its original pristine state and also to protect diminishing ecologically sensitive areas.
- C. Protect areas which provide greenbelts, open space, and relief from development — including Town-owned parks and open space parcels — through various layers of protection, such as conservation easements.
- D. Continue efforts to increase, acquire, and protect existing areas of the Silver Creek Watershed Area.
- E. Dedicate various Town-owned lots for sustainable and organic community gardens for the community’s use. These gardens offer a sense of pride in one’s community, help offset rising food costs, and give the opportunity for residents without yards to connect with the land.

**Goal 3. Create active recreation programs and facilities to serve the full range of Bristol residents.**

Policies to Implement Goal 3:

- A. Ensure accessibility to open space and recreation areas for a diverse segment of the population.
- B. Maintain emphasis upon a variety of imaginative new programs for recreation.
- C. Support recreation’s role as a community activity that brings people together.
- D. Continue to encourage fair and equitable use of Town recreation facilities for all community groups through sensitive scheduling and sharing of facilities.
- E. Acquire additional land for active recreation to enhance the quality of life of Bristol’s increasing population.
- F. Develop additional small neighborhood parks and open spaces in residential areas.

**Goal 4. Plan for recreation and conservation of open space by using a coordinated approach -- to include multiple uses of a site, and diverse forms of ownership, management, and financing.**

#### Policies to Implement Goal 4:

- A. Coordinate public and private recreational opportunities to avoid duplication and to ensure efficient and cost effective use of recreational facilities.
- B. Cooperate and coordinate with the State of Rhode Island, particularly in regard to the future of the state-owned Colt Park and the Veterans' Home property.
- C. Develop recreation complexes rather than single purpose facilities, for example through combining education and recreation, or linking active recreation areas with quiet enjoyment of conservation lands or passive recreation. This would require coordination with the school and recreation departments.
- D. While respecting the privacy of residences, connect recreation areas, neighborhoods, and as many other Town facilities as possible with a system of walkways, hiking trails, bikeways, greenbelts, and bridle trails.
- E. Continue to use the Town budget process to acquire open space parcels and develop recreation facilities within the financial capabilities of the Town, but use funds more effectively, particularly in accommodating the needs and responsibilities of different agencies. Possibilities include, utilizing private, other local, and state agencies, as appropriate to receive and manage contributions designated for the purchase of land, easements, or development rights and to partner with the Town on the acquisition of properties for open space preservation.
- F. Continue to act upon the options for acquiring dedicated open space lands through the Subdivision Rules and Regulations including impact fees.
- G. Explore the potential recreation opportunities resulting from the closure of the Minturn Farm Area Landfill.
- H. Continue to acquire and/or protect land in the area of Mount Hope through local, State and Federal monies, through local and State regulations, and through private foundations and land donations.

- I. Use all available resources to purchase development rights for preservation of the last remaining farms in Bristol.
- J. Consider potential recreational uses for decommissioned downtown school buildings.
- K. Consider the recreation needs of students in future school facility plans.

## *Circulation and Transportation*

### **Goal 1. Increase the ability to travel about town with ease.**

#### Policies to Implement Goal 1

- A. Provide more alternatives for residents to move about within Bristol without using Metacom Avenue or Hope Street.
  - Improve links between neighborhood streets so that short cut use by regional traffic is discouraged.
  - Integrate neighborhoods, services, and recreation areas with bikeways and walkways. (See the Path System described in the Open Space, Conservation and Recreation Element)
  - Continue linkage of Town’s nature trails.
  - Reference the Poppasquash Road Pedestrian and Bicycle Facility report for guidance on connecting Hope Street to the East Bay Bike Path and the Colt State Park Bike Path.
- B. Provide sidewalks or paths in areas where none exist. Encourage sidewalks in new developments that will connect with other sidewalks and trails. Greater focus on sidewalks should be directed to Hope Street, Ferry Road, and Metacom Avenue.
- C. Manage parking, permitted land uses, signs, and traffic speed so as to protect the rights and safety of pedestrians and to encourage more walking.
- D. Require future subdivision roads to link with the overall street system and provide interconnecting links to avoid cul-de-sacs.

**Goal 2. Alleviate congestion caused by regional traffic patterns.**

Policies to Implement Goal 2:

- A.** Encourage modes of transportation that are alternatives to the automobile.
  - Keep options open for rapid and water transit from Bristol to Providence to Newport and light rail from Bristol to Providence to Newport.
  - Consider how commuter bus service or van pools might serve Bristol residents.
  - Work with RIPTA in identifying, establishing and promoting a designated park and ride lot on both Hope St (Route 114) and Metacom (Route 136)
  - Provide safer access to boarding buses at bus stops.
- B.** The recommendations from the Metacom Avenue Corridor Management Plan should be required by the Planning Board in addressing development on or near Metacom Avenue.
- C.** Reduce and/or eliminate the curb cuts along regional street systems. Only consider new curb cuts if there is no other way to access a property.
- D.** Examine the feasibility of providing for most neighborhoods the option of accessing Route 114 or Route 136 via an existing signalized intersection.
- E.** Avoid regional traffic solutions, such as a bypass, that would benefit only regional travelers while hurting impacted neighborhoods and local businesses.
- F.** Minimize air pollution and surface water runoff pollution by encouraging alternative forms of transit to the gas powered automobile.
- G.** Coordinate all circulation plans with RIDOT on state roads.
- H.** Collaborate with other towns (Warren and Barrington) to examine more efficient alternatives for transportation between the towns.

**Goal 3. Support economic development through a well-planned transportation system.**

Policies to Implement Goal 3:

- A. Maintain adequate traffic flows through commercial areas so as to support the local economic base. Include wayfinding to encourage people to park their vehicles and walk to destinations.
- B. Improve the quality of roads and/or transit systems to commercial and industrial areas.
- C. The installation of bicycle racks strategically placed throughout the Town will promote alternative transportation and create an invitation for visitors from the bike path to stay longer in town, therefore promoting area businesses.
- D. Explore means to provide additional parking in the downtown to support economic development while protecting the areas character.
- E. Study the possibility to expand alternate trolley service that could include an agreement with Roger Williams University to utilize their shuttle service.

**Goal 4. Maintain a high quality transportation system.**

Policies to Implement Goal 4:

- A. Continue with an annual pavement management program as recently adopted.
- B. All roads should be built only in accordance with the standards of a public road.
- C. Maintain and improve the Town's roadways and drainage.
- D. Continue to work with RIPTA to determine how its transit program might be altered to better support this plan.
- E. Work with RIPTA in identifying placement of bus shelters along the RIPTA bus route. Utilize to the fullest the financial incentives provided by RIPTA to construct shelters, as needed.

**Goal 5. Provide adequate parking facilities for auto users without losing key elements of the town’s character.**

Policies to Implement Goal 5:

- F. Discourage demolition of historic and other buildings important to Town’s character for the purposes of providing parking lots.
- G. Work with the private sector to provide parking facilities.
- H. Explore the creation of parking areas for regional transit facilities.
- I. Continue to set high standards for design of parking facilities including landscaping, buffering, handicapped accessibility, pedestrian walkways, and lighting.
- J. Protect the environment from parking area stormwater runoff.
- K. Improve signage to direct the public to designated public parking areas, in addition to providing clear and concise signage as to rules governing regulations related to a given parking area.

*Services and Facilities*

**Goal 1. Continually seek to strengthen the quality of the Bristol/Warren School System’s facilities in order to smooth the progress of teaching and programming.**

Policies to Implement Goal 1:

- A. Continually review and seek to improve teaching and program quality through appropriate coordination of all levels of government.

**Goal 2. Provide Bristol with sufficient water to meet projected growth.**

Policies to Implement Goal 2:

- A. Protect current water sources from further deterioration.

- B. Promptly implement the program to upgrade the water delivery system to include new pipes and looping to improve circulation and pressure.
- C. Increase efforts to conserve water at all levels of use.
- D. Ensure that Bristol maintains into the future its options to use surface reservoirs.
- E. The costs and benefits of future supply systems should be evaluated carefully by the town.
- F. Implement strong effective measures to improve the management structure and administration of the BCWA.
- G. Maintain the current minimum 10,000 square foot lot size in most undeveloped areas that are sewered and 2 acres on Poppasquash, which is lacking public water and sewer. While smaller lots can be developed with suitable wastewater treatment, Poppasquash is vulnerable to well-water drawdown and intrusion of salt or brackish water into the aquifer that feed the wells. A combination of lack of sewer facilities and endangerment of the underground water resources require strong consideration for two-acre zoning. Consider rezoning other vacant areas with no public water and sewer to two-acre minimum lot size. Maintain conservation development initiatives.

**Goal 3. Manage growth so as not to overtax the sewer system.**

Policies to Implement Goal 3:

- A. Plan for growth in areas that are, or can be, served by the sewer system.
- B. Direct growth away from areas that have no sewers and lie over or near critical environmental resources.
- C. Reduce the amount of stormwater infiltration into the sewer system during significant storm events.
- D. Revisit the Wastewater Facilities Plan of 2000 and determine effectiveness of the implementation and additional projects that may need to be addressed.
- E. Continue to upgrade and improve the current sewer system.

**Goal 4. Maintain a favorable tax base.**

Policies to Implement Goal 4:

- A. Encourage balanced growth.
- B. Manage growth in concert with the fiscal capacities of the community.

**Goal 5. Maintain public infrastructure and services at a high level of excellence.**

Policies to Implement Goal 5:

- A. Measure and monitor the quality of services so as to maintain high quality.
- B. Plan for changing service requirements as demographics and economics change.
- C. Continue to update and fund the five-year Capital Improvement Plan (CIP) for the Town's infrastructure and ensure adequate funding for Town services.
- D. Continue the road and drainage maintenance program. Continue to implement and utilize a GIS database for management of pavement and sidewalk maintenance.

**Goal 6. Plan for and provide adequate services and facilities for emergency situations.**

Policies to Implement Goal 6:

- A. Maintain the high quality of Bristol's emergency services and facilities.
- B. Continue to update hazard mitigation plans which will result in fewer storm related impacts and losses to life and property.
- C. Maintain emergency sheltering in locations outside of floodplain.

**Goal 7. Continually improve the efficiency of government while working to achieve excellent and equitable services.**

#### Policies to Implement Goal 7:

- A. Seek ways to cooperate with the private sector to maintain and improve facilities and services.
- B. Seek new, more efficient ways of including volunteers in the operation of Town government.
- C. Continue and step up efforts to increase public awareness of the role of citizens in keeping Bristol clean.
- D. Continue to utilize compost facility and use landscape maintenance specialists to assist the Department of Public Works crews.

**Goal 8. Continually improve the Town’s recycling program to ensure that Bristol will meet the Rhode Island goal of a 35% recycling rate and a 50% solid waste diversion rate.**

#### Policies to support Goal 8

- A. Continue the education and outreach programs to increase awareness of the benefits and the ease of single-stream of recycling and composting programs.
- B. Consider programs to further encourage higher recycling and composting rates such as Pay-as-You-Throw and a regulation that requires a resident to put out a recycling bin in order to have his/her trash collected.
- C. Monitor the participation rate for multi-family and commercial buildings waste and ensure that the collection rates are incorporated into the state’s reported recycling and waste diversion rates.
- D. Continue to provide residents with a hazardous waste center for disposing computers and other items that can be recycled at the landfill.

**Goal 9. Assess energy usage in municipal buildings and facilities and plan for increasing the energy efficiency and foster the increase in use of renewable energy in both municipal led public buildings and private buildings.**

#### Policies to support Goal 9

- A. Continue to examine ways to ease the ability of residents to access renewable energy.
- B. Keep current as new and better technologies become available for renewable and energy efficiency.
- C. Promote new programs as they become available, partnering with the State Office of Energy Resources to market and advertise the programs to the broadest possible audience.
- D. Continue to monitor and update as needed town service equipment, vehicles, and buildings. As upgrades are required, look to energy efficient replacements.

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# 2. Snapshot of Bristol

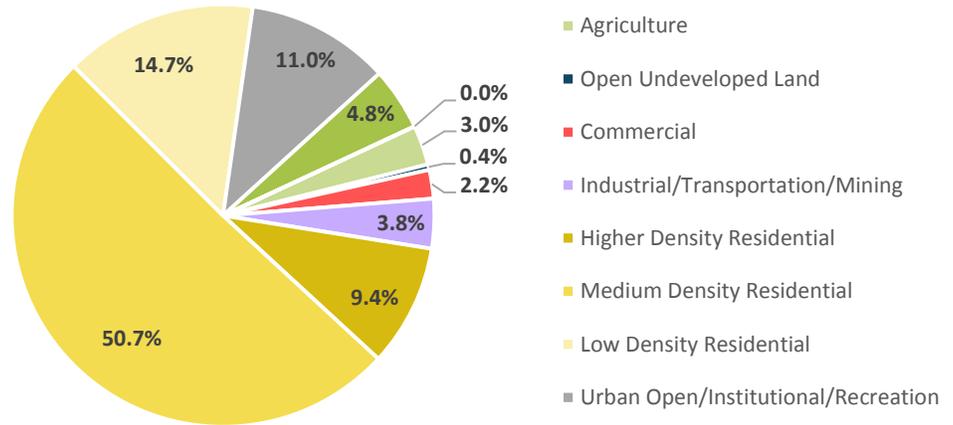
## Introduction

The Town of Bristol is located on a peninsula in Narragansett Bay in the East Bay Region of Rhode Island. The Town has a total land area of approximately 10 square miles. The Town, founded in 1680, is rich in history and culture; and, is home to the Nation's oldest continuous 4th of July Parade.

## Existing Land Use

Bristol has a diverse yet predominantly residential land use pattern. Nearly 75% of Bristol's land is used for residential purposes, among which more than 50% of the total is classified as medium density residential with lot sizes ranging from a quarter to 2 acres; almost 15% is occupied by low density residential with lots larger than 2 acres; and 9.4% for high density residential with lots smaller than a quarter acre (see Figure 2.1).

**Figure 2.1: Existing Land Use in Bristol, RI**



Source: Town of Bristol GIS data

More than 10% of Bristol’s land is used for open space, recreation, and other institutional uses. An additional 4.8% is considered as natural undisturbed land, with another 0.4% classified as open undeveloped land. Commercial and industrial uses account for 2.2% and 3.8% of Bristol respectively, while agricultural land taking up another 3% of Bristol.

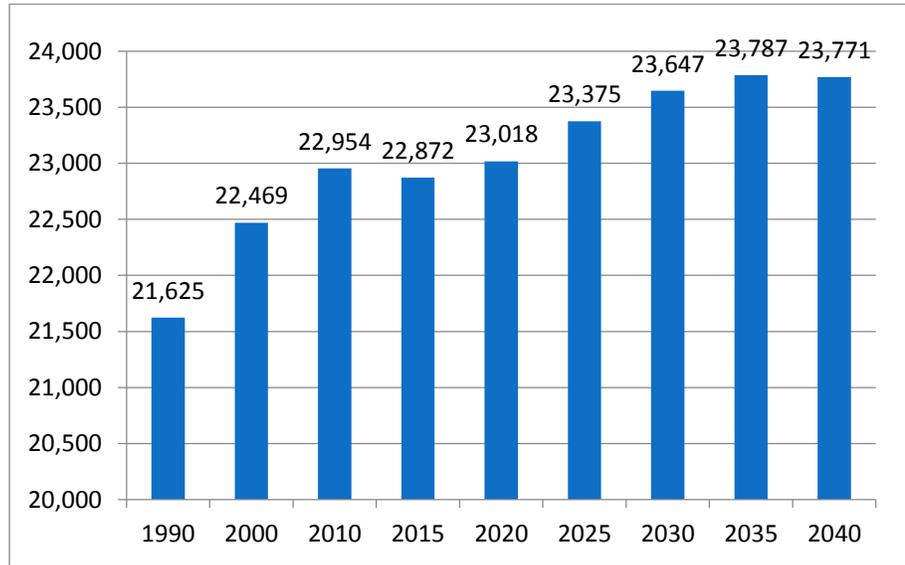
## Demographic Profile and Projections

Several demographic trends, such as population growth, age distribution, household characteristics, etc., will influence the need for various types of housing in Bristol.

### Population Growth

According to the US Census, Bristol’s total population was 22,954 in 2010, representing a 2.1% percent increase from 22,469 in year 2000 and a 6.1% increase from 21,625 in 1990. Yet the population growth rate in Bristol will likely to slow down as the 2012 ACS 5-Year estimates a total population of 22,792 in the Town of Bristol. In addition, population projection data provided by the Rhode Island Statewide Planning Program indicates that Bristol’s population will keep growing but at a much slower rate compared to the past two decades (see Figure 2.2). Bristol is projected to have a total population of 23,771 by Year 2040, representing a 3.6% growth rate over the next two and half decades.

**Figure 2.2: Historic and Projected Population Growth in Bristol, RI**

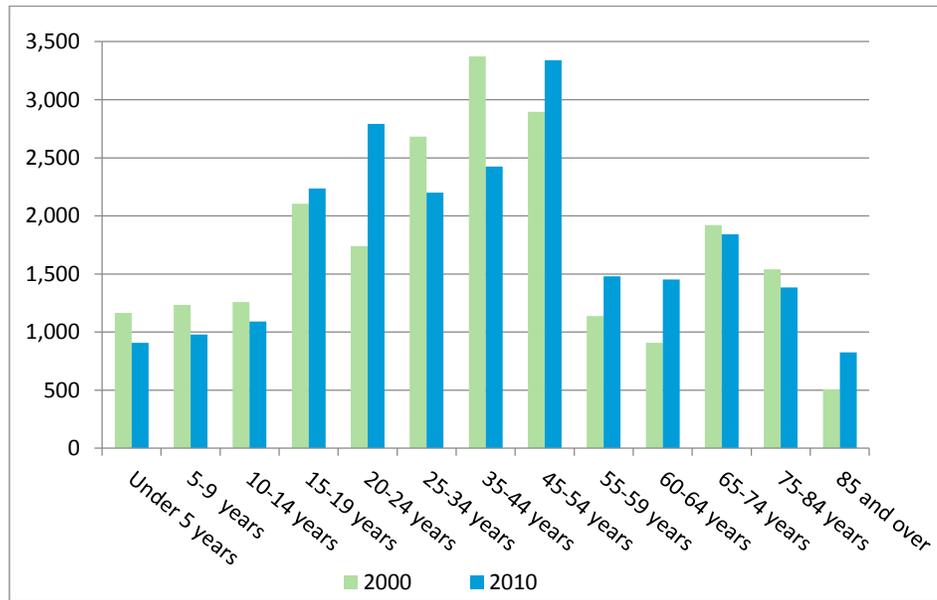


Source: US Census, Rhode Island Statewide Planning Program Population Projection

### Population Age Distribution

Figure 2.3 shows the change of age distribution of Bristol’s population from 2000 to 2010. Bristol experienced a 18.6% decrease in the number of children under 14 years old from 2000 to 2010, yet the number of teenage and young adults between 15 to 24 years old increased, particularly those between 20 to 24 years old which increased by 37.7%. In addition, the number of adults age 25 to 44 who are either entering the workforce or forming and raising their own families in Bristol declined significantly by 23.6% or 1,431 persons from 2000 to 2010, yet the number of people age between 45 and 54 increased by 13.3%. Similar to national trends, Bristol also experienced an increase in its elderly population. Overall the population age 55 to 64 increased by 30.2% between 2000 and 2010. Although population in the 65-84 age cohorts decreased slightly, Bristol has seen a growing population of age 85 and over during 2000 to 2010 (see Figure 2.3). However, as the Baby Boom generation continues to age, future trends are likely to show an increase in the number of people older than 65 years of age.

**Figure 2.3: Distribution of Age, Bristol, RI**



Source: US Census 2000 and 2010

### Household Characteristics

From 2000 to 2010, Bristol’s total household grew by 197 households or 2.3%. Other indicators that experienced growth included nonfamily households, increased by 886 or 15.4%; nonfamily households with householder living alone, increased by 297 or 11.9%; and nonfamily single person household with householder age 65 and over, increased by 113 or 10.3%. There are 290 fewer family households in Bristol from 2000 to 2010 or a 5.4% decrease. In addition, both the average household size and the average family size declined slightly, indicating an overall smaller household size of Bristol’s households (see Table 2.1), which also mirrors national trends.

**Table 2.1: Household Characteristics in Bristol, RI**

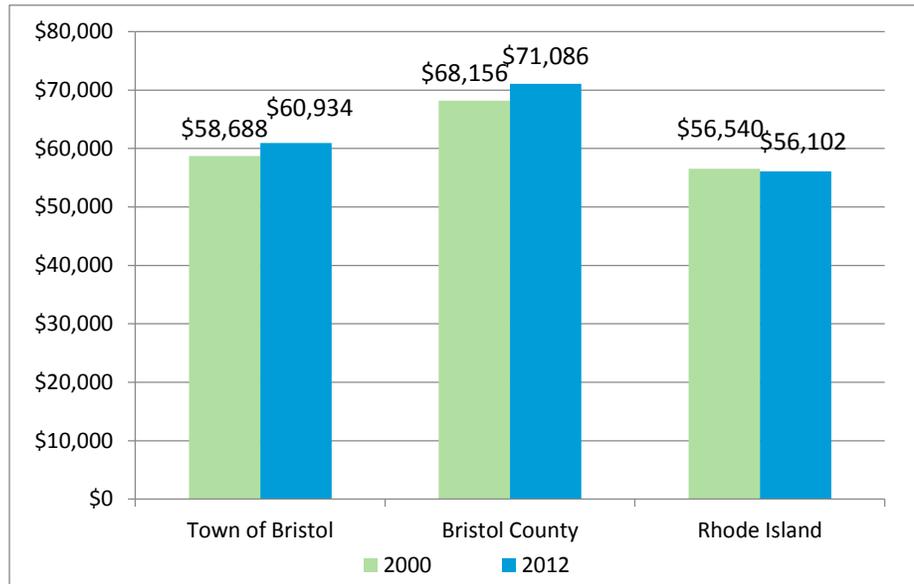
	2000	2010	Percent Change
			2000-2010
Total Households	8,314	8,511	2.3%
Family Households	5,650	5,361	-5.4%
Married Couple Family	4,554	4,275	-6.5%
with own Children <18	1,812	1,942	6.7%
Female Householder, no Husband	837	802	-4.4%
with own Children <18	431	387	-11.4%
Nonfamily Households	2,664	3,150	15.4%
Householder Living Alone	2,189	2,486	11.9%
Householder 65+	988	1,101	10.3%
Average Household Size	2.45	2.35	-4.3%
Average Family Size	2.99	2.92	-2.4%

Source: US Census 2000 and 2010

### *Income Distribution*

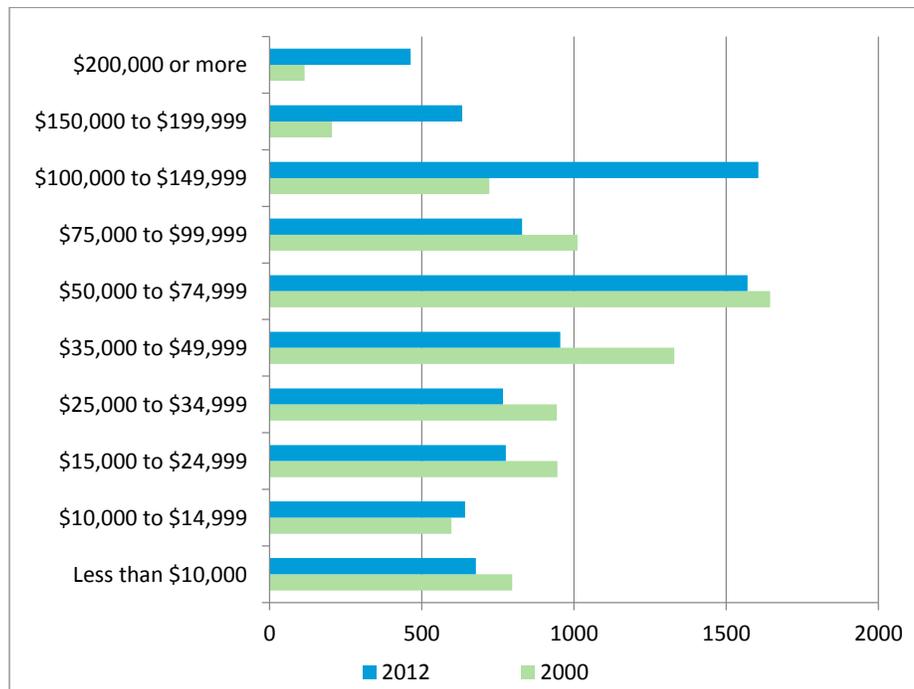
The median household income in 2012 was \$60,934, representing an increase of 39.5% from the 2000 median income \$58,688 (adjusted to inflation). When compared to the county and state, Bristol’s median household income in 2012 was \$4,832 higher than the state but \$10,152 lower than Bristol County (see Figure 2.4). Between 2000 and 2012, there were general decreases in the numbers of households in several income categories ranging from less than \$10,000 to less than \$99,999, except for a small increase in the number of households earning between \$10,000 and \$14,999. However the number of households earning more than \$100,000 increased significantly from 2000 to 2012 (see Figure 2.5).

**Figure 2.4: Median Household Income in 2000 and 2012 (adjusted for inflation)**



Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

**Figure 2.5: Households Income Distribution, Bristol, RI**



Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

Despite the overall increasing household wealth, there still remains a population living in Bristol with very limited financial means. Of the 8,921 households in Bristol in 2012, 678 or 7.6% had income of less than \$10,000 and 1,418 or 15.9% of all the households had incomes between \$10,000 and \$24,999, representing extremely low-income levels at or below 30% of area median income. An additional 767 households had income within or around what public agencies would define as very low income of 50% of area median income based on 2012 levels (see Table 2.2). The total number of households within these lower income categories was 2,863 or 32.1% of all Bristol households, a significant amount that will affect the general housing needs.

**Table 2.2: Percentage of Households Income Distribution, Bristol, RI**

	2000		2012	
Total Number of Households	8311		8,921	
Less than \$10,000	797	9.60%	678	7.6%
\$10,000 to \$14,999	597	7.2%	642	7.2%
\$15,000 to \$24,999	946	11.4%	776	8.7%
\$25,000 to \$34,999	944	11.4%	767	8.6%
\$35,000 to \$49,999	1,329	16%	955	10.7%
\$50,000 to \$74,999	1,644	19.8%	1,570	17.6%
\$75,000 to \$99,999	1,012	12.2%	830	9.3%
\$100,000 to \$149,999	722	8.7%	1,606	18.0%
\$150,000 to \$199,999	205	2.5%	633	7.1%
\$200,000 or more	115	1.4%	464	5.2%

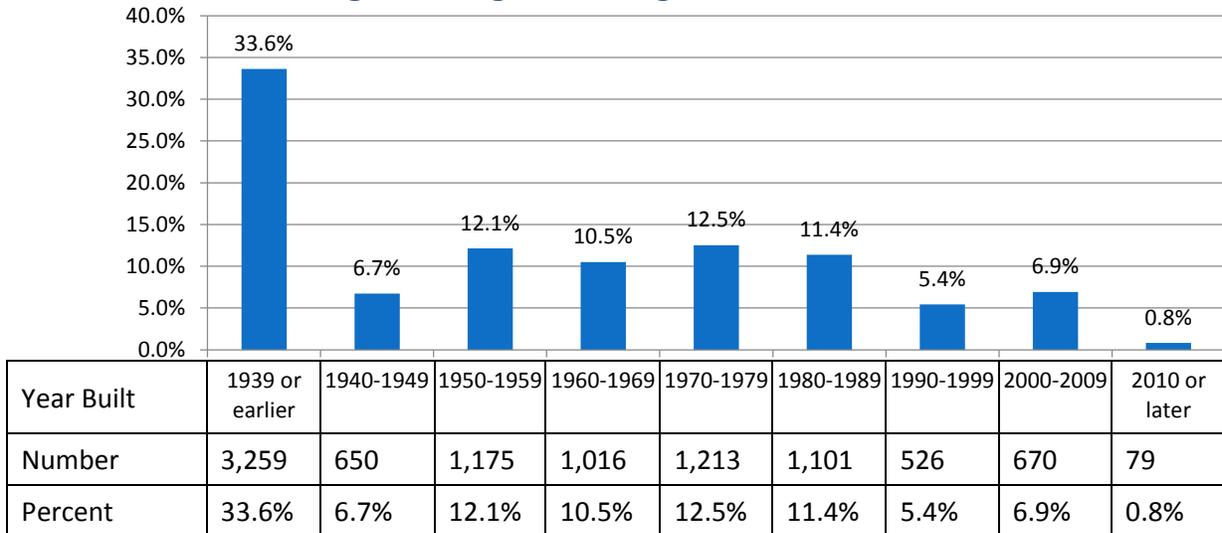
*Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates*

## Housing Profile

### Age and Condition of Housing Stock

Information on the age of the Town’s housing stock is presented in Figure 2.6. According to the 2012 ACS 5-Year Estimates, the Town of Bristol has a total of 9,625 housing units. The Town’s housing stock is relatively aged with approximately 34% or 3,259 of all the housing units in Bristol built before 1939. Another 24.1% of the housing stock was constructed during the past 30 years, among which only 7.2% or 685 units were added during the past 15 years or so.

**Figure 2.6: Age of Housing Stock in Bristol, RI**



Source: American Community Survey 2008-2012 5-Year Estimates

### Housing Stock by Type

Table 2.3 compared the change in the number of different types of housing units in Bristol from 2000 to 2012. Single family detached housing comprises the majority, 62.1%, of the Town’s housing inventory, while the second largest share is multi-family housing with two to four units per structure. From 2000 to 2012, Bristol’s housing stock grew by 10.6%. Multi-family housing with three and more unit per structures, particularly ten or more unit structures, appear to be the fastest growing segment. Single family detached units also increased by 13% or 687 units. In contrast, single family attached units and two family housing decreased by nearly 29% and 9% respectively due to the significant increases in other housing types.

**Table 2.3: Types of Housing Units in Bristol, RI, 2000 and 2012 ACS 5-Year Estimates**

Type of Structure	2000 Units	2008-2012 Est		% Change 2000-2012
		Number	Percent	
Single-family (detached)	5,293	5,980	62.1%	13.0%
Single-family (attached)	361	257	2.7%	-28.8%
Two-family Units	1,175	1,074	11.2%	-8.6%
Three or four units	987	1,138	11.8%	15.3%
Five to nine units	476	597	6.2%	25.4%
Ten of more units	408	579	6.0%	41.9%
Mobile Home	5	0	0.0%	-100.0%
<b>Total Units</b>	<b>8,705</b>	<b>9,625</b>	<b>100.0%</b>	<b>10.6%</b>

*Source: American Community Survey 2008-2012 5-Year Estimates*

### *Housing Occupancy and Ownership*

Housing vacancy rate indicates the availability of housing units in a community. In general a vacancy rate of 5.0% is considered ideal because it allows the population to move more freely in the marketplace. A vacancy rate below 5.0% indicates that there is a demand for additional housing. A vacancy rate greater than 5.0% may indicate that a community has a problem with underutilization, has an overabundance of rundown and disinvested properties, or lacks an effective redevelopment/reinvestment policy. High vacancy rates can also be the result of economic weakness at state, regional or national level.

**Table 2.4: Housing Occupancy in Bristol, RI, 2000 and 2012 ACS 5-Year Estimates**

Category	2000		2008-2012	
	Number	Percentage of Total	Number	Percentage of Total
Occupied Units	8,314	95.5%	8,921	92.7%
Owner-occupied	5,490	63.1%	6,036	62.7%
Renter-occupied	2,842	32.6%	2,885	30.0%
Vacant Units	391	4.5%	704	7.3%
Seasonal, Recreational or Occasional	130	1.5%	268	2.8%
Total Units	8,705	100%	9,625	100%

*Source: American Community Survey 2008-2012 5-Year Estimates*

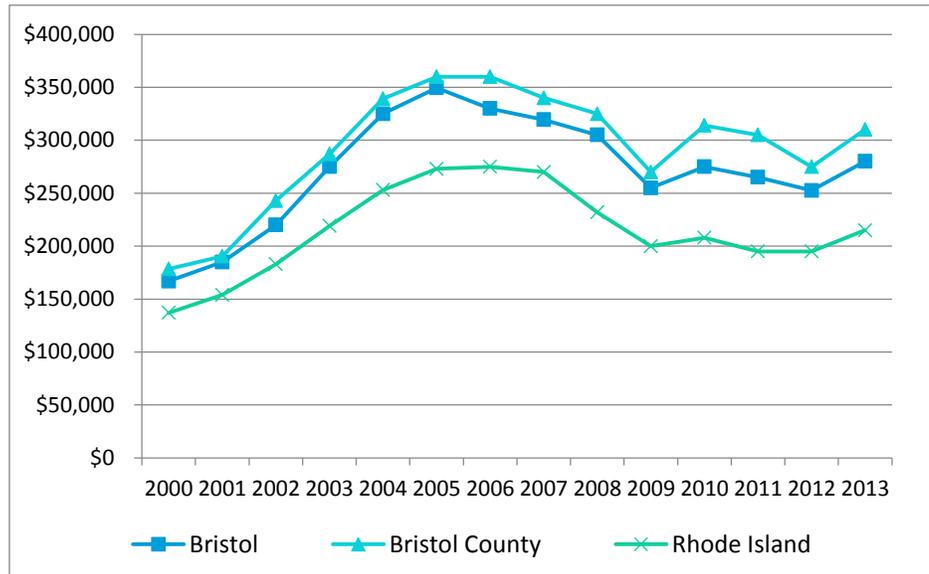
The overall occupancy rate of housing units in Bristol has declined by 2.8% since 2000, indicating an increasing number of vacant units in the town. Within the occupied housing units, the percentage of owner-occupied units has decreased slightly from 63.1% in 2000 to 62.7% in 2012 while that of the renter-occupied units decreased by 2.6% from 32.6% to 30%.

### *Housing Cost (ownership and rental)*

#### *Cost of Homeownership Units*

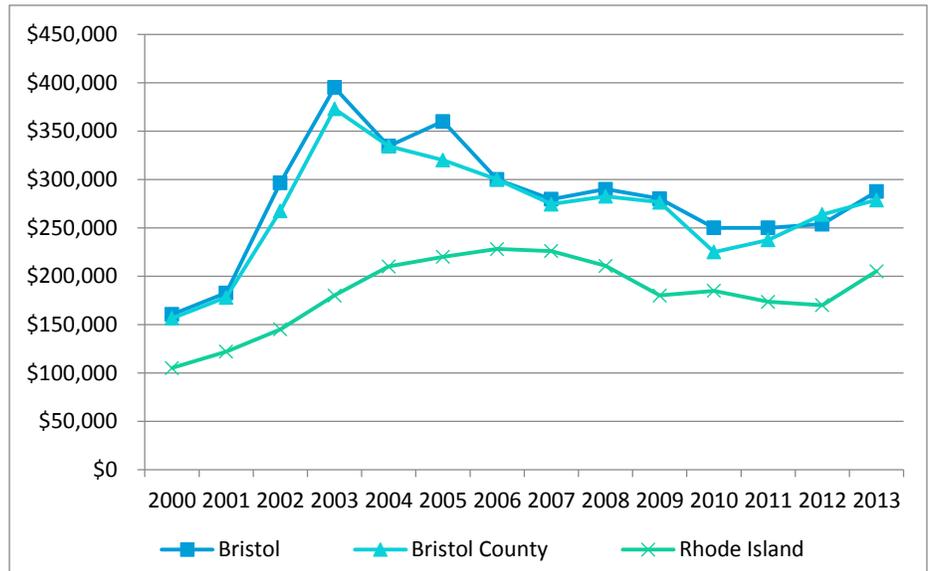
According to The Warren Group, the median sales price for single family houses sold in Bristol during 2012 was \$252,500 or 51.3 % increase compared to \$166,900 in 2000, and increased to \$280,000 in 2013. In addition, the median sale price for condominiums sold in Bristol in 2012 was \$253,750 or a 58.1% increase from \$160,450 in 2000. Similar to single family housing, the median sales price for condo increased significantly to \$287,450 in 2013. Overall in comparing Bristol to the county and state averages in 2012, Bristol’s single family housing price is slightly lower than the Bristol County average but much higher than the state average (see Figure 2.7). However Bristol is almost consistently having a higher median sales price for condo units compared to the county and state average (see Figure 2.8).

**Figure 2.7: Median Sales Price for Single Family, Bristol, County and State**



Source: The Warren Group Town Stats

**Figure 2.8: Median Sales Price for Condo, Bristol, County and State**



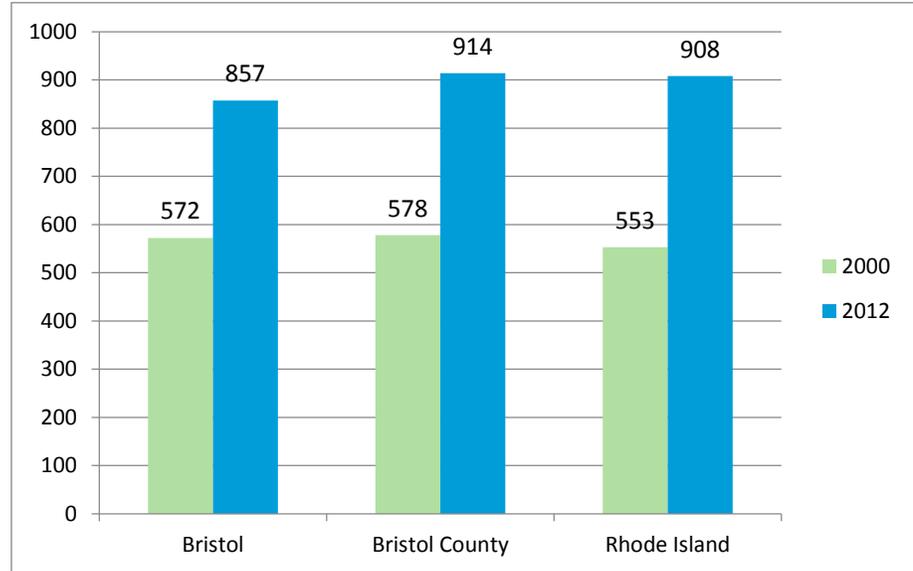
Source: The Warren Group Town Stats

*Cost of Rental Housing*

In 2000, the median gross rent in Bristol was \$572 per month which was slightly less than Bristol County’s \$578 but more than the state median gross rent of \$553. In 2012, median gross rent in Bristol was \$857 per month, which was lower than Bristol County at \$914 and the state at \$908. In comparison, Bristol experienced a gross rent growth

rate of 49.8% from 2000 to 2012, which was lower than the county rate of 58.1% and the state rate of 64.2% (see Figure 2.9).

**Figure 2.9: Median Gross Rent, Bristol, County and State**



Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

### *Housing Affordability Indices*

The definition of affordability considers both the price of the housing unit and the income of the household living in it. It should be noted that the term “affordable housing” is relative, since it depends on the income of the household. Affordable housing is not the same thing as subsidized housing for persons of low and/or moderate income, although subsidized housing is one type of affordable housing.

The U.S. Department of Housing and Urban Development (HUD) defines affordability as a household spending no more than 30% of its annual income on housing. Families who pay more than 30% of their income for housing are considered to be cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. This federal definition of affordable housing has become the generally accepted standard. A guideline used by banks when evaluating home mortgage applications is that monthly payments should not exceed 30-33% of household income.

The 2012 ACS estimated that approximately 38.2% of Bristol homeowners spent 30% or more of their household income on

housing costs, which was twice as much as that of year 2000. Similarly, 54.2% of all renters spent more than 30% of their household income on housing costs in 2012, which increased by 20% since 2000. In addition, 25.4% of homeowners spent between 20% - 30% of household income on housing costs in 2012 compared to 18.7% for renters. Another 36.4% of homeowners spent less than 20% compared to 27.1% for renters. These numbers indicate high and increasing housing costs burdens, especially when compared to 2000 housing cost data. See Table 2.5 below for more details.

**Table 2.5: Housing Cost as a Percentage of Household Income, Bristol, RI**

	Homeowner				Renter			
	2000	%	2012	%	2000	%	2012	%
Less than 20 percent	2,157	46.1 %	2,180	36.4 %	993	35.1 %	734	27.1 %
20 to 29 percent	1,133	24.3 %	1,525	25.4 %	590	20.8 %	508	18.7 %
30 percent or more	1,358	19.0 %	2,290	38.2 %	965	34.2 %	1,467	54.2 %

Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

Note: some percentages do not total 100% due to “not computed” data in US Census.

## Economic and Labor Profile

### Labor Force and Employment

According to the ACS 2012 5-Year Estimates, there were a total of 19,605 people in the Town of Bristol aged 16 years and over, among whom 12,372 or 63.1% were in labor force. About 11,345 of the 12,275 people who were in civilian labor force were employed, representing a 60.6% employment rate among all people age 16 and over in 2012. The 2000 labor force data indicates that Bristol had a smaller population 16 years and over, yet the percentage of this population within the labor force was higher, at about 63.6% in 2000. In addition, the employment rate among civilian labor force was 95.3% in 2000, which is higher than that of 2012 (see Table 2.6).

**Table 2.6: Labor Force and Employment, Bristol, RI**

	2000		2012	
	Number	Percent	Number	Percent
Population 16 years and over	18,540	100%	19,605	100%
In labor force	11,785	63.6%	12,372	63.1%
Civilian labor force	11,777	63.5%	12,275	62.6%
Employed	11,229	60.6%	11,345	57.9%
Unemployed	548	3%	930	4.7%
Not in labor force	6,755	36.4%	7,233	36.9%

Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

In terms of occupation, in 2012 about 40% of all workers in Bristol were in management, business, science and arts occupations; 24.5% were in sales and office occupations while 19.1% were in service occupations. There were approximately 1,007 workers or 9% of the total in occupations such as production, transportation, and material moving, and another 864 workers (7.6%) occupations such as natural resources, construction and maintenance (see Figure 2.10).

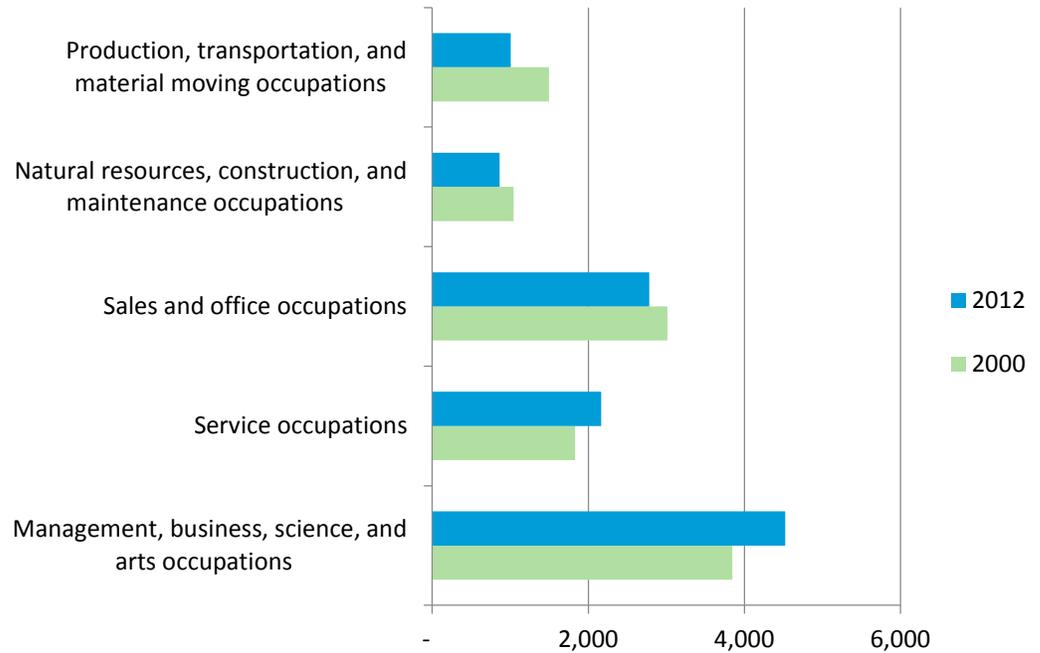
**Figure 2.10: Occupation of Bristol Workers in 2012**



Source: American Community Survey 2008-2012 5-Year Estimates

When compared to 2000 data, it is clear that from 2000 to 2012 there were fewer workers in occupations such as production, construction and sales, etc. Instead the number of workers in occupations such as service, management, business, etc. increased significantly in Bristol, as manufacturing declined and service-related industries grew across the Town and region (see Figure 2.11).

**Figure 2.11: Change of Occupation in Bristol**



Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

The 2012 ACS 5-Year Estimates data regarding educational attainment for Bristol’s workforce further reveals that 84% of adults in Bristol over age 25 graduated from high school, which represents a lower percentage compared to the county and state average. In addition, 32.9% of people over 25 years old in Bristol had a bachelor’s degree or higher, which is 2.1% higher than the state level but 9.3% lower than the county level (see Table 2.7).

**Table 2.7: Education Attainment of Population 25+ in Bristol**

	Bristol	Bristol County	RI State
High School Graduate or Higher	84.0%	88.6%	84.8%
Bachelor's Degree or Higher	32.9%	42.2%	30.8%

*Source: American Community Survey 2008-2012 5-Year Estimates*

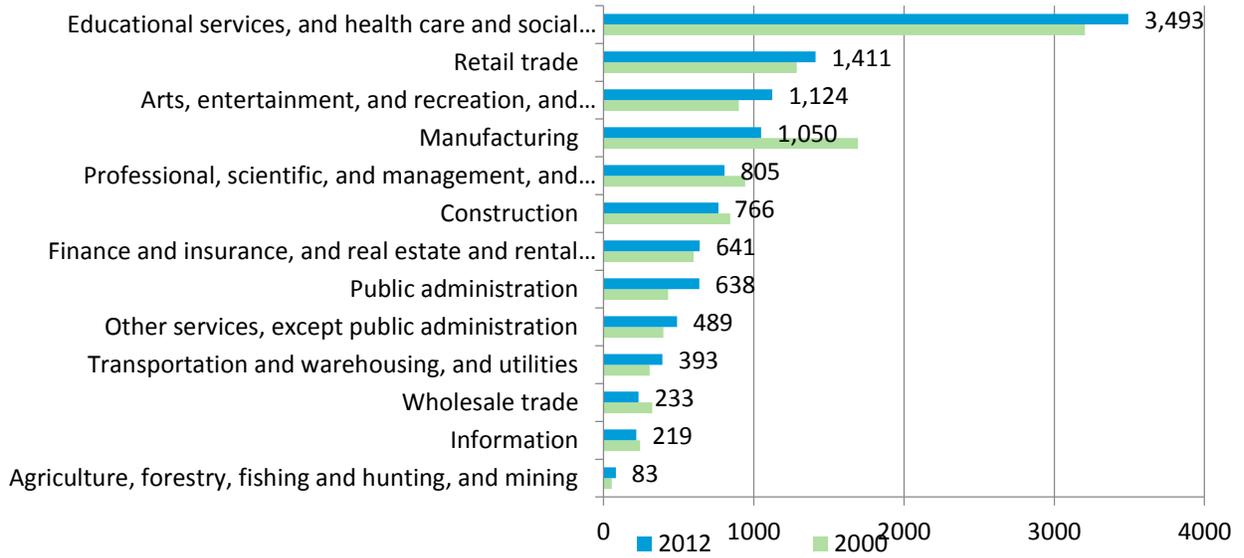
### *Key Industries in Bristol*

Based on information from the 2012 American Community Survey 5-Year Estimates and 2000 US Census, the highest-employing industries in Bristol are as follows and are shown in Figure 2.12 and Table 2.8:

- Educational services and health care and social assistance
- Retail trade
- Arts, entertainment, and recreation, and accommodation and food services
- Manufacturing

Except manufacturing, employment in most major industries has grown more than others over the past decade. Fewer jobs are available today in manufacturing, construction, and wholesale. Most notably, manufacturing commanded close to 1,700 jobs in 2000 but only 1,050 jobs by 2012 – a 62% decrease. There were also decreases in employment in professional, management, and information industries. Jobs in these types of industries usually require higher education levels and more skill training.

**Figure 2.12: Growth in Employment by Industry in Bristol, 2000-2012**



Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates

**Table 2.8: Employment by Industry in Bristol, 2000-2012**

	2000		2012	
	Number	Percent	Number	Percent
Civilian employed population 16 years and over	11229	100%	11,345	100%
Agriculture, forestry, fishing and hunting, and mining	54	0.5%	83	0.7%
Construction	844	7.5%	766	6.8%
Manufacturing	1,693	15.1%	1,050	9.3%
Wholesale trade	325	2.9%	233	2.1%
Retail trade	1,286	11.5%	1,411	12.4%
Transportation and warehousing, and utilities	307	2.7%	393	3.5%
Information	243	2.2%	219	1.9%
Finance and insurance, and real estate and rental and leasing	600	5.3%	641	5.7%
Professional, scientific, and management, and administrative and waste management services	943	8.4%	805	7.1%
Educational services, and health care and social assistance	3,205	28.5%	3,493	30.8%
Arts, entertainment, and recreation, and accommodation and food services	901	8.0%	1,124	9.9%
Other services, except public administration	398	3.5%	489	4.3%
Public administration	430	3.8%	638	5.6%

*Source: US Census 2000 and American Community Survey 2008-2012 5-Year Estimates*



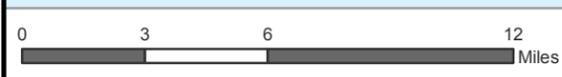
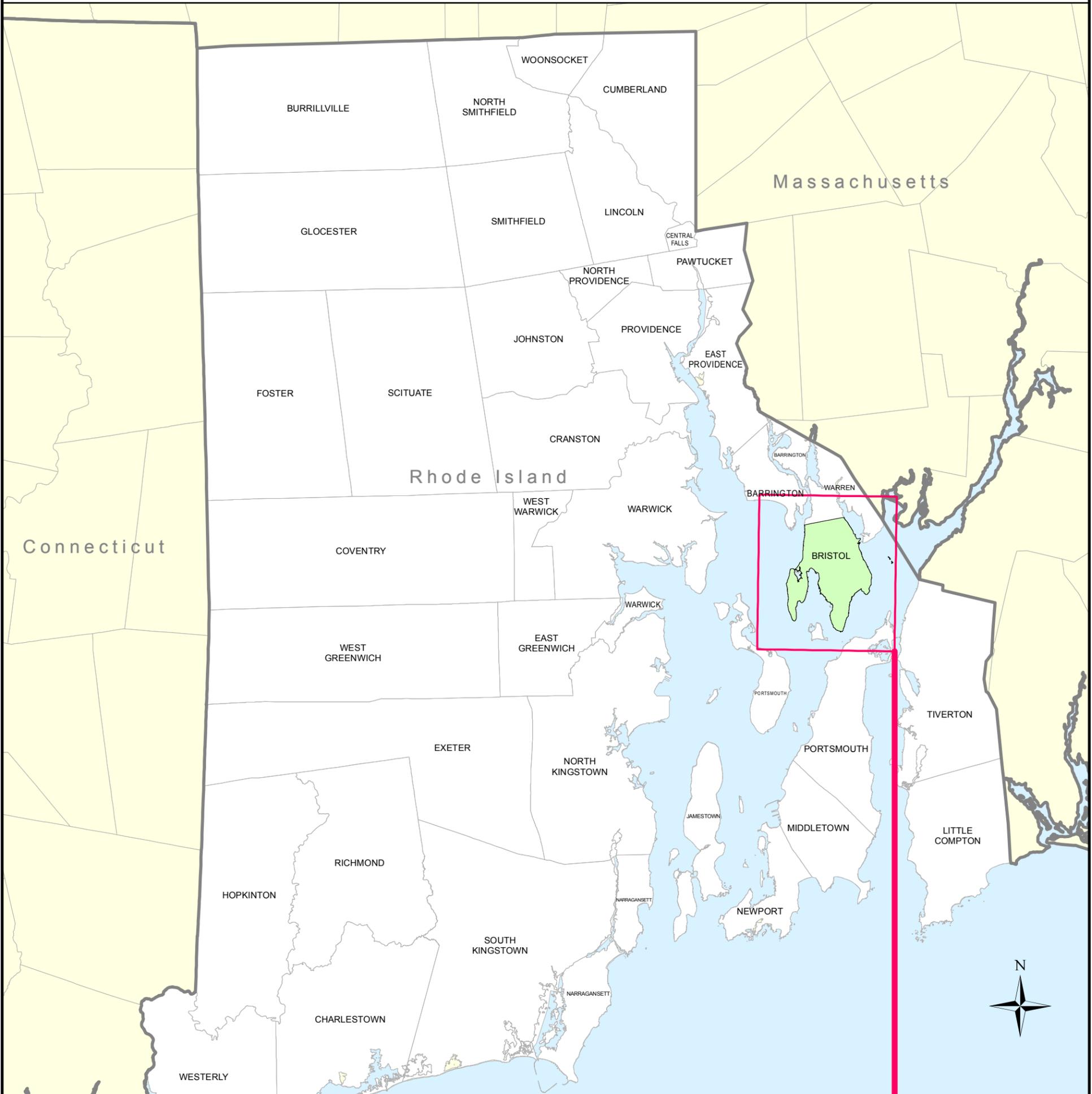


# Town of Bristol

## Rhode Island

### Comprehensive Plan, 2016

# LOCUS MAP

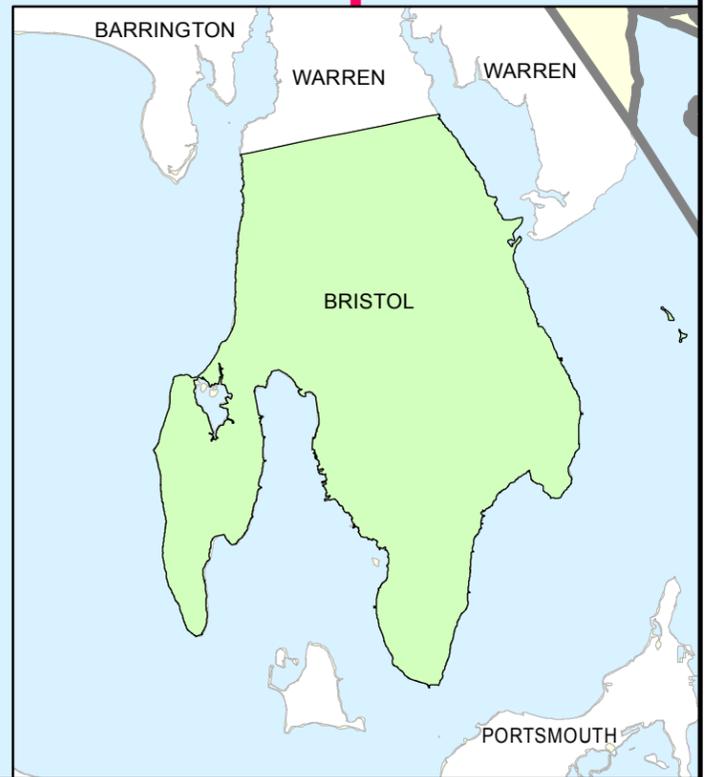


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# 3. Land Use

## Introduction and Background

Bristol is a community with character and historic heritage that is recognized and valued by its residents. Through a firm community commitment to environmental quality and historic preservation, the Town has preserved and protected its historic character and sensitive natural lands. The great sense of community, scenic beauty, and livable downtown area are part of what makes up the character of the community, conveys a “small town feeling,” and, are the most highly valued features of the Town. Most of the residents are very satisfied with the quality of life in the Town and feel that the quality of life is staying the same or getting better, according to the resident survey conducted as part of the 2008 comprehensive planning process.



*Bristol blooms*



Downtown is the cultural center, pedestrian oriented and can be seen from the waterfront. Bristol is very fortunate to have a pedestrian

oriented downtown with the Post Office, Library and Town Hall all located in the downtown and within very close proximity.



*Downtown sidewalk*

The Town library, located on Hope Street next to the Post Office, has been renovated and expanded into a state of the art fully ADA compliant facility. The Town has a strong commitment to keeping the government offices in the downtown as an anchor to the other downtown uses.

There are also two grade school buildings, Colt and Andrews, located within the downtown which have undergone major additions and renovations. The School Committee decommissioned the Byfield and Reynolds Schools and the Town is now leasing space in these two former schools as a way to raise revenue to help with the maintenance of the buildings and as an affordable alternative to assist startup businesses. The Walley School was decommissioned earlier and has not been put back into active use; however, the Town has studied the re-use potential and has a plan that was created by the Roger Williams University Community Partnerships Center for using the building as a community arts center.

The Town also has been committed to keeping residential uses in the downtown. The Stone Harbor Condominiums, which redeveloped the former Premier Thread waterfront mill buildings into 82 residential units, was completed in 2008. The Stone Harbour project included construction of a segment of the Town's Downtown Harbor

Boardwalk from Independence Park to the Thames Street Landing property. There are currently plans in the review process for converting the Robin Rug waterfront mill into a mixed use development with residential uses on the upper floors and with parking and commercial uses on the first floor. The project will also include a major link in the Town's Downtown Harbor Boardwalk which will run from the Town's property at the Armory at Church Street to the Elks Lodge at the end of Constitution Street. The owner of the Robin Rug property has deeded the riparian rights of this property to the Town and there is a concept plan in place to develop a town-owned marina at this location.

There has been a lot of redevelopment activity in the downtown in recent years, some of which was sparked by the Downtown Redevelopment Plan that was adopted in 2005 and required developers of blighted properties to return them to active use – one such property was the former Belvedere Hotel. Work has been completed on the former Belvedere Hotel rehabilitation into residential condominiums with commercial uses on Hope Street, including renovation of the carriage house and a parking deck. Plans are also in process by the same developer to construct additional improvements and a new mixed use building on Thames Street which will wrap around the corner at State Street with residential on the upper floors and commercial on the street.



*Downtown waterfront*

In 2013, the Town purchased two significant parcels along the west side of the Bristol Harbor in the downtown waterfront area. These

parcels were key since they were the only parcels not in public ownership from the State Street Dock to Church Street Dock. One of the parcels, the Prudence Ferry Dock, will continue to be used for downtown parking and long and short term ferry parking. The Town will also continue to lease the dock for a ferry service which will be run by a new ferry company. The ferry will make daily trips from this dock to Prudence Island and Hog Island which are both part of the Town of Portsmouth. The other parcel is improved with two historic waterfront buildings that were formerly mixed use residential and commercial. The Town received a Certified Local Government grant to commission a study of potential future reuses of these buildings. There is a large amount of open space on this parcel which is also being used by the Town as an area for a dinghy/kayak rack, a small community garden, and an area for the Harbormaster to work on dock repairs.



*Town-owned waterfront buildings*

Having continuous public ownership will also allow the Town to complete the downtown public boardwalk which will eventually extend from the East Bay Bike Path along the waterfront to Constitution Street. Portions of this boardwalk have been completed over the years through the development process and pedestrians can now walk on the boardwalk from Independence Park to State Street Dock. With the completion of the linkage on the Town's properties, the boardwalk will be a wonderful pedestrian amenity.

Beginning in 2012, the Town has been working to convert the Downtown Naval Reserve Armory into a Maritime Center for visiting boaters. The project started when the Town commissioned the Community Partnerships Center of Roger Williams University to write a business and marketing plan for the project. This project was supported by the Town and received a Boating Infrastructure Grant for implementation which is currently ongoing. The Town continued with a subsequent Community Partnerships Center project for creation of a Master Plan for the Town-owned properties from the State Street Dock to the Downtown Naval Reserve Armory (New Maritime Center). The plan looked at ideas to reuse the two historic waterfront buildings that were recently acquired and ways to link the boardwalk, and included ideas for benches, signage, lighting and landscaping.

In keeping with the pedestrian nature of downtown, this plan recommends that the permanent closing of Bradford Street to vehicular traffic between Hope Street and Center Street be considered to create a new school campus area between the two elementary schools. There is considerable foot traffic between the schools during daytime hours in order to share the use of the gymnasium and the auditorium which up to now has been accommodated by the temporary closing of Bradford Street to traffic. The current situation does little to provide pedestrian safety as there is no place to drop off and pick up the school children without blocking traffic along busy Hope Street (HWY 114) and no place for parents or school busses to park. A protected vehicular drop off area at each end of this park-like campus could be explored to provide a secure place to drop off and pick up the school children without blocking traffic along busy Hope Street.

Concerns expressed by the community as part of the Visioning process for this update, included increased commercial development on Metacom Avenue that results in traffic impacts. In 2007, with a Challenge Grant from Rhode Island Statewide Planning, the Town commissioned a study of Metacom Avenue, "The Metacom Avenue Corridor Management Plan". This study addressed traffic and land use issues and includes recommendations for parking lot connector roadways, linkages through neighborhoods, roundabouts at key intersections, design guidelines, and low traffic generating uses. The Metacom Avenue Corridor Management Plan won the Smart Growth

and New Urbanism Award from the RI Chapter of the American Planning Association in 2008.

The Rhode Island Scenic Roadway Board designated the entire length of Route 114 (Hope Street and Ferry Road) through Bristol and High Street as a Scenic Road and in 2005 a Scenic Roadway Corridor Management Plan was prepared. This plan includes recommendations for preservation of the visual qualities and enhancements to those areas that are in need of improvements along the roadway.

The community visioning process indicated that the residents of Bristol have a desire to retain Bristol’s small town character and natural beauty. Part of the strategy to retain the Town’s rural character is to implement conservation development techniques for future development. Conservation development is a design strategy to protect and preserve onsite and offsite natural resources from development impacts. As development sites are planned, topography, soils, vegetation, natural drainage patterns, and other sensitive or unique landscape features are considered as important resources deserving of protection and enhancement. Stormwater best management practices (BMPs) are also integrated into the development site, with the primary goal of protecting and restoring natural hydrology, preventing flooding, and protecting habitat and water quality.



*Extreme high tide at the East Bay Bike Path*

Conservation development is intended to be density neutral (except where a density bonus is offered). Rhode Island law requires that the same number of lots are built in a conservation subdivision as would be built in a conventional subdivision. Thus, a conservation subdivision maintains the same level of density as a conventional subdivision. Conventional lot-by-lot subdivisions spread development evenly throughout a parcel without consideration to environmental or cultural features.

Density bonuses can be offered only to promote a mix of housing types, reduced roadway pavement, and to achieve certain public purposes such as preservation of open space, historical and cultural resources; provision of recreation amenities; and necessary housing alternatives. Density bonuses are not intended in areas that have no public water or sewer facilities.

The Town's land use pattern has not changed substantially since the 2009 Update. However, much progress has been made in moving forward with implementation of actions from the 2009 plan.

In 2010, the Town adopted the recommended Metacom Mixed Use Zone for parcels along Metacom Avenue. This zone has been applied on two properties to create a new mixed use zone development with retail/office uses on the first floor and up to ten residential units above with a mix of market rate and affordable units. This project received Master Plan approval from the Planning Board and is still in the permitting process. There have also been 3 development projects reviewed on Metacom Avenue since design guidelines were adopted and each of these projects have installed sidewalks and street trees along the street which further implements the Metacom Avenue Corridor Management Plan.

The Town Council also approved zoning map change petitions for two properties on the north side of Tupelo Street. Both of the zoning map changes were consistent with the Comprehensive Plan Update of 2009 to encourage more industrial uses in that area. One of the properties was a former lumber yard that had been vacant for many years and fell into a blighted condition. The property has been rehabilitated with the construction of two new incubator buildings that are occupied by a variety of manufacturing and industrial uses including sail makers and boat builders. This revitalization has been a

considered a huge success and a benefit to the Town. The other property that was the subject of the zone map change to manufacturing is owned by Tri-Mack, one of Bristol's largest employers. The change facilitated construction of a large addition on the existing building for expansion of their facility.

Bristol is also home to the main campus, President's Residence, and off-campus housing for Roger Williams University. The main campus is located in the southeastern area of Town and serves as part of the gateway into Town from the Mount Hope Bridge. There has been recent expansion of the campus including new dormitories, a water tower, and a sailing center which is currently being constructed.

Another important land use consideration is the potential impact of a changing climate and the likely sea level rise associated with it. Rhode Island as a state has experienced a significant trend over the past 80 years towards a warmer and wetter climate region. Trends are evident in annual temperatures, annual precipitation, and the frequency of intense rainfall events. Inland, these trends have combined to produce an increase in river flooding. Some locations are experiencing more floods while other locations are seeing an increase in the severity of floods.<sup>1</sup> In addition to the threat of chronic flooding, Bristol as a low-lying, coastal community is particularly vulnerable to further sea level rise in the context of global climate change. Understanding the principles of climate change and sea level rise, as well as assessing Bristol's vulnerability to sea level rise, should be a critical emphasis in public and private practices. This not only includes emphasis on more effective stormwater management, flood control and erosion management, but also acknowledgement of the importance of wetlands and floodplains as both habitat and scenic resources and necessary protection for vulnerable land.

Other the other hand, the Town should provide information to contractors and homeowners on risks of building in hazard-prone areas and inform builders and homeowners of the benefits of building and renovating structures to current standards. The Town will also promote and support enforcement of the latest policy revisions relative to climate change and sea level rise and distribute literature related to mitigation techniques including information from the

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<sup>1</sup> Overview of a Changing Climate in Rhode Island, RI Executive Climate Change Coordinating Council, 2014

institute of Business and Home Safety, retrofit methodology (FEMA’s library of Technical Bulletins), grant/loan sources, and insurance options.

Building resiliency to sea level rise and storm events of increasing frequency and intensity has essentially been incorporated in various aspects of this comprehensive plan.

Maps 2, 3, and 4 graphically present the most important policies by plan element and by geographic part of town. The geographic recommendations are shaped around the planning areas defined for the plan. Those areas are shown in Map 1 – Planning Areas. Below is a list of Future Land Use designations, as shown in the Future Land Use Map, including a description of the preferred uses for each category.

Designations	Description
Residential – Low Density	Intended for very low density areas comprised of agricultural uses and single household detached structures. The purpose of this very low residential density zone is to ensure both that areas of town without adequate infrastructure are not developed beyond their capacity and to preserve natural, historical and cultural resources of the town.
Residential – Medium Density	Intended for medium density residential areas previously lacking infrastructure and already developed to this density, or currently undeveloped and lacking infrastructure, comprised of single household detached structures.
Residential – High Density	Intended for high density residential areas comprised of single-household, two-household and multi-household structures where public sewer and public water are required.
LB Limited Business	Intended for mixed use including neighborhood commercial areas that primarily serve local neighborhood needs for convenience, retail services and professional office establishments, as well as high density multi-household residential use.
GB General Business	Intended for commercial areas that serve town-wide and regional commercial needs for retail, services, and professional office establishments.

D Downtown	Intended for the preservation of downtown commercial areas.
Mixed Use Residential and Commercial	Intended for designating key areas along the Metacom Avenue (Rt. 136) corridor and nearby nodes for focused development or redevelopment in dense mixed-use zones to help create a sense of place and order and encourage the expansion of business use areas while creating vibrant, walkable affordable neighborhoods well served with appropriately scaled retail, services, and other commercial development.
M Manufacturing	Intended for general industrial uses that accommodate a variety of manufacturing, assembly, storage of durable goods and related activities.
OS Open Space	Intended for the preservation of open space in the town.
W Waterfront	Intended for mixed use residential, commercial, and limited industrial use along the downtown waterfront with an emphasis on preservation, economic development, recreation, and open space.
E-I Educational institutional	Intended for college/university facilities to be used in a planned manner while protecting surrounding cultural, historic and environmental resources.
HPC Historic Preservation and Conservation	Intended to preserve and protect the existing uses of historic properties of importance to the town; and to allow them to be used in a planned manner and permit certain minimal additions to those existing uses; while protecting and preserving the cultural, historic and environmental resources of the property and the town.
Public / Institutional	Intended to identify and protect municipal buildings and properties, including parks, schools, cemeteries, and other public facilities
Agricultural	Intended to promote and protect active agricultural properties.
Urban Rehab and Waterfront PUD	Intended to encourage the rehabilitation and reuse of deteriorated, underutilized and inefficient historic and/or nonconforming structures of conservation concern to the town.
PUD Planned Unit Development	Intended to permit multiple residential structures and associated infrastructure to be developed in a planned manner while also protecting and preserving the cultural, historic and environmental resources of the property.

As shown in Map 5D, there are a number of discrepancies between FLUM and existing zoning districts, including:

Mixed Use Affordable Residential and Commercial:

- Metacom Avenue at Tupelo Street and Broadcommon Road. Existing parcels are zoned GB, LB or M and are ripe for redevelopment consistent with Metacom Avenue Corridor Management plan and proposed MMU zoning.
- Metacom Avenue at Gooding Avenue. Existing parcels are zoned GB and several are ripe for redevelopment where appropriate consistent with Metacom Avenue Corridor Management plan and proposed MMU zoning.
- South side of Gooding Avenue in vicinity of Naomi Street and Broadcommon Road. Existing parcels are undeveloped and zoned GB.
- Metacom Avenue in vicinity of Bayview Avenue, Franklin Street, and Minturn Farm Road. Existing parcels are zoned GB, M or LB and several are ripe for redevelopment where appropriate consistent with the Metacom Avenue Corridor Management plan and proposed MMU zoning.
- South side of Mt. Hope Avenue. Existing parcel is zoned GB and is ripe for redevelopment consistent with Metacom Avenue Corridor Management plan and proposed MMU zoning.

Agricultural:

- East side of Hope Street south of White Tail Drive. Existing agricultural parcel that is currently zoned R-15.
- West side of Poppasquash Road at Clam Shell Road. Existing agricultural parcel that is currently zoned R-40.
- East side of Metacom Avenue north of Kickemuit Road. Several existing agricultural parcels that are currently zoned R-15.

- East side of Metacom Avenue south of Kickemuit Road and Tina Court. Existing agricultural parcels that are currently zoned R-15.
- East side of Metacom Avenue at Woodlawn Avenue. Existing agricultural parcel that is currently zoned PUD.



*Farm on Metacom*

Open Space:

- South of Tupelo Street and Broadcommon Road. Existing Town-owned golf course currently zoned GB and M.
- South of Gooding Avenue. Existing Town-owned woodlands and wetlands currently zoned GB.
- North of Hampden Road. Existing Town-owned pond and recreation area currently zoned R-10.
- East of Jenny Lane. Existing Town-owned playground currently zoned GB.

Public / Institutional:

- All Town-owned public school properties including Rockwell School, Mt. Hope High School, Guiteras Elementary School,

Colt-Andrews Elementary School, Oliver School administration building, and the former Reynolds School.



*Completed bioretention project at Guiteras Elementary School*

- Town-owned government facilities including four fire stations, police station, Burnside Building, town hall, community development office, public library, Quinta-Gamelin Community Center, public works facility, wastewater treatment facility, and transfer station / former landfill.



*Burnside Building*



*Quinta Gamelin Community Center*

- The Town Common, including former Byfield School and Walley School buildings, the Bristol Statehouse, and Baptist Church.

Manufacturing:

- North and south sides of Peter Road. Seven properties that are currently zoned GB but land use is more typical of M zone.

## Statement of Goals and Policies

Land use planning and management, in a sustainable manner that respects Bristol's environment and unique character for present and future generations, is paramount and is intended to support all other comprehensive planning goals of the Town of Bristol.

Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the goal and policies developed by the Town of Bristol to guide its land use planning. This goal encompasses goals expressed in the other elements of this plan.

**Goal 1. Promote land use patterns that are sensitive to the Town's character and assets, recognize the Town's resource constraints, are economically sound, and facilitate smart growth to build capacity in sustainability and climate resiliency in Bristol.**

Policies to implement Goal 1:

- A. Protect Bristol's natural landscape and resources for present and future generations.
- B. Respect the historic resources that link Bristol's present with Bristol's past and use these resources as guidelines for managing future growth.
- C. Plan for both passive and active recreation, conservation, and open space, using a comprehensive approach and giving consideration to development trends and to the demands of the community.
- D. Maintain a strong tax base, favorable tax rate and identify alternative revenue sources.
- E. Maintain the character of Bristol and make sure that new development does not adversely impact the integrity of the Town.
- F. Embrace Smart Growth principles, conservation development zoning and encourage sustainability of our resources in all land use decisions made by the Town of Bristol.

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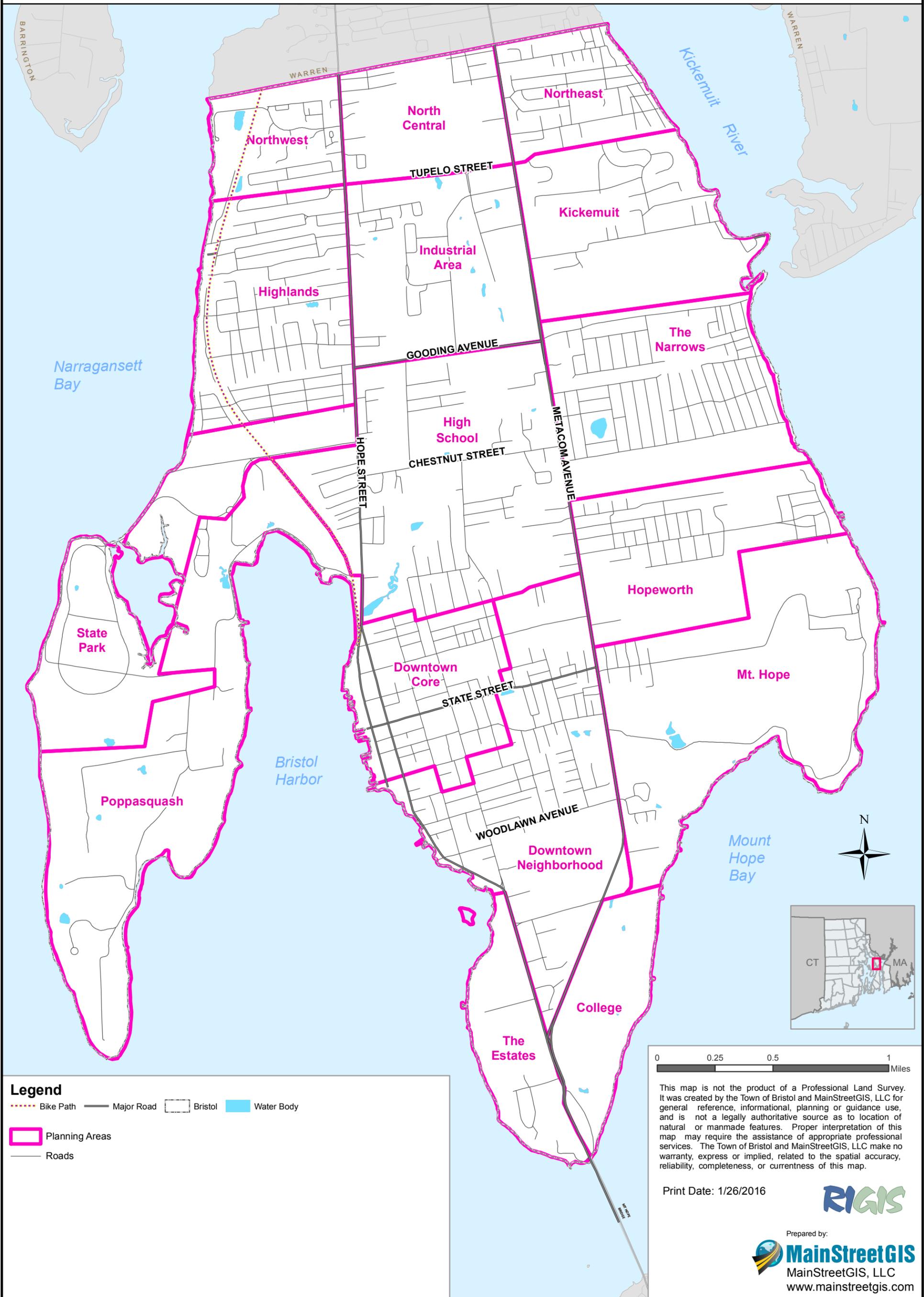


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 1

## Planning Areas



- Legend**
- Bike Path
  - Major Road
  - Bristol
  - Water Body
  - Planning Areas
  - Roads



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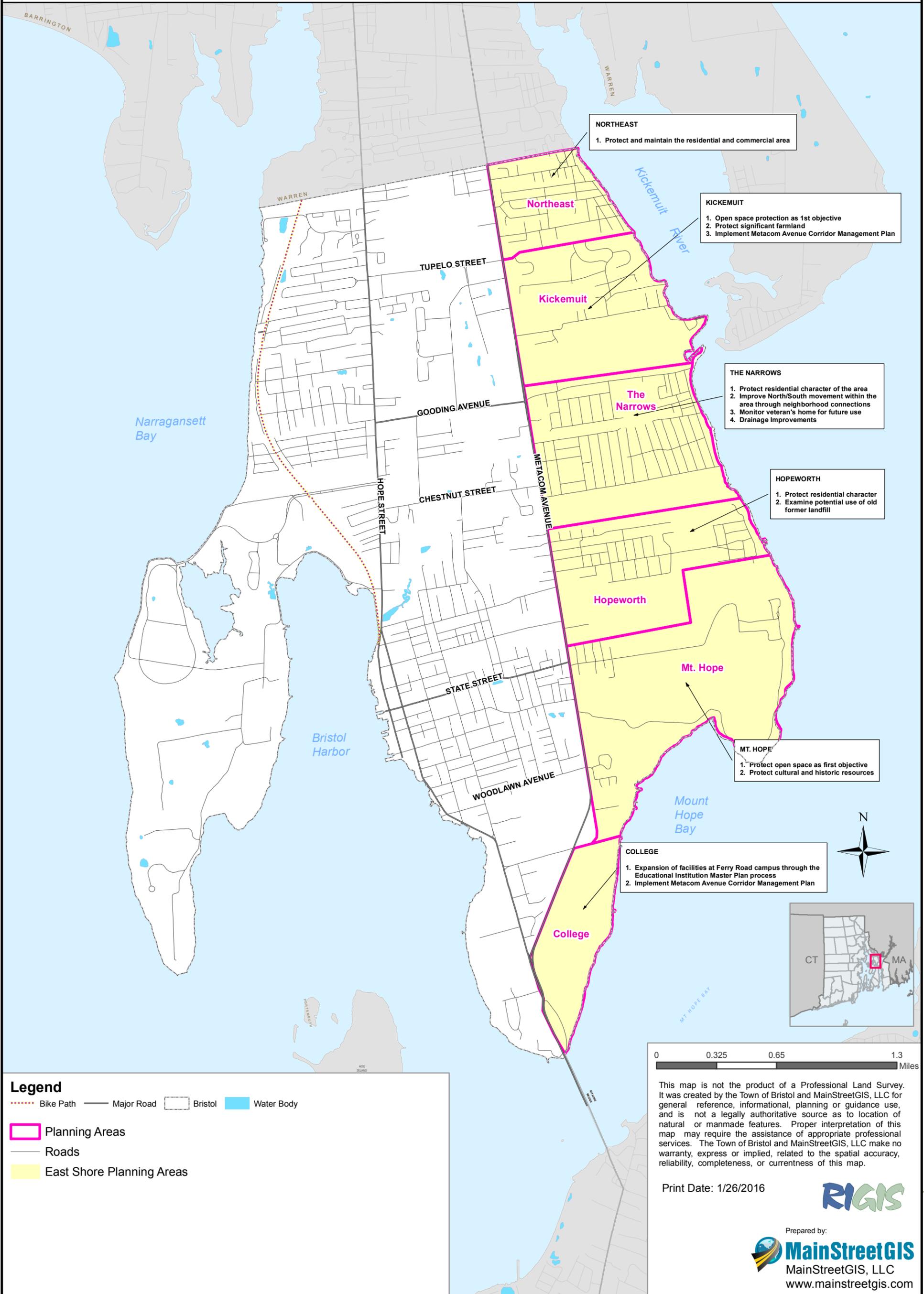


# Town of Bristol

Rhode Island  
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# MAP 2

## East Shore Planning Areas and Land Use Objectives



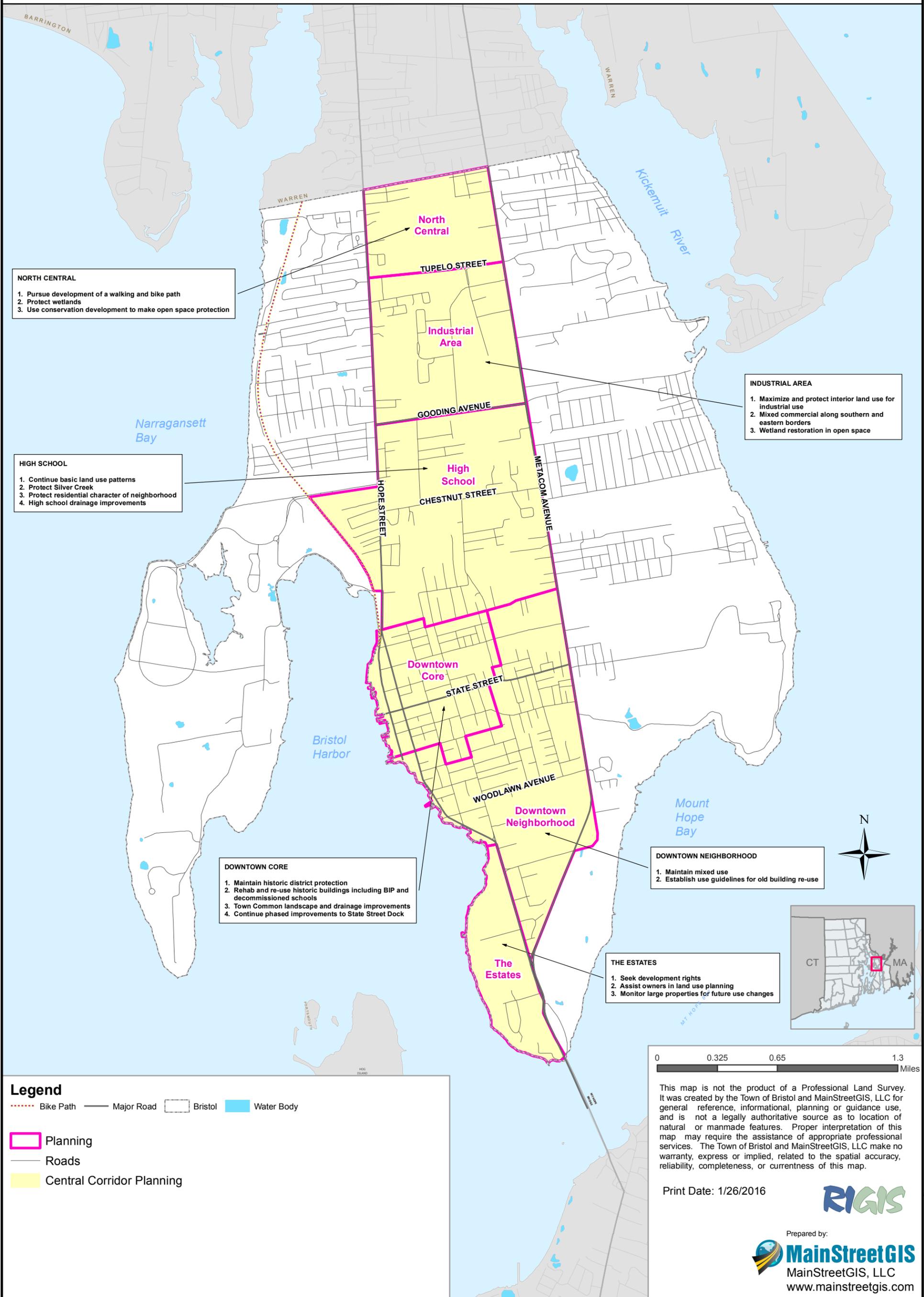


# Town of Bristol

Rhode Island  
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# MAP 3

## Central Planning Areas and Land Use Objectives



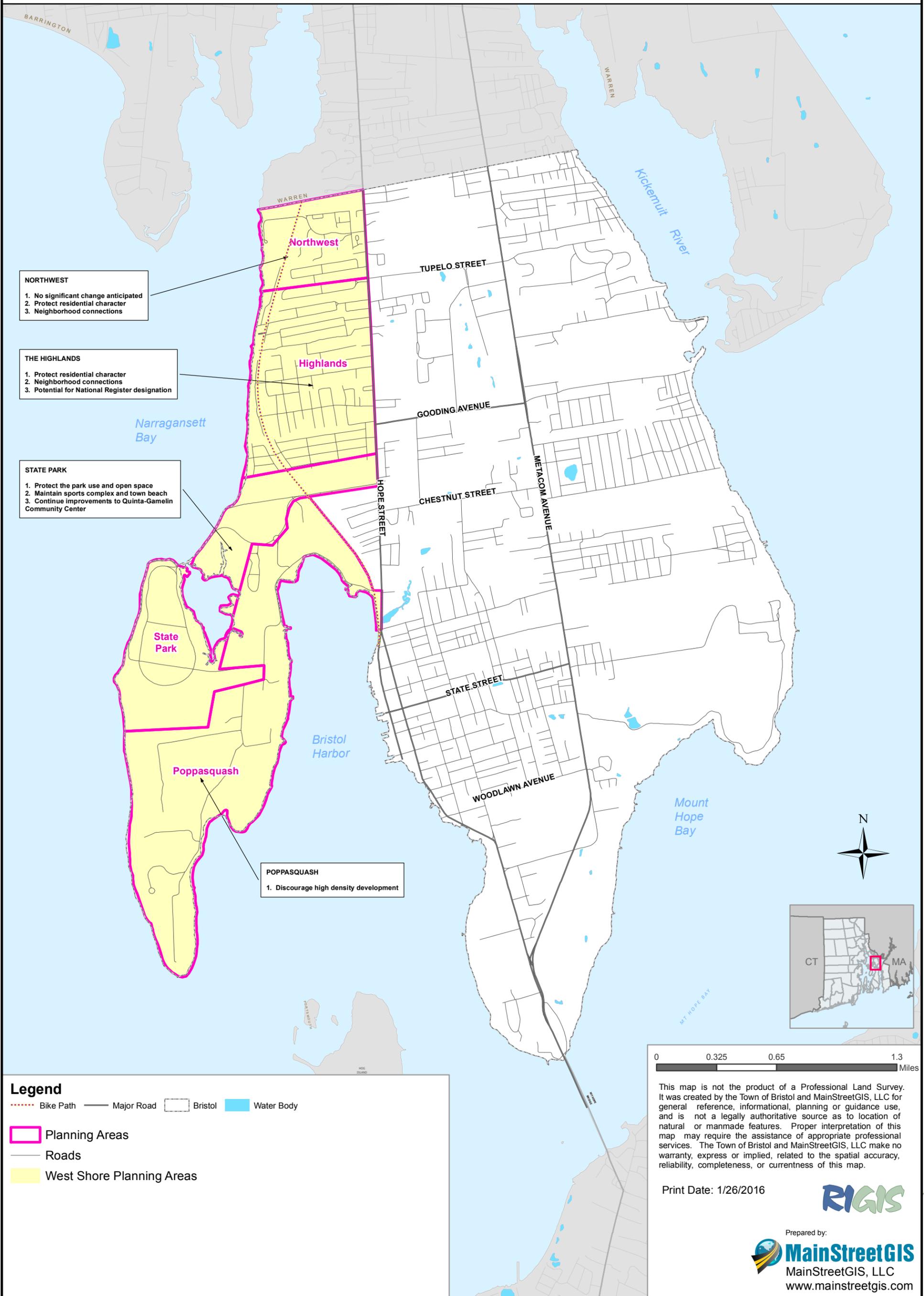


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 4

## West Shore Planning Areas and Land Use Objectives



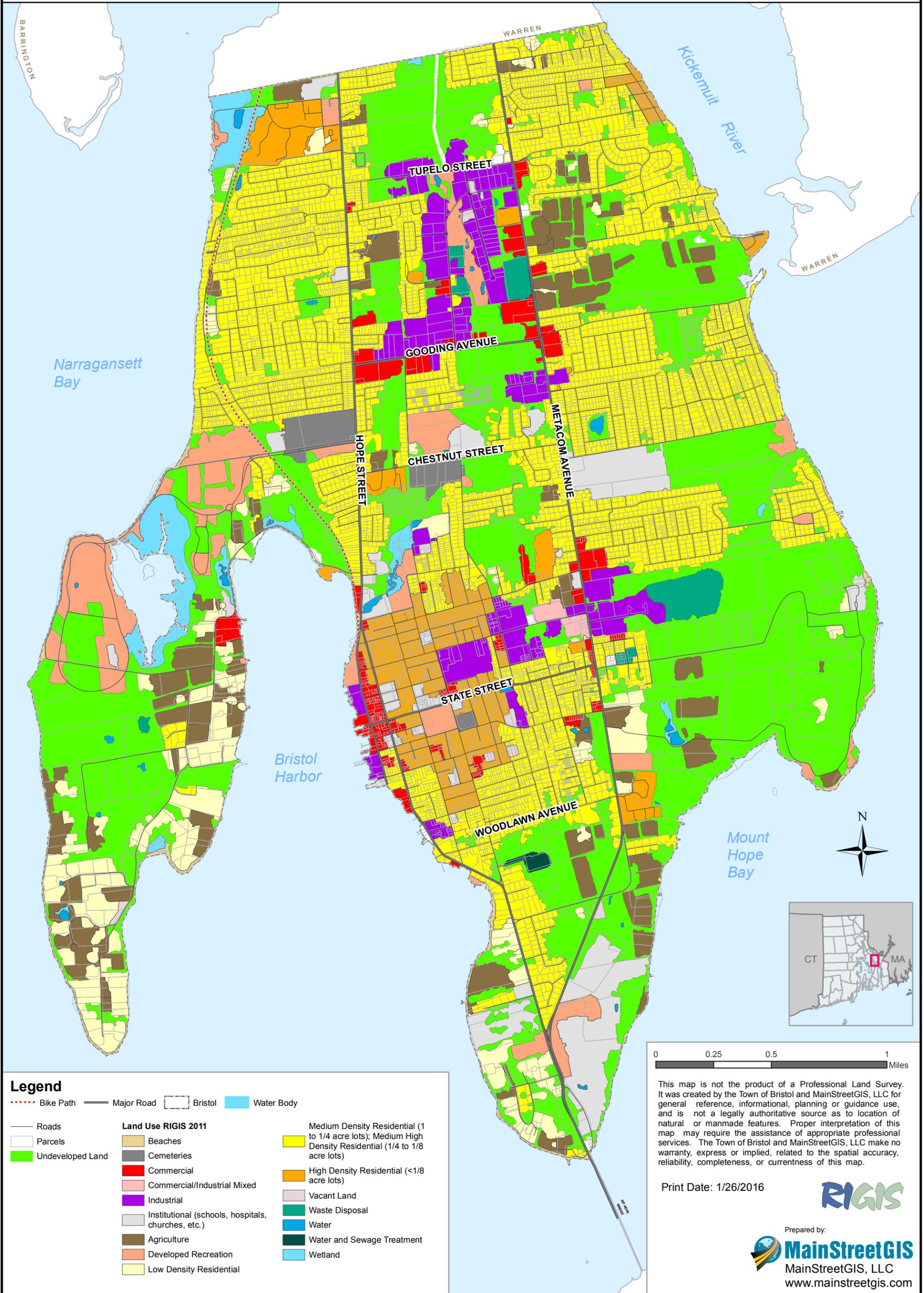


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 5A

## Existing Land Use 2011



### Legend

- Bike Path
  - Major Road
  - Bristol
  - Water Body
  - Roads
  - Parcels
  - Undeveloped Land
- | Land Use RIGIS 2011 |   |
|---------------------|---|
|                     | Beaches   |
|                     | Cemeteries  |
|                     | Commercial  |
|                     | Commercial/Industrial Mixed   |
|                     | Industrial  |
|                     | Institutional (schools, hospitals, churches, etc.)  |
|                     | Agriculture   |
|                     | Developed Recreation  |
|                     | Low Density Residential   |
|                     | Medium Density Residential (1 to 1/4 acre lots); Medium High Density Residential (1/4 to 1/8 acre lots) |
|                     | High Density Residential (<1/8 acre lots)   |
|                     | Vacant Land   |
|                     | Waste Disposal  |
|                     | Water   |
|                     | Water and Sewage Treatment  |
|                     | Wetland   |



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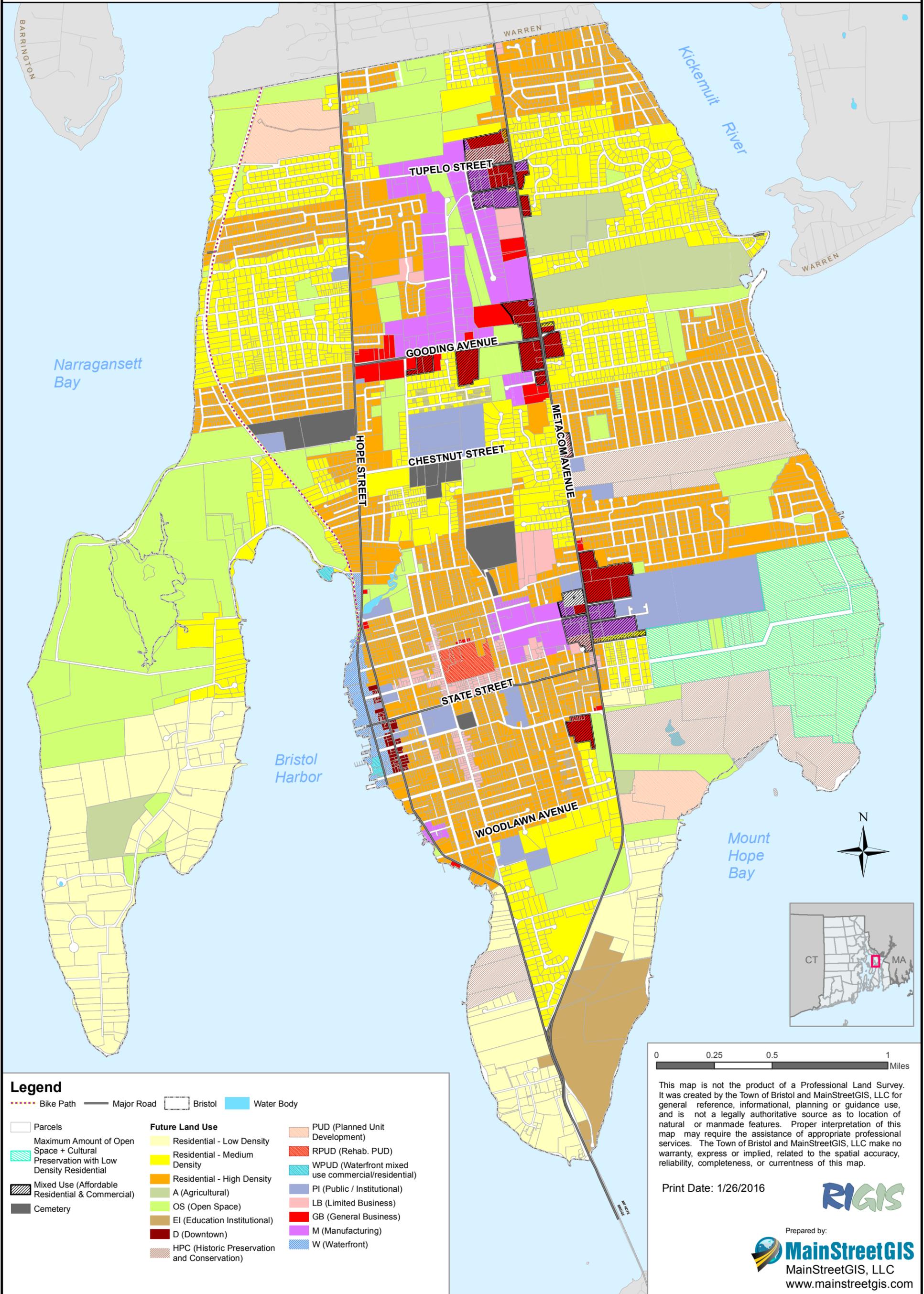


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 5B

## Future Land Use



### Legend

- Bike Path
  - Major Road
  - Bristol
  - Water Body
  - Parcels
  - Maximum Amount of Open Space + Cultural Preservation with Low Density Residential
  - Mixed Use (Affordable Residential & Commercial)
  - Cemetery
- Future Land Use**
- Residential - Low Density
  - Residential - Medium Density
  - Residential - High Density
  - A (Agricultural)
  - OS (Open Space)
  - EI (Education Institutional)
  - D (Downtown)
  - HPC (Historic Preservation and Conservation)
  - PUD (Planned Unit Development)
  - RPUD (Rehab. PUD)
  - WPUD (Waterfront mixed use commercial/residential)
  - PI (Public / Institutional)
  - LB (Limited Business)
  - GB (General Business)
  - M (Manufacturing)
  - W (Waterfront)



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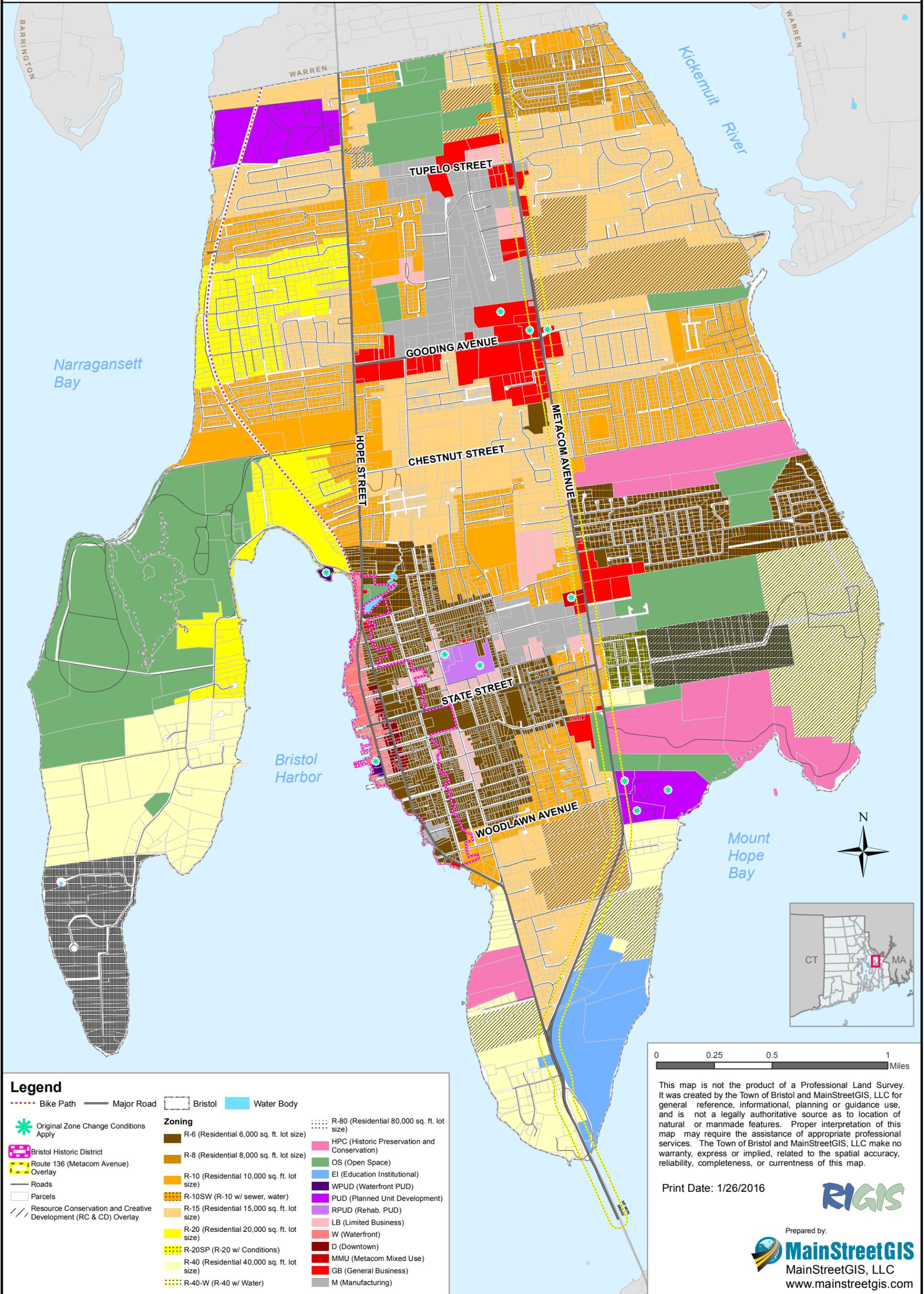


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 5C

## Existing Zoning



### Legend

- Bike Path
  - Major Road
  - Bristol
  - Water Body
  - Original Zone Change Conditions Apply
  - Bristol Historic District
  - Route 136 (Metacom Avenue) Overlay
  - Roads
  - Parcels
  - Resource Conservation and Creative Development (RC & CD) Overlay
- |  |   |   |
|--|---|---|
| <p><b>Zoning</b></p> <ul style="list-style-type: none"> <li> R-6 (Residential 6,000 sq. ft. lot size)</li> <li> R-8 (Residential 8,000 sq. ft. lot size)</li> <li> R-10 (Residential 10,000 sq. ft. lot size)</li> <li> R-10SW (R-10 w/ sewer, water)</li> <li> R-15 (Residential 15,000 sq. ft. lot size)</li> <li> R-20 (Residential 20,000 sq. ft. lot size)</li> <li> R-20SP (R-20 w/ Conditions)</li> <li> R-40 (Residential 40,000 sq. ft. lot size)</li> <li> R-40-W (R-40 w/ Water)</li> </ul> | <ul style="list-style-type: none"> <li> HPC (Historic Preservation and Conservation)</li> <li> OS (Open Space)</li> <li> EI (Education Institutional)</li> <li> WPUD (Waterfront PUD)</li> <li> PUD (Planned Unit Development)</li> <li> RPUD (Rehab. PUD)</li> <li> LB (Limited Business)</li> <li> W (Waterfront)</li> <li> D (Downtown)</li> <li> MMU (Metacom Mixed Use)</li> <li> GB (General Business)</li> <li> M (Manufacturing)</li> </ul> | <ul style="list-style-type: none"> <li> R-80 (Residential 80,000 sq. ft. lot size)</li> </ul> |
|--|---|---|



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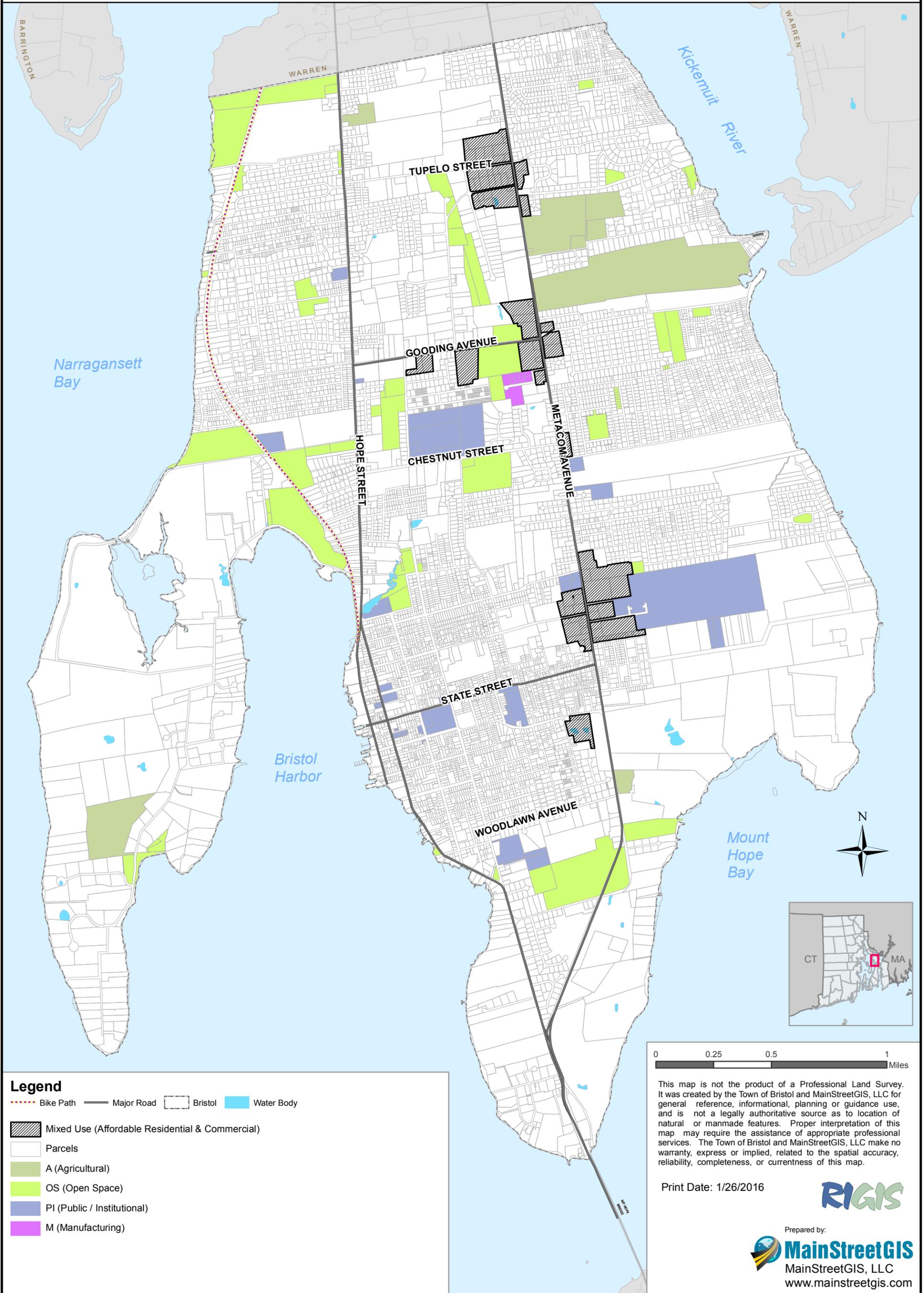


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 5D

## Inconcistencies and Discrepancies



### Legend

- Bike Path
- Major Road
- Bristol
- Water Body
- Mixed Use (Affordable Residential & Commercial)
- Parcels
- A (Agricultural)
- OS (Open Space)
- PI (Public / Institutional)
- M (Manufacturing)



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Print Date: 1/26/2016



Prepared by:  
 MainStreetGIS, LLC  
www.mainstreetgis.com

# 4. Housing

## Introduction and Background

The Town of Bristol is home to a cultural and economically diverse population. The quality of life in Bristol attracts homebuyers from across the region. The Town's community spirit encourages pride and long-term commitment to the community. Bristol's sense of pride is strong and people take pride in their homes and neighborhoods. In 2010, the Town was named one of the ten best places to raise a family by Family Circle Magazine.

Between 2009 and 2013, there were 77 new single family residential units and two multi-family units (a three-family and a two-family) built. This rate of housing growth represents a decrease of 1/3 from the 2009 Comprehensive Plan which reported 115 new single family units. There were no condominiums built in this time frame which is indicative of the economy during this period. In 2012, the Building Department began tracking the estimated cost of construction and in that year it was reported at \$2,323,500 and \$3,798,825 in 2013. This is an increase of almost 40% in the value of construction.

The Town's population is also growing older. Having affordable housing is important in order to keep the younger generations in Town, to help provide the Town services such as Town's volunteer Fire Department; and, to have a strong workforce. The Town also has to provide services and amenities so that Bristol's older population can age in place. What is good for the growing elderly population is actually good for all of the residents, such as making streets more pedestrian friendly and the ability to safely walk. Bristol's walkability score is 65 on walkscore.com, which means that it is somewhat walkable and some errands can be accomplished on foot. The AARP Public Policy Institute conducted a study as to what older adults want to have close to home. The top things are: a bus stop, grocery store,

park, and drug store/pharmacy. Bristol prides itself on having a pedestrian friendly, walkable downtown. However, more needs to be done to connect neighborhoods to the downtown, especially those on the east side of Metacom Avenue and along Metacom Avenue. Using funds for a voter-approved bond in 2004, the Town has been upgrading and replacing existing sidewalks in many neighborhoods. Development projects along Metacom Avenue have also been installing new sidewalks as part of the Town's requirements.



*Residential neighborhood in Bristol*

In May 2013, the Town was entered into the Community Rating System of the National Flood Insurance Program. The Community Rating System provides a discount to all property owners who maintain flood insurance as required by the National Flood Insurance Program. The discount is based on a scoring for eligible activities to educate residents and mitigate damage from flooding including brochures, posting information on the Town's web site, and preservation of open space that is in the floodplain. The Town's discount is currently 10%. The Building Official and the Director of the Department of Community Development became Certified Floodplain Managers in 2013. A Certified Floodplain Manager is trained on the requirements for construction in the flood plain which is important in the review of permits for construction in the flood zone. FEMA has also developed new floodplain mapping for the

Town which was finalized in July 2014. Along with this new flood plain mapping, the Town of Bristol has also adopted a companion Flood Zone Ordinance Update. The adoption of the Flood Zone Mapping and Ordinance allows the Town to continue to participate in the National Flood Insurance Program which means that all property owners in the Town continue to be eligible to purchase flood insurance for their property.

## Assessment of Housing Needs

Current Housing Inventory (Range of housing unit sizes and types) – Housing in the Town is predominately single-family detached dwellings however there are many neighborhoods in the downtown and surrounding area that have multi-family units.



*Housing in Bristol*

**Table 4.1: Types of Housing Units in Bristol, RI, 2000 and 2012 ACS 5-Year Estimates**

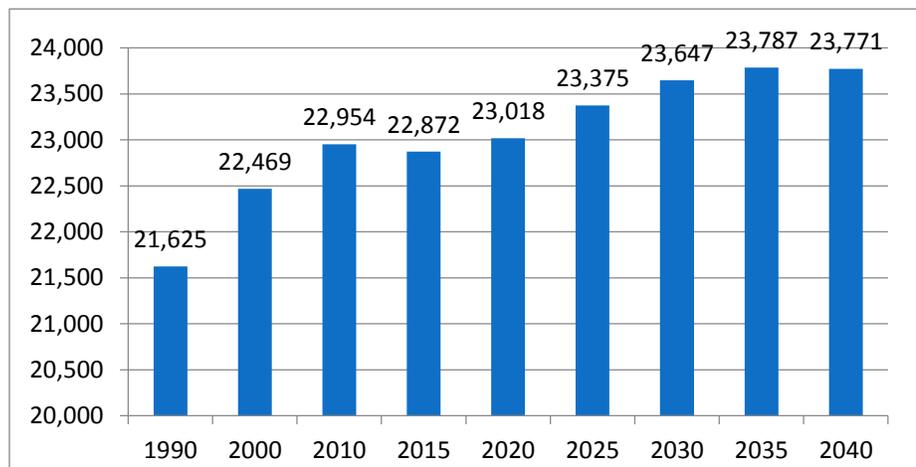
Type of Structure	2000 Units	2008-2012 Est		% Change 2000-2012
		Number	Percent	
Single-family (detached)	5,293	5,980	62.1%	13.0%
Single-family (attached)	361	257	2.7%	-28.8%
Two-family Units	1,175	1,074	11.2%	-8.6%
Three or four units	987	1,138	11.8%	15.3%
Five to nine units	476	597	6.2%	25.4%
Ten of more units	408	579	6.0%	41.9%
Mobile Home	5	0	0.0%	-100.0%
<b>Total Units</b>	<b>8,705</b>	<b>9,625</b>	<b>100.0%</b>	<b>10.6%</b>

Source: American Community Survey 2008-2012 5-Year Estimates

### Population Projections

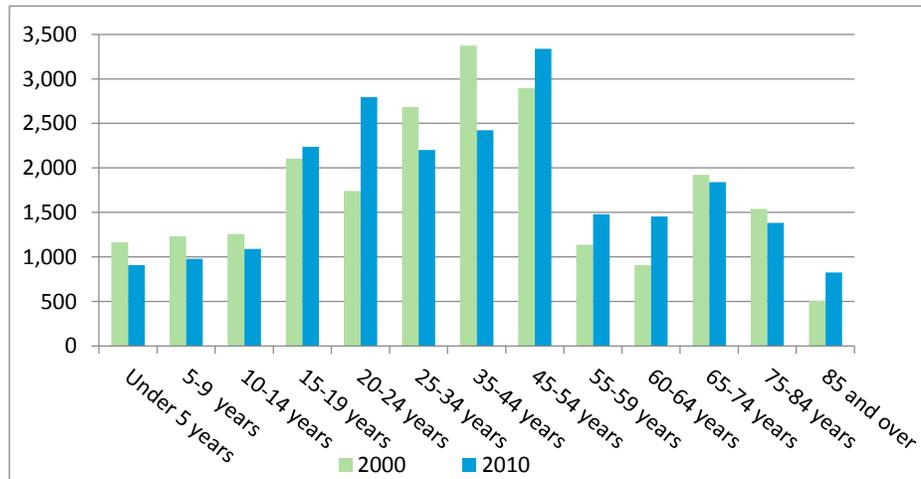
According to the Rhode Island Population Projections from 2010 – 2040, Technical Paper 162, dated April 2013, the population in the Town was forecasted at 22,866 for 2015 and will increase slightly in 2020 to 23,009. Given the census data, the population is expected to rise for those in the 54 and older category as the baby boomers age.

**Figure 4.1: Historic and Projected Population Growth in Bristol, RI**



Source: US Census, Rhode Island Statewide Planning Program Population Projection

**Figure 4.2: Distribution of Age, Bristol, RI**



Source: US Census 2000 and 2010

### Housing Needs

The US Department of Housing and Urban Development’s (HUD) Comprehensive Housing Affordability Strategy (CHAS) database provides information on the housing needs. According to the CHAS data tabulations from 2006-2010, of the 8895 total households, 3310 (37%) pay more than 30% of their income to housing. The CHAS data also indicates that 3120 households are low income with approximately half rental (1735) and half home ownership (1385).

Based on the population projections and the current housing inventory, there will a need for additional housing for seniors and/or provisions for more residents to age in place.

## Affordable Housing

### Housing Affordability

The Town of Bristol has 9,015 total year round housing units<sup>1</sup> with 535 qualifying as long-term affordable. Of the 535 units, 359 are reserved for elderly, 100 are long term affordable units reserved for family and 76 are reserved for special needs.

<sup>1</sup> The year round housing units data from the 2010 US Census represents the latest decennial census of the Town of Bristol for the purpose of affordable housing discussion.

RI Housing's report on meeting the 10% affordable housing target indicates that the Town has made good progress toward reaching that goal with 5.96%. The Town would need an additional 367 units to meet the 10% threshold established by Rhode Island's Low-Moderate Income Housing Act of 2004.

Bristol's housing market has been hit with the downturn in the economy. Between 2010 to the present, there were 42 bank-owned properties. Though the Town's affordable dwellings increased by 0.7% from the 2008 count, the Town lost two affordable units due to foreclosure in 2012. While attempts were made to have the Town's local affordable housing organization, East Bay Community Development Corporation, purchase the dwellings, an agreement could not be reached and ultimately the bank took over the mortgages and the affordable housing deed restriction was lost. Another unit of affordable housing will also be lost in the near future with the expiration of the affordable restriction.

Households are considered cost burdened if they pay more than 30 percent of their gross income for housing costs, which include rent, utilities and fuel costs for renters. They include mortgage or purchase contract payments, property taxes, and hazard and mortgage insurance for homeowners. As may be expected, renter households are more likely to be cost burdened than owner occupied households.

In the 2013 Housing Works RI publication "Housing Fact Book", the Town of Bristol's median home price was \$280,000 in 2013 which is approximately a 20% increase over the last ten years. The income needed to afford this was \$80,416; however, the median household income in Bristol was \$60,934 in 2012. A 2-bedroom rental average rent is \$1,132 with an income needed of \$45,280 to afford this rent. The average private sector wage in Bristol is \$39,104 and the Median Renter Household Income for the area is \$31,740. Thus, there are significant gaps between the income required to own or rent in Bristol when compared to the median household income. The report indicates some examples of median wages from different jobs as follows:

- Registered Nurses - \$68,367
- Customer Service Reps - \$31,707

- General Office Clerks - \$29,270
- Home Health Aids - \$24,317
- Retail Salespersons - \$20,924
- Wait Staff - \$17,277

This speaks to the affordability gap in Bristol which is approximately \$13,540 for renters and \$19,492 for homeowners.

The first Habitat for Humanity house in Bristol is currently being constructed which will be deed restricted as an affordable unit.

### *Affordable Housing Organizations*

#### *Non-Profit*

The Town recognizes the East Bay Community Development Corporation (East Bay CDC) as the nonprofit organization to address the Town’s affordable housing needs and the only monitoring agent in the East Bay. This CDC is based in Bristol and had its roots there but has grown to a regional affordable housing provider. The East Bay CDC owns and manages Franklin Court Independent Living with 96 units of low income senior housing and Franklin Court Assisted Living, with 68 affordable apartments. Both of these are located in the former Kaiser Mill Complex. Franklin Court Assisted Living is one of only two assisted living facilities in Rhode Island that can offer Medicaid waivers to low income elderly needing financial assistance. There is currently a 4-year wait list for senior units in the Franklin Court Independent Living.

In addition, the East Bay CDC owns and manages 170 apartment units in multiple scattered sites throughout Bristol, Warren, and Barrington. In addition to providing this affordable housing, the East Bay CDC has also helped the Town and bettered the neighborhood by removing blighted buildings in the Wood Street neighborhood. The East Bay CDC recently completed a 19-unit building at Metacom Avenue, known as “Kane’s Way”, which is 100% affordable for families; all but one of these units has sold.

#### *Public*

The Bristol Housing Authority oversees Benjamin Church Manor which is rented to persons who are 62 years of age or older whose

income does not exceed \$40,450 for one person and \$46,200 for two persons as of 2014 data. Persons who apply and are eligible have their name placed on the waiting list with preference given to residents of Bristol. According to the Executive Director, there are 85 people currently on the waiting list. The Bristol Housing Authority is currently moving forward with plans to build additional housing at the Benjamin Church property which will be for seniors 62 years of age and older. There are a total of 194 units that were developed over time. Phase 1 with 150 units was constructed in 1969, Phase 2 with 30 units was constructed in 1979 and Phase 3 with 40 units was constructed in 1982. The Housing Authority constantly maintains and upgrades the property. In 2011 and 2012, vinyl siding, new doors and new windows were added to eight buildings housing 150 units. In 2013, most of the sidewalks were replaced. In 2013, state-of-the-art wireless security cameras that meet Police Department recommendations were added to all buildings. In 2014, major electrical upgrades were made to buildings S-AA. In 2015, the Housing Authority intends to upgrade the fire panel and the fire alarm system with a state-of-the-art wireless system. The Bristol Housing Authority has been recognized by HUD as a “High Performer”. The Authority is scored on a physical inspection of the property, financial management, along with other items and in 2014, the score was 100%.

The Bristol Housing Authority also administers the Housing Choice Voucher (Section 8) program, which provides federal assistance for people to live in private apartments. The program currently has 156 vouchers being used in Bristol and there are approximately 750 people on the waiting list. This program is for the very low-income residents – federal guidelines for income and rents are:

Income	Rents
\$15,200 for one person	\$822 for one bedroom with utilities
\$17,350 for two people	\$1,004 for two bedrooms with utilities
\$19,790 for three people	\$1250 for three bedrooms with utilities

The Housing Choice Voucher Program was scored at 100% on performance and management. This scoring system is called the Section Eight Management Assessment Program (SEMAP). The BHA has consistently scored 100% for 15 years in a row.

The Bristol Housing Authority also leases the historic Benjamin Church building to the Town of Bristol for the Senior Center. This building, listed on the National Register of Historic Places in 1971 has always served senior citizens (except for a brief period between 1968 and 1972). The Senior Center has operated for more than 40 years. It offers many social, wellness and educational opportunities for adult members 55 and over. The Bristol Housing Authority's partnership with the Bristol Senior Center has enabled both organizations to better service the seniors of Bristol.

### *Affordable Housing Policy*

In an effort to clarify Bristol's position on affordable housing, the following policy statement was developed for the 2009 Comprehensive Plan and re-affirmed with this plan update. Bristol supports the development of housing that helps to meet the needs of all Bristol's "local residents". Bristol is also willing to do its share to assist in meeting the housing needs of the regional population, but within the context of a broad, cooperative, fair share policy that involves all of Bristol's neighboring Towns. Bristol has great concerns over pursuing housing strategies based on past theories of public housing provisions, specifically the development of large projects for specific socioeconomic groups.

Bristol is a town that has always had a rich mixture of housing types blended together within the downtown. The outlying single family neighborhoods have developed in a variety of lot sizes and development patterns. Bristol has never created large multifamily developments that then deteriorated causing yet more problems for residents and non-residents alike. Bristol shall not pursue that strategy in the future. In order to guide affordable housing development in Bristol, the following development standards were adopted.

Affordable housing in Bristol shall:

1. Be integrated with market price units.
2. Be dispersed throughout town rather than being congregated in specific areas or projects. It shall be developed in areas that are suitable for any type of housing development.

3. Be designed so as to physically blend with surrounding market price units in terms of height, massing, site design and architectural treatment.
4. Be designed to give the residents and neighbors' pride in their homes.
5. Be developed to give residents the opportunity to share in the ownership of at least some of the units where feasible given the particular needs.

In June 2005, the Town completed the Affordable Housing Production Plan. Following this, the Town appointed an Affordable Housing Committee to oversee implementation of the plan and further the Town's affordable housing goals. The Town's Affordable Housing Committee prepared a report with recommendations to the Town Council but has not been active in recent years.

The Town adopted Inclusionary Zoning in 2010 and there are two applications currently pending under this provision. The threshold for requiring the affordable housing unit is five market rate units; however, when discussed with developers, they will drop their market rate density to below five which will then not trigger the ordinance. The Town has required six affordable housing units as a condition for the granting variances for legalizing additional dwelling units. The Town is currently reviewing two proposals that include an affordable housing component. If they are approved as proposed there will be seven additional affordable housing units and they would be the first ones to be built under the Inclusionary Zoning provisions.

The Town also revised the zoning ordinance to allow multi-family dwellings in otherwise single family zones and to allow accessory dwelling units for nonfamily members when they are restricted to affordable housing. No one has taken the opportunity create a multi-family dwelling in a single family zone; however, there were two affordable units created when accessory family dwelling units originally approved were modified through the zoning process to allow for non-family occupants. It is believed that the 30-year deed covenant requirement is the main reason why people do not create the affordable units. The rental for affordable units is often more than

landlords are charging so they are encouraged to participate until they find out that they need to have a 30-year deed restriction.

In addition, there are three locations depicted in green in Map 6 Homes and Neighborhoods identified as “Open Space Conservation with Affordable Housing and Agriculture”. These are existing residential properties that are currently used for agriculture and/or have undeveloped woodlands and open space. The Town intends to keep these properties residentially zones to be consistent with the FLUM. However if these properties were to be developed in the future, considerations should be given to preserving existing open space areas and utilizing existing residential structures and developed residential portions of the properties for affordable housing options.

There is little land available for large scale development which could include a percentage of affordable housing; therefore, infill development will continue to be the preferred way to achieve the affordable housing goals. There needs to be smaller sized, well-designed housing units to fit into existing neighborhoods. A public advertising campaign and strong leadership on the importance and need for affordable housing is also necessary. In order to meet the affordable housing goals, the Town will need to find creative solutions.

It is also worth noting that the Town has been well managed and maintains the lowest taxes in the region which is a plus to affordable living.

## Affordable Housing Progress

The table below is an assessment of the Town’s affordable housing strategies from the 2009 Comprehensive Plan, including resulting progress of affordable housing development in Town.

### Assessment of 2009 Affordable Housing Strategies

Strategy	Number of Units Proposed	Number of Actual Units
<i>Allow Multi-Family Housing By Special Use Permit in R-10 zone for 3-4 units</i>	49	0
<p>Factors affecting Success Rate and Ways to Improve the Success:</p> <p>The Town has not yet amended the zoning ordinance to allow this strategy. In doing so, we would explore a partnership with RI Housing Works and the Roger Williams University Community Partnerships Center to assist with outreach. A brochure could be developed to generate interest and help educate on the options. A guidebook of housing types and styles could also be created illustrate how to keep the housing within the character of the neighborhood while also generating interest.</p>		
<i>Mandate Inclusionary Units</i>	75-120	5
<p>Factors affecting Success Rate and Ways to Improve the Success:</p> <p>The Town adopted the mandatory inclusionary zoning in 2010 with a trigger threshold of 5 or more units. The Town did not see many applications during the subsequent years for subdivisions with this many units or the Developer revised the application to provide fewer than 5 thereby eliminating the requirement. The Planning Board recently approved a subdivision (July 2015) with 2 affordable housing units as a result of the mandatory inclusionary zoning requirement. In 2012, the Planning Board granted Master Plan approval on a mixed use development with 3 affordable units in accordance with the inclusionary zoning requirement; however, these units have not yet been built. While this has had some limited success, we expect that we will continue to see units produced through this requirement. The Town’s Technical Review Committee continues to facilitate a greater understanding of the process with the developers and coordinate with the Town’s affordable housing agency so that the monitoring, marketing, and eventual sale or rental of the LMI unit does not seem so daunting to the developer.</p>		
<i>Allow Duplexes by Right in R 15 and R 20 Zones</i>	18	0
<p>Factors affecting Success Rate and Ways to Improve the Success:</p> <p>The Town changed the zoning to allow duplexes by Special Use Permit in the R15 and R20 zones rather than by-right. The reason for the lack of units being created by this strategy has been lack of will by property owners to build duplex units with the mandatory 30-year deed restriction needed on the affordable unit. Again, in partnership with RI Housing Works and Roger Williams University Community Partnerships Center, a brochure could be developed to generate interest and help educate</p>		

<p>on the options. A guidebook of housing types and styles could also be created to generate interest and illustrate how to keep the housing within the character of the neighborhood. Based on the past performance of this strategy, we have adjusted the expectations going forward.</p>		
<i>Review Accessory Family Dwelling to Allow non-family affordable Units</i>	25-50	2
<p>Factors affecting Success Rate and Ways to Improve the Success:</p> <p>The zoning ordinance was amended to allow for this; however, we haven't seen any applications because most people want this unit for family and don't have a need to create a non-family unit. While we have had 2 or 3 Accessory Family Dwelling Units transition to non-family Affordable Dwelling Units, we haven't seen as many as expected. Those that have applied to transition are unique situations where either the family member has left the property and the owner wants to keep the additional unit or the property has been sold and the new owner wants to keep the unit but doesn't have a family member to occupy it. While it is a great way to keep both the homeowner and the renter with affordable housing, most people are reluctant to go down this path because of the required 30-year deed restriction. Most people want more flexibility and some people think it will make it difficult to sell the property. However, more can be done to educate people on this option as part of our enforcement follow-up with the existing stock of Accessory Family Dwelling Units.</p>		
<i>In-Fill Development Vacant Lots R10</i>	12	0
<p>Factors affecting Success Rate and Ways to Improve the Success:</p> <p>The reason for the lack of units being created by this strategy is assumed as lack of will by owners / developers. Similar to the strategies listed above, more could be done to education property owners about this option in partnership with RI Housing Works and the Roger Williams University Community Partnerships Center. To educate and create interest, a "Small – Lot Pattern Book" could be created which would illustrate how to create in-fill development that keeps within the character of the neighborhood and sparks ideas on small home designs. We will also explore opportunities for additional infill lots in the R6 and R8 zones</p>		
<i>Rehabilitation in Low – Mod Area</i>	212	0
<p>Factors affecting Success Rate and Ways to Improve the Success:</p> <p>The reason for lack of units being created by this strategy is lack of will by owners/developers and required deed restriction for 30 years on property. Because of the lack of performance on this strategy, we have adjusted our expectations going forward. However, there is a relative high supply of older housing stock in the low-moderate area census tract so we will also review the current CDBG home repair program policies to determine if we can create any deed restricted units through this program. A future housing trust fund could also help pay for monitoring costs as an additional incentive for the housing units and be used for low interest loans or other home purchase assistance.</p>		

<i>Adaptive Re-Use Robin Rug Mill</i>	10	0
While these units have not yet been built, they were a condition of the zone change for the re-use of the mill.		
<i>Comprehensive Permits</i>	66	18
<p>Factors affecting Success Rate</p> <p>*We had one Comprehensive Permit application which was before the Planning Board in July and denied. The proposal had 5 units of affordable housing. The reason for lack of units under this strategy has been the poor housing market overall and the lack of applications.</p>		
<i>Conversion of Student Housing at Almeida Apartments</i>	30	0
<p>Factors affecting Success Rate:</p> <p>This strategy is in partnership with Roger Williams University; however, the University has not been ready to move forward on this action and is still using the Almeida Apartments for student housing.</p>		

The Affordable Housing Strategies Table that follows summarizes the number of affordable units to be produced by development strategies of the Comprehensive Plan and the timeline to achieve the 10% affordable housing target of 1,012 by 2035 (20-year horizon).

The housing target is calculated as follows:

20-year population projection = 23,787 (from RI SPP 20-year population projections)

Average Household Size = 2.35 (from Factfinder. Census.gov 2010)

20-year housing unit projection 10,122 (calculated by dividing the 20 year population projection by the average household size)

Forecasted 10% threshold = 1012 (calculated by multiplying the 20 year housing projection by 10%)

Existing affordable units = 535;

Forecasted to need by 2035 = additional 477

### Affordable Housing Strategies Table

Strategies (Items in parenthesis refer to Action Items from the Implementation Table)	1-5 Years	6-10 Years	11-15 Years	16-20 Years	Projected Total
1. Comprehensive permits at identified sites (H-21)	15	35	34	42	126
2. Inclusionary zoning	20	20	20	20	80
3. Accessory Dwelling Unit – (H-20)	5	5	5	5	20
4. Condition of variances and zone changes (H-22)	4	4	4	4	16
5. Infill ( H-21 and H-24)	9	10	11	12	42
6. Housing rehab/existing housing stock conversion with housing trust fund (H-3, H-11, H-21)	10	20	20	20	70
7. Tax sale properties	2	2	2	2	8
8. Multi – Family by Special Use Permit – (H-1, H-2, H-10)	3	5	7	10	25
9. Mixed Use Commercial/Res	20	20	25	25	90
TOTAL Affordable Housing Units	88	121	128	140	477

#### NOTES from the Affordable Housing Strategies Table:

1. Comprehensive Permits at Identified Sites – refer to the Affordable Housing Location Summary Chart for locations. This is a 2009 Strategy that has been carried forward with an adjustment to the number of expected units since one of the previous identified properties is no longer available. This strategy also includes the units from Robin Rug and student housing at Almeida.
2. Inclusionary Zoning – This is a 2009 strategy that has been carried forward.
3. Accessory Dwelling Unit for affordable Housing – This is a 2009 strategy that has been carried forward and revised as to the number of expected units.
4. Condition of Variances – has been an effective tool when applicants come to legalize units and/or need other relief on density. This is a new strategy.
5. Infill– This is a 2009 strategy that has been carried forward and revised as to the number of expected units.
6. Housing Rehab and Existing Housing Stock Conversion using established housing trust fund to assist with low interest loans and home purchase assistance and CDBG funds. This is a 2009 strategy that has been carried forward and revised as to the number of expected units.
7. Tax Sale Properties - In conjunction with RI Housing, Town to monitor tax sale properties annually and move to acquire for affordable housing establishment. This is a new strategy.
8. Multi-family Units – This is a combination of two (2) 2009 strategies that have been carried forward and revised – Multi-family by Special Use Permit and Duplexes by Right.
9. Mixed Use Commercial/Residential Units including Metacom Mixed Use Zone – This is a new strategy

## Homelessness

According to the Bristol Director of Human Services, the Town does not have data on the number of homeless people, although it is believed to be small. The Town does not have a homeless shelter within its borders – the nearest ones are in Middletown, Warwick and Providence. The East Bay Coalition for the Homeless works to help families get back on their feet by providing access to safe, affordable housing combined with case management, financial counseling and connection to mainstream resources. There are also short-term shelter services provided by the Rhode Island Veterans Home on Metacom Avenue and the East Bay Coalition for the Homeless’ 18 apartments that are scattered within East Providence, Bristol and Warren. The Town will work with these local homeless agencies and others such as the Riverwood MHS and/or East Bay Community Action Program to track homeless individuals or families who may have resided within the Town.

## Statement of Goals and Policies

Housing policies must support a broad range of housing opportunities so that Bristol can continue to provide affordable housing to its traditionally diverse population and to ensure that all neighborhoods are livable places.

Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the goals and policies developed by the Town of Bristol to guide its homes and neighborhoods. These goals encompass goals expressed in the other elements of this plan.

**Goal 1. Work for a continued range of housing opportunities so that Bristol can continue to be home to our traditionally diverse population.**

Policies to achieve Goal 1:

- A. Direct Town efforts toward addressing housing needs that the private market does not, or cannot, meet.

- B. Address the needs of Bristol's special demographic groups, to include: working families, single parent families, parents whose children are grown, persons living alone, and the elderly.
- C. Make sure that housing programs first meet the needs of Bristol residents.
- D. Encourage a broad range of housing costs, with special emphasis on creating and maintaining houses and apartments that are affordable to lower income residents.
- E. Work toward a range of housing types to match residents' differing preferences and resources for their physical environments.
- F. Encourage a range of housing ownership and rental options to match residents' differing preferences and resources, to include: home ownership, rental, accessory apartments, condominium, cooperative, and congregate.
- G. Continue programs to help elderly and others on fixed incomes stay in their homes.
- H. Encourage coordination among the public agencies and the community organizations to leverage their resources and generate new programs.

**Goal 2. Ensure that neighborhoods are livable places.**

Policies to achieve Goal 2:

- A. Historical and architecturally significant properties should be surveyed and designated for preservation.
- B. The Town is encouraged to investigate new urbanism techniques such as form based vs. use based zoning regulations to maintain characteristics of existing neighborhoods.
- C. Sidewalks are encouraged for safety and sustainability purposes in new developments.
- D. Connectivity must be maintained between neighborhoods as essential to quality of life, as well as for safety and convenience.

- E. Address the issue of exterior lighting for public and private development, balancing the need for adequate lighting with the need to avoid excessive lighting on nearby residences.
- F. Provide adequate water supply and pressure.
- G. Buffer neighborhoods from incompatible land uses.
- H. The Town should continue to call for adequate buffer zones between incompatible uses (i.e. between adjoining industrial and residential areas).
- I. Take into account existing land use patterns when designing new zoning regulations.
- J. Promote good design in all future developments.
- K. Require that new developments stay within a scale that is appropriate to Bristol and to surrounding homes.
- L. Strengthen the services and amenities that make Bristol a good place to live.

**Goal 3. To protect the safety and welfare of all residents, new residential development along the waterfront, especially on undeveloped land, should be carefully reviewed and considered for its appropriateness.**

Policies to achieve Goal 3:

- A. Continue participation in the National Flood Insurance Program in order to allow property owners the ability to purchase flood insurance. Any waterfront development should be required to provide public lateral access to the waterfront.
- B. The Town will pursue federal and / or state funds to purchase flood prone properties.
- C. The Town must stress the need to maintain large tracts of open land as still exist.

**Goal 4. Create affordable housing opportunities and diversify the housing stock.**

Policies to achieve Goal 4:

The Town's Affordable Housing Production Plan of 2005 recommends the following affordable housing policies and they are re-affirmed and incorporated in this Plan. The Town of Bristol's affordable housing goals are as follows:

- A. Create a diversity of housing types that meets the current and future needs of low-moderate income residents, employees, and special needs populations. While Bristol does currently have housing for the elderly, families, single persons, and special needs populations, the majority of housing being built in Bristol is out of the reach of the low-mod populations. The housing gap this causes will continue to grow unless Bristol continues to actively and aggressively pursue the development of affordable housing within the town.
- B. Meet 10% Goal for affordable housing.
- C. Provide housing opportunities for the Town's special needs populations. Achieve or maintain, whenever possible, at least a few housing units that will provide opportunities to households of one or more of the groups that have been identified as being of particular need in Bristol, with the following targets: Family Housing 394 Units, Elderly Housing 96 Units, Special Needs Housing 73 units. Include careful and creative decisions about how the public purpose of expanded housing opportunity can be combined with other public purposes on any given site.
- D. Revise the zoning ordinance to promote affordable housing and housing that meets the needs of all Bristol citizens.
- E. Identify potential locations for affordable housing development.
- F. Strengthen partnerships and build community support for affordable housing development.
- G. Identify existing and new resources for affordable housing development.
- H. Encourage public /private partnerships for the creation of affordable housing which will provide additional funding opportunities such as grants.
- I. Ensure the long term affordability of housing.

### Affordable Housing Locations Summary Chart

Location	Total Units *	Affordable Units
Robin Rug	98	10
Nunes Property on Chestnut Street	12	4
Bristol Housing Authority Senior Housing	22	22
Francis Gravel Bank at Bayview (P48/L8)	24	6
Goulart at Metacom (P87/Lots 1-8)	35	7
KenDan LLC at Gooding (P11/Lot 1)	20	5
Anthony Nunes at Metacom (P108B/L4&9)	10	2
Coehlo at Gooding (P111/Lots , 2, 42, 43)	16	4
Stephenson off Annawan (Plat 127/Lot 6)	14	3
Stephenson in Mason Farm (P128/Lots 3,4,9,10)	25	6
Rego/Ramos at Metacom (P128, L 15 &16)	6	2
Francis Bros off of Harrison (P133, L3&4)	14	3
Raposa at Metacom (P150/L17)	5	2
Perry Nursery at Metacom (P159/L1034)	8	4
RWU at Almeida Apts	30	30
Balazano's Mt. Hope Avenue (mixed use)(P41/L 126)	8	4
St. Elizabeth School – (Reuse)	12	12
<b>Total Identified</b>	<b>367</b>	<b>126</b>

\*Potential proposed unit numbers are conservative; build out of each site will be specific to each development proposal.

Note that the projected 126 affordable units indicate significant progress toward closing the 367 unit shortfall in the Town's effort to meet the 10% threshold. The Town will continue to look to creative approaches in addressing the affordable housing requirements despite the fact that expectations for achieving the goal described in the 2009 Comprehensive Plan have been diminished with the realities of the fluctuating housing market, which is out of the Town's control.

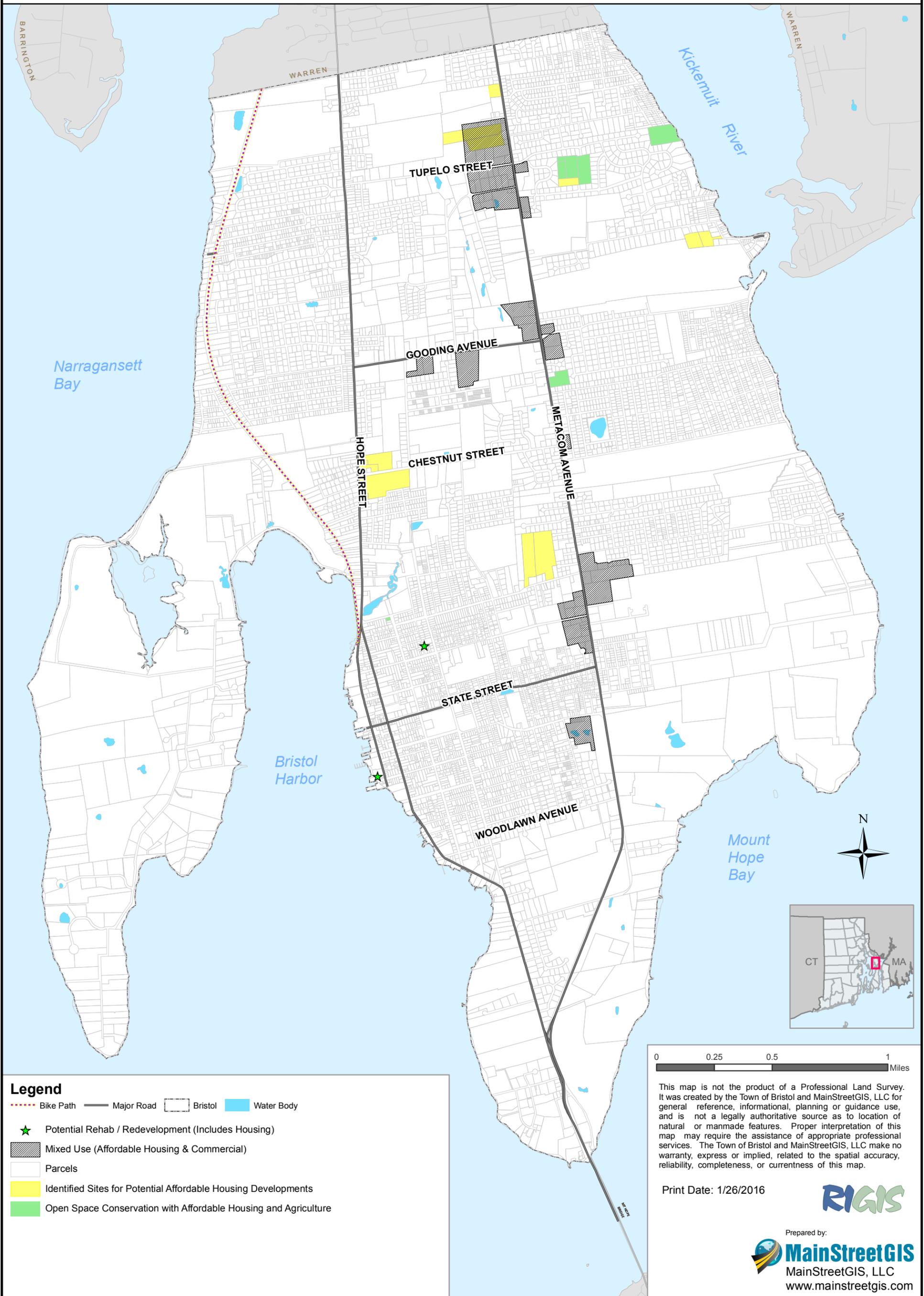


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 6

## Homes and Neighborhoods



### Legend

- ⋯⋯⋯ Bike Path
- Major Road
- Bristol
- Water Body
- ★ Potential Rehab / Redevelopment (Includes Housing)
- Mixed Use (Affordable Housing & Commercial)
- Parcels
- Identified Sites for Potential Affordable Housing Developments
- Open Space Conservation with Affordable Housing and Agriculture



This map is not the product of a Professional Land Survey. It was created by the Town of Bristol and MainStreetGIS, LLC for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Bristol and MainStreetGIS, LLC make no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Print Date: 1/26/2016



Prepared by:  
**MainStreetGIS**  
MainStreetGIS, LLC  
[www.mainstreetgis.com](http://www.mainstreetgis.com)



# 5. Economic Development and Agriculture

## Introduction and Background

### *Background*

Economic Development is actually a broad concept that includes many elements of the Comprehensive Plan. The Economic Development Element Team has defined Economic Development in working, practical, action-oriented terms. Supporting action items are predominantly to be completed within five years, emphasizing the nearer term.

The definition of Economic Development used herein is:

***Economic Development is the sustained, coordinated actions undertaken by our community to create a positive environment to help businesses succeed and which enhance Bristol's standard of living and quality of life.***

A critical aspect of in most definitions of Economic Development – Human Capital Development – is only partly covered by the Economic Development Element. Our element will address:

- Initial workforce readiness and continuing education and training

- Partnerships amongst business, town leadership, school system, community and various educational organizations to promote the above

The full scope of human capital development in promotion of standard of living and economic health is broader than the scope of this element and equally important. It should be developed as part of the on-going development of this strategic planning process.

***Success of Economic Development initiatives over the next decade is vitally critical for fulfillment of the Community's Comprehensive Plan aspirations. It is the financial engine that makes the Comprehensive Plan possible.***

As we come out of the latest severe recession and as we look back to the last Comprehensive Plan (2009) we can see there have been profound changes in business environment, products and technology. The pace of change will only accelerate and become more profound. The gap between those left behind and those that succeed will become a wider gulf.

There are emerging trends/ opportunities that can drive, support or limit business growth. As examples:

- New manufacturing technologies such as 3-D Printing that have relevance across Bristol core manufacturing businesses, embryonic businesses, arts and culture;
- New materials technologies such as composites, bio-materials and nano-materials;
- Emergence of “independent workforce” which ranges from independent professionals, consultants, and tradespersons to virtual businesses and home-based businesses<sup>1</sup>;
- Collaborative work environment - local, regional and global;
- Obsolescence of workforce skills and career changes; and
- Power of local government, business and educational collaborations.

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<sup>1</sup> Perhaps as high as 20% of the workforce when broadly defined and growing

From an Economic Development standpoint we are at a critical point that requires leadership, activism, and change:

- The business world changed in the past half-decade and will rapidly change in the coming decade;
- Our economy is stagnant; opportunities for our current workforce and future generations are limited without change;
- Stagnation is slow death; growth is the only way to economic development;
- Old ways are long dead and change must be embraced. It is much riskier to maintain the status quo.

Demographic in the Snapshot section of the Comprehensive Plan support a strong call to action. Of note during the period from 2000-2012:

- A significant reduction of the number household incomes below \$100,000, with almost one-third of these in lower income brackets. (There has been an overall growth of 4% in household income due to growth in over \$100,000 categories.)
- A static civilian employed population (employment figures are heavily weighted by our largest employer Roger Williams University). This twelve year trend also shows significant decrease in higher paid and skilled job segments of manufacturing and professional/scientific categories to also include construction.

Two basic realities must be addressed in an Economic Development Growth Plan. Community actions must support:

1. Continued growth among more mature businesses. Restrict growth and business moves out.
2. Support for new businesses relocations to Bristol and for embryonic business start-ups.

Without such supportive environment businesses cannot thrive.

The Community must look forward. The business environment in Rhode Island is difficult, but time and time again in our interviews the Economic Development Element team heard:

- Bristol has incredible resources and assets which are very attractive,
- Bristol aspirations and values are our strength and key selling point for business growth, and
- It is about LOCAL attitude and support!

These values expressed the understanding of business owners that our Town's character, distinctiveness and resources are its greatest strength and selling point to attract and build business. Key attributes to be developed and preserved included:

- A Town of positive action and support; looking for a better future – attitude backed up by action – Getting to “Yes!”
- Vibrant downtown of regional stature
- Strong historic New England coastal town charm
- Family and neighbor oriented
- Conservancy/ stewardship is a given
- Leaving Bristol a better place –opportunities for future generations through education and workforce opportunity

In summary, sustained, concerted and active support of Economic Development initiatives, outlined in this element, is:

**A. Critical to this Comprehensive Plan:**

- It improves the financial condition of our community through more and better paying jobs
- It provides the funding – viable financial base – for other Comprehensive Plan initiatives
- It provides employment for younger generations to enjoy a higher standard of living

- B. And it must be monitored, measured, managed and updated as a living Strategic Plan as an on-going annual Town-managed process.

The Town formed the Economic Development Commission in 2010 after adoption of the 2009 Comprehensive Plan which was an action item from that plan.



*State Street*

The Town is currently in the process of converting the Downtown Naval Reserve Armory into a Maritime Center for visiting boaters (Action Item # ED – 9 from the 2009 Comprehensive Plan Update). The Town received a Boating Infrastructure Grant from the US Department of Fish and Wildlife to undertake this renovation which will provide showers, restrooms, laundry facilities, lockers, and other amenities for the visiting boaters. The Roger Williams University Community Partnerships Center also assisted the Town in planning for this project and their work was instrumental in helping the Town receive the grant. The Town is also in the planning and permitting stage of expanding the downtown Church Street Dock which will extend behind the Armory in the area of the donated riparian rights from the Robin Rug property. A transient float for visiting boaters was installed on the west side of Rockwell Dock in 2012 which was funded by a Boating Infrastructure Grant from the US Department of Fish and Wildlife.

The decommissioned school buildings located on High Street, Walley, Byfield, and Reynolds Schools have also seen a recent revitalization. The Byfield and Reynolds Schools have been transitioned into rentals for a variety of uses including non-profit visual and performance art groups, small start-up offices; and, creative arts business such as fabric design. Walley School, in need of more rehabilitation, has not yet transitioned into other uses; however, the Town is moving forward with a plan to complete renovations to allow the building to be rented. It should be noted that these schools are seeing new life due in part to the collaborative work that was done to explore reuse options for the Walley School. The bringing together of various local art groups for a facilitated discussion as part of a Roger Williams University Community Partnerships Center project resulted in an increased interest from local artists in renting spaces in these school buildings.

With the help of Community Development Block Grant funds, and the Town's Redevelopment Agency, the Town was able to facilitate the revitalization of the Bristol Industrial Park which is a large, former mill complex that had become a blighted industrial property in the Wood Street neighborhood. The property had gone into receivership and the Town and Mosaico Community Development Corporation were able to work together so that Mosaico could acquire the property in 2010. Mosaico, a non-profit organization, has been able to secure grant funding from the EPA along with the CDBG grants to revitalize the property.



*Bristol Industrial Park*

Implementation has begun on the Marine Trade’s Route plan recommendations. This project, funded by a RI Statewide Planning Challenge grant, outlined recommendations to define and upgrade the route to the waterfront for the large boat builders and marine businesses in Town. Working with the RIDOT during the Hope Street Sidewalk project, the Town was able to retrofit signage at a key intersection of Thames Street and Hope Street to allow the large boat trailers to negotiate the curve.

In 2012, RIDOT completed the Hope Street sidewalk project which included the installation of new granite curbs and sidewalks from the Thames Street intersection to Constitution Street. New decorative street lights, benches, bike racks, trash and recycling bins were also installed as enhancements. The Steel Yard was commissioned as part of the project to create the street furniture which helped incorporate public art and place making into the project.

The Town completed a Wayfinding Plan for installation of signage to direct visitors around Bristol. This plan includes signage for parking places, destinations, and directional information that gives the Town a branded identity consistent with the existing “Welcome to Bristol” signs located at the gateways into Town. The theme for these signs is the patriotic red, white and blue which Bristol is so famous for.



*Downtown Visitor Center*

Earlier this year, the Towns of Bristol and Warren received a 5-year re-designation of the Mount Hope Enterprise Zone. The Town partnered with the Town of Warren on this re-designation application. It is an important tool in the economic development toolbox and provides an incentive to locate businesses in Bristol by providing income tax deductions for qualifying businesses.

### *Our Process*

About a dozen of the 48 action items from the 2009 Comprehensive Plan survive in this Plan and several are more on-going “Policy Items.”

The Steering Committee conducted interviews with businesses to better understand business needs and competitive pressures that manifest themselves in government/business relations. Interviews were organized by business groupings/ segments as follows:

- Destination businesses
- “External Facing” businesses whose customers are predominantly global, national, regional, or state
- Quality-of-life local businesses, and
- Educational and training organizations

Included in Destination businesses were cultural events, museums, other arts and crafts, regionally-known restaurants, hotels, and recreational water sports.

External-facing businesses include commercial fishing, maritime/composites, light manufacturing, embryonic, individuals, and other.

Quality of life businesses include local trades and services, family services, and agriculture.

Educational businesses include Roger Williams University, private trade schools such as RIMTA and IRYS, and of course supporting high school/ vocational education.

Interviews were conducted to better understand:

- Competitive industry issues where other localities were taking economic development actions to place local businesses at disadvantage or where other localities' best practices could be emulated,
- Emerging industry strategic issues and opportunities where business- educational-governmental relations might be appropriate and beneficial,
- Insights into six common, typical local government/ business areas of interface and the importance of "Bristol Values."

These six common areas included:

- Development/ advertising for customers or markets
- Provision of civic services and utilities
- Developing the workforce
- Funding growth
- Imposition/ management of regulations, approvals, and taxes
- Decision-making on location

The relative importance of each of these areas to the business segments can be seen in Table 1 and will be discussed in subsequent sections but it is important to note here that business is not monolithic:

importance of these areas varies by segment. Some areas involve on-going relations and some are intermittent. As a result importance can also just reflect in-the-moment experiences and concerns.

The Steering Committee conducted about 40 interviews which gives a good understanding of the issues and opportunities. Businesses were aggregated into 4 categories (Destination Bristol Businesses; External-facing Businesses where customers are mostly global, USA or regional; Bristol’s Quality of Life Businesses; and, Educational Institutions) and further broke down into subcategories shown below. The interview discussions focused on the seven topical areas noted in the left hand vertical margin. These substantive conversations (along with independent research) and businesses’ weighting of the critical importance to their well-being and growth opportunities formed the basis for many recommendations.

**Table 5.1: Importance of Town Services and Support in Business Success**

<u>Level of Importance</u>	DESTINATION					EXTERNAL FACING						QUALITY OF LIFE				EDUCATION		
	Culture/ Museum	Other Arts/ Crafts	Restaurants/ Hotels	Retirement	Recreational Marine	Commercial Fishing	Maritime/ Composites	Other Manufacturing	Embryonic	Individuals	Other	Trades/ Services	Local Merchants	Family Services	Agriculture	RWU	Schools	Private
<b>Critical</b> 5																		
<b>Very High</b> 4																		
<b>Moderate</b> 3																		
<b>Some</b> 2																		
<b>Little/ None</b> 1																		
<b>Markets &amp; Customers</b>	5	5	4	1	2	2	2	2	2	1	2	1	2	2	2	1		1
<b>Civic Services/ Utilities</b>	4	5	5	4	5	5	5	2	5	4	4	1	1	3	3	3		3
<b>Developing Workforce</b>	1	1	2	1	1	1	5	4	5	3	4	4	1	3	1	1	2	5
<b>Funding Growth</b>	2	1	2	1	5	1	1	2	1	1	1	2	2	1	1	1	5	3
<b>Regs./ Approvals/ Taxes</b>	4	2	4	2	4	3	4	5	5	2	4	4	5	3	3	3		3
<b>Business Location</b>	1	3	3	1	1	4	3	1	3	4	3	2	4	3	1	1		1
<b>Bristol Values</b>	5	5	5	5	5	4	4	3	3	3	3	3	5	3	5	5	3	1

It was not a scientifically valid survey and further surveys can better home-in on sources for betterment. It should be noted, that the business community appreciated the outreach, chance to discuss the issues, and looked forward to continuing dialogue.

The Steering Committee also tried to research best –practices and emerging trends, so that it might develop better recommendations and leverage already proven solutions, but it was limited by time and resources. The Committee strongly believes this research should be developed as part of the aforementioned Town strategic economic development process.

The Rehab – Economic Opportunity Sites on Map 7 were identified as properties that are available for new economic development opportunities or are ripe for redevelopment/revitalization due to the condition of the existing buildings or underutilization of the site. Generally, the sites are zoned for General Business or Manufacturing, are currently vacant or being underutilized such as being used for outdoor storage or are improved with older buildings that are seeing the end of their useful life and have opportunity for rehabilitation. In particular, the map includes the Bristol Industrial Park which is an historic mill complex that is currently in the process of being revitalized and presents an opportunity for expanded economic development.

## Key Findings

Almost all of the interviewees expressed appreciation for the efforts of the Town to address business concerns. They generally expressed admiration for town administrators and services such as police, fire and public works. They felt that by working together much progress and benefit can be achieved.

Each of the Business Segments is an important element for improved standard of living and economic health of Bristol, but with different roles.

The Town must focus on growing destination and external-facing businesses. These are the basic, core building blocks for our future. They are the growth engines and provide synergistic growth to other segments. External-facing businesses are particularly important because for each new job created it supports 3-4 local jobs. These tend to be well-paying jobs.



*Manufacturing in East Bay Industrial Park*

The Town's core manufacturing business of maritime, composites and engineered plastics has many businesses from boat builders to sail makers and spar makers to component manufacturers, distributors, retail and services as well as related materials businesses. Most have branched beyond marine trades to broader markets to sustain growth. Bristol has a potential Center of Excellence in these areas which provide a basis for further development.

Based on interviews conducted, destination businesses bring annually about 35,000 wedding guests and 300-400,000 events visitors to our Town. But, the Town has not optimized the economic growth potential of this market, which requires concerted effort amongst all the constituents to broaden the season and diversify/ broaden the opportunities.

Roger Williams University (and other local universities and colleges) is important both as the Town's largest employer but also as an important partner with the Town, businesses, and other local educational institutions. In addition to being the largest employer RWU brings thousands of people to Bristol every year. Universities can mentor, partner, and seed embryonic and small business in a symbiotic relationship. Small businesses and embryonic businesses become the longer-term engines for growth and higher paying jobs. The Town must also focus on developing embryonic business for our long-term growth.

Bristol needs to create a sustained pro-business environment. It really is about local attitude and getting to "yes" within the constraints/ benefits of Bristol Values. Town government needs to foster and lead

business growth. This requires significant partnership with business and educational institutions.

Since these partnerships are critical and economic development results from community action, partnership action items are included in this Economic Development element.

Regulatory, permitting and fee structures need updating and streamlining to reduce the cost, effort and time to fit 21st century business needs. Without metrics and best-practices it is impossible to recommend specific actions, but it is a significant legitimate concern of most businesses surveyed. Other localities have tackled these issues with creativity that protects all interests and Bristol should leverage these efforts. Small businesses and non-profits are particularly disadvantaged. It must also be noted that both business applications and town processes must improve for there to be realized benefit.

There are areas where judicious town investment can yield significant benefits: three areas in particular, hiring of an economic development officer, and advertising/ promotion of destination business; and, promoting a Center of Excellence for composite/marine trades technologies.

***The summary of the economic development strategy is therefore a singular goal for the sustained, viable growth of business to provide for improved standard of living and economic health of Bristol. It is important that such pursuit be built upon Bristol Values.***

Action items herein are organized by groupings of:

- A. Town Organization and Processes
- B. Regulations, Permitting and Approvals
- C. Development, Marketing and Advertising
- D. Civic Services and Utilities
- E. Developing the Workforce
- F. Other, Including Mandated Agriculture Section

## Statement of Goals and Policies

The singular goal of Economic Development goal is the sustained, viable growth of business to provide for improved standard of living and economic health of Bristol. It is important that such pursuit be built upon Bristol Values, including:

- Fostering a culture of positive community action, collaboration and support; looking for a better future – attitude backed by action – Getting to “Yes!”;
- Developing a vibrant downtown of regional stature;
- Enhancing our reputation of strong historic New England coastal town charm;
- Safeguarding our family and neighborhood-oriented commitment;
- Honoring conservancy/stewardship as a given; and,
- Leaving Bristol a better place – ensuring opportunities for future generations through education and workforce development

Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the policies and actions developed by the Town of Bristol to guide its Economic Development activities. These goals align with goals expressed in the other elements of this plan.

Therefore,

**Goal 1. The sustained, viable growth of business to provide for improved standard of living and economic health of Bristol, the pursuit of which should be built upon Bristol Values and Attributes.**

Policies to Implement Goal 1:

- A. Section A: Leadership and Collaboration: Making economic development a priority in Town organization and processes to:

1. Provide economic development leadership and focal point for collaboration amongst government, university, civic and businesses to achieve our goals.
  2. Encourage development of best practices and transparency.
- B.** Section B: Streamlining regulations permitting and approvals that:
1. Encourage, expedite, and minimize the costs of doing business while achieving the intent of our goal and policies;
  2. Optimizing the use of scarce manufacturing/commercial zoned land - only 6% of Bristol land is zoned for commercial/industrial use. (this includes a range of policies from encouraging reuse and rehabilitation, buffering commercial and industrial activities from adjoining uses, defending manufacturing and commercial zoned areas against encroachment for residential purposes, and keeping options open for growing firms to find the type of space they need at a price they can afford, to other actions described herein.)
  3. Strikes a workable compromise between businesses' need for visibility, and the Town's policies regarding open space, landscape preservation and signage.
- C.** Section C: Expanding development, marketing and advertising initiatives that;
1. Encourage "Destination Bristol" businesses of regional stature and small retail and service businesses that meet local needs.
  2. Builds upon Bristol's core manufacturing, technology, and high-value business base.
  3. Promotes emerging businesses that can leverage Bristol geographic, educational, workforce, and current business base strengths.
  4. Promotes tourism and businesses that complement the Town's environmental, scenic and historic resources.

- D. Section D: Modernizing Civic Services and Utilities for 21<sup>st</sup> century business requirements to include:
  - 1. Access and interconnectedness
  - 2. High-Speed Communications
  - 3. Collaboration and Service Centers.
- E. Section E: Improving programs to develop a 21<sup>st</sup> century workforce to provide:
  - 1. A workforce to attract an sustain core and emerging businesses
  - 2. Continuing education opportunities to re-train and update the workforce.
  - 3. Our future generations with quality, high-paying (local) opportunities.
- F. Section F: Sustaining agriculture and development aqua-culture.

### *A. Town Organization and Processes*

The following action items will assist Town leaders to expand the economic development efforts. Strategic planning around economic development is critical in the public sector to ensure long-term success, vitality and affordability of the community. The Town must be a partner to local businesses and work to create a positive environment for the start-up, expansion, and attraction of new businesses.

As described in the introduction, the basic building blocks of an economic development growth plan are:

- Growing the “external facing” businesses, especially Bristol’s Core businesses
- Growing Destination Businesses through marketing and through integrated efforts to broaden the season and broaden the offerings
- Develop local embryonic and new businesses as the longer-term engines of growth

One of the most important action items in this Element is to hire an Economic Development Officer (EDO) who will have the appropriate organizational stature, visibility, responsibility and accountability to the local policy makers and be the “go to person” in Town Government for businesses. The vision and roles of the whole town organization for Economic Development must also be defined, aligned and understood – from Town Council, Town Administrator through the supporting departments.

The role of the EDO would include:

- serving as the central point of contact for businesses to help navigate and expedite the regulatory processes within the Town and the State;
- keeping a database and inventory of all vacant commercial/industrial property and re-development opportunities;
- coordinating with local and state and regional business groups, federal, state and private financial services, colleges and universities and local advocacy groups;
- collaborating with other Town departments to identify and implement economic development “tools” such as changes to regulations and tax incentives;
- managing Economic Development programs such as Mt. Hope Enterprise Zone and Micro-Enterprise Program; and
- promoting the Town for new and expanding businesses.

Having a dynamic Economic Development Commission (EDC) is a cornerstone to the success of Economic Development initiatives in Bristol. The Town Council will review the role of the EDC to ensure that it has the authority and capacity to undertake action-oriented projects and strategic planning to expand economic opportunities consistent with the Comprehensive Plan.

## *B. Regulations, Permitting and Approvals*

As noted in the introduction, regulatory, permitting, and fee structures need updating and streamlining to reduce the cost, effort, and time. Without metrics and best-practices it is impossible to recommend specific actions, but the need to improve these areas reflects a significant legitimate concern of most businesses surveyed.

A number of communities across the nation have creatively addressed this area, as have university public administration departments. These can be sources of best-practices. There is no need to re-invent the wheel.

This area represents a potential critical impediment to the establishment of new businesses in Bristol and restriction on growth for existing businesses. This area directly impacts on the overarching objective for this element. The current regulatory, permitting and fee structure can impose a significant diversion of resources from pursuit of core business activities and growth.

It is a heavy imposition on small businesses, new business, and embryonic business. For established businesses is very costly and time consuming.

It must also be noted that both business applications and town processes must improve for there to be realized benefit. Getting to “Yes” on the part of both parties is critical.

## *C. Development, Marketing and Advertising*

This set of actions continues and expands on-going development activities for the destination businesses.

These action items also recognize the interrelated cause, effect and benefit of Bristol’s destination marketplace in which the destination season must be lengthened (year round) and destination offerings and accommodations strengthened and diversified to entice more visitors to linger and spend more in Bristol. Bristol’s museums, arts and cultural communities have been through a rough decade but have significant potential to benefit Bristol both economically and culturally. The value of local patronage cannot be overlooked. In fact,

the value proposition builds outward from Bristol to East Bay to Rhode Island to southeast New England and beyond. These actions are proposed as a win-win for Bristol and the Town, and can be accomplished to sustain Bristol Values.

Exploratory actions are proposed for two other business segments.

Bristol has a substantial core business of maritime, composites and advanced materials businesses with trained workforce and supportive educational programs that can form the nucleus of even larger business base. One action item is to explore whether Bristol can leverage or market this into opportunity as a Bristol-based Center of Excellence especially in the maritime trades and composites sectors.

Creation of “high- end” residential condominiums, as a component of a building re-use or rehabilitation project, are an important “green” element providing substantial support to our general and school tax base as well as patronizing arts, dining and destination Bristol businesses. Additional sites in the downtown area and southern area of Bristol can be accommodated without impact to other housing areas or the availability of affordable housing. It supports an important, fast-growing section of our demographics.

#### *D. Civic Services and Utilities*

This topic should no longer be limited to traditional public works, telecommunications or marine facilities. The introduction notes a sample of emerging trends which Bristol can embrace as a generational change. While these are noted as business trends, proposed solutions have broad personal, community, education, and arts and cultural applicability as well. This Economic Development Plan proposes three basic building block public services as a foundation for enabling such change in a business/ educational/ government partnership:

- Technology collaboration centers
- Professional services centers
- University-led Business Development Centers

All three have broad applicability and community benefit beyond just economic development.

As more information/technology collaboration flows amongst businesses, our communications backbones also need modernization. In fact, a number of communities which have been successful in the post-recessionary period have cited upgrading these new and traditional utilities as key civic services/infrastructure underpinning economic growth. These attract businesses.

The solution for increased traffic to downtown businesses cannot be expressed solely as increased parking but must be a more holistic approach. For example: many customers and visitors are older so parking must also be convenient and well-advertised; success downtown will mean more business and necessitate more robust solution; success with the maritime center and destination businesses also requires a more holistic approach.

Bristol business from bedroom community commuters to destination and manufacturing businesses rely on adequate access and egress to Rhode Island, Southern New England and Boston areas. This infrastructure is critical.



*Maritime Center in Historic Naval Amory*

## *E. Developing the Workforce*

This Economic Development grouping will address:

- Workforce readiness and continuing education and training
- Partnerships amongst business, town leadership, school system, community and various educational organizations to promote the above

But the full scope of education (human capital development) in promotion of standard of living and economic health is broader than the current scope of this element and should be addressed as an on-going effort.

An adequate supply of trained and willing workers is a fundamental prerequisite for a strong manufacturing and trades/services base. Properly trained and motivated workers have a good chance of finding well-paying jobs.

An effective workforce development program requires the following elements:

- Business and community assessment;
- Collaboration with community resources (primarily education) and employers: flexibility to shift to market changes; and
- Financial support to those in need.

An effective work force development effort can be sector based, place based or both. In Bristol the sector approach should be based on the Marine Trades and Composites clusters as they have the potential to be centers of excellence. The educational flow should start in the middle school, through high school, technical schools a vocational (public and private) education schools to employers. (Examples of private education are the Rhode Island Marine Trade Association and and International Yacht Restoration School programs.

A necessary ingredient of work force development is to broaden the exposure of secondary school students to varied employment opportunities. For example, local internships foster business skills, increased understanding by students of the relevance of the whole school curricula to business opportunity, and local hiring of interns.

Similarly, mentorships and tutorials can also emphasize the relevance/ importance of the total educational experience to their future business careers. These internship/mentoring programs have proven to increase local and in-state hiring of participants.

Light manufacturing and engineering firms, trades and services companies, and family services companies expressed concern that students entering the workforce were not adequately prepared for the business world. These deficiencies were often cited as STEM or soft skill deficiencies in light manufacturing/ engineering firms. Most of the jobs are technical/ technician/ trade skill jobs or administration requiring a strong, broadly-based foundation in high school/ vocational education/ technical school curricula. Soft skills deficiencies most often included written and oral communication and importantly business department. This topic also suggests that solutions need to involve all secondary school Bristol residents (and earlier grades) whether high school or technical school enrolled.

With the evermore rapid evolution of technology and a greater propensity for career changes, continuing education will become more of a personal requirement. Though adult education and technical/ trade skills were once taught in the high school, it is more realistic to believe this education can only be achieved in the future through personal attention with community, business and educational partnerships.

Many small businesses and embryonic businesses felt they could strongly benefit from business and technical skills workshops and mentoring.

#### *F. Other, Including Agriculture*

Local agriculture includes several small farms and local farmers' markets. Local farms face pressures from large "industrial" farms yet provide a source for locally grown or organic and specialty produce. A vibrant local farm to table connection benefits both growers and restaurants. Commercial fishing as a form of agriculture will face similar pressures from aquaculture farming. Both are an important part of the fabric of our community. Sustaining local farms also improves the quality of life by preserving open space and by offering

opportunities for all to be closer to the earth. Local agriculture is an important source of local produce and should be supported by the Town as practical.



*Agriculture on Metacom*

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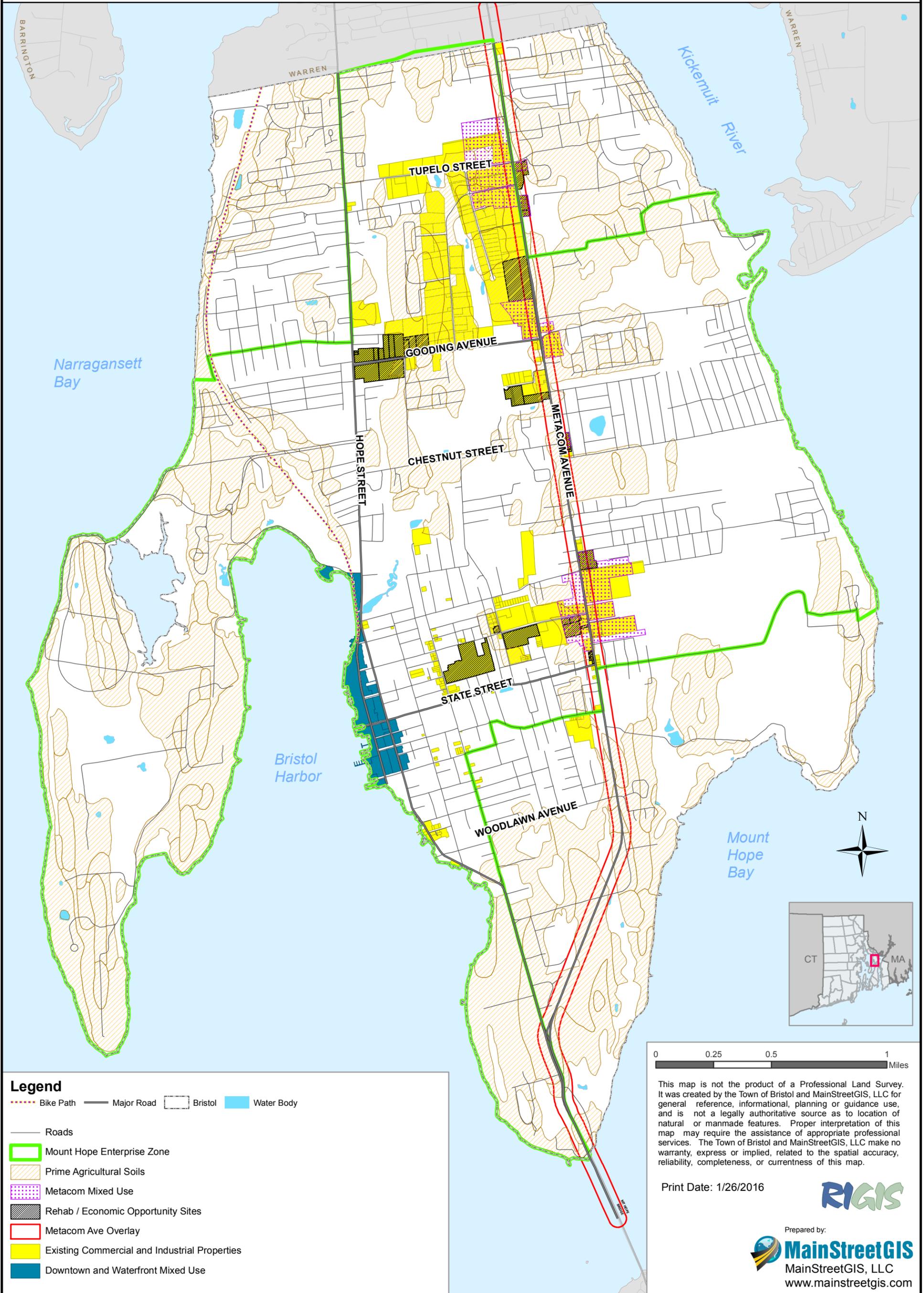


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 7

## Economic Development



### Legend

- - - Bike Path
- Major Road
- Bristol
- Water Body
  
- Roads
- Mount Hope Enterprise Zone
- Prime Agricultural Soils
- Metacom Mixed Use
- Rehab / Economic Opportunity Sites
- Metacom Ave Overlay
- Existing Commercial and Industrial Properties
- Downtown and Waterfront Mixed Use

0 0.25 0.5 1 Miles

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# 6. Natural, Historical, and Cultural Resources

## Introduction and Background

Bristol's natural resources include water, soils, vegetation and wildlife. Water resources including freshwater bodies, coastal waters and wetlands are important for the community. Wetlands provide a value to prevent flooding, purify the groundwater, and as a wildlife habitat. Coastal waters are also important as residents enjoy swimming, boating, and fishing in the coastal waters of Bristol.

Scenic resources in the Town include significant historic architecture, mature street trees, scenic roads and scenic vistas. Bristol is renowned for the historic downtown waterfront district which is enjoyed by residents and visitor alike. In 2005, Bristol renovated the Historic Burnside Building on Hope Street into a visitor's center complete with internet access for visitor's to access web sites of local restaurants and places of interest. Recent surveys of Bristol businesses indicated that tourism is very important to their success. These further point to the importance of the community's strong need and desire to preserve and protect its natural and cultural resources.

Residents of Bristol have shown their support for protecting the Town's natural and cultural resources by supporting bonds to acquire

open space and protect historic properties, the most recent bond referendum, approved in 2010, included \$3 million dollars for open space preservation. The Town's Open Space Plan includes a system for ranking and prioritizing open space purchases.

The Town is currently working in the 5-year permit period to implement the approved federal and state mandated Phase 2 Stormwater Management Program Plan. This plan includes a public education and outreach component to educate residents on the connection between storm water runoff and pollution to the Bay. The Town has undertaken a storm drainage stenciling program with the 5th and 6th graders and the Mosaico CDC. This program is part of the ongoing community outreach which raises awareness to storm water management issues.

As a peninsula, the Town of Bristol is surrounded by surface water, and the protection of water resources for the use and enjoyment of the public is a significant priority. The Town has initiated watershed management planning efforts in the Silver Creek and the Tanyard Brook watersheds address water quality and neighborhood flooding. In addition, in 2011 the RIDEM and USEPA conducted a public outreach campaign in Bristol to obtain input on two watershed based plans that were being prepared to address water quality issues with the Bristol-Kickemuit River Watershed and the Barrington-Palmer-Warren River Watershed. As portions of Bristol are located within each of these watersheds, Bristol representatives were invited to provide input and attend meetings for both plans. The final plans include descriptions of each watershed including the natural and built environment, as well as an evaluation of water quality issues. These plans also include discussions of current management activities in each watershed to restore and protect water quality, including a detailed review of stormwater management programs in each watershed community. The Town has undertaken several significant stormwater improvement projects to address water quality, including projects at the Town Beach and within the Silver Creek and Tanyard Brook watersheds.

Bristol is home to a number of significant cultural institutions that are important to the identity of the Town as a historical and cultural destination for visitors as well as to residents of the Town. Among these are its numerous churches, ethnic and social clubs, the historic

State House, Blithewold, Bristol Historical and Preservation Society, Coggeshall Farm, Herreshoff Marine Museum, Linden Place Museum, Mount Hope Farm and The Audubon Society Environmental Education Center. These institutions are important to both the cultural and economic aspects of Bristol, and policies that support the success and growth of these institutions should be encouraged.



*Linden Place Museum*



*Mt. Hope Farm*

The entire length of Route 114 from Warren to the Mount Hope Bridge (known as Hope Street and Ferry Road) and High Street have been designated as a State Scenic Roadway. This designation will help to protect the scenic resources of the roadway by requiring a review from the State's Scenic Roadways Board for projects that trigger a state permit. In June of 2005, a Stewardship Plan was prepared for the Scenic RI Roadways Board and the Town of Bristol which is intended to help the Town protect and manage the designated Scenic Roadway Corridor in order to maintain those qualities that inspired its nomination.



*Post card of oldest house in Bristol*

The find by archaeologists at the Waypoysset Preserve in the Narrows, Mt. Hope (encampment site for Wampanoag Sachem Metacom or King Philip) and the finds by archaeologists of evidence of a rum distillery at the Belvedere and Thames Street redevelopment projects on Thames Street downtown provide evidence to the significant archaeological resources in Bristol. This Waypoysset Preserve property, considered eligible for inclusion on the National Register of Historic Places, includes artifacts from prehistoric man (7,000 B.C.). The Belvedere property, which was also considered eligible for inclusion on the National Register of Historic Places, includes the remains of a rum distillery from the early 19th century. This archaeological find was significant since this is thought to be one of

the top three rum distillery operations that have been found in the northeast.

In 2012, with funding from the collaborative partnership of RI Department of Environmental Management and the Natural Resource Conservation Service together with Town open space bond funding, the Fales and Pagnano Farms have been preserved through the acquisition of the Development Rights. These were the first farms in Bristol to be protected in this manner and we are optimistic that the program and protection of the Town's last remaining farms can continue.

In May 2013, the Town was entered into the Community Rating System of the National Flood Insurance Program. The Community Rating System provides a discount to all property owners who maintain flood insurance as required by the National Flood Insurance Program. The discount is based on a scoring for eligible activities to educate residents and mitigate damage from flooding including brochures, posting information on the Town's web site, and preservation of open space that is in the floodplain. The Town's discount is currently 10%. The Building Official and the Director of the Department of Community Development became Certified Floodplain Managers in 2013. A Certified Floodplain Manager is trained on the requirements for construction in the flood plain which is important in the review of permits for construction in the flood zone.

FEMA has also developed new floodplain mapping for the Town which was finalized in July 2014. Along with this new flood plain mapping, the Town of Bristol has adopted a companion Flood Zone Ordinance Update. The adoption of the Flood Zone Mapping and Ordinance allows the Town to continue to participate in the National Flood Insurance Program which means that all property owners in the Town continue to be eligible to purchase flood insurance for their property.

In the 2015 Natural Hazard Mitigation Plan, the Town has identified ongoing public education and outreach in regards to flood zones as one of the priority actions. The education effort would include distribution of maps and literature with information on the evacuation routes and emergency shelter. The Town could also post

indicators of historic flood levels as part of the education, such as signage on some of the buildings downtown to illustrate how high past flood waters have been, or signage posted on some of the major roadways (i.e. Poppasquash Road) to indicate that the area is subject to flooding. The Town has received a grant through RIEMA for the design and installation of signage on Town-owned properties in the downtown and along roadways identified as critical flooding areas to alert residents and tourists of potential flood hazards. This is especially important to include inland areas where the risk is not as obvious.

In addition, the Town has a Hurricane Disaster Information pamphlet, development in 2014 that includes information on hurricane season/past events, disaster supply kits, safety tips, shelter/emergency contractors and RI Special Needs Emergency Information registration.

In 2010, the Town expanded the Bristol Local Historic District north to Poppasquash Road. This was one of the first implemented actions as a result of the 2009 Comprehensive Plan Update to protect the northern gateway to the Town's historic downtown.



*Downtown Historic District*

The Town of Bristol has a very active tree management program and has been recognized as a “Tree City USA” for the past 17 years. The Town’s Tree Commission, working through the Conservation Commission works to inventory public tree resources and improve the “urban forest”. The Conservation Commission manages a successful tree planting program that results in the planting of 30 to

40 trees annually along public streets and parks. Residents may request a tree and appropriate species are selected for specific planting locations. The Conservation Commission completed a Town-wide Tree Management Plan in 2000. This plan had a five year planning horizon and included goals for planting and inventorying Bristol's tree resources consistent with the State's Urban and Community Forestry Plan. The Conservation Commission continues work towards meeting the goals of this plan.



*Bristol 4<sup>th</sup> of July Parade*

The Town is fortunate to have many volunteer organizations that work on continuous improvement including the Bristol Blooms organization which plants and maintains the hanging flower baskets along Hope Street and Explore Bristol which works on a broad marketing campaign for the Town to increase tourism. Explore Bristol's efforts are funded in part with a portion of the Town's meal and hotel tax revenue from the State. Bristol has also partnered with the City of Newport Visitors and Convention Bureau to expand the economic growth through visitors. The Newport Bureau helps with staffing and training of the Bristol's Visitors Center.

## Statement of Goals and Policies

Protect Bristol's natural landscape and resources for present and future generations by enabling local residents to take responsibility for the stewardship of their own natural resources.

Protecting historical and cultural resources that link Bristol's past with its future.

Protect and foster the cultural diversity and "small town" atmosphere that distinguishes Bristol.

Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the goals and policies developed by the Town of Bristol to guide its natural, historical and cultural resources. These goals encompass goals expressed in the other elements of this plan.

### **Goal 1. Protect Bristol's natural landscape and resources for present and future generations.**

Policies to achieve Goal 1:

- A.** Protect Bristol's water, air, soil, plant, and wildlife resources, especially all resources that are identified as being threatened or endangered. Protect and encourage biological diversity. Conserve and manage natural resources in a manner that consistent with the contemporary vision of the town.
- B.** Use and update the Bristol Open Space Plan. Create a list of open space resources and access points.
- C.** Work to conserve and protect fields and farmlands in Bristol through acquiring development rights, acquisition, easements, or conservation restrictions by the Town or the Bristol Land Trust.
- D.** Ensure that future generations have well marked, maintained and enforced public access points to the bays and to fresh water resources.
- E.** Increase and maintain the forest cover by 25% by the year 2020.

**Goal 2. Continue to protect the historic and cultural resources that link Bristol's PAST with the vision for Bristol's FUTURE.**

Policies to achieve Goal 2:

- A. Define, promote and protect elements of each part of Bristol's cultural heritage including its cultural and historic institutions.
- B. Continue to update and expand the local and National Register of Historic Places and Districts.
- C. Incorporate historic resource protection and planning within the overall community planning and development review process. Identify and protect historic, cultural and natural landscapes, plantings and features within Bristol.
- D. Coordinate the historic preservation and planning policies of the various branches of local and state government.
- E. Monitor the archeological resources in culturally sensitive areas in a manner consistent with state law and with standards of good archaeological practice.

**Goal 3. Protect and foster cultural diversity and reinforce the character defining events, activities, and features within the town. Utilize open space for cultural activities.**

Policies to achieve Goal 3:

- A. Identify and reinforce the cultural aspects that make Bristol a special place to live.
- B. Limit the adverse impact of proposed development upon the cultural resources of the Town.
- C. Support and promote development that protects and enhances the cultural resources of the town, including its cultural institutions.
- D. Tell the Bristol story through installation of interpretative signs throughout town and work on the development of a Bristol Historical or Heritage Trail both on land and on the water. Some signage is in place at the East Bay Bike Path.
- E. Continue to work with Newport Chamber of Commerce and Explore Bristol to publicize and promote tourism in Bristol

through, for example, efforts such as the Bristol - Newport Heritage Trail and similar initiatives.

**Goal 4. Educate and motivate the public to encourage involvement and increased awareness of every person's responsibility to preserve and protect the natural, historical and cultural character of the town.**

Policies to achieve Goal 4:

- A. Regulate growth and development so as to protect natural, historical, and cultural resources for future generations.
- B. Educate the public to the long term value of the natural, cultural, historical resources and their relation to the quality of life.
- C. Commit long term financial resources of the Town to protecting open and natural land for public purposes while ensuring that the long-term costs of maintenance and liability are considered when deciding on public acquisition of lands or land rights.
- D. Monitor the state and federal government's role in resource protection and insist on improvements where they are needed.
- E. To encourage creative deliberation among interested public and private parties focused on utilizing our natural, historical and cultural resources as engines for economic development.

**Goal 5. Promote environmental education and conservation for children and adults.**

Policies to achieve Goal 5:

- A. Conduct environmental education classes that coincide with existing recreational programs and partnerships with local organizations such as Save Bristol Harbor, Bristol Land Trust, Audubon Society of Rhode Island, and Bristol Recycles.
- B. Install environmental and conservation related signage and kiosks where appropriate to educate the public to ongoing environmentally beneficial projects.

- C. Promote education relating to water quality and protection of water resources recognizing that Bristol is a peninsula that is surrounded by and dependent upon water.
- D. Promote environmental stewardship of land and water resources in school and recreational programs geared towards children.
- E. Promote efforts to increase recycling and educate residents on the importance of recycling and proper recycling methods.

**Goal 6. Promote water quality improvements to bay and other waterways in Bristol.**

Policies to achieve Goal 6:

- A. Incorporate water quality benefits in all developments and reconstruction projects undertaken by the Town.
- B. Monitor development activity in surrounding areas that may impact Bristol's water supply, including but not limited to water resources in Warren, the Swansea, Seekonk, and Scituate reservoir areas.

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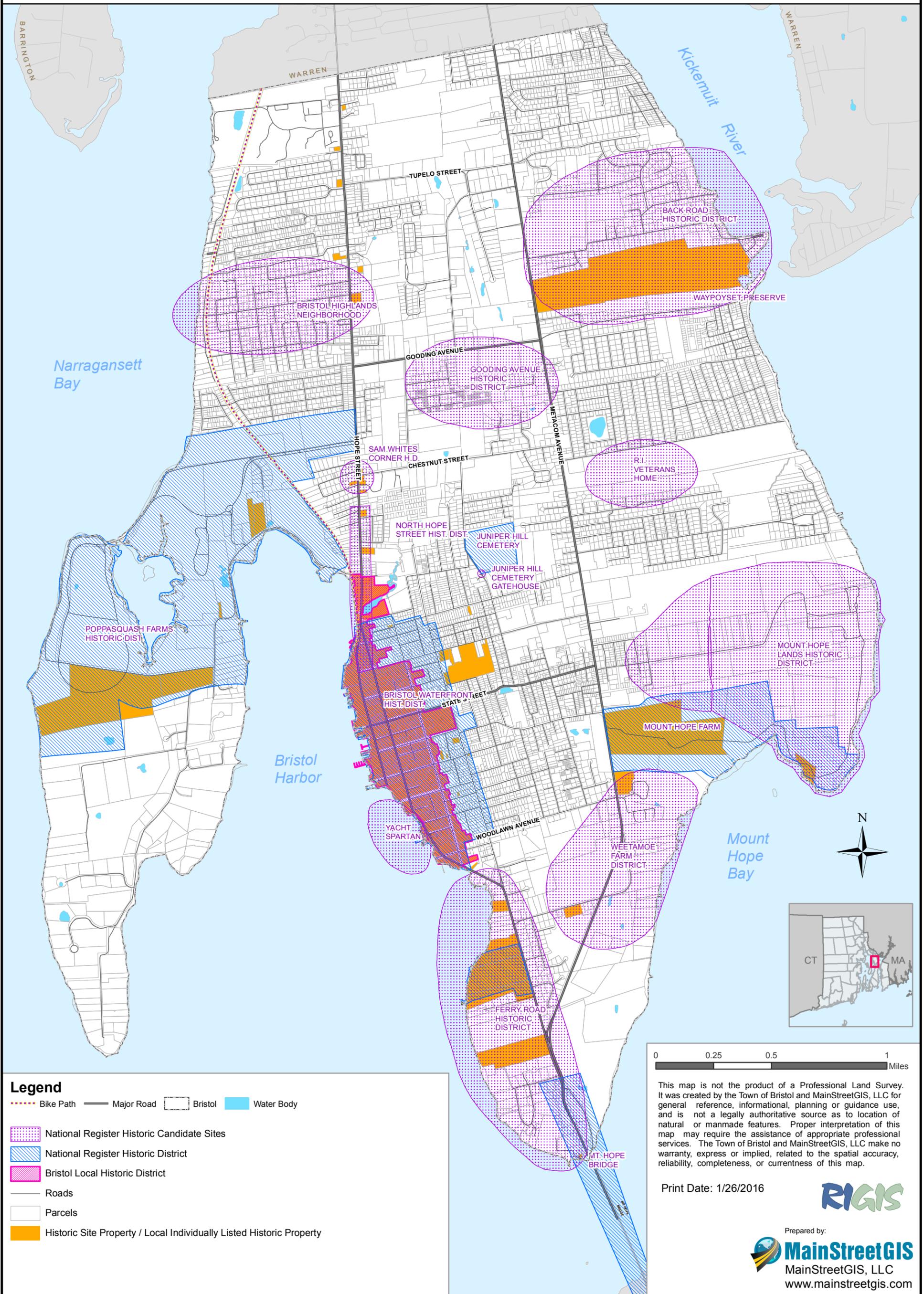


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 8

## Historic Districts, Buildings, and Properties



### Legend

- Bike Path
- Major Road
- Bristol
- Water Body
- National Register Historic Candidate Sites
- National Register Historic District
- Bristol Local Historic District
- Roads
- Parcels
- Historic Site Property / Local Individually Listed Historic Property



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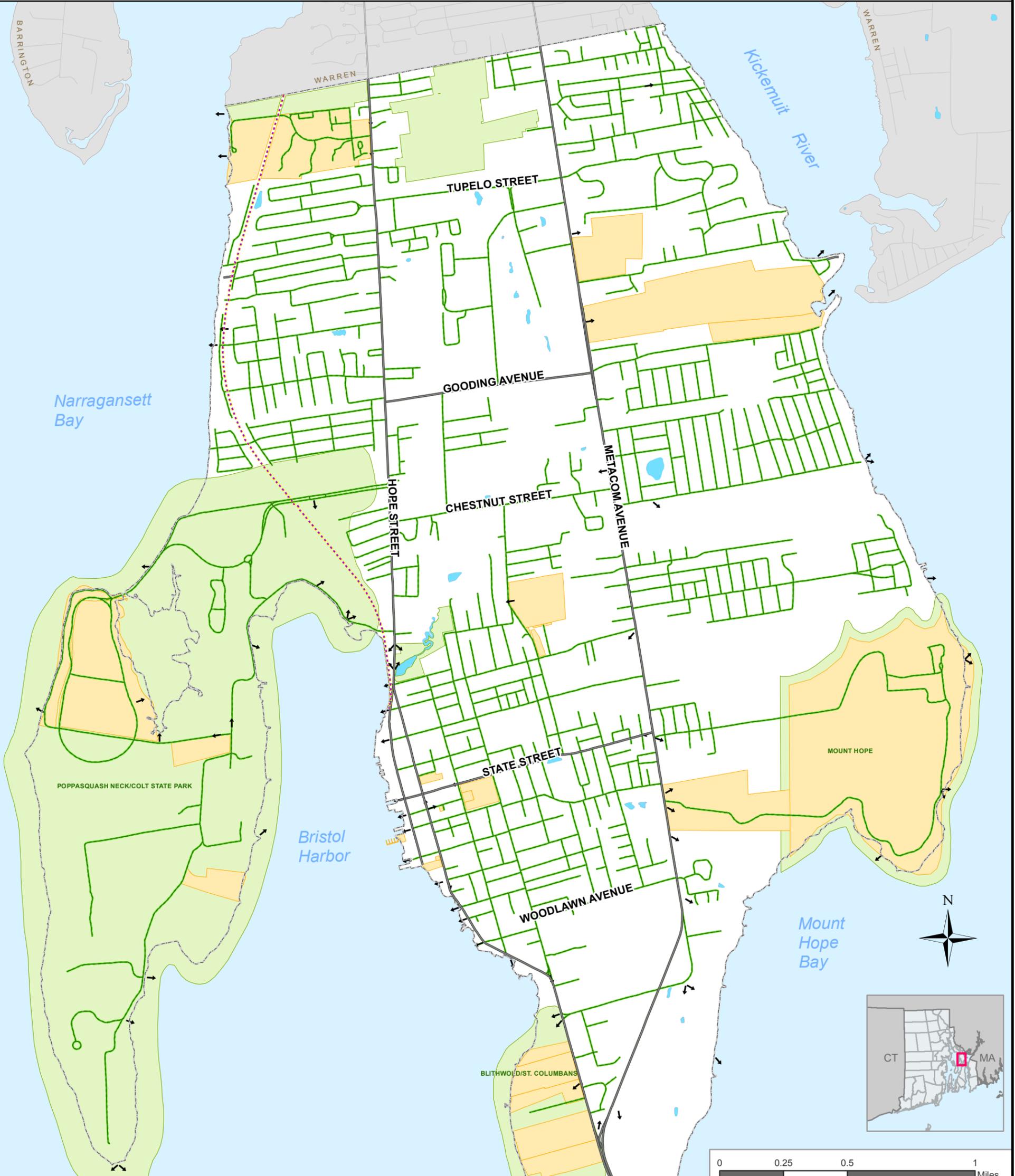


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 9

Natural, Cultural, and  
Scenic Landscape & Views



**Legend**

- ⋯ Bike Path
- Major Road
- Bristol
- Water Body
- ↑ View Corridors & Scenic Vistas
- Current Scenic Roadway
- - - Future Scenic Roadway
- Roads
- Cultural Site Properties
- Scenic Landscapes & Views



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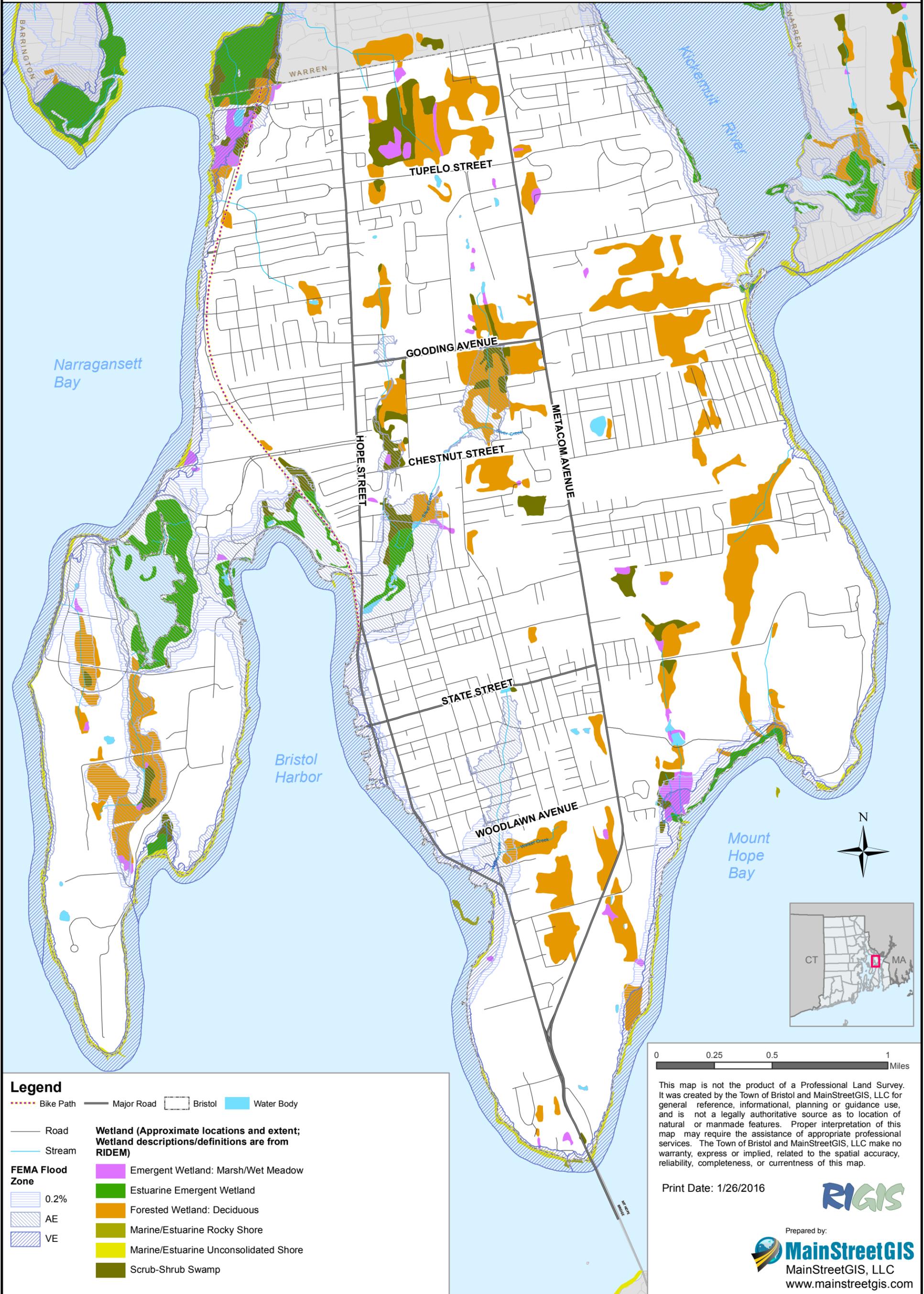


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 10

## Wetlands & Flood Zones



### Legend

- Bike Path
- Major Road
- Bristol
- Water Body
- Road
- Stream
- FEMA Flood Zone**
- 0.2%
- AE
- VE
- Wetland (Approximate locations and extent; Wetland descriptions/definitions are from RIDEM)**
- Emergent Wetland: Marsh/Wet Meadow
- Estuarine Emergent Wetland
- Forested Wetland: Deciduous
- Marine/Estuarine Rocky Shore
- Marine/Estuarine Unconsolidated Shore
- Scrub-Shrub Swamp



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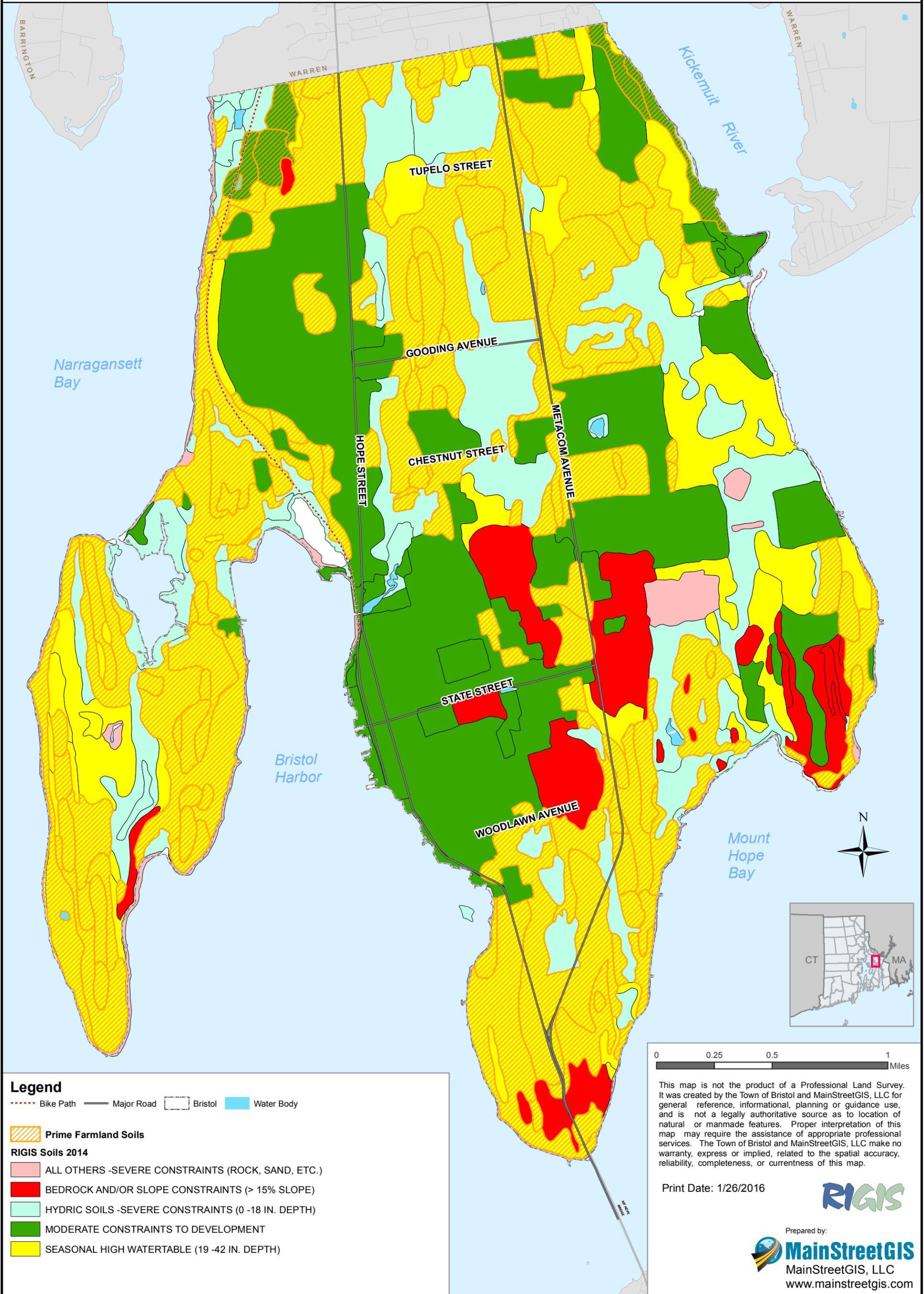


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 11

## Soils



# 7. Open Space, Conservation, and Recreation

## Introduction and Background

The preservation of open space contributes, in large part, to the quality of life for Bristol residents. Bristol's open space and recreation areas enhance the Town's character and provide for the passive and active recreational needs of residents.

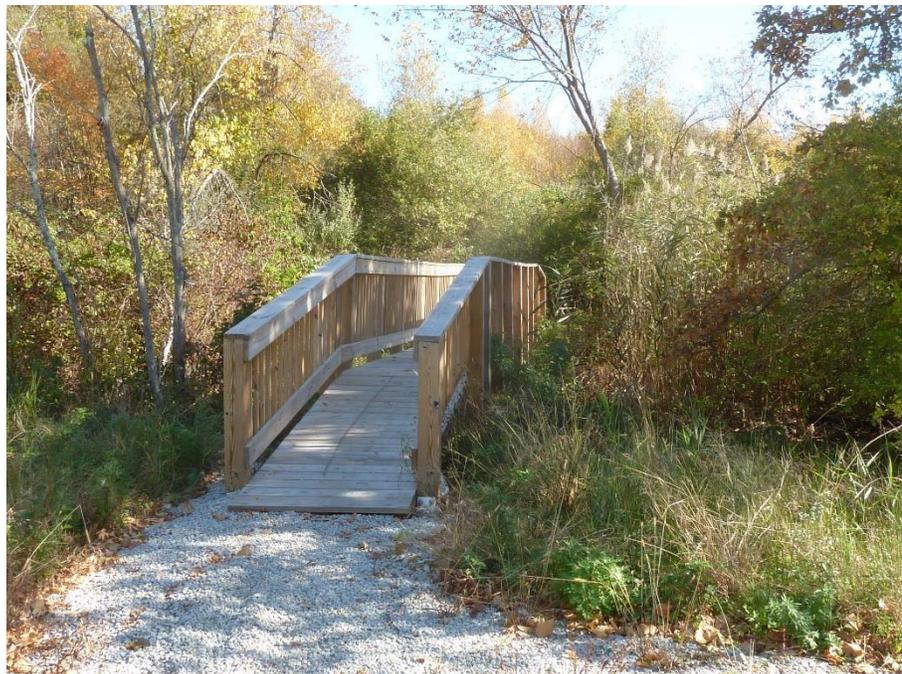
The community's dedication to open space preservation has led to the preservation of more than 96 acres of woodlands and active agricultural lands over the past five years. Town and state commitments have played a large role in the preservation of these properties. Preservation efforts reflect the Vision and Goals from previous Comprehensive Plans and other special planning efforts.

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*Bristol's dedication to open space preservation has led to preservation of more than 96 acres of land over the past 5 years.*

---

The Town continues to protect important open space and agricultural properties consistent with the Open Space Element. Preservation of the Fales Farm and the Pagano Farm in 2011, via the purchase of conservation easements, was a cooperative effort by the Town, the United States Department of Agriculture (USDA), and the Rhode Island Department of Environmental Management (RIDEM). Funds from the Natural Resource Conservation Service were used to leverage the Town's Open Space Bond funds to purchase development rights through the conservation easements and ensured that a contiguous block of nearly 53 acres of land east of Metacom Avenue would remain in active agricultural use.



*Footbridge*

The Town was also able to acquire over 40 acres of undeveloped woodlands and meadow in the north-central part of town. This property, identified as the Perry Farm and St. Angelo properties, is contiguous to other open space parcels and its acquisition created a nearly 100 acre parcel of contiguous open space. The Perry Farm acquisition was completed in 2010 and was made possible in part from the Town's Open Space Bond funds and a grant from the RIDEM. The preservation of the Perry Farm property provides a crucial link in the Town's greenbelt system and links residential neighborhoods along Metacom Avenue to those on the western side of Bristol. The Town's Conservation Commission, with assistance

from residents and volunteer have been working to clear trails on the property and invite the public to enjoy the land. A new timber footbridge was installed in the spring of 2014 across a stream located at the end of Elmwood Drive. The new bridge provides access to the Perry Farm property from the west and completes the east-west link.

The Town adopted a conservation development zoning ordinance in 2010 which will be applied to protect important open space through the subdivision process. While this method of open space preservation is not as proactive as outright acquisition, it offers a method of preservation for important properties or natural features when these properties would otherwise be developed by provide land owners.



*Downtown public boardwalk*

Map 10, Open Space and Recreation, shows the proposed Greenbelt and Path System that is envisioned throughout town. This system is designed to link Bristol's outdoor amenities, to increase their accessibility to residents and visitors, to be an outdoor amenity itself, and to "make getting there half the fun". Parts of the system will be paved bike paths, parts will be wide sidewalks through neighborhoods and Downtown, and parts will be unpaved, shady walking paths through natural areas. One leg of the system is the East Bay Bike Path. Bristol is fortunate to be a part of the state bike path

network. The Town will maximize this benefit by creating connections to the bike path. Portions of the proposed Greenbelt and Path System are already available for use by residents, including existing Town paths and ways, utility easements, or portions where permission for passage has been granted.

In addition to its many areas of natural open space, the Town offers a wide variety of recreation programs at a variety of facilities including parks, neighborhood playgrounds, recreation fields, and a newly acquired community center.

The Town continues to invest in the improvement and quality of the Bristol Town Beach and Sports Complex. In 2010 the Town began implementation of a multi-phased master plan of improvements to the beach and surrounding recreational facilities. Through the funding assistance of RIDEM and a loan from the State Revolving Fund and the RI Clean Water Finance Agency, the Town completed the design and construction of water quality improvements at the beach.

The most significant and visible improvement was the reconstruction of the paved parking lot. This lot covers several acres of land and provides parking for all beach and sports complex activities. Existing pavement was removed and the parking lot was redesigned to allow for better circulation and additional parking. In addition, six bio-retention rain gardens were installed between parking aisles to collect and filter runoff through native vegetation and soils before discharge to a detention system.

As part of the water quality project, the Town planted over 100 trees to beautify the park and discourage Canada geese and installed pervious paver walkways to replace impervious surfaces. Native plantings of shrubs and grasses also provide a buffer to the beach and help reduce erosion. Finally, an area of impervious recreational courts that were in very poor condition were replaced with two new basketball courts, an in-line skating rink, and two tennis courts, all with proper drainage and stormwater management.

Other significant improvements at the property include the replacement of lighting, including that which illuminates the largest softball field for night use, with energy efficient LED lights. Water

quality at the Town Beach has been further improved with the design and construction of a stormwater retrofit project funded by the Town with assistance from a RIDEM Nonpoint Source Implementation Grant. This project included the construction of a gravel wet vegetated treatment system to capture and treat runoff from an existing 36-inch stormwater outfall pipe that discharged to Narragansett Bay just north of the Bristol Town Beach.

After several years of effort, the Town in 2013 took ownership of the former Quinta-Gamelin US Army Reserve Center located adjacent to the Bristol Town Beach and Sports Complex. This facility, now known as the Quinta-Gamelin Community Center is the new home of Bristol's Parks and Recreation Department. The community center building, with over 15,000 square feet of space, is already providing the public with a host of new recreational opportunities, including indoor space for health and fitness programs, meeting rooms, and a foul weather location for the Town's youth summer camp.



*Quinta-Gamelin Community Center*

Bristol's most prominent natural feature as a peninsula affords residents with many recreational activities both in and along the water. Waterfront recreational amenities provide the public with many passive and active recreational opportunities. The Town is

fortunate to have numerous public access points to the shoreline, including waterfront parks, boat ramps, piers, and docks.

In 2010, RIDEM completed upgrade to the existing state-owned boat ramp off Annawamscutt Drive, which provides public access and handicapped accessible docks, a boat ramp, and parking. This boat ramp is important for public access to Mt. Hope Bay and the Kickemuit River, and provides enhanced access to the waterfront for emergency response. Other waterfront improvements include significant repairs that were undertaken at the State Street Dock in 2012. This dock and its adjacent boat ramp is a popular recreational amenity and a crucial access point for the Town's commercial fisherman. Recent repairs include restoration of masonry walls and a concrete apron along the edges of the pier, installation of new pilings and decking, and safety improvements including guardrails.



*Boardwalk along Bristol Harbor*

The Town has also completed repairs and improvements to the waterfront Rockwell Park boardwalk and adjacent boat docks to improve access and safety to the many visitors and users of this recreational facility. Finally, the Town recently completed a master plan design for the downtown waterfront former Naval Reserve Armory and waterfront boardwalks. Implementation of this master plan began with the bidding of a design-build project to restore the Naval Reserve Armory into a maritime center to serve residents and visiting boaters. The Naval Reserve Armory building is the current home of the Town's Harbormaster's office and was until recently utilized as a community recreation center.

The Town continues to expand and improve upon its network of parks and active recreation facilities, including neighborhood play areas and local school athletic facilities. The Town recently received a grant from RIDEM to fund improvements to athletic fields at Mt. Hope High School. These funds will be used to reconstruct field surfaces and install improved drainage. It is expected that these improvements will also provide water quality benefits to Silver Creek which flows through the high school property. The Town has also undertaken improvements to create a new park on Town-owned open space near the mouth of Tanyard Brook. The new Tanyard Brook Park will create a gateway to downtown Bristol from the south and provide increased public recreational opportunities and public education about Tanyard Brook.

In addition to the preservation of existing agricultural properties noted above, Bristol has witnessed an increase in interest and activity related to community farms and local agriculture. These activities require suitable open space and provide nutritious produce for local residents. Farmers markets have been operating for several years at Colt State Park and Mt. Hope Farm. In addition, new and previously existing active agricultural operations have expanded to several additional properties, including that which is operated by the Rhode Island Community Food Bank on private property located off Poppasquash Road.



*East Bay Bike Path*

The following is a current inventory of Town parks and recreation areas:

**Table 7.1 Park Inventory of the Town of Bristol**

Park Name	Location	Size	Amenities / Facilities
Town Beach and Sports Complex	Asylum Road	27.15 acres	beach with seasonal lifeguards, playground, picnic tables, beach volleyball court, pavilion, parking, five baseball/softball fields, basketball court, roller hockey arena, three soccer fields, two large multipurpose fields, cross country fitness trail, skate park, and a seasonal concession stand.
Town Common	High and Wood Streets	7.08 acres	bandstand, three lighted tennis courts, basketball court, softball/baseball field, and a large playground.
Rockwell Park	Thames Street	1.2 acres	harbor side park with boat docks, a playground, a boardwalk and benches.
Firefighters Memorial Park	Thames Street		park honors all deceased members of the Bristol Fire Department.
Veteran's Memorial park	Wood Street	8.1 acres	Two little league baseball fields, a basketball court, playground, picnic tables, a parking lot, and two buildings contain bathrooms, storage and concessions.
Cedarcrest Park	Fatima Drive	1.6 acres	neighborhood park features a playground, basketball court and a baseball field.
Coelho Park	Jenny Lane	3.2 acres	neighborhood park featuring two playground areas, a basketball court, soccer field, walkway, pond, a pavilion, benches, and picnic tables.
Independence Park	Thames Street	4 acres	Waterfront park located at the head of the East Bay Bike Path featuring a board-walk, walkways, fountain, municipal boat ramp with parking for boat trailers.

Park Name	Location	Size	Amenities / Facilities
Paull Park	Chestnut Street	20 acres	Wooded wetland conservation area with walking trails, a baseball field and parking area.
Sowams Park	Sweeney Lane	1.4 acres	neighborhood park featuring a playground, basketball court and pavilion.
Thomas Park	Hope Street	3.9 acres	Silver Creek shoreline, walking paths, gardens.
Walley Beach Park	Hope Street	1.3 acre	Waterfront access, beach, benches.
Union Street Beach Park	Hope Street		Waterfront access, picnic tables, benches, beach.
Manny Sousa Park	Thames Street		Waterfront park with benches and picnic tables.
Mosaico Park	Wood Street		Downtown street corner park with benches.
Legion Square	Hope Street		Downtown street corner park (a.k.a. Loafer's Corner) with benches.
Narrows Boat Ramp	Annawamscutt Drive		Boat ramp and fishing area with parking.

**Table 7.2 Open Space Inventory of the Town of Bristol**

Name	How acquired	Acreage	Ownership
Perry Farm	Purchase with Town and RIDEM grant funds	34 acres	Town
St. Angelo	Purchase with Town and RIDEM grant funds	6.3 acres	Town
Narrows Road	Purchase with Town funds	2+ acres	Town
Poppasquash Road	Purchase with Town funds	30,150 sq. ft.	Town
Sunrise Drive	Purchase with Town funds	10,000 sq. ft.	Town
Fales Farm	Conservation Easement by Town and USDA	36 acres	Private
Pagano Farm	Conservation Easement by Town and USDA	16.5 Acres	Private

**Table 7.3 Active Agricultural Operations Inventory of the Town of Bristol**

Ownership	Use	Street	Land Area	Plat	Lot(s)
State of Rhode Island*	Coggeshall Farm Museum crops, hay fields, livestock	Poppasquash Road	4 acres	181	145
Mt. Hope Trust in Bristol*	Open Space, Inn, Agricultural fields, greenhouses, livestock	115.6 acres	Metacom Avenue	137	1, 3, 6, 7, 8, 9, 13
Dudley A. & Janice C. Williams*	Agricultural Hay Fields and Woodlands	60.1 acres	Griswold Avenue	162 161 160	3 9 5
Fales Farm*	Agricultural Fields and greenhouses	35.9 acres	Metacom Avenue	134A	1, 3 & 14
Pagano Farm*	Agricultural fields, crops and woodlands	16.5 acres	Kickemuit Avenue	134B	4, 7 & 13
Usher Farm	Agricultural fields, crops and Woodlands	Metacom Avenue	110.7	138	1
Ira & Suzanne Magaziner	Agricultural community garden crops and Woodlands	Poppasquash Road	32.6	176	17
Samuel Kinder	Agricultural tree farm	Poppasquash Road	15.3	181 182	69 8 & 10
Christopher & Stephanie Still	Agricultural horse farm	Woodlawn Avenue	18.9	161B	5
William B. White "Stoney Hedge Farm"	Agricultural fields, crops and horses	Hope Street	6.1	89	58

Note: \* = Property is permanently protected as open space via deed restriction or conservation easement.

Statement of Future Needs for Outdoor Recreational Facilities – The Parks and Recreation Department, in conjunction with the Recreation Board, has undertaken an assessment of the future needs for Outdoor Recreational Facilities. The Parks and Recreation Department Director also reviewed the existing facilities and the Recreation, Park

and Open Space Standards and Guidelines published by the National Recreation and Park Association. Based on these guidelines, the Town meets or exceeds the recommendation standards for outdoor recreation areas. The one future facility that we are exploring, as noted in the implementation chapter, is a Town Swimming Pool. It is also noted that the Town has 12 soccer fields – significantly more than the minimum in the standards – due the culture of the Town and the popularity of this sport. We also have 8 outdoor pickle ball facilities which has gained in popularity as a new sport.

The future needs identified are as follows (items in parenthesis refer to Action Items from the Implementation Plan):

- Continued upgrades to the Playground equipment in the parks and playgrounds, some of which is over 20 years old. This includes needed replacement of the Tennis Courts and Basketball Courts on the Town Common; (OSCR 28);
- Continued interconnection of the Town Parks and Greenways so that the parks are linked as one system of green space (OSCR 25);
- Enhancing the area around Leahy Pond including walking trails and improvements to water quality(OSCR 31);
- Repair of the existing retaining walls along the downtown waterfront parks including Independence Park, Walley Beach, Union Street Beach, Rockwell Park, and Fireman’s Memorial Park. These repairs are needed for the safety of the public use (OSCR 40);
- Repair / Upgrade to the Independence Park Boat Launch and Parking Lot including ADA accessible boat launch (OSCR-38);
- ADA Accessible improvements are needed at Rockwell Park, Coelho Park and the Bristol Town Beach (OSCR 28);

The Town has also recently received a \$132,000 grant from the Rhode Island Department of Health to establish a Health Equity Zone that will encompass the entire Town. This will allow us to undertake a Town-Wide Needs Assessment to identify the health issues that the community is facing. This Assessment will address the needs of all segments of the population with an emphasis on the underserved populations and those with barriers to accessing facilities due to language or cultural diversities. We will then prepare a Work Plan to address these needs and will get future grant funding to implement actions within the work plan including improvements to outdoor recreational facilities such as improved bike trails, walking trails, and outdoor classrooms.

## Statement of Goals and Policies

Provide open space and recreation programs and facilities to serve the full range of present and future residents' needs. Include policies that (a) ensure access to the waterfront and bays that surround the town, and (b) increase and/or improve land areas reserved for recreation, conservation, and open space. Sustainable plans for recreation, conservation, and open space can be achieved by using a coordinated approach to include multiple uses of single sites, and diverse forms of ownership, management, and financing mechanisms to ensure benefits for future generations.

Based upon the issues described in the introduction and the overarching goal stated above, this section presents the goals and policies developed by the Town of Bristol to guide its open space and recreation planning.

### **Goal 1. Maximize the public's ability to gain access to, and enjoy, the waterfront and bay areas that surround the Town.**

Policies to achieve Goal 1:

- A.** Acquire additional beach and/or waterfront frontage along Bristol's shoreline.

- B. Improve and maintain public boat launch sites along Bristol Harbor, Narragansett Bay, Mount Hope Bay, and the Kickemuit River, including small areas for kayaks.
- C. Wherever possible, protect or regain the public’s ability to view the bays and walk to the water's edge.
- D. Maintain and publicize existing public rights of way and public access points throughout the Town.

**Goal 2. Increase and improve land area reserved for passive recreation, conservation, and open space.**

Policies to achieve Goal 2:

- A. Acquire additional land in appropriate areas for passive recreation and trails (walking, biking, bridle, etc.) to enhance the quality of life of Bristol's increasing population.
- B. Acquire additional land for purely conservation purposes, to be left in its original pristine state and also to protect diminishing ecologically sensitive areas.
- C. Protect areas which provide greenbelts, open space, and relief from development – including Town-owned parks and open space parcels – through various layers of protection, such as conservation easements.
- D. Continue efforts to increase, acquire, and protect existing areas of the Silver Creek Watershed Area.
- E. Dedicate various Town-owned lots for sustainable and organic community gardens for the community’s use. These gardens offer a sense of pride in one’s community, help offset rising food costs, and give the opportunity for residents without yards to connect with the land.

**Goal 3. Create active recreation programs and facilities to serve the full range of Bristol residents.**

Policies to achieve Goal 3:

- A. Ensure accessibility to open space and recreation areas for a diverse segment of the population.

- B. Maintain emphasis upon a variety of imaginative new programs for recreation.
- C. Support recreation's role as a community activity that brings people together.
- D. Continue to encourage fair and equitable use of Town recreation facilities for all community groups through sensitive scheduling and sharing of facilities.
- E. Acquire additional land for active recreation to enhance the quality of life of Bristol's increasing population.
- F. Develop additional small neighborhood parks and open spaces in residential areas.

**Goal 4. Plan for recreation and conservation of open space by using a coordinated approach -- to include multiple uses of a site, and diverse forms of ownership, management, and financing.**

Policies to achieve Goal 4:

- A. Coordinate public and private recreational opportunities to avoid duplication and to ensure efficient and cost effective use of recreational facilities.
- B. Cooperate and coordinate with the State of Rhode Island, particularly in regard to the future of the state-owned Colt Park and the Veterans' Home property.
- C. Develop recreation complexes rather than single purpose facilities, for example through combining education and recreation, or linking active recreation areas with quiet enjoyment of conservation lands or passive recreation. This would require coordination with the school and recreation departments.
- D. While respecting the privacy of residences, connect recreation areas, neighborhoods, and as many other Town facilities as possible with a system of walkways, hiking trails, bikeways, greenbelts, and bridle trails.
- E. Continue to use the Town budget process to acquire open space parcels and develop recreation facilities within the financial capabilities of the Town, but use funds more

effectively, particularly in accommodating the needs and responsibilities of different agencies. Possibilities include, utilizing private, other local, and state agencies, as appropriate to receive and manage contributions designated for the purchase of land, easements, or development rights and to partner with the Town on the acquisition of properties for open space preservation.

- F. Continue to act upon the options for acquiring dedicated open space lands through the Subdivision Rules and Regulations including impact fees.
- G. Explore the potential recreation opportunities resulting from the closure of the Minturn Farm Area Landfill.
- H. Continue to acquire and/or protect land in the area of Mount Hope through local, State and Federal monies, through local and State regulations, and through private foundations and land donations.
- I. Use all available resources to purchase development rights for preservation of the last remaining farms in Bristol.
- J. Consider potential recreational uses for decommissioned downtown school buildings.
- K. Consider the recreation needs of students in future school facility plans.

## Implementation Strategies

### *Overview of Action Strategy*

The implementation of Bristol's open space and recreation goals and objectives focuses on the following concerns:

- the existing and projected needs for outdoor recreational facilities, primarily playground and athletic field facilities
- maximizing the use and potential from existing recreational facilities by increased maintenance and upgrading, as necessary in cost effective manner

- the protection of environmentally sensitive and unique parcels of land
- the preservation of open space
- increasing the public's convenient access to outdoor amenities by locating them near neighborhoods and by linking them with a Town-wide path 'green-belt' system.

Implicit in this plan is the recognition that as development increases in the community, the amount of open space remaining will diminish. A failure to respond to the recreation, conservation, and open space needs of the community may foreclose opportunities to achieve the type of town Bristol residents envision for the future.

The Town has acquired a number of open space sites and developed recreational facilities in many parts of the community. A high priority for the Town will be to maintain and improve existing recreation and open space facilities so that townspeople may get the most use and enjoyment possible from these assets. The Town plans to commit Town resources to this end and also to help mobilize volunteer efforts that tap one of the most important resources enjoyed by the community: the energetic care and concern of citizen groups and local businesses.

### *Acquisitions and Development*

Recommendations for land acquisition and site development reflect the Town's commitment to meeting its outdoor recreational needs. The recommended acquisitions and development proposals reflect an increased awareness of the potential impacts from the development of sensitive environmental areas, of sites unique to Bristol and its culture, and of areas of open space and recreation that have historically defined the community.

A critical component of a solid acquisition strategy will be input from the Conservation Commission to prioritize and advise town leaders on purchase decisions.

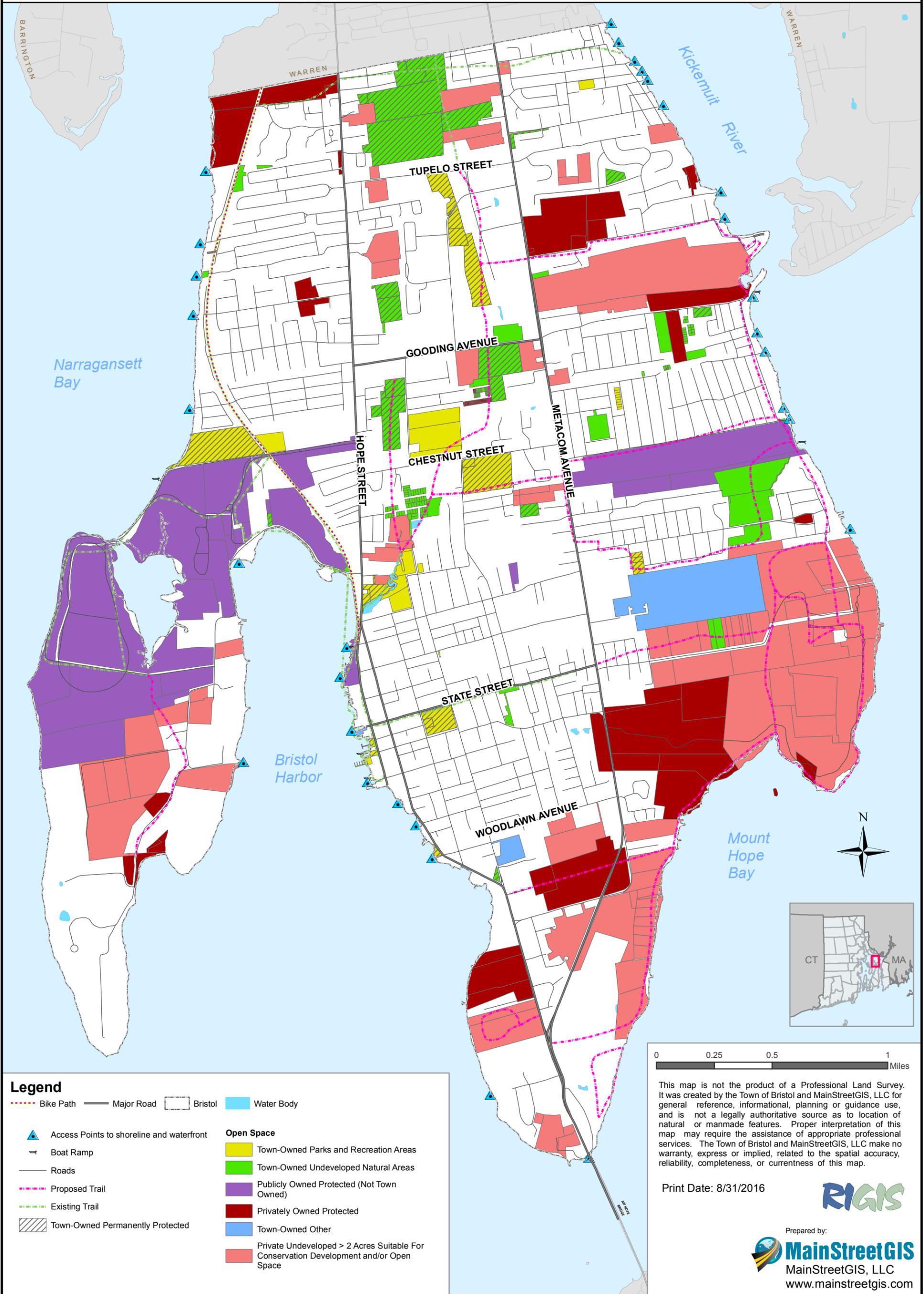


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 12

Open Space, Conservation, Recreation,  
and Other Undeveloped Properties



### Legend

- Bike Path
- Major Road
- Bristol
- Water Body
- Access Points to shoreline and waterfront
- Boat Ramp
- Roads
- Proposed Trail
- Existing Trail
- Town-Owned Permanently Protected
- Town-Owned Parks and Recreation Areas
- Town-Owned Undeveloped Natural Areas
- Publicly Owned Protected (Not Town Owned)
- Privately Owned Protected
- Town-Owned Other
- Private Undeveloped > 2 Acres Suitable For Conservation Development and/or Open Space



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Print Date: 8/31/2016



Prepared by:  
 MainStreetGIS, LLC  
[www.mainstreetgis.com](http://www.mainstreetgis.com)



# 8. Circulation and Transportation

## Introduction and Background

Bristol's location on a peninsula strongly defines the Town's circulation pattern. The only routes into Bristol from the north are Routes 136 and 114. From the south, only Route 136/114 via the Mount Hope Bridge serves the Town. There are no east-west transportation routes with the exception of the Prudence Island Ferry that docks at Bristol Harbor.

The Town has a strongly defined street configuration due to the historic pattern of settlement established during colonization and the degree of development that has already occurred.

There are approximately 120 miles of Town-maintained streets in Bristol. The state is responsible for maintenance of Metacom Avenue, Hope Street, Gooding Avenue, Franklin Street and Griswold Street.

The major opportunities for redefining the circulation pattern, as articulated in the 2009 Comprehensive Plan, are still relevant. They include connecting street networks allowing north-south movement that avoids constant entering and exiting Metacom Avenue and Hope Street; a service road along the west side of Metacom Avenue to connect the commercial areas; and a new street following the National Grid line easement to the north through Warren.

The State has designated Route 114 (Hope Street and Ferry Road) and High Street as Scenic Roadways under the State's Scenic Roadway Program. As a Scenic Roadway, the Scenic Roadways Board reviews all changes to the roads and controls tree trimming and other work.

The Scenic Roadways Board completed a Scenic Highway Corridor Management Plan. This Plan recommends strategies for the preservation and enhancement of the roadways. In addition the town should look to extend the state scenic roadway north of Mount Hope Bridge along Route 136 to Mount Hope Avenue to help preserve the character of this area.

Although the widening of Metacom Avenue is not presently feasible it is imperative that Metacom Avenue be evaluated as to restructuring to accommodate north-south traveling lanes, turning lanes and pedestrian path. In 2007 at a joint Town Council and Planning Board meeting, the Metacom Corridor Management plan was presented. This Plan put forth recommendations for improvements that need to be explored and implemented.

They include, but not limited to the following short-term recommendations:

- Left turn lanes at high hazard intersections
- Speed limit reduction
- Signal timing
- Sidewalks
- Crosswalks and pedestrian signals
- Bus stops
- Neighborhood interconnections
- Longer term recommendations include the use of roundabouts and improvements to certain intersections.

The Plan addresses aesthetics issues, landscaping guidelines, scale, architecture, site design and layout, sustainability, and lighting and signage.

The Metacom Corridor Management Plan needs to be used as a guideline by the Planning Board in addressing future Metacom Avenue development.



*Emergency route signage*

A long term goal of the Town, as articulated in the Comprehensive Plan, has been the construction of a service road from Gooding Avenue to Tupelo Street. This road would allow drivers to move from place to place along the west side of Metacom Avenue without the need to keep going back onto Metacom. Town Council approval of a zone change for the property at the northwest corner of Gooding and Metacom Avenue for the Walgreens Pharmacy required a key link in this service road. This link connected Gooding Avenue to the Stop and Shop Plaza which had been built with a stub road connection. The result of this was very positive to traffic flow in that area. The duplication of this is strongly urged in other areas where it makes sense.

Projects that are currently in the Rhode Island Transportation Improvement Program for Bristol include:

- Poppasquash Road Bike and Pedestrian Path (preliminary evaluation – no commitment to funding);
- Colt State Park Street lighting restoration (2015 anticipated year of implementation)
- Hope Street sidewalks (partially completed; on-going)
- Stormwater enhancements (Bristol/Warren –Pending state funding)
- Route 114 pavement (Downtown Bristol completed)

The Town should work directly with the Rhode Island Public Transit Authority (RIPTA) in the promotion of public transportation through the improvement of the commuter experience in Bristol. Suggested improvements include a designated Park and Ride facilities at the corner of Gooding Avenue and Hope Street and at Metacom Avenue, and protected bus stops that match the surrounding environment and provide safe access for boarding at bus stops. The ability for a bus to pull closer to the curb allows better access to the bus and does not impede the flow of traffic especially in downtown. The Town needs to take advantage of financial incentives promoted by RIPTA to achieve the above.



*RIPTA Bus 60 at Hope and State Street bus stop*

The 2004 and 2006 voter approved bond referendums included improvements to sidewalks and streets. The Town has recently completed the sidewalk program throughout Town with a focus on the downtown area and neighborhoods to improve existing sidewalks. The sidewalks along Thames Street were installed with the street, which will further enhance the walkability of the downtown area.

RIDOT completed upgrades to high hazard intersections along Metacom Avenue which included installation of a left turn lane and pedestrian crossing signal and crosswalk at Fatima and installation of a pedestrian crosswalk and pedestrian crossing signal at Tupelo and Bayview. Safety improvement work is planned to continue on the intersections at Chestnut/Annawamscutt and Bayview.

The Town worked closely with RIPTA on improvements to the bus service through Town. With the coordinated effort, the Town was able to assure that bus service continued on Metacom Avenue with an added route.

Bristol and the Town of Warren partnered on the submission of a RI Statewide Planning Challenge Grant for exploring the feasibility of creating a pedestrian path along the National Grid Easement from Tupelo Street in Bristol to Child Street in Warren. This study is currently underway.

## Accomplishments

As a result of damage suffered to the wall along Poppasquash Road from Superstorm Sandy, RIDOT was able to repair the walls along a portion of the road, repair the culverts, and resurface the roadway. More work is needed, however, as these repairs did not take into consideration the effects of sea level rise which will impact this causeway. As stated in the Natural Hazard Mitigation Plan, the Town will work towards a shared agreement with the State of Rhode Island (DEM) to assess the feasibility of an additional inland opportunity for an alternate route along lower Poppasquash Road, as well as a second opportunity along the new right-of-way for water lines along Poppasquash. Other roads in the Poppasquash area cross bridges at either Mill Gut or Mill Pond. Residents should be made aware of this route with signs posted. This is important not only for the residents but for the general public, including tourists, who may be visiting the area.



*High tide flooding at Poppasquash Road*

The Town has been recognized nationally for its planning efforts and in 2009 it received the Distinctive Destination award from the National Register of Historic Places as one of 12 distinctive destinations in the country. Family Circle magazine also recognized the Town as one of the 10 best places to raise a family.

## **Statement of Goals and Policies**

Increase the ability to travel about town with ease, alleviate congestion and air pollution caused by local and regional traffic patterns, adopt a “Complete Streets” policy, and take into consideration the effects arising from natural hazards, climate change, and sea level rise in the transportation decision-making process. Support economic development through a well-planned and high quality transportation system, provide adequate parking facilities, and provide an effective wayfinding system while maintaining key elements of the Town’s character.

Based on the critical issues described in the Introduction to the Circulation Element and the overarching goal stated above, this section presents the goals and policies developed by the Town of

Bristol to guide its circulation planning. These broad goals encompass goals expressed in the other elements of this plan.

**Goal 1. Increase the ability to travel about town with ease.**

Policies to achieve Goal 1

- A. Provide more alternatives for residents to move about within Bristol without using Metacom Avenue or Hope Street.
  - Improve links between neighborhood streets so that short cut use by regional traffic is discouraged.
  - Integrate neighborhoods, services, and recreation areas with bikeways and walkways. (See the Path System described in the Open Space, Conservation and Recreation Element)
  - Continue linkage of Town’s nature trails.
  - Reference the Poppasquash Road Pedestrian and Bicycle Facility report for guidance on connecting Hope Street to the East Bay Bike Path and the Colt State Park Bike Path.
- B. Provide sidewalks or paths in areas where none exist. Encourage sidewalks in new developments that will connect with other sidewalks and trails. Greater focus on sidewalks should be directed to Hope Street, Ferry Road, and Metacom Avenue.
- C. Manage parking, permitted land uses, signs, and traffic speed so as to protect the rights and safety of pedestrians and to encourage more walking.
- D. Require future subdivision roads to link with the overall street system and provide interconnecting links to avoid cul-de-sacs.

**Goal 2. Alleviate congestion caused by regional traffic patterns.**

Policies to achieve Goal 2

- A. Encourage modes of transportation that are alternatives to the automobile.

- Keep options open for rapid and water transit from Bristol to Providence to Newport and light rail from Bristol to Providence to Newport.
  - Consider how commuter bus service or van pools might serve Bristol residents.
  - Work with RIPTA in identifying, establishing and promoting a designated park and ride lot on both Hope St (Route 114) and Metacom (Route 136)
  - Provide safer access to boarding buses at bus stops.
- B.** The recommendations from the Metacom Avenue Corridor Management Plan should be required by the Planning Board in addressing development on or near Metacom Avenue.
  - C.** Reduce and/or eliminate the curb cuts along regional street systems. Only consider new curb cuts if there is no other way to access a property.
  - D.** Examine the feasibility of providing for most neighborhoods the option of accessing Route 114 or Route 136 via an existing signalized intersection.
  - E.** Avoid regional traffic solutions, such as a bypass, that would benefit only regional travelers while hurting impacted neighborhoods and local businesses.
  - F.** Minimize air pollution and surface water runoff pollution by encouraging alternative forms of transit to the gas powered automobile.
  - G.** Coordinate all circulation plans with RIDOT on state roads.
  - H.** Collaborate with other towns (Warren and Barrington) to examine more efficient alternatives for transportation between the towns.

**Goal 3. Support economic development through a well-planned transportation system.**

Policies to achieve Goal 3

- A. Maintain adequate traffic flows through commercial areas so as to support the local economic base. Include wayfinding to encourage people to park their vehicles and walk to destinations.
- B. Improve the quality of roads and/or transit systems to commercial and industrial areas.
- C. The installation of bicycle racks strategically placed throughout the Town will promote alternative transportation and create an invitation for visitors from the bike path to stay longer in town, therefore promoting area businesses.
- D. Explore means to provide additional parking in the downtown to support economic development while protecting the areas character.
- E. Study the possibility to expand alternate trolley service that could include an agreement with Roger Williams University to utilize their shuttle service.

**Goal 4. Maintain a high quality transportation system.**

Policies to achieve Goal 4

- A. Continue with an annual pavement management program as recently adopted.
- B. All roads should be built only in accordance with the standards of a public road.
- C. Maintain and improve the Town's roadways and drainage.
- D. Continue to work with RIPTA to determine how its transit program might be altered to better support this plan.
- E. Work with RIPTA in identifying placement of bus shelters along the RIPTA bus route. Utilize to the fullest the financial incentives provided by RIPTA to construct shelters, as needed.

**Goal 5. Provide adequate parking facilities for auto users without losing key elements of the town's character**

Policies to achieve Goal 5

- A.** Discourage demolition of historic and other buildings important to Town's character for the purposes of providing parking lots.
- B.** Work with the private sector to provide parking facilities.
- C.** Explore the creation of parking areas for regional transit facilities.
- D.** Continue to set high standards for design of parking facilities including landscaping, buffering, handicapped accessibility, pedestrian walkways, and lighting.
- E.** Protect the environment from parking area stormwater runoff.
- F.** Improve signage to direct the public to designated public parking areas, in addition to providing clear and concise signage as to rules governing regulations related to a given parking area.

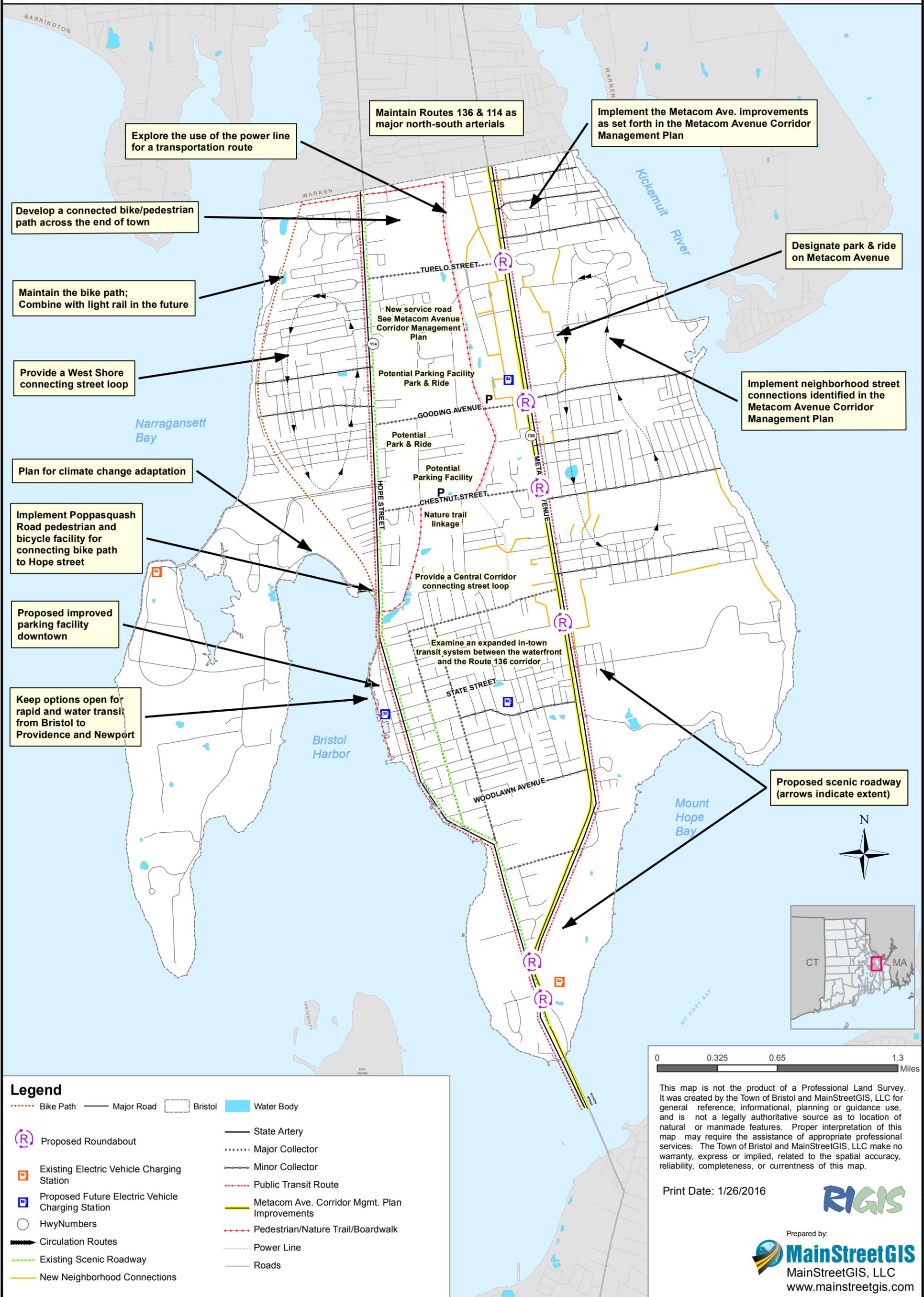


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 13

## Circulation



### Legend

- - - - - Bike Path
- Major Road
- Bristol
- Water Body
- R Proposed Roundabout
- Existing Electric Vehicle Charging Station
- Proposed Future Electric Vehicle Charging Station
- H HwyNumbers
- Circulation Routes
- - - - - Existing Scenic Roadway
- New Neighborhood Connections
- State Artery
- - - - - Major Collector
- - - - - Minor Collector
- - - - - Public Transit Route
- Metacom Ave. Corridor Mgmt. Plan Improvements
- - - - - Pedestrian/Nature Trail/Boardwalk
- - - - - Power Line
- Roads

0 0.325 0.65 1.3  
Miles

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Print Date: 1/26/2016



Prepared by:  
**MainStreetGIS**  
MainStreetGIS, LLC  
www.mainstreetgis.com



# 9. Services and Facilities

## Introduction and Background

In 2010, the Town approved a bond referendum of \$9 million dollars to fund improvements to the downtown historic public building, street and drainage improvements and open space acquisition. This funding is being used to help restore the downtown Naval Reserve Armory in conjunction with the grant to renovate the building into a Maritime Center.

Following the historic March 2010 floods, the Town was able to secure just over \$4 million in grants from the US Economic Development Agency Special Appropriations and US HUD Community Development Block Grant –Disaster Recovery Program to complete Phase 1 of the Tanyard Brook Culvert Improvement project. The project extended from the outfall at Walker’s Cove north to Garfield Avenue and included installation of a tide gate at the outfall with an enlarged culvert. This was a long anticipated project by the Town and will mitigate flooding in the Tanyard Brook watershed which includes a low-moderate income residential neighborhood and many businesses. The planning for Phase 2 of this culvert improvement project is currently underway.

The Town continues to work on improvements to the downtown waterfront that include amenities for the commercial fishermen. Phase 1 of the State Street Dock Upgrade was completed in 2012 which substantially improved the crumbling and unsafe wharf. Improvements included a walkway around the wharf, an area for loading and unloading of commercial fishing boats, and

infrastructure for future improvements such as lighting, installation of a crane, and water service.

## Existing Condition and Future Needs

### *Library*

#### **Existing Condition**

The historic Rogers Free Library building, located in the downtown, was expanded in 2008; therefore no change in the condition or capacity of this building is anticipated over the 20-year planning horizon. The library is an anchor to the economic development and vitality of the downtown and provides many important services to the residents.

#### **Future Needs**

There are no anticipated issues related to the administration of the service or the effectiveness of the service. However, the Director of Library Services reports that they are in the process of creating and disseminating a survey to learn what the public's needs are for improved level of service. The Director indicates that the horizon for future library services includes the following:

- Increased electronic resources/accessing resources through mobile devices from anywhere and everywhere (downloadable materials);
- Increased services to an aging population especially those in assisted living, elderly apartments, and nursing homes;
- More and diverse programs for every age group;
- Minecraft program for children and middle school;
- Increased literacy training;
- Closer partnership with RI Department of Labor and Training for unemployed and underemployed.

## *Police Department*

### **Existing Condition**

The Bristol Police Department is a nationally and state accredited police Department. Although new to the law enforcement field, universities, hospitals and other professional organizations have, for many years, undergone similar accreditation processes to prove compliance with a set of professional, nationwide and state standards. Accreditation serves to distinguish participating organizations as having met professional standards of conduct and service. The Bristol Police received its initial National Accreditation Award in November 2007, and most recently was reaccredited in November 2013. The initial State Accreditation Award was received in December 2013. Each Accreditation cycle is for three years, consisting of an onsite assessment and panel review in front of the commissioners.



*New Animal Shelter and Humane Education Center*

The Town's new Animal Shelter and Humane Education Center has recently been completed. This building, located at Minturn Farm Road, replaces the current shelter which was in a serious state of disrepair and has been razed. The new shelter was designed with a state of the art layout and will serve the Town for many years to come.

### **Future Needs**

The Town has recently acquired the property adjacent to the Police Station on Bayview Avenue. The intent is that the land will be available for a future expansion of the Police Station. This may occur within the 20 – year planning horizon.

## *Fire and Emergency Services*

### **Existing Condition**

The Town is very fortunate to have a volunteer Fire Department. In 2011, the Town completed construction on the new Fire Department Headquarters at Annawamscutt Drive. This new building was built as an addition to the existing Hydraulion Fire Station and includes rescue and an emergency operations center. The Building was constructed with energy conservation and sustainability in mind and earned a LEED Silver certification. As part of this transition for the rescue department, the Town sold the former rescue building at the intersection of High and Franklin Street which was no longer large enough to garage the modern rescue vehicles.



*New Fire Department Headquarters*

### **Future Needs**

The Everready Fire Station located on Thames Street may be impacted by the effects of climate change. This location is also within the Flood Zone. The Town should start to explore an alternative location for siting this facility.

## *Parks and Recreation Department - Indoor Recreational Facility and Community Center*

### **Existing Condition**

The Town was fortunate to receive the former Quinta Gamelin Army Reserve Building on Asylum Drive in Colt State Park for use as the new Community Center. This building is the perfect fit for the programming that the Department of Parks and Recreation conducts and is adjacent to the other Town-owned recreational facilities at the Town Beach. The Town Beach parking lot was improved with ARRA Funding to make it a green parking lot and has received state recognition for the design and implementation. As a result of the parking lot improvements and new drainage system on the north side funded in part with a RIDEM 319 grant, the Town beach has not been closed as a result of high bacteria levels in two years. This is quite an accomplishment and is used as a model for other projects in the State.

### **Future Needs**

In 2013, through the BRAC process, the Town of Bristol acquired the Quinta Gamelin Army Reserve Building. This building, located adjacent to other Town and State owned outdoor recreation facilities, is now the Quinta Gamelin Community Center. The building was in very good condition when it was turned over to the Town so there are no expected changes in the condition or capacity of the infrastructure anticipated over the 20-year planning horizon. The Town recently received a grant from FEMA for the purchase and installation of a generator on this building which will also serve as an emergency shelter. The building includes a full gymnasium, meeting rooms, classrooms, and an adult community room. The Recreation Department is exploring the potential for swimming pools at the facility which may prove feasible within the next 20 years. More study is needed on this however. The Town of Bristol maintains a high level of service with the programs offered, including fitness and exercise equipment and classes; a robust summer camp program (this year had over 600 children in attendance); arts/crafts/photography workshops; seminars and trainings; after school programs; and, environmental programs. The Town recently received a Health Equity Zone grant which will enable the Town to determine the needs for health initiatives and develop a work plan for implementation

over the next 4 years. The needs assessment will be Town-wide and identify areas for improvement including access to healthy food, walkability, bike-ability, and other infrastructure needs. The Quinta Gamelin Community Center will continue to develop activities to address a multiple of social, developmental, health and wellness programming. The “After School Program” will fill the need to supervise and protect our adolescent population during their most crucial time of the day. The summer camp “Camp Poppasquaw” will provide a series of activities which are very affordable. The partnership with the Bristol Warren Regional School District will assure that emotional and educational learning continues throughout the day within the entire community.

### *Senior Center*

#### **Existing Condition**

For more than 40 years, the Senior Center has operated with a mission to provide seniors a safe, supportive and nurturing environment. The Center acts as an advocate for the rights and well-being of our senior citizens on a wide variety of issues. It is a place where seniors can access information about resources, programs and services available on the local, state and federal levels. The Center, located in the historic Benjamin Church Home, is open Monday through Friday from 8:30 – 3:30 and offers many social, wellness, and educational opportunities for adult members 55+ in the Bristol area, with programs specially designed to meet the interest of the generation they serve. Programs include a daily meal in a social setting, weekly bingo, cards, knitting and dancing, services such as trips to the grocery store or medical appointments, and recreational outings. Wellness programs are offered with Visiting Nurses of Bristol County. The Center also provides assistance with accessing services such as tax preparation, housing, health insurance and food stamp (SNAP) enrollments. The Center addresses issues of access by providing free transportation using the Center’s own bus and driver.

#### **Future Needs**

The Senior Center is located in an historic building that is listed in National Register of Historic Places. The building layout can be challenging for the use by the senior citizen population and the location is lacking in parking. As the population of seniors is

expected to increase the Town should consider a study to determine improvements to the functionality of this space and/or the need and potential for re-locating these services.

### *Drinking Water*

The Bristol County Water Authority (BCWA) provides water to approximately 16,900 customers in Barrington, Warren and Bristol, an area with a population of about 50,000 people. Over 85 percent of the connections are for residential uses. The supply system includes four surface water reservoirs, two treatment plants and the interconnections with Providence Water.

The average water usage is 3.2 million gallons per day (MGD), with demand generally declining over the last ten years. The Authority's contract with Providence Water, and the system design, allows the BCWA 7.5 MGD from Providence. Thus, the Town has plenty of remaining capacity. Storage is provided in five storage facilities that can contain up to 3.9 million gallons.

The main issue for the Authority is redundancy in case of a problem with the Providence supply. BCWA is looking for an additional connection to Pawtucket Water. A copy of the 2010 Executive Summary of the BCWA Water Supply System Management Plan is appended to this plan and it provides more specific details of the water supply system and related infrastructure.

The Bristol County Water Authority recently completed installation of water line upgrade which will provide improved water service to the Poppasquash Road neighborhood for fire protection.

The Bristol County Water Authority (BCWA) currently provides water service to nearly all developed areas of Bristol. BCWA does not currently have plans to expand water service into any significant areas with the exception of the Kickemuit Avenue and Smith Street area (Shown on Map 7). In several areas of Bristol, primarily on the easterly side of town, there is a need to connect and loop neighborhood water lines so that water pressure and water quality might be improved. In addition, interconnection between neighborhoods eliminates the threat that service within a large area would be disrupted in the event of a break or other damage to an existing line.

Although the vast majority of homes and businesses in Bristol are serviced by public water supplied by BCWA, there are an undetermined number of properties that utilize private wells for their drinking water supply. Soils in Bristol consist primarily of glacially deposited sediments identified as till. Till typically consist of tightly compacted boulders, gravel, sand, silt, and clay with low permeability and is not ideally suited for drinking water wells. The RIDEM has classified the majority of Bristol's groundwater resources as suitable for drinking water use without treatment. However, groundwater resources located within the downtown area and more densely developed neighborhoods to the east extending towards the Town's transfer station and former landfill may not be suitable for drinking water use due to presumed degradation.

## *Wastewater*

### **Existing Condition**

In 2000, the Town adopted a Wastewater Facilities Plan. This plan is a long range (20-year) planning document for management of the Town's wastewater collection and treatment system. It also provides direction for decisions regarding actions that affect the wastewater facilities.

A summary of recommended projects to improve the reliability and effectiveness of the wastewater collection system and treatment facility are provided in the report.

A Facility Plan Reaffirmation was completed in 2011 and updated the status of the projects recommended in the original facility plan as well as recommending additional projects to improve the reliability and effectiveness of wastewater collection system and treatment facilities for the Town.

The following projects were completed between 2009 and 2015.

#### Wastewater Treatment Facility Improvements:

- WWTF Improvements: Rehabilitation and improvements to septage receiving facility, primary clarifiers, sludge management, rotating biological contactors (Replacement of 6 of 24), final clarifiers, disinfection facilities, electrical and

instrumentation and controls. This work was completed in 2013.

- Headworks and RBC Improvements: Project includes improvements to the headworks facility and replacement of an additional six RBCs. Construction started in July 2014 with anticipated completion date in the Fall of 2016.

Collection System Improvements:

Infiltration and Inflow reduction projects:

- Hope Street Sewer Rehabilitation, WTF Improvements, 2012
- Subarea 24 (Pilot Area) Sewer Rehabilitation, 2014
- Inflow Source Relocation and Associated Drainage Improvements, 2014
- Backflow Prevention Program, 2014

Sewage Pumping Station Improvements:

- Mount Hope Pumping Station Improvements, 2014

Compost Facility:

- New Front End Loader, 2011

Responses to EPA Administrative Order:

- Development of CMOM program, ongoing
- System Cleaning and TV inspection program, ongoing

### **Future Planned Projects**

Pumping Station Improvements:

- Constitution
- Burke Road
- Silver Creek
- Broad Common Pumps
- Ferry Road Pump Station (Upgrade and Generator)

Wastewater Treatment Facility:

- RBC Replacement
- RBC Fiberglass Covers
- Primary Clarifier Aluminum Covers
- Bisulfite Bulk Storage
- Security Improvements / Fencing (Including Pump Stations)
- Compost Facility Upgrades (Blowers, etc.)
- UST Removal and Replacement with AST
- WWTF Asphalt, Drainage

Collection System:

- Misc. Sewer Rehabilitation (Trenchless)
- Misc. Sewer Repair (D&R)
- Maintenance Equipment (J Hook Truck, Water Jet Truck)
- Private Property Sump Pump Removal
- GIS Mapping Updates

EPA Administrative Order:

- Flow Metering
- Misc. Inflow Removal/Relocation (Additional Locations)
- Revise Capacity Assessment Report
- Subarea 24 (Mt. Hope North) Inflow Removal/Relocation (Town R-O-W)
- Subarea 1 (Mt. Hope South) Inflow Removal/Relocation (Town R-O-W)
- Facility Plan Amendment (if necessary for EPA AO Improvements)
- Collection System Improvements for AO Compliance (i.e. Storage) (\*1)
- Collection System Cleaning and CCTV Inspection

- Quarterly and Annual AO Compliance Reporting

Although the vast majority of properties and homes in Bristol are serviced by public sanitary sewer, there are some that rely on private on-site sewage disposal systems. The Town of Bristol adopted and RIDEM approved an On-Site Wastewater Management Plan in 2009. This plan included an inventory of all developed properties not serviced by public sewers. The Town has also adopted an Onsite Wastewater Management ordinance regulating private septic systems and requiring regular inspections, maintenance, and if necessary upgrades or replacement. The Water Pollution Control Department offers a program for financial assistance with septic system pumping. In addition, with the approval of the above plan and ordinance, residents are eligible to participate in a State funded program that offers low interest loans to homeowners to fund repairs or replacement of failing septic systems

Wastewater Department does not have any plans to extend sanitary sewer lines into new service areas beyond what would be required for any new developments within existing sewer areas (for example, new sewers in August Farm development off Butterworth Avenue). In addition, there may be some expansion to connect to isolated properties that currently do not have sewer and utilize an on-site sanitary disposal system. One potential expansion area is on the northern end of Poppasquash Road to Bristol Marine and the Bristol Yacht Club properties (Shown on Map 7). These private properties are currently pursuing a connection from the existing line in Colt State Park to their facilities. This would allow for the expansion of business opportunities at the Bristol Marine property and possibly improve water quality in the bay by eliminating existing septic systems.

### *Bristol-Warren Regional School District*

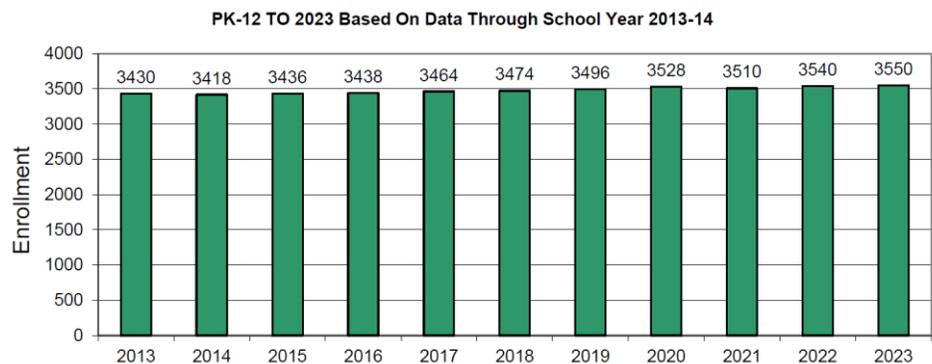
#### **Existing Condition**

The Bristol Warren School District comprises six school buildings:

- Colt Andrews School – Grades K-5 in Bristol
- Guiteras School – Grades K-5 in Bristol
- Hugh Cole School – Grades K-5 in Warren

- Kickemuit Middle School – Grades 6-8 in Warren
- Mt. Hope High School – Grades 9-12 in Bristol
- Rockwell School – Grades K-5 in Bristol

According to data made available by the School District, enrollment in the Fall of 2013 stood at 3,386 students (1,630 students in grades K-5; 743 in grades 6-8; and 1,013 in grades 9-12). The two factors that will have a significant impact on future enrollments are a decline in the number of births to Bristol-Warren residents and, to a greater degree, the resumption of in-migration (which had slowed, in part due to the real estate slowdown). However, the overall impact is relatively small. As shown in the charts below, enrollment is projected to increase to 3,550 students by 2023 or approximately 4.5 percent over the next ten academic years. It is noted that these projections could change over time – the projections for the first five years are general deemed to be more reliable than years 6 – 10.



### **Future Needs**

The School Department has created a Capital Project Plan to prioritize needed projects within the next 10 years. Those identified are as follow for the school buildings in Bristol:

- Guiteras, Colt Andres, Rockwell and the Mount Hope High School are targeted for capital projects including exterior repairs, fire alarm and electrical system repairs, plumbing and HVAC.
- The roof at Guiteras is also on the plan for replacing.

- The largest capital project expenditure will be the heating plant repairs at the Mount Hope High School.

## Stormwater

### Existing Condition

Stormwater management is typically funded by general fund revenues and for many municipalities, constrained budgets have translated into insufficient funds to properly maintain and operate drainage systems. At present, Bristol's stormwater management program is funded primarily by Department of Public Works funding designated from Bristol's General Fund and money from town bond proceeds. The Town has also been successful in receiving State and Federal grants for improvements to the drainage including projects in the Tanyard Brook and Silver Creek Watersheds. Working with the Town's Drainage Committee, formed in response to town-wide drainage and flooding problems, the Town continues to spend down the \$3 million bond approved by Bristol voters in 2006 to pay for drainage improvement projects. With these bond funds and grants, Bristol has been able to make headway in addressing flooding and other drainage problems in the Tanyard Brook and Silver Creek areas of town.



*Tanyard Brook repairs*

In recent years, the Town has also received limited federal grant funds (Section 319) and a State Revolving Fund low interest loan to finance the design and construction of stormwater treatment structures to mitigate polluted runoff from town roads and the beach parking lot which discharge onto the town beach and contribute to beach closures. Using sewer enterprise funds, the Town's drainage system has been mapped as part of efforts to address the significant problems posed by inflow and infiltration into the sewer system.



*Stormwater BMP Sand Filter installed*

The Town has also working to reduce impervious surfaces wherever feasible. The Town is in the process of completing a stormwater improvement project at the Guiteras School where pavement is being reduced and bioretention areas are being installed to improve water quality. This project was funded by a 319 Grant from the RIDEM that the Town provided local matching funds to. The Town also completed drainage improvements at the Town Beach which involved removal of excess asphalt, installation of a wet vegetated treatment system, and elimination of a point source discharge.

*Bioretention areas at Guiteras School*





*Bioretention areas at Guiteras School*

### **Future Needs**

As evidenced by the examples above, Bristol has been able to successfully leverage town general revenue funds with federal stimulus dollars, road and drainage bonds, grants, and private funds to move forward a number of high priority capital improvement projects. However, there is much more to be done including drainage improvements needed to address flooding and water quality concerns (including the separate sewer overflow problem) and to proactively repair or replace aging and deteriorating drainage structures. A more stable revenue stream is needed for the Town to manage operation and maintenance of Bristol's drainage system in a planned and systematic manner and to fully comply with its Phase II Stormwater Permit requirements. The Town is exploring the feasibility of a Stormwater Management District with the help of a grant from the RI DEM.

### *Solid Waste*

#### **Existing Condition**

While Bristol produces the 4<sup>th</sup> highest level of trash in Rhode Island, the Town's recycling rate is the 3<sup>rd</sup> lowest in Rhode Island (17.4 percent). The Town is exploring a variety of ways to increase the

percentage to achieve, at a minimum, the 35% recycling and 50% solid waste diversion goals.

### **Future Needs**

While the level of service is good for solid waste collection, the Town continues to struggle to reduce the volume of trash and increase the recycling rates. The Town is currently exploring opportunities and programs to improve the Town-wide recycling with a Recycling Committee. The Town is currently studying options including an ordinance which will require that residents recycle in order to have their trash picked up “no bin no barrel”.



*Commercial Recycling Bins*

## *Department of Public Works*

### **Existing Condition**

The Department of Public Works (DPW) is responsible for the maintenance and operations of the Town roadways, drainage structures, and several municipal buildings and properties. DPW also operates the Town’s municipal waste and recycling collection programs. The department employs a staff of 33 and operates two primary facilities. The first being the DPW office and operations center at Mt. Hope Avenue. This facility consists of storage and maintenance facilities for vehicles and equipment as well as office space for administrative functions. The second facility is the transfer station located at Minturn Farm Road on the site of the former Bristol

landfill. The transfer station accepts curbside and drop off refuse and recycling materials from local residents for off-site disposal. The DPW facility at Mt. Hope Avenue is located in the south center area of Town adjacent to the Tanyard Brook and State Street Reservoir.

### **Future Needs**

The DPW staff and equipment are utilized for curb side pickup of residential refuse and recycling which places a large demand on the department. Future needs include an assessment of the feasibility of privatization of the residential curbside pickup program. The DPW is also responsible for roadway and drainage system maintenance and repair. The Town is currently studying the creation of a Stormwater Management and Enterprise Fund to provide dedicated consistent funding for stormwater projects and to address compliance with the Town's MS4 permit. The overall level of service provided to the community is good and expected to be maintained with a slow population growth. The equipment and staffing needs should continue to be evaluated to ensure that there is sufficient capacity to meet community needs and future regulatory requirements. In addition, a portion of the Mt. Hope Avenue property is located in a flood zone, has poor drainage, and is constrained by the reservoir which means that within the 20-year planning horizon, the Town should consider undertaking a study to determine the feasibility of and the potential sites for re-locating this facility into a more centralized area of Town and out of the flood plain.

### ***Energy Efficiency***

With an ARRA funding energy grant, the Town completed the following renovations to save energy in Town-owned buildings: New boilers in the Senior Center, Department of Public Works, Downtown Naval Reserve Armory and Police Station; new windows in the Burnside Building, Town Hall, and Fire Station at Church Street, and new light bulbs in the Water Pollution Control Facility. It is expected that the Town will see significant savings as result of this investment.

The Town has made repeated attempts to site a solar farm on the Town landfill. This project involved a third party contractor building the solar, selling the energy to the National Grid and paying the Town

rent. However, these attempts did not advance since the Town's contractor did not win at the National Grid auction.

### *Other Public and Private Institutions*

Roger Williams University expanded their campus since the 2009 Plan Update with the construction of a new sports complex, a new dormitory, and a new sailing center (in progress). In conjunction with the new residential dormitory, RWU installed a new water tower which improves water services on the campus and in the neighborhood. This was a significant benefit to the Town and the residents where water service had been very poor previously and impacted public safety.

The State Veterans Home on Metacom Avenue is in the planning stages for the completion of a substantial construction project to build a new facility with a total of 192 beds. This project is being funded by the voter approved bond with a Veterans Administration federal reimbursement. The RI Department of Administration has begun the planning and design of the project which is expected to begin construction in the Spring of 2015 and open in 2017.

## **Statement of Goals and Policies**

Continually seek to strengthen the quality of all of the Town's public facilities, including maintaining high quality school facilities, sufficient and high quality public water and sewer systems to meet projected growth, and provide adequate services and facilities for emergency situations. Growth management policies will ensure sustainable services and facilities for present and future generations. The Town should lead by example and design facilities that meet LEED (Leadership in Energy and Efficiency Design) neighborhood design silver certification. The Capital Improvement Plan with a five year horizon and annual capital budget should continue to be updated and implemented.

Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the goals and policies developed by the Town of Bristol to guide its services and facilities. These goals encompass goals expressed in the other elements of this plan.

**Goal 1. Continually seek to strengthen the quality of the Bristol/Warren School System’s facilities in order to smooth the progress of teaching and programming.**

Policies to achieve Goal 1

- A. Continually review and seek to improve teaching and program quality through appropriate coordination of all levels of government.

**Goal 2. Provide Bristol with sufficient water to meet projected growth.**

Policies to achieve Goal 2

- A. Protect current water sources from further deterioration.
- B. Promptly implement the program to upgrade the water delivery system to include new pipes and looping to improve circulation and pressure.
- C. Increase efforts to conserve water at all levels of use.
- D. Ensure that Bristol maintains into the future its options to use surface reservoirs.
- E. The costs and benefits of future supply systems should be evaluated carefully by the town.
- F. Implement strong effective measures to improve the management structure and administration of the BCWA.
- G. Maintain the current minimum 10,000 square foot lot size in most undeveloped areas that are sewerred and 2 acres on Poppasquash, which is lacking public water and sewer. While smaller lots can be developed with suitable wastewater treatment, Poppasquash is vulnerable to well-water drawdown and intrusion of salt or brackish water into the aquifer that feed the wells. A combination of lack of sewer facilities and endangerment of the underground water resources require strong consideration for two-acre zoning. Consider rezoning other vacant areas with no public water and sewer to two-acre minimum lot size. Maintain

conservation development initiatives.

**Goal 3. Manage growth so as not to overtax the sewer system**

Policies to achieve Goal 3

- A. Plan for growth in areas that are, or can be, served by the sewer system.
- B. Direct growth away from areas that have no sewers and lie over or near critical environmental resources.
- C. Reduce the amount of stormwater infiltration into the sewer system during significant storm events.
- D. Revisit the Wastewater Facilities Plan of 2000 and determine effectiveness of the implementation and additional projects that may need to be addressed.
- E. Continue to upgrade and improve the current sewer system.

**Goal 4. Maintain a favorable tax base.**

Policies to achieve Goal 4

- A. Encourage balanced growth.
- B. Manage growth in concert with the fiscal capacities of the community.

**Goal 5. Maintain public infrastructure and services at a high level of excellence.**

Policies to achieve Goal 5

- A. Measure and monitor the quality of services so as to maintain high quality.
- B. Plan for changing service requirements as demographics and economics change.
- C. Continue to update and fund the five-year Capital Improvement Plan (CIP) for the Town's infrastructure and ensure adequate funding for Town services.

- D. Continue the road and drainage maintenance program. Continue to implement and utilize a GIS database for management of pavement and sidewalk maintenance.

**Goal 6. Plan for and provide adequate services and facilities for emergency situations.**

Policies to support Goal 6

- A. Maintain the high quality of Bristol’s emergency services and facilities.
- B. Continue to update hazard mitigation plans which will result in fewer storm related impacts and losses to life and property.
- C. Maintain emergency sheltering in locations outside of floodplain.

**Goal 7. Continually improve the efficiency of government while working to achieve excellent and equitable services.**

Policies to support Goal 7

- A. Seek ways to cooperate with the private sector to maintain and improve facilities and services.
- B. Seek new, more efficient ways of including volunteers in the operation of Town government.
- C. Continue and step up efforts to increase public awareness of the role of citizens in keeping Bristol clean.
- D. Continue to utilize compost facility and use landscape maintenance specialists to assist the Department of Public Works crews.

**Goal 8. Continually improve the Town’s recycling program to ensure that Bristol will meet the Rhode Island goal of a 35% recycling rate and a 50% solid waste diversion rate.**

Policies to support Goal 8

- A. Continue the education and outreach programs to increase awareness of the benefits and the ease of single-stream of recycling and composting programs.
- B. Consider programs to further encourage higher recycling and composting rates such as Pay-as-You-Throw and a regulation that requires a resident to put out a recycling bin in order to have his/her trash collected.
- C. Monitor the participation rate for multi-family and commercial buildings waste and ensure that the collection rates are incorporated into the state's reported recycling and waste diversion rates.
- D. Continue to provide residents with a hazardous waste center for disposing computers and other items that can be recycled at the landfill.

**Goal 9. Assess energy usage in municipal buildings and facilities and plan for increasing the energy efficiency and foster the increase in use of renewable energy in both municipal led public buildings and private buildings.**

Policies to support Goal 9

- A. Continue to examine ways to ease the ability of residents to access renewable energy.
- B. Keep current as new and better technologies become available for renewable and energy efficiency.
- C. Promote new programs as they become available, partnering with the State Office of Energy Resources to market and advertise the programs to the broadest possible audience.
- D. Continue to monitor and update as needed town service equipment, vehicles, and buildings. As upgrades are required, look to energy efficient replacements.

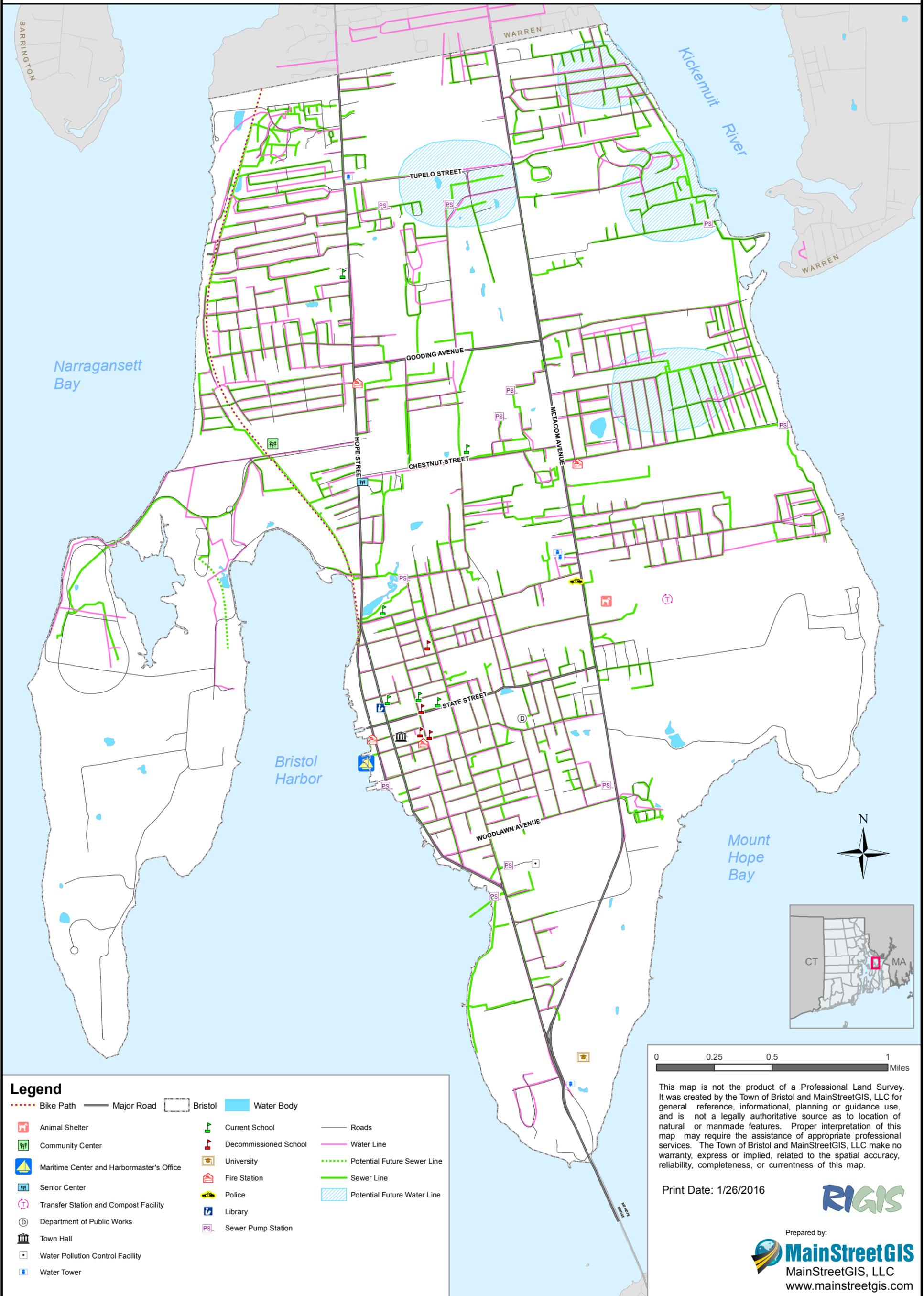


# Town of Bristol

Rhode Island  
Comprehensive Plan, 2016

# MAP 14

## Services and Facilities



### Legend

- |   |                       |                             |            |
|---|-----------------------|-----------------------------|------------|
| Bike Path                                 | Major Road            | Bristol                     | Water Body |
| Animal Shelter                            | Current School        | Roads                       | Water Line |
| Community Center                          | Decommissioned School | Potential Future Sewer Line | Sewer Line |
| Maritime Center and Harbormaster's Office | University            | Potential Future Water Line |            |
| Senior Center                             | Fire Station          |                             |            |
| Transfer Station and Compost Facility     | Police                |                             |            |
| Department of Public Works                | Library               |                             |            |
| Town Hall                                 | Sewer Pump Station    |                             |            |
| Water Pollution Control Facility          |                       |                             |            |
| Water Tower                               |                       |                             |            |

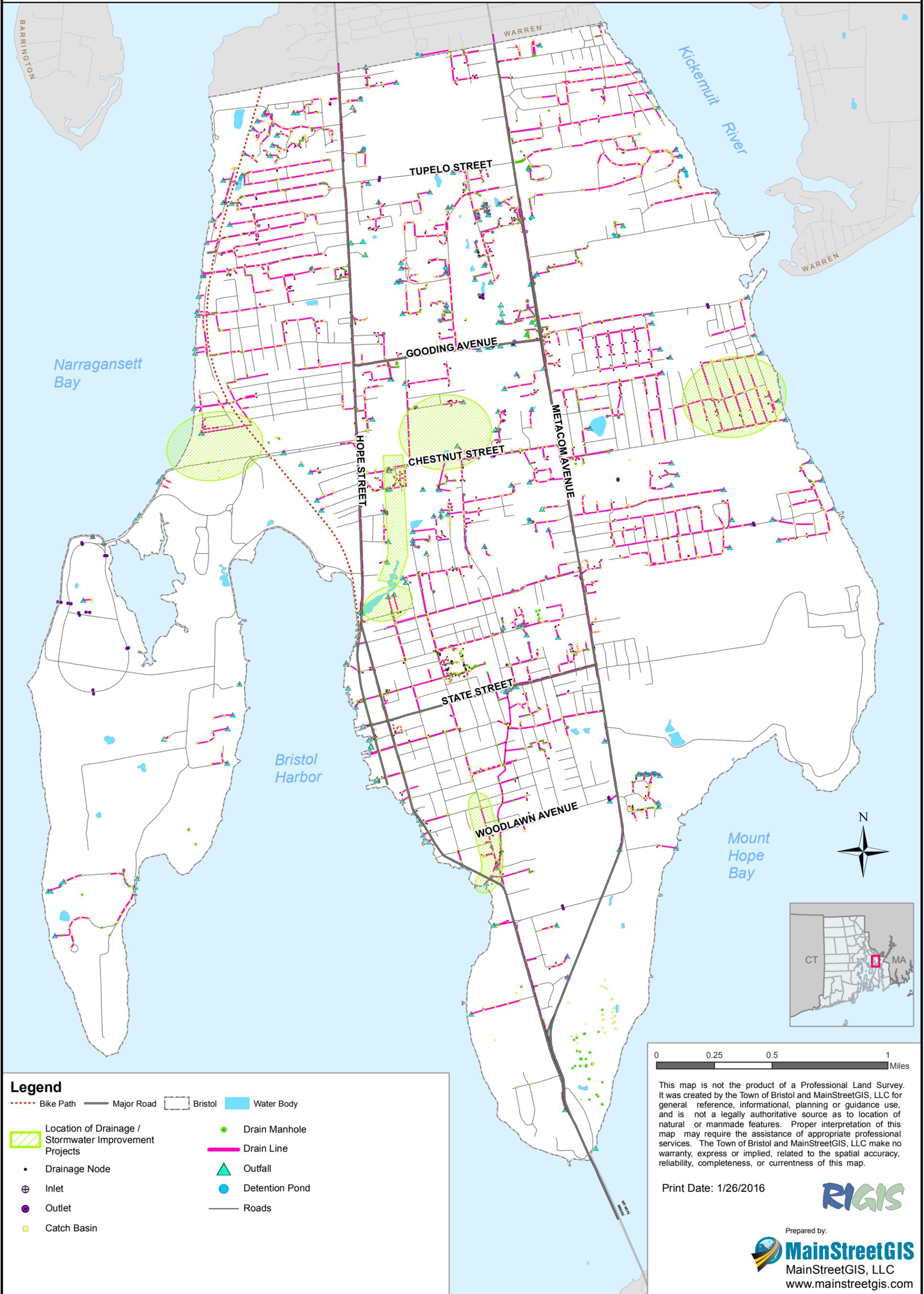


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Print Date: 1/26/2016



Prepared by:  
**MainStreetGIS**  
MainStreetGIS, LLC  
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### Legend

- - - Bike Path
- Major Road
- Bristol
- Water Body
- Location of Drainage / Stormwater Improvement Projects
- Drain Manhole
- Drain Line
- Drainage Node
- ▲ Outfall
- ⊕ Inlet
- Detention Pond
- Outlet
- Roads
- Catch Basin



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[www.mainstreetgis.com](http://www.mainstreetgis.com)

# 10. Implementation Program

## Introduction

This chapter is arguably the most important in the Comprehensive Plan. The implementation actions are based on the vision, goals and policies from each chapter. It is important to note that planning is a dynamic process and priorities can shift over time. A consistent review process allows for these issues to be acknowledged while keeping each specific action on the table unless a situation dictates that it is no longer relevant. In addition to implementing the plan, the Town will report on progress and on barriers to implementation on a regular basis.

The Implementation Matrix below summarizes the specific actions for each of the plan's chapters. The timing for implementation of the recommendations are assigned for short terms 1-3 years; medium-term 4-7 years; and long-term 8-10 years, to assist in suggesting a timeframe for each item to be considered. Some actions are ongoing in nature. The responsible agents are also listed in the matrix.

It should be noted that a short-term recommendation does not necessarily imply a higher priority, although it could. It is important to identify recommendations that can be implemented quickly in order to demonstrate progress and momentum in the early years of plan implementation. Conversely, there may be high priority items that will take a number of years to fully implement because of such factors as cost, design, and/or permitting.

# Implementation Matrix

## Land Use

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
LU-1	Plan services and facilities for a 25-year population projection of 23,771 people				√	Town Council and Community Development Department
LU-2	Examine the feasibility of purchasing the Mt. Hope Planning Area for preservation. Protect the Mount Hope Planning Area with preservation of the maximum amount of open space, cultural, historical and natural resources. Take action to educate the public and to open the greenbelt and pathway system in the Mt Hope Planning Area which has its terminus at RWU and continue efforts to improve the greenbelt and trail linkages to the Planning Area.		√	√		Town Administrator, Town Council, Planning Board, and Community Development Department.
LU-3	Define land use standards specific for Mount Hope Planning Area that take into consideration the surrounding densities and topography and links to other community resources that border the planning area, such as, Roger Williams University and the land adjacent to the town's landfill. Examine a strategy that considers low intensity, low impact and limited mixed-use and active recreational development.			√		Planning Board, Community Development Department, Town Administrator, and Town Council.
LU-4	Commission a study to determine viable uses for the landfill (Minturn Farm area), such study to include benefits and drawbacks of each option, inherent costs and maintenance costs over time, Consider various methods for funding this study, including but not limited to grants and public-private partnership arrangements.	√				Department of Public Works, Community Development Department and Town Council.

<sup>1</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
LU -5	Examine developing a set of neighborhood compatibility standards for each planning area in town. These criteria would define land use performance standards that would guide development in established neighborhoods. Criteria would include traffic speed and character, buffer sizes and locations, landscaping criteria, needed public improvements, critical cultural and historic resources, critical environmental resources, existing neighborhood character, and neighborhood planning objectives as defined in the Comprehensive Plan.		√			Community Development Department.
LU -6	Strongly enforce maintaining all industrially and commercially zoned land. Do not allow industrial and commercial zoned parcels to be converted to residential zones.				√	Town Council and Planning Board
LU -7	Follow a policy that maintains and does not significantly expand the town's current supply of commercial land, with the following exceptions: Allow increased commercial activity along the waterfront within the guidelines established by the Waterfront Zoning District, as may be amended (See the Natural, Historical and Cultural Element). Control development through the special use permit process and through town development of parking areas. Any proposal for changing the zoning of land to commercial use should be carefully examined for compliance with the comprehensive plan's objectives.				√	Town Council and Planning Board
LU -8	Protect the following critical areas in Bristol: <ul style="list-style-type: none"> <li>a) The open fields in the Kickemuit planning area visible from Metacom Avenue.</li> <li>b) The natural and historic areas of the Mt. Hope Planning Area, with emphasis on public access.</li> <li>c) Silver Creek and Tanyard Brook Watersheds.</li> <li>d) Provide public access to and through the North Central wetlands area from the Warren town line to the mouth of Silver</li> </ul>	√				Planning Board, Town Council, Community Development Department and Parks and Recreation Department.

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	<p>Creek adjacent to the Eastbay Bike Path for pedestrians and bicycles or for agricultural uses.</p> <p>e) The Estates planning area and all views and public access to the water along existing public rights of way.</p> <p>f) Protect the historic character of Poppasquash.</p> <p>g) Permanently identify, preserve, protect and maintain all public rights of way and access points.</p> <p>h) Continue to actively support and encourage open space preservation and agriculture.</p>					
<b>LU -9</b>	Expand and implement the Silver Creek Watershed Drainage Study from the headwaters north of Gooding Avenue to the mouth at Bristol Harbor and complete the recommended Phase 2 Tanyard Brook improvements.	√				Town Council, Department of Public Works, and Community Development Department.
<b>LU -10</b>	<p>a) Review and update the future land use plan, the zoning ordinance, and the zoning map for consistency between the zoning and the Comprehensive Plan within 18 months of State Approval. As part of the update, modernize the zoning ordinance language including updated terms and uses.</p> <p>b) Review and update the Subdivision and Development Review Regulations for consistency with the Comprehensive Plan within 2 years of State Approval.</p> <p>c) Develop a community or municipal zone to encompass schools, parks, town common, community center, town beach, all cemeteries and other publicly owned or controlled properties. Consider a cultural arts overlay zone for the decommissioned school buildings on the Town Common to provide flexibility for uses such as visual and performing arts,</p>	√				Community Development Department, Planning Board and Town Council.

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	<ul style="list-style-type: none"> <li>d) Reclassify all open space parcels, both existing and acquired in the future, as Open Space on the towns zoning maps.</li> <li>e) Pursue the adoption of agricultural zoning to help protect the few remaining farms in Town.</li> </ul>					
LU -11	<p>Adopt the following land use objectives for each planning area:</p> <p><b><u>The East Shore</u></b></p> <ul style="list-style-type: none"> <li>a) Northeast: Maintain and protect the residential and commercial character of the area.</li> <li>b) Kickemuit: Protect the area as open space as the first objective of the Town. If this is not feasible, continue to guide any development in a manner that protects significant amounts of the area as farmland open space, such as through conservation development zoning. Place top priority on open space protection and links to Metacom Avenue, with improvements as recommended in the Metacom Corridor Management Plan.</li> <li>c) The Narrows: Protect the residential character of the area. Consider improved north-south movement within the area through links of existing streets. Monitor the Veteran’s Home for future proposed changes.</li> <li>d) Hopeworth: Protect the residential character of the area. Examine the potential for the future use of the old Hopeworth landfill, located at the end of Roosevelt Drive, consistent with its open space designation. Consider this area as a potential future public dog park.</li> <li>e) Mt. Hope: Protect the area as open space as the first objective of the town. If this is not feasible, guide any development in a manner</li> </ul>				√	<p><b>For all LU-11 land use objectives:</b></p> <p>Planning Board, Town Council, and Community Development Department, Parks and Recreation Department, Harbor Commission, Historic District Commission and Harbormaster.</p>
					√	
					√	
				√		

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	that protects significant amounts of the area as open space while allowing for a mixture of uses and densities that promote open space protection, such as through conservation development. Explore a variety of means to ensure this protection.	√				
f)	Work with Brown University and the local Native American community to preserve and protect the area encompassing the Haffenreffer Museum, King Philip’s Seat and the site of his death for its historic and natural open space value through acquisition, conservation agreement or easement. Further, work with Brown University and the local Native American population to open area of significant historical interest to public access.		√			
g)	Roger Williams University (RWU): Work with the University in its plans for facility expansion on the Ferry Road campus through the Master Plan process of the Educational Institutional Zone and the Metacom Avenue Corridor Management Plan.	√				
<b><u>The Central Corridor</u></b>						
h)	North Central: Maintain the land use pattern presently in place while allowing for only minor infill development. Do not allow the wetlands to be diminished or degraded. If the area is to be developed, guide such development in a manner that protects significant amounts of the area as open space while allowing for a mixture of uses and densities that make the open space protection economically feasible, such as through conservation development. Maintain the residential character of the East side of Hope Street.	√				
i)	Industrial Area: Maximize and protect the					

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	remaining interior land for industrial use by keeping land in industrial zoning. Encourage mixed commercial and industrial development along eastern and southern borders of the area. Integrate all development consistent with the Metacom Corridor Management Plan for Metacom Avenue between Tupelo and Gooding.	√				
j)	Re-examine the future use of land acquired as open space within the existing industrial area: consider returning all or a substantial part of it natural wetlands state thus protecting the source of Silver Creek watershed. Pursue development of a walking and bike path through the Central Corridor (see LU-8d).		√	√		
k)	High School: Encourage the continuation of the basic land use patterns in place. Protect Silver Creek from pollution and degradation. Protect the residential character of the surrounding neighborhood.				√	
l)	Downtown Core: Maintain and consider appropriate expansion of historic district protection. Seek ways to provide parking without impacting the historic fabric. Encourage the economic reuse of older buildings. Maintain the physical scale of the waterfront in any proposed development plans. Increase public access to the water. Extend the boardwalk and public access to Constitution St. Monitor the Coast Guard Station for future use changes. Maintain a walk able, pedestrian friendly downtown.	√	√			
m)	Develop a strategy to improve the access to and ease of locating parking downtown especially for visitors. Consider establishing a means to facilitate parking for special events, weddings or evening dining as these are important business generators for local establishments. Analysis may include improved signage, off-site parking areas with	√				

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	trolley service or valet parking permitting.					
n)	To preserve and enhance the pedestrian character of the downtown area and enhance the safety of the area frequented by young students, consider permanently closing Bradford Street to vehicular traffic between Hope Street and Center Street to create a new school campus area between the two elementary schools, Colt and Andrews Schools.		√			
o)	Downtown Neighborhoods: Maintain the mixed use character of the area. Establish use guidelines for reuse of older buildings to protect the character of the neighborhood.	√				
p)	Continue to encourage Bristol Industrial Park development and support its economic growth in a manner consistent with the economic interests of the town and the character of its neighborhood.	√				
q)	The Estates: Work with owners to assist in land use planning so as to maintain the overall landscape character of the area. Monitor Sisters of St. Dorothy and Columban Fathers properties for future use changes and seek development rights to those and other private parcels.	√				
<b><u>The West Shore</u></b>						
r)	Northwest: Maintain and protect the residential character of the neighborhood and encourage conservation of the remaining open land.				√	
s)	Highlands: Protect the residential character of the neighborhood. Prohibit commercial development along this corridor except in areas already in commercial use. Examine the need for and feasibility of minor street connections to facilitate neighborhood movement by residents and service vehicles. This neighborhood has many historic		√		√	

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	structures and a settlement pattern that would make it eligible for National Register of Historic Places designation. Work with the neighborhood association on the nomination to the National Register.					
t)	State Park: Protect the park use. Continue to maintain and improve the Sports Complex and Town Beach. Continue expansion of the Town's recreation use with the opening of and continued development of the Bristol Recreation Center "Quinta Gamelin Community Center"				√	
u)	Poppasquash: Discourage high-density development that would require a small wastewater treatment facility, town sewers or would impact existing wells.				√	
<b><u>The Waterfront</u></b>						
v)	State Street Dock: Recent major renovations known as phase one have been completed at this location. Phase two which include lighting, signage and stripping are scheduled to begin once the funding is secured. Continue a policy of equitable use by fishermen and residents. Maintain the existing sticker controlled parking regulations.	√				
w)	Phase three of the State Street Dock renovation is a proposed town owned docking facility within the town's riparian rights at the west end of State Street along the northern wall which abuts the Thames Street Landing property. A portion of this dockage should be for transient tie up as well as seasonal rentals. A critical component of phase three completion requires dredging of the boat ramp area at the west end of State Street. The town should encourage and financially support the completion of this project known as phase			√		

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	three of the State Street Dock Plan.					
x)	Maintain the west end of State Street Dock as deepwater access for fishermen and commercial craft. Do not permit permanent leasing of this space as dockage. Do not permit storage of fishing gear, traps, equipment or other materials that block access, views or use by recreational fishermen.				√	
y)	Implement the Maritime Center Development and improvements to the adjacent town owned waterfront structures and parking facilities.	√				
z)	Encourage the expansion of marina facilities from the south side of the State St. Dock to Constitution St. including the area west of the proposed development at Robin Rug facility. Consider including additional transient dock and dingy tie-up space within the town's waterfront property with access to the public boardwalk. Consider incorporating a fueling dock within the town's marine facilities from the south side of the State St. Dock to Constitution St. Preserve the working waterfront character by encouraging compatible maritime businesses.		√			
aa)	Pursue the creation of a transient docking facility within the town's riparian rights area at the west end of Constitution Street adjacent to the Elk's Club seawall.		√			
bb)	Encourage introduction of a Newport to Bristol Ferry and supporting reintroduction of summer ferry service to Hog Island. Use public resources only if financial feasibility can be demonstrated.	√				

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
LU -12	<p>a) Continue to work with the State Scenic Roadways Board on the implementation of the Stewardship Plan for Route 114 Scenic Roadway of June 2005.</p> <p>b) Expand the plan to include the portion of Metacom Ave. (Rte. 136) between Mt Hope Ave. and the junction of Routes 114 and 136. Coordinate on the enforcement and implementation of the plan, amending this plan as necessary.</p>		√		√	Community Development Department, Planning Board, and Town Council.
LU -13	Pursue a variety of public and private sources for funding the purchase of development rights, agricultural land and open spaces, including but not limited to targeted impact fees, bond issues, a revitalized land trust and state transfer tax income.				√	Community Development Department, Planning Board, Town Administrator, Town Treasurer, Town Tax Assessor, and Town Council.
LU -14	The town should continue to implement, update and maintain the current Geographic Information System (GIS) program. The development of a regional GIS with other Towns should be explored.	√			√	Community Development Department, Planning Board, and Town Council.
LU -15	The Town adopted the recommended design guidelines and zoning from the Metacom Avenue Corridor Management Plan in 2010 but the plan's maps and illustrations should still be used as guidance for layout of land use, design of buildings, and transportation activities implemented within its area of application.				√	Community Development Department, Planning Board, and Town Council.
LU -16	Continue to implement the recommended actions from the Marine Trades Route Study.		√			Community Development Department, Planning Board, Town Council,

#	ACTION	TIME FRAME <sup>1</sup>				RESPONSIBLE AGENT
		S	M	L	O	
LU -17	Protect the Town Common as open public space. Preserve the integrity of the structures on the Town Common and limit redevelopment of the Byfield and Walley School buildings to protect its historic character. Residential use shall not be permitted on the Town Common. (See LU-10)	√				Community Development Department, Planning Board, and Town Council.
LU -18	Consider the installation of a wave attenuator structure as part of the proposed Church Street Dock Extension to reduce the impact of major storms and their associated wave action on the waterfront district. The structure should be located where it will create a protected docking, marina and anchorage area without degrading the water quality for shell fishing and other activities.	√				Community Development Department, Planning Board, Town Council, and Harbor Commission.
LU -19	Develop a Shoreline Management Plan for Bristol Coastal Areas . Define land use standards specific to those areas of the town especially low lying coastal areas and within defined watersheds that will be subject to increased periodic flooding or gradual permanent inundation due to generally increasing sea levels. Develop a strategy for addressing these changes in concert with the appropriate federal and state authorities through a well thought out series of actions that may include protection, reconfiguration, relocation, acquisition and passive surrender.		√	√		Community Development Department, Planning Board, and Town Council.

## Housing

#	ACTION	TIME FRAME <sup>2</sup>				RESPONSIBLE AGENT
		S	M	L	O	
H-1	Create standards for multi-family housing units that are created for affordable housing through the special use permit process.	√				Community Development Department and Planning Board
H-2	Adopt a public advertising campaign to educate residents on the need for the creation of affordable housing units.	√				Community Development Department
H-3	Build an affordable housing trust fund so that foreclosed units or units for sale may be purchased to create affordable housing rather than building new or to help with down payment assistance for first time homebuyers. This fund could also receive revenue from the inclusionary zoning ordinance “ fee in lieu of” provision.	√	√			Finance Director, Town Administrator, Town Council, Department of Community Development
H-4	Work with RWU to encourage more on-campus student housing. As off-campus housing becomes surplus, the Town should consider creating opportunities for affordable housing. The Town and RWU should create an agreement offering the Town the right of first refusal for these units (Almeida Apartments)	√	√			Town Council, Planning Board, Department of Community Development
H-5	Re-institute the Affordable Housing Committee to help identify affordable housing opportunities, advocate for / educate about affordable housing needs, and explore more creative ways to achieve affordable housing goals. Include representative from the local housing organizations on the Committee.	√				Town Council
H-6	Develop a Section 8 Home ownership program in conjunction with a Family Self Sufficiency Program with the Bristol Housing Authority.	√				Department of Community Development

<sup>2</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	TIME FRAME <sup>2</sup>				RESPONSIBLE AGENT
		S	M	L	O	
H-7	Develop a program with the Bristol Housing Authority to recruit more landlords to participate in the Section 8 Housing Choice Voucher program. There are currently more recipients than apartments available.	√				Department of Community Development
H-8	Develop program and promote the East Bay Community Development Corporation, as the only East Bay Agency recognized as a monitoring agent for the privately owned affordable housing units, to ensure that housing units with long term deed restrictions are not lost over time.	√				Department of Community Development
H-9	Partner with the East Bay Chamber of Commerce in promoting and raising awareness to the economic benefits of affordable housing. The lack of workforce housing is a critical issue in the business community.	√				Economic Development Commission, Department of Community Development
H-10	Utilize the services of the Roger Williams University Community Partnerships Center to develop creative ways to provide affordable housing such as: a) exploring new design and material advances in housing construction, b) research innovate funding mechanisms and land use techniques for providing affordable housing and c) study the amount of substandard housing and prioritizing areas of the low/moderate census tracts for rehabilitation efforts.	√				Department of Community Development, Planning Board
H-11	Continue and expand the Towns CDBG home repair and home maintenance grant and loan programs.	√			√	Department of Community Development
H-12	Consider the best use or reuse of town-owned property to include housing and/or a portion from the sale to be applied to a housing trust or first time homebuyer program. The exception to this would be the former school buildings on the Town Common which cannot be used for housing and cannot be sold.	√				Department of Community Development, Town Administrator, Town Council

#	ACTION	TIME FRAME <sup>2</sup>				RESPONSIBLE AGENT
		S	M	L	O	
H-13	Work with State Representatives and State Senators to broaden the definition of “affordable housing” beyond government subsidized housing and include modestly priced and locally affordable units within the community.	√			√	Town Council
H-14	Survey and identify individual properties and neighborhoods, like the Highlands, that should have value for historic preservation. The survey is to be town wide and focused on architectural or historic significance. Work with those interested property owners to have the properties nominated for National Register of Historic Places designation.	√	√			Historic District Commission, Department of Community Development
H-15	Explore and Consider adopting form based vs. use based zoning regulations to maintain characteristics of existing neighborhoods.	√				Department of Community Development, Planning Board, Town Council
H-16	Continue to update existing streets that lack sidewalks and determine feasibility of providing such and requiring new sidewalks with specific reference to Ferry Road and Metacom Avenue.	√			√	Department of Public Works, Department of Community Development
H-17	Cul-de-sacs should be discouraged where practicable and local transportation connections to commercial uses along Metacom and Hope Street are encouraged.	√			√	Department of Community Development and Planning Board
H-18	Adopt a night sky ordinance to address the impacts of exterior lighting on neighborhood residential properties.	√				Department of Community Development, Town Council

#	ACTION	TIME FRAME <sup>2</sup>				RESPONSIBLE AGENT
		S	M	L	O	
H-19	<p>Continue to participate in the Community Rating System of the National Flood Insurance Program and amend as applicable to raise the Town's credit for increased discounts on Flood Insurance Policies.</p> <p>Work with the State of Rhode Island Emergency Management Agency (RIEMA) and the State Building Official's Office to change the State Building Code to allow more credits to the Town under the CRS Program.</p>	√				Department of Community Development, Town Council
H-20	To provide incentive for property owners to create a deed restricted affordable rental unit, the Town will continue to limit the property taxes on the deed restricted unit to 8% of the gross income received from the unit.	√				Tax Assessor, Finance Director
H-21	Continue to identify locations for Affordable Housing Development. Bristol does not want to create large affordable housing developments for specific income groups. The Town prefers smaller in-fill developments scattered throughout the Town, so that affordable housing is not clustered in one neighborhood. Affordable housing should be integrated with market rate housing. Affordable housing should be designed so as to blend with surrounding market-rate housing in terms of architectural style. In addition to in-fill development and potential rehabilitations of units in the low-mod census tract, the Town has identified the sites listed on the Affordable Housing Location Summary Chart as appropriate locations for affordable housing development as adaptive reuse, rehabilitation, or new construction.	√				Department of Community Development, Planning Board, Town Council
H-22	Continue to require affordable units as a condition for zoning relief, and changes of zone that include residential uses	√				Planning Board, Town Council

#	ACTION	TIME FRAME <sup>2</sup>				RESPONSIBLE AGENT
		S	M	L	O	
H-23	Create an information packet to provide for-profit developers to help promote the creation of affordable housing.	√				East Bay CDC, Department of Community Development, Planning Board
H-24	Create design standards for in-fill development to help them blend into the character of the existing neighborhood.	√				Department of Community Development, Planning Board
H-25	Help seniors age in place and provide programs that engage them in socialization outside of the home as well.	√				Senior Center, Recreation Department, Town Administrator
H-26	Work with service providers to create affordable child care, based on income, to help people return to the workforce.	√				Human Services Department
H-27	The Town will work with local homeless agencies such as the Rhode Island Veterans Home, East Bay Coalition for the Homeless, Riverwood MHS and/or East Bay Community Action Program to track homeless individuals or families who may have resided within the Town	√				Human Services Department
H-28	The Town should work with the State of Rhode Island to redefine and/or amend the current State Law on affordable housing. For example, the Bristol Housing Authority manages the Section 8 Voucher program; however, the Town cannot count these vouchers toward our 10% goal.	√				Town Council.

## Economic Development & Agriculture

#	ACTION	IMPACTED BUSINESS SEGMENT	TIME FRAME <sup>3</sup>				RESPONSIBLE AGENT
			S	M	L	O	
<b>ED-A-1</b>	Hire an Economic Development Officer. Identify an appropriate model based on other successful communities for structuring the EDO position and define success metrics, changing the charter provision related to economic development, if needed.	All	√				Town Administrator, Town Council
<b>ED-A-2</b>	Adopt an annual Economic Development Strategic Planning process that: <ul style="list-style-type: none"> <li>a) Reports on Economic Development Plan progress and changes in business climate</li> <li>b) Measures performance, achievement, and business demographics &amp; defines success.</li> <li>c) Identifies best practices/ other community's success stories and opportunities for improvements</li> <li>d) Oversees Economic Development strategic plans, including those for "Destination Bristol" and "Manufacturing".</li> <li>e) Enables Town leadership to fulfill its Economic Development role</li> </ul>	All	√				Town Council, Town Administrator, Department of Community Development, Economic Development Commission
<b>ED-A-3</b>	Leverage retired business leaders, the business community and Roger Williams University to assist in planning and implementing Economic development strategic planning activities (the EDC) to include: <ul style="list-style-type: none"> <li>a) Flesh out Strategic Plan outlined in the introduction</li> <li>b) Measure performance</li> <li>c) Identify best practices and opportunities</li> </ul>	All	√				Town Council, Town Administrator, Department of Community Development, Economic Development Commission

<sup>3</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	IMPACTED BUSINESS SEGMENT	TIME FRAME <sup>3</sup>				RESPONSIBLE AGENT
			S	M	L	O	
ED-A-4	Set up an annual training program for Town departments that are on the “front line” for administrative processes. Create a “Getting to Yes” plan and implement a continuous improvement approach for more streamlined permitting and processes without foregoing Bristol’s values.	All	√				Town Council, Department of Community Development, Economic Development Commission
ED-A-5	Define and align responsibilities, accountabilities, expectation and culture for economic development success: from Town Council, Town Administrator, Community Development, to supporting town organizations.	All	√				Town Council, Town Administrator

#	ACTION	IMPACTED BUSINESS SEGMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-B-1	Review zoning regulations and amend as necessary to encourage business growth; to include land use standards, guidelines for industrial areas, reuse or rehabilitation of existing buildings amongst the improvement options. Optimize growth opportunities in business and industrial zones and make provisions for new, more nontraditional, business workspaces such as office spaces in coffee shops. Review and amend, as needed, the signage section of the zoning ordinance including the number, size and location of signs for different business uses in different areas and zoning districts	All	√				Town Council, Planning Board, Department of Community Development
ED-B-2	Continue to encourage creation of flexible industrial space with a streamlined approval process;	All				√	
ED-B-3	Develop performance metrics and fact-based insight into opportunities for Town approval	All	√				Town Administrator,

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
	processes. Together with insight gathered from published best practices and local government success stories, develop approaches to decrease cost, time and complexity of approval processes.						Department of Community Development
<b>ED-B-4</b>	Establish as an objective that approval processes be simplified enough and standardized enough that administrative approvals can be delegated to lowest level.	All	√				Town Administrator, Town Council
<b>ED-B-5</b>	Use existing “incentives” like the Enterprise Zone, Tax Stabilization Ordinance, and Community Development Block Grants to attract and/ or assist small businesses in Bristol	All	√			√	Town Council, Town Administrator, Department of Community Development
<b>ED-B-6</b>	Establish a well-advertised, single point of contact (especially for new and small businesses) for information dealing with town and state permits and approvals.	All	√				Town Council, Town Administrator, Department of Community Development
<b>ED-B-7</b>	Review all town codes, and ordinances, taxes and fees to create an exhaustive list and assess appropriateness. The benefits to the Town must be balanced with the impact on existing and new businesses.	All with inventories	√				Town Administrator, Town council, Finance Department
<b>ED-B-8</b>	Designate the Economic Development Officer as a liaison to state agencies related to regulatory, permitting and fee structure issues.	All	√				Town Administrator

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-C-1	Complete adaptive re-use of the Downtown Naval Reserve Armory into a Maritime Center	Recreational and commercial marine activities, Destination Bristol businesses	√				Department of Community Development, Harbor Department, Harbor Commission, Town Council, Town Administrator
ED-C-2	Incorporate latest Harbor Management Plan into the Comprehensive Plan. Emphasis for success on establishing: a) Welcoming environment/ organization that spreads Bristol Harbor as a destination by word-of-mouth b) Utilities at waterfront c) Accessible moorings, slips, anchorage; easy access and egress from mooring field d) Establishing Bristol harbor launch/ water taxi services e) Easily accessible local marine suppliers, repairs, and lifts.	Recreational and commercial marine activities, Destination Bristol businesses	√				Department of Community Development, Harbor Commission, Harbor Department, Town Council, Planning Board
ED-C-3	Continue to work with the owner of the Robin Rug property to encourage and facilitate the completion of the development proposal that is currently pending for a mixed use development – residential and commercial	All	√			√	Town Administrator, Town Council, Planning Board, Department of Community Development
ED-C-4	Maintain a vibrant downtown by 1) continuing public improvements in the downtown area for pedestrian facilities, such as: sidewalks, walkways, landscaping, street furniture, lighting, and signage; 2) keeping civic and cultural uses in the downtown as an anchor; and, 3) encouraging a mix of residential uses, retail and restaurants.	Destination business, Retirement, Quality of Life	√			√	Town Council, Planning Board, Town Administrator, Department of Community Development

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-C-5	Develop and implement a museum/cultural arts plan to provide for expansion of venues, expansion of an arts community and promotion.	Destination Business	√				Department of Community Development
ED-C-6	Develop a comprehensive tourism marketing/ advertising strategy and implement promotion. This needs to involve state, regional and local advocates with a more active local destination business community. More active participation of destination businesses in regional promotion (updated '09ED#33).	Destination Business	√			√	Department of Community Development, Town Administrator, Town Council
ED-C-7	Rationalize (reduce, consolidate, eliminate overlaps in missions, and etc.) the many business advocacy groups (Bristol Merchants, Explore Bristol, East Bay Chamber, etc.) and make them more effective. Economic Development Officer to be central facilitator/ coordinator/ advocator.	All	√			√	Town Council, Town Administrator
ED-C-8	Working with Explore Bristol, the Newport Visitors and Convention Bureau, and the East Bay Chamber of Commerce, develop a comprehensive destination economic development plan for (strategic plan fortourism) that broadens the destination business season, broadens and diversifies destination offerings and events, and provides infrastructure to create economic opportunity. An integrated, umbrella solution is required to include all aspects of destination business and all constituencies. (Include ED-C-9 and ED-C-10)	Destination Business	√				Town Administrator, Economic Development Commission
ED-C-9	Provide welcoming environment: Welcome Center(s) and kiosks, website & literature, promotion of cross-selling.	Destination Business	√			√	Town Administrator, Economic Development Commission

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-C-10	Working with the local groups such as Explore Bristol, Newport Visitors and Convention Bureau, and the East Bay Chamber of Commerce promote and package large cultural events with other arts & crafts, recreational marine and destination businesses along with better scheduling of activities, coordination of open-shop times, de-conflicting calendars and etc.	Destination Business	√			√	Town Administrator, Economic Development Commission
ED-C-11	Working with the local museum organizations, work to Incorporate Bristol’s architecture, historic events such as Revolutionary War, Industrial Revolution, King Phillip’s War, local notables and Civil War, the slave trade, cultural diversity, Mt. Hope Farm/ Wampanoag Indians and Haffenreffer Collection into meaningful destination opportunities and exhibits. Explore a new museum in Bristol to display the Haffenreffer collection, and to teach the importance of Bristol in early American history (as home to Wampanoags and their role in settlement of Plymouth, King Phillip’s War, slavery and commerce etc.), and relevance today.	Destination Business	√				Town Administrator, Economic Development Commission
ED-C-12	The Town should work with local businesses to maintain an active downtown commercial area, to include strategic recruitment of new businesses).	Destination businesses, Quality of Life Businesses	√				Town Administrator
ED-C-13	Redouble efforts to have “Bristol Buys Bristol.” Since Bristol is a significant bedroom community, introduce new residents to Bristol owner and civic organizations.	Destination and Quality of Life Businesses	√				Town Administrator

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-C-14	Continue to monitor the properties in the Franklin Street Corridor Redevelopment Plan, including the Bristol Industrial Park, to continue implementation of the plan and move forward with redevelopment	All	√			√	Town Council, Redevelopment Agency, Department of Community Development
ED-C-15	Explore marketing and branding Bristol as a maritime/ composites/ materials Centers of excellence.	External-facing business	√				Town Council, Town Administrator
ED-C-16	Leverage Roger Williams University as a partner to promote economic development The Economic Development Officer should continue to work closely with the Business Engagement Center and the Community Partnership Program.	All	√			√	Town Administrator, Town Council, Department of Community Development
ED-C-17	Promote Rogers Free Library as a central source of information on history and economic development). The library should augment the visitor's center resources.	All	√				Town Council, Rogers Free Library
ED-C-18	The Economic Development Officer, in collaboration with civic organizations, should maintain and publicize a registry of available opportunities. Bristol is fortunate to have a strong spirit of volunteerism that should be nurtured and promoted.	All	√			√	Town Council
ED-C-19	Create an advertising/marketing campaign to promote Bristol for business and help to create a positive outlook. Establish a program with regular workshops that include civic leaders for networking and to keep them engaged and to help build confidence in the business environment.	All	√				Town Council, Town Administrator, Economic Development Commission

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-C-20	Create and Maintain a Town Web site that provides relevant and current information and resources.	Downtown business, Destination business, Marine Center	√			√	Town Administrator
ED-C-21	Develop a plan for expanded retirement living in and near the downtown which will provide an additional business base for “destination Bristol” businesses and additional tax base.	Downtown business, Destination business, Marine Center	√			√	Town Council, Planning Board, Department of Community Development

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-D-1	Explore and facilitate the implementation of technology collaboration centers/ cooperatives with simple computing, CAD software, telecommunications, and manufacturing equipment such as milling machine, laser cutter, and 3-D printer. These have proven important for embryonic and small businesses around the world. Often these are educational institutions/business partnerships with town leadership. They are equally applicable for individual, community, arts, and educational purposes. MIT’s fab center concept is a global example.	All		√	√		Town Council, Town Administrator, Economic Development Commission
ED-D-2	Explore and facilitate the creation of professional service collaboration centers; again as business/ educational partnership with town leadership. As telecommuters, home-based professionals and virtual business teams become more prevalent there will become greater demand for local	Tele-commuters, independent contractors	√				Town Council, Town Administrator, Economic Development Commission

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
	domiciles, telecommunications, and etc. (Centers may also be applicable for individuals, community, arts and educational purposes).						
ED-D-3	Lead effort to establish university and business partnerships to collaborate to foster embryonic technical and service businesses. These may also include partnerships with institutions or individual benefactors. Roger Williams University and, other local universities, and local technical training institutes to include the Bristol International Yacht Restoration School, a model and resource for workforce development opportunities. In all cases Town leadership and sponsorship is required. As a source for long-term growth and opportunity for the next generation of Bristolians, the Town needs to exert its leadership.	Embryonic		√			Town Council, Economic Development Commission
ED-D-4	Continue to provide small business advisory services/ collaborative with Roger Williams University and the Business Engagement Center for mutual benefit of students, interns, and small businesses.	All	√			√	Town Administrator
ED-D-5	Continue to work for improved parking conditions in downtown area to include improved signage and lighting, as well as sidewalks and other pedestrian amenities.	Downtown business, Destination business, Marine Center	√				Town Administrator, Town Council
ED-D-6	Install the linkages along the Downtown Harbor Boardwalk which are on the Town owned property. Implement the recommendations from the Roger Williams University Community Partnerships Center Master Plan for the area along the boardwalk such as interpretive signage,	All	√	√			Department of Community Development, Town Administrator, Town Council

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
	benches, and low-level lighting.						
ED-D-7	Explore opportunity for downtown/destination jitney; collaboration with Roger Williams University transportation; extend sidewalk/bikepath to Blithewold, Mount Hope Farm, and Roger Williams University.	Downtown business, Destination business, Marine Center, RWU		√	√		Town Council, Town Administrator
ED-D-8	Complete the boat ramp improvement project at Independence Park and continue implementation of the Marine Trades Route Plan.	Maritime business, commercial fishing and recreational marine		√			Harbor Department, Harbor Commission, Recreation Department
ED-D-9	Create a small yard-space near the fishing piers to store gear in-transition.	Commercial Fishing	√				Harbor Department, Harbor Commission
ED-D-10	Implement the Town's recently created Wayfinding Signage plan for consistently designed signage that will be placed at key locations to clearly direct visitors to cultural and recreational areas and downtown shopping and parking.	Downtown business, Destination business, Marine Center	√			√	Department of Community Development, Department of Public Works
ED-D-11	Facilitate access and use of an advanced fiber optic network which is critical to attract new businesses and help existing businesses upgrade their technical capacity for digital modeling, telecommunications, etc. (Investigate connection to Beacon 2.0 regional fiber network of OOSEAH, which services municipalities, educational institutions and community organizations, and which runs down Hope Street.	All		√	√		Town Council

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-E-1	Develop comprehensive town approach for (a) preparing Bristol’s high school and vocational education graduates for the workforce and (b) for continuing education including the Marine Trades and Composites.	All		√			Town Council, School Department
ED-E-2	Establish a sustainable business/ education partnership starting with business/ private training institutes/ education roundtable to define ongoing collaboration at the primary and secondary school level. Key objective for the roundtable is to find ways to incorporate “business readiness” into the “life readiness” mission for the local education system.	All		√			Town Administrator, Town Council, Economic Development Commission
ED-E-3	Expand local internship programs for high-school students	All	√				Town Council, School Department
ED-E-4	Expand and deepen student mentorships, business skills workshops, business mentoring, and tutorial programs with businesses, community, and RWU.	All		√			Town Council, School Department
ED-E-5	Provide trades classes/ training as an after school high-school activity. Provide business soft-skills seminars as part of the secondary school curricula and tie into the Center for Excellence and the programs at the Quinta Gamelin Community Center.	All	√				Recreation Department, School Department

#	ACTION	IMPACTED BUSINESS SECTMENT	TIME FRAME				RESPONSIBLE AGENT
			S	M	L	O	
ED-F-1	Implement zoning and tax provisions that promote existing and future farmlands.	Agriculture	√				Town Council, Planning Board, Department of Community Development, Finance Department
ED-F-2	The town, in collaboration with Roger Williams Marine Sciences should promote the future development of aquaculture on its shores. While perhaps not in control of this development it can be an influencer and protector of local fishing and shore line interests.	Fishing and boating	√				Town Council
ED-F-3	Support local commercial fishing boat-to-table and farm-to-table farmers' markets.	Fishing and Agriculture	√				Recreation Department, Department of Community Development, Town Administrator, Town Council
ED-F-4	Explore locating a local farmers/fisherman's market in the downtown area either at Rockwell Park/Downtown Naval Reserve Armory (Maritime Center) or at Independence Park.	All	√				Recreation Department, Harbor Department

## Natural, Historical & Cultural Resources

#	ACTION	TIME FRAME <sup>4</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-1	Review and update the Bristol Harbor Management plan and ordinance annually.	√			√	Harbor Commission, Harbor Master, Community Development Department, Bristol Town Council
NHCR-2	In coordination with the State Hazard Mitigation Officer, create a standing committee of appropriate technical and professional experience to compile and maintain a hazard mitigation list as described in Integrating Historic Property and Cultural Resource Considerations Into Hazard Mitigation Planning: State and Local Mitigation Planning How-to Guide FEMA 386-6 May 2005. Work in conjunction with the State Historic Preservation Officer.	√	√			Town Council, Town Administrator, Historic District Commission
NHCR-3	The Historic District Commission's principal emphasis is to promote, assist, and facilitate the preservation of Bristol's historic and cultural assets. To preserve and promote continued restoration of the historic architecture of Bristol, members of the Historic District Commission should be required to participate in at least one local, regional, state or national course, symposium or meeting regarding historic preservation, per year to maintain their warrants. The recommendations of the Bristol Historic District Advisory Committee should be incorporated into the rules of the Historic District Commission and the rules of the Historic District Commission should be reviewed and amended as needed. In recognition of the need to create incentives to owners of property under the protection of the Historic District ordinances, the Town Council shall pursue efforts to establish a \$500.00 tax rebate to said property owners as	√			√	Town Council, Bristol Historic District Commission

<sup>4</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	incentive to protect these treasures.					
NHCR-4	The Historic District Commission should investigate and recommend renewable energy solutions for properties under their protection; to promote sustainability of these significant structures.	√				Historic District Commission, Town Council,
NHCR-5	Minimize the amount of new impervious paving and encourage the use of pervious surfaces, and retrofit existing parking areas, where and when feasible and wherever environmentally sound to reduce the rate and volume of stormwater runoff. Study and consider adoption of stormwater management district to fund water quality improvement projects.	√			√	Planning Board, Department of Public Works, Community Development Department.
NHCR-6	In new developments require the use of native plantings, rain gardens (bio-swales), and drought tolerant plantings that don't require heavy watering or fertilizing and discourage the use of invasive species. Identify appropriate tree, shrub and plant species to recommend to developers and develop and provide list of undesirable/non-native/invasive species that will be discouraged from use. Ref: RI Natural History Survey and RI Wild Plant – Plant Inventories)	√				Planning Board, Conservation Commission (Community Development Department.
NHCR-7	Use federal, state and local programs to purchase properties that are subject to frequent flood or storm damage.				√	Town Administrator, Community Development Department, Town Council
NHCR-8	Continue the work of the Conservation Commission and Tree Commission to manage the Town's tree management program, which includes the inventory of public trees, and the annual planting of 30 to 40 public trees with the goal of maintaining or increasing Bristol's tree cover.				√	Town Council, Community Development Department and Bristol Conservation Commission

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-9	Continue the work to inventory the public street trees in Bristol and map the data using GIS.		√			Tree Commission and Community Development Department.
NHCR-10	<p>Pursue the following action for the future of the Mt. Hope Planning Area and its coastline:</p> <p>In tandem with the above efforts, follow a policy that will encourage maximum open space protection, maximum cultural resource protection, adequate buffers with surrounding residential and estate uses, protection of the wetlands and the bay. Recognize and work with the variety of different stakeholders within the Mt. Hope Planning Area. Their needs and interests may differ significantly from one another.</p> <p>Provide a two hundred (200) foot buffer easement along the shoreline for public access including lateral access to the shore.</p> <p>Maintain shoreline access within the Roger Williams University campus.</p> <p>Nominate the Mt. Hope Planning area as a National Register Historic Site.</p> <p>Nominate the Waypoysset Preserve property as a National Register Historic Site.</p>	√			√	Town Council, Planning Board, Town Administrator, Community Development Department, Bristol Historic District Commission
NHCR-11	<p>Pursue the following actions for the future of the area at and near the mouth of Silver Creek:</p> <p>Restore the unobstructed flow of water from Silver Creek into Bristol harbor, which is very important for the proper flushing of the creek.</p> <p>Preserve Silver Creek, which flows into the northern portion of Bristol harbor, along with abutting areas as a “welcome” to the downtown and maintain excellent views of the harbor.</p> <p>The existing commercial structures immediately north of Silver Creek and between Hope Street and the scenic harbor partially obstruct the views of the</p>	√			√	Town Council, Planning Board, Town Administrator, Community Development Department

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	<p>harbor and diminish the sense of welcome as one approaches the downtown from the north. Although current zoning allows for expansion of these structures, consider amendments that would discourage expansion of heights and build-out to the lot lines consider outright purchase, acquiring development rights, view shed easements from private property owners in order to preserve existing views. Study the feasibility of some form of “transfer of development rights” (TDR) legislation in the Zoning Ordinance as a potential way to address this issue. Concurrently, the area from Independence Park north to the northeast portion of the harbor should be zoned uniformly as open space. The commercial properties could continue to exist, but as non-conforming uses, which would prevent further expansion.</p> <p>Continue planning for the expansion of the park along the mouth of Silver Creek, including the area from Independence Park on the south to the open sites north of Silver Creek which serves as the southern terminus of the bike path.</p> <p>Consider acquisition of land immediately north of Silver Creek and west of Hope Street and incorporate the property into the park area in order to protect it from possible use and visual degradation and to enhance views and the sense of arrival at the historic downtown of Bristol. Restore the natural salt marshes near the mouth of Silver Creek, where the flow of water between Silver Creek and the harbor should be improved and become essentially unobstructed.</p> <p>Remove siltation south of Chestnut Street, as part of a wetlands restoration along Silver Creek. To mitigate adverse impacts to Silver Creek and to Bristol Harbor, Low Impact Development (LID) techniques should continue to be required throughout the Silver Creek watershed area.</p>					

#	ACTION	TIME FRAME <sup>4</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-12	<p>Pursue the following actions for the future of the area at and near the mouth of Tanyard Brook. Correct periodic flooding in the area near the mouth of Tanyard Brook which may cause property damage and contributes to pollution in Bristol's coastal waters. Correct siltation and maintenance problems in the reservoir on State Street.</p> <p>Expand the capacity of the State Street Reservoir, in order to mitigate downstream flooding, and the facility should regularly be used as part of a storm water runoff detention system.</p> <p>Continue to require mandatory Low Impact Development (LID) techniques throughout the Tanyard Brook watershed area, to mitigate adverse impacts to Tanyard Brook and to Walker's Cove.</p>	√	√		√	Town Council, Planning Board, Town Administrator, Community Development Department, Department of Public Works
NHCR-13	<p>Pursue the following actions to protect existing wetlands and to alleviate flooding in watershed areas.</p> <p>Urge RI state agencies to provide consistent protection of wetland areas in Bristol. Map all significant wetlands that should be protected from new or additional development, regardless of zone or ownership concerns.</p> <p>Protect mapped wetland areas through zoning and other local regulatory means so that new or expanded construction in such areas is not permitted.</p>		√			Town Council, Planning Board, Town Administrator, Community Development Department.
NHCR-14	<p>Complete the large scale plant materials inventory along the Hope Street Corridor/Route 114/Scenic Highway.</p>		√			Tree Commission, Community Development Department.
NHCR-15	<p>Conduct a feasibility study to consider Minturn Farm for sustainable energy initiatives. Consider zoning amendments to encourage solar farm.</p>	√				Planning Board, Community Development Department,

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
						Town Council
NHCR-16	Explore measures to protect stone walls that help to define the Town's character.	√				Community Development Department, Planning Board, , Town Council, Historic District Commission
NHCR-17	Future land acquisition for open space and recreation should be done in accordance with the Open Space Plan, June 2008 as amended. Properties in the Special Flood Hazard and Repetitive Flood Loss Areas should be acquired and vacant open space within the coastal flood zones should be preserved.				√	Town Administrator, Community Development Department, Planning Board, Conservation Commission, and Open Space Committee.
NHCR-18	Identify the funding potential and necessary application steps for purchase by the state, the Town of Bristol, the Bristol Land Trust and any other land conservation group of development and/or conservation rights to Bristol's remaining farms and other significant historical and cultural open space resources.	√			√	Community Development Department, Planning Board, Bristol Land Trust
NHCR-19	Continue to Implement recommendations by the Hydraulic Study commissioned by the Bristol County Water Authority.		√			Town Council
NHCR-20	Study and consider adoption of stormwater management district to fund water quality improvement projects.	√				Planning Board, Community Development Department

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-21	<p>Establish priorities and continue to acquire land, rights-of-way, or easements along tributaries, estuaries, coastlines, and streams (for example Silver Creek) to buffer these areas from development and provide limited public access. Improve public boat launch sites along Narragansett Bay, Mount Hope Bay and Bristol Harbor.</p>	√				<p>Planning Board, Community Development Department, Town Administrator, Conservation Commission, Town Council, Harbor Commission.</p>
NHCR-22	<p>Pursue the following actions for the historic downtown of Bristol and for other areas of special natural, historical, or cultural significance.</p> <p>Consider tax incentives for historic district properties. Enlist horticulturalist from the state, Blithewold and other sources to establish metrics for water runoff control by native plantings, rain gardens and other natural remediation methods. Utilize vegetation to control water runoff and infiltration as recommended in the Rhode Island Stormwater Design and Installation Standards Manual revised December 2010</p> <p>Adaptive reuse of underutilized historically significant buildings and other buildings of architectural and economic importance must be developed in compliance with historical preservation and architectural design goals. Consider uses/development in light of environmental risks.</p> <p>Update the downtown urban design plan that was done for the Town by the Sasaki Group in 1981 and provide for continuing urban design review services on an as-needed basis. Urban design is an effective tool for demonstrating physical feasibility and long-term community goals. The design should reflect the goals and policies of this plan. The downtown area included by the plan should be bounded roughly by Silver Creek and environs on the north,</p>	√			√	<p>Town Council, Planning Board, Town Administrator, Community Development Department, Historic District Commission.</p>

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	Wood Street and environs on the east, Union Street on the South, and the harbor on the west. Within the overall area of the urban design, certain locations should receive special focus, e.g. Robin Rug, the downtown waterfront along Thames Street, the block bounded by Bradford, Hope, State, and Thames streets, and the Bristol Industrial Park and along Hope Street to the north.					
NHCR-23	Define criteria for establishing and evaluating Areas of Critical Cultural Significance. Based on the cultural resources identified by this plan, criteria could include: historic or current farm use, historic structures or sites, historic districts, clusters of buildings and sites listed on or qualified to be listed in the National and State Registers of Historic Places, institutions representing or promoting historical or cultural sites or activities, areas where social interaction has traditionally occurred (such as houses of worship, civic organizations, the Town Common, RWU, etc.), critical landscapes identified by the RIDEM and RIHPHC landscape survey, and important large scale plantings.		√			Planning Board, Historic District Commission, Conservation Commission, Community Development Department
NHCR-24	Work with the Roger Williams University School of Architecture, complete a neighborhood planning analysis in order to better identify natural and cultural elements in the various parts of Bristol that should be protected. Encourage mixed use of historic properties where such use promotes preservation of historic structures and enables economic feasibility of historic preservation projects.		√			Town Council, Community Development Department, and Roger Williams University.
NHCR-25	New construction on the Town Common should be strongly discouraged, unless such uses are related directly to existing uses. New uses, such as housing, should not be permitted on the Common. Adopt a municipal or public zone for Town-owned open spaces. For the decommissioned school buildings on the Town Common, consider creating a creative overlay zone to facilitate the reuse for arts uses.	√			√	Planning Board, Town Council, Community Development Department, and Town Administrator.

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-26	<p>Expand the local historic district in phases over the next five to ten years as follows:</p> <p>Phase 1: By the end of 2018 extend the district north and south along both sides of Hope Street (Route 114) to the town lines.</p> <p>Phase 2: By the end of 2023 encompass the National District.</p>		√	√		Historic District Commission, Town Council, Community Development Department.
NHCR-27	<p>Monitor, update and organize information about the Town's historic and cultural resources, including its existing National Register Districts.</p>	√			√	Planning Board, Town Council, Community Development Department, Historic District Commission, Conservation Commission.
NHCR-28	<p>Carefully consider the historic and built environment impact of allowing the demolition of buildings for open air parking. Develop a comprehensive parking strategy to provide adequate parking in Downtown in ways that will not disturb the fabric of the town. Encourage pedestrian connections.</p>		√			Town Administrator, Town Council, Community Development Department, Planning Board, Historic District Commission.
NHCR-29	<p>Examine a special design review process for Areas of Critical Environmental and Cultural Significance. Continue the coordinated approach with the Conservation Commission, Historic District Commission, Planning Board, Zoning Board and other relevant bodies, to provide a non-binding review process that would produce clear recommendations for all projects during the early design phase. This must include ensuring that waterfront development allows for public access to the water.</p>	√				Planning Board, Historic District Commission, Conservation Commission, Community Development Department.

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-30	Implement planning guidelines to protect and regain the ability to see the bays and walk to the water's edge, particularly with regard to the future development or redevelopment of waterfront properties, whether residential or commercial, in the Downtown Historic District.		√			Planning Board, Conservation Commission, and Community Development Department.
NHCR-31	Adopt agreed upon street-side improvement standards for lighting, benches, curbing and landscaping, consistent with current standards. Coordinate between Historic District Commission, Planning Board and Public Works to preserve historic elements. Create a list of allowable temporary uses in the Historic District. Adopt policies to require burial of utility cables underground to both improve appearance and reduce the incidence and expense of power outages. Require granite curbing on any state road repair by the RIDOT in the downtown historic district.		√			Town Administrator, Department of Public Works, Historic District Commission, Community Development Department, and Conservation Commission.
NHCR-32	Continue to implement the recently adopted Wayfinding Plan that carries this same "look" of the signage at the Town borders throughout the directional and identification signage in town, e.g., parking, museums, the waterfront, shops, hotels and inns.	√				Town Administrator, Department of Public Works, and Historic District Commission.
NHCR-33	Engage the Newport Chamber of Commerce in an advertising campaign to publicize and promote the Bristol - Newport Heritage Trail. Continue to partner with non-governmental organizations (Explore Bristol, Roger Williams University, Newport Convention and Visitors Bureau, etc.)	√				Town Administrator.
NHCR-34	Make sure waterfront development allows for preservation of viewsapes and public access to and along the water.				√	Planning Board

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-35	In conjunction with implementation of the Phase 2 and Phase 3 Stormwater Management Plan, distribute the Department of Environmental Management “After the Storm” educational brochure to notify the public about ways to decrease residential non-point source pollution and point source pollution targeting waterfront properties.	√				Town Administrator and Community Development Department.
NHCR-36	Continue to Educate and train town departments, commissions, and boards on Low Impact Development (LID) principles and require developers to comply with same. Utilize the URI cooperative extension as a resource.				√	Town Administrator and Community Development Department.
NHCR-37	Expend educational program for residents of flood zones and nearby downstream neighborhoods to promote awareness of flood hazards and emergency responses.				√	Town Administrator and Community Development Department.
NHCR-38	Continue to develop and expand cultural and natural heritage programs in the local schools so as to more strongly familiarize children with Bristol’s history and cultural richness. Example: Mosaico’s Sense of Pride Program. Engage the elderly population in the historic programs as well with programs such as oral history.	√			√	School Department, Town Clerk, Town Council and other appropriate non-governmental agencies
NHCR-39	Establish a 200 ft. buffer zone along the Mt Hope Bay shoreline extending from Hopeworth to the Mt Hope Bridge. Further establish a walking trail within the above noted Mt Hope Bay shoreline 200 ft. buffer area, including lateral access.		√			Planning Board, Community Development Department, and Town Council.

#	ACTION	TIME FRAME <sup>a</sup>				RESPONSIBLE AGENT
		S	M	L	O	
NHCR-40	Implement “green infrastructure” projects in areas of poor drainage and to help water quality. Include green parking lots and the retrofit of existing paved streets, where feasible, to lessen the amount of impervious area and create landscaping areas with swales and rain gardens that help with drainage. Consider “ecological art” projects in neighborhoods which not only help with drainage but also create a sense of place.	√	√			Recreation Department, Department of Public Works, Department of Community Development
NHCR-41	The Kickemuit River is an asset to the community for its recreational and natural value. The preservation of this water as a SA water body, suitable for shellfishing and recreational water uses, is of utmost importance and a goal of the Town. The area surrounding the Kickemuit River and its tributaries will be maintained to preserve the high water quality of the river.				√	Town Council, Planning Board, and Community Development Department.
NHCR-42	Develop a stand-alone Environmental and Historic Preservation Plan to identify and mitigate potential loss to historic resources associated with natural disasters, primarily threats to sea-level rise, subsidence, and flooding, particularly in the historic waterfront district.	√				Planning Board, Historic District Commission, Conservation Commission, Community Development Department.

## Open Space, Conservation & Recreation

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
OSCR-1	The Town should develop a comprehensive recreational plan to identify long and short term needs for properties and facilities. The plan must include ongoing maintenance and be environmentally responsible.	√				Recreation Department, Community Development Department, Recreation Board.
OSCR-2	Improve existing recreational fields at Mt. Hope High School to provide additional recreational opportunities and improve and manage drainage and runoff into Silver Creek in an environmentally sustainable manner in order to maximize the usage of the existing athletic fields. Create a Master Plan of the area to include potential improvements for drainage as well as recreational areas.	√				School Department, Recreation Department, Department of Community Development, Town Administrator.
OSCR-3	Seek to acquire land area between Sherman Avenue and Kickemuit Road for playlot/neighborhood park facilities. There is a vacant town lot on Lisa Lane that might be appropriate.		√			Planning Board, Community Development Department.
OSCR-4	Seek to upgrade existing open space parcels in the Mason Farms neighborhood so that they are more usable recreation parcels. This could include simply clearing and seeding so that children have an area to throw a football or fly a kite.		√			Recreation Department, Town Administrator.
OSCR-5	Seek to acquire land for a neighborhood playground in the Kickemuit-Narrows Road area.			√		Town Council, Town Administrator.

<sup>5</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-6</b>	Assess the conditions and potential alternate uses of the existing Bristol Golf Course including improvements to the land for natural habitat, wetlands, and flood protection as it relates to Silver Creek.	√				Town Administrator, Planning Board, Town Council, Recreation Department, Department of Community Development
<b>OSCR-7</b>	Require best management practices to preserve wetlands, flood plains and other environmentally sensitive areas in proposed land development projects.	√				Planning Board, Community Development Department
<b>OSCR-8</b>	Improve the existing recreational facilities at Guiteras Field to make them more versatile and maximize its usage.		√			School Department, Recreation Department, Town Administrator.
<b>OSCR-9</b>	Continue to develop the Quinta-Gamelin community center as an indoor, multi-purpose community recreation center including, if feasible, swimming pools.	√				Recreation Department, Community Development Department, Town Administrator, Town Council.
<b>OSCR-10</b>	Incorporate the need for neighborhood recreation into plans for the use or reuse of school sites.				√	School Department, Recreation Department.
<b>OSCR-11</b>	Incorporate picnic sites into park and recreation areas.	√				Recreation Department.

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-12</b>	Pilot a program to create community gardens within high density residential neighborhoods and school yards.	√				Department of Human Services, Community Development Department.
<b>OSCR-13</b>	Consider supplementing existing Town-wide tree planting program to include fruit trees as an additional source of food for residents (“edible landscapes”).	√				Tree Commission, Department of Community Development
<b>OSCR-14</b>	Create a Master Plan of proposed improvements to the drainage, seating and overall appearance of the Town Common, recognizing its role as a focal point of downtown Bristol and its historical significance as Rhode Island’s first Town Common.	√				Recreation Department, Town Administrator.
<b>OSCR-15</b>	Consider the passive and active recreational needs of all Bristol residents by querying facilities such as Franklin Court, Benjamin Church Manor and others as to the needs of their populations. Possible additional recreational sites might include bocce courts, handicap accessible foot paths, etc.	√			√	Recreation Department, Recreation Board.
<b>OSCR-16</b>	Develop “pocket-parks” at the Aaron Avenue and Gibson Road public shoreline access points. These should include small neighborhood parks with benches and possibly playground equipment. These areas currently do not have any park amenities.			√		Community Development Department, Recreation Department, Recreation Board.

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-17</b>	Continue to acquire or purchase land, development rights and/or conservation easements in the Mount Hope Area, including the portion owned by Brown University. This site provides an excellent opportunity to learn about the history of our region while enjoying an important natural conservation area.			√		Town Administrator, Town Council, Community Development Department.
<b>OSCR-18</b>	As part of a program of limited, flexible development in the Mount Hope Planning Area, protect the maximum possible amount of land for conserved open space, placing priority on a beach area, and on woods and fields that are not wetlands and that add links to the Path System.			√		Planning Board, Community Development Department.
<b>OSCR-19</b>	Continue to acquire additional acreage along the west and east branches of the Silver Creek watershed to add to the Town's greenbelt path system, protect sensitive wetlands and prevent development from increasing flood and storm damage potential.	√	√			Community Development Department, Town Administrator, Town Council, Conservation Commission.
<b>OSCR-20</b>	Contact owners of private parcels that are important potential open space and recreation amenities in town, and discuss how these amenities might be conserved over time. Other options, such as conservation easements, purchase of development rights, right of first refusal, tax incentives, grants, zoning ordinances, conservation development, wetlands protection, and other regulations, should be used in addition to outright purchase for obtaining and preserving recreation, conservation, and open space sites.	√	√			Community Development Department, Town Administrator, Town Council, Conservation Commission.
<b>OSCR-21</b>	Consider dedicating real estate conveyance tax funds to open space conservation and recreation facility maintenance.				√	Town Council, Finance Department.

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-22</b>	Property management plans should be developed for all Town-owned open space and recreation parcels.		√			Conservation Commission, Department of Community Development, Recreation Department, Town Administrator
<b>OSCR-23</b>	Continue to consult and coordinate with the Conservation Commission on expenditures of open space funds and implementation of the Open Space Plan.				√	Community Development Department, Town Council.
<b>OSCR-24</b>	Pursue the acquisition of conservation or development easements to the Columban Fathers and Sisters of St. Dorothy properties.		√			Community Development Department, Town Administrator, Town Council.
<b>OSCR-25</b>	Expand the Greenbelt and Path System by exploring the acquisition of land or easements (some of which may be available from subdivision dedications) in the following areas: a) Silver Creek, west branch to Gooding Avenue b) Silver Creek, east branch from downtown to the high school and the golf course c) Land north from golf course to Warren town line d) Northern trail connecting the East Bay Bike Path and the Kickemuit River through Perry Farm. e) Trail along Mount Hope Bay from the northern trail, through the Haffenreffer Estate, and on south to connect with the Roger Williams University shoreline path f) East/west connections between eastern neighborhoods and the Silver Creek link, and	√	√ √ √	√ √		Planning Board, Community Development Department.

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	between Mount Hope and the historic Downtown and Waterfront. g) The Harbor's Edge Walk along the downtown waterfront to link existing boardwalks and park properties to the East Bay Bike Path.	√				
<b>OSCR-26</b>	Work with the state to continue the path system through the State Park Planning Area.			√		Recreation Department
<b>OSCR-27</b>	If feasible, build and maintain a public swimming facility. With Bristol's geographic location as a peninsula it is important to provide swimming safety education to all residents.	√				Recreation Department, Town Council, Town Administrator
<b>OSCR-28</b>	Improve and maintain existing neighborhood playgrounds (Cedarcrest, Sowams, Coelho, and Town Common) and playground equipment. Consider other residential locations where appropriate.		√			Recreation Department, Community Development Department
<b>OSCR-29</b>	New subdivisions should have a recreational component similar to open space conservation developments.		√			Community Development Department, Planning Board
<b>OSCR-30</b>	Develop an overall recycling plan for Town parks and recreational facilities.	√				Recreation Department, Department of Public Works, Bristol Recycles
<b>OSCR-31</b>	Improvements to Town-owned Leahy Pond open space for passive recreational activities including walking trails and improved water quality.			√		Recreation Department, Department of Community Development

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-32</b>	Promote and develop bicycle and pedestrian friendly streets and infrastructure to encourage visitors using the East Bay Bike Path to explore further into downtown Bristol.	√				Community Development Department, Recreation Department, Department of Public Works Town Council
<b>OSCR-33</b>	Explore increased recreational bow hunting opportunities.		√			Recreation Department, Town Council
<b>OSCR-34</b>	Waterfront recreational facilities such as docks and boardwalks should be constructed and/or reconstructed with higher tides and storm surges in mind (ex. higher pilings for docks)			√		Recreation Department, Harbor Master, Department of Community Development
<b>OSCR-35</b>	Facilities at the Bristol Town Beach should be sited and renovated with higher tides and storm surges in mind.			√		Recreation Department
<b>OSCR-36</b>	Recreational facilities should utilize energy efficient practices, such as efficient lighting, and clean energy sources.		√			Recreation Department
<b>OSCR-37</b>	Review and amend zoning ordinance and development review regulations to encourage agriculture related retail activities such as farm stands and related items.	√				Department of Community Development, Planning Board, Town Council

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-38</b>	Maintain the downtown docks and ramps for commercial and recreational fishing and boating.				√	Harbor Department, Town Administrator, Town Council.
<b>OSCR-39</b>	Pursue improvements to boat ramp out halls within State Street ramp riparian rights.	√				Harbor Department, Harbor Commission
<b>OSCR-40</b>	Maintain existing rights of way to the shore to keep them clear and safe for pedestrians.				√	Harbor Commission, Recreation Department.
<b>OSCR-41</b>	Acquire land along the shore of the Mount Hope Bay, and maintain existing waterfront public access points.			√		Town Administrator, Community Development Department, Town Council, Recreation Department.
<b>OSCR-42</b>	Publicize existing public waterfront access points throughout town, as well as land and water paths and trails. Continue support of the CRMC Adopt-an-Access Program.	√				Town Administrator, , Harbor Commission, Recreation Department.
<b>OSCR-43</b>	Continue to maintain a path along the South Lane Right of Way, extending it down to the water's edge access point.			√		Community Development Department, Harbor Commission, Recreation Department.

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-44</b>	Extend the Harbor’s Edge Walk that connects the public parks and access points between Independence Park and the Coast Guard Station through easements and acquisitions during the development approval process.	√				Community Development Department, Planning Board, Town Administrator, Town Council.
<b>OSCR-45</b>	Redesign improvements to the entrance, boat launch, and add amenities such as kayak racks to Independence Park to better serve residents and visitors	√				Community Development Department, Recreation Department, Harbor Department, Town Council.
<b>OSCR-46</b>	Promote recreational fishing opportunities including public education and the development of facilities such as fishing piers.	√				Harbor Commission, Harbor Department Recreation Department, Community Development
<b>OSCR-47</b>	Promote Bristol’s natural settings and resources as a means of increasing tourism and economic development.	√				Town Administrator, Town Council, Recreation Department
<b>OSCR-48</b>	Explore the feasibility of a shallow man-made open air skating rink.	√				Recreation Department, Town Administrator
<b>OSCR-49</b>	Explore the feasibility of an indoor skating/hockey rink. Consider a regional facility in partnership with Roger Williams University or other neighboring towns.		√			Recreation Department, Town Administrator, Town Council

#	ACTION	TIME FRAME <sup>5</sup>				RESPONSIBLE AGENT
		S	M	L	O	
<b>OSCR-50</b>	Explore the possibility of improving the areas around ponds currently used for skating such as Leahy and Gibson Ponds.		√			Community Development Department, Recreation Department.
<b>OSCR-51</b>	Amend this plan as needed following the completion of the Needs Assessment and Work Plan that is ongoing in conjunction with the RIDOH Health Equity Zone Grant.	√				Community Development Department, Recreation Department.

## Circulation and Transportation

The following circulation implementation strategy is organized by four areas of action: regulatory, service improvements, capital improvements, and areas requiring future study.

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
C-1	Study impacts to certain areas in Bristol due to climate change resulting in projected sea level rise and greater rainfall amounts. Develop a plan for alternate roadways that will not be affected by sea level rise. Areas affected include low lying areas in the Silver Creek watershed, Poppasquash Road to Coggeshall Farm Road, Poppasquash Road at Hope Street to Oliver Street, and low lying points on Chestnut Street and Gooding Avenue.	√	√			RIDOT, Department of Public Works, Community Development Department, Planning Board, Town Administrator, and Town Council.
C-2	Implement the Metacom Corridor Management Plan: <ul style="list-style-type: none"> <li>a) Short- and long-term traffic recommendations are proposed to improve traffic safety and capacity on Metacom Avenue while retaining the two-lane roadway. As Metacom Avenue (Route 136) is a state road, recommendations are presented to the Town of Bristol for proposed traffic improvements by the Rhode Island Department of Transportation (RIDOT). Emphasis is on providing residents with an opportunity to walk or bicycle to local destinations as options to the use of private vehicles for local trips.</li> <li>b) Short-term recommendations include left turn lanes, , a speed study to reduce speed limits to reflect adjacent land use and actual travel speeds, institute coordinated traffic signals to enhance traffic flow, sidewalk and crosswalk installation between Tupelo Street</li> </ul>	√	√	√	√	Planning Board and Town Council.

<sup>6</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	<p>and Bay View Avenue, an additional RIPTA bus stop at the Veterans Home, and designation of a “share the road” bicycle facility. These improvements may generally be conducted within the existing (approximate) 60-foot right of way.</p> <p>c) Neighborhood interconnections are strongly recommended between plats east of Metacom Avenue to reduce traffic volumes on Metacom Avenue and to facilitate access to signalized intersections. Longer term improvements, including those which require right-of-way acquisition, include construction of roundabouts at Tupelo Street, Gooding Avenue, Chestnut Street and on Bristol Ferry Road in lieu of the current east-bound left turn signal, and at the intersection of Bristol Ferry Road and Metacom Avenue to improve traffic flow and to provide a gateway to Bristol). Other improved intersections are proposed at Franklin Street and Minturn Farm Road.</p> <p>d) A center turn lane the entire length between the Bristol/Warren town line to the north and Woodlawn Avenue to the south, as well as coordinated traffic signals with longer times for green lights for north and south bound traffic during peak times.</p>					
C-3	Explore the feasibility of a regional parking facility to serve as parking for a regional rapid transit van or bus line system that would run along the power line easement.			√		Planning Board and Community Development Department.
C-4	Continue the town policy prohibiting new private roads.	√			√	Planning Board

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
C-5	Continue to allow on-street parking on all non-arterial roadways.	√			√	Town Administrator, Police Department, and Town Council.
C-6	<p>As noted on the Bristol Comprehensive Plan 2009 Circulation Map #9, in an effort to have sustainable development that is less reliant on the automobile, encourage a land development pattern that supports the use of alternative modes of transportation. Provide linkage between neighborhoods and to other land uses (schools, commercial areas, recreation areas) through roadway connections, pedestrian walkways (can be via off-street trails) and bicycle paths.</p> <p>Enable easy access from residential areas to commercial and employment area through the use of alternate modes of transportation (i.e. shuttle bus, pedestrian walkways and bicycle paths. For example, create a pedestrian walkway from the east side of the Robin Rug parking lot to Hope Street between Church and Constitution.</p> <p>Where any access would utilize power line easements, investigate all health, safety, and security issues and mitigate all such issues before implementation.</p>	√	√			, Planning Board, Town Council, and Community Development Department.
C-7	Consider, and require when appropriate, alternative modes of transportation (i.e. bus stops, parking for car pools, electric recharge stations, and appropriate shelters) as part of new and revitalized developments. See also Metacom Avenue Corridor Management Plan for reduction in parking and alternative transportation credits.	√	√		√	Planning Board and Community Development Department.

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
C-8	Adopt and implement recommendations from the Scenic Roadway Corridor Management Study with RIDOT for Hope Street, Ferry Road and High Street.	√	√			RIDOT, Planning Board, Town Council and Community Development Department.
C-9	Continue to review traffic control device (e.g. stop signs, traffic calming devices, and pavement markings) placement and design policies to determine whether the Town is in compliance with state and federal standards.	√				Department of Public Works and Police Department.
C-10	Examine the feasibility of using a trolley system, or shuttle buses, as a local transit system and to conduct tours of Bristol which may be a way for “sightseers” to enjoy the Town while helping to reduce traffic on the Town’s roads. Examine the feasibility and need for a Franklin/State Street loop bus system connecting with the waterfront. This system would provide parking for future mass transit use of the Bristol waterfront as well as provide transportation for elderly housing located along the route. Explore an arrangement with Roger Williams University or Benjamin Church Manor to use their shuttle buses for service within Bristol.		√			Town Council, Town Administrator, and Community Development Department.
C-11	Examine the potential for connecting neighborhoods to each other and to signalized intersections via a system of minor connecting streets and prepare a “Neighborhood Circulation Study” for the different neighborhoods where this could be accomplished, including along Hope Street and along Metacom Avenue as set forth in the Metacom Avenue Corridor Management Plan, especially in the neighborhoods along the east side of Metacom Avenue. This would assist the Planning	√				Planning Board and Community Development Department.

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	<p>Board and developers during the design and review process. The purposes of these connections would be to provide alternate emergency access to cul-de-sac streets; provide routes for local service vehicles such as police, school buses, fuel delivery and plowing; allow inter-neighborhood traffic for residents; and provide a signalized access to Metacom Avenue and Hope Street where such an access would be advantageous to local residents. These connections should not encourage non-local traffic flow nor should they provide means for future development to access collector streets solely through established neighborhoods. All such connections should seek to be narrow in width and staggered in location so as to discourage high speeds and drivers seeking alternate routes to collector streets. A general review of traffic patterns in neighborhoods in the East and West Shore Corridors should be performed in order to identify neighborhoods where such connections would be appropriate. Participation of neighborhood groups will be an important part of the process.</p>					
C-12	<p>Seek to connect the Narrows Planning Area with the Hopeworth Planning Area by a connection through the State-owned Veteran's Home property. This could be accomplished by a north-south connection from Roosevelt to Annamamscutt at the intersection with Monterey, or as proposed in the Metacom Avenue Corridor Management Plan. There is a proposed future connection from the end of Viking Drive to Annawanscutt Drive; however, this would be a better pedestrian and bike trail connection due to the stream crossing and associated wetlands.</p>	v				<p>Planning Board, Community Development Department, and Town Council.</p>

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
C-13	Work with RIDOT to implement the Metacom Avenue Corridor Management Plan.		√			RIDOT, Town Council, Town Administrator, and Community Development Department.
C-14	Work with the RIDOT to include a dedicated bicycle lane as part of any upgrade to the state's roads in Town.		√			RIDOT, Town Council, Town Administrator, and Community Development Department.
C-15	Examine options to upgrade Franklin Street so as to provide better access to the Bristol Industrial Park.		√			Town Council, Town Administrator, and Community Development Department.
C-16	Implement the Marine Transport Route Study which includes relocation or raising of utility lines and adjustments to turning radii within designated streets to facilitate the movement of large trailers and boats through town from the marine trades industries to the waterfront		√			Town Administrator, Community Development Department, and Town Council.
C-17	Provide bicycle parking facilities at each bus and van stop along the East Shore, West Shore and Central Corridor Street system. Provide designated bicycle corridors on key roadways linking the East Bay Bike Path with other areas of Town.	√				Recreation Department, Town Administrator and Department of Public Works.
C-18	Budget Town monies each year, and solicit state and federal grants when available, to extend and upgrade the Town's sidewalk system, with priority	√			√	Town Administrator, Community

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
	given to the Downtown area, the parade route along Hope Street, Ferry Road, and along collector streets such as Narrows Road, Annawamscutt Drive, and Hopeworth Ave.					Development Department, and Department of Public Works.
C-19	Require that granite curbs be utilized for the sidewalks along the Scenic Roadways. These not only add to scenic value but to durability as well.	√				Department of Public Works
C-20	Require underground utilities for all new developments.	√				Community Development and Planning Board
C-21	The Town is currently working jointly with the Town of Warren to study and develop a plan for the use of the National Grid easement for a pedestrian/bicycle path from Tupelo Street in Bristol to Child Street in Warren. Given the wetland constraints and the National Grid easement limitations, it is unlikely that the easement will be able to be used for vehicular access and the path is a good alternative. Upon completion of the study, the Town should consider moving forward to implement the recommendations, revising this plan as needed.	√				Community Development Department, Town Administrator, and Town Council.
C-22	Encourage the maintenance of the tree island at the intersection of Routes 114 and 136 near Roger Williams University, in consistency with highway safety, during any road improvement programs for that area.	√			√	RIDOT
C-23	Improve pedestrian safety in the Downtown by traffic calming techniques, and better delineation of the crosswalks with signage indicating that the law requires drivers to stop. Implement the Wayfinding Plan to improve the signage identifying public parking areas in the Downtown.	√				Town Administrator and Town Council.

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
C-24	Improve the drainage on existing roadways, especially in older neighborhoods. Provide for improved stormwater systems and utilities, including water quality measures, when upgrading or reconstructing roads.	√				Town Administrator and Department of Public Works.
C-25	Explore the feasibility of small parking garages to serve areas with insufficient accessible parking. Identify key parcels that should be publicly controlled so as to have maximum public control over redevelopment efforts.	√				Community Development Department.
C-26	Study options for improving public transportation with RIPTA and Ferry Service including improvements to transit stops.		√			RIPTA, Community Development Department.
C-27	Identify existing paper streets and assess their potentials as roads, pedestrian walkways and/or bicycle paths.		√			Community Development Department and Planning Board.
C-28	Study and implement techniques for traffic calming along busy arterial streets to protect residents and pedestrians.	√			√	Community Development Department
C-29	Identify sites that could be used for additional park and rides for either RIPTA or a local “town loop” system.	√			√	Community Development Department
C-30	Continue to implement the Corridor Management Plan for the Metacom Avenue Arterial roadway, including standards for landscaping, reduced signage, design and site guidelines for new development, coordinated curb cuts and layout for the service road along the west side between Tupelo and Gooding.	√				Community Development Department, Planning Board, and Town Council.

#	ACTION	TIME FRAME <sup>6</sup>				RESPONSIBLE AGENT
		S	M	L	O	
C-31	Working with the Town of Warren, continue to push the RIDOT for upgrades on Metacom Avenue for improved safety and circulation.	√				RIDOT, Town Council and Town Administrator.
C-32	Work with RIDOT to expedite improvement projects within Bristol.	√			√	RIDOT, Town Council and Town Administrator.
C-33	Require underground utilities as part of any major road upgrade by RIDOT.	√				RIDOT, Town Council and Town Administrator.
C-34	To aid in economic development and alleviate traffic, evaluate the economic feasibility of establishing rapid water transit to/from Bristol and Providence, and to/from Bristol and Newport. Considerations should include the number of projected commuters during the workday, the number of projected tourists during the tourist season, and everyday non-commuter and non-tourist use.		√	√		Community Development Department and Planning Board.
C-35	Develop a plan with locations of electric vehicle charging stations. Consider supermarket parking lots, downtown public parking lots.	√				Department of Community Development
C-36	Work with the RIDOT and the other East Bay Towns to develop a regional, multi-modal transportation corridor study to improve the safety of the transportation network with low cost, quick solutions. The projects that would come out of a corridor study plan would make future funding requests to the RIDOT more competitive.	√	√			Department of Community Development, Planning board, Town Council
C-37	Post signs that indicate where major access routes are and where early evacuation is necessary prior to a storm event.	√				Town Council, Town Administrator Department of Community Development

## Services and Facilities

#	ACTION	TIME FRAME <sup>7</sup>				RESPONSIBLE AGENT
		S	M	L	O	
SF-1	In 2013, the Town prepared a Capital Improvement Plan (CIP) in order to prioritize future funding needs. The Town should continue to update and put aside money in the Town's budget to implement the CIP and comprehensive plan for prioritized issues.	√			√	Town Administrator and Town Council, Finance Department
SF-2	Consider appointing an existing position in Town government to assume the functions of a "Recycling Coordinator." Improve and emphasize public education of recycling and composting and provide bilingual sources of recycling and composting information.	√			√	Town Administrator, Town Council.
SF-3	Move forward with the recommended improvements for the Phase 2 Tanyard Brook and State Street Reservoir. Seek Federal and State Grants to augment funding of this project to supplement the Town bond.	√	√			Department of Public Works
SF-4	Upgrade Bristol County's current water supply sources to ensure long term viability and redundancy. Construct new water towers in high demand areas and where required to increase pressure (along northern part of Metacom Avenue) and maintain existing towers.		√	√		Bristol County Water Authority
SF-5	Continue taking necessary steps toward the long term rehabilitation and long-term availability of the drinking water reservoirs, the treatment plant and the raw water transmission lines; including, the Shad Factory Pipeline. Add other reservoirs. Maintain watershed rights and ownership to Shad Factory Pipeline.	√			√	Bristol County Water Authority
SF-6	Establish a municipal drought management response strategy between the Town and the BCWA, in conjunction with state agencies and in compliance with the State Guide Plan Element 721 Rhode Island Water 2030.	√				Town Council and Bristol County Water Authority.

<sup>7</sup> S: short-term 1-3 years; M: medium-term 4-7 years; L: long-term 8-10 years; O: ongoing

#	ACTION	TIME FRAME <sup>7</sup>				RESPONSIBLE AGENT
		S	M	L	O	
SF-7	Pursue options for additional water supply for temporary shortages. Consider creation of a desalination plant for additional emergency water supply. See action item 9 above.		√	√		Bristol County Water Authority, Town Administrator and Community Development Department.
SF-8	Encourage water conservation techniques such as gray-water usage, blue buildings, and low-flush toilets. This should be required on all government buildings and encouraged in all future commercial and industrial buildings.	√			√	Bristol County Water Authority, Department of Community Development and Town Council.
SF-9	Work to improve traffic flow for residential and emergency vehicles on the east side of Metacom Avenue and the west side of Hope Street. Continue to implement the Metacom Avenue Corridor Management Plan and advocate the installation of roundabouts.	√	√			Planning Board, and Department of Community Development
SF-10	Upgrade and repair the emergency communication and warning system. Increase public awareness of the system (e.g., signage). Implement an Emergency Call System to notify Bristol residents.	√				Emergency Management Officer, Police Department, Town Administrator
SF-11	Pursue expansion of the Police Station, to utilize the recently acquired abutting property, as part of the proposed Capital Improvement Plan.		√	√		Police Department
SF-12	Create an energy committee to coordinate and oversee implementation of energy saving initiatives.	√			√	Town Administrator and Town Council

#	ACTION	TIME FRAME <sup>7</sup>				RESPONSIBLE AGENT
		S	M	L	O	
SF-13	Review and if necessary, revise and update the Wastewater Facilities Plan of April, 2000.	√				Department of Water Pollution Control
SF-14	Pursue creation of a Stormwater Management District to help fund stormwater upgrades and as an incentive to reduce impervious pavement in areas of poor drainage.	√				Town Administrator, Town Council, Finance Department
SF-15	Work with local utilities and conduct a thorough review of municipally-owned buildings and facilities to determine baseline energy usage for electricity and heat.	√			√	Town Administrator, Department of Public Works
SF-16	Establish a capital improvement planning process for the investments required to improve energy efficiency in municipally-owned buildings and facilities.	√			√	Town Administrator, Department of Public Works
SF-17	Implement the drainage improvements at the High School parking lot and Guiteras School parking lot. These improvements will address stormwater runoff as well as water quality that impacts the Silver Creek watershed.	√			√	Department of Community Development, School District
SF-18	Continue to implement the Town's sidewalk maintenance program. Require new sidewalks as part of private development along Metacom Avenue.	√				Town Administrator, Department of Public Works, Planning Board, Department of Community Development

#	ACTION	TIME FRAME <sup>7</sup>				RESPONSIBLE AGENT
		S	M	L	O	
SF-19	Amend the Zoning Ordinance to include a new a Public Zone to allow a mix of uses (but not residential) in the decommissioned school buildings on High Street (Walley and Byfield on Town Common and Reynolds on High Street). Move forward with renovations to the former Walley School to facilitate its re-use. Consider re-use as artist space, incubator space, or shared work space.	√				Town Administrator, Planning Board, Town Council and Department of Community Development,
SF-20	Renovate Town Hall with a state-of-the-art projector and sound system for presentations to the Town Council.	√				Town Administrator, Department of Public Works
SF-21	When feasible, convert Town buildings (i.e. Quinta Gamelin) to a natural gas heating system.	√				Town Administrator, Department of Public Works
SF-22	Given the expected increase in the Town's elderly population, the Town should conduct an assessment as to the space needs at the Senior Center to determine the feasibility of either a physical expansion of the existing facility or the development of a new Center. The Town should also address the potential need for an expansion of the services offered at the Center.	√				Town Administrator, Town Council, Senior Center, Department of Parks and Recreation
SF-23	Implement educational programs and services to help seniors retrofit their homes in order to support aging in place.	√			√	Senior Center
SF-24	Move forward with changing out street lights for LED lighting. Explore the option of acquiring the street lights from National Grid as now allowed with the recent passage of the State Law for an anticipated significant annual cost savings.	√			√	Town Administrator, Town Council and Department of Public Works
SF-25	Assess Town owned buildings for structural and safety requirements and energy efficiency upgrades.					Town Administrator, and Department of Public Works

#	ACTION	TIME FRAME <sup>7</sup>				RESPONSIBLE AGENT
		S	M	L	O	
SF-26	Improve the Public Works building and consider ways to improve the drainage since this is located in the Tanyard Watershed. Keep options open for re-locating out of the watershed.		√			Town Administrator, Department of Public Works
SF-27	To coordinate the drainage improvements and restoration of the Silver Creek Watershed, complete a Master Plan of the area including the High School property and the Town-Owned Golf Course.	√				Recreation Department, School Department, Department of Community Development
SF-28	Develop a long-range energy reduction plan for municipal operations. The Town should seek ways to reduce the cost of municipal energy use and its carbon footprint. This strategy could advance efforts to develop public and private partnerships and to also reduce residential and business energy use. The Town should pursue grant funding to upgrade the energy efficiency and increase the use of renewable energy in its municipal buildings and seek ways to reduce energy costs across all municipal operations.	√				All departments
SF-29	Investigate the feasibility and effectiveness of programs designed to further encourage higher recycling and composting rates such as “Pay-as-You-Throw”.	√				Department of Public Works
SF-30	Investigate the feasibility of siting the Everready Fire Station out of the flood zone.		√			Fire Department , Department of Community Development
SF-31	Participate in the Lead by Example Program of the RI Public Energy Partnership for energy efficiency programs for municipalities	√				Department of Community Development
SF-32	Examine the zoning ordinance and permitting for small scale roof top solar systems focusing on those structures in this historic district.	√				Department of Community Development

#	ACTION	TIME FRAME <sup>7</sup>				RESPONSIBLE AGENT
		S	M	L	O	
SF-33	Establish an energy use baseline and develop a plan to reduce energy use by 20% within 5 years.	√				Town Council, Town Administrator Department of Community Development
SF-34	Adopt a resolution designating Bristol as a Property Assessed Clean Energy Municipality.	√				Department of Community Development; Town Council
SF-35	Set requirements to minimize lifecycle energy costs for new construction, one way is to adopt an approved high performance building “stretch code”.	√				Department of Community Development
SF-36	Conduct Drainage Improvements at the Wastewater treatment facility and upgrade the sewer lines were necessary as part of the Town’s structural projects for pre-disaster mitigation	√				Department of Water Pollution Control

## **Appendix A**

### **Bristol County Water Authority Executive Summary**



Bristol, Barrington and  
Warren, Rhode Island

## **WATER SUPPLY SYSTEM MANAGEMENT PLAN**

### **EXECUTIVE SUMMARY**

December, 2010

Susan E. Andrade  
Engineering Technician  
Pasquale DeLise, P.E.  
Executive Director/  
Chief Engineer  
450 Child Street  
Warren, RI 02885  
Tel: 401-245-2022  
Fax: 401-245-2004

## EXECUTIVE SUMMARY

### Introduction

The Bristol County Water Authority was formed for the purpose of:

- Purchasing the private Bristol County Water company and operating the water system
- Rehabilitating and upgrading the distribution system
- Building and operating a connection to the Providence Water supply system

The three goals established for the Authority are all within the overall goal of providing a sufficient supply of potable water to meet the needs of the resident of Bristol County.

In order to supply the citizens of Bristol County with sufficient supplies of potable water to meet their needs, the Authority prioritizes to the following activities:

- Comply with all applicable laws and regulations
- Implement the Bristol County Water Supply Act including:
  - Maintain the East Bay Pipeline
  - Maintain the emergency connection and pump station with the City of East Providence
  - Rehabilitate the water transmission line to its existing reservoirs (Shad Factory Pipeline)
  - Upgrade the Child Street Treatment Plant to meet Safe Drinking Water Act requirements at high rates of production and above 3MGD
  - Rehabilitate, upgrade, renovate as necessary, the surface water system of reservoirs, dams, dikes, etc. to provide for a reliable long term supply
  - Maintain the distribution system of pipes and storage tanks in good, sound and safe condition
- Provide for service to all locations within the service area
- Conform to the overall goals for water suppliers established in the State Guide Plan Element No. 721

## **Water Supply System Description**

### *Organization and Legal Structure*

The Bristol County Water Authority (BCWA) was organized in February 1984 for the purpose of acquiring the private Bristol County Water Company and solving persistent problems associated with insufficient water supply, insufficient water pressure and unpleasant water quality as described in the Historical Perspective section. The BCWA is a public corporation created by an Act of the Rhode Island Legislature, Chapter 102 of the Public Laws of 1981 as amended. The Act required authorization by the Towns of Barrington, Warren and Bristol, which was completed by referendum in each of the Towns in November 1983. The referendum was approved by greater than 80% of the voters in each of the three towns.

The legislation called for each of the Town Councils to appoint three members to the Authority and each of the Town Councils appointed the initial members in early 1984. Since the organization of the Bristol County Water Authority in early 1984 the Board of Directors has completed the following actions from the charge of the Bristol County voters:

- Purchased the Bristol County Water Company,
- Established programs and procedures, continually worked on the rehabilitation and upgrading of the distribution system, completing the upgrade of nearly 60 miles of pipelines in the distribution system through fiscal year 2011 and
- Successfully completed in 1998 construction of the East Bay Pipeline, along with the associated booster pumping station at Nayatt Road in Barrington and the emergency connection and pumping station in East Providence.

The Board of Directors establishes policies and budgets. Control of operations is vested in the Executive Director. All employees of the BCWA are subject to the direction of the

Executive Director. The BCWA currently has 32 employees, down from 42 in 1992.

The BCWA organizational chart is included in the following page.

Water Supply Sources

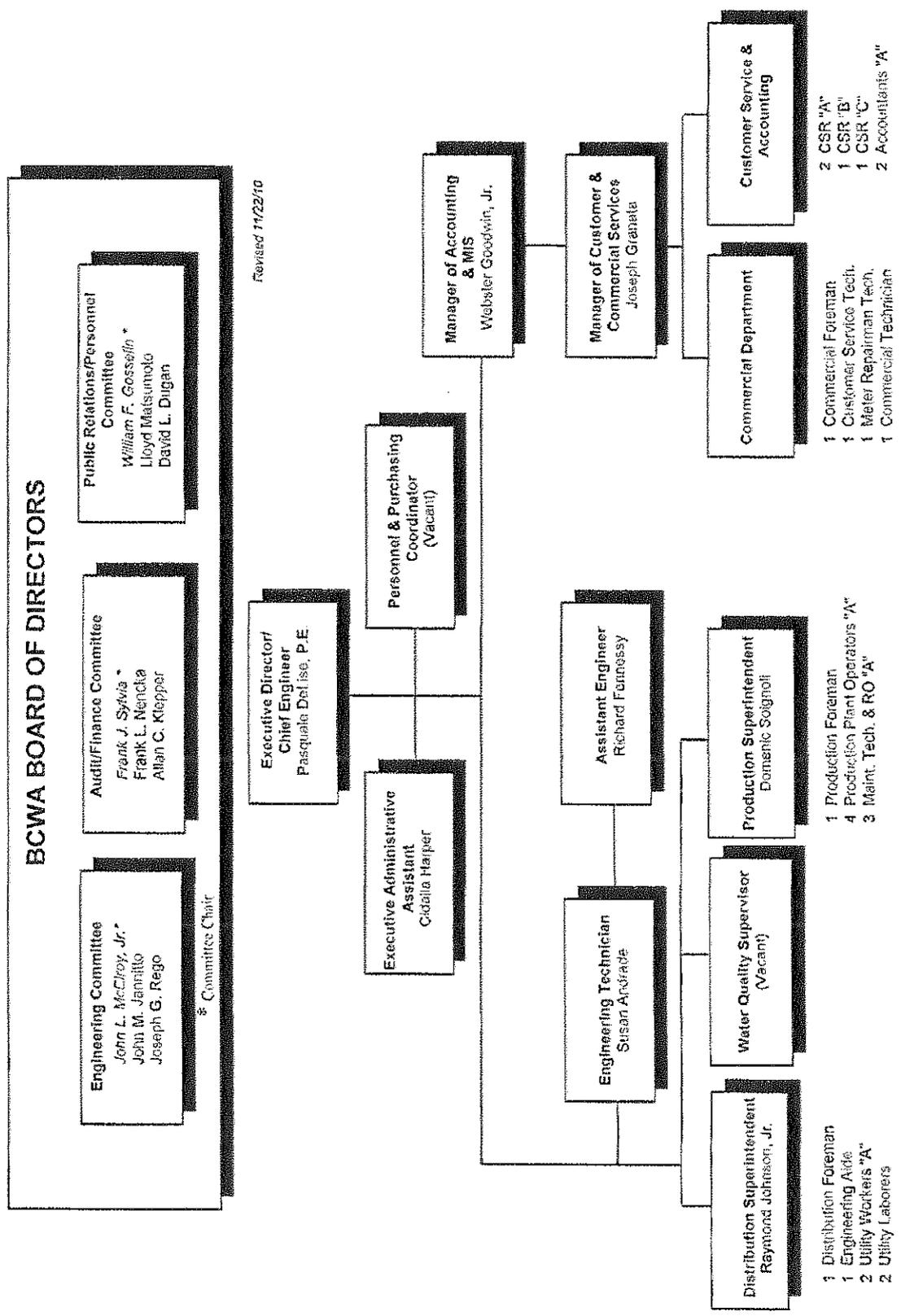
The BCWA operates and maintains a surface water supply consisting of a total volume of 356 million gallons and, which on the basis of safe yield, is capable of providing 70% to 80% of the average daily demand. However, at this time, this supply only provides approximately 30% of the County demand, due to the limitations of the Water Treatment Plant, with 70% of the demand purchased from Providence and transported through the East Bay Pipeline. These proportions will change after completion of Phase II Improvements at the Child Street Water Treatment Plant.

The BCWA surface water supply consists of four separate water bodies:

Kickemuit Reservoir located in Warren, RI	35 million gal
Swansea Reservoir located in Swansea, MA	154 million gal
Shad Factory Reservoir located in Rehoboth, MA	39 million gal
Anawan Reservoir located in Rehoboth, MA	128 million gal
Total	356 million gal
Massachusetts portion	90%
Rhode Island portion	10%

The water from all surface water bodies noted above is collected at the Kickemuit Reservoir in Warren, RI.

# BRISTOL COUNTY WATER AUTHORITY



Revised 11/22/10

### Treatment, Storage, and Transmission Facilities

Historically, BWCA has effectively operated two separate but interconnected water systems. One system, primarily servicing Warren and Bristol, obtained its water from the surface water sources through the Child Street Treatment Plant. The other portion obtained its water mainly from the Nayatt Road well field, a groundwater source, through the Nayatt Road Treatment Plant. However, by October 2001 at the Nayatt Road well field, the average daily production was approximately 290,000 GPD. Increasing levels of Iron/Manganese at the Wells had reduced the output down to this low production. Rehabilitation of the Wells became more and more frequently necessary and yet resulting with lesser capacity. The overall cost to operate the Plant and maintain the Wells was deemed non-economical. BCWA decided to shut down the Plant on November 6, 2001, making up for the loss of production with water from the East Bay Pipeline; and then would at some point do an analysis of the well field and Plant. The initial analysis by BCWA deemed the current status not efficient and relatively cost prohibitive. It should also be noted that annual testing by the DOH indicated that Sodium levels were increasing each year, indicating underground intrusion of salt water.

The system serving Warren and Bristol operates at a hydraulic grade line (HGL) established by the elevation of the Bay View storage tank (approximately 176 feet), located in Bristol, while the system serving Barrington operates at an HGL established by the Fountain Avenue standpipe (approximately 150 feet) located in Barrington, 26 feet lower than the Warren/Bristol system. The two systems are interconnected as follows:

- On Baker Street in Warren, crossing the Palmer River with a 12-inch main, to Mathewson Road in Barrington. (Inactive)
- Through one 12-inch main crossing the Palmer River at the North Main Street bridge from Warren to Barrington.
- Through a 24-inch main (the East Bay Pipeline) crossing the Warren River from Ferry Lane, Barrington to Water Street, Warren, to a 12-inch main at the intersection of Campbell Street and Main Street, in Warren.

Historically, flow through the 12-inch main in Baker Street was controlled by a pressure regulating valve on the Warren side; however, since the installation of the East Bay Pipeline, this 12-inch main was no longer needed and therefore was taken off service. The 12-inch main can be reactivated in the event it is needed for whatever reason.

A small portion of the Warren/Bristol system is serviced by a higher HGL of approximately 255 feet. This area consists primarily of residential units in the higher elevations of Bristol, east of Metacom Avenue. The area is served from the Metacom elevated storage tank located in Bristol, which receives its water from a booster pump station connecting to the Warren/Bristol system.

The normal pattern of water flow for either the Barrington or Warren/Bristol systems is from the Child Street Treatment Plant and is then pumped into the distribution system and storage tanks. In addition, water from the East Bay Pipeline is pumped at the Barrington Booster station into the system through the pipeline and a 12" main on North Main Street in Warren. The storage tanks feed water into the system and flows/pressure zones are controlled by the water level in the storage tanks. For the Barrington system, the Fountain Avenue standpipe is the controlling tank and for the Warren/Bristol system, the Bay View tank is the controlling tank. The high elevation service area is controlled by the elevated Metacom storage tank.

### Treatment

The Child Street Treatment Plant is located adjacent to the Kickemuit Reservoir in Warren and is used to treat the surface water supplies. The plant was built in 1908 with additions in 1921 and 1947. The Plant was shut down on December 21, 2001 for the implementation of Phase I Improvements, and the entire County was supplied with Providence water transported from Providence across Narragansett Bay through the East Bay Pipeline until December 2005, at which time the Plant was put back on line.

The Child Street Treatment Plant can draw water from both the Kickemuit Reservoir and/or the Shad Factory Pipeline. The plant is continuously staffed and was originally built with a design capacity of approximately 4.0 million gallons per day. The water is treated with the following conventional process: coagulation, flocculation, sedimentation and filtration. The various chemicals that are added are: potassium hydroxide to raise the pH; aluminum sulfate and a polymer to enhance coagulation; chlorine dioxide to pre-disinfect; powdered activated carbon to control taste and odors; blended phosphate to control corrosion; sodium fluoride to prevent dental decay and sodium hypochlorite to post-disinfect and to provide a disinfectant residual.

Currently, the Child Street Water Treatment Plant is limited to operating at an average rate of approximately 1.4 MGD, due to its limited chemical treatment capacity in meeting current EPA Standards. Production above this level results in water quality deterioration.

### Storage

The water distribution system includes approximately 220 miles of water mains ranging in size from 1-inch to 16-inch, with the majority of pipe being between 2-inch and 8-inch. Pipes are ductile iron and either unlined or cement lined cast iron. Major 12-inch transmission mains in Barrington extend from the Nayatt Road Booster Station in a northwesterly direction toward the Fountain Avenue storage tank and connect to the Bristol-Warren system in northern Warren. Major 12-inch and 16-inch transmission mains in the Bristol-Warren system extend from the Child Street Treatment Plant south in Metacom Avenue and Hope Street to south Bristol.

There are five distribution storage facilities in the distribution system, as follows:

- Hope Street Standpipe, located in Bristol, was built in 1908 and has a capacity of 500,000 gallons
- Bay View Storage Tank, located in Bristol, was built in 1928 and has a capacity of 2 million gallons
- Fountain Avenue Standpipe, located in Barrington, was built in 1952 and has a

capacity of 846,000 gallons

- Metacom Avenue Tank, located in Bristol, was built in 1970 and has a capacity of 250,000 gallons
- Ferry Road Storage Tank, located in Bristol, was built 2010 and has a capacity of 300,000 gallons

The total distribution system storage is 3.9 million gallons, or approximately one day's average demand on the system.

### Pumping

The following pump stations are part of the BCWA system:

- Nayatt Road Pump Station (Inactive)
- Child Street Pump Station
- Barrington Booster Pump Station
- East Providence Emergency Pump Station
- Rehoboth Pump Station

The Nayatt Road Ground Water Treatment Plant is located at Nayatt Road in Barrington and is inactive. The Barrington Booster Pump Station, on the East Bay Pipeline, is also located at Nayatt Road, Barrington and raises the hydraulic gradeline (HGL) to the BCWA distribution system HGL. The Child Street Pump Station is located at the Child Street treatment plant in Warren and is used to pump treated surface water into the system.

The East Providence Emergency Pump Station is located on Pawtucket Avenue in East Providence.

The Rehoboth Pump Station is located in Rehoboth, MA and connects to the Shad Pipeline.

### Transmission

Raw water is transported from the surface water reservoirs to the Child Street Treatment Plant through the Shad Pipeline and natural waterways in the watershed. The BCWA can transport raw water from the Shad Factory reservoir to the plant directly through the Shad Factory Pump station and pipeline. Water from the Anawan Reservoir flows to the Shad Factory Reservoir through the Bad Luck Brook. This transmission system has been the subject of much concern in the recent past. The Shad pipeline is in need of significant upgrading if it is to be effectively used by the BCWA. The Shad Factory pump station and transmission main originally had a design capacity of 3 mgd. This capacity has been limited by the age (more than 100 years) and the poor condition of the pipe, which limits the current operational pressure to approximately 40 psig.

In 2004 - 2005, a major portion of the existing Shad Pipeline was repaired at a cost of approximately \$115,000 and recently Dewberry Engineering was hired for the engineering and design of a new Shad Pipeline. This project is expected to have a 6-year duration at an anticipated cost of \$8.0 Million for a new pipeline and pump station, however this estimate is dependent upon the economics at the time when the project is actually bid. The BCWA is in the process of obtaining local permitting for the project and engineering is 90% complete.

The system is at present mainly supplemented by the East Bay Pipeline, which was put into operation in December 1998. The pipeline connects the Providence Water Supply System with the BCWA system from Providence to Warren, with a Booster Station located in Barrington. BCWA purchases water from Providence on a daily basis as needed.

The East Bay Pipeline is a 50,000 linear foot water main consisting of mainly 24-inch and 30-inch diameter ductile iron. It connects to the Providence Water supply system at Virginia Avenue in Providence. A 30-inch diameter water main extends from Virginia Avenue to the Columbia Park Meter Vault. After the meter vault and Harbourside

Boulevard, the pipeline reduces to 24-inch steel pipe and crosses the Providence River. After the Providence River, the pipe increases to a 30-inch diameter pipe and enters the Pawtucket Avenue Meter Vault/Pump Station. At this meter vault, an emergency connection and pumping station is connected to the East Providence system.

After the Pawtucket Avenue Pumping Station, the 30-inch pipeline continues to the Barrington Booster Pumping Station at Nayatt Road. After the Barrington Booster Pumping Station, the pipe reduces to a 24-inch pipeline to the Warren River. At the Warren River Crossing, the pipeline enlarges to a 28-inch diameter high density polyethylene (HDPE) pipeline. After the Warren River, the pipeline reduces to a 24-inch ductile iron pipe and connects to the BCWA system at its terminus at Main Street in Warren.

#### Distribution

BCWA surface water supply is treated at the Child Street Treatment Plant and delivered to the distribution system through 12-inch and 16-inch mains along Child Street and Metacom Avenue (Rte. 136) and Main Street/Hope Street (Rte. 114). Treated water from the East Bay Pipeline, through the Nayatt Road Booster Station is delivered along Nayatt Road and Washington Road to the Fountain Avenue standpipe and to Rumstick road, then along Rumstick Road to finally connect to the Bristol/Warren System on Main Street in Warren.

#### Interconnections

The BCWA has two additional 8-inch connections to the City of East Providence water system. One connection was completed in July 1987 and the second connection was completed in August 1987. The connections are classified as “emergency connections” and have been used when supplies in Bristol County were temporarily inadequate. The total available supply from these connections without pumping is approximately 1.0 million gallons per day. Theoretically, with pumping, the water available from these

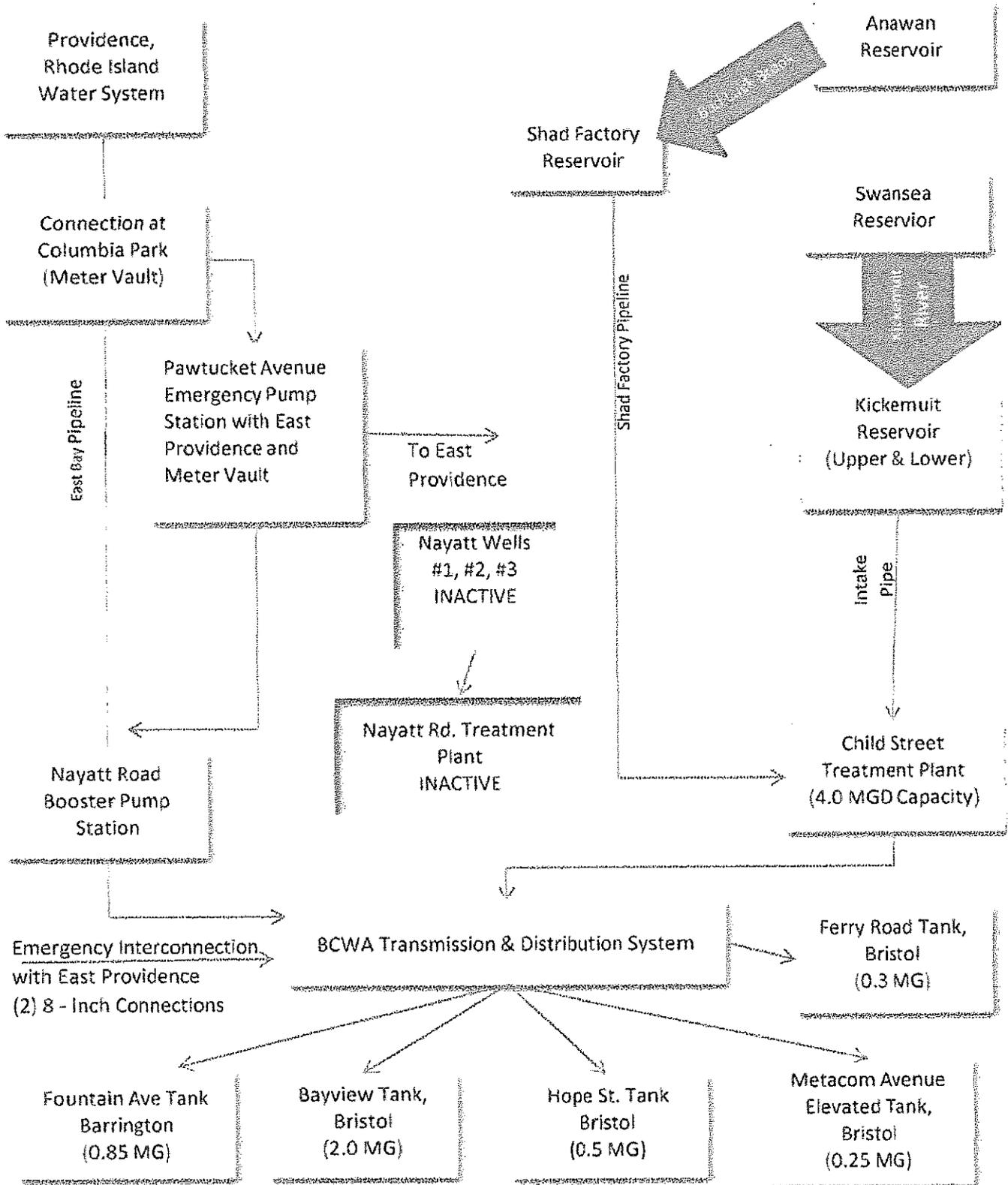
connections is more than 1MGD; however, the BCWA considers the pumping scheme to be unreliable and therefore would only attempt to obtain more than 1.0 million gallons per day in an extreme drought situation or a dire emergency. To date, the pumping of more than 1.0 million gallons per day has not been needed or attempted. Water has been drawn from the East Providence connections to supplement supplies during some part of the early and mid 1990's for various reasons. Since the completion of the East Bay Pipeline, these two 8-inch connections have not been needed; however, they have not been disconnected or abandoned.

The East Providence Emergency Pump Station is supplied directly from the East Bay Pipeline. The East Providence system is connected to the East Providence Emergency Pumping Station through a 16-inch cast iron main in Pawtucket Avenue.

Studies are in progress at present time to improve emergency connections between BCWA and East Providence with the goal of interconnecting all crossings across Narragansett Bay. BCWA has engaged CDM to evaluate this piping schematic and the preliminary results are very favorable.

The interconnections with East Providence are controlled jointly by East Providence and BCWA. Use of these connections must be justified by an emergency situation or to conduct testing, and must not have any adverse effect on the East Providence and/or the BCWA systems. A graphical representation of the existing supply system is presented on the following page.

Bristol County Water Authority  
 Water Supply Management Plan  
 Existing Water Supply System Schematic



### Service Area

The BCWA's service area consists of substantially all of Bristol County, 24.9 square miles in area, having a population of 50,648, according to the 2000 census.

The BCWA serves virtually the entire population of the County at present. Service is provided through 16,820 residential, commercial and industrial connections. The only areas in Bristol County not served by the BCWA include areas served by the Touisset Community Water system and the area commonly referred to as the Poppasquash section of Bristol, which is served by individual wells.

### Source and Distribution Metering

The master meters are located in several locations throughout the system; two at the Child Street Plant, one at the Nayatt Road Booster Station, one at the Pawtucket Avenue, East Providence site and one at the Columbia Park, Providence site. The master meters at the plant measure flow from the plant (withdrawn from BCWA surface water supplies and treated at the Plant) into the transmission/distribution system.

Water drawn from the surface water sources is not separately metered. Plant use is determined by a combination of metering, in various places, and calculated flow rates where metering is not currently available.

In July, 2007, BCWA instituted a Three-Year Meter Modernization Plan to replace the remaining non radio-read meters. Between June, 2007 and July, 2010 BCWA replaced 8,557 non-radio read meters with Badger Orion Radio Read Meters. (See Exhibit #2). This program was funded through a Clean Water Financing loan, for a total cost-to-date of \$1,504,817.09.

As of October 1, 2010, BCWA had 16,820 active metered accounts. Following is an analysis of the types of meters currently in use:

Active Accounts Meter Analysis:

<u>Meter Register Type</u>	<u># of Accounts</u>	<u>Percent</u>
Orion Radio Read	8,582	51
Trace Radio Read	6,862	41
Manual Read	67	0.5
Telephone AMR	84	0.5
Remote Read	<u>1,225</u>	<u>7</u>
Total	16,820	100

System Production Data

The BCWA currently obtains water from its own surface water supplies, which is treated at the Child Street Treatment Plant, and treated water from Providence through the East Bay Pipeline.

Under the General Laws of Rhode Island, BCWA is allowed to purchase up to a maximum of 7.5 MGD from the City of Providence.

BRISTOL COUNTY WATER AUTHORITY	
SUPPLY	PRODUCTION (MGD)
Surface Water – Child Street	1.4 (Varies)
Purchased Water – Providence	7.50(Max)
Total Available Water	8.9
Average Daily Demand	3.5 – 4.0
Maximum Daily Demand	4.5 – 7.2

Major Users

The BCWA serves 10 major users, based on 2009 usage, as follows:

BRISTOL COUNTY WATER AUTHORITY	
Major Users	Uses of Water
Roger Williams University Ferry Rd., Bristol	Residential University
North Homeowners Association Hope Street, Bristol	Multi Residential
Blount Seafood Corp. 333 Water St., Warren	Seafood Processing
Cove Condo Association Baggy Wrinkle Cover, Warren	Multi Residential
St. Elizabeth Manor 1 Dawn Hill Rd., Bristol	Residential Nursing Home
R.I. Veterans Home Metacom Ave., Bristol	Residential Nursing Home
MMF Realty LLC 91 Main St., Warren	Multi Residential
Silver Creek Manor 7 Creek Lane, Bristol	Residential Nursing Home
Warren Housing Authority 20 Libby Ln., Warren	Multi Residential
Waterview Condo Association 510 Child Street, Warren	Multi Residential

*Legal Obligation to Provide Water*

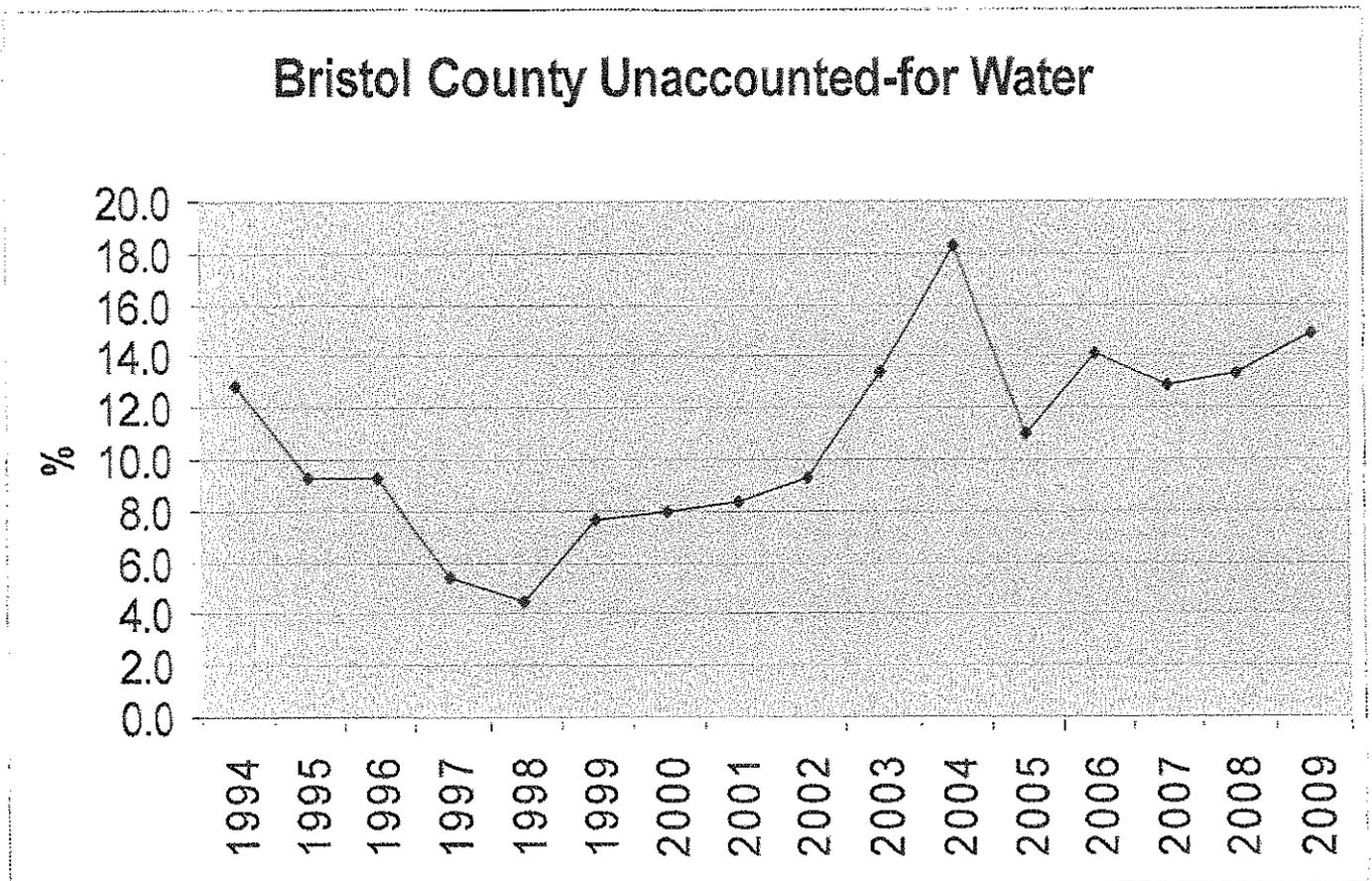
BCWA is authorized to provide water to the residents of Bristol County. BCWA has no legal obligation to provide water outside of Bristol County and has no specific legal obligation within Bristol County beyond the implied contract with each service connection.

BCWA has an existing contract with the PWSB that requires Providence to provide water to the BCWA via the East Bay Pipeline.

Non-Account Water Use

The BCWA has been aggressive in implementing programs that are designed to reduce non-account water; i.e. leak detection, meter replacement and distribution system rehabilitation. Every year, unless limited by funds, 50% of the transmission and distribution system is surveyed for leaks. All leaks that are found are promptly repaired. The BCWA intends to continue to perform leak detection surveys of 50% of the system each year.

The following diagram shows non-account water use trends since 1994:



### Water Conservation Program

The BCWA has also aggressively pursued water conservation programs to minimize as much as possible elevated maximum day demands. These programs, along with a water rate structure that is specifically designed to discourage inefficient uses of water, have resulted in one of the lowest, if not the lowest, per capita residential use of drinking water in the State.

Informational flyers are distributed at the Administrative office, along with home low-use water retro-fit kits.

### **Water Quality Protection and Management**

The BCWA has completed a Water Quality Protection Plan (WQPP) in accordance with the Rhode Island Water quality Protection Act of 1987. The original plan was submitted to and approved by the RIWRB in 1989. All subsequent updates, latest submitted in 2001, are on file with RIWRB.

The WQPP includes:

- Delineation of source water protection area
- Inventory of significant potential sources of contaminants in source water protection area
- Determination of source water susceptibility
- Identification of protection strategies

The WQPP along with the policies of the State of Rhode Island, the Towns of Barrington, Bristol and Warren, RI, the State of Massachusetts, the Towns of Swansea and Rehoboth, MA, provide the basis for protection of the watershed and water supply management actions. The intent of water supply management is to prevent any significant degradation of raw water quality through protection of water shed areas.

The following are ongoing programs for protection of the watershed and recharge area:

- Management and maintenance of the land owned by the BCWA.
- Maintaining a liaison with enforcement agencies dealing with various aspects of control in watershed areas such as local police, planning, zoning and health boards, EPA and Rhode Island Department of Environmental Management, Massachusetts Department of Environmental Protection, and local conservation commissions as applicable.
- Participation in public meetings regarding planning and zoning for all land in watershed areas.
- Involvement with all federal and state agencies and all adjacent Rhode Island and Massachusetts Towns regarding any aspects of land use that may affect water quality.

The WQPP, as updated, further identifies the vulnerability of the sources of water to contamination from ongoing land uses and indicates the BCWA's utilization of the funds available from the Water Quality Protection Fund to purchase land and/or development rights and the implementation of other programs to reduce inappropriate flows to water resources. A specific example of protection of raw water quality is the use of copper sulfate in surface water sources to control algae growth.

BCWA's goal is to minimize potential deterioration of the raw water quality in the surface water and groundwater sources. The BCWA's efforts since development of the WQPP and subsequent updates are summarized in the following subsections, and were included in the 2001 WQPP and are on file with RIWRB.

Protection Strategies for Source Water Protection

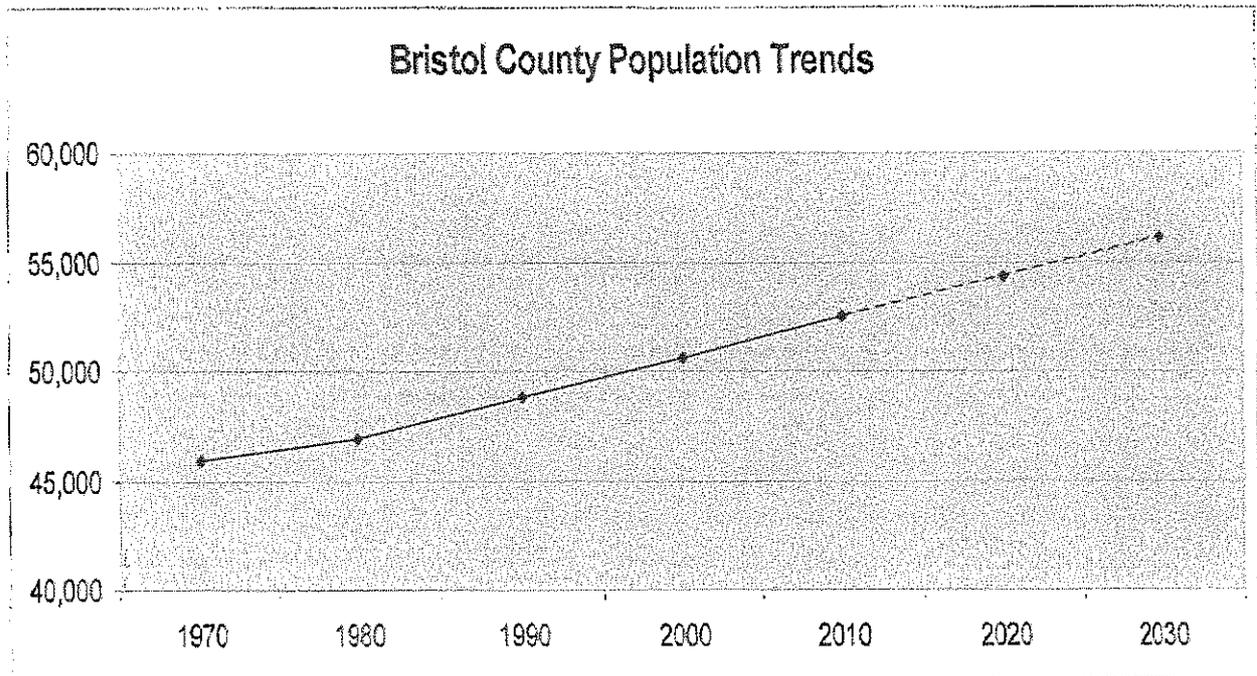
Actions to Date	
Patrolling water shed and groundwater recharge areas	BCWA personnel make daily inspection rounds of their watershed areas; this work is on-going.
Acquiring Land or Development Rights in Watershed	BCWA has identified 265+ acres of land in the surface water watersheds strategic to water quality protection. With the funding available from the Water Quality Protections programs, BCWA has purchased approximately 87 of these strategic properties. Detail information on the exact properties is on file at the RIWRB.
Regulatory protective actions	<p>In a joint effort with Swansea, new fencing with a remote control gate was installed, which prohibits public vehicles from direct access to the property and water body of the Swansea Reservoir.</p> <p>Fencing has been installed around farm properties along the Kickemuit Reservoir to restrict and control access of farm animals to the water body.</p> <p>The Rehoboth Pump Station is BCWA's property and is fenced with locked gates.</p> <p>Continue to monitor activities in the Town of Barrington to insure that development of Town area over the groundwater recharge area is in accordance with best practices, in the event of future use of the Nayatt Rd. wells.</p>
Other watershed protection activities	<p>Construction of fish ladders at Shad Factory Reservoir and the Kickemuit Reservoir has been completed and are in full operation.</p> <p>The Executive Director/Chief Engineer and Assistant Engineer continue to monitor activities surrounding the Massachusetts</p>

watershed area and any proposed development in the area in the Towns of Swansea and Rehoboth, MA, and play an active role in Town meetings relating to existing conditions or future development.

## Anticipated Future Demands

### Population and Economic Development

The following diagram shows the population trends since 1970 and projects a population of approximately 54,321 by 2020 and 56,141 by 2030. Historical and current population information was obtained from the Rhode Island Statewide Planning Program's website.



The BCWA contracted with Arthur Young to complete a Water Demand Analysis, which was completed in 1986 and was based primarily on a review of historical and projected population and household trends for the BCWA system, an analysis of historical patterns in service volumes and analysis of national water utility operating data. Interviews were also conducted with various local and state officials knowledgeable of economic development patterns within the BCWA system. Results from that study are shown in the table below:

Calendar Year	Projected Use (MGD)	Actual Use (MGD)
1990	4.3	4.3
1991	4.3	4.3
1992	4.4	4.3
1993	4.6	4.6
2000	5.5	3.6
2005	3.7	3.7
2010	5.8	n/a
2020	6.0	n/a

n/a – information not available as of the publishing of this Plan.

#### Per Capita Water Use

All inclusive average per capita water use for calendar year 2009 was approximately 57.4 gallons per capita per day (gpcd), with an average residential per capita water use of approximately 40.8 gpcd.. This amount was determined by dividing the total water produced by 365 days. This calculates the average day demand, which then is divided by the BCWA population in 2009 to determine the water use per person per day.

The calculated value of 57.4 gpcd is a very competitive figure. This low number is a result of the BCWA's aggressive leak detection programs, an effective public education programs for water conservation, and weather patterns during that year.

### Non-Potable Water

The BCWA estimates that there are approximately 500 private wells within the service area that are used for the irrigation of residential lawns. The use of these wells for irrigation reduces the peak demand on the water system. Applications for new service are routinely reviewed to determine what the water will be used for and if it's feasible to use non-potable water.

### Available Water

The safe yield of the BCWA system was originally determined to be approximately 4.1 million gallons per day, which at that time included approximately 3.4 mgd from surface water sources and 0.7 mgd from ground water sources. Since that time, the wells have been inactivated, leaving BCWA with an approximate safe yield of 3.4 mgd from its surface water reservoirs.

The Child Street Water Treatment Plant (CSWTP), which is used to treat the BCWA surface water supplies, with an original design capacity of 4.0 mgd, is limited in its capacity to treat these surface waters by the fact that the Plant is in dire need of upgrading. Although the safe yield of the surface water supplies is approximately 3.4 mgd, less than the Plant original design capacity, production is limited at this time to 1.3 - 1.5 mgd. Phase II upgrade of the CSWTP is in progress, in order to bring the CSWTP up to the 3.5 mgd or higher production rates and meet all regulatory requirements.

The East Bay Pipeline was activated in 1998. BCWA draws treated water through this pipeline on a daily basis. By agreement, a maximum amount of 7.5 mgd may be withdrawn from the East Bay Pipeline.

### **Demand Management**

The BCWA seeks to manage average demand through efficient use and efficient delivery of water by the system, efficient and accurate measurement of water consumed, by encouraging the users to efficiently use water through education and pricing and support of institutional requirements for installation of efficient water using devices. Maximum demands usually occur in the summer months and the amounts are heavily dependent upon the amount of rainfall; the more rain in the summer, less the demand. Analysis by the BCWA indicates that peak demands are almost totally due to the watering of lawns and other outside uses.

High peak demand may potentially result in limiting the ability to water lawns and other outside uses. Before the activation of the East Bay Pipeline, the BCWA has been required to institute bans on outside watering. Reduction of high residential consumption is also encouraged by the BCWA's block pricing structure.

The BCWA's methods of assuring efficient transmission and use of water in its own facilities are addressed in the System Management section of this Plan. This Demand

Management portion of the Plan will be primarily concerned with the BCWA's current and planned efforts in what is commonly referred to as "conservation".

### Fee and Rate Schedules

The BCWA's rate structure is shown below (Fiscal Year 2010). The rate structure includes a service charge, based upon the size of the meter, and a consumption charge. The service charge does not include any water use. A five-step increase/decreasing/increasing block rate is charged for consumption as follows:

▪ First 500 CF/mo	\$2.325/Hundred Cubic Feet (HCF)
▪ Next 1000 CF/mo	\$6.569/HCF
▪ Next 8500 CF/mo	\$5.003/HCF
▪ Next 20000 CF/mo	\$2.325/HCF
▪ All over 30000 CF/mo	\$3.011/HCF

BCWA's water rates do not differentiate between residential, commercial, industrial or governmental billing rates. The rate structure is such that it encourages conservation, but does not deter industrial growth .

### Residential Retrofit Program

BCWA has supplied customers with approximately 2,000 retrofit kits since 1993. These kits are available for free at the Administrative Office of BCWA and BCWA technicians have them available for delivery to homes during service calls. Because residents are actively conserving water already with a very low per capita consumption as compared to other communities, BCWA has not noticed a change in consumption.

### **System Management**

The general functions of BCWA are to collect, store and protect the quality of raw water supplies; efficiently transmit the raw water to the treatment facilities; efficiently and effectively treat the raw water so that the water quality of the treated water, at a minimum, meets all of the regulatory requirements of the Safe Drinking Water Act; efficiently distribute the treated water to the consumers and fairly proportion the costs of operations to the users.

#### Source of Supply Operations

The BCWA reservoirs have a capacity of 356 million gallons when full. Based on system average demands, and the surface supply safe yield, this represents approximately 70% to 80% of the County water needs, once the Plant is upgraded.

#### Distribution and Storage System

The BCWA operates and maintains a distribution system consisting of approximately 220 miles of transmission and distribution mains and five distribution storage tanks with a total capacity of 3.9 million gallons. The distribution system has been significantly improved since the BCWA has commenced operations upon takeover of the system from the private American Water Works Company. To date, nearly 60 miles of water mains have been replaced or rehabilitated at a cost of \$18 million. Unless limited by economies, every year, a leak detection survey is performed on 50% of the water system. Beginning in 2005 equipment was purchased to enable this work to be done by BCWA trained employees. Soundings are made along main lines at 10' to 15' intervals, and direct soundings are made on gate valve, hydrants and curb stops. When leaks are

discovered, they are promptly repaired. In 2009, 65.63 miles of pipe were leak surveyed; one (1) hydrant leak was detected and promptly repaired. In 2010, 143.81 miles of pipe were leak surveyed; one major leak was detected and immediately repaired.

The BCWA will continue to implement the Capital Improvement Program to improve the Distribution and Storage Systems. Projects are in five categories:

- Transmission Improvements
- Fire Flow Improvements
- Looping and Small Main Replacement
- Storage Improvements
- Emergency Interconnections Improvements

#### Metering

The BCWA meters 100% of its water users. At the end of fiscal year 2010 BCWA had an installed base of 16,820 active metered accounts, reading the consumption of its customers. The meters range in size from 5/8 inch to 6 inch and are all owned by the BCWA. The BCWA maintains an active replacement/calibration program for all large meters on an annual basis and for small meters on a ten-year cycle.

#### Leak Detection Repair Program

The BCWA has adopted the goals established in State Guide Plan 721, which includes the goal of 15% non-account water. In fact, the BCWA is committed to maintaining a level of non-account water below 15% which potentially will allow of an additional 5% bonus in any state grant due to non-account water below 15%.

## **Emergency Management**

The Emergency Operations Procedure Manual is on file with RIWRB. The Emergency Response Action Plan, which is being updated, will be provided to RIWRB upon completion.

BCWA does a continuous inventory of critical spare parts and performs preventative maintenance/testing on all equipment at a minimum of twice yearly. BCWA has a 24 hour, 7 day a week emergency telephone number, 401-245-5071. BCWA Personnel are also on call 24 hours a day, 7 days a week for emergencies and are required to respond within 1 hour of receiving an emergency call-out.

BCWA is also a member of the Rhode Island Water/Wastewater Agency Response Network (RIWARN), which can provide emergency back-up if needed.

## **Implementation**

The BCWA has planned various actions to upgrade the water system that are in concurrence with the requirements of the Water Supply Management Planning Act.

These actions have been organized as Supply Augmentation, Demand Management and System Management.

### *Capital Improvement Program*

BCWA's Capital Improvement Program budget is initially set at \$500,000/year, provided funds are available. This budgeted amount is in addition to the major Capital

Improvements of the Shad Factory Pipeline and the Phase II rehabilitation of the Child Street Treatment Plant, which are funded by the State.

## **Financial Management**

Operating income and expenses include the following parameters:

### Revenue

- Annual Water Rate Revenue -- includes all income received from customers as service charges, water consumption fees and fire protection charges.
- General Facility Charge Revenue -- Not used
- Special Assessment Revenue -- Not used
- Capital Funds -- Contributions and/or Grants in aid of construction projects
- Reserve Fund Revenue -- Not used
- Other Earned Revenue -- Interest Income
- Other Unearned Revenue -- Not used

### Expenses

- Debt Service on Bonds -- Revenue that has been used to pay the interest on outstanding bonds for previously completed capital improvements.
- Operation and maintenance expenses -- Revenue that has been used to pay:
  - Salaries and benefits
  - Materials and supplies
  - Repair and maintenance
  - Miscellaneous expense
  - Utilities
  - Administrative expenses

- Depreciation
- Purchasing water from Providence, via the East Bay Pipeline: currently the water charge for purchasing water from Providence is \$1,697 per million gallons.
- Other Expenses – Loss on abandonment of distribution mains and maintenance of the East Bay Pipeline.

### Billing Frequency

Currently BCWA reads meters and bills customers as follows:

- Residential accounts – Quarterly
- Small Commercial accounts – Quarterly
- Large Commercial accounts – Monthly
- Public accounts (Governmental) – Monthly & Quarterly
- Industrial accounts – Monthly & Quarterly

Bills are due when rendered and collections of the bills are actively pursued.

### **Coordination**

The BCWA is the legal organization that has been established to provide potable water to the service area of Bristol County, which includes the Towns of Barrington, Bristol and Warren. The BCWA has reviewed the appropriate sections of each of the Towns Comprehensive Plans and has provided information to the Towns as applicable.

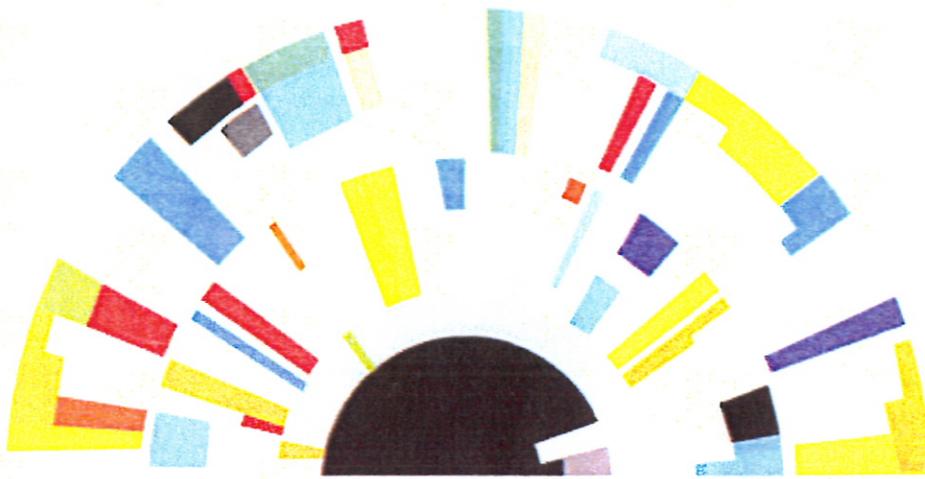
Letters from each of the Towns, stating BCWA coordination with local comprehensive plans will be submitted after the Towns have indicated their review of the WSSMP.



## **Appendix B**

### **Vision for Bristol Public Forum Report – September 2013**





# **Vision for Bristol**

**Vision for Bristol  
September 19 & 25, 2013  
FORUM REPORT**

Forum Facilitation by: Diana Campbell  
Report date: November 12, 2013

# Vision for Bristol Forum Report

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## OVERVIEW OF FORUM

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### Purpose of this Report

This report provides a record of the participants' work during the September 19 & 25 *Vision for Bristol* forum in Bristol, Rhode Island. The report is intended to be a source of public input to the Director of Community Development and the Town of Bristol Planning Board for the 2014 Comprehensive Plan Update as required by the State of Rhode Island. In addition, this report can be used by both participants and non-participants as they support the efforts of the Town to create and implement a vision for Bristol that meets the needs of all residents.

### Background

In March of 2007, there was a community forum called, *Voices for Bristol's Future*, (Voices) initiated by a small steering committee of 13 people who were seeking to bring together a broad representative group of residents of Bristol to discuss their vision for Bristol, RI in the 21<sup>st</sup> century. At the time, Bristol was facing a number of challenges, including an economic downturn and changes in the population demographics within the Town. The Voices forum was planned as a way to bring residents together to discuss what they loved about the Town and what they wanted the Town to look like for future generations. The data from that event was presented to the Town Council in May of 2007.

As a result of the enthusiasm for civic engagement generated at the Voices forum, the Town experienced a surge in volunteerism, re-energized local community groups that focused on education, the waterfront, and economic development. In addition to the many volunteers for grassroots initiatives, the Planning Board received a large number of volunteers to help with the 2010 Comprehensive Plan update. The Director of Community Development commented at the time, that the experience and qualifications of the volunteers who worked on the Comprehensive Plan update was better, by far, than hiring consultants. The volunteers were not only qualified, but because they were citizens of the Town, had a personal stake in the vision they were developing for the future of the Town.

Based on this experience, in the spring of 2013 Diane Williamson, the Director of Community Development, with the support of the Planning Board and the Town Administrator, approached *Voices for Bristol*, to request that they organize another public forum as a way to collect public input for the Town of Bristol's 2014 Comprehensive Plan update (hereinafter referred to as the "2014 Comp Plan"). The forum would be similar to the original *Voices for Bristol's Future* forum in that there would be a broad representation of the many demographics living in the Town, it would have a facilitated agenda that would allow for open sharing of idea on the future vision for the future of the Town, and it would be a springboard for the 2014 Comp Plan update process. The forum would be formatted as a two-night series in as many weeks. The information from the forum would be collected into a report to be presented to the Planning Board.

Under the direction of Diana Campbell, the chair of *Voices for Bristol* and a trained facilitator, a Steering Committee of 15 residents was formed to promote and organize the

forum, which was called, *Vision for Bristol*. The goal was to reach as many different demographics within the Town as possible. Invitations were sent to more than 100 different community organizations, Town boards, and civic groups, asking them to participate in the forum. Participants were required to attend both nights. In addition to personal invitations, the public-at-large was invited through two colorful ads in the Bristol Phoenix, a presentation at a Town Council meeting, flyers posted at the Bristol Town Hall and the public library, church bulletins, a website, information cards distributed to passers-by in front of the Post Office on a Saturday morning, and through social media outlets. Steering Committee members also used their personal networks to recruit participants from neighborhoods and demographics that are not as "tuned in" to the usual communication lines used by the Town. As a result, in less than a month more than 140 residents registered to participate in the two-night forum. An additional 20 residents expressed an interest, but could not attend due to scheduling conflicts.

The agenda for the Vision forum followed the original Voices forum, except that it was held over two nights. Seating charts were created to give the participants maximum exposure to as many different people as possible. Every effort was made to "mix up" the groups to provide a balanced discussion at each small group (table). Volunteer facilitators were recruited and trained to keep table discussions on topic, cordial, and flowing, as well as to give everyone a chance to speak and share their ideas and opinions.

Finally on September 19<sup>th</sup> & 25<sup>th</sup>, forum was held in the newly renovated lower level of St. Mary's Church and brought together more than 140 people from the community; many of whom had never met before.

## **OBSERVATIONS**

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1. Recruiting participants for the forum was an easy task. As word spread through the letters, social media, and the ads in the newspaper, registration was strong and steady through the last days (and beyond) of the registration period, which was extended to allow for last-minute registrants. All were grateful for the opportunity to participate and looked forward to sharing their ideas. Most of the registrations came from an on-line registration form located on the *Vision for Bristol* website; the others came as hard-copy forms that were downloaded from the website, included with the personal letters that were delivered to Town Boards and community organizations, or from Town Hall and the Rogers Free Library. In all more than 160 residents expressed an interest in the forum, with 140 registering.
2. The Town's demographics were well represented by the participants. The Steering Committee took extra care to monitor the registrations as they arrived. Effort was added to recruit from demographics that seemed under-represented. As a result, on the forum evaluations, many participants remarked about the variety of ages and backgrounds of the participants. All of the comments reflected that this was a positive sign that the Vision coming out of the forum was in good hands, with the elders in the room able to pass along their ideas to the younger residents. The younger residents

were enthusiastic to hear about the Bristol of the past, but through a perspective that was hopeful and forward-thinking.

3. It was clear that some of the participants were new to civic engagement and were happy to be enthusiastically welcomed into the discussions. Some representatives of the fishing industry, for example, were happy to hear that the other participants valued their contributions to the Town and wanted to make sure that they were supported in the future.
4. As was the case in the Voices forum, no one person assumed the role of expert during the event. Because agenda was facilitated but open, there was a great variety of ideas and suggestions that will be useful to the committee that will work on the 2014 Comp Plan update.
5. Unlike the Voices forum, where event participants were concerned that their elected Town officials might dismiss this work and that the Forum's results might not be used, the participants of the Vision forum knew that their ideas were going to be included in the discussions for the 2014 Comprehensive Plan update. Additionally, the participants also knew that they could, as citizens, work to bring some of the ideas to fruition on their own. This was very empowering and added an optimistic energy to the discussions as they completed the exercises throughout the forum.

## **RECOMMENDATIONS**

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1. Capacity Building: Like the Voices forum of March 2007, the room was filled with the enthusiasm to continue to be involved in the Town. A majority of the respondents to the final forum evaluations indicated that they wanted to stay involved, especially in efforts that they felt were a priority for the Town: Economic Development, Infrastructure Planning, and Education. The enthusiasm for civic engagement is very real and should be taken seriously by the Town. It is more valuable than any number of consultants that the Town could hire. The residents of the Town want to be involved in its governance and are willing to work hard to provide whatever is needed to continue the Town's successful growth toward its vision.
2. Communication: In addition to staying involved, the majority of attendees also wanted to remain informed about the process for updating the 2014 Comp Plan, as well as the implementation of some of the priorities they expressed in their vision for the Town over the next ten years. It was suggested that the Town hold additional smaller, more focused, forums in order to further explore how to implement and achieve that vision. Specifically, the participants wanted additional forums to address Economic Development and the issues facing the Fishing Industry.
3. Community Participation: Like the Voices forum, one of the activities of the Vision Forum required participants to work on their area of interest and consider how to accomplish their vision for that interest. Most of these areas of interest related directly to

sections of the 2014 Comp Plan. Many ideas and suggestions were identified, but more importantly, many enthusiastic citizens expressed a desire to continue the conversations and to work to help achieve the vision.

## **FORUM – PART ONE**

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On Thursday, September 19, 2013, a group of 140 citizens of Bristol gathered for the first evening of a 2-evening Forum, to begin an ongoing dialogue about the Town they love and their hopes and dreams for its future. The stated goals were to:

- Create a vision of Bristol in 2024
- Provide public input to the Town of Bristol's 2014 Comprehensive Plan update
- Build community energy/interest/involvement/connection

Upon signing in at the registration table, participants were directed to the first of two tables that they would be sitting at for small-group discussions. Seating plans were deliberately created that mixed up the demographics so that at each of the fourteen tables there was a diverse representation of the demographics that make up the Town's population. At each table there were teenagers, senior citizens, parents, retirees, executives, blue collar workers, stay-at-home parents, and business owners. Each table discussion was led by an experienced facilitator volunteer. There were 15 volunteer facilitators.

### **Community Assets**

After a brief overview of the evening's agenda and a presentation on the current status of the Town, each table was asked to spend some time developing a list of the Town's assets -- what they loved about Bristol. Then from that list, they were asked to identify what they absolutely would want to make sure was still in place in the Bristol of 2024. It became clear right from the beginning that the participants were prepared to work hard. There was openness, cooperation, and an enthusiastic energy at all the tables.

The list of town assets that they came up with was long and comprehensive – some tables filled up 4 flip-chart pages! Some of the assets that the participants wanted to remain a part of Bristol in 2024 are:

- Its exemplary educational institutions, including Roger Williams University
- Cultural institutions, including museums, arts community, Mount Hope Farm, Linden Place, and Blithewold
- 4<sup>th</sup> of July celebrations
- Sense of community; friendly
- Scenic waterfront and the waterfront community
- Walk ability of the Town
- Its civic/community pride; friendliness of the citizens
- Historic architecture and preservation

- Open space, parks, Town Common, bike path
- Sense of security and safety
- Vibrant Downtown and business community

## **Trends & Opportunities**

Once the groups had developed a sense of what they loved about the Bristol community and their priorities for what they wanted to remain a part of that community, they were asked to move to a different table. Like the first time, the seating plan were arranged to create a diverse grouping. The participants were introduced to a new facilitator and to a new group of people. In this way, participants got to share their ideas with a large number of different people, while hearing new ideas from a variety of sources.

At the second table, the participants were asked to brainstorm what they thought might be outside influences that could have an impact on the Bristol of the future – either as a detriment or as an opportunity. Examples of such influences could be the economy, climate change, or technology. This exercise was harder for the groups to do. It required that they think a bit beyond what they know and to consider global, federal, state, and local trends.

Some of the outside influences that they saw are:

- The use of Social Media to communicate
- Financial stresses as funding gets cut as federal and state levels
- Population growth/decline
- Technology
- Transitional residences of some residents
- Pensions as the baby boomers retire
- Need to attract more businesses to offset tax burden on home owners
- Infrastructure requirements, as our infrastructure needs upgrade and modernizing
- Competition from neighboring communities for economic growth
- School funding challenges
- Use of Internet for shopping and communication
- Aging population
- Fish catch limitations
- Tolls on bridges

Though the last exercise of the evening was difficult, the participants left with a sense of excitement to return a week later to continue the conversations that they started, to meet more people, and to work on their vision/ideas for the future.

## FORUM – PART TWO

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On the following Wednesday, September 25<sup>th</sup>, the participants were asked to sit at a (third) different table. As they entered the room, they were advised to walk around the room to review the lists of Trends & Opportunities that were identified the week before. These lists were to be used to feed into the discussions for the evening.

### Ideal Future & Key Themes

Participants spent the first part of their evening turning their hopes for the future and their understanding of the unique trends and opportunities that would have an impact on that future, into their vision for Bristol's ideal future, 10 years from now. The groups were asked to brainstorm the characteristics of the ideal future for Bristol. Once their list was complete, they were asked to organize these characteristics into one-word priority descriptions or themes. These priorities became the central themes that would be expanded into an ideal vision for the future and the fed into the 2014 Comp Plan update.

The top six themes and some of the characteristics included in each theme are:

- Infrastructure/Traffic – 58 votes
  - Sidewalks
  - Traffic flow throughout Town, but especially on Rtes 136 & 114
  - Underground utilities
  - Watershed/drainage
  - Town-wide wi-fi
  - Street signs
  - Intra-town transportation, including trolley, ferry, taxis
- Economic Development – 56 votes
  - Business friendly
  - Affordable for everyone, especially senior citizens
  - Economically diverse business environment
  - Targeted economic growth
- Education – 41 votes
  - World-class school system
  - Up-to-date technology in schools
  - Connection with university for all residents
  - Strong emphasis on science & math
- Waterfront – 38 votes
  - Better planning for keeping the harbor clean & safe
  - Accessible waterfront
  - Vibrant
  - Fish cooperative
  - Responsible coastal development as an economic resource

- Environment/Natural Resources – 29 votes
  - 90% recycling rate
  - Lots of trees
  - Clean energy
  - Expansion & preservation of open space
  - Farms and fishing industries encouraged and supported
- Recreation/Entertainment – 25 votes
  - Performing arts center
  - Wellness center
  - World-class recreation center
  - Extend bike path
  - Public swimming pool
  - More entertainment options – movie theater

Other priorities identified were:

- Civic Pride / Engagement – 16 votes
- Historic Preservation – 15 votes
- Elder Care/Senior Services – 11 votes
- Shared Services – 10 votes
- Tourism – 9 votes

### **From Vision to Reality**

For the final exercise of the evening, participants were asked to seat themselves at a table that was assigned to one of the priority themes. Participants could choose to sit at any table that held the most interest for them.

The exercise asked the participants to come up with practical strategies that could be used to achieve the Vision for their chosen theme. These strategies would be the key to the input that would be incorporated into the discussions as the Town updated the 2014 Comp Plan.

For many of the participants, this was the part of the forum that they were anticipating. There were many new and innovative ideas on how to address issues with the Town's infrastructure, how to achieve a more vibrant economy for the Town, how to improve our educational system, all while maintaining the characteristics that everyone agreed were what made Bristol such a special place. These strategies were developed from the heart from a group of citizens that truly love the Town of Bristol. They were not come to lightly, but with a lot of consideration for the implications on the Town's financial health, the security of the citizens, and the wonderful sense of community felt by all its citizens.

## APPENDIX 1 – Forum Agenda

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### Vision for Bristol

## Vision for Bristol Agenda

September 19 & 25, 2013

*Your Voice Counts!*

### Thursday, September 19

5:30 – 6:15	Registration, socializing & refreshments Seat self at 1 <sup>st</sup> Table on nametag
6:30 – 6:50	Welcome, Purpose & Agenda Logistics
6:50 – 7:10	<b>Introductions:</b> "Getting to Know You" exercise
7:10 – 7:30	Presentation on Bristol
7:30 – 8:15	<b>Community Assets:</b> What do you love about Bristol? What about Bristol do you want to carry into the future?
8:15 – 8:30	Report out
8:30 – 8:45	Short Break - Move to 2 <sup>nd</sup> Table on nametag
8:45 – 9:20	<b>Trends &amp; Opportunities:</b> What changes and opportunities do you see that may have an impact on the future of Bristol?
9:20 – 9:30	Closing Remarks

### Wednesday, September 25

5:30 – 6:25	Check-in, socializing & refreshments Seat self at 3 <sup>rd</sup> Table on nametag
6:30 – 7:20	<b>Ideal Future:</b> What characteristics do you see the ideal Bristol having in 10 years? <b>Key Themes:</b> Organize characteristics into one-word descriptions.
7:20 – 7:40	Report out on Key Themes
7:40 – 7:50	<b>Prioritize Key Themes:</b> "dot vote" Move to 4 <sup>th</sup> Table with Key Theme that interests you
7:50 – 8:45	<b>From Vision to Reality:</b> How do we get there? Solutions & next steps
8:45 – 9:15	Report out
9:15 – 9:30	<b>Closing Remarks:</b> Diane Williamson, Director of Community Development

## APPENDIX 2 – Community Assets

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Table 1

- Fully Developed Harbor to include:
- Moorings, docks, commercial fishing, pump out stations,
- slips, lighting, security, maritime center, improvement of launching area.
- High Speed Ferry stop/network.
- More parking for increased visitors with good signage
- Walley School development
- Two indoor pools at new recreation center
- 100% recycling rate and curbside compost pick up
- Good sidewalks everywhere
- Underground power lines (all utilities)
- All street signs same as current ones on Hope Street
- Tablets for all students
- Extended public boardwalk
- Robin Rug developed – mixed use and hotel
- Holistic healthcare center
- Metacom becomes three lanes with sidewalks
- More hotels
- Bring back Pastime Theatre
- Finish animal shelter
- Extend bike path to the bridge

Table 2

- Improve traffic control – left turn lanes & roundabouts on Metacom
- Maintain historical integrity
- Increase/improve sidewalks
- Accessible & affordable housing
- Trees – fruit trees
- World class education system
- Vibrant waterfront
- ? (can't see top line in photo) – business & technology
- Maritime center
- More lodging
- Entertainment options/movies
- Fishing industry – oysters, etc.
- Efficient recycling program
- More organic farming

## Table 5

- Affordable Continuing Education for adults (Bristol residents) at RWU in Bristol
- Make all Bristol Schools “high performing”
- Make schools up to date with technology
- Create a Community Theatre space
- Update Town Infrastructure
- Free use of Town Facilities
- Create Cable Car around east side of 136 all the way to PVD
- Update sewer system in r/l to cleanliness of harbor
- Update drinking water system so there is redundancy in the system
- Importance of excess storm water run off - not polluting our harbor (excess use of high Nitrogen fertilizer needs to be reduced by landscapers esp on lawns near the harbor)
- The need to plant rain gardens in parking lots like Walter's Town Beach
- Better overall planning for keeping the harbor clean, productive, healthy and safe.
- Bury power lines/cables
- Broaden alternative education options for those who don't fit the college mould and make that curriculum tied to job opportunity.
- Have resident teaching artists in schools and visiting artistic companies
- Bristol Town Choir
- Safe Walking entrance to Colt Park at night
- Bring back the Pastime Theatre
- More performing arts places downtown
- Town-wide WI-FI
- Expand Marine Training facility
- Better publicize Town assets
- Enhance use/appreciation of town's natural resources/open spaces including farming, gardening and nature education...ie. Where does a hamburger comes from.. Where does a potato comes from...More scouting and 4H needed for youth to learn basics of life. (If they don't learn to love the earth now - they will never care for or respect it.)

## Table 6

- Exceptional School System
- Make Visitor Center world class
- Make Dock Facilities world class
- Make Moorings world class
- Make Maritime Center world class
- Coordinate waterfront using a hospitality approach
- Sidewalks on Ferry Road from downtown to RWU
- Put empty schools on the Common to use to generate economic opportunity
- Expand Marine Trades Education and Opportunities

- Expand Development of Vocation—Technical Schools
- Improve and expand parking downtown
- Create a Bristol Compassion Center
- Solve flooding problems esp from Tanyard Brook
- Create Pool and swimming education facilities
- Expand accommodations – Hotels
- More retail downtown
- Make Recreation Center World Class
- Farms are still farms
- Larger revenue stream from tourism
- More scheduled events thru summer (like Tanglewood - half Shell on Independence Park)
- Fisherman co-op market
- Robin Rug Developed
- Town to recognize tourism as important

#### Table 7

- Expands the arts
- Street signs – user friendly
- Community garden plots
- Improve traffic congestion
- Incorporate technology
- Higher recycling rate/expand
- Improved infrastructure
- Protection of harbor
- Attracting small business

#### Table 9

- Street and Basement Flooding Solved
- 90% recycling – an example for the State
- Reduction of disposable paper and plastic bags, encourage cloth bags
- Traffic issues solved
- More open space
- More targeted economic development (marine trades)
- Maintain higher level civic engagement
- Continued appreciation of past and present service people
- Maintain/preserve working waterfront
- Continued positive relationship with Roger Williams University
- Volunteer Fire Department – training and retainment of program

### Table 10

- Walking, bike path, water access
- Working/launch area available to Bristolians
- More transient docks
- Infrastructure to support tourism, boutique hotel, advertising
- New technology in our industrial parks (higher)
- Vibrant upscale downtown, rebirth of Spirit of 4<sup>th</sup> of July
- Population that appreciates small town feeling
- Continuity of updated sidewalks, etc for all neighborhoods
- Small movie theater/café
- Music/arts venue – performing arts center
- Celebrate ethnic neighborhoods
- Close down once a year for families/shoppers
- More business friendly

### Table 11

- Strong emphasis on math & science and core studies skills
- Intelligent industries
- Economically diverse business environment
- Breakwater in harbor
- Slow growth
- Less traffic / improved patterns, more signs
- Underground utilities
- Sidewalks on 136
- Improved university / business development
- Stop growth of RWU
- Additional elderly housing / at home care
- Alternate local transportation
  - Trolley
  - Ferry
  - Taxis
- Clean harbor – bay
- Better technology in schools – keep up
  - Computers
  - ipads
  - iphones

### Table 13

- Clean mandatory recycling
- Bike lanes through town
- Establish a winning Historic Preservation Pozzi Prize
- Better traffic patterns

- Keeping Bristol affordable
- University courses offered to seniors
- Fiscally sound Bristol
- Intra-city travel shuttle system
- Keep and encourage and welcome ethnic diversity
- Bristol as a destination (Ferry service to/from Bristol)
- Available and affordable elderly housing
- Responsible coastal development
- Commercial fishing pier
- Collaboration between social services
- CURRICULUM TIED TO JOB OPPORTUNITY
- Attractive to high tech industry

Table #unknown

- Wellness Center – ‘aging in place’ seniors staying at home
- Alternative education for K—12
- Use school buildings on the Bristol Common for support of the arts
- User friendly waterfront
- Complete development of Robin Rug
- More education and emphasis on recycling
- Retain small town civic feeling
- Development of Industrial Park as Community Center
- This is a place that new small businesses are welcome
  - (“open for small business”)
- “AP” development center
- Fourth of July Museum open year round
- Shuttle service around town to support businesses
- Establish Mentorships geared toward:
  - Helping new business succeed
  - Helping existing business grow
  - Helping existing business survive
  - This involves education initiatives and citizens and government
- Bristol Business Leader Networking for Bristol (angels/get a job)
- More robust Bristol Merchants Association
- “Mine” and leverage University Technology Centers
- Bristol has the environment- People want to live here. the best.

## APPENDIX 3 – Trends & Opportunities

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### Table 1

- Trend toward safety & security issues – weather, terrorism
- Technology changing how people work & communicate – use of public internet
- Public money shrinking
- People migrating – cities & towns
- Small towns changing revitalizing (?) trend toward over-regulation (?)
- Trend against small town manufacturing
- Internet shopping
- Larger senior population – living longer
- Innovation centers (incubators for small businesses)
- Locavore movement
- Healthier living
- Vocational training/different higher ed opportunities
- On-line learning
- Lack of senior housing
- Economy is slowly improving
- Changing demographics – marry later, no kids, careers for both parents
- Kids are heavily in debt after school
- Increased cost of healthcare
- Climate change.
- Partnership is University for education and manufacturers
- Underutilized buildings – into housing (mixed) housing for senior citizens; public wi-fi Internet
- Try to attract innovative businesses /increased tax
- Garden allotments/ community gardens for growing food
- Expand bike path & board walk
- Improve electric infrastructure to prevent outages
- Help businesses recycle

### Table 2

- Stole pension underfunding
- Traffic control/congestion
- Aging population/>demand for services – Aging in Place
- Technology needs of education system
- Prepare students for future workforce

- STEM
- Need for more jobs
  - Tax structure/more incentives to bring business
  - Keep/attract college grads
- Concern for rising sea level – is Bristol prepared? Flood zones/affordable insurance
- Need for long-term plan to support & expand infrastructure
- Consolidate services/save \$\$
- Emergency preparedness – address increase in storms, etc.

**Table 3**

- Social media
- Blight resulting from down turning economy
- Real estate values rising
- Decline of economic opportunities for millennials
- Keeping up with the fast pace of technology
- Community-oriented decisions
- Modernized back-to-basic (Angelinas” keeping business local - growing tourism/visitor experience
- Collaborative environment; locally & regionally
- Transitional residencies
- Residential neighborhood feels impacted by rentals & non-traditional family atmospheres
- Conscious decision making regarding visitors – investing in community
- No longer a back road – now a destination - intensity of traffic – bus stops cross walks.

**Table 4**

- Sakonnet River bridge tolls
- Financial stresses will get worse – increased crime levels
- Shootings – gun safety in society
- Marine industry going hi-tech
- Technology advancing faster than education can keep up with it
- Population growth/decline
- Social responsibility increasing response to reduced funding for pension
- Leverage technology advances to help our kids
- Climate change impact on sea level rise
- Increased severity of storms
- Shell fishing
- State tax structure isn't pro-business/driving high wage earners away
- Technology enables vast opportunities

- Tourism is growing; maritime center an economic engine
- Walkability is promoted – new sidewalks/bike path/boardwalk
- Farmers markets/farm to table
- Buy American
- Secularism on the rise
- Terrorism and possible targeting of 4h of July

**Table 5**

- Tolls on bridges: Impact – on infrastructure
- Social media: Impact – harnessing helps small businesses
- Eating/shopping locally
- Aging population Impact – continuing Bristol’s history
- longer life spans: Impact – needed care for this population
- Shift in funding retirement
- State economic trouble; Impact – Jobs for residents
- Weakness of Providence
- Community competition for identity & reputation: Impact – need to make Bristol stand-out
- Tourism/destination weddings are big industry now: Impact – town needs a small boutique
- Loss of manufacturing: Impact – more business diversity needed
- Emerging technologies: Impact – take advantage of what we have the capacity to take care of already; need wired facilities; more town support for new technologies
- Focus on recycling, green climate, etc
- Shameless self-promotion – need to advertise selves better
- Slow population growth in Bristol; Improved by controlled growth
- Increased # of hair salons/nail shops: small # of empty storefronts is still too many.

**Table 6**

- Trade education
- Waterfront development continues
- Religious intolerance
- Infrastructure on Metacom Ave
- New \$ investment & commerce growth
- Prepare for the impact of new \$ investment
- Technology
- Re-use/re-purpose infrastructure (golf course)
- School funding challenges
- Maintaining the town

- Storm water management
- Adequate water service
- Being proactive to protect town assets & infrastructure (natural and man-made)
- Sustainable energy
- Strategies to be self-sustaining take care of ourselves
- Sustainability of how we dispose of waste
- Shopping on the internet
- Better broadband access
- Prepare to develop or welcome hi-tech
- Mixed use focus on development of existing brownfield properties
- Aging population
- Accommodations development to support business and tourism
- How will increasing \$ available be invested to benefit Bristol
- Need to promote shopping locally
- Emphasis on preserving & utilizing our farm & local products
- Need for wider local communication.

**Table 7**

- Technology changing way we live
- On-line retail
- Youth spend less time outside
- Rise of the “millennials”
- Lack of place for youth to hang out
- Trend towards more walk-able communities
- Less federal resources shifts burden to state and to town to taxpayers.
- Family unit under stress
- Not as much chance to know neighbors
- Frequent storm events
- People care more about the bay & water quality is improving
- Rising cost of education
- Standardization of public education
- Increasing housing production
- Houses becoming summer & “university” homes
- People retiring earlier – care needs
- Small business growth – they need spaces
- Unused spaces – Robin Rug, Wood St Industrial Park, schools on common
- Fish catch limitations
- Government regulations

### **Table 8**

- Technology
- Communications
- Small business
- More B&Bs
- Grants
- Infrastructure
- Challenges with running small businesses
- Logistics
- Affordability
- Economic diversity
- Tolls on bridges (could this effect tourism?)
- General funds
- Revenue stream
- Telecommuting
- Sales tax on online shopping
- Able to access
- Employment opportunity

### **Table 9**

- Climate changes - impact on the waterfront
- Technology trends – impacting education; opportunity to educate students
- Spending more than we have – funds coming from outside are less
- Fiscal responsibility as a trend – positive impact
- Our educational system is not competitive globally – impact on job opportunity
- Opportunity to focus on trades & current job opportunity
- Jobs being create are part-time – impact is under-employment
- Recreational boating increasing – impact on harbor
- Impact of the Affordable Care Act when implemented
- More young people staying with parents financially impacting households
- College costs increasing – less students can go to college; more college debt for those that do go
- Alternative energy trend & switching from oil to gas
- Trends – invasive insect species impacting trees

### **Table 10**

- Housing market improving
- Solar/wind power
- Environmental preservation/"green"

- Creative employment opportunities
- Social media
- Tolls/future tolls
- Obamacare
- Threat of overdevelopment/roads/sidewalks/water pressure/infrastructure
- Technology
- Aging population
- Expand historic district
- Civic engagement/public services
- Vigilance
- Climate change – effect on waterfront
- Boat building industry
- RI – not small-business friendly; government/financing
- Robin Rug building development
- Buying local
- Community pride
- Fuel prices/global economy

**Table 11**

- Increased traffic
- Aging population
- Changing business environment
- Increase in small business/opportunities/incubator businesses
- Technology – mobile communication- wi-fi availability town wide
- Global economy – compete with the world
- Increase in tourism
- Increase in racial diversity
- Increase in harbor traffic – leisure boats – transient
- Attractive to young families & retirees
- Instant access to knowledge
- Downward pressures on wages
- Changing family household structure – single parents w children
- Shopping on-line – no bug box
- Education standards being lowered
- Increase in HS graduations & college population
- Increase in college degree
- Increase in vocational training opportunity
- Increase in veteran population – needed services

**Table 13**

- Environment:
  - global warming – water level & storms
  - climatic change
- Technology
  - kid-focused activities
  - sense of community
- Aging infrastructure
  - new sources of energy & power
  - financial impact on town to provide services
  - roadways & bridges
- Improving Economy
  - responsible planning & development
  - traffic control – Metacom corridor
  - over-development – strains resources change community
- Alternative transportation
  - ferry, train – Providence and Newport
- Need to get a handle on
  - Potable water – alternate sources
  - Separating storm drains from sewer lines

**Table 14**

**Trends**

**Opportunities**

Climate: <ul style="list-style-type: none"> <li>• super storms</li> <li>• Evacuation</li> <li>• decline in fish/overfishing</li> <li>• rising sea level</li> </ul>	funding for projects i.e. Town Beach
Increased tourism	Impact on neighborhoods – increased traffic
Returning veterans	Strain community
Lack of funding for infrastructure	Economy – tax base, jobs
Terrorism – waterfront parade	Economy improving gradually
Economy – tax base, jobs	Ethnic changes
Rising taxes	Technology – social media, smart phones
Insular services – psychological effect (stress)	Community picking up
Funding for arts, music	Active aging population
Longevity requires services	Back to basics; improve education
Job market needs improvement	Sustainable energy – solar, hydro; wind
Ineffective national government	Efficiency – green technology
Technology: changes to keep up,	Farmers markets

internet safety	
Energy & environmental impact	Fishing
Transportation	
\$healthcare	
Trade deficit	
Obesity	

## APPENDIX 4 – Ideal Future, Key Themes & Priorities

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### Key Theme Priorities

- Infrastructure/Traffic – 58 votes
- Economic Development – 56 votes
- Education – 41 votes
- Waterfront – 38 votes
- Environment/Natural Resources – 29 votes
- Recreation/Entertainment – 25 votes
- Civic Pride / Engagement – 16 votes
- Historic Preservation – 15 votes
- Elder Care/Senior Services – 11 votes
- Shared Services – 10 votes
- Tourism – 9 votes

### Infrastructure – Traffic – 58 votes (traffic separate)

- Street signs – user friendly
- Quieter, less traffic; Town enforce noise laws
- Improve water delivery – water pressure
- Sidewalks throughout Bristol
- Fix drainage
- Watershed – improved
- Underground utility lines
- Good sidewalks everywhere
- All street signs same as current ones on Hope St
- Sidewalks
- Connect all attractions
- Flooding problem has been solved
- Improved/expanded parking in downtown
- Sidewalk on Ferry Rd – town to RWU
- Refreshed infrastructure
- Buried power lines
- Metacom improvements
- Dependable electricity
- Underground utilities
- Municipal wireless network – free wi-fi
- Sidewalks & crosswalks

- Street & basement flooding solved
- Update town infrastructure to have technology
- Improve infrastructure
- Community gardens
- Improved traffic flow – roundabouts, left-turn lanes
- Accessible & affordable housing
- Improve & maintain sidewalks
- Stormwater management in relation to cleanliness of harbor
- Upgrade sewers & water systems (Bristol needs water redundancy)
- Bury power lines & cables
- Update sewer/water infrastructure
- Town-wide free wi-fi
- Cable car around East Bay to PVD to Warren to Town centers

#### Traffic

- Improve traffic congestion
- Metacom becomes 3 lanes with sidewalks
- More parking (for increased visitors) with good signage
- Restore bus route to Metacom
- Traffic issues solved!
- Better traffic patterns
- Light rail/ferry to/from Providence and Newport
- Improved traffic flow
- Better planning for keeping harbor clean & safe
- Slow traffic speed
- Parking
- Less traffic – improved patterns, more signs
- Slow growth
- Sidewalks on Rt 136
- Alternative local transportation – trolley, ferry, taxis
- Crosswalks
- Intercity travel i.e. shuttle system, etc.
- Bike lanes throughout the Town (not just a bike path)
- Decrease Metacom Ave traffic

#### Economic Development – 56 votes

- More business friendly
- Attract small business
- Artisans

- Economically diverse business environment
- Improved university/business interaction
- Intelligent industries
- Technology office space
- High technology jobs—infrastructure; industrial parks; vocational training
- Employment – more business friendly
- Locavore food movement
- Robin Rug redeveloped
- Compassion center – medical marijuana
- Stability
- Holistic healthcare center
- More hotels
- Complete development of Robin Rug
- Incubator/ “AP” development center
- Further development of Industrial Park as community center
- More targeted economic development
- More retail establishments in downtown
- Jobs: marine training – we have this
- Small business thriving
- Affordable for elders
- Schools on common are in use and productive
- Known for supporting locally-owned business

#### Education – 41 votes

- Improved education
- Broader alternative educational options
- Residence teaching artists in schools
- All high-performing schools in Bristol
- Up-to-date technology at schools
- Affordable continuing education at RWU
- First-rate education system
- Tablets for all students
- Incorporate technology
- Expansion of marine industry trades with education
- Exceptional school system
- Vocational/technical school in B/W
- Slow/stop growth of RWU
- Alternative education for K-12
- RWU Connection – 2 dots

- Continued positive relationship with RWU
- Affordable educational programs for town residents at RWU

#### Waterfront – 38 votes

- Fisherman/shell fishermen cooperative
- Adequate moorings in harbor
- Coordinated marine hospitality – Herreshoff Marina, Bristol Marine, & Harbormaster
- Waterfront visitors' center
- Waterfront recreational and working
- Protect harbor
- Commercial fishing pier
- Accessible waterfront
- Boater service guide (Explore Bristol)
- Clean water (Bayshore)
- Resident parking to access
- Ferry service
- Keep working waterfront
- Working waterfront
- Breakwater in harbor
- User friendly waterfront
- Maintain working waterfront
- Clean harbor & bay
- Vibrant waterfront
- Fully developed harbor – docks & moorings; commercial fishing space; pump-out; security; maritime center; launching area
- Fully developed Robin rug use & hotel
- Extended public boardwalk
- Armory to become maritime center
- Fisheries – aquaculture
- More & better docking in harbor/waterfront

#### Environment – Natural Resources – 29 votes

- Reduction in disposable paper & plastic – encourage cloth bags
- 90% recycling – an example for the state
- Efficient recycling
- Responsible coastal development – sustainable; promote conservation
- Clean – mandatory recycling
- Trees & fruit trees
- Community gardening – schools/education

- 100% recycling rate – curbside compost pick-up
- Clean energy – renewable
- More open space
- Expansion & preservation of open space
- Emphasis on recycling
- Farms are still farms

#### Entertainment/Recreation – 25 votes

- Performing art center – art & music
- Open mic/stage location for local performers
- Movie cinema – generates recreation & new jobs for youth
- Support and advancement of the arts
- Half shell for musical performances at Independence Park
- Expand theater arts
- Original school buildings on common to support the arts
- More entertainment options – movie theater
- Conservation – preserving what we have
- Enhance use/appreciation for small parks & big.
- Live stock & gardening & open space
- Home building
- Swimming facilities for competition & education
- Local residents get priority access to infrastructure, i.e. beach, moorings, etc.
- Wellness center
- World class recreation center
- Swimming pool
- Walley School development
- Public swimming pool
- 2 indoor pools & new rec center
- Bring back Pastime Theatre
- Extend bike path – connect Hope St to Metacom Ave
- Bike sharing program
- Community theater space
- Movie theater
- More performing arts places to go w/ restaurants
- Free use of town facilities
- Residency with artists, dancers, actors, sculptors
- Resident teaching artists in schools
- Bristol Town Choir
- Safe walking entrance to Colt Park

- Movies in the park for families; you bring picnic; free movie
- Cyclovia – street fair/closing of street for walking, bicycles, skates, etc. allows for great community green event AND promotes business for local shops/restaurants
- Activities for 25-38 year olds

#### Civic Pride and Engagement – 15 votes

- Retain small town/civic feeling
- Rebirth of community spirit – volunteerism
- Wood St
- Increase number of volunteer firemen
- Reach out to military families
- Proper medical clinic
- Better publicize town assets
- Marine job training
- More volunteerism within the community
- Maintain high level of civic engagement
- Volunteer fire department – train & retain
- Celebrate our diverse ethnic neighborhoods
- Continued appreciation for past & present service people (veterans)
- Continue appreciation for our commercial fishing industry

#### Historic Preservation – 15 votes

- Maintain historical integrity of the town
- Lombard Pozzi Prize for preservation
- Preserve historical structures
- Maintain historic small town character

#### Senior/Elderly Services – 11 votes

- Keeping Bristol affordable for senior citizens
- Additional elderly housing and home care
- Seniors staying at home
- Affordable elderly housing

#### Shared Services – 10 votes

- Finished animal center
- Community TV channel/radio station
- Open town government – accountability, transparency, senior population
- Collaborating with social services
- Fiscally sound Bristol – property taxes and funded pensions

- 10 years from now we want Bristol to be less reliant on home owners property tax by having successful businesses

#### Tourism – 9 votes

- 10 years from now Bristol will be know for fine foods & sustainable gardens (Mount Hope Farm)
- Bristol 4<sup>th</sup> of July Museum
- Public transportation
- Thriving downtown
- Accommodations
- More lodging
- Bristol as a destination
- Trolley service
- More hotels
- Larger town revenue stream from tourism
- Lots of events for public – like Tanglewood

## APPENDIX 5 – From Vision to Reality

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### Strategies to achieve the Vision

#### Infrastructure/Traffic

- Move forward with Metacom Avenue traffic plan – previously studied (approved?)
- Motivate more people to take public transportation
  - Highlight “Park-n-Rides” that are available
  - More public parking to use busses
- Improve the ability of cars to pass busses during stops
- Traffic Czar on Town Council
- Expand the reach of the Tanyard Brook project
- Disconnect sewer lines from storm water system – accelerate this work
- Move forward with existing sidewalk plan on Rt 114 to extend into Warren. Extend south to Mt. Hope Bridge
- Add sidewalks to Metacom Ave.
- Future development should have all buried utility lines requirement
- Study cost of burying utilities – raise money to accomplish
- Bring train into Bristol from Providence, using Bike Path or Metacom Ave.
  - Make it a monorail
  - Use cable car corridor on East Side of Metacom for cable car to Providence to spur people into downtown
- Reinstigate ferry transportation
- Spur private investment in infrastructure projects – portion of town fees earmarked
- Seek grants to develop safe walking routes to schools
- Move forward with Metacom Ave plan
- Sidewalks everywhere
- Storm water abatement
- Wi-fi – total coverage throughout the Town
- Alternative energy: solar, thermal, wind
- Improve water pressure
- Better long-range planning
  - Communication with utility companies
- Dependable electric services
  - Buried power lines
- Sidewalks

- Refreshed infrastructure
  - Municipal wireless network
  - Cross walks
  - Parking
  - Traffic – slow down the speed limit
- Jitney – transportation

### Economic Development/Tourism

- Work to create a set of situation where business owners would say, “Of course I am starting my business in Bristol!”
- Economic Development “leaders” work to determine what Bristol needs
- Need to sell Bristol – what does Bristol have that owners need? Workforce, living, social, educational, etc.
- Continue success of Explore Bristol in conjunction with Newport & Providence
- More hotels
- Plan for Robin Rug – accommodations?
- Improve parking and signage
- Preserve historic nature of the Town
- More concerts and events
- Town needs music shell
- Encourage & promote waterfront activities for visitors
  - Harbor cruises
  - Visit a fishing boat
  - Commercial fishing experience
  - Coordinate visitors from the ship

Continue to closely work with Town on Visitors’ experiences

## Waterfront

- Develop a boater services guide
- Clean water, bay, and shore
- Resident accessibility
- Parking
- Ferry service
- Working waterfront
- Ensure all moorings are documented
- Work with RWU & Explore Bristol to ensure a vibrant & strong aquaculture
  - Involve the fishermen
  - Conferences on aquaculture, fishing, etc
  - Education
  - Leverage maritime center
- Create “Bristol Waterfront” museum
- Commercial shell/fin fisherman co-op
  - Water-to-table market
  - Rockwell Park?
- “Fisherman’s Festival”
  - Blessing of the Fleet
- Expand transient docks (moorings, too), include dinghy
- Strategic Plan
  - Visitor friendly
    - Launch service
    - Transient slips
    - Dinghy docks
    - Promotion
    - Parking
    - Deep water access
    - Loading zone
    - Ferry service
    - More slips
    - Handicap accessibility
  - Mix of commercial & recreation expansion
    - Comparable facilities
    - Separate commercial from recreation
    - Development & access of the east side of Bristol
    - Robin Rug?
  - Infrastructure expansion
  - Avoid over development – consider environmental issues

- Accessibility of water & land

### Education

- World class school system
- RWU to be involved in town technology research development
- Better technology in schools – computers/iPads/iPhones – keeping up
- Strong emphasis on math & science programs; English & social studies
- University courses for high school seniors
- Curriculum tied to job opportunities

### Environment & Natural Resources

- Mandatory recycling – making Bristol #1 in the state
- Take it or leave it @ Recycling Center
- Educate & engage youth in environmental appreciation through school/town sponsored programs
- Curbside composting for food waste
- Storm water utility district – to mitigate pollution
- Develop storm water mitigation opportunities & implement them
- Community gardens – gardens at the schools
- Fruit trees on Town property – edible landscapes
- Renewable energy – solar farm at the dump
- Conversion to LEDs
- Actively support environmental organization like Save Bristol Harbor, Save the Bay, and others

## APPENDIX 6 - Evaluation Results

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The purpose of the Vision for Bristol forum was to give the community an opportunity to have a voice in the future of the Town and to provide input to the 2014 Comprehensive Plan update. Please give us feedback on how effective you felt the Vision forum was in achieving those goals. Thank you.

### How would you rate the following statements?

RESULTS	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE
<b>Agenda:</b> The agenda flow was helpful in bringing participants from the present to a future vision of the Town.	50 – 59%	34 – 40%		
<b>Organization:</b> I felt that the forum was organized in a way that provided me with ample opportunity to share my ideas and opinions.	58 – 72%	23 – 28%		
<b>Facilitation:</b> The facilitators were very helpful in guiding the table conversations, giving everyone a chance to speak.	57 – 71%	21 – 26%	1 – .01%	
<b>Outcome:</b> I feel that the priorities identified at the forum accurately match where I feel the Town needs to focus looking forward to the next ten (10) years.	36 – 46%	41 – 52%	1 – .01%	

What I valued most about this forum:

- Input of many great ideas
- It was great getting to hear the opinions of other Bristolians
- Free discussion of personal/community topics
- Creativity, openness, & genuine concern toward positive improvement
- Having the opportunity to hear from others about issues I'm passionate about
- Broad range of ideas, people & backgrounds
- The ability to hear ideas and express opinions/ideas
- Positive aspects about Bristol
- Hearing other opinions
- Being able to hear ideas from others and being able to voice my thoughts

- The interaction between everyone
- Cross table interaction/ diverse population (not racial, however)
- Anyone could register and participate in the discussion
- Hearing the points of view of others
- Meeting new people; interacting with others; getting my thoughts out; hearing other people's ideas and forming new ones of my own
- Meeting all different types of people from all walks of life and sharing ideas and dreams
- Meeting new people of my town
- Open discussion
- Great ideas; very informative
- Ideas from a diverse group
- Meeting people and ideas
- Variety of people
- Being able to be a part of the vision
- Getting together with other residents to discuss Bristol's future
- A partnership created for council & townspeople
- Complete group participation
- Willingness to work together for the best town possible
- Time well spent & well organized
- Interaction with other Bristol citizens
- Consensus from large group
- The wide range of ages, gender & professions brought a lot of different view points and values
- To be a part of this very important community project as we think about the present and future of our town
- Diversity of opinions
- Ideas generated; meeting participants
- Community collaboration & participation
- Understanding that the future is different from Bristol is fabulous past. Change needs to happen on some accounts
- Sharing ideas & discussing as a group the most important ideals of people in Bristol
- A great variety of residents with many great ideas
- Community spirit; quality of attendees
- A chance to be a part of the community; meet people gain knowledge about my community
- It was interesting to realize that many people shared the same views for Bristol
- Diversity of opinions/background of participants
- The opportunity to speak my thoughts & feeling about my vision of Bristol
- Being able to express my ideas and opinions, hearing others' ideas
- So many attendees! So great!!
- The sense of our community and civic involvement
- Collaborative work; meeting people
- Clarification of issues
- Ideas shared; meeting many people in the community; identifying priorities

- I valued the friendly, positive spirit of all the participants
- Community input
- Being able to hear a variety of points of view
- The feeling that everyone there truly wants Bristol to be the best place to live, work, play & raise a family
- The opportunity to be heard & to meet more community members
- Interaction with a broad range of concerned citizens; working together for the final goal of a better Bristol
- Keeping Bristol the jewel of RI
- Listening to everyone's ideas, influences, outlooks, etc.
- Bringing together such a large number of civic-minded people; prioritizing future improvements
- Civic participation
- The exchange of information; very interesting and informative
- The feeling of community: people taking time out of their nights to come and contribute
- Diversity; honesty
- Meeting people and hearing concerns
- Meeting neighbors & others in the community
- The last group – how we can make our vision for 10 years happen
- Ability to openly express the feelings, interest of the community
- Meeting new people
- Free exchange of ideas
- The opportunity to share thoughts with fellow town citizens
- The connection everyone shared
- Seeing so many varied people come out to be involved in this forum
- Listening to other people's ideas
- That we all got to voice our ideas...

What follow-up I would like to see occur:

- Where our ideas have gone and what has happened to achieve these ideas
- Some of these ideas implemented
- I would like to see these things implemented
- Action on some of the key elements
- Focus on priorities pointed out by the vision forum and communicating to citizens on progress as made
- More incentives for bringing top shelf entertainment to Bristol
- Update on the movement or outcome of programs that were discussed
- Revisit our vision & make sure our ideas are passed along to the people to make them happen
- A report that is given to the community development department and available publically
- Updates on progress
- 2 year review
- Information gathered shared with the public via newspaper, website

- That this effort leads to better implementation of the comprehensive plan
- Action on the priorities determined at the tables!
- Educational support to our K-3 program especially
- More positive change
- I understand meeting like this are once every 10 years. I'd suggest much more regularly, if that be true
- I would like to see what is presented to the Town Council/Administration and then see what is decided
- Break into working groups (only people who truly want to be there)
- Create task forces on topics to come up with more details of the top ideas
- Synopsis of points in written form sent digitally
- More meetings – email contact follow-up on what continues to happen – progress
- Economic development plan (realistic)
- Publicize major areas to be worked out in updated comprehensive plan
- Continued open public forums – open forum for business owners
- Follow up & revisit options & discuss topics regarding my interests
- Opportunity to work towards achieving some of our great suggestions
- Notification of ideas from the forum that are implemented
- Continues meetings – notification of updates re: the process
- Do some of the suggestions recommended
- To make these happen
- Some of these proposals & ideas become a reality; senior housing & veterans affairs & traffic control (Metacom area)
- More voice to younger (mid 20's-mid 30's and teens) A plan for the future – less discussion of the past
- Execution of ideas
- Summarize top suggestions of major themes
- How the collected ideas progress
- Perhaps a follow-up email with points that were a direct result of the VFB that made it into the comprehensive plan
- Task forces – Waterfront Task Force
- Summary document circulated to all participants
- Expand senior housing availability
- Action steps to actualize the goals set forth here
- Invite us all back to see the draft
- A final “proposal” to be presented to the Town Council with our priorities
- To know what will be adopted from the forum
- Another get together to hear decisions on our input
- A smaller group to help prepare comp plan
- Transition ideas to reality continue this sort of forum
- Feedback on feasibility of ideas
- Town officials and people working together better
- It would be nice to have comp plan facilitators talk to the commercial & recreation users of the water to get more specific plans for the downtown waterfront

- Written summary of outcomes; focus groups around key issues (last exercise) with council/committee chairs
- Participants invited to work directly on comprehensive plan
- First draft of plan/public input & response community-wide vetting process, etc
- That the important issues (the top on all tables) get accomplished
- Communicate back
- Two-year evaluation of proposed projects
- Every 3712 months updates
- Publish and email night 1&2 data
- Action plan as to what's next
- A continued & solid effort to continue our road to making Bristol all that it deserves to be
- Attempt to choose over this decade three areas: eg recycling, alternative energies, etc
- Love to see what the final plan ends up looking like
- Many of these ideas, concerns and suggestions pushed forward for the Comprehensive Plan

What I would like to help with:

- If you send out updates & requests, then I may be able to assist
- I would observe and follow specific guidelines for above
- Economic Development
- Involved wherever I can
- Economic Development/Business Development
- Planning & design & supervision
- How our local library can facilitate closure of the "digital divide" across the entire town esp for adults
- Planning and waterfront
- Forum with commercial & recreation users of the water
- Town beautification
- Muni wi-fi coverage of the Town
- Anything I can
- Economic development or infrastructure committees
- I can be flexible
- Action steps
- Advocacy
- Whatever is needed, especially other volunteer/civic engagement opportunities
- Open to help however I can. I'm a graphic designer by trade, but enjoy working with my hands & getting people informed, excited & involved in projects
- Tourism (associated with Linden Place)
- Everything
- Environmental future; library- mobile book truck; elderly/special needs volunteerism; recycling; public gardens & students
- Veterans affairs; town infrastructure
- Civic pride & engagement
- Planning opportunities

- Planning
- Civic engagement; environment
- Civic pride & engagement
- Future vision for Bristol
- Education alternative – we need a way around common core; it's too tough for our kids & misses the point of what kids need
- Strategic plan
- Economic development
- Anything with arts & education
- Street signs – more user friendly
- Education – strengthening k-3 students skills to increase outcomes
- Metacom Avenue traffic improvement plan
- Veterans affairs
- Education & parks & recreation
- Creative thoughts, design etc. that's my specialty
- Organization of entertainment group
- I am all ready fully involved in activities – Community Strings Project
- Getting sidewalks put in all over greater Bristol – not just downtown. Make Bristol Walkable
- Everything & anything

## **APPENDIX 7 – Steering Committee**

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Diana Campbell, Chair

Bob Aldrich

Linda Arruda

David Barboza

Samantha Faria

Lindsay Green

Barbara Healy

Susan Maloney

Tony Morettini

Terri Moreira

Berta Raposo

Steven Roth

## APPENDIX 8 - Table Facilitators

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Bob Aldrich  
David Barboza  
Jennifer Cavallaro  
Henry DiPietro  
Susan Donovan  
Craig Evans  
James Lavender  
Jane Lavender  
Terri Moreira  
Lisa Milich  
Lynn Moran  
Marjorie McBride  
Tony Morettini  
Fran O'Donnell  
Adam Ramos



