A historical map of Bristol, Connecticut, showing a grid of streets and various colored overlays. The map includes labels for streets such as 'CHIPPIN HILL', 'North Cemetery', 'Judd St', 'Grove St', 'Federal Hill School', 'Prospect St', 'Laurel St', 'Pleasant St', and 'Judson St'. There are several red-shaded areas, green hatched areas, and brown stippled areas. The word 'BRISTOL' is printed in large, bold, black letters across the top of the map.

# BRISTOL

## 2015 Plan of Conservation and Development

Planning Commission  
City of Bristol, CT  
Revised April 1, 2018

# Table of Contents

FOREWORD

<b>PLANNING CONTEXT</b>	<b>1</b>
1. INTRODUCTION.....	1
2. CONDITIONS & TRENDS .....	3
3. COMMUNITY ISSUES AND CONCERNS.....	25
<b>CONSERVATION STRATEGIES</b>	<b>31</b>
4. PROTECT NATURAL RESOURCES .....	31
5. PRESERVE OPEN SPACE.....	35
6. ENHANCE COMMUNITY CHARACTER.....	39
7. PROMOTE SUSTAINABILITY AND RESILIENCY .....	53
<b>DEVELOPMENT STRATEGIES</b>	<b>55</b>
8. STRENGTHEN AND ENHANCE DOWNTOWN.....	55
9. PROMOTE BUSINESS DEVELOPMENT .....	71
10. GUIDE RESIDENTIAL DEVELOPMENT.....	83
11. ADDRESS OTHER DEVELOPMENT ISSUES.....	93
<b>INFRASTRUCTURE STRATEGIES</b>	<b>103</b>
12. ADDRESS COMMUNITY FACILITY NEEDS.....	103
13. ADDRESS TRANSPORTATION NEEDS.....	113
14. ADDRESS UTILITY INFRASTRUCTURE NEEDS.....	129
<b>CONCLUSION</b>	<b>137</b>
15. FUTURE LAND USE PLAN .....	137
16. IMPLEMENTATION .....	143
17. NEXT STEPS .....	147

**The image used on the cover of this Plan is from the 1920 Plan for Bristol. The full image and additional information about it is presented on the inside back cover.**



June 30, 2015

Dear Citizens of Bristol:

On behalf of the Bristol Planning Commission, I am pleased to present to you the 2015 Plan of Conservation and Development for the City of Bristol. Organized in an easy-to-follow format and written in a straightforward style, the Plan includes a series of goals, policies and action steps that are collectively intended to guide future growth and change in Bristol over the next ten years.

The Plan is the result of numerous public meetings and many hours of research, review, and discussion during the past year by the Planning Commission, its staff and its consultant. In preparing this document, the Commission also benefited from the assistance and input of numerous city officials and department heads. Most importantly, many of Bristol's citizens contributed to the Plan, taking the time to participate in the process, expressing their views and ideas about issues of concern and interest to them, and helping to shape an overall vision for the future conservation and development of the city.

The Planning Commission would like to take this opportunity to express our appreciation to the Bristol City Council for its support; to Alan Weiner, AICP, our City Planner, Robert Flanagan, AICP, our Assistant City Planner, and Paul Strawderman, PE, our City Engineer, for their input and coordination; and to Glenn Chalder of Planimetrics, Inc., the city's planning consultant, for his invaluable assistance throughout this process.

The 2015 Plan of Conservation and Development brings together in a thoughtful, comprehensive manner the various elements that contribute to the quality of life of the city. Its aim is to strike the right balance between preservation and change, between the past and the future, between haphazard development and orderly growth. The Plan however is merely a blueprint; its ultimate value will be measured by the extent to which its vision is transformed into action. To that end, we encourage the citizens of Bristol to continue to play an active, ongoing role in the Plan's implementation over the coming months and years.

Sincerely,

William Veits, Chairman  
Planning Commission

# FOREWORD

## Overview

---

This Plan of Conservation and Development (POCD) outlines the goals, policies, and action steps that are intended to guide future growth and change in Bristol, Connecticut. While it was prepared and adopted by the Planning Commission, the process was inclusive and comprehensive so that all topics could be considered and all people interested in the future of the city could participate.

## Parts Of The Plan

---

The main parts of the POCD are:

- **Planning Context** – background information on conditions and trends relevant to the planning process and issues of concern to Bristol residents and property owners
- **Conservation Strategies** – goals, policies, and action steps related to features the community would like to preserve or protect in the future
- **Development Strategies** – goals, policies, and action steps related to how the community would like to guide future growth or change
- **Infrastructure Strategies** – goals, policies, and action steps related to features the community wants or needs to support its future conservation and development goals
- **Conclusion** – a synthesis of POCD recommendations into a “future land use plan” and recommendations related to implementation

Conservation



Development



# Goals Of The Plan

---

The goals in the various chapters of the Plan are presented below. These goals frame the overall vision for the City.

## CONSERVATION-RELATED GOALS

### Protect Natural Resources

- Protect and maintain the quality of Bristol's natural resources and features such as watercourses, groundwater, air and environmentally sensitive lands.

### Preserve Open Space

- Provide adequate open space for all Bristol residents.

### Enhance Community Character

- Support farms and farming.
- Encourage the preservation of undeveloped lands within residentially zoned areas.
- Support the preservation of historic resources.
- Support community resources which enhance the quality of life within Bristol.
- Preserve and enhance scenic views and scenic resources in Bristol.
- Encourage buildings and sites to be designed to reflect the overall character of Bristol.

### Promote Sustainability And Resiliency

- Strive to be a sustainable and resilient community.

**Infrastructure**



**Implementation**



## **DEVELOPMENT-RELATED GOALS**

### **Strengthen And Enhance Downtown**

- Recognize and promote downtown Bristol as the center of governmental, institutional, commercial and office activity in the community.
- Reinforce the appropriate mix of uses in downtown Bristol.
- Increase cultural, entertainment, and recreational opportunities in downtown Bristol.
- Address parking in a manner that meets the needs of downtown Bristol but does not dominate the overall environment or disrupt the sense of place.
- Promote the establishment of public spaces to enhance downtown Bristol.
- Ensure the appropriate design of improvements in downtown Bristol.

### **Promote Business Development**

- Maintain and improve the economic base of Bristol in order to enhance its reputation as a desirable place in which to live, work, shop and raise a family.
- Encourage appropriate building and site design.

### **Guide Residential Development**

- Continue to preserve and enhance the integrity and stability of Bristol's residential neighborhoods.
- Encourage the appropriate design of housing in order to meet community needs in the future.
- Encourage the provision of a mix of attractive, decent, safe and sanitary housing to meet the social and economic needs of Bristol's current and future population.

### **Address Other Development Issues**

- Support and enhance Forestville.
- Support and enhance the West End neighborhood.
- Manage development within the Route 72 corridor.
- Manage development along the Route 6 corridor.
- Manage institutional development.

## **INFRASTRUCTURE-RELATED GOALS**

### **Address Community Facility Needs**

- Establish a comprehensive process for addressing community facility needs.
- Address identified municipal facility and service needs as efficiently and economically as possible.
- Provide a broad range of human services and educational opportunities to those Bristol residents who desire or need them.

### **Address Transportation Needs**

- Provide for a comprehensive and integrated transportation system to best meet the needs of Bristol residents, businesses, and visitors.
- Establish and maintain a roadway network which provides for the safe, efficient and orderly movement of people and goods and provides for adequate access to places of employment, residential, educational, recreational and commercial activity.
- Promote pedestrian circulation.
- Seek to enhance the opportunities for bicycle circulation and mobility.
- Improve public transit options available in Bristol.

### **Address Utility Infrastructure Needs**

- Support the provision of adequate water, sewer, and other utility services to serve the needs of the community.

## **IMPLEMENTATION-RELATED GOALS**

### **Implementation**

- **Implement the Plan of Conservation and Development.**

**Chapter 16 – Implementation may be the most important chapter in this Plan.**

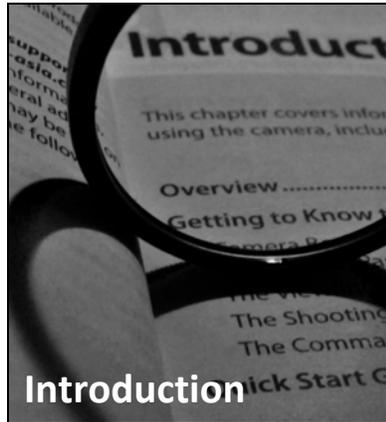
**Implementing the goals, policies, and action steps recommended in the POCD in a cohesive and coordinated fashion will help ensure that Bristol realizes its full potential and is adequately prepared for what the future will bring.**

**The mapping information presented in this POCD is from the City's "geographic information system" (GIS) and represents the best information available in digital format at the time the POCD was being prepared. All of the information provided in this POCD is a matter of public record.**

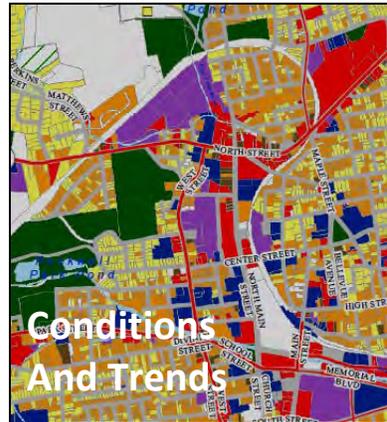
**While this information is considered appropriate for community planning purposes, it is not considered accurate enough for use at the parcel level.**

**The City of Bristol makes no warranty or guarantee concerning the completeness, accuracy or reliability of the information contained in any map or data layer in the POCD. Assessing accuracy and reliability of information is the sole responsibility of the user and data shall be used and relied upon only at the risk of user.**

# PLANNING CONTEXT



Introduction



Conditions  
And Trends



Community Issues And Concerns

*"If we could first know where we are, and whither we are tending, we could then better judge what to do, and how to do it."*

Abraham Lincoln  
American President



# INTRODUCTION



## 1.1. Overview

---

This document is the 2015 Plan of Conservation and Development (POCD) for Bristol, Connecticut. It has been adopted by the City Planning Commission in accordance with the provisions of Section 8-23 of the Connecticut General Statutes.

The Plan of Conservation and Development articulates recommendations for the future physical development of Bristol. Its key purpose and function are to guide how and where conservation and development activities should and should not take place in the future.

Over the course of many months, the City Planning Commission discussed a variety of conservation and development topics important to the future of Bristol. A number of exercises were conducted to gather public input and feedback. As a result of this process, the POCD reflects a general consensus about the future of Bristol and the policies and tasks that will help the City of Bristol and its residents and property owners attain that vision.

Following a public hearing, this POCD was adopted with an effective date of June 30, 2015. Following adoption of the POCD, attention turns to implementation. While the POCD is primarily an advisory document, it nevertheless provides a framework for consistent decision-making with regard to conservation and development activities in Bristol over the next decade or so.

---

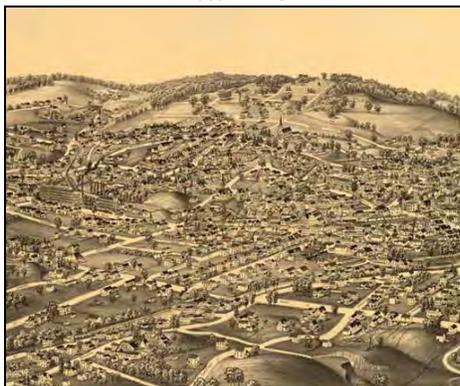
### “City” or “city”?

The words “City” and “city” appear throughout this POCD.

The word “City” is generally used to refer to the municipal corporation and official local government agencies.

On the other hand, the word “city” is generally used to refer to the overall geographic area that is Bristol, including its residents, businesses, and organizations.

**Bristol - Then**



**Bristol - Now**



## Prior Bristol Plans

---

Bristol has prepared, adopted and implemented comprehensive plans in the past.

The most recent plan, adopted in 2000, was prepared with the assistance of Buckhurst Fish Jacquemart of New York City.

The preceding City Plan, adopted in 1989, was prepared with the assistance of Harrall-Michalowski Associates of Hamden, CT.

In 1979, the City of Bristol adopted a Plan prepared with the assistance of Brown, Donald and Donald of Farmington, CT.

A Comprehensive Plan, adopted in 1964, was prepared with the assistance of Planning Services Group of Cambridge, Massachusetts.

In 1958, the City of Bristol worked with John T. Blackwell of Boston, Massachusetts to prepare and adopt a "Report on a General Plan for Bristol, Connecticut."

The first City Plan prepared for Bristol dates from 1920 when the "Local Survey and City Planning Proposals" was submitted by John Nolen of Cambridge, Massachusetts.

This POCD is intended to continue this approach of evaluating and promoting the appropriate conservation and development of the community.

## 1.2. Statutory Provisions

---

### EXCERPTS FROM CONNECTICUT GENERAL STATUTES, SECTION 8-23 – PLAN OF CONSERVATION AND DEVELOPMENT

#### The Planning Commission shall:

- prepare, adopt and amend a plan of conservation and development ...
- review the plan of conservation and development at least once every ten years ...
- adopt such amendments to the plan or parts of the plan ... as the commission deems necessary to update the plan.

#### The Plan shall:

- be a statement of policies, goals and standards for the physical and economic development of the municipality, ...
- show the commission's recommendation for the most desirable use of land within the municipality for residential, recreational, commercial, industrial and other purposes and for the most desirable density of population in the ... parts of the municipality.
- be designed to promote with the greatest efficiency and economy the coordinated development of the municipality and the general welfare and prosperity of its people.
- be made with reasonable consideration for restoration and protection of the ecosystem and habitat of Long Island Sound ...
- make provision for the development of housing opportunities, including opportunities for multifamily dwellings consistent with soil types, terrain and infrastructure capacity, for all residents of the municipality and the planning region ...
- promote housing choice and economic diversity in housing, including housing for both low and moderate income households, and encourage the development of housing which will meet the housing needs ...
- take into account the state plan of conservation and development ... and note any inconsistencies it may have with said state plan.
- consider the use of cluster development to the extent consistent with soil types, terrain, and infrastructure capacity.

#### The Plan may:

- show the commission's recommendation for a system of principal thoroughfares, parkways, bridges, streets and other public ways; for airports, parks, playgrounds and other public grounds; for general location, relocation and improvement of public buildings; for the general location and extent of public utilities and terminals, whether publicly or privately owned for water, sewerage, light, power, transit and other purposes; and for the extent and location of public housing projects.
- include recommended programs for the implementation of the plan ...
- (include) such other recommendations ... in the plan as will ... be beneficial to the municipality.

# CONDITIONS & TRENDS

# 2

## 2.1. Overview

This section of the Plan provides a general overview of conditions and trends affecting Bristol at the time the Plan was being prepared.

**History**



**People**



**Housing**



**Economy**



**Fiscal**



**Community Concerns**



## Eras In Transportation

Up until the mid-1800s, Bristol residents travelled primarily by foot and horse. People lived on the land they farmed or close to where they worked.

Travel to other locations could be treacherous since nobody was in charge of road maintenance. As a result, "turnpikes" were established at this time where tolls were charged to users of the road to fund maintenance. Present day Route 4 and Route 6 began as turnpikes.

With the invention of the steam engine, rail service began in the mid-1800s. Eventually, rail service connected Bristol to New Britain, Hartford, Waterbury, and Fishkill, New York.

In the late 1800s, trolley service was established within Bristol and to connect Bristol to Plainville and New Britain.

By the 1920s, cars and buses became more prevalent and the establishment of the State Highway Department accelerated the use of the automobile.

## 2.2. History of Bristol

The landform of Bristol was created over millions of years by massive geologic forces. Native Americans are believed to have lived in this area for the last 10,000 years or so although there is no written record of their culture.

Europeans "discovered" this part of New England in 1614 when Dutch explorer Adriaen Block sailed up what we now call the Connecticut River. Dutch and British trade with Native Americans eventually led to settlement of Wethersfield after 1634. Colonial settlement reached Farmington around 1640, although the area now known as Bristol grew slowly due to its remoteness and restrictions on land ownership.

As the population grew, settlers gradually moved westward from Farmington into what is now called Bristol. The first homestead was established about 1728. A separate parish, called New Cambridge, was formed around 1746 so that residents of this area did not have to travel to Farmington every week for religious services. The center of this parish was situated in the area now known as Federal Hill. In 1785, residents of this area received permission from the Connecticut General Assembly to establish a separate municipality. After Burlington was carved off as a separate municipality in 1806, Bristol's boundaries were set.

Settlers were primarily involved in subsistence agriculture, and the challenging land resulted in a dispersed development pattern. Several important businesses for a growing community (sawmills, gristmills, blacksmith, fulling mill, etc.) were established to meet local needs. Over time, other small manufacturing businesses were established.

Local innovators and entrepreneurs began to specialize in the manufacture of clocks. This focus was the result of the knowledge and skills created here, as well as the availability of raw materials and water power to support manufacturing. Over time, Bristol also became a focal point for other types of precision manufacturing and metal fabrication.

Map of Bristol (circa 1867)



Then, with the “industrial revolution” in the latter part of the 1800s and the advent of steam power and other advancements in manufacturing, Bristol began a transformation from an agricultural community to an industrial powerhouse.

The arrival of the railroad and the siting of the train stations in downtown Bristol and Forestville reinforced the development pattern of the community at that time. The railroad provided opportunities for local products to be shipped far and wide and provided an opportunity for workers and their families to come here from distant places. The sweeping pattern of the railroad through the center of Bristol owes as much to the power of local industry as it does to the prevailing topography.

With growth came the need for new housing for workers. New streets and utilities were needed to support the housing. New businesses were established to meet the needs of the residents. Local industrialists saw some of the needs of the community and made contributions of parks and other amenities. However, much of this growth was not organized around an overall concept, but instead simply placed where it was most expedient at the time.

Between 1900 and 1920, the population of Bristol doubled, and there was a growing realization that the community would benefit from an overall plan. A City Planning Commission was created, and the first comprehensive plan was written in 1920. That Plan organized a number of civic improvements and set the stage for enactment of zoning regulations a short time later.

Following World War II, the entire country experienced a new wave of growth where growth expanded out from traditional areas. People were free to live further from their place of employment since they could commute by automobile. The outlying areas of Bristol, like many other places, grew significantly.

### Implementation of 1920 Plan

---

As stated in the 2000 POCD:

*Bristol implemented the 1920 Plan’s recommendations for parks and playgrounds, improved land subdivision regulations, and gained the knowledge that privately inspired growth could be shaped.*

*The new subdivision regulations controlled the spate of new housing in the 1920’s and 1930’s to the north and on the open, flat land between Forestville and the city’s center.*

*Zoning, which was adopted in 1930, created separate residential, commercial, and industrial areas.*

*While the 1920 Plan’s central recommendations for downtown Bristol were not heeded, strong private sponsorship led to the creation of Memorial Boulevard, and a new high school and parkland were created in the 1920’s.*

*Other civic improvements at this time included brick schools, a hospital, the Bristol Boys and Girls Club, and a new state armory.*

Downtown



Route 6 (circa 1960)



Single-family homes sprouted in former farm fields. Route 6 was transformed from a basic highway to a busy retail strip as a result of the advent of the “shopping center” which people would drive to. Bristol’s population grew from about 30,000 people in 1940 to about 55,000 people in 1970. Growth then slowed but still continued to a peak of 60,640 residents in 1990.

Other changes occurring during this period affected Bristol as well:

- The establishment of the interstate highway system in the 1950s and 1960s essentially bypassed Bristol.
- The 1955 floods devastated parts of the community.
- The overall Connecticut economy began a transition from manufacturing (Bristol’s historic focus) towards a more service-based economy.
- The national trend towards “urban renewal” and the availability of federal monies resulted in the demolition of several blocks of downtown Bristol and their replacement by a suburban-style shopping mall.
- In the late 1970s, several local entrepreneurs established a fledgling sports broadcasting business (ESPN) which has since grown to become the world-wide leader in sports programming with its world headquarters in Bristol.
- The country went into a prolonged recession in 2007.
- Changing retail preferences resulted in the eventual abandonment of the “Bristol Centre Mall” in downtown Bristol and the subsequent acquisition of the property by the City of Bristol.
- The State of Connecticut extended Route 72 further west to intersect with Route 229 in Bristol and enhance access into the city.

**Bristol Centre Mall**



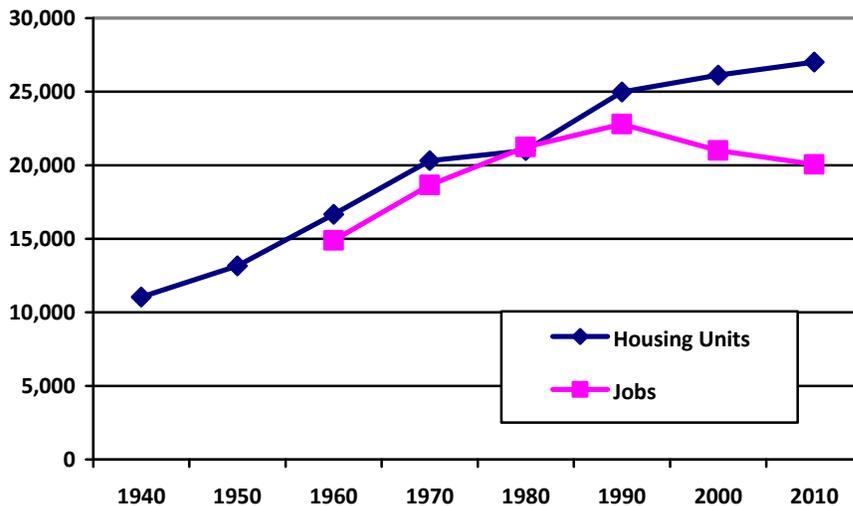
**ESPN World Headquarters**



## 2.3. Regional Roles and Implications

Bristol serves two regional roles:

- Bristol is a residential community. According to the 2010 Census, the community had over 60,000 residents and over 25,000 housing units. Most of the land area in Bristol is zoned, used or planned for residential use.
- Bristol is also a regional employment center. As shown in the following chart, Bristol had over 20,000 jobs in 2010. While this is a slight decline from the peak of almost 23,000 jobs in 1990, Bristol is still a significant location for jobs.



As can be seen from the following data, Bristol is an integral part of a larger region. On a daily basis, Bristol sends thousands of workers to jobs in other communities and accepts thousands of workers who live in other places.

Commuters (2010)

Workers In Bristol Commute From		Residents of Bristol Commute To	
Bristol	7,171	Bristol	7,171
Southington	998	Farmington	2,522
Plymouth	850	Hartford	2,434
New Britain	813	New Britain	1,519
Waterbury	704	Southington	1,498
Plainville	662	Plainville	1,294
Farmington	598	Waterbury	916
West Hartford	579	West Hartford	804
Burlington	470	East Hartford	628
Other Origins	7,216	Other Destinations	11,980

CERC 2014

### Regional Coordination

Bristol is currently a member of the 19-town Naugatuck Valley Council of Governments (NVCOG), which is based in Waterbury. Bristol was formerly a member of the Central Connecticut Regional Planning Agency (CCRPA) but, as a result of the State of Connecticut's consolidation and reorganization of its regional agencies in 2014, CCRPA was dissolved and Bristol opted to join the NVCOG.

Bristol is also a member of several other agencies and organizations that have a regional focus, including:

- the Bristol-Burlington Health District;
- the Central Connecticut Chambers of Commerce;
- Region #3 of the Division of Emergency Management and Homeland Security (DEMHS), CT Department of Emergency Services and Public Protection;
- the North Central Conservation District; and
- the 15-town Bristol Facility Policy Board (formerly the Bristol Resource Recovery Facility Operating Committee).

**Bristol's Population**

1790	2,462	
1800	2,722	
1810	1,428	
1820	1,362	
1830	1,707	
1840	2,109	
1850	2,884	
1860	3,436	
1870	3,788	
1880	5,347	
1890	7,382	
1900	9,643	
1910	13,502	
1920	20,620	
1930	28,451	
1940	30,167	
1950	35,961	
1960	45,499	
1970	55,487	
1980	57,370	
1990	60,640	
2000	60,062	
2010	60,477	
2020	<i>59,908</i>	<i>62,180</i>
2030	<i>58,487</i>	<i>63,320</i>
2040	<i>55,988</i>	<i>64,406</i>

US Census data for 1790 to 2010. Projections are in italics. Low projections are based on Planimetrics cohort survival model. High projections based on Connecticut State Data Center projections to 2025 extrapolated to 2040.

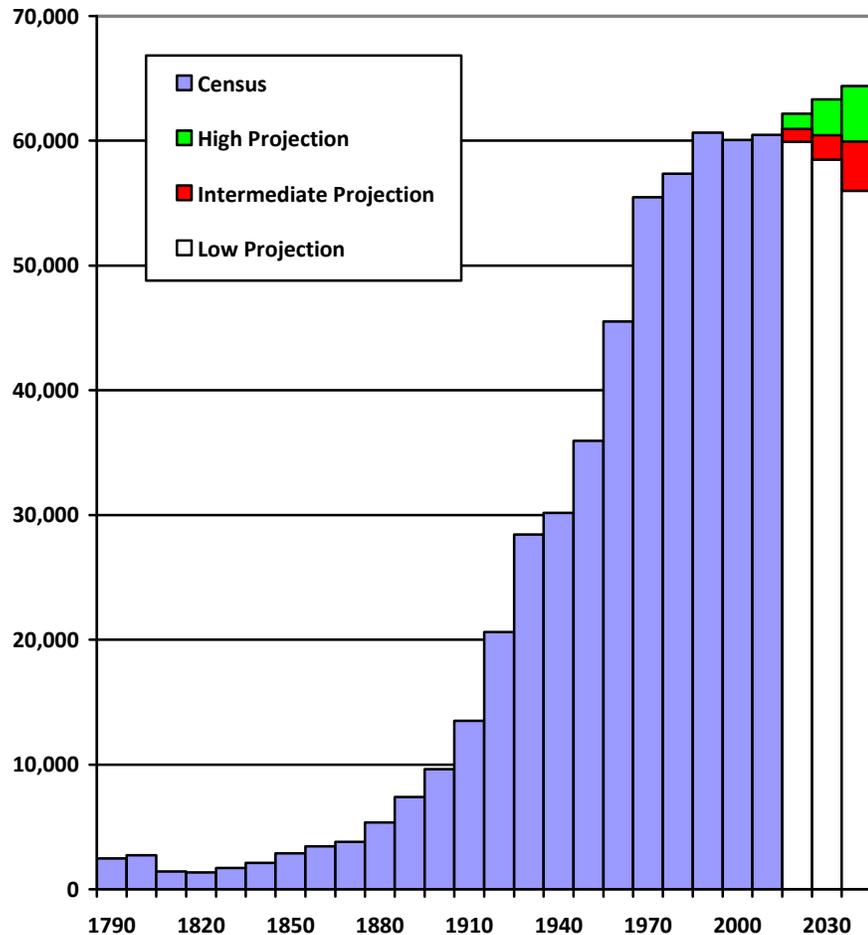
**2.4. People Of Bristol**

According to the Census, Bristol had a year 2010 population of 60,477 persons. This represents an increase of 415 persons from the 60,062 persons reported in the 2000 Census. The chart shows Bristol population growth since the 1790 Census with a range of population projections to the year 2040:

- Cohort-survival model by Planimetrics (lowest projection),
- Cohort-survival model by the Connecticut State Data Center at the University of Connecticut (intermediate projection), and
- Projections by the Connecticut Department of Transportation (highest projection).

Bristol's population may decrease over the next several decades if recent demographic trends continue (births, deaths, migration, etc.). This decrease in population is a natural result of an aging population since households tend to get smaller as the household members get older.

**Bristol's Population (1790 – 2040)**



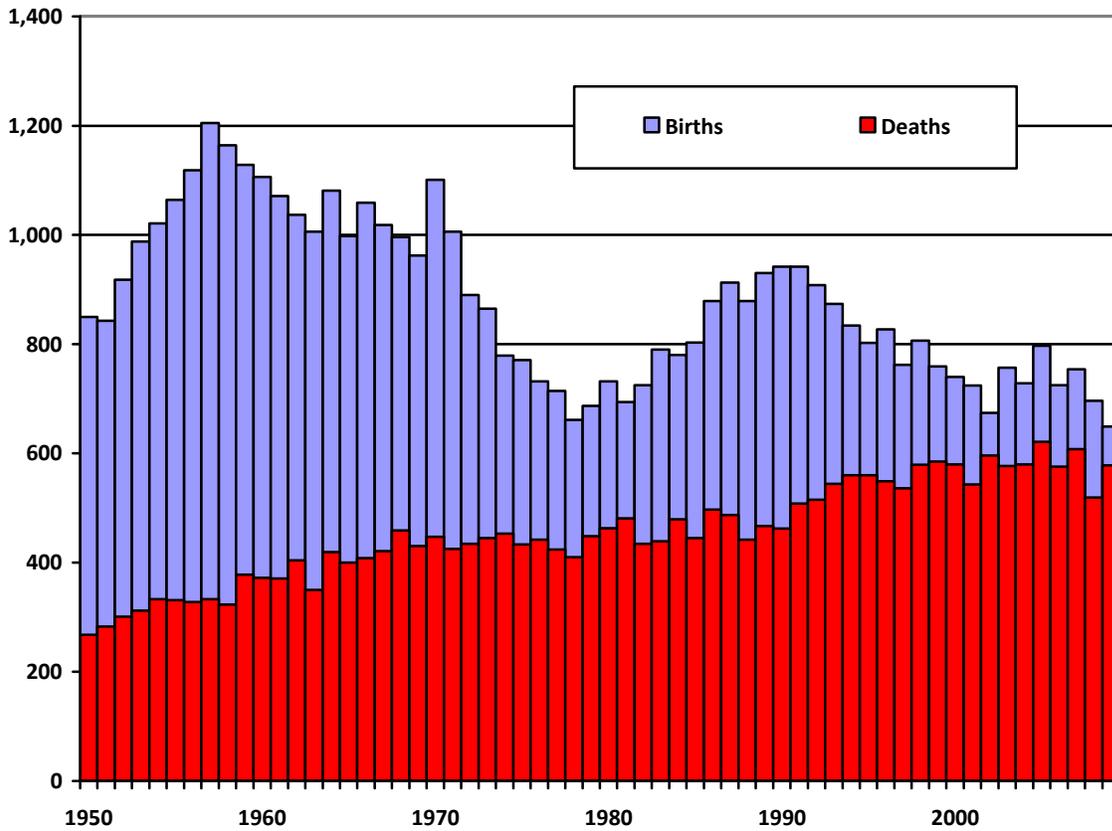
## Dynamics of Population Change

A community's population can increase or decrease through:

- Natural change (births compared to deaths), and/or
- Net migration (people moving in compared to people moving out).

Since 1950, Bristol has experienced positive natural change, as there have been more births to residents than deaths.

Bristol's Natural Change (1950 – 2010)



However, when natural change is removed from the total population change, it can be seen that, since 1970, there has been a pattern of net out-migration from Bristol.

Components of Population Change						
	1950s	1960s	1970s	1980s	1990s	2000s
<b>Total Change</b>	<b>+9,538</b>	<b>+9,988</b>	<b>+1,883</b>	<b>+3,270</b>	<b>-578</b>	<b>+415</b>
<b>Change Due To Natural Increase</b>	<b>7,109</b>	<b>6,299</b>	<b>3,845</b>	<b>3,491</b>	<b>3,058</b>	<b>1,466</b>
Births	10,299	10,333	8,206	8,125	8,456	7,244
Deaths	3,190	4,034	4,361	4,634	5,398	5,778
<b>Change Due To Net Migration</b>	<b>2,429</b>	<b>3,689</b>	<b>-1,962</b>	<b>-221</b>	<b>-3,636</b>	<b>-1,051</b>

US Census, Connecticut Health Department reports.

The dynamics of migration in Bristol can be evaluated by comparing the number of people in one age group in the Census to the number of people 10 years younger in the previous Census (10 years earlier).

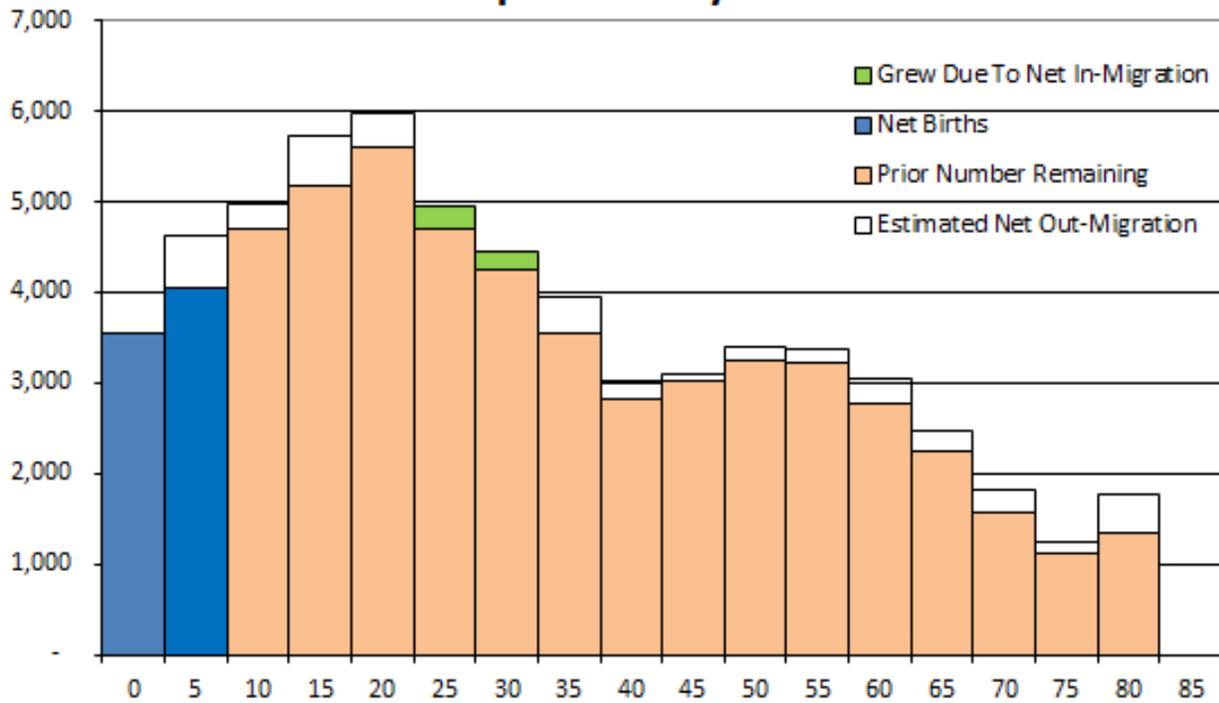
As can be seen from the following charts, since at least 1970, Bristol has exhibited a consistent pattern of attracting young adults (ages 25 to 35). This age group typically consists of young single people and young couples seeking their first home. The data also shows that net out-migration has occurred in the following age groups:

- Adults of ages 35 to 55 (and their children aged 0 to 20)
- Young adults of ages 20 to 25
- Older adults of ages 55 and older

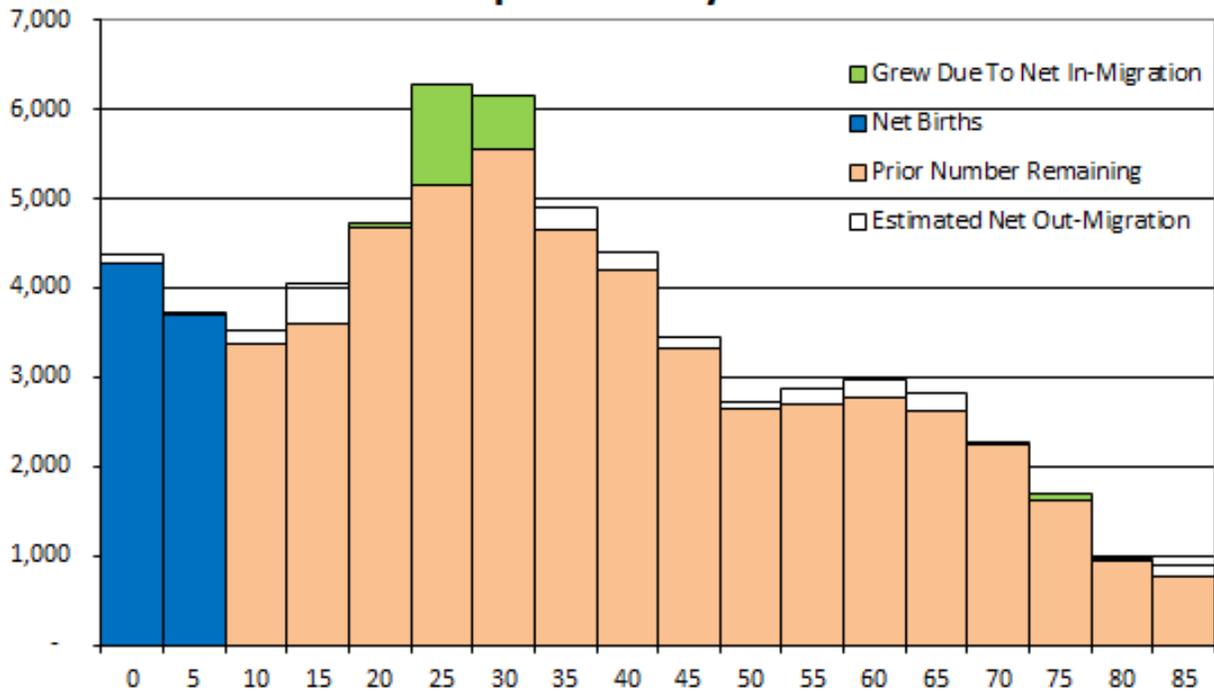
In the following charts:

- Blue Columns = the number of people who were born to Bristol residents during the decade.
- Tan Columns = the number of people in that age group who are estimated to have stayed in Bristol during the decade.
- Green Areas At The Top Of Columns = the number of people in that age group who are estimated to have moved into Bristol during the decade.
- White Areas At The Top Of Columns = the number of people in that age group who are estimated to have moved out of Bristol during the decade.

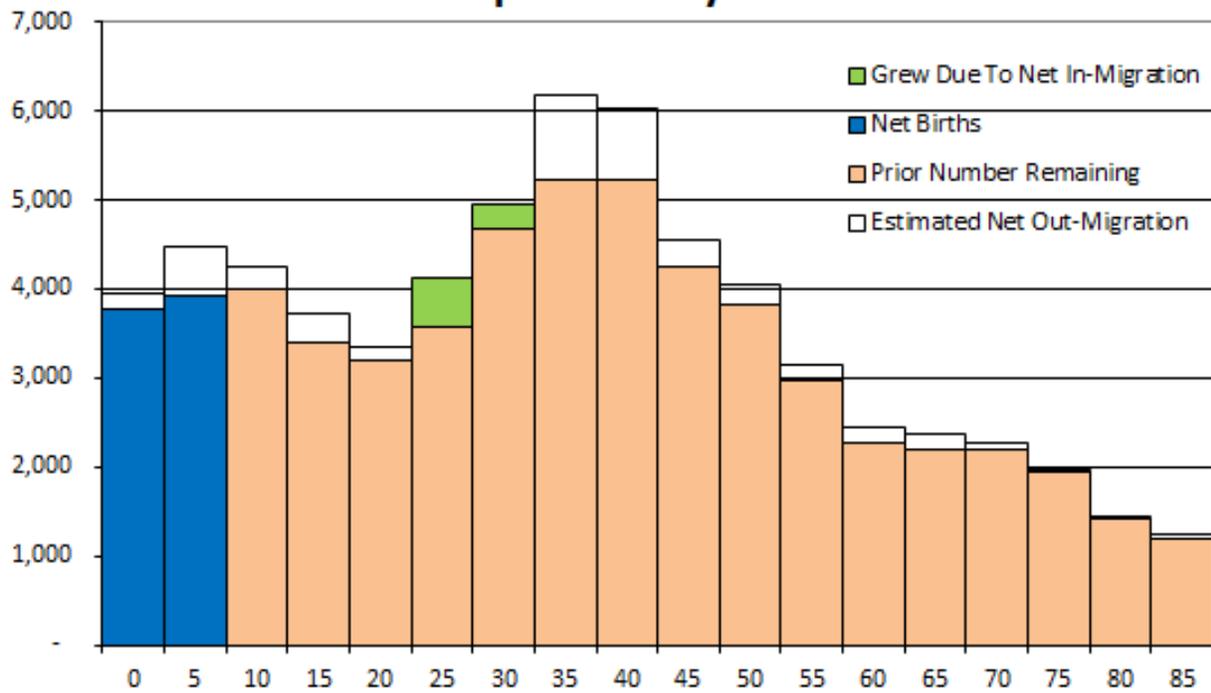
### 1970-80 - Bristol Population Dynamics



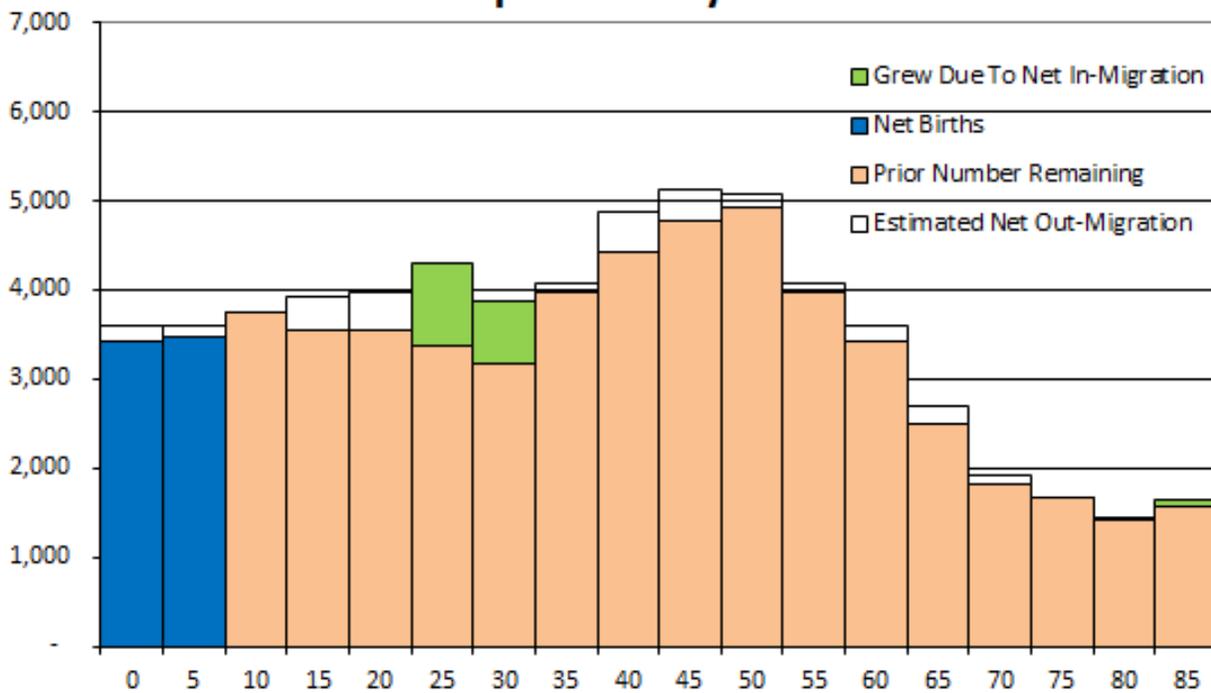
### 1980-90 - Bristol Population Dynamics



### 1990-00 - Bristol Population Dynamics



### 2000-10 - Bristol Population Dynamics



## Age Composition

The following chart shows Bristol’s historic and projected population composition for the period from 1970 to 2040.

The most significant ***past*** trends (between 1970 and 2010) are:

- the increase in persons of ages 35 to 59. This primarily reflects the aging of the “baby boomers” (people born between about 1945 and 1965). The population in these age groups increased almost 40 percent from 1970 through to 2010.
- the decrease in the number of children of ages 0 to 19.
- the increase to 1990 in the number of persons of ages 20 to 34 and the subsequent decrease. Interestingly, this also reflects the aging of the “baby boomers”.

The most significant ***future*** trend is the projected increase in persons of ages 60 and over. Again, this is a reflection of the aging of the “baby boomers”. The population in these age groups is expected to increase by about 30 percent in the next 30 years or so.

## Median Age

### Nearby Communities

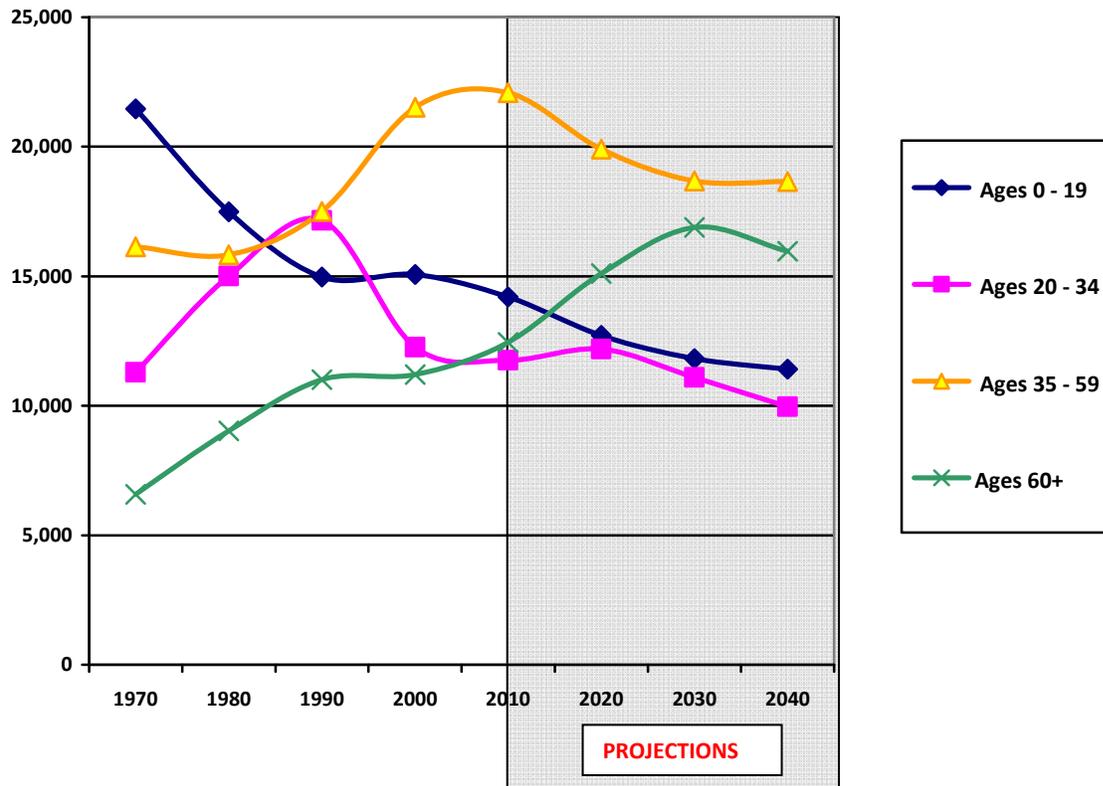
Farmington	44
Southington	44
Wolcott	43
Plainville	43
Burlington	42
State	40
<b>Bristol</b>	<b>40</b>
Plymouth	40

CERC 2014 (data for 2011)

### Similar Communities

<b>Bristol</b>	<b>40</b>
East Hartford	39
Meriden	39
West Haven	38
Hamden	37
Manchester	37
New Britain	33

CERC 2014 (data for 2011)



A community’s changing age composition can also result in a changing demand for municipal services and housing types. Of course, it must be remembered that these are projections and variations can occur, especially further into the future.

For planning purposes, a community’s age composition might be separated into age groups which reflect differing needs. If population projections bear out (birth, death, and migration patterns continue), the need for different community programs can be evaluated.

The major demographic element in Bristol’s future is expected to be the growth in the number of older residents. This is occurring nation-wide and is a reflection of the aging of the “baby boom” and longer life expectancies.

Description	Age Range	Needs	Projection To 2040
<b>Infant</b>	0 to 4	<ul style="list-style-type: none"> <li>• Child care</li> <li>• Recreation programs</li> </ul>	<b>Overall decrease to 2040</b>
<b>School-Age</b>	5 to 19	<ul style="list-style-type: none"> <li>• School facilities</li> <li>• Recreation programs</li> </ul>	<b>Overall decrease to 2040</b>
<b>Young Adults</b>	20 to 34	<ul style="list-style-type: none"> <li>• Rental housing</li> <li>• Starter homes</li> <li>• Social opportunities</li> </ul>	<b>Increase to 2020 then decrease to 2040</b>
<b>Middle Age</b>	35 to 54	<ul style="list-style-type: none"> <li>• Family programs</li> <li>• Trade-up homes</li> </ul>	<b>Overall decrease to 2040</b>
<b>Mature Adults</b>	55 to 64	<ul style="list-style-type: none"> <li>• Smaller homes</li> <li>• Second homes</li> </ul>	<b>Increase to 2020 then decrease to 2040</b>
<b>Retirement Age</b>	65 and over	<ul style="list-style-type: none"> <li>• Housing options</li> <li>• Elderly programs</li> </ul>	<b>Increase to 2030 then stable to 2040</b>

#### Bristol Population History & Projections by Age Groups

Ages	Actual					Projections		
	1970	1980	1990	2000	2010	2020	2030	2040
<b>0-4</b>	4,996	3,553	4,280	3,761	3,416	3,101	3,003	2,889
<b>5-19</b>	16,474	13,936	10,691	11,313	10,779	9,608	8,817	8,520
<b>20-34</b>	11,295	15,014	17,157	12,257	11,752	12,181	11,097	9,961
<b>35-54</b>	13,407	12,611	14,810	18,549	18,104	15,427	15,287	15,108
<b>55-64</b>	4,838	6,001	5,456	5,257	7,400	8,866	7,113	6,471
<b>65+</b>	4,477	6,255	8,246	8,925	9,026	10,726	13,168	13,040
<b>Total</b>	<b>55,487</b>	<b>57,370</b>	<b>60,640</b>	<b>60,062</b>	<b>60,477</b>	<b>59,908</b>	<b>58,487</b>	<b>55,988</b>

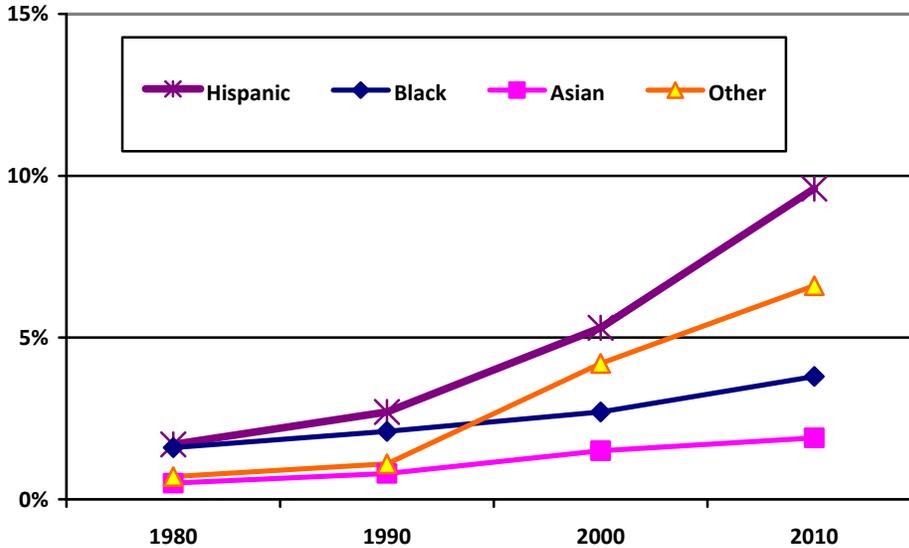
1970-10 Census, Projections by Planimetrics.

## Other Demographic Information

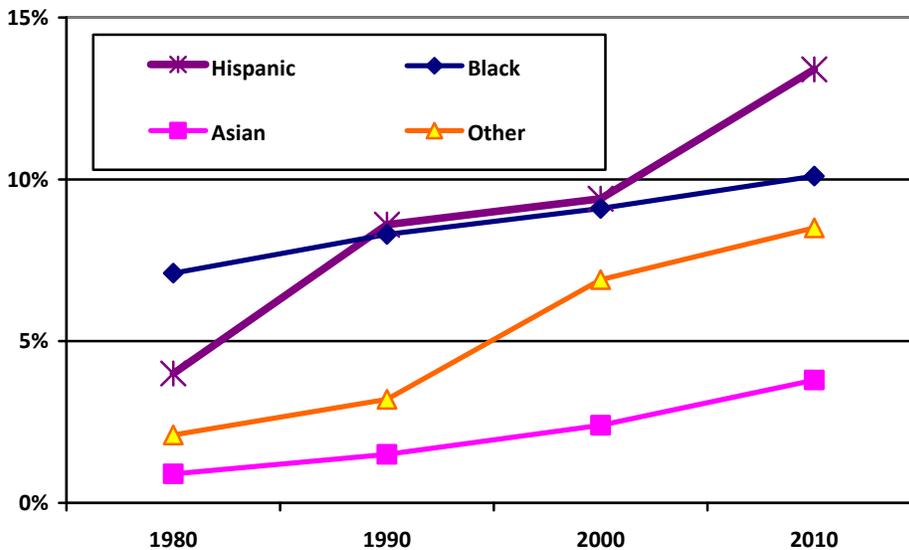
In terms of educational attainment, the percentage of Bristol's population with a Bachelor's degree or higher is lower than for the state as a whole.

Over the years, both Bristol and Connecticut have become more ethnically diverse. Note that, in the following charts, Hispanic Origin is a separate designation from Race but is presented in the same chart for comparison purposes.

**Bristol – Ethnicity 1980 to 2010**



**Connecticut – Ethnicity 1980 to 2010**



## Educational Attainment

### Nearby Communities

Farmington	56%
Burlington	47%
<b>State</b>	<b>36%</b>
Southington	33%
Wolcott	24%
<b>Bristol</b>	<b>22%</b>
Plymouth	21%
Plainville	19%

Percent with Bachelor Degree or higher  
CERC 2014

### Similar Communities

Hamden	44%
Manchester	36%
<b>Bristol</b>	<b>22%</b>
West Haven	21%
Meriden	20%
East Hartford	19%
New Britain	18%

Percent with Bachelor Degree or higher  
CERC 2014

## Housing Units

<b>1980</b>	21,004
<b>1990</b>	24,989
<b>2000</b>	26,125
<b>2010</b>	27,011

US Census.

## Percent Multi-Family

### Nearby Communities

<b>Bristol</b>	<b>39%</b>
<b>State</b>	<b>35%</b>
Plainville	25%
Farmington	24%
Southington	16%
Plymouth	14%
Wolcott	12%
Burlington	7%

2010 Census

### Similar Communities

New Britain	67%
West Haven	49%
Meriden	46%
Manchester	45%
East Hartford	42%
<b>Bristol</b>	<b>39%</b>
Hamden	39%

2010 Census

## Percent Affordable

### Nearby Communities

<b>Bristol</b>	<b>13%</b>
<b>State</b>	<b>11%</b>
Farmington	8%
Plainville	7%
Plymouth	7%
Wolcott	7%
Southington	6%
Burlington	2%

CT Department of Housing (2014)

### Similar Communities

New Britain	21%
East Hartford	17%
Meriden	16%
Manchester	15%
<b>Bristol</b>	<b>13%</b>
West Haven	13%
Hamden	8%

CT Department of Housing (2014)

## 2.5. Housing In Bristol

Bristol had about 27,000 housing units in 2010. While Bristol added an average of about 400 housing units per year between 1980 and 1990, growth has been much slower (about 100 units per year) in the last 20 years as:

- societal changes spurred demand in more rural areas,
- family dynamics and age composition changes resulted in fewer people in the age groups typically attracted to Bristol,
- the amount of developable land shrank, and
- land became more difficult to develop.

### Housing Type

In terms of the composition of its housing stock, Bristol is one of the most diverse communities in the region and the State. In 2010, the percentage of multi-family units (apartments and condominiums) was higher in Bristol (39 percent) than for the State (35 percent) and surrounding towns (7 percent to 25 percent). The percentage of renter-occupied units was higher in Bristol (33 percent) than for the State (32 percent).

In addition, about 13 percent of the housing units in Bristol are considered “affordable housing” (assisted housing, financed by CHFA mortgages, or sale price restricted by deed). As a result, Bristol is not subject to the State’s affordable housing appeals procedure whereby a developer can force an affordable housing development on a community.

Single-Family House



Multi-Family Building



## Housing Occupancy

It is interesting to note that almost two of every three housing units in Bristol are occupied by one or two people. While this can reflect “empty nesters” (adults whose children have moved out), it is also a product of the in-migration of young single and married persons of ages 25 to 35.

## Housing Values

According to data compiled by the Connecticut Economic Resource Center (CERC), median sale prices in Bristol are lower than the state median sales price and lower than some of the surrounding towns.

## Housing Occupancy

	Bristol	State
<b>1 person</b>	<b>30%</b>	27%
<b>2 people</b>	<b>34%</b>	32%
<b>3 people</b>	16%	17%
<b>4 people</b>	13%	14%
<b>5 people</b>	5%	6%
<b>6+ people</b>	2%	3%
<b>Median</b>	<b>2.35</b>	<b>2.52</b>

Total may not add due to rounding  
2010 Census

## Median Sales Price (2010)

### Nearby Communities

Burlington	\$355,000
Farmington	\$307,000
Wolcott	\$257,000
Southington	\$254,950
<b>State</b>	<b>\$246,000</b>
Plainville	\$195,000
<b>Bristol</b>	<b>\$192,500</b>
Plymouth	\$189,900

CERC 2014

### Similar Communities

Hamden	\$220,000
<b>Bristol</b>	<b>\$192,500</b>
West Haven	\$185,000
Meriden	\$162,500
New Britain	\$137,250
East Hartford	Not available
Manchester	Not available

CERC 2014

Single-Family House



Multi-Family Building



Single-Family House



Multi-Family Building



Jobs In Bristol	
1960	14,890
1970	18,647
1980	21,240
1990	22,810
2000	21,010
2010	20,061

CT Labor Dept.

## 2.6. Economic Conditions in Bristol

As previously indicated, Bristol is a regional economic and employment center.

### Number of Jobs

The number of jobs in Bristol increased from about 15,000 jobs in 1960 to about 23,000 jobs in 1990. While employment declined from 1990 to 2010, recent information from the Connecticut Department of Labor suggests that employment in Bristol increased to 21,079 jobs in recent years.

### Type of Jobs

As indicated in the following chart, there have been considerable changes in the types of jobs in Bristol over the past 50 years or so. The transition from manufacturing jobs in the 1960s to service jobs in the 2010s is a trend that continues to occur nationally due to greater manufacturing efficiencies (equipment, technology, etc.). Bristol still supports a strong manufacturing cluster that incorporates “just-in-time” manufacturing and high-tech machinery which requires fewer employees.

Types of Jobs In Bristol – 1960 - 2010

	Manufacturing	Construction	Trade	Services
1960	10,280	500	2,430	3,410
1970	11,320	950	3,330	5,240
1980	9,290	800	4,490	6,660
1990	5,520	1,040	5,460	10,790
2000	4,830	990	4,560	10,630
2010	2,790	480	3,120	13,670

CT Department of Labor

ESPN



Retail Plaza



## Median Incomes

According to data compiled by the Connecticut Economic Resource Center (CERC), median household incomes in Bristol in 2011 were lower than the state median and lower than surrounding towns.

Over the past three decades, the median household income in Bristol has been lower than the median household income for Connecticut.

Median Household Income Trends – 1980 - 2010

	Bristol	Connecticut	Percent
1980	\$19,357	\$20,077	96%
1990	\$38,261	\$41,721	92%
2000	\$47,422	\$53,935	88%
2010	\$57,294	\$67,067	85%

United States Census, American Community Survey

## Median Household Income

### Nearby Communities

Burlington	\$114,792
Farmington	\$86,675
Wolcott	\$80,529
Southington	\$77,112
Plymouth	\$74,317
<b>State</b>	<b>\$69,243</b>
Plainville	\$61,489
<b>Bristol</b>	<b>\$60,032</b>

CERC 2014 (date for 2011)

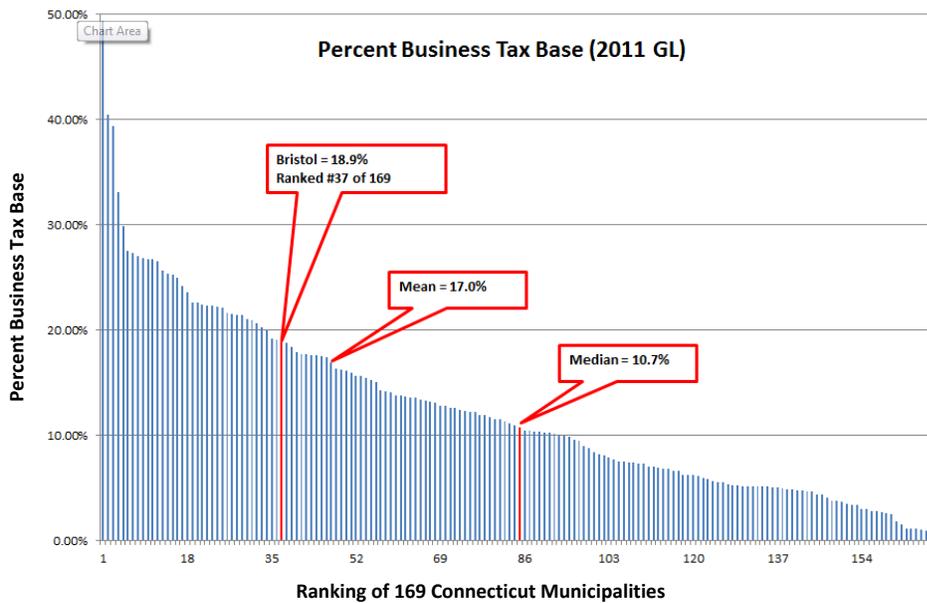
### Similar Communities

Hamden	\$68,462
Manchester	\$63,656
<b>Bristol</b>	<b>\$60,032</b>
Meriden	\$53,831
West Haven	\$51,911
East Hartford	\$48,438
New Britain	\$39,898

CERC 2014 (date for 2011)

## Tax Base

Bristol is very fortunate to have a very strong tax base where local services are supported by tax revenue from local businesses.



## 2.7. Land Use In Bristol

Bristol contains approximately 17,168 acres of land within the city limits.

A land use evaluation using the Assessor’s database found that about 89 percent of the community (15,335 acres) is occupied for residential, business, industrial or institutional use or was dedicated to a specific purpose such as public land or protected open space. Conversely, about 11 percent of the land in Bristol (1,883 acres) is vacant or uncommitted to a specific use at this time.

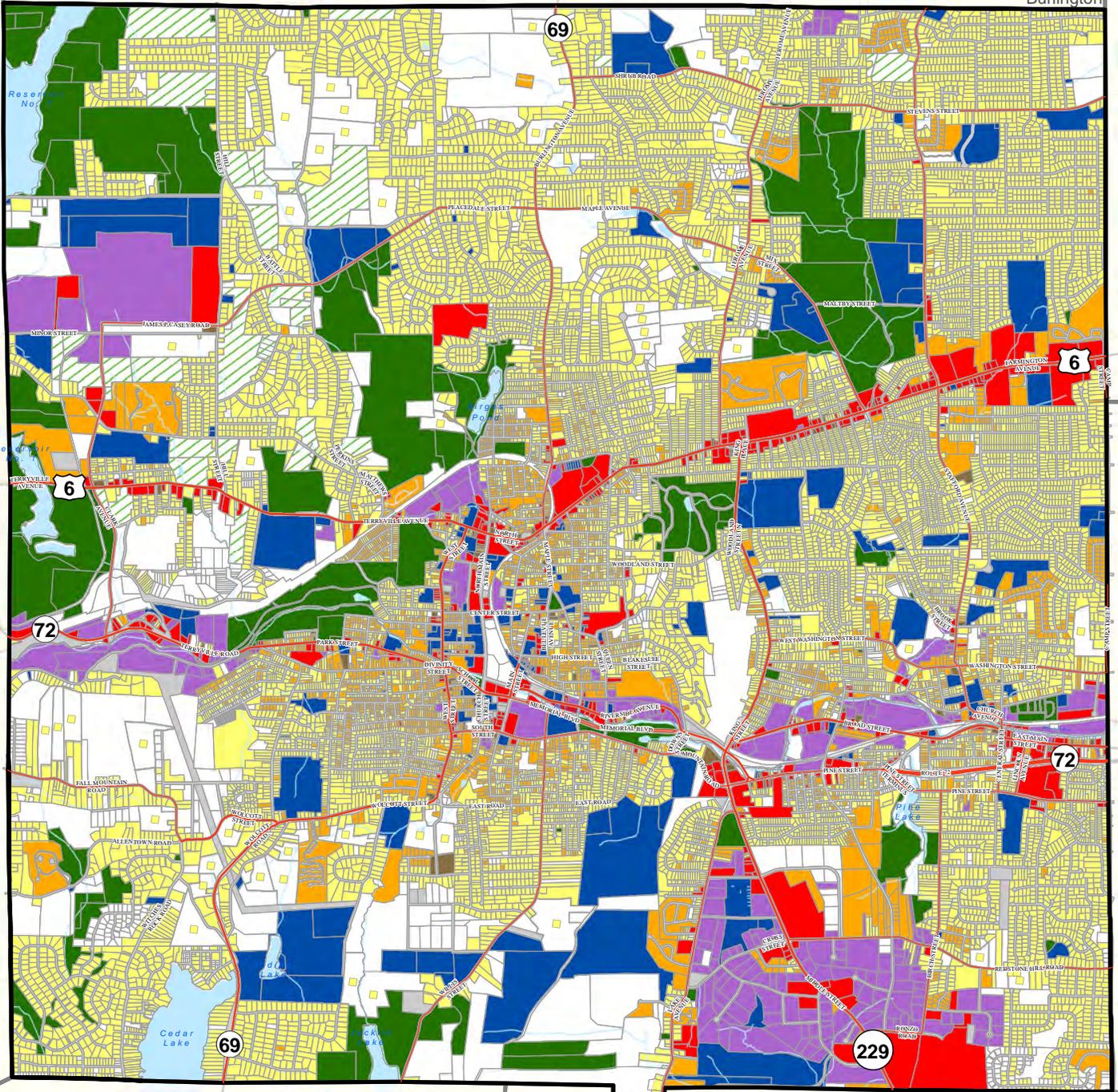
Land Use	Area	Acres	Percent
<b>Residential</b>		<b>7,867</b>	<b>46%</b>
Single-Family Residential	6,689		
2-4 Family Residential	511		
Multi-Family / Other	667		
<b>Business</b>		<b>811</b>	<b>5%</b>
Business	765		
Mixed Use	46		
<b>Industrial</b>		<b>949</b>	<b>6%</b>
Industrial	941		
Earth Excavation	8		
<b>Community Facilities / Institutions</b>		<b>1,331</b>	<b>8%</b>
Public Institutions	493		
Private Institutions	838		
<b>Open Space</b>		<b>1,695</b>	<b>10%</b>
Park / Active Recreation	250		
Passive Open Space / Water Supply	983		
Private Open Spaces	462		
<b>Other</b>		<b>2,684</b>	<b>16%</b>
Farm	399		
Miscellaneous Public Land	153		
Transportation / Roads / Utility / Parking	2,132		
<b>Vacant / Potentially Developable</b>	1,833	<b>1,833</b>	<b>11%</b>
<b>CITY OF BRISTOL</b>		<b>17,168</b>	<b>100%</b>

Totals may not add due to rounding.

# Land Use Map

Bristol, CT

Burlington



Wolcott

Southington

## Legend

- |   |  |
|---|--|
|  Single-Family Residential |  Institutional  |
|  Other Residential         |  Infrastructure |
|  Mixed Use                 |  Open Space     |
|  Business                  |  Farm           |
|  Industrial                |  Vacant         |



2,700 Feet

## 2.8. Zoning In Bristol

Based upon data in the City’s geographic information system, about 86 percent of the community is zoned for residential use, about 5 percent is zoned for business use, and the remaining 10 percent is zoned for industrial use. Note that some of these zoned areas include road rights-of way.

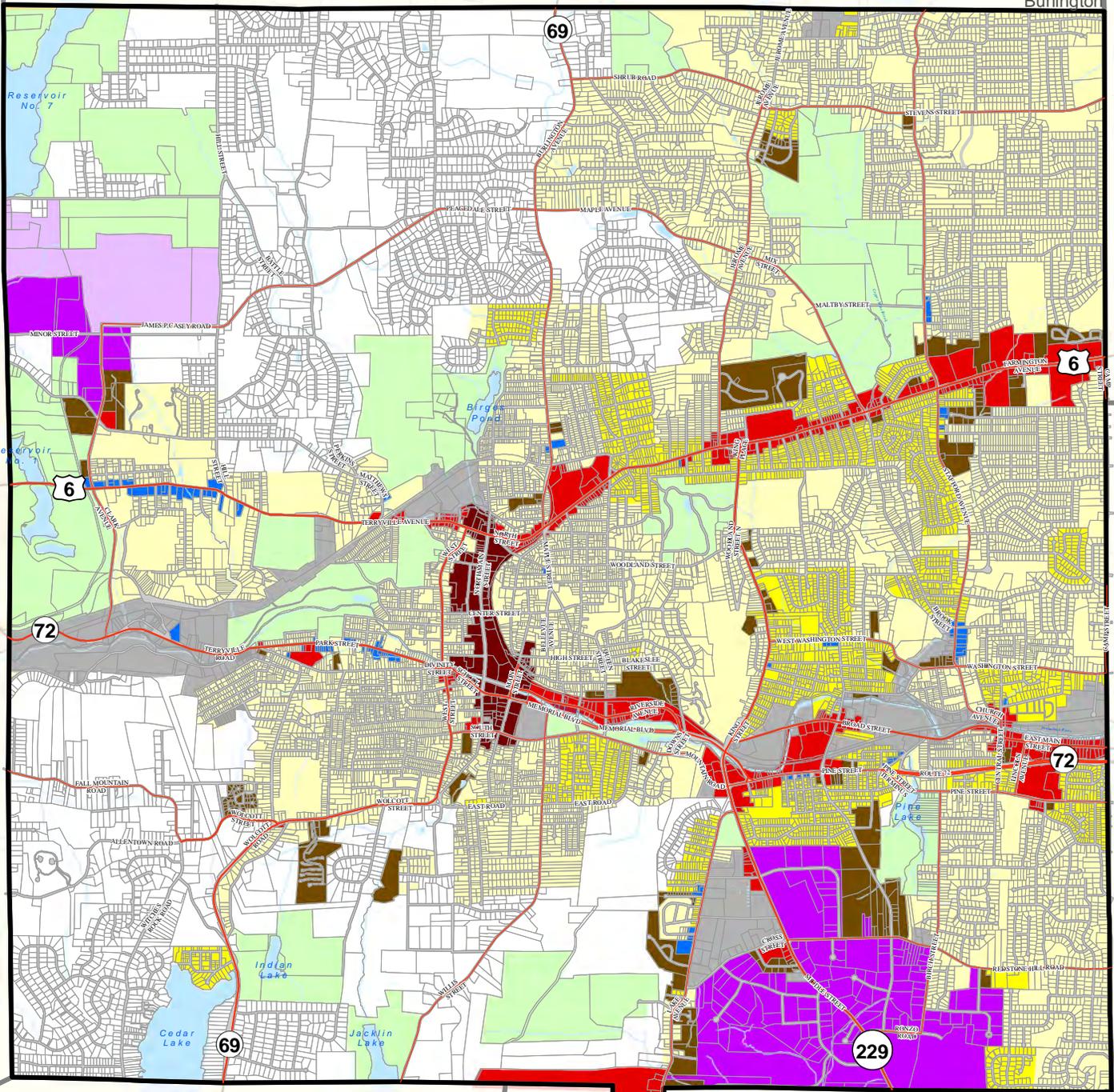
Zone	Area	Acres	Percent
<b>Residential - Single-Family</b>		<b>13,546</b>	<b>79%</b>
R-10 – Single Family	1,204		
R-15 – Single Family	5,237		
R-25 – Single Family	4,662		
R-40 – Single Family	2,051		
R-15/OSD– Single Family – Open Space	41		
R-25/OSD – Single Family – Open Space	182		
R-40/OSD – Single Family – Open Space	169		
<b>Residential - Other</b>		<b>1,131</b>	<b>7%</b>
R-15/BT – Downtown Transition	97		
R-10/RM – Mixed Residential	10		
R-15/RM – Mixed Residential	545		
A – Multi-Family	465		
SDD – Special Development	14		
<b>Business</b>		<b>844</b>	<b>5%</b>
BD-1 – Downtown Business	105		
BD-2 – Downtown Business	43		
BG – General Business	524		
BHC – Highway Commercial (Route 72)	106		
BN – Neighborhood Business	66		
<b>Industrial</b>		<b>1,647</b>	<b>10%</b>
I – General Industrial	634		
IP-1 – Industrial Park	584		
IP-3 – Industrial Park	195		
IP-25 – Industrial Park	234		
<b>CITY OF BRISTOL</b>		<b>17,168</b>	<b>100%</b>

Totals may not add due to rounding.

# Zoning Map

Bristol, CT

Burlington



Wolcott

Southampton

## Legend

### Residential

- R-40 - Residential, 40,000 SF
- R-25 - Residential, 25,000 SF
- R-15 - Residential, 15,000 SF
- R-10 - Residential, 10,000 SF
- A / SDD = Multi-Family

### Business

- BN - Neighborhood Business
- BG / BHC = Commercial
- BD-1 / BD-2 = Downtown

### Industrial

- I - General Industrial
- IP-1 / IP-3 = Industrial Park
- IP-25 = Industrial Park

Overlay Zones not shown on this map.  
Please see the Official City Zoning Map for the location of the Overlay Zones.



2,700

Feet

**Equalized Net Grand List**

Equalized net grand lists are the estimated full market value of all taxable property in a municipality and are developed by the Connecticut Office of Policy and Management from sales/assessment ratio information.

Actual sales are compared to assessed values. For example, a home that sells for \$140,000 and has a sales assessed value of \$70,000 has a sales/assessment ratio of 50%.

**2.9. Fiscal Considerations**

On a per capita basis, Bristol’s tax base is comparable to that of similar communities although it is lower than some nearby communities. However, Bristol does have a strong business component of the tax base, and the tax burden per capita is the second lowest of nearby communities.

**Nearby Communities**

	Per Capita Equalized Net Grand List (2012)	Business Portion of Tax Base	Per Capita Tax Levy (2012)
<b>Farmington</b>	\$198,053	21.1%	\$3,141
<b>Burlington</b>	\$133,563	1.8%	\$2,700
<b>Southington</b>	\$130,644	13.7%	\$2,315
<b>Wolcott</b>	\$120,192	5.8%	\$1,880
<b>Plainville</b>	\$109,225	19.5%	\$2,269
<b>Bristol</b>	<b>\$92,351</b>	<b>16.7%</b>	<b>\$1,942</b>
<b>Plymouth</b>	\$88,237	7.3%	\$2,114

CERC, 2014

**Similar Communities**

	Per Capita Equalized Net Grand List (2012)	Business Portion of Tax Base	Per Capita Tax Levy (2012)
<b>Manchester</b>	\$97,381	23.7%	\$2,084
<b>Hamden</b>	\$94,745	12.8%	\$2,305
<b>Bristol</b>	<b>\$92,351</b>	<b>16.7%</b>	<b>\$1,942</b>
<b>East Hartford</b>	\$77,517	21.4%	\$2,101
<b>Meriden</b>	\$76,437	19.7%	\$1,811
<b>West Haven</b>	\$72,479	12.5%	\$1,591
<b>New Britain</b>	\$51,394	14.6%	\$1,505

CERC, 2014

# COMMUNITY ISSUES AND CONCERNS

# 3

## 3.1. Overview

---

Issues and concerns important to the community were identified through a variety of methods. These methods included:

- discussions by the Planning Commission,
- public input at Planning Commission work sessions,
- a discussion with the members of the Zoning Commission,
- a survey sent to members of other boards and commissions,
- a survey sent to City department heads,
- interviews with a variety of residents and organizations,
- several public meetings devoted to hearing from Bristol residents, and
- a telephone survey of residents.

The purpose of these exercises was to learn about topics important to consider as part of the Plan.

Workshop Exercises



Community Survey



**Interviews**

In addition to the community meetings and other exercises described in this Chapter, the consultant that assisted with preparation of this POCD interviewed a variety of people representing different organizations and interest groups in Bristol.

**3.2. Scoping Meetings**

As the process of preparing this Plan of Conservation and Development began, a number of exercises were undertaken to learn about issues and concerns important to the community:

- A discussion of issues with the Planning Commission,
- Input from members of other boards and commissions,
- Input from City department heads,
- Interviews with a diverse complement of Bristol residents, and
- A public meeting devoted to hearing from Bristol residents.

**Things Bristol May Want To Protect (Conservation Strategies)**

Topic	Issues and Concerns
<b>Natural Resources</b>	<ul style="list-style-type: none"> <li>• Residents feel Bristol should continue to protect natural resources and water quality</li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>• Residents like the open spaces in Bristol and want more</li> </ul>
<b>Community Character</b>	<ul style="list-style-type: none"> <li>• Residents believe there is a need to improve the character of business areas</li> <li>• Residents feel that a lack of property maintenance (“blight”) is an issue in some parts of the city</li> <li>• Residents want to maintain and enhance the overall “quality of life” for people of different ages in Bristol</li> </ul>
<b>Sustainability / Resiliency</b>	<ul style="list-style-type: none"> <li>• Residents would like to be “greener”</li> <li>• Residents would like the City of Bristol to anticipate and address vulnerabilities to storms or major events</li> </ul>

**Pequabuck River**



**Rockwell Park**



## How Bristol May Guide Growth and Change (Development Strategies)

Topic	Issues and Concerns
<b>Downtown</b>	<ul style="list-style-type: none"> <li>Residents realize the future of downtown Bristol is a key issue for the community</li> <li>Residents want a stronger downtown in Bristol</li> <li>Residents want to find ways to attract people to visit, shop, work, live, play here</li> <li>Residents would like the POCD to identify the key roles for downtown Bristol and then seek to do the things that will bring people to downtown Bristol and ensure its long-term success</li> </ul>
<b>Business Development</b>	<ul style="list-style-type: none"> <li>Residents want a diverse economy in Bristol in order to ensure its long-term success</li> <li>Residents realize that business development patterns are stuck in the strip patterns of the past and would like to prepare for new patterns that may be desired in the future</li> </ul>
<b>Residential Development</b>	<ul style="list-style-type: none"> <li>Residents want the housing stock to be attuned to the current and future needs of residents</li> <li>Residents want Bristol to be a complete community with all the steps on the housing ladder for all ages and incomes</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>Residents would like “place-making principles” applied to make Bristol a “great place” for residents, businesses, and visitors</li> <li>Residents feel Bristol should use newer development approaches (such as “special development districts”) to manage development</li> </ul>

**Downtown**



**Business Development**



**What Bristol May Want Or Need (Infrastructure Strategies)**

Topic	Issues and Concerns
<p><b>Community Facilities</b></p>	<ul style="list-style-type: none"> <li>• A new or renovated City Hall is needed</li> <li>• City services should be accessible via the internet linked to the parcel address</li> <li>• The City needs a better process to decide what to do with excess municipal facilities</li> <li>• Is the distribution of parks reasonable / equitable?</li> </ul>
<p><b>Vehicular Transportation</b></p>	<ul style="list-style-type: none"> <li>• People outside Bristol often feel it is difficult to get here, especially into downtown Bristol</li> <li>• Route 6 is considered to be a problem area for some people</li> <li>• Bristol should implement access management strategies along Route 6 and other major roadways</li> </ul>
<p><b>Other Transportation</b></p>	<ul style="list-style-type: none"> <li>• Maintaining and enhancing the high walkability of downtown Bristol is important</li> <li>• Improving walkability in areas outside downtown Bristol is also important</li> <li>• Bristol should improve bicycling opportunities</li> <li>• Bristol needs better public transit within the community and to surrounding areas</li> <li>• Bristol needs to be prepared to meet the transportation needs of a growing senior population</li> </ul>

**City Hall**



**Route 6 Traffic**



### **3.3. Telephone Survey**

---

In order to learn about issues important to Bristol residents, a random sample telephone survey of residents was conducted in November 2014. A total of 408 surveys were completed by a professional survey firm using landlines and cellular phones. Due to the random sampling and number of responses, the survey results are expected to be representative of the community with a margin of error of about 3.5 percent.

#### **Overview of Participants**

Careful attention was paid as part of the telephone survey to getting an accurate response from different age groups and neighborhoods in Bristol. About 22 percent of participants were aged 20 to 34, about 58 percent were age 35 to 64, and about 20 percent of respondents were age 65 or older.

About 71 percent of participants owned their home, and about 27 percent rented their home. About 32 percent of the respondents had children living in the home, and about 65 percent had no children living in the home.

About 23 percent of respondents had lived in Bristol for 10 years or less, about 20 percent had lived in Bristol for 10-20 years, and about 57 percent of respondents had lived in Bristol 20 years or more. In terms of reasons for moving to Bristol, most people were born here (32 percent) or moved here due to the location or proximity to work/family, etc. (49 percent). About 70 percent saw themselves still living in Bristol 10 years from now.

#### **Key Issues**

In terms of the most important issue facing the community, responses included:

- Downtown / Depot Square / Former mall site redevelopment (22 percent)
- Taxes / money wasting / government spending (22 percent)
- Economy / business environment (13 percent)
- Public safety / crime issues (11 percent)
- Education system (5 percent)
- Roads / traffic (5 percent)
- None / don't know (14 percent)
- Other (10 percent)



This icon is used throughout the Plan to direct attention to the results of the telephone survey.

## Quality Of Life

Participants in the telephone survey were generally happy with their overall quality of life and optimistic for the future.

### How would you rate the overall quality of life in Bristol? Is the overall quality of life ...

Very good	8%
Good	76%
Poor	13%
Very poor	2%
Not sure	2%

### Would you say that the overall quality of life in Bristol is ...

Improving	14%
No change, but remains good	46%
No change, but remains poor	8%
Declining	28%
Not sure	4%

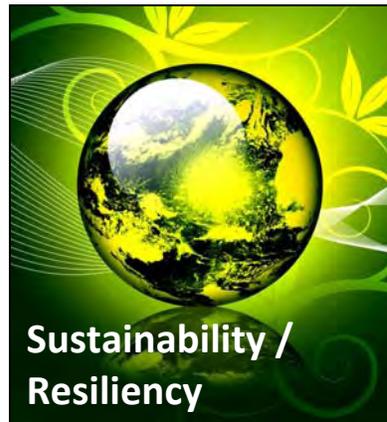
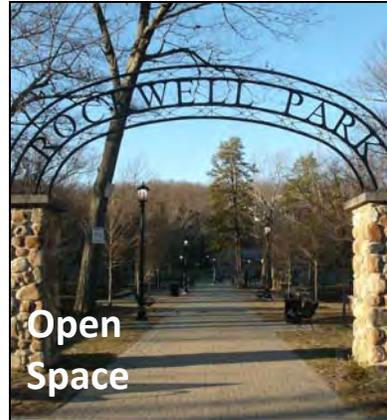
When asked what was the one thing the City of Bristol could be doing to improve the quality of life, responses included:

- None / don't know (27 percent)
- Lower taxes / cost of living (15 percent)
- Revitalize downtown Bristol (14 percent)
- Reduce crime (11 percent)
- More / better municipal services (10 percent)
- Economic / business environment (7 percent)
- Improve roads / transit (5 percent)
- Improve education system (3 percent)
- Other (8 percent)

Survey responses directly related to Plan topics are generally located in the relevant chapter.

A complete report regarding the telephone survey results is on file at City Hall.

# CONSERVATION STRATEGIES



*"Conservation is a state of harmony between [people] and land."*

Aldo Leopold  
Environmentalist



# PROTECT NATURAL RESOURCES

# 4

## 4.1. Overview

---

Natural resources are a barometer of overall environmental health and contribute to the character and appearance of Bristol. Protecting natural resources (such as water quality and sensitive areas) is important to residents and is a key part of the POCD. From the telephone survey, it was learned that about 74 percent of Bristol residents feel the City is doing a good job protecting natural resources.

In terms of landform, Bristol contains several prominent features:

- Hurley Hill, which separates downtown Bristol from Forestville,
- Chippen Hill, located in the northwest corner of the city,
- South Mountain, located in south-central Bristol, and
- a unique geological formation known locally as "The Hoppers" (near Birge Pond) where huge kettle holes were formed during the Ice Age 12,000 years ago.

The Pequabuck River is the main watercourse in Bristol. The power once harnessed from the river supported many of the industries established in Bristol and supported the overall growth of the community. Coppermine Brook, another important watercourse in Bristol, was the subject of a recent study evaluating issues within its watershed area.

In recent years, there has been a change in thinking about how to address stormwater runoff. For a long time, the general approach was to collect water runoff in pipes and discharge it to brooks and streams. However, it is now recognized that this approach diminishes groundwater recharge, exacerbates downstream flooding, and transmits pollutants directly to watercourses. The new approach (called "low impact development") which is gaining favor seeks to infiltrate runoff into the ground as close as possible to where the raindrop fell and to use vegetation to remove pollutants from the runoff. In the coming years, it is envisioned that Bristol will strive to implement LID practices in new developments and where opportunities present themselves.



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol is doing a good job protecting its natural resources such as rivers, streams and wetlands.***

Strongly agree	16%
Agree	58%
Disagree	8%
Strongly disagree	3%
Not sure	16%

## 4.2. Overall Goal

---

**Protect and maintain the quality of Bristol’s natural resources and features such as watercourses, groundwater, air and environmentally sensitive lands.**

## 4.3. Policies

---

### 4.3.1. Water Resource Protection

1. Discourage development which negatively affects wetlands and watercourses.
2. Protect the quality of surface water and groundwater by controlling the use and development of land and by regulating activities that pose a risk to water quality.
3. Continue to carefully manage activities in flood-prone areas.
4. Seek to implement “low impact development” practices, as appropriate, to enhance storm water management.

### 4.3.2. Land Resource Protection

1. Discourage development on steep slopes and ridgelines.
2. Recognize Bristol’s sand and gravel deposits as a valuable and necessary resource, but carefully regulate their extraction.

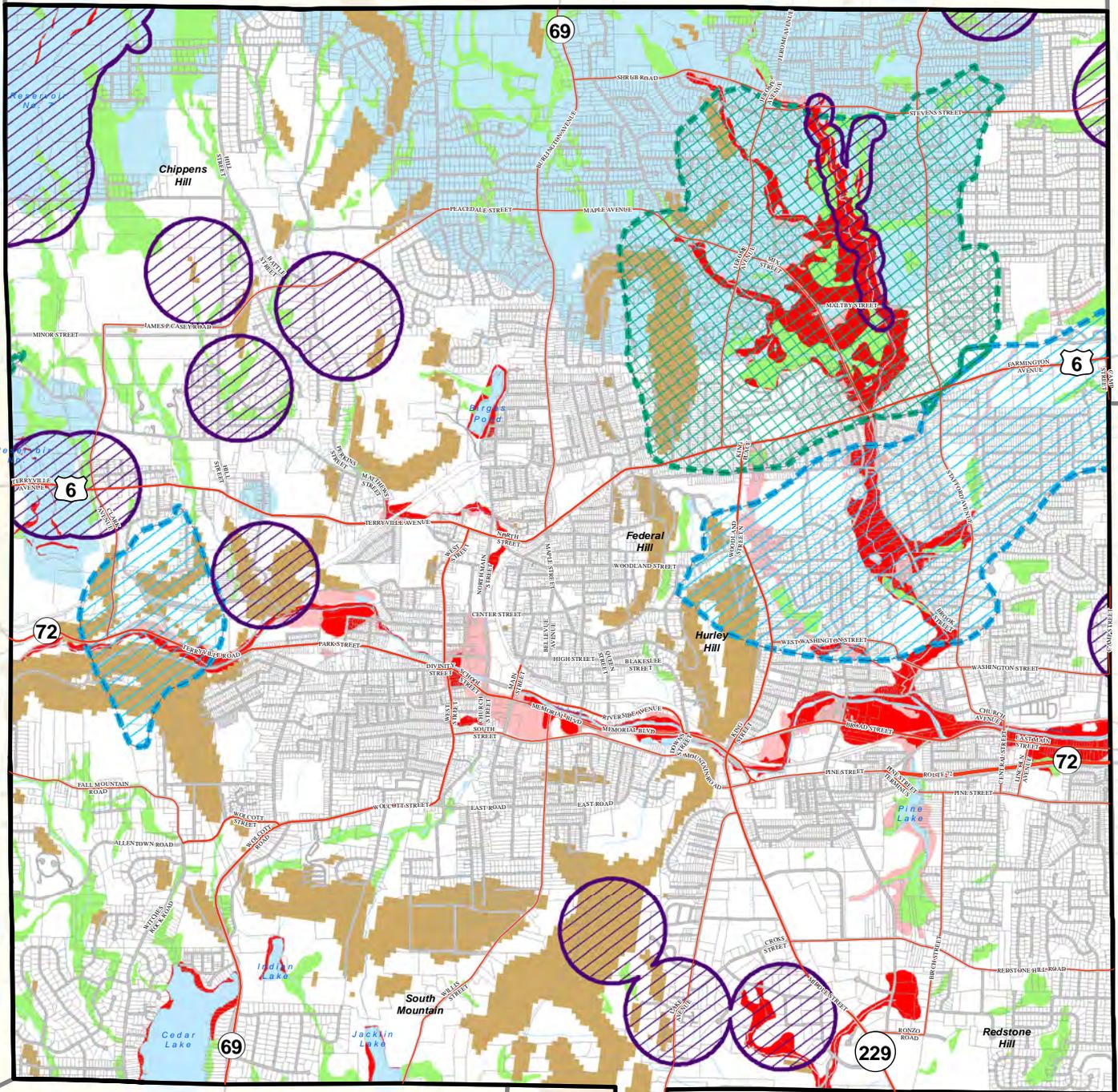
### 4.3.3. Other Natural Resource Protection

1. Protect Bristol’s natural resources through land development controls, acquisition, and other preservation techniques.
2. Carefully control development which could result in damage to the land and environment.
3. Encourage energy-efficient patterns of development and land use, the use of solar and other renewable forms of energy, and energy conservation.
4. Cooperate with adjacent communities and other organizations in protecting natural resources.

# Natural Features

Bristol, CT

Burlington



Wolcott

Southington

## Legend

-  Water
-  Inland Wetland Soils
-  100-year Floodplain
-  500-year Floodplain
-  Public Water Supply Watershed Area
-  Existing Aquifer Protection Area
-  Potential Future Aquifer Protection Area
-  Natural Diversity Database Site
-  Slopes > 15%



2,700 Feet

**Natural Diversity Database**

The map on the preceding page shows “natural diversity database” areas.

The Natural Diversity Database, which is maintained by the Connecticut Department of Energy and Environmental Protection, contains information on the *approximate* locations of endangered, threatened and special concern species and significant natural communities in Connecticut.

This information is intended to be a pre-screening tool to identify potential impacts to state-listed species and to identify areas of potential conservation concern.

Since the maps are updated periodically (every 6 months or so) and new information is continually being added to the database, it is important to check the State website regularly.

**4.4. Action Steps**

---

**4.4.1. Water Resource Protection**

1. Implement “low impact development” (LID) approaches in Bristol as part of both public and private activities.
2. Remove impediments to LID and consider adopting regulations to encourage or require LID.

**4.4.2. Land Resource Protection**

1. Encourage the adoption of ridgeline protection regulations to minimize the visual and environmental impacts of new development on and along ridgelines.

**4.4.3. Other Natural Resource Protection**

1. Improve public awareness of Bristol’s natural resources as community assets.

**Water Resources**



**Water Quality**



# PRESERVE OPEN SPACE

# 5

## 5.1. Overview

---

The preservation of open space is important to Bristol residents. Open space enhances the overall character of the city and the quality of life of its residents. From the telephone survey, it was learned that about 60 percent of Bristol residents feel the City should try to acquire more land for open space and parks.

For the purposes of the Plan, “open space” refers to land which is primarily intended for passive uses or to remain undeveloped. For a discussion of strategies related to active recreation (such as sports fields), please refer to the chapter on Community Facilities.

Local land conservation efforts have been significant over the years. Some of the organizations involved include:

- the Environmental Learning Centers of Connecticut,
- the Jacklin Rod and Gun Club, and
- the Bristol Fish and Game Club.

There are several walking and hiking trails located in the city, managed and maintained by the mostly volunteer Southern Tunxis Maintenance Crew.

**Rockwell Park**



**Page Park**





In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol should try to acquire more land for open space and parks.***

Strongly agree	14%
Agree	46%
Disagree	30%
Strongly disagree	5%
Not sure	5%

## 5.2. Overall Goal

**Provide adequate open space for all Bristol residents.**

## 5.3. Policies

1. Maintain the open space land in Bristol – both in terms of the quantity and quality of open space land.
2. Promote public access to open space.
3. Acquire land for open space, as it becomes available, in locations recommended in the Plan.
  - a. Seek to establish an inter-connected system of open spaces as opportunities arise.
  - b. Encourage the preservation of South Mountain as an environmentally sensitive area.
  - c. Increase public access to and along the Pequabuck River corridor for economic development, community development, and quality-of-life purposes.
4. Encourage the passive use of open space (such as for walking trails) within Bristol.
5. Give attention to the quality, size and location of open space parcels proposed through the subdivision process to assure that they become assets and not liabilities.
6. Where appropriate, utilize the "fee-in-lieu-of-open space" provisions of the Subdivision Regulations.
7. Work with surrounding communities to interconnect open spaces and trails into a regional system.

**Page Park**



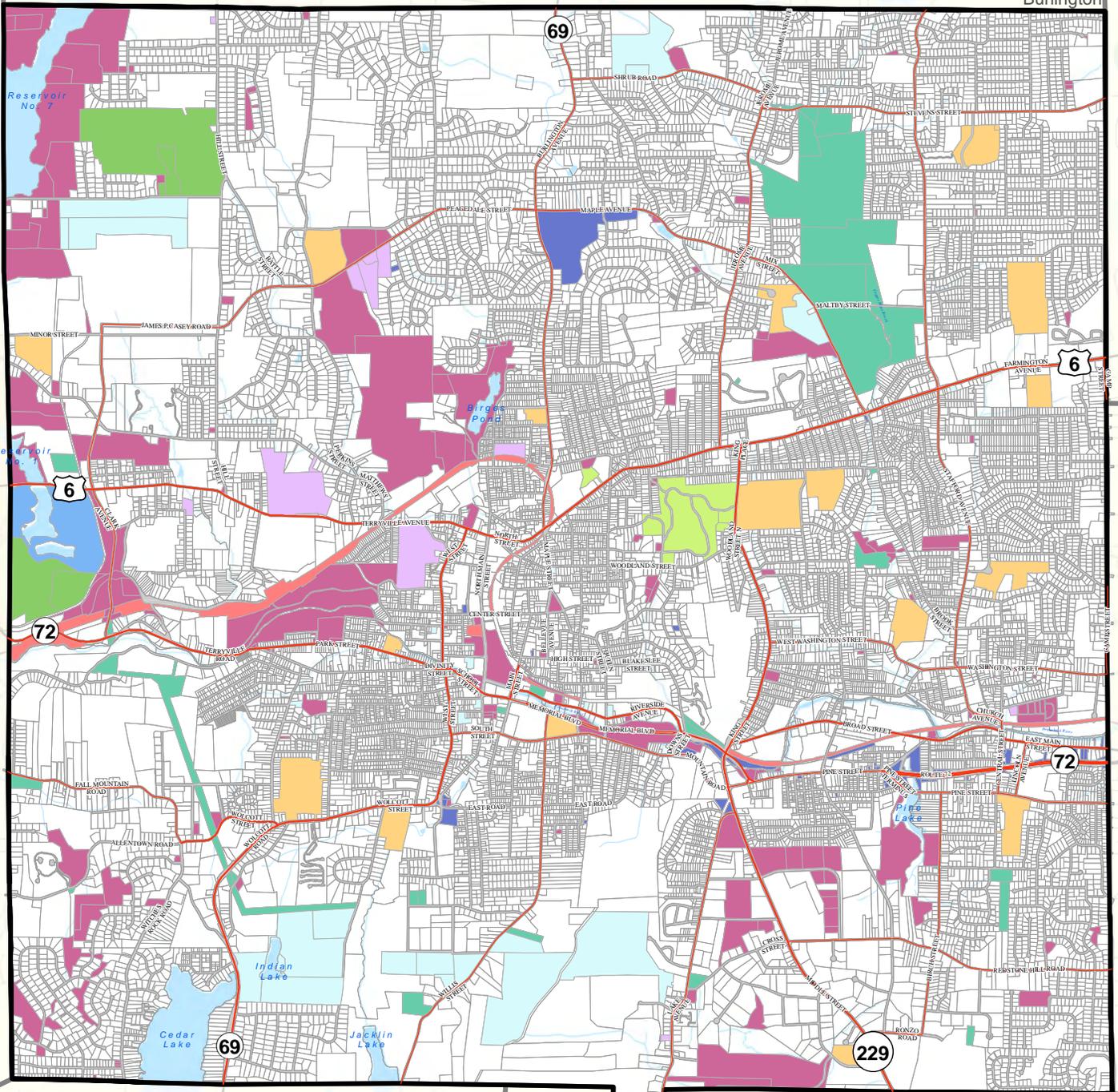
**Walking Trails**



# Open Space

Bristol, CT

Burlington



Wolcott

Southington

## Legend

- |   |   |
|---|---|
|  Federal Land / Facilities     |  Golf Facility               |
|  State Land                    |  Municipal Land / Facilities |
|  Cemetery                      |  Recreation                  |
|  Non-Profit                    |  Public Utility              |
|  Educational Land / Facilities |  Water Supply                |



2,700 Feet

## Open Space Categorization

The open space categorization on this page is a suggestion for how open space might be classified in Bristol.

The distinction between public versus private might be an effective way to reflect the accessibility of the open space to Bristol residents.

Other classification schemes might be appropriate depending on the overall purpose.

Some communities have used categories such as “Dedicated Open Space” and “Managed Open Space” to reflect the degree of protection or likelihood of continued preservation.

Bristol should determine a categorization scheme which works for the community.

## 5.4. Action Steps

---

1. Establish and maintain a comprehensive inventory of open space areas, and map these resources for the benefit of all Bristol residents.

Possible Open Space Categories
<b>Public Open Space</b> <ul style="list-style-type: none"><li>• City-owned parks, open spaces and recreation areas</li><li>• State-owned open space areas</li></ul>
<b>Semi-Public Open Space</b> <ul style="list-style-type: none"><li>• City school sites and facilities</li><li>• Bristol Water Department</li><li>• New Britain Water Department</li><li>• Bristol Regional Environmental Center</li><li>• Scout Camp</li></ul>
<b>Private Open Space</b> <ul style="list-style-type: none"><li>• Subdivision open space</li><li>• Private golf courses</li><li>• Fish and game clubs</li><li>• Private school sites and facilities</li></ul>

2. Establish a dedicated fund for the acquisition of land for open space, so that opportunities for acquisition can be acted upon expeditiously and/or used to match State or federal funding programs.
3. Strengthen the open space set-aside requirements in the subdivision regulations to ensure that open space in a location acceptable to the Planning Commission is preserved as part of every subdivision or that a fee-in-lieu-of-open-space is provided to the City of Bristol’s open space fund.
4. Modify the Subdivision Regulations (Section 5.09) to create a hierarchy of organizations to be considered for acceptance of open space where:
  - Public ownership and access is encouraged, and
  - Private ownership (such as homeowner associations and/or conservation easements) is discouraged.

# ENHANCE COMMUNITY CHARACTER

# 6

## 6.1. Overview

The character of Bristol is important to residents. It enhances their sense of civic pride and contributes to their overall quality of life. Enhancing community character is an important element of the Plan.

Farms



Undeveloped Land



Historic Resources



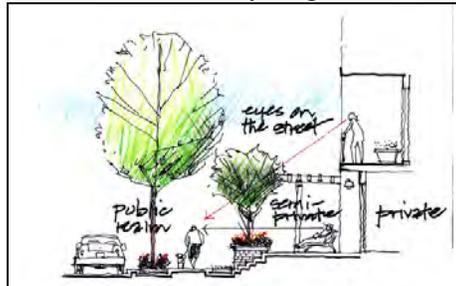
Community Resources



Scenic Resources



Community Design



### **6.1.1. Farms And Farming**

Bristol has been an agricultural community for nearly 300 years. Farms and farming enabled the original settlement of this area and supported the evolution of Bristol into the community it is today. Even though parts of Bristol are more urban in character, the fact that there are a number of functioning farms in the community is important to Bristol's character and the quality of life of its residents.

Bristol should continue to support farms and farming.

### **6.1.2. Undeveloped Land**

The preservation of undeveloped land contributes to community character in Bristol. As allowed by state statute, Bristol provides a reduced assessment to certain types of property in order to:

*... prevent the forced conversion of ... land to more intensive uses as the result of economic pressures caused by the assessment thereof ...*

Section 12-107a of the Connecticut General Statutes (CGS),

This assessment approach (known as Public Act 490) applies to land such as:

- **Farm** - any tract or tracts of land ... constituting a farm unit, and
- **Forest** - any tract or tracts of land aggregating twenty-five acres or more in area bearing tree growth that conforms to the forest stocking, distribution and condition standards established by the State Forester

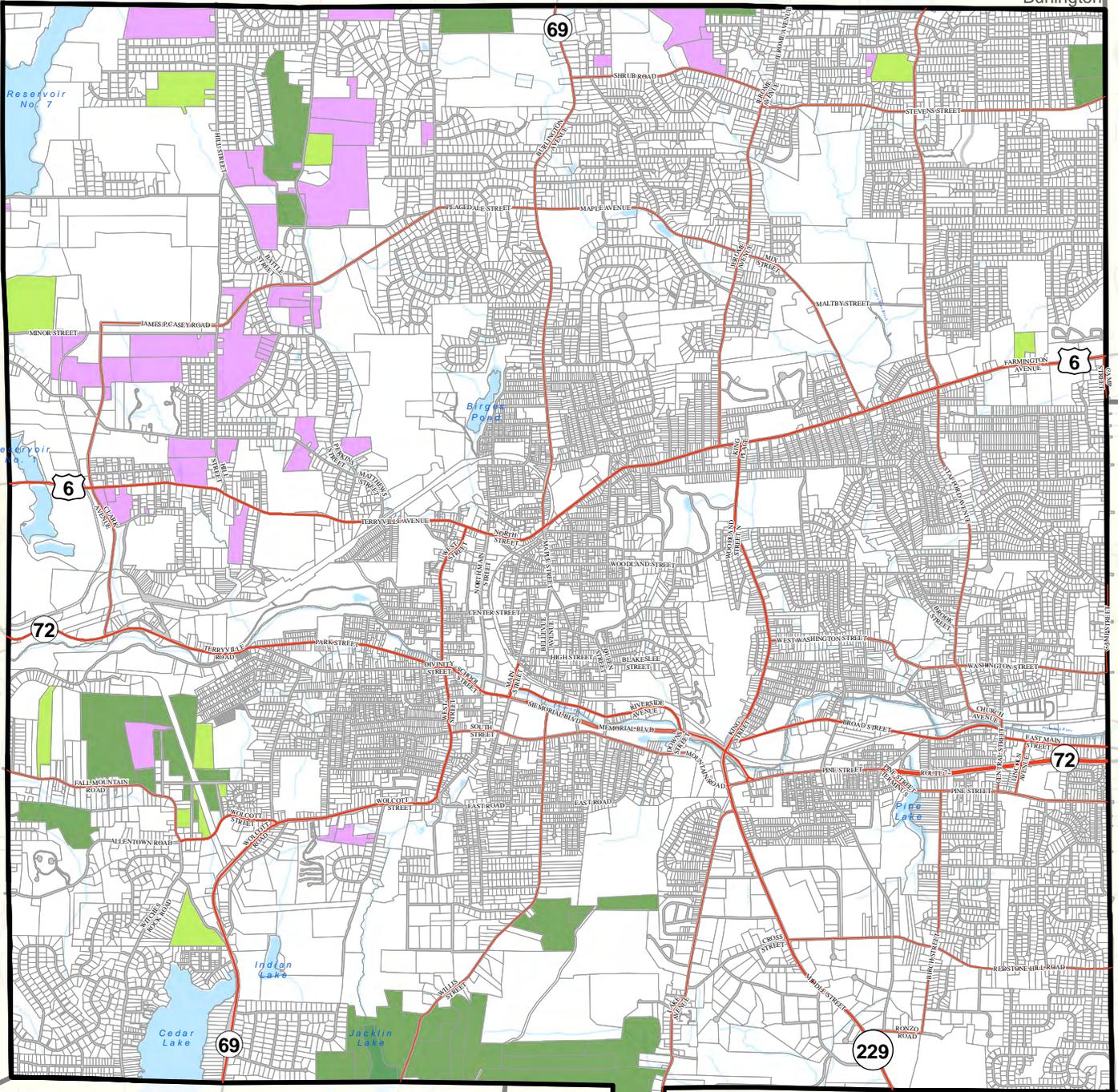
Under the statutes, there is an option for the City of Bristol to establish a "local option" assessment program referred to in CGS Section 12-107 as the "open space" assessment category. Since offering such a program may help preserve undeveloped land longer, such a program should be considered.

For example, the City of Bristol could offer the Public Act 490 program to any tract, portion of a tract of land, or combination of tracts within a residential zoning district which is undeveloped, under common ownership and totals at least five acres in area.

# PA 490

Bristol, CT

Burlington



Wolcott

Southington

## Legend

-  PA-490 Farm
-  PA-490 Forest
-  Other PA-490



2,700 Feet

**Historic Programs**

National Register - Bristol has several listings on the National Register of Historic Places. While many people believe this to be the pinnacle of historic preservation initiatives, it is largely an honorary designation which simply identifies buildings and areas important in the history of the country or representative of a particular era.

State Register - Listings on the National Register are automatically listed on the State Register of Historic Places.

Historic Inventory - A "Historic Resources Inventory", completed in 1979, is a comprehensive survey of over 500 properties in Bristol identified as having historical or architectural value.

Local Historic District - A local historic district is established by a super-majority vote of the property owners where they agree to be subject to a regulatory process. Activities within the local historic district which are visible from a public street are required to obtain a "Certificate of Appropriateness" from a local Historic District Commission.

**6.1.3. Historic Resources**

The historic resources in Bristol contribute to the overall appearance of the city and enhance its quality of life. Historic resources are a reminder of Bristol's rich heritage.

The major threats to historic resources come from lack of awareness, lack of maintenance, insensitive modifications, and demolition.

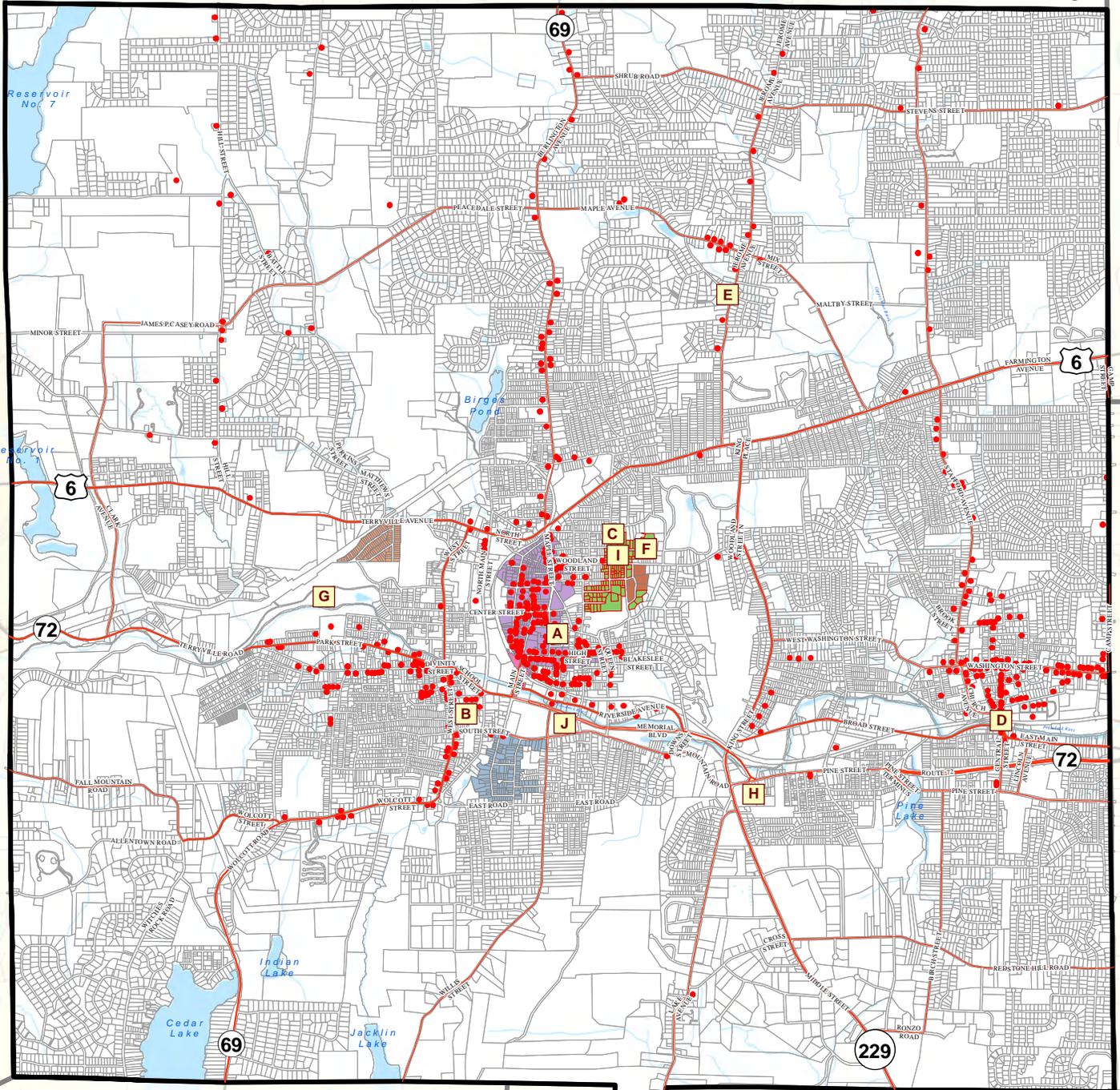
Bristol should continue to support preservation of its historic resources.

<p><b>District - Local Historic District (regulatory)</b></p> <p>1. <b>Overlook</b> – An area within the Federal Hill neighborhood where building construction or modifications in view from a public street are subject to review and approval by a local Historic District Commission (established in 2007).</p>
<p><b>District - National Register of Historic Places (recognition)</b></p> <ul style="list-style-type: none"> <li>• <b>Federal Hill</b> – Bristol's civic and religious center beginning in the early 1700's. Contains a number of exceptional structures reflecting different historical eras. Designated in 1986 (290 contributing structures).</li> <li>• <b>Main Street</b> – The commercial focal point of Bristol for many years. Designated in 1995 (18 contributing structures).</li> <li>• <b>Endee Manor</b> – An example of employer-built housing for workers dating from World War I. Established by the New Departure Manufacturing Company. Designated in 1996 (103 contributing structures).</li> <li>• <b>South End</b> – A well-preserved example of a residential neighborhood constructed on the edges of a city center during the mid-nineteenth century. Designated in 2001 (112 contributing structures).</li> <li>• <b>Copper Ledges / Chimney Crest</b> – Contiguous estates of members of the Barnes family, early industrialists in Bristol. Designated in 1992 (5 contributing structures).</li> </ul>
<p><b>Buildings / Properties - National Register of Historic Places (recognition)</b></p> <p>A. <b>Beleden House</b> – 50 Bellevue Avenue          B. <b>Bristol Girls Club</b> – 47 Upson Street          C. <b>Ernest R. Burwell House</b> – 161 Grove Street          D. <b>Forestville Passenger Station</b> – Central Street          E. <b>William I. Jerome House</b> – 367 Jerome Avenue          F. <b>Marlborough House</b> – 226 Grove Street          G. <b>Rockwell Park</b> – Park Street          H. <b>Terry-Hayden House</b> – 125 Middle Street          I. <b>Townsend G. Treadway House</b> - 100 Oakland Street</p>
<p><b>Buildings / Properties - State Register of Historic Places (recognition)</b></p> <p>J. <b>Memorial Boulevard School</b> - 70 Memorial Boulevard</p>

# Historic Resources

Bristol, CT

Burlington



Wolcott

## Legend

● Historic Resources Inventory Property (some may have been modified or removed)

### Historic Districts on National Register (properties recognized)

- Endee Manor
- Federal Hill
- Main Street
- South End
- Copper Ledges / Chimney Crest

### Local Historic District (activities regulated)

- Overlook
- \*See POCD text for listing of letter locations



2,700

Feet

**Some Community Resources**

1. **Lake Compounce** - the oldest continuously operating amusement park in the United States
2. **ESPN Headquarters** - a global cable and satellite television channel that focuses on sports-related programming
3. **A. Bartlett Giamatti Little League Center** - the eastern regional headquarters for Little League and other events
4. **Muzzy Field** - a historic ballpark
5. **Boys and Girls Club** - a non-profit organization providing programs for young boys and girls
6. **American Clock and Watch Museum**
7. **New England Carousel Museum**
8. **Bristol Historical Society Museum**
9. **Rockwell Park / Summer Concerts**
10. **Barnes Nature Center** - environmental educational programs
11. **Imagine Nation** - hands-on, interactive children's museum
12. **Memorial Boulevard School** - theater is used for performances and other spaces are used for exhibitions
13. **Indian Rock Nature Preserve** - environmental educational programs

**6.1.4. Community/Cultural Resources**

Bristol has a number of community and cultural resources (see sidebar) that contribute significantly to the community's character, vitality, quality of life, and civic pride. There are other community and cultural activities within Bristol that currently do not have a permanently designated space or facility. These include the Nutmeg Symphony Orchestra, the Bristol Wind and Brass Ensemble, the Bristol Art League, and the Bristol Community Theatre.

Cultural resources can include historic institutions, museums and monuments, arts facilities, exhibition halls, performance spaces, and the various activities conducted there. Community resources can also include "pop culture" institutions, recreation facilities, local parades, annual events, and the various activities conducted there.

Increasing the number of activities related to these attractions (and increasing the publicity thereof) will also generate more usage, promote preservation of community resources, and encourage new cultural or community facilities.

Bristol's community resources and cultural resources should be preserved, enhanced and otherwise supported.

**Cultural Facilities And Events**

**Museum  
(Carousel Museum)**



**Museum  
(Historical Society)**



**Performances  
(Memorial Boulevard School)**



**"Pop Culture" Facilities And Events**

**Lake Compounce**



**ESPN Studio Tour**



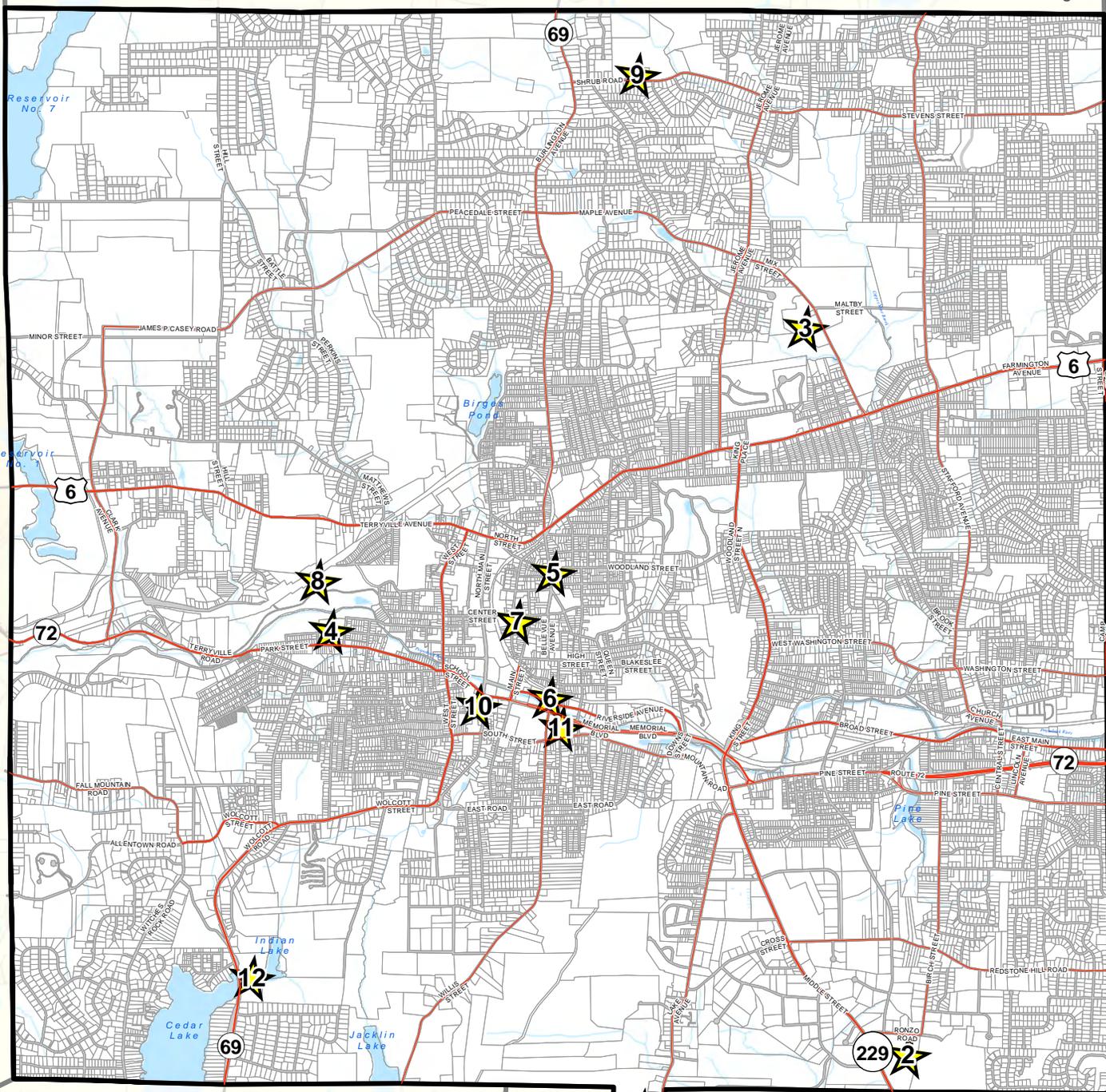
**Balloons Over Bristol**



# Community/Cultural Resources

Bristol, CT

Burlington



Wolcott

Southington

## Legend



Community / Cultural Resources

- |  |  |
|--|--|
| 1. Lake Compounce Amusement Park         | 6. New England Carousel Museum               |
| 2. ESPN World Headquarters               | 7. Bristol Historical Society Museum         |
| 3. Eastern Regional Little League Center | 8. Rockwell Park - Summer Concerts           |
| 4. Muzzy Field                           | 9. Barnes Nature Center                      |
| 5. American Clock and Watch Museum       | 10. Imagine Nation                           |
|  | 11. Memorial School - Community Performances |
|  | 12. Indian Rock Nature Preserve              |



2,700

Feet

## Code Enforcement

The Code Enforcement Committee is a collaboration of officials from 14 City departments who work together to:

- enforce the City's Property Maintenance Code, and
- work collaboratively in key neighborhoods on multi-faceted code problems.

The Committee seeks to improve the quality of life and the health, safety and welfare of the city by:

- educating the public on the benefit of property maintenance,
- establishing minimum standards for the maintenance, appearance and condition of residential and non-residential properties,
- seeking voluntary compliance from owners, operators, and occupants,
- communicating with the owners, operators and occupants as to their responsibilities, and
- using established procedures, when necessary, to inspect, enforce, and issue penalties if compliance is not reached.

## 6.1.5. Scenic Resources

There are a number of scenic areas within Bristol and several vantage points offering spectacular views.

These scenic resources should be preserved to the extent feasible, and preservation of these scenic assets should be considered as part of the review of any application submitted to a local board or commission.

**Scenic View From South Mountain**



## 6.1.6. Property Maintenance

In recent years, the City of Bristol has been active in addressing issues related to property maintenance (sometimes called “blight”). The City Council has established a property maintenance code and has established a Code Enforcement Committee (see sidebar) to address these situations. The general approach involves:

- Preventing or minimizing adverse conditions,
- Improving or rehabilitating adverse conditions (including building removal if other approaches are not successful), and
- Re-purposing the property to improve the neighborhood.

The City of Bristol should continue its property maintenance and rehabilitation efforts, as well as its on-going code enforcement efforts.

## 6.1.7. Community Design

While Bristol residents care about the appearance of new buildings within the community, widespread support for establishing a city-wide design review process for new commercial, multi-family, or institutional development does not currently exist.

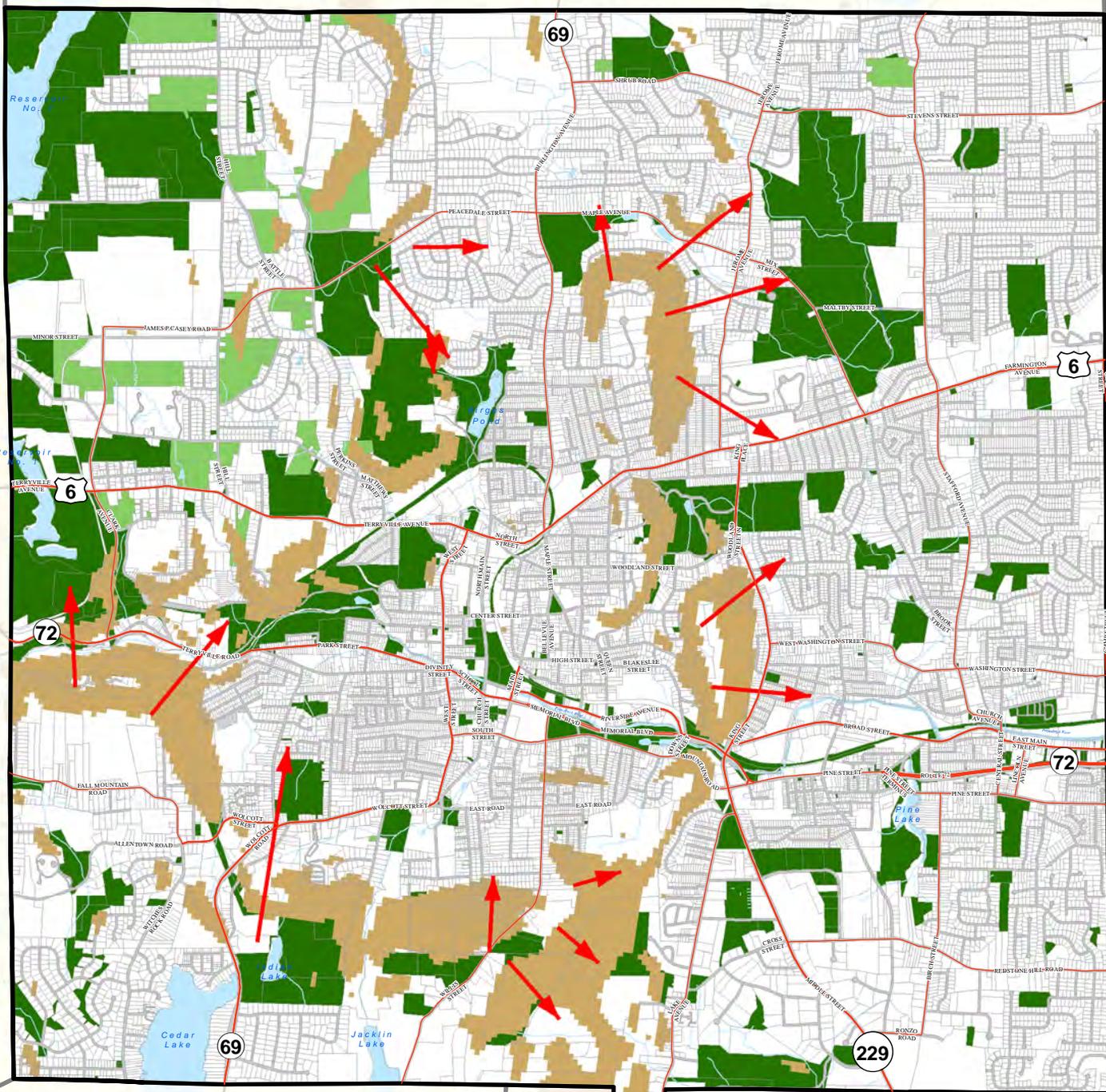
Still, the City should continue to evaluate development trends and work with applicants to achieve the best design results possible. It is the City of Bristol's intent to guide applicants to development designs where the building is integrated into the overall fabric of the community. The Zoning Commission may update regulations for lighting, landscaping, and other issues, as appropriate.

In the future, the City of Bristol may choose to revisit the establishment of a city-wide design review process and/or establish “village districts” (as authorized by CGS Section 8-2j) in specific areas such as downtown Bristol or Forestville.

# Community Character

Bristol, CT

Burlington



Wolcott

Southington

## Legend

-  Scenic View
-  Water
-  Scenic Hillside
-  Farms
-  Open Space



2,700 Feet

## **6.2. Overall Goals**

---

### **6.2.1. Farms And Farming**

**Support farms and farming.**

### **6.2.2. Undeveloped Land**

**Encourage the preservation of undeveloped lands within residentially zoned areas.**

### **6.2.3. Historic Resources**

**Support the preservation of historic resources.**

### **6.2.4. Community / Cultural Resources**

**Support community resources which enhance the quality of life within Bristol.**

### **6.2.5. Scenic Resources**

**Preserve and enhance scenic views and scenic resources in Bristol.**

### **6.2.6. Community Design**

**Encourage buildings and sites to be designed to reflect the overall character of Bristol.**

## 6.3. Policies

---

### 6.3.1. Farms And Farming

1. Support and encourage farms and farming in Bristol.

### 6.3.2. Undeveloped Land

1. Encourage the preservation of undeveloped land.

### 6.3.3. Historic Resources

1. Encourage preservation of Bristol's historically and architecturally significant structures.
2. Promote greater public awareness and education of Bristol's history and its historic resources.
3. Support nomination of additional historic properties to the National Register of Historic Places.
4. Maintain the "Delay of Demolition" ordinance to provide an opportunity to preserve, salvage, and/or document historic structures.
5. Require that new infill development in historic neighborhoods be compatible with the historic flavor of the area (e.g., in terms of scale, architecture, density, mass and proportion).

Farmers Market



Historic Resources



### Historic Protection Tools

---

Some of the tools which may aid in the preservation of historic resources might include:

- Designation of local historic *properties* (Sec. 7-147b through Sec. 7-147v of the Connecticut General Statutes) for individual resources,
- Designation of local historic *districts* (Sec. 7-147b through Sec. 7-147v of the Connecticut General Statutes) in areas that are primarily residential,
- Village districts (Sec. 8-2j of the Connecticut General Statutes) in areas that are primarily business, and/or
- The Main Street Program (established by the National Trust for Historic Preservation) in areas that are primarily business.



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol should encourage more public events, such as concerts, for residents and visitors.***

Strongly agree	24%
Agree	63%
Disagree	10%
Strongly disagree	3%
Not sure	2%

### 6.3.4. Community / Cultural Resources

1. Encourage the establishment, maintenance and/or growth of programs and facilities that address the cultural needs and desires of the community.
2. Encourage more public events, such as concerts, for residents and visitors.
3. Support community resources which enhance the quality of life within Bristol.
4. Promote greater public awareness and education of Bristol's community and cultural resources.
5. Promote the establishment and continuation of events recognizing different ethnicities within Bristol.
6. Seek to establish a centrally located, multi-purpose facility to provide performance, display, meeting and administrative space for Bristol's cultural and community organizations.

Community Branding



Community Events



**6.3.5. Scenic Resources**

1. Preserve and enhance scenic views and scenic resources in Bristol.
2. Protect Bristol’s areas of unique natural beauty through acquisition, land development controls, and other preservation techniques.

**6.3.6. Property Maintenance**

1. Continue to encourage that properties be maintained and rehabilitated.
2. Continue with code enforcement efforts.

**6.3.7. Community Design**

1. Encourage buildings and sites to be designed to reflect the overall character of Bristol.
2. Continue to evaluate the design of new developments and work with applicants to achieve the best design results possible.
3. Promote the “greening” of Bristol by encouraging the installation and maintenance of appropriate landscaping such as trees and shrubs along streets and public rights-of-way, in public open spaces, and by requiring landscaping in new private developments.
4. Consider establishing a design review process or other approach by which the City can ensure buildings and sites are designed to reflect the overall character of Bristol.
5. Consider establishing “village districts” (as authorized by CGS Section 8-2j) in specific areas such as downtown Bristol or Forestville.



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The City of Bristol should have a say as to what the outside of new commercial and industrial buildings looks like.***

Strongly agree	18%
Agree	58%
Disagree	18%
Strongly disagree	2%
Not sure	4%



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The City of Bristol is doing enough to address blighted properties.***

Strongly agree	10%
Agree	43%
Disagree	28%
Strongly disagree	8%
Not sure	11%

## **6.4. Action Steps**

---

### **6.4.1. Farms And Farming**

1. Review the Zoning Regulations to ensure they are “farm-friendly” and provide for farmstands and other accessory uses, as appropriate.

### **6.4.2. Undeveloped Land**

1. Establish an open space assessment program.

### **6.4.3. Historic Resources**

1. Establish and maintain a variety of promotional techniques in order to promote interest in Bristol’s historic resources, such as:
  - a. walking guides to historic neighborhoods;
  - b. informational plaques to identify historic buildings and areas;
  - c. special events, festivals and parades highlighting Bristol's heritage; and
  - d. educational programs.
2. Investigate the possibility of establishing a committee to advocate for the preservation of historic resources.

### **6.4.4. Community / Cultural Resources**

1. Create, update and distribute a schedule of community events of interest to both tourists and residents in order to increase awareness of Bristol’s cultural resources.
2. Promote events that recognize and celebrate Bristol’s overall cultural diversity.

### **6.4.5. Scenic Resources**

1. Review local regulations to ensure that adequate controls are in place to protect scenic views and scenic resources.

### **6.4.6. Property Maintenance**

1. Undertake appropriate actions to encourage and/or require property maintenance.

### **6.4.7. Community Design**

1. Update regulations for lighting, landscaping, and other site design components, as appropriate.

# PROMOTE SUSTAINABILITY AND RESILIENCY



## 7.1. Overview

---

For the purposes of this Plan of Conservation and Development:

- “sustainability” refers to a philosophy of encouraging activities that allow present generations to meet their needs without compromising the ability of future generations to meet future needs.
- “resiliency” refers to Bristol’s ability to prepare for (and readily recover from) sudden changes or adversity.

In 2008, the City of Bristol established an Energy Task Force to identify “actions which the task force determines to have the best potential to reduce the cost of energy spending by the City, and reduce the amount of global warming pollution produced by the City.” Then, in 2011, the City of Bristol commissioned a “comprehensive energy audit” to help understand the energy usage of municipal facilities and to explore ways to become more energy efficient in the future. In 2013, the City also launched an energy saving program which offered homeowners and renters an opportunity to evaluate their energy utilization

## 7.2. Overall Goal

---

**Strive to be a sustainable and resilient community.**

**Sustainability**



**Resiliency**



## **7.3. Policies**

---

### **7.3.1. Sustainability**

1. Promote energy conservation / sustainability.
2. Continue to promote energy efficiency in municipal programs and facilities.
3. Promote alternative energy approaches such as using hybrid or electric vehicles for certain City departments, providing for electrical vehicle charging stations, and other approaches.
4. Promote water conservation.
5. Promote waste reduction / recycling.
6. Educate residents about sustainability concepts.

### **7.3.2. Resiliency**

1. Continue to review and improve hazard mitigation plans for recurring events, such as flooding.
2. Continue to review and improve emergency preparedness plans (single events) in order to be able to respond to unknown events in the future.
3. Maintain emergency response capability.
4. Strive to place electrical lines underground as opportunities present themselves.
5. Consider establishing “smart grids” and enhancing emergency power supplies for key facilities (shelters, restaurants, gas stations, etc.).

## **7.4. Action Steps**

---

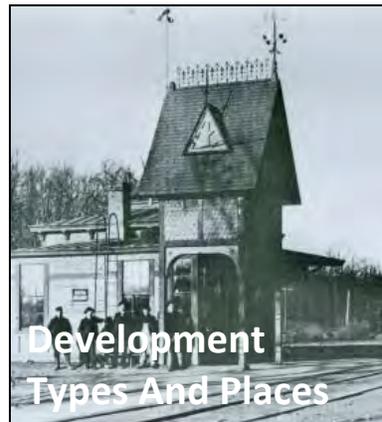
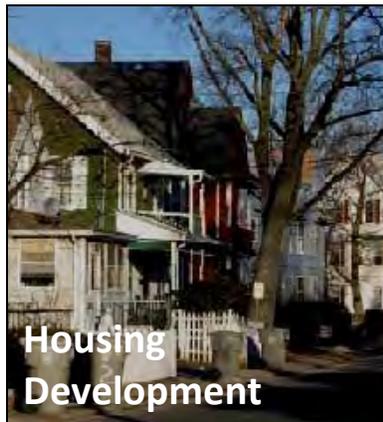
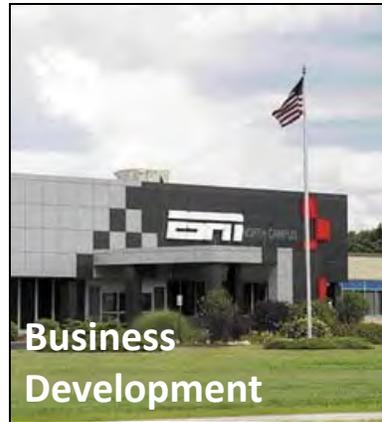
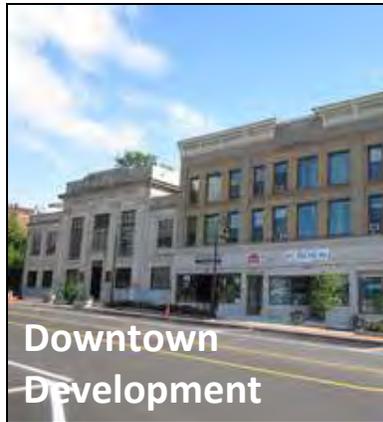
### **7.4.1. Sustainability**

1. Implement the recommendations of the Comprehensive Energy Audit, as appropriate.
2. Investigate the desirability of establishing a micro-grid within downtown Bristol and/or other means of generating energy to meet baseline or emergency needs in the community.
3. Identify and implement other actions to become a more sustainable community.

### **7.4.2. Resiliency**

1. Identify and implement actions to become a more resilient community.

# DEVELOPMENT STRATEGIES



*“Development should reflect community-based efforts to enhance the cohesiveness, attractiveness, safety, leadership, and viability of communities.”*



# STRENGTHEN AND ENHANCE DOWNTOWN

# 8

## 8.1. Overview

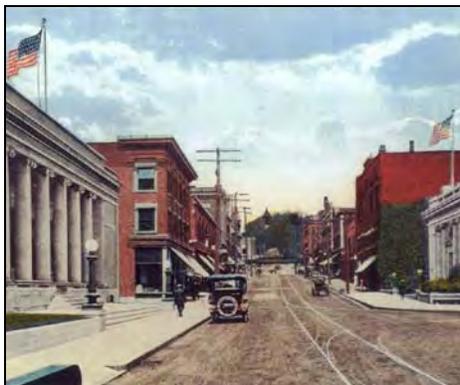
---

For many years, what we now know as downtown Bristol was a self-sufficient place where local industry employed people who walked from surrounding neighborhoods. Even with the arrival of the railroad, and later the trolley, Bristol was still an enclave which largely supported itself. The automobile changed that. With the mobility of the automobile and changing consumer preferences, Bristol residents increasingly travelled to other places in the city and elsewhere to live, shop and play.

Since the 1950s, downtown Bristol has undergone a series of sweeping changes that have dramatically altered its physical form. Following the 1955 floods, the City embarked on a program of “urban renewal” where large parts of downtown Bristol were razed and a suburban-style indoor shopping mall and a supermarket were constructed. When the mall ceased operations, there was a large gap in the middle of downtown Bristol.

The challenge for this Plan and for Bristol is to make downtown more relevant in the day-to-day lives of residents. While events related to the former Bristol Centre Mall have dominated recent discussions, the key issue for the City is how to ensure the long-term strength of the entire area that is downtown Bristol.

**Downtown In Years Past**



**Downtown Today**





Some of the survey results relating to downtown Bristol are presented on this page and the following page.

### Telephone Survey Results

Several questions about downtown Bristol were asked in the telephone survey and it was learned that there is strong support among residents for the City to continue to encourage the revitalization of downtown Bristol.

<b><i>Bristol should continue to encourage revitalization of downtown Bristol.</i></b>	
Strongly agree	42%
Agree	48%
Disagree	4%
Strongly disagree	2%
Not sure	3%

When asked an open-ended question about what they would like to see the City of Bristol do to improve downtown, residents indicated the following:

<b>Development (General)</b>	<b>46%</b>
<ul style="list-style-type: none"> <li>• More business / shopping and entertainment</li> <li>• Fill in open land / fill vacant spots / general development</li> <li>• Something to generate lower taxes</li> </ul>	
<b>General Improvement</b>	<b>17%</b>
<ul style="list-style-type: none"> <li>• Clean it up / renovate vacant buildings / reduce crime</li> <li>• Overall improvements needed</li> <li>• Recreate how it was in the past / before project</li> </ul>	
<b>Depot Square Development</b>	<b>14%</b>
<ul style="list-style-type: none"> <li>• Utilize the mall space / develop it</li> <li>• Finish the Renaissance project / follow through</li> <li>• Depot Square development</li> </ul>	
<b>Other Strategy</b>	<b>15%</b>
<ul style="list-style-type: none"> <li>• Additional parks and recreational activities / kids' activities</li> <li>• Improve housing market</li> <li>• Improve job creation</li> </ul>	
<b>Nothing (fine as is)</b>	<b>1%</b>
<ul style="list-style-type: none"> <li>• Nothing/fine as is</li> </ul>	
<b>Don't Know / Unsure</b>	<b>9%</b>
<ul style="list-style-type: none"> <li>• Don't know/unsure</li> </ul>	

Residents also offered opinions on other ideas related to downtown Bristol.

Overall, about 53 percent of respondents felt that Bristol should look at how to provide for more housing in downtown Bristol. In the survey, participants were asked whether they agreed or disagreed with the following statement:

<b><i>Bristol should look at how to provide for more housing in downtown Bristol.</i></b>	
Strongly agree	16%
Agree	37%
Disagree	31%
Strongly disagree	12%
Not sure	4%

About 86 percent of respondents felt that the design of buildings is an important consideration in any new development in downtown Bristol. In the survey, participants were asked whether they agreed or disagreed with the following statement:

<b><i>The design of buildings is an important consideration in any new development in downtown Bristol.</i></b>	
Strongly agree	29%
Agree	56%
Disagree	10%
Strongly disagree	1%
Not sure	3%

**Downtown Event**



**Downtown Event**



**List Of Possible Uses**

While all of the uses listed in the table may have a potential role for downtown Bristol, those having greater potential are listed higher within each category.

Based on research by the American Planning Association, the Urban Land Institute, the Downtown Research and Development Center, the National Main Street Center and other sources, the following table outlines some of the potential roles for urban downtowns similar to Bristol’s downtown:

<b>Role</b>	<b>Description</b>
<b>Retail / Shopping</b>	
<b>Experiential Retail</b>	Where people browse for the shopping experience rather than for price or a particular store or brand
<b>Specialty Goods</b>	Goods which are rare, unique or unusual in nature so that the consumer might be motivated by personal preference, desire, or exert unusual effort to obtain them
<b>Comparison Goods (Apparel)</b>	Goods purchased at infrequent intervals and typically compared before purchase on cost, brand, style, comfort (clothes, shoes, etc.)
<b>Convenience Goods</b>	Goods readily available and purchased primarily on the basis of location (convenience), visibility, or immediate need (gasoline, milk, bread, cigarettes, and occasional groceries)
<b>Comparison Goods (Other)</b>	Durable and other goods purchased at infrequent intervals and typically compared before purchase on cost, brand, and other factors (electronics, appliances, etc.)
<b>Large General Merchandisers</b>	Large general merchandise retailers where people may seek everyday items
<b>Hospitality</b>	
<b>Hospitality</b>	Restaurants, clubs, bars, taverns, etc. that offer an eating and/or drinking opportunity
<b>Lodging</b>	Hotels and other lodging facilities
<b>Office / Industry</b>	
<b>Medium Office</b>	Medium office employment
<b>Small Office</b>	Small office employment
<b>Large Office</b>	Large office employment
<b>Industry</b>	Manufacturing or other industrial operations

<b>Role</b>	<b>Description</b>
<b>Services</b>	
<b>Personal Services</b>	Businesses offering personal services (can include nail salons, hair salons, travel agencies, etc.)
<b>Business Services</b>	Business services (can include book-keeping services, real estate agents, etc.)
<b>Professional Services</b>	Professional offices (can include doctors, dentists, architects, lawyers, etc.)
<b>Residential</b>	
<b>Housing (Young)</b>	Place of residence for people aged 20-30 (apartments in mixed-use buildings)
<b>Housing (Empty Nester)</b>	Place of residence for people aged 55-70
<b>Housing (Elderly)</b>	Place of residence for people aged 70+
<b>Housing (Family)</b>	Place of residence for people aged 30-55 with children
<b>Institutions</b>	
<b>Public Institutions</b>	Government, post offices, libraries, etc.
<b>Transportation</b>	Transit, train stations, etc.
<b>Private Institutions</b>	Places of worship, clubs, etc.
<b>Community Gathering Space</b>	Parks, piazzas, concert venues, etc.
<b>Schools</b>	Public or private schools
<b>Entertainment / Recreation</b>	
<b>Arts / Entertainment</b>	Movies, music, theater, galleries, studios, and other artistic performances or displays
<b>Passive Recreation</b>	Passive recreation opportunities such as walking trails, bird watching, etc.
<b>Sports / Active Recreation</b>	Active recreation facilities such as arenas, sports venues, fields, etc.

The following pages highlight some of the key findings and principles that are considered to be relevant to guiding the future of downtown Bristol:

### **Key Findings And Principles**

- **Foundations for the Future** - Downtown Bristol possesses a number of strengths that provide a foundation for future revitalization:
  - A mix of land uses which complement each other and provide a basic framework to build upon,
  - Government and civic facilities (such as City Hall, the Post Office, and the Bristol Public Library) which provide an established draw for residents, workers, and businesses,
  - Historically and architecturally significant buildings and areas which set the scale, character, and tone for development within downtown Bristol, and
  - Adjacent residential neighborhoods (such as Federal Hill, the South End, and the West End) which provide opportunities for residents of these areas to walk to downtown Bristol and enjoy the mix of activities that occur there.
- **Critical Mass** - If downtown Bristol is to realize its potential, it will need to establish a critical mass of activity and overcome the existing low intensity of development (low, freestanding buildings set within large surface parking lots).
- **Mix of Uses** - If downtown Bristol is to realize its potential, it will need to establish a varied but complementary mix of uses including shops, services, restaurants, offices, residences, entertainment facilities, cultural attractions, recreational facilities, and other uses.
- **Unique Attractions** - If downtown Bristol is to realize its potential, it will need to establish a critical mass of special attractions such as cultural attractions, restaurants, entertainment, and/or recreation uses that will help make downtown Bristol a unique and inviting place.
- **Sense of Place** - If downtown Bristol is to realize its potential, all activities and uses will need to contribute to creating an experience and a “*sense of place*” that will attract people to live here, work here, shop here, and/or frequent this area on a regular basis.

*(continued on next page)*

## Key Findings And Principles

*(continued from previous page)*

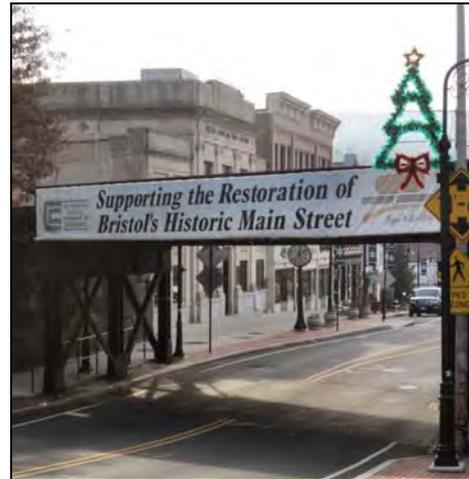
- **Gathering Space** - If downtown Bristol is to realize its potential, it will need to have an identifiable focal point - a major public space - or special place that will be used for special events, festivals or open-air displays and performances and establish downtown Bristol as a gathering place and focal point for the entire community.
- **Pedestrian Orientation / Walkability** - If downtown Bristol is to realize its potential, it will need to have a pedestrian orientation rather than the automobile orientation evident on North Main Street, proliferation of driveways, and expanses of parking which discourage pedestrian activity. Downtown Bristol will need to have a continuous, attractive pedestrian network and a “city block” configuration which provides frontage and visibility for a variety of uses and encourages pedestrian exploration.
- **Streetscape Improvements** - The design of public improvements (such as sidewalks, light poles, light fixtures, street trees, benches, banners, planters, trash receptacles, bicycle racks, crosswalks and other elements) are important to creating and maintaining the sense of place. Public amenities must have a human-scale quality and be coordinated with one another in order to foster a harmonious physical environment. An effective short-term approach to making downtown Bristol attractive is to invest in the physical environment, such as landscaping and other pedestrian amenities.
- **Appropriate Scale** - If downtown Bristol is to realize its potential, it will need to develop at an appropriate scale which recognizes and is supportive of the context in which it occurs, i.e., within an urban center and not in a suburban mall or along a highway corridor. To create an identity for downtown Bristol, individual parcels must be developed (or re-developed) with sensitivity to the larger, urban context. Design guidelines and implementation techniques can ensure that individual buildings and sites are appropriately integrated into the larger urban environment.
- **Appropriate Building Character** - If downtown Bristol is to realize its potential, it will need to ensure that every new building exhibits the architectural character which is important to setting the tone for a pedestrian friendly place and that site designs favor the pedestrian rather than the automobile.

*(continued on next page)*

## Key Findings And Principles

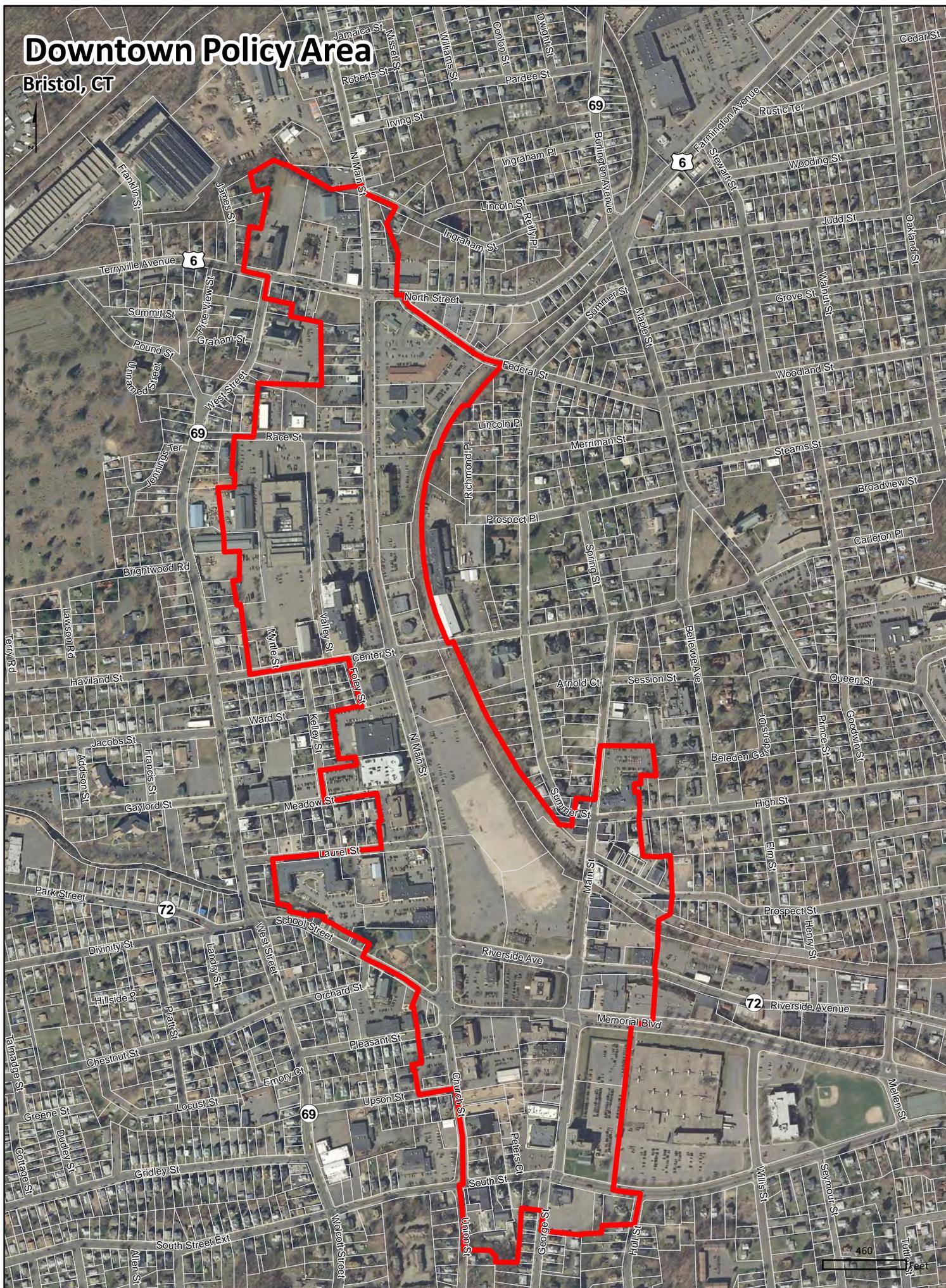
*(continued from previous page)*

- **Appropriate Programming / Marketing** - If downtown Bristol is to realize its potential, there needs to be a person or organization responsible for programming of events which complement and support physical improvements in downtown Bristol and the public and private uses. These activities will help to revive and support the public's interest in participating in activities in downtown Bristol.
- **Investment Philosophy** - It will take some time to realize the potential of downtown Bristol, and the public and private expenditures necessary for revitalization should be viewed as investments in the future of the entire community. Public investments may include public spaces, utility infrastructure, streetscape improvements, enhanced streetscape maintenance, enhanced landscaping, street lighting, and other improvements. However, not all investments are monetary.



# Downtown Policy Area

Bristol, CT



## **8.2. Overall Goals**

---

### **8.2.1. Create A Focal Point**

**Recognize and promote downtown Bristol as the center of governmental, institutional, commercial and office activity in the community.**

### **8.2.2. Promote Mixed Uses**

**Reinforce the appropriate mix of uses in downtown Bristol.**

### **8.2.3. Increase Activities And Events**

**Increase cultural, entertainment, and recreational opportunities in downtown Bristol.**

### **8.2.4. Address Parking**

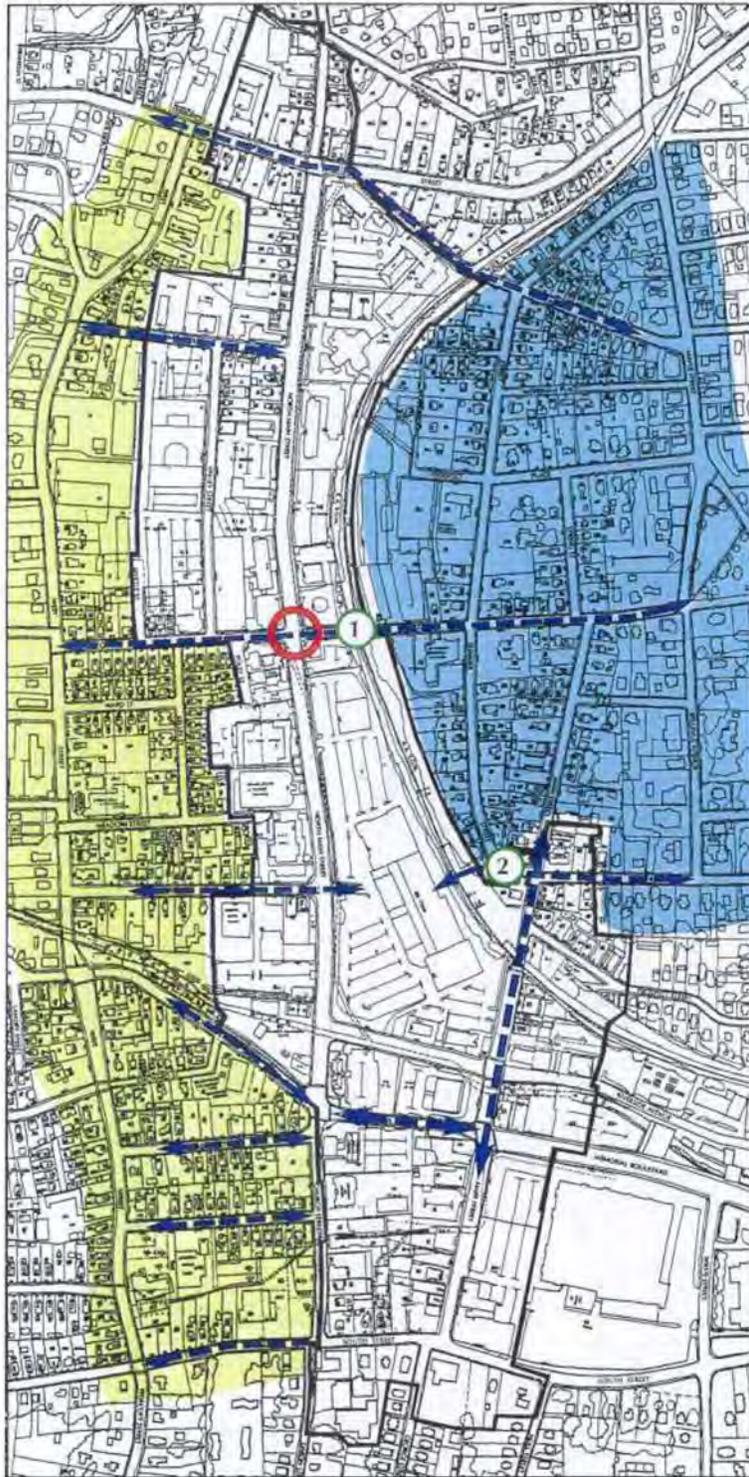
**Address parking in a manner that meets the needs of downtown Bristol but does not dominate the overall environment or disrupt the sense of place.**

### **8.2.5. Promote Public Spaces**

**Promote the establishment of public spaces to enhance downtown Bristol.**

### **8.2.6. Ensure Appropriate Design**

**Ensure the appropriate design of improvements in downtown Bristol.**



**Figure 10-4.**  
**Downtown-Neighborhood**  
**Links**

- ← Pedestrian and Vehicular Linkages
- Visual Center Point with Directory
- ① Improved Pedestrian Access
- ② New Pedestrian Connection Over Rail Lines
- ▬ Study Boundary
- Federal Hill Neighborhood
- West End Neighborhood



**Plan of Conservation and**  
**Development**  
**City of Bristol, CT**

0 600 1200 ft

BFJ Buckhurst Fish & Jacquemart, Inc.

## **8.3. Policies**

---

### **8.3.1. Create A Focal Point**

1. Encourage intensive development in downtown Bristol suitable for a city of Bristol's size; discourage low-intensity development that could be accommodated in other business zones outside downtown Bristol.
2. Promote a concentration and variety of uses in and around downtown Bristol in order to create a focal point of activity for the city and the region.
3. Enhance and emphasize downtown Bristol's value as a unique and efficient place for shopping, entertainment, cultural activities and the conduct of business.
4. Encourage the adaptive reuse of existing vacant buildings and the redevelopment of underutilized sites.
5. Support development of downtown Bristol by encouraging the establishment of consumer amenities.
6. Encourage the establishment of a multi-modal transportation center in downtown Bristol.

### **8.3.2. Promote Mixed Uses**

1. Encourage mixed-use development in downtown Bristol.
2. Maintain mixed-use zoning and reinforce the relationship between downtown Bristol and the surrounding residential neighborhoods.
3. Limit the types of new retail uses in other areas of Bristol in order to encourage destination retail uses in downtown Bristol.
4. Encourage so-called "back office" uses within downtown Bristol, especially in older industrial buildings.
5. Investigate non-industrial alternatives for the re-use of older industrial buildings in downtown Bristol (e.g., artists' lofts; retail stores and restaurants; museums; offices of non-profit, civic and community organizations).
6. Encourage the provision of new housing units at appropriate locations in downtown Bristol.
7. Encourage more food establishments, especially higher and mid-range quality restaurants.

### **8.3.3. Increase Activities And Events**

1. Recognize the need to attract tourists, visitors and shoppers to downtown Bristol from outside the region.
2. Encourage organizations and community groups to provide cultural, entertainment, and recreational events.
3. Encourage the development of facilities that can also serve as a performance space or public plaza.
4. Support more events that focus on downtown Bristol, such as a “Main Street Festival” organized around turn-of-the century Bristol or an “Industrial Heritage Day” focusing on Bristol’s legacy as one of the nation’s manufacturing centers.
5. Encourage City-sponsored special market days, such as farmers’ markets, flower markets, and antique markets.

### **8.3.4. Address Parking**

1. Seek ways to provide for convenient parking, for residents, pedestrians and shoppers.
2. Consider ways to allow and encourage on-street parking spaces, where appropriate.
3. Reduce the dependence upon off-street surface parking in downtown Bristol; encourage the provision of parking structures, both private and municipal, to satisfy future off-street parking needs.
4. Place parking lots behind buildings to establish/maintain “street walls” along major streets in downtown Bristol.
5. Encourage shared parking arrangements among owners of adjoining properties.
6. Where parking areas are visible from the street or sidewalk, soften the visual impact of parking lots through the use of street trees, landscape islands within parking areas, and low-level planting along their edges.
7. Use structured parking in order to reduce the amount of parcel area devoted to surface parking lots. Structured parking can also shorten walking distances to building entries.
8. Use the “fee in lieu of parking requirements” provision in the Bristol Zoning Regulations.

## Pedestrian Accessibility

Pedestrian accessibility and activity will be integral to enhancing downtown.

While there are some challenges as a result of large blocks and sloping streets, these are not insurmountable.

### **8.3.5. Promote Public Spaces**

1. Improve pedestrian accessibility throughout downtown Bristol.
2. Seek to establish a central public space within downtown Bristol anchored with a significant design element such as a plaza, fountain, or sculpture.
3. Seek to include an adjacent or integrated outdoor amphitheater for outdoor performances, markets, festivals and other special events.
4. Seek to establish additional public spaces designed to meet a variety of recreational, entertainment and visual needs and provide areas for shoppers, office workers and visitors to relax, gather and socialize that are easily accessible, safe and attractive.

### **8.3.6. Ensure Appropriate Design**

1. Promote quality design in new development and redevelopment projects in downtown Bristol while also encouraging appropriate business expansion.
2. Ensure that the pattern and scale of development in downtown Bristol contribute to and reinforce the relative compactness of the area.
3. Seek to establish “gateway elements” at strategic entries to downtown Bristol to help define and reinforce the downtown’s identity.
4. Promote Memorial Boulevard as the “front door” by automobile into downtown Bristol from the east.

#### **Time and Money**

For a number of years, local residents, business owners and governmental and civic leaders have expressed interest in the future of downtown Bristol. During this period, it has become apparent that, in order to achieve lasting success, transforming the goal of revitalization into brick-and-mortar reality will be a *long-term, incremental process* that involves an equally long-term commitment by both the public and private sectors of the community.

Like urban renewal in the 1960s, reshaping the face of downtown Bristol will likely require an infusion and expenditure of public funds. It may also require the municipal exercise of appropriate development and design controls, as well as the provision by City government of an array of public services, both traditional (e.g., police and fire protection) and non-traditional (e.g., streetscape improvements).

In other words, efforts at downtown revitalization will inevitably necessitate the formation of partnerships – financial and otherwise – between the public sector (i.e., government) and the private sector (i.e., developers, property owners, and the downtown business community).

## **8.4. Action Steps**

---

### **8.4.1. Create A Focal Point**

1. Undertake appropriate actions to recognize and promote downtown Bristol as the center of governmental, institutional, commercial and office activity in the community.

### **8.4.2. Promote Mixed Uses**

1. Undertake appropriate actions to reinforce the appropriate mix of uses in downtown Bristol.

### **8.4.3. Increase Activities And Events**

1. Undertake appropriate actions to increase cultural, entertainment, and recreational opportunities in downtown Bristol.

### **8.4.4. Address Parking**

1. Undertake appropriate actions to address parking in a manner that meets the needs of downtown Bristol but does not dominate the overall environment or disrupt the sense of place.

### **8.4.5. Promote Public Spaces**

1. Undertake a program of improvements to make downtown Bristol more desirable, including attractive landscaping and pedestrian “furniture.”
2. Reconstruct sidewalks and provide better lighting in the residential neighborhoods adjacent to downtown Bristol in order to enhance public safety (people feel safer) and encourage greater pedestrian movement between these areas and downtown Bristol.

### **8.4.6. Ensure Appropriate Design**

1. Establish a design review process and/or design guidelines to help ensure the long-term integration of new development with the desired character of downtown Bristol.
2. Establish and implement landscaping guidelines for:
  - street tree plantings (to create a uniform and harmonious approach to streets in downtown Bristol),
  - hedges to screen surface parking lots,
  - landscaping at the entryways of buildings and developments, and
  - special plantings, where appropriate.
3. Establish and implement signage guidelines to heighten the visual interest and appeal of downtown Bristol and contribute to the creation of a livelier, more enjoyable urban environment.

## Long Term Management

Ensuring the long-term success of downtown Bristol will involve an on-going relationship between the public sector and the private sector. The mission of such a relationship would be to improve, maintain and promote the downtown. This situation is not unique to Bristol and, in fact, the State of Connecticut has established a process whereby a community can establish a “special services district” (SSD) to facilitate this. The enabling legislation is codified in Section § 7-339m et seq. of the Connecticut General Statutes.

At least 13 Connecticut communities have established SSDs and use them for downtowns and other special areas to provide services such as business promotion (i.e., marketing), common area maintenance or parking. A special services district (also known as a “business improvement district”) cannot be established without the approval of a majority of the property owners.

Typically comprised of downtown property owners and merchants, local officials and other civic leaders, these organizations involve themselves in such activities as business attraction and retention efforts, promotion and marketing, crime prevention and security, sponsorship of special events and activities, and beautification and streetscape improvement programs. In addition, they often act as the official liaison between downtown businesses and the local government.

“Pop Up Piazza”



# PROMOTE BUSINESS DEVELOPMENT

# 9

## 9.1. Overview

---

The economic health of Bristol depends in part upon the ability of the community to attract, “grow” and retain business and industry. Commercial, industrial and office developments generate considerable revenues from taxes and fees, provide jobs for residents of the community and the region, and often require fewer public services than residential development. Among the factors that typically influence the location of business and industry are housing and transportation costs, the availability of a suitable labor force, land prices, taxes and even local quality of life (e.g., the quality of a community’s schools and the availability of cultural and recreational resources).

### Economic Diversification

As the regional, national, and global economies evolve, it will be in Bristol’s long-term interests to diversify its local economy in order to be resilient at weathering economic cycles. The city’s advantages lie with its strong work ethic, growing educational and occupational attainment, quality of life as a place to live, and ability to attract and retain skilled workers.

Office / Technology



Industry



Retail / Service



## Market Dynamics – Office / Technology

Bristol can be an attractive location for office uses due to its labor pool, rental rates, and business “clusters” already located here (such as ESPN). Bristol is very fortunate to host ESPN since it comprises in excess of eight percent of the total tax base in the community.

In terms of larger office users, Bristol will compete for major office development with communities that have direct access to an interstate highway and/or are located closer to Hartford and other major cities. Locally, office demand is also generated by law firms, accountants and other professionals.

There are several evolving employment trends which are likely to affect office occupancy in the future in Bristol and elsewhere. Some trends suggest there may be lower demand for office occupancy, while others may increase occupancy in certain locations. Some trends to consider include:

- smaller workspace per employee to reduce office occupancy costs,
- flexible office arrangements where space is unstructured and shared,
- utilization of traditional office space for research and development and three-dimensional printing,
- workers working from home (“tele-commuting”),
- home-based businesses,
- jobs being shared by part-time workers, and
- consolidation of jobs in urban centers, near transit, and/or where there are synergies or amenities.

Since it is unclear exactly how these trends will evolve, Bristol should consider seeking ways to be resilient as the office market continues to change. This may include revisiting parking requirements, updating home-based business regulations, allowing complementary uses, or other provisions.

**Home-Based Business**



**Open Office Arrangements**



## Market Dynamics - Industry

Bristol contains a number of manufacturing enterprises and has ample land zoned for industrial growth with utility services to meet the needs of current and future industrial users. Bristol rose to prominence as a result of its manufacturing operations and has retained many of its capabilities despite structural changes affecting the state and the nation.

If recent trends continue, future industrial activities will be more technologically oriented. This might result in fewer employees, but those employees will be more highly skilled. Bristol is fortunate to have a strong labor force experienced in “high-tech” manufacturing and a number of technical training opportunities in the community and nearby. This will help Bristol retain and attract manufacturing businesses in the future.

Today and in the future, manufacturing operations may be smaller (with fewer employees) than they were historically since they specialize in:

- “high tech” machinery with automated production,
- highly specialized products,
- high-value products, and/or
- just-in-time delivery.

Again, Bristol should seek ways to be resilient as the industrial market continues to evolve. This may include changing the uses permitted in industrial districts to accommodate new industrial uses, reducing lot size requirements in the industrial districts to accommodate smaller businesses, revisiting parking requirements, or even reducing the amount of land area zoned for industrial uses.

Some industrial properties in Bristol have been affected by historical operations and some sites (often referred to as “brownfields”) may require environmental cleanup and remediation. The Bristol Development Authority advises property owners on environmental cleanup and remediation efforts and has established the Bristol Property Renewal Corporation to assist, when appropriate.

## Evolution or Revolution?

A relatively recent development in manufacturing and product development is “3-D printing” and manufacturing.

In the future, there may be more capability to produce things directly and this may change the fundamental basis of manufacturing.

**“High-Tech” Manufacturing**



**Technology Training**



## Market Dynamics – Retail / Service

There is a significant retail shift now occurring whereby an increasing number of consumers are purchasing an increasing number of goods “on line” rather than in “brick-and-mortar” stores. While “brick-and-mortar” stores offer immediacy, contact with the goods, and the overall “shopping experience”, on-line sales can offer price comparison and convenience.

Where and how Bristol residents (and visitors from out of town) spend their disposable income will have significant influence on the configuration of the retail environment in Bristol in the future. Since there is a fixed amount of disposable income to be spent by residents, new retail businesses run the risk of simply replacing established businesses unless new “spending power” (more people or more disposable income) is created.

Since it is unclear exactly how this will resolve itself, Bristol should consider seeking ways to be resilient as the retail market continues to evolve.

**“On Street” Shopping**



**“On Line” Shopping**



## Telephone Survey Results

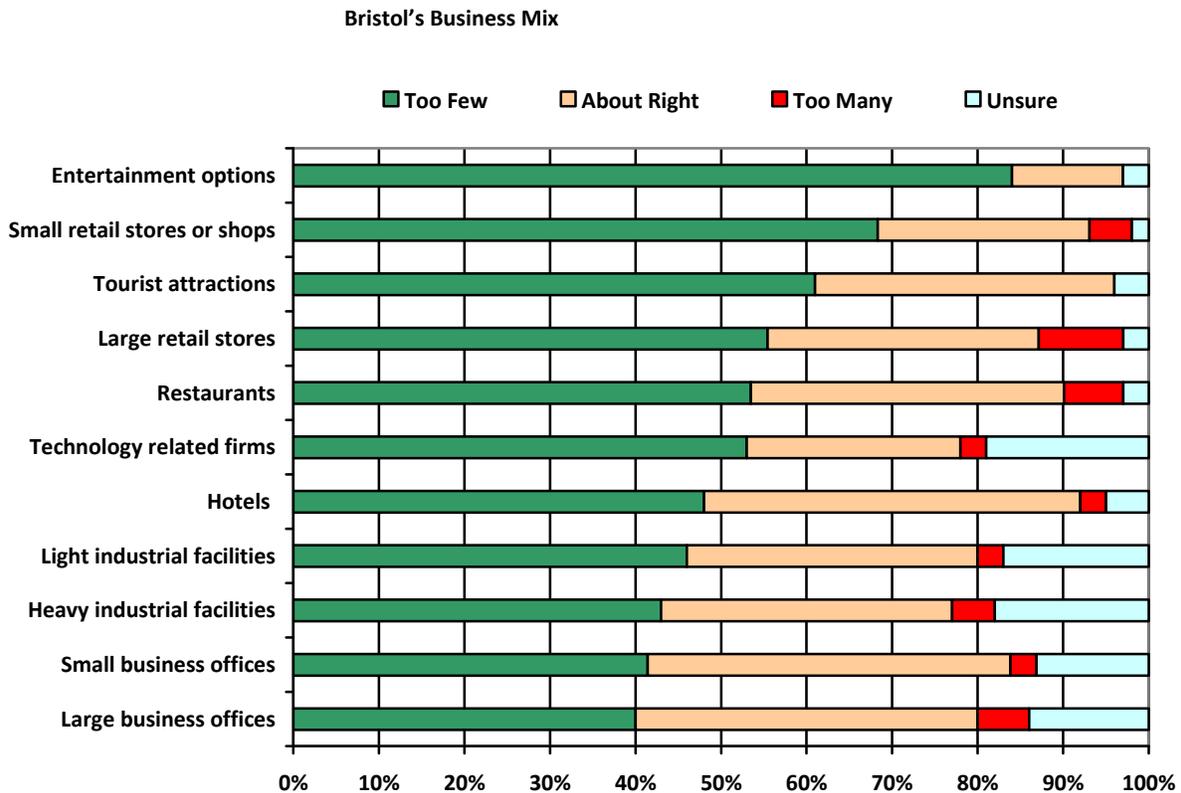
In the telephone survey, residents were asked whether they felt Bristol had too many, about the right amount, or too few of different types of businesses.

As indicated in the chart below and in the table on the following page, residents expressed strong feelings that Bristol has too few of the following types of businesses in the community (i.e., more than 50 percent of participants felt there were too few of the indicated business types):

- Entertainment options
- Small retail stores or shops
- Tourist attractions
- Large retail stores
- Restaurants
- Technology related firms



Some of the survey results relating to business development are presented on this page and the following page.



	Too Few	About Right	Too Many	Unsure
Entertainment options	84%	13%	0%	3%
Small retail stores or shops	69%	25%	5%	2%
Tourist attractions	61%	35%	0%	4%
Large retail stores	56%	32%	10%	3%
Restaurants	54%	37%	7%	3%
Technology related firms	53%	25%	3%	19%
Hotels	48%	44%	3%	5%
Light industrial facilities	46%	34%	3%	17%
Heavy industrial facilities	43%	34%	5%	18%
Small business offices	41%	42%	3%	13%
Large business offices	40%	40%	6%	14%

**Chamber of Commerce Event**



**Recreation**



## 9.2. Overall Goals

---

### 9.2.1. Expand The Economic Base

Maintain and improve the economic base of Bristol in order to enhance its reputation as a desirable place in which to live, work, shop and raise a family.

### 9.2.2. Manage Business Development

Encourage appropriate building and site design.

Otis Elevator



Multi/Cable



TAB Manufacturing



Tollman Spring



## 9.3. Policies

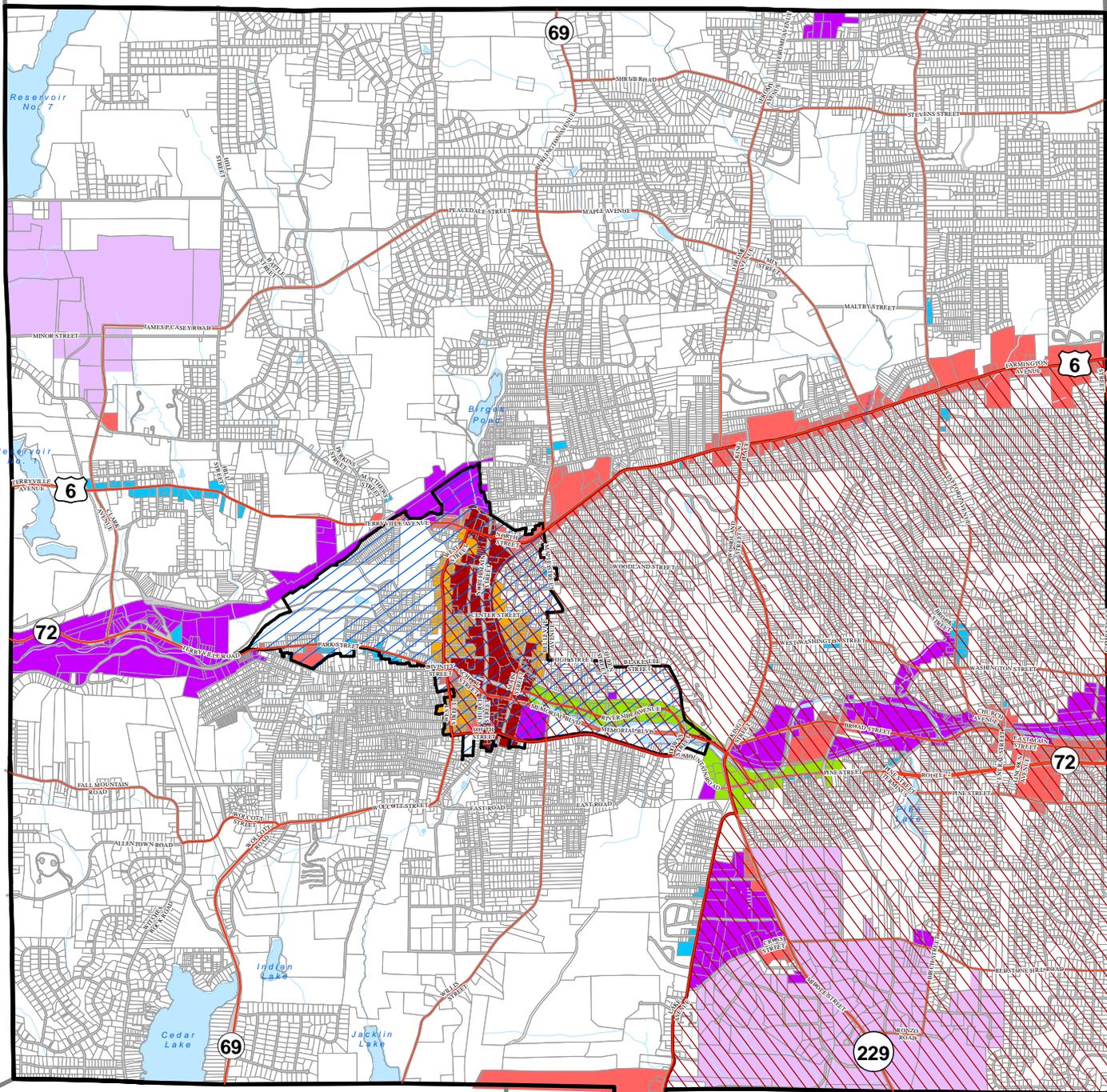
---

### 9.3.1. Expand The Economic Base

1. Encourage a stable, diversified economic environment which provides:
  - employment for residents and workers,
  - goods and services for residents and visitors, and
  - a strong tax base.
2. Seek to maintain Bristol as a regional center of employment and commercial activity.
3. Monitor trends in the office, industrial, and retail sectors in order to anticipate and address changing employment and commercial needs.
4. Encourage the retention and expansion of existing business and industry in Bristol.
5. Encourage the attraction of new business and industry to suitable locations in Bristol.
6. Encourage the growth of the technology sectors of the local economy and seek to make this an “economic cluster” unique to Bristol.
7. Continue to work with ESPN to encourage and promote their operations in Bristol.
8. Encourage and promote the establishment of incubator space to help businesses form and grow in Bristol.
9. Encourage the inclusion of small businesses, arts and crafts, and cottage industry trades as part of the local economy.
10. Coordinate efforts of the Bristol Development Authority, the Downtown Development Corporation, the Chamber of Commerce and others to promote appropriate development.
11. Continue to use economic development incentives (such as the Enterprise Zone program) to attract and support eligible businesses.
12. Continue to encourage and support existing industrial operations in Bristol.
13. Seek to attract new industrial operations to Bristol.
14. Encourage and promote environmental cleanup, remediation, and redevelopment of “brownfield” sites.
15. Encourage the adaptive re-use of older industrial buildings.
16. Continue to focus on and invest in the marketing and promotion of Bristol and the business community (e.g., media, signage, advertisement, events, etc.).

# Business Development Map

Bristol, CT



## Legend

### Business

- General Business
- Neighborhood Business
- Downtown Business
- Downtown/Neighborhood Transition
- Route 72 Corridor

### Industrial

- General Industrial
- Industrial Park 1
- Industrial Park 3
- Industrial Park 25
- Enterprise Zone
- Bioscience Zone



2,700 Feet

**9.3.2. Manage Business Development**

1. Protect industrial land from residential and commercial encroachment.
2. Improve the overall appearance and safety of Bristol’s business areas through the use of graphic symbols, the planting of trees, the installation of sidewalks and street furniture, the regulation of signage and the provision of other functional and aesthetic improvements that make these areas more desirable for pedestrians and shoppers.
3. Discourage expansion of business uses and activities onto residential side streets if it would negatively affect residential neighborhoods.
4. Continue to regulate the size and number of new signs.

**Office**



**Industry**



**Retail**



**Hospitality**



## 9.4. Action Steps

---

### 9.4.1. Expand The Economic Base

1. Undertake a review of the rationale and standards for the three different Industrial Park zones to ensure that their locations and dimensional standards are appropriate and reasonable.

### 9.4.2. Manage Business Development

1. To encourage and ensure appropriate business development, undertake a comprehensive review of:
  - a. the location and boundaries of all business zones,
  - b. the uses allowed in each zone, and
  - c. the dimensional standards of each zone.
2. Undertake a review of parking standards to ensure that the requirements do not place Bristol at a disadvantage by requiring more parking than is needed.
3. Undertake a review of sign regulations to ensure that the provisions are appropriate and reasonable.
4. Establish a design review process to ensure that new business development enhances the overall character of the community.
5. Install better way-finding and venue promotion signage to promote local destinations and events.

**Otis Elevator  
Testing Facility**



**Local Micro-brewery**



*See Chapter 11 for additional business development recommendations related to specific areas within Bristol.*

## 9.5. Specific Locational References

1. To help serve the daily shopping and service needs of nearby residents, consider establishing a small, neighborhood-oriented shopping area in:
  - a. the northwest section of Bristol.
  - b. the southwest section of Bristol.
2. Along both sides of Route 229 (Middle Street) between Battisto Road and the Bristol-Southington town line:
  - a. limit development to high-quality, low-traffic-generating uses, primarily of an industrial/office nature rather than a retail/commercial nature, and
  - b. limit future retail/commercial development to those properties that are currently zoned for business.

Business Park



Main Street



# GUIDE RESIDENTIAL DEVELOPMENT

# 10

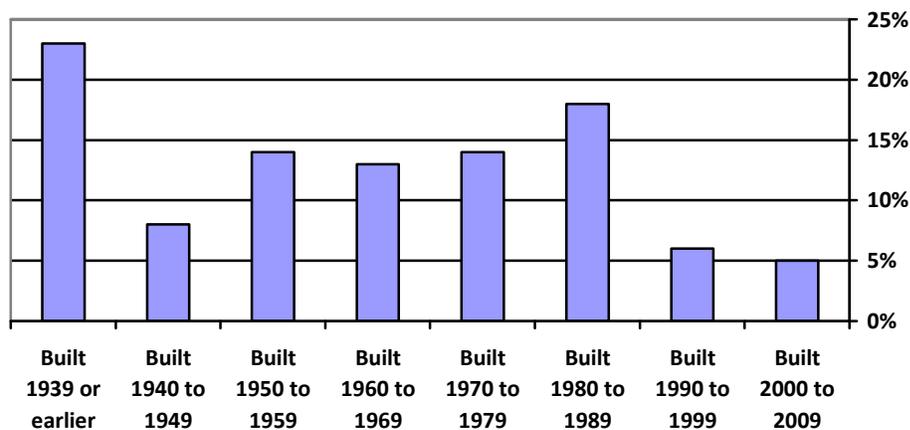
## 10.1. Overview

Housing is an important element of the Plan of Conservation and Development. Most of the land in Bristol is zoned and used for residential development, and the housing stock in Bristol provides shelter and meets other needs and desires of residents. How the community manages residential uses and guides residential development will have a significant impact on the form and function of the community and the quality of life of its current and future residents.

### Age, Type and Condition of Housing

The majority of Bristol's housing stock was built before 1970, and almost one-quarter of the housing stock was built before World War II (1939 or earlier). Housing production in Bristol has slowed recently compared to prior decades.

Age of Housing Stock, Bristol, CT



As of 2010, about one-third of the occupied housing units in Bristol were renter occupied. In some areas with a high percentage of rental units, a lack of maintenance and upkeep, combined with the age of the housing stock, has contributed to deterioration of properties and increased the potential for neighborhood blight and neighborhood destabilization.

## Housing And Demographics

Bristol has historically attracted younger adults (ages 25 to 34) who may be seeking their first apartment or house.

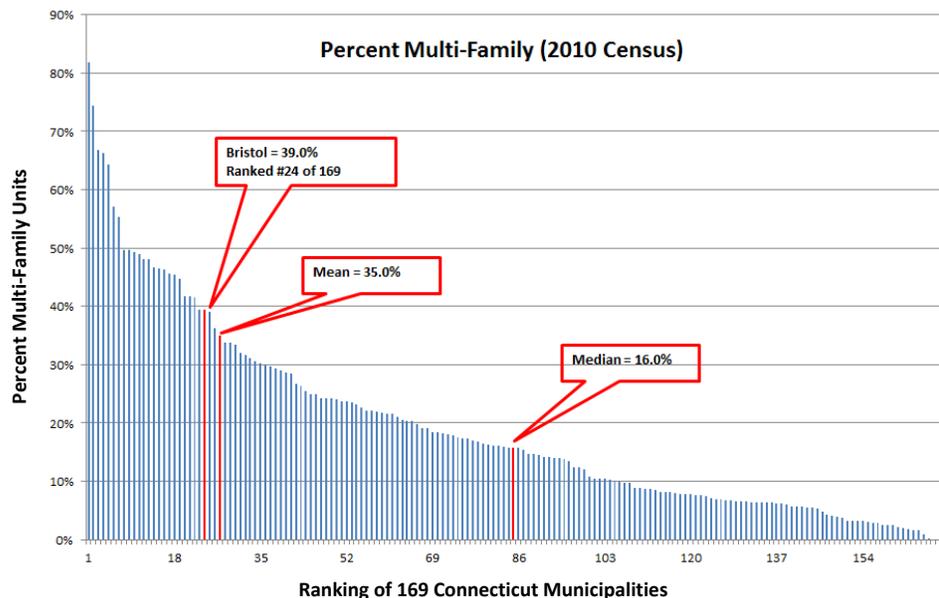
As the “baby boomers” (people born between about 1945 and about 1965) enter the older age groups, there is an opportunity to attract them to Bristol (or to have them stay in Bristol) if the right mix of housing and amenities within walking distance can be established to enhance their quality of life.

As the number of elderly persons continues to grow, provisions for their specific housing needs must be addressed, including housing options for people whose lifespan may outlast their savings.

## Housing Cost And Affordability

According to the Connecticut Economic Resource Center, the median sale price of a single-family residence in Bristol in 2010 was \$192,500. The 2010 median sale price in Connecticut was \$246,000.

As of 2014, approximately 13.5% of Bristol's housing stock was considered affordable (governmentally assisted or available to moderate income households), based upon the definition of "affordable housing" established under Section 8-39a of the Connecticut General Statutes.



## Telephone Survey Results

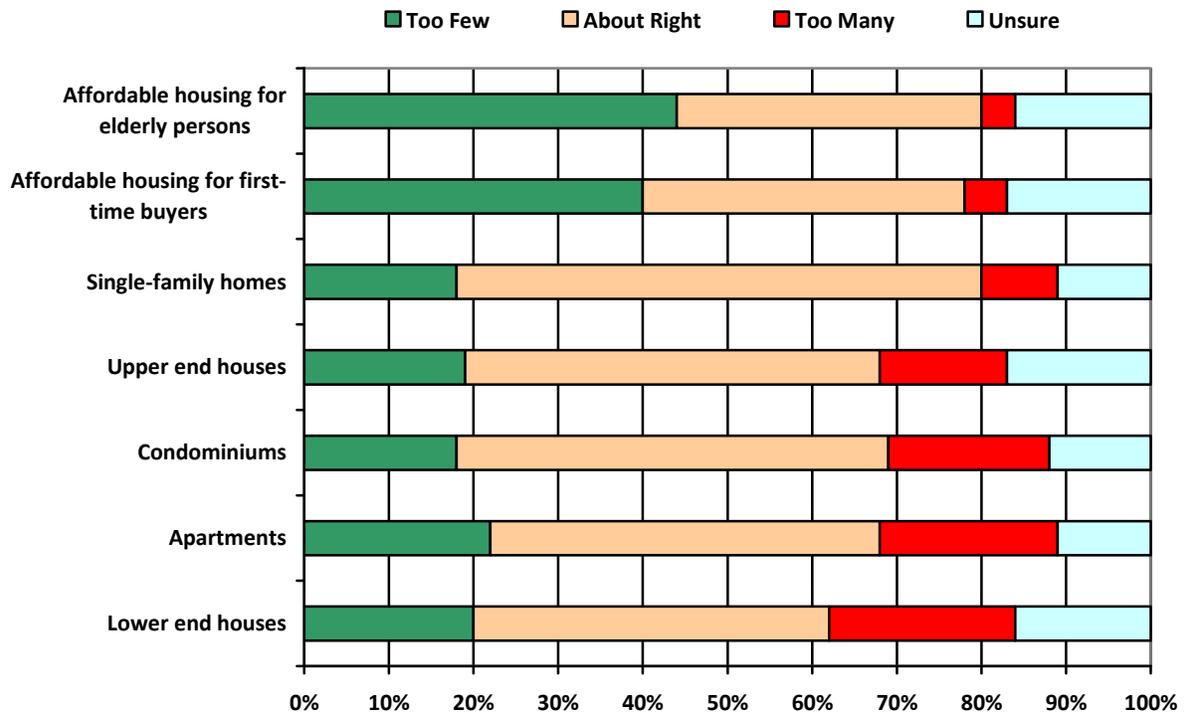
In the telephone survey, residents were asked whether they felt Bristol had too many, about the right amount, or too few of different types of housing. Overall, it seems that participants feel there may be too few affordable housing units for elderly persons and for first-time buyers.



Some of the survey results relating to residential development are presented on this page and the following page.

	Too Few	About Right	Too Many	Unsure
Affordable housing for elderly persons	44%	36%	4%	16%
Affordable housing for first-time buyers	40%	38%	5%	17%
Single-family homes	18%	62%	9%	11%
Upper end houses	19%	49%	15%	17%
Condominiums	18%	51%	19%	12%
Apartments	22%	46%	21%	11%
Lower end houses	20%	42%	22%	16%

Bristol's Housing Mix



Survey participants were also asked whether they were considering moving to a different home within the next five to ten years. About 40 percent of participants thought they might move in the next ten years while about 54 percent said no and about six percent were unsure.

Of those that were considering moving in the next 10 years, the preferred housing choice was for a single-family home (55% of people considering moving) with slightly more than half looking for a bigger single-family home and slightly less than half looking for a smaller single-family home.

About 14 percent of participants identified a multi-family arrangement (an apartment or condominium) as their next housing choice.

About 7 percent identified an age-related housing arrangement (active adult, life care, congregate) as their next housing choice.

About 5 percent identified a price-related housing arrangement (affordable, subsidized, family) as their next housing choice.

Finally, about 8 percent identified other housing types (including out-of-state) and about 12 percent were not yet sure what their next housing arrangement might be.

<b>Single-Family</b>	Move to a larger single-family home	30%
	Move to a smaller single-family home	24%
	Single family, same size	1%
<b>Multi-Family</b>	Move to a rental apartment/townhouse	11%
	Move to a condominium	3%
<b>Age-Related</b>	Move to an active-adult (55+) community	6%
	Move to a life-care facility or nursing home	1%
<b>Price-Related</b>	Move to affordable or subsidized housing	3%
	Move in with family members	2%
<b>Other</b>	Other	2%
	Unspecified (out of town, out of state)	6%
<b>Unsure</b>	Don't know/unsure	12%

These survey results suggest that Bristol should continue to promote a housing mix that will help address the housing needs of current and future residents.

## 10.2. Overall Goals

---

### 10.2.1. Neighborhood Stability

Continue to preserve and enhance the integrity and stability of Bristol's residential neighborhoods.

### 10.2.2. Housing Design

Encourage the appropriate design of housing in order to meet community needs in the future.

### 10.2.3. Housing Mix

Encourage the provision of a mix of attractive, decent, safe and sanitary housing to meet the social and economic needs of Bristol's current and future population.

**Historic Single-Family**



**Traditional Single-Family**



**Newer Single-Family**



**Multi-Family House**



**Apartment Building**



**Multi-Family Condominium**



## **10.3. Policies**

---

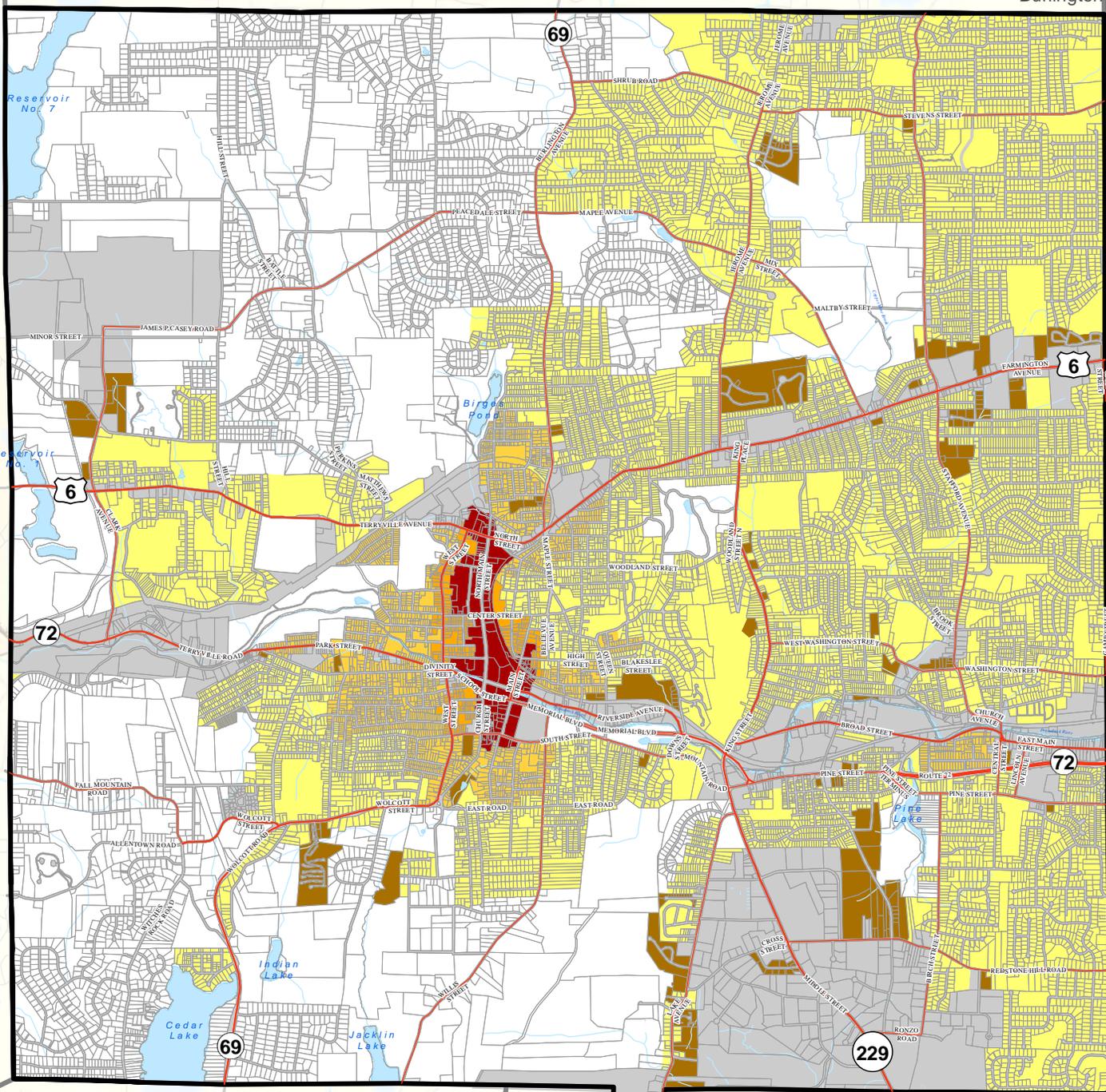
### **10.3.1. Neighborhood Stability**

1. Continue to encourage the maintenance and rehabilitation of the existing housing stock, especially in a manner that maintains the architectural integrity of existing structures.
2. Encourage owner-occupancy of multi-family dwellings, particularly the double- and triple-decker homes prevalent in Bristol's older neighborhoods.
3. Encourage conversion of existing 2-3 unit buildings to single-family homes if feasible.
4. Continue to support the use of Community Development Block Grant (CDBG) funds to support housing rehabilitation for eligible properties.
5. Continue to implement the property maintenance code through the City of Bristol's Code Enforcement Committee.
6. To help maintain the character of existing established neighborhoods, consider allowing the same pattern of development as in the past even though this might result in lesser setbacks or smaller lots not generally allowed under the current zoning designation for that area.
7. Discourage multi-family development (including 2-4 family units) within established, stable single-family neighborhoods except where conversion of existing buildings to multi-family development might be appropriate in order to provide for a land use transition and/or preserve historic buildings.
8. Protect residential neighborhoods from commercial encroachment except where conversion of existing buildings to professional office might be appropriate in order to provide for a land use transition and/or preserve historic buildings.
9. Discourage zoning actions that would allow mixed uses in established residential areas except at the borders and fringes where major streets are located.

# Residential Densities Map

Bristol, CT

Burlington



Wolcott

Southington

## Legend

- Single Family - Densities up to 1.6 Units per Acre or Less
- Single Family - Densities up to 4.0 Units per Acre
- RM - 2+ Family Residential - Densities of 7.3 to 18.7 Units per Acre
- BT - 2+ Family Residential - Densities of 8.0 to 42.0 Units per Acre
- A - Multi\_Family Residential - Densities of 8.0 to 12.0 Units per Acre
- Possible Future Mixed Use/Housing Oppertunity Area
- Business and Industrial zones



2,700

Feet

### **“Aging-In-Place”**

The term “aging-in-place” refers to people who choose to stay in their current home as they age rather than relocate to another location or another form of housing.

This can be an excellent strategy for many households, provided their housing will continue to meet their needs as they age (handicapped accessibility, upstairs bedrooms, etc.).

“Aging-in-place” can also be facilitated by local programs such as:

- Meals-on-wheels
- Dial-a-ride
- Visiting health aides

The term “universal design” refers to house design accommodations that can help housing meet the needs of a variety of age groups:

- Step-less entries
- One-floor living
- Easy maintenance
- Accessible and usable kitchen and bath
- Lever door handles and faucets
- Wider doorways for wheelchairs

### **10.3.2. Housing Design**

1. Require that parcels for multi-family residential development be of suitable size and configuration to accommodate good site layout and design.
2. Encourage multi-family residential development to include garages or covered parking, hidden parking, and recreational facilities.
3. Encourage universal design so that housing units will be able to accommodate the housing needs of different age groups.

### **10.3.3. Housing Mix**

1. Encourage a mix of housing in appropriate locations (such as near services and/or transit) to meet the changing housing needs of current and future residents:
  - young adults (ages 25 to 35) since Bristol’s continued growth and vitality depend in part on the ability of Bristol to attract and retain younger residents,
  - families with children (ages 35 to 55),
  - mature adults (ages 55 to 70 or so) seeking housing with lower maintenance needs and lifestyle amenities nearby, and
  - senior citizens (ages 70+) who may seek accessory apartments, congregate housing, life-care facilities.
2. To help address current and future housing needs, consider permitting multi-family development of appropriate density and design to be located:
  - in downtown Bristol in mixed use buildings,
  - along major commercial highway corridors, and
  - in other business districts or other suitable locations.
3. Strive to encourage the provision of:
  - affordable housing for the elderly who need it, and
  - affordable housing for families and individuals who need it.
4. For those persons with special housing needs, consider ways to accommodate Bristol’s fair share of:
  - group homes,
  - emergency shelters, and
  - transitional housing.
5. Support the efforts of the Bristol Housing Authority to meet local housing needs and to maintain and upgrade their housing developments.
6. Require that new government-funded or subsidized housing developments be held to the same design standards as privately developed housing.

## 10.4. Action Steps

---

### 10.4.1. Neighborhood Stability

1. Undertake a comprehensive review of the location of all residential zoning district boundaries and designations to ensure they are appropriate for their location.

### 10.4.2. Housing Design

1. Review the minimum parcel size requirements for multi-family development to ensure that they are appropriate for their location and promote good design.

### 10.4.3. Housing Mix

1. Seek ways to create more housing options for senior citizens with modest incomes.

**Apartments**



**Apartments**



**Condominiums**



**DeLorenzo Towers**



## **10.5. Specific Locational References**

---

1. In order to help maintain the integrity of the residential neighborhoods to the rear, retain the predominantly residential character, scale and flavor of properties fronting on:
  - a. the east side of Route 229 (Middle Street) between Lake Avenue and the parcel of land north of Business Park Drive.
  - b. the south side of Route 6 (Farmington Avenue) between Britton Road and Stafford Avenue (pending completion of a comprehensive study of the Route 6 corridor as recommended in Section 11.5).
  - c. both sides of Route 6 (Farmington Avenue) between Lewis Street/Oakland Street and Mercier Avenue (pending completion of a comprehensive study of the Route 6 corridor as recommended in Section 11.5).
  - d. Route 229 (King Street) between Broad Street and Route 6 (Farmington Avenue).
2. In order to help provide a buffer/transition between the industrial development to the east and the single-family residential development to the west, consider rezoning land along the east side of Lake Avenue south of Cross Street to allow low-density multi-family residential development.
3. Maintain the existing single-family residential zoning on the west side of Lake Avenue between Glenn Street and Lake Compounce Park since the shallow depth (due to the proximity of the base of South Mountain) will not readily accommodate multi-family residential development.

# ADDRESS OTHER DEVELOPMENT ISSUES

# 11

## 11.1. Overview

Bristol contains a number of places which would benefit from special strategies to guide conservation and development activities. In addition, there are some development types which warrant specific recommendations in the Plan.

Forestville



West End



Route 6



Institutional Development



The Central Connecticut Regional Planning Agency in collaboration with the University of Connecticut conducted a study of Forestville in order to investigate the new opportunities resulting from recent traffic changes in the area.

## 11.2. Enhance The Forestville Neighborhood

### 11.2.1. Overview

Forestville is a neighborhood in Bristol located east of the downtown area along the Pequabuck River. Forestville grew into a village as a result of the industry located there and the establishment of a train station in the late 1800s. For many years, Forestville was a major gateway into Bristol from the east for pedestrians, horses, carriages, railroads, trolleys, automobiles, and trucks.

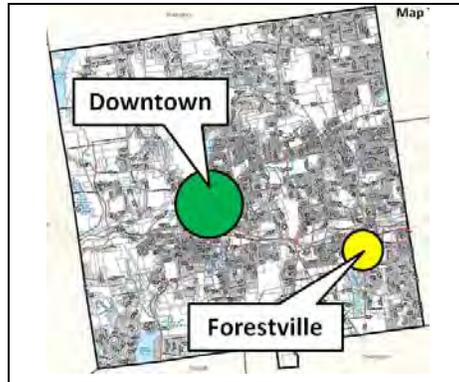
Over the past 60 years or so, Forestville experienced several setbacks. First, the Forestville area was heavily impacted by the 1955 flood, and one of the “improvements” after the flood was to eliminate the on-street parking which had supported many of the local businesses. Second, when the Interstate Highway System was built, the Route 72 extension ended just east of Bristol and all of the traffic was let off onto East Main Street and into the center of Forestville, where the heavy traffic volumes detracted from the character of this area.

With the extension of Route 72 further to the west into Bristol, the traffic in the Forestville area has eased, and opportunities now exist to enhance the overall form and function of this area.

### 11.2.2. Goal

**Support and enhance Forestville.**

Forestville Location



Forestville Streetscape



**Please refer to the Forestville Study for specific recommendations. Some of the policies suggested in that study for the center of Forestville include:**

- Support rethinking of the street arrangement from an east-west orientation to a north-south orientation.
- Encourage the establishment of infill buildings to reinforce the streetscape by creating and supporting terminal vistas and street walls.
- Seek to “square up” the intersections to better guide the more modest traffic flows in this area and to reinforce a pedestrian focus.
- Consolidate parking areas to the extent possible and share parking among different uses.
- Seek to narrow lane widths where possible along the roadway to provide for wider sidewalks, on-street parking, bicycle lanes and other amenities.
- Promote outdoor dining and other pedestrian activities.

**Some of the action steps suggested in that study include:**

- Seek funding to enhance the sidewalks and pedestrian areas in Forestville.
- Seek to make grants and loans available to enhance building facades.
- Review regulations to ensure they are appropriate for the vision of Forestville.

**Forestville Center – Future**



*The 2011 West End Neighborhood Plan and its recommendations are hereby incorporated into this Plan of Conservation and Development.*

## **11.3. Enhance The West End Neighborhood**

### **11.3.1. Overview**

The West End is one of Bristol’s oldest neighborhoods and a key neighborhood within Bristol. The West End contains a diverse population, a variety of housing types and local businesses, distinctive architecture, and three of Bristol’s finest recreation locations – Rockwell Park, Muzzy Field, and Brackett Park.

From the mid-1800s to the mid-1900s, the West End was a working-class neighborhood, comprised of immigrants and first-generation Americans living in a compact, walkable, mixed-use urban neighborhood. However, after World War II, development preferences changed in ways which did not favor the West End. By the year 2000, the neighborhood was beginning to show signs of age and disinvestment and the public perception changed.

In 2008, the City of Bristol commissioned a plan for the West End neighborhood. That study and its recommendations are hereby incorporated into this Plan of Conservation and Development.

The West End Neighborhood Plan envisions that the West End will be a safe, friendly, and family-oriented neighborhood through the positive efforts put forth by many individuals and organizations. The West End Neighborhood Plan also envisions that people in the neighborhood will demonstrate their pride by taking responsibility for the ongoing care of their homes and properties, their businesses, the parks and river, and one another.

### **11.3.2. Goal**

**Support and enhance the West End neighborhood.**

**West End Street**



**West End Planning Process**



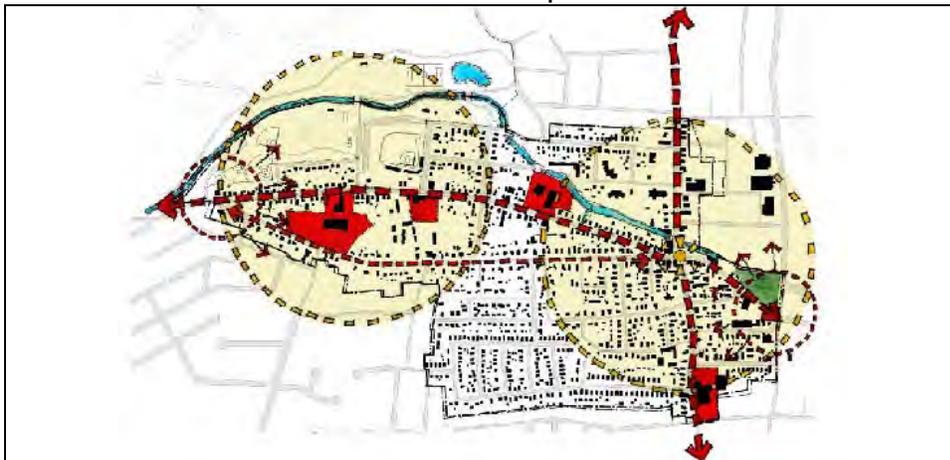
**Please refer to the West End Neighborhood Plan for specific recommendations. Some of the policies suggested in that plan include:**

- Promote and support neighborhood activities that foster community-building and celebrate the neighborhood's diversity (e.g., festivals, block parties, etc.).
- Better integrate the Pequabuck River into the neighborhood and provide greater public access to it.
- Seek to extend bus service into the West End neighborhood.

**Some of the action steps suggested in that study include:**

- Improve public safety - and the public's perception of safety - in the neighborhood.
- Establish and implement housing assistance programs that maintain and increase owner-occupancy in the neighborhood.
- Maintain and enhance the appearance of the neighborhood:
  - Organize and implement neighborhood cleanup and beautification programs.
  - Use CDBG grants and other funds to assist with rehabilitation of commercial properties.
  - Target blighted properties for comprehensive code enforcement efforts.
  - Support the timely acquisition and re-occupancy of foreclosed properties.
  - Implement streetscape improvements (such as sidewalks, lighting, signage, landscaping, etc.).

**West End Concepts**



*The Route 72 Corridor Study and its recommendations are hereby incorporated into this Plan of Conservation and Development.*

## 11.4. Manage The Route 72 Corridor

### 11.4.1. Overview

Route 72 is a major east-west arterial road in Bristol. For many years, Bristol's primary access to the interstate highway system was an on-ramp to the divided highway section of Route 72 in Plainville at the Bristol line.

After many years of effort, the City of Bristol was able to get the Connecticut Department of Transportation to improve a portion of Route 72 and extend a limited access portion further west to Todd Street and then make additional improvements all the way to Blakeslee Street and Riverside Avenue.

To better anticipate the land use and transportation implications of this project, the City of Bristol undertook a special study of the Route 72 corridor in 2005. That study, which was conducted by Fitzgerald and Halliday of Hartford, CT, is hereby incorporated into this Plan of Conservation and Development.

Route 72 is a gateway to Bristol and the downtown area so it is important to preserve and enhance the character of this corridor.

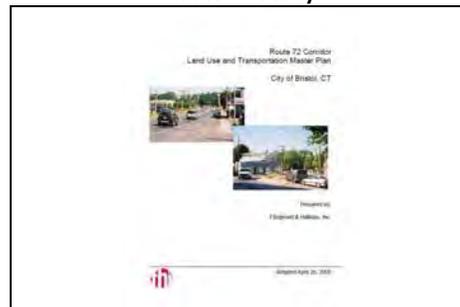
There are many businesses along Riverside Avenue, and it will be important to encourage a range of uses while improving the aesthetics of both the public streetscape and abutting properties.

Along the western end of Pine Street, it will be important to protect the character of residential areas on the south side of the street while accommodating business development on the north side of the street. Along the eastern end of Pine Street, it will be important to protect the character of residential areas.

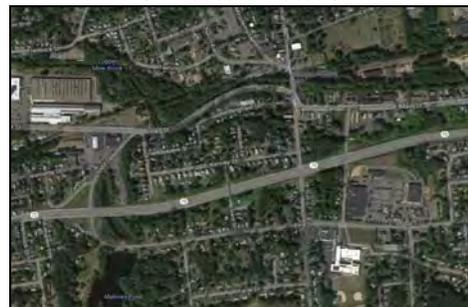
### 11.4.2. Goal

**Manage development within the Route 72 corridor.**

Route 72 Study



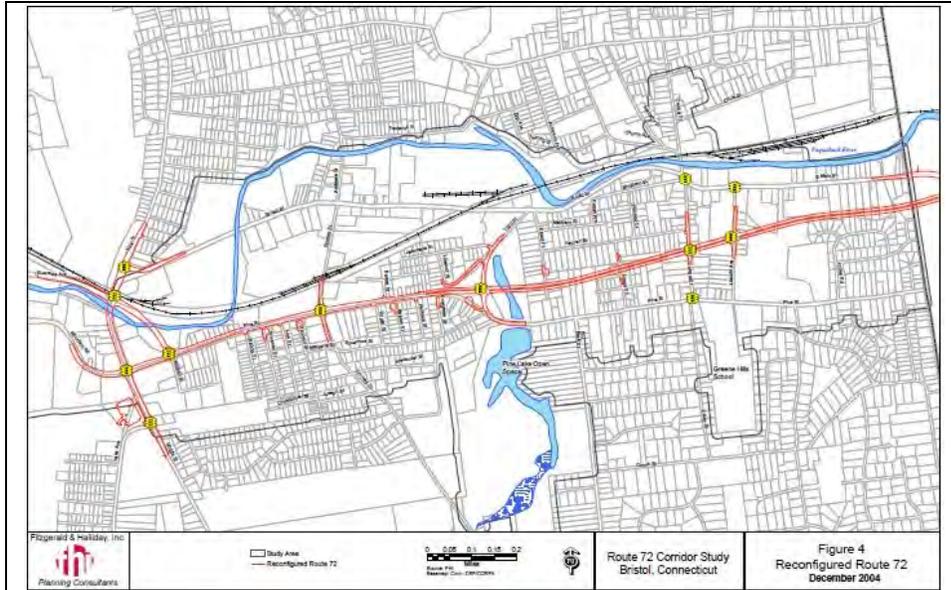
New Route 72 Location



**Please refer to the Route 72 Corridor Study for specific recommendations. Some of the policies suggested in that study include:**

- Promote the adaptive re-use/redevelopment of vacant and/or underutilized properties, particularly brownfield sites, especially along East Main Street, Broad Street, and Riverside Avenue.
- Improve the aesthetics throughout the corridor through both public and private enhancement projects.
- On the south side of Pine Street, limit commercial development between the vicinity of Benham Street and the vicinity of Bishop Street to low-intensity, small-scale uses that serve as a transition/buffer between more intensive commercial uses in the area and the residential neighborhood to the south.
- Extend the “village center” concept outward from Forestville Center, especially to the east along East Main Street and to the west along Broad Street to Todd Street.
- Utilize access management techniques to limit the number, design, and location of driveways along Riverside Avenue and Pine Street.

**Route 72 Master Plan**



## 11.5. Manage The Route 6 Corridor

---

### 11.5.1. Overview

Route 6 is the main east-west arterial road in Bristol. It has evolved from a cart path connecting to Farmington to a major travel route in the community. As Bristol grew in the post-World War II era, the eastern portion of Route 6 became the center of retail development for the new automobile-oriented society.

In actuality, there are several different sections of Route 6, and managing land use activities and future development in these different sections is the focus of this portion of the Plan:

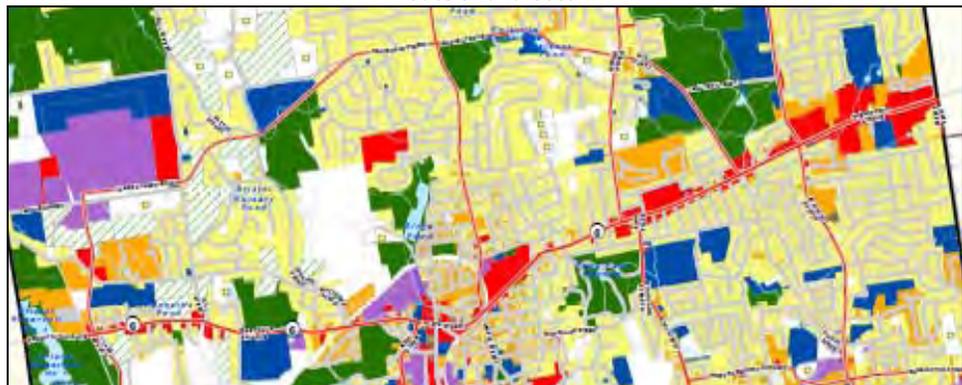
- The section of Route 6 east of Stafford Avenue contains larger lots and supports larger developments. Some multi-family developments are located in this section.
- Properties west of Stafford Avenue tend to be smaller and shallower in depth; this creates challenges for encouraging redevelopment while at the same time managing impacts (access, buffers, etc.). Some areas are used for single-family residences.

Due to increasing traffic volumes and associated issues, the Connecticut Department of Transportation is planning to widen Route 6 east of Carol Drive (i.e., east of Mix Street).

### 11.5.2. Goal

**Manage development along the Route 6 corridor.**

Route 6 Land Uses



### **11.5.3. Policies**

1. In 2016, the City of Bristol commissioned a study for the Route 6 Corridor. On April 1, 2018, the Route 6 Corridor Plan, dated April 1, 2018, was hereby incorporated into this Plan of Conservation and Development.

#### Guiding Policies of the Route 6 Corridor Plan

In order to achieve the vision for the Route 6 corridor, future infrastructure improvements and development will be guided by the following policies to:

1. Place priority on the re-use of previously developed sites and location of new development in existing commercial areas that encourages the adaptive re-use of existing resources while respecting the remaining residential character of the corridor.
2. Encourage design of commercial areas that are compact, mixed-use, and walkable.
3. Maintain the existing housing pattern in the well-established neighborhoods that surround the corridor.
4. Actively pursue a program of economic development that values the existing established businesses and helps to sustain them.
5. Promote new businesses in the existing commercial zones along Route 6 that complement rather than compete with those in the Downtown.
6. Create a transportation model that conveniently links the commercial activities to one another as well as connectivity with other corridor components.
7. Implement access management to reduce the number of curb-cuts along Route 6, with special emphasis being placed on the Farmington Avenue segment.
8. Enhance the aesthetics of Route 6 with complementary site design, signage, and landscaping designed to provide a positive day-to-day experience of the corridor for those who live there, travel there, and spend time at its many destinations.

The full text of the Route 6 Corridor Plan can be accessed at:  
<https://ct-bristol.civicplus.com/DocumentCenter/View/13964>

REVISED APRIL 1, 2018

**Institutional Uses**

Some of the institutional uses in Bristol include:

- Bristol Hospital
- Religious Facilities
- Social Service Facilities
- Educational Institutions
- Private Clubs
- Judicial Facilities
- State / Federal Facilities

## **11.6. Manage Institutional Development**

### **11.6.1. Overview**

Institutional uses (such as churches, private schools, hospitals, private clubs, and similar uses) can enhance the overall quality of life in a community provided they are appropriately located and designed to fit in with their surrounding uses.

### **11.6.2. Goal**

**Manage institutional development.**

### **11.6.3. Policies**

1. Guide institutional uses to appropriate locations, such as roadways which serve as key routes within Bristol.
2. Consider ways to support the overall mission of institutional uses while balancing impacts on adjacent areas (traffic, parking, building expansion, buffers, etc.).
3. Seek to attract educational, cultural, arts, entertainment and other institutions to Bristol while considering their potential impacts on adjacent areas.

### **11.6.4. Action Steps**

1. Undertake appropriate actions to manage institutional development.

**Bristol Hospital**



**Bristol Superior Court**



# INFRASTRUCTURE STRATEGIES



*“The quality of infrastructure systems—including transportation, utilities, and telecommunications—is the most important factor influencing real estate investment and development decisions in cities around the world.”*



# ADDRESS COMMUNITY FACILITY NEEDS

# 12

## 12.1. Overview

---

The nature, extent and condition of a community's facilities and services all contribute significantly to its quality of life. As a community grows and its population changes, as public expectations change, and as existing facilities become outmoded, the demand for additional, improved and varied public facilities and services also changes.

This section of the POCD summarizes the major components of the community facilities and services in Bristol. The emphasis is on long-term land use and capital planning issues, not the day-to-day management or operations of individual municipal departments.

### City Hall

City Hall was originally built in 1963 (over 50 years ago) and the building was renovated in 1983 (30 years ago). Some City departments are located away from City Hall due to a lack of space at the facility.

The *Space Needs Analysis* (completed for the City in 2012 by Drummey Rosane Anderson Inc.) indicated the building is in good structural condition but that many building systems have reached their life expectancy. Any renovation will require upgrading to address a number of code issues. The *Space Needs Analysis* suggested the possibility of re-using Memorial Boulevard School for City Hall.

City Hall



Memorial Boulevard School





## Educational Facilities

Total public school enrollment in Bristol has been decreasing since 2006. Declining enrollments in Bristol are a reflection of the overall economy, an aging population, and age-related migration patterns. According to an enrollment study prepared for the Board of Education by Milone and MacBroom in 2012, overall public school enrollment is projected to decrease for the foreseeable future.

In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The City's educational facilities are adequate.***

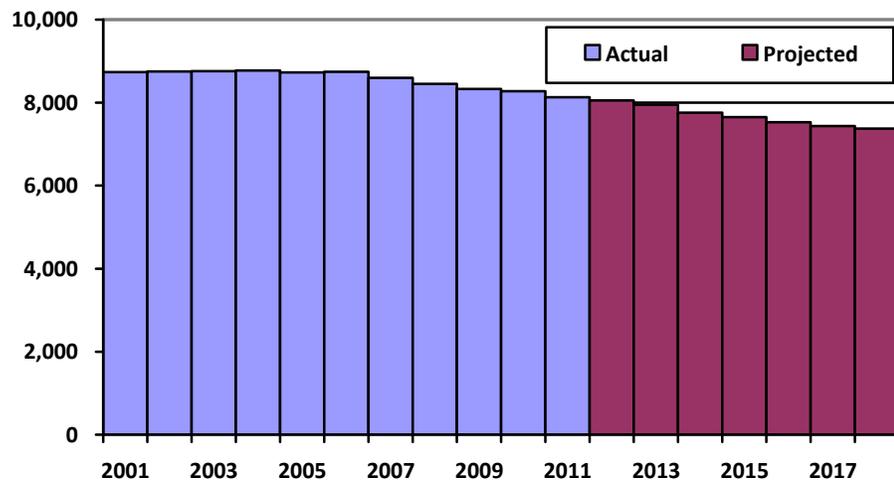
Strongly agree	18%
Agree	61%
Disagree	10%
Strongly disagree	2%
Not sure	8%

Participants were also asked the following question:

***What letter grade (from A to F) would you give the City's school system?***

A	12%
B	44%
C	21%
D	3%
F	3%
Not sure	17%

**Total K-12 Enrollment Projections**



In recent years, the City of Bristol has been reconfiguring schools in order to:

- align available capacity to projected enrollment,
- balance diversity at each school to reflect parameters established by the State, and
- utilize the best facilities for educational programs.

As a result of this process, the City of Bristol has:

- closed several elementary schools (O'Connell, Bingham, Jennings),
- closed one middle school (Memorial Boulevard), and
- built two new K-8 schools (West Bristol and Forestville/Greene-Hills).

Since enrollment is projected to decline within every grade group (PK-5, 6-8, and 9-12), school capacity is not expected to be an issue during the planning period.

**Public Safety Facilities and Services**

**Police / Public Safety** - The Police Department Building was built in 1978 (35 years ago). The 2012 *Space Needs Analysis* conducted for the City of Bristol indicated that space in the building for the Police Department is “very cramped and in much need of expansion.” However, the ability to expand within this building is limited due to the presence of the Superior Court facility. The general recommendation is that one of the uses in this building will need to be relocated in order to have enough space for anticipated police department needs during the planning period.

**Fire Response** - Bristol has five fire stations and a full-time, paid fire department. Parts of the southwestern sector of Bristol are the most distant from the existing fire stations, and response times to this area should be monitored. In terms of the Central Fire Station / Headquarters on North Main Street, the *Space Needs Analysis* conducted for the City of Bristol indicated that the current building is undersized for the needs of the Fire Department and parking is tight. The report recommended expanding the facility by adding an additional bay (complicating the parking situation) or relocating the facility altogether. An expansion of the fire station on Vincent P. Kelly Road was approved in 2014.

**Medical Response** - Emergency medical response in Bristol is provided by Bristol Hospital EMS, a fully licensed Paramedic service operated by an independent company. This arrangement is expected to be adequate for the planning period and beyond.



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The City’s police services are adequate.***

Strongly agree	20%
Agree	63%
Disagree	10%
Strongly disagree	3%
Not sure	5%

Participants were also asked whether they agreed or disagreed with the following statement:

***The City’s fire services are adequate.***

Strongly agree	21%
Agree	69%
Disagree	4%
Strongly disagree	2%
Not sure	5%

**Police Station**



**Fire Headquarters**





**Public Works Garage**

Although not centrally located, the public works facility on Vincent P. Kelly Road has good road access to all parts of the community. Operations at the public works garage can be inefficient due to a lack of service bays, storage space, and operational space. Strategies to address the long-term space needs at this facility should be investigated.

In terms of waste disposal, the City of Bristol has long-term contracts in place for disposal of solid waste and for recycling. During the planning period, Bristol will be participating with other communities to establish a composting facility to remove organic waste from the waste stream.

In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The City's libraries are adequate.***

Strongly agree	23%
Agree	67%
Disagree	5%
Strongly disagree	1%
Not sure	4%

**Public Works Facility**



**Public Works Facility**



**Senior Center**

The Beals Senior / Community Center on Stafford Avenue is expected to be adequate for community needs during the planning period. There is excess space at this facility which could be used to meet other community needs.

**Library Facilities**

Bristol's main library was expanded in 2007 and additional parking was added. This facility is expected to be adequate for community needs during the planning period. A satellite facility in Forestville (the Manross Memorial Library) is also expected to be adequate for community needs during the planning period.

**Bristol Public Library**



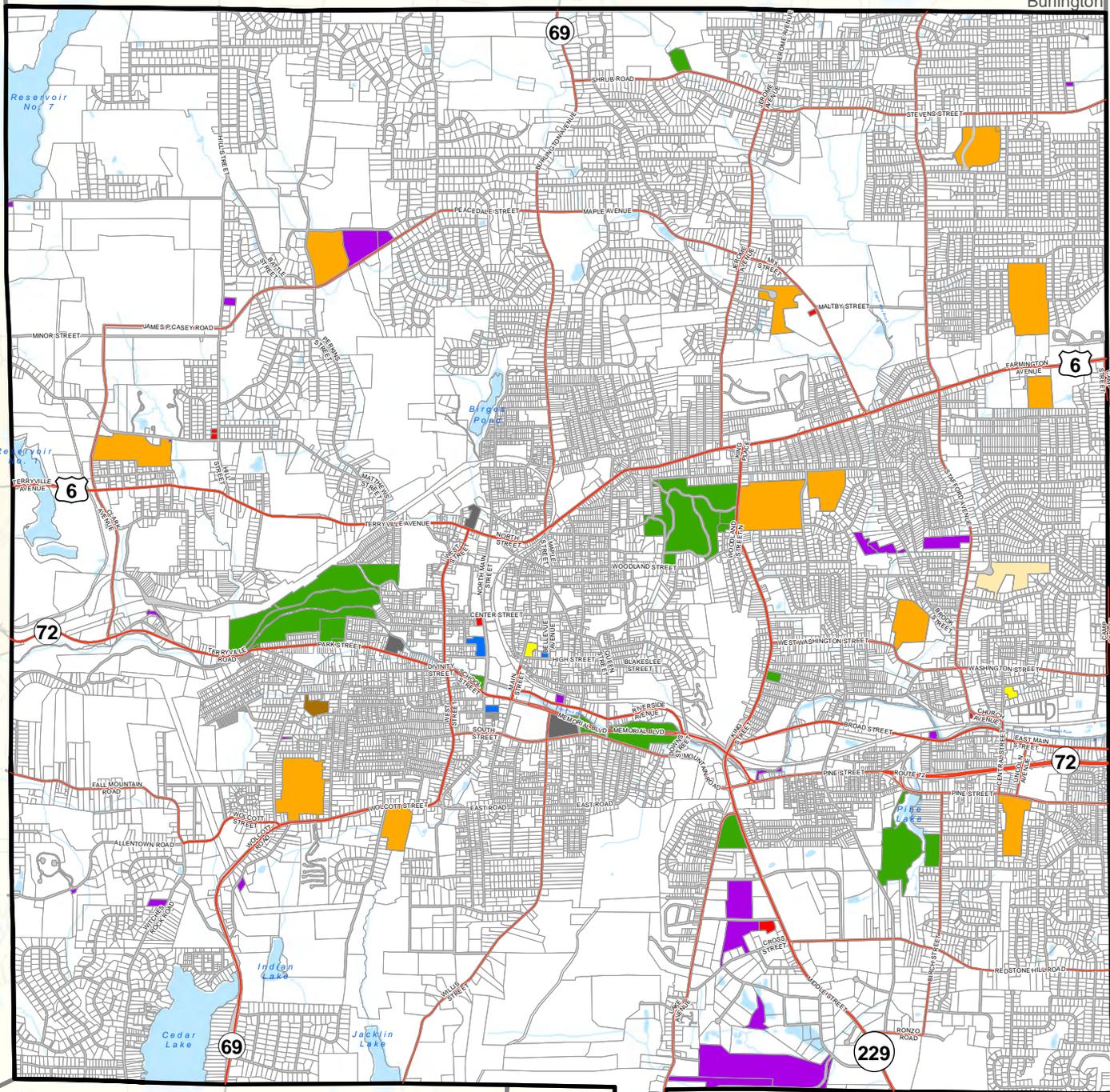
**Manross Memorial Library**



# Municipal Facilities

Bristol, CT

Burlington



**Legend**

 Education	 Parking
 General Government	 Public Safety
 Housing	 Public Works
 Library	 Senior Center
 Park / Recreation	 Other



2,700 Feet



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The City's recreation facilities are adequate.***

Strongly agree	12%
Agree	55%
Disagree	22%
Strongly disagree	4%
Not sure	7%

Participants were also asked whether they agreed or disagreed with the following statement:

***The City's senior services are adequate.***

Strongly agree	13%
Agree	42%
Disagree	14%
Strongly disagree	5%
Not sure	27%

**Park And Recreation Facilities**

The Parks and Recreation Department is responsible for the City's parks, playgrounds and open space. The Department maintains a number of recreation facilities to help meet the active and passive recreational desires of Bristol residents. These recreation facilities are complemented by:

- facilities available at public school sites,
- State lands,
- non-profit organizations, and
- private recreational facilities (such as golf clubs and private schools).

In recent years, the City of Bristol has been gradually implementing plans to improve park facilities. The City should continue to improve park and recreation facilities to meet community needs. In addition, the City should seek to establish additional neighborhood recreational facilities in the southwest, northeast and northwest sections of Bristol which lack formal neighborhood parks.

There is considerable pressure placed on recreation fields due to:

- high local involvement in sports,
- limitations arising from the need to apply herbicides, pesticides, etc.,
- lack of lighting, and
- "season creep" where sports have longer seasons or secondary seasons.

To meet local needs, the Parks and Recreation Department would like to establish multi-use synthetic fields and/or add lights to the fields to allow for evening use. The Parks and Recreation Department would also like a community center facility which would allow them to offer indoor programming without conflicts with the School Department or other agencies.

**Muzzy Field**



**Outdoor Theater**



## Surplus Facilities

Jennings School is no longer being used by the City of Bristol. The property has been sold and is being repurposed.

O'Connell School and Bingham School are no longer being used by the City and are in the process of being sold. Potential uses for the property are being evaluated.

Memorial Boulevard School is no longer being used by the City and potential uses for the property are being evaluated by a Study Committee established by the City Council.

**Jennings School**



**Memorial Boulevard School**



**O'Connell School**



**Bingham School**



## **12.2. Overall Goals**

---

### **12.2.1. Facility Planning**

**Establish a comprehensive process for addressing community facility needs.**

### **12.2.2. Facility Needs**

**Address identified municipal facility and service needs as efficiently and economically as possible.**

### **12.2.3. Service Needs**

**Provide a broad range of human services and educational opportunities to those Bristol residents who desire or need them.**

## **12.3. Policies**

---

### **12.3.1. Facility Planning**

1. Anticipate the need to upgrade and improve municipal facilities, as necessary, to keep pace with community needs.
2. When property adjacent to a municipal facility becomes available, evaluate the desirability of acquiring that property for possible future expansion of such facilities.
3. Retain City-owned properties (such as schools) or portions of properties (playgrounds, recreation fields, etc.) rather than selling them if it is determined that there is likely to be a future need or an alternative municipal use for the property.
4. When and where appropriate, consider providing for playgrounds or “green space” which might benefit the neighborhood on unused City-owned parcels which become available.
5. Where appropriate, repurpose unused or excess land owned by the City of Bristol to productive use or to the tax rolls.

### 12.3.2. Facility Needs

1. Seek to address identified space / building needs on a timely basis.
2. Carefully consider the City's financial resources in the planning for future municipal facilities and services.
3. Ensure that municipal facilities (buildings, schools, parks, and recreational facilities) are maintained in order to:
  - a. enrich the public's enjoyment of them,
  - b. prevent physical deterioration, and
  - c. ensure their long-term cost effectiveness.
4. Encourage the shared use of municipal facilities and educational facilities (during off hours) in order to make more efficient use of such facilities.

### 12.3.3. Service Needs

1. Provide a range of educational, recreational and social facilities consistent with the population to be served and at reasonable cost; locate such facilities so as to be easily accessible to residents of all ages.
2. Promote the provision of services such as child and adult day care for those persons who need such services to allow them to enter and remain in the job market.
3. Recognize the need for public and private pre-school education accessible to those who desire such services for their children.
4. Allow for public and private educational facilities in appropriate locations.
5. Encourage the provision of adult education, to expand/upgrade general knowledge, vocational skills and cultural endeavors, at times and in locations that are convenient for potential enrollees.
6. Recognize the need for programs and facilities that address the needs of the homeless population.
7. Recognize the need for services and programs for Bristol's special needs population.



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol is doing a good job maintaining its school buildings, parks, and other community facilities.***

Strongly agree	15%
Agree	65%
Disagree	12%
Strongly disagree	2%
Not sure	6%

Youth Sports



Swimming



## **12.4. Action Steps**

---

### **12.4.1. Facility Planning**

1. Establish and use a comprehensive process whereby City departments and the overall community have opportunities to provide input regarding desirable future uses for surplus municipal buildings or properties.

### **12.4.2. Facility Needs**

1. Address the space / building needs at City Hall while maintaining a City Hall presence in downtown Bristol.
2. Address space needs within the Police Department.
3. Address space needs at the Fire Department Headquarters.
4. Address the long-term space needs at the Public Works facility.

### **12.4.3. Service Needs**

1. Undertake appropriate actions to provide a broad range of human services and educational opportunities to those Bristol residents who desire or need them.

# ADDRESS TRANSPORTATION NEEDS

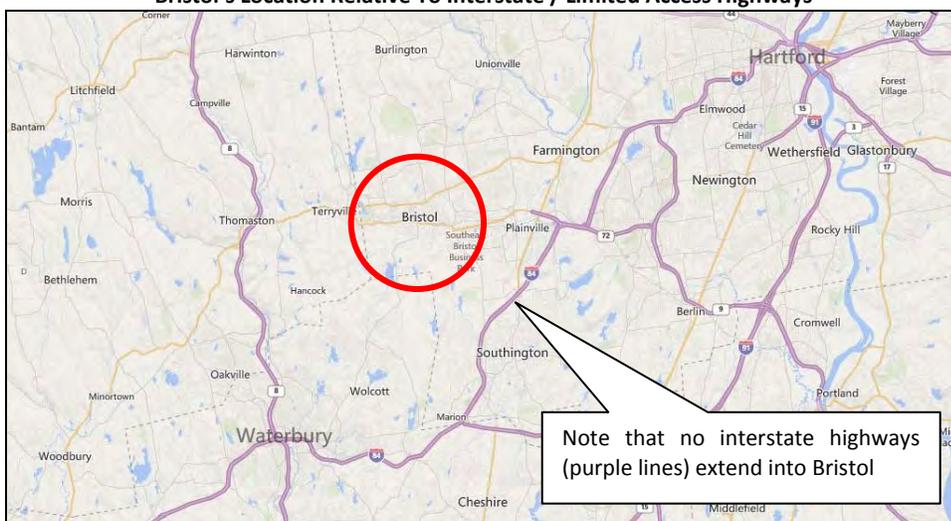
# 13

## 13.1. Overview

At its most fundamental, the purpose of a community's transportation system is to move people and goods. It provides the primary means by which people can get to work, go shopping or spend their leisure time. It also provides the framework upon which the community is built and, as such, is inextricably bound to the land uses it serves. The number, quality and variety of transportation options in a community influence locational choices for the development of housing, businesses and industry.

From a regional perspective, the most significant vehicular transportation issue facing Bristol is its lack of direct access to and from an interstate highway. While the recent improvement of Route 72 east of Route 229 has improved the situation, accessibility to Bristol is still perceived as an issue. Cities with direct access to and from an interstate highway are at an advantage in terms of regional competition in the marketplace; such cities can offer critical access advantages to potential businesses and industries. As such, Bristol's lack of interstate access has implications for its economic development potential.

**Bristol's Location Relative To Interstate / Limited Access Highways**



## Accident Monitoring

The Connecticut Department of Transportation identifies locations on State highways where the accident experience is significantly higher than average, and there are a number of such locations in Bristol where the State is monitoring accident experience.

## **Vehicular Circulation / Roadways**

Bristol's vehicular circulation system includes four state roads – Routes 6, 72, 69 and 229 – which play an important role in carrying local and area-wide traffic into, through and out of the community. Routes 6 and 72 carry traffic in an east-west direction and link Bristol with Farmington, Plainville and Plymouth. Routes 229 and 69 carry traffic in a north-south direction and link Bristol with Southington, Wolcott and Burlington. These state roads form the backbone of Bristol's roadway network and are its primary transportation connection to the larger region.

Within Bristol, the most significant vehicular circulation issue is traffic congestion along Route 6 east of downtown Bristol (Farmington Avenue). This portion of the Route 6 corridor currently operates over capacity, and traffic flow is further impeded by:

- multiple curb cuts and turning movements into and out of adjacent retail and residential land uses,
- a lack of turning lanes at some locations,
- changing lane configurations where the roadway necks down from two travel lanes to one travel lane in some locations, and
- signal spacing or the lack of signal timing/coordination.

Even though the State plans to widen Route 6 east of Mix Street, City agencies and departments need to continue to utilize local land use and traffic management controls – such as curb cut consolidation, the synchronization of traffic signals and the realignment of intersections – to improve traffic mobility and safety along the corridor.

In some situations, traffic volumes and speeds are inappropriate for the function and character of the roadway (such as a local residential street which is used as a shortcut or bypass by traffic). In such situations, City agencies and departments should consider utilizing one or more “traffic calming” strategies (see the next two pages).

The City of Bristol monitors the condition of pavement on local streets in order to identify and prioritize street maintenance needs. Research has found that using a pavement management program to identify road maintenance needs before they become critical (and expensive) helps to stretch maintenance budgets and maintain roadways efficiently and cost effectively.

Pavement widths on local streets are often wider than is necessary to accommodate the roadway function. Roadways which are wider than necessary encourage speeding, generate more stormwater runoff, and increase maintenance expenditures.

**Possible Traffic Calming Techniques - Education**



**Neighborhood Meetings** - A neighborhood meeting can raise awareness of the issue and involve residents in identifying possible approaches.



**Neighborhood Newsletter** - A newsletter can share information about safety concerns, information on traffic speed and volume, and proposed responses. In addition, traffic and pedestrian safety basics can be covered.



**Radar Speed Sign** - These signs use radar to provide motorists with an electronic display alerting them if they are exceeding acceptable speeds. This increases driver awareness and motivates people to alter their behavior.



**Signage** - Traffic signage, if warranted, can inform drivers of school zones, pedestrian activity, school crossings, and bike routes. Installation of stop signs for speed control or unreasonably low speed limits is not recommended.

**Possible Traffic Calming Techniques - Enforcement**



**Speed Enforcement** - Enforcement of speed limits and other traffic laws in neighborhoods can help slow traffic and help police learn when and where to focus their traffic calming efforts.

### Possible Traffic Calming Techniques - Engineering



**Narrowing Travel Lanes** - Wide travel lanes can encourage faster travel speeds. Narrowing the travel lane through the use of pavement markings, landscaping, or curbing can calm traffic and provide space for pedestrians and cyclists.



**Textured/Colored Pavement** - Changing the texture / color of pavement for even a small area (or another type of "gateway" feature) can send a visual cue that a driver has entered a traffic-calmed area.



**Mini-Roundabouts** - A mini-roundabout is a street intersection feature which requires vehicles to slow down and navigate around the island in an intersection and yield to vehicles already in the roundabout.



**Temporary Constriction** - Temporary constriction of the travel lanes (curb extensions, bulb-outs, chicanes, etc.) will slow traffic and deter traffic whose destination is not in the neighborhood. These could be moved around as necessary.



**Permanent Constriction** - Permanent constriction of travel lanes (choker, chicane, etc.) will also slow traffic and deter traffic whose destination is not in the neighborhood. However, this can create issues for snow plowing and emergency response.



**Speed Bump / Hump** - Temporary or permanent raised sections of roadway can deter speeding and cut-through traffic. However, this can also create issues for snow plowing and emergency response.



**Road Closure** - A partial closure (diverter) or a full closure should be used only as measures of last resort and considered only if other less restrictive physical measures have failed.

For many years, communities have categorized and classified roads according to the level of service they are intended to provide and/or the construction standards applicable for that type of road. Because Bristol is mostly developed and few (if any) new roads are likely to be built in the future, the classification used in this POCD focuses instead on the function of the roadway and its contribution to the overall circulation pattern in Bristol.

According to City Ordinance 21-130, “all streets shall be classified as local residential, collector or arterial / commercial / industrial dependent upon the proposed usage and the requirements of the zoning regulations and the plan of conservation and development.” Based upon the following new classification scheme, the ordinance should be updated.

**Key routes for regional travel** are roadways which primarily serve traffic movements between Bristol and surrounding communities as well as circulation within Bristol:

1. **Route 6** - Farmington Avenue / North Street / Terryville Avenue
2. **Route 72** - Divided Route 72 / Pine Street (west of Todd Street) / Riverside Avenue / Main Street / School Street / Park Street / Terryville Road
3. **Route 229** - King Street / Middle Street
4. **Route 69** - Burlington Avenue / North Street / West Street / Wolcott Street (east of Wolcott Road) / Wolcott Road

**Key routes within the city** are roadways which primarily connect regional routes to neighborhoods and major activity areas. Traffic volumes are generally lighter than along key routes for regional travel:

1. Broad Street	8. Maple Avenue
2. Brook Street	9. Mix Street
3. Church Avenue	10. North Main Street
4. Clark Avenue	11. Peacedale Street (part)
5. East Main Street	12. Mountain Road
6. James P. Casey Road	13. South Street
7. Memorial Boulevard	14. Stafford Avenue



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The roadway network in Bristol is adequate for meeting community needs.***

Strongly agree	10%
Agree	51%
Disagree	16%
Strongly disagree	10%
Not sure	3%

Participants were also asked the following question:

***How would you rate the overall condition of City-maintained roads in Bristol?***

Excellent	3%
Good	38%
Fair	40%
Poor	18%
Not sure	1%

**Key routes within neighborhoods** are roadways which primarily provide for traffic movement within and between neighborhoods:

1. Allentown Road	13. Perkins Street
2. Birch Street	14. Pine Street (east of Todd Street)
3. Central Street	15. Redstone Hill Road
4. Cross Street	16. Ronzo Road
5. Divinity Street	17. Round Hill Road
6. East Road	18. Shrub Road
7. Hill Street	19. Stevens Street
8. Jerome Avenue	20. Willis Street
9. Lake Avenue	21. Washington Street
10. Maltby Street	22. West Washington Street
11. Matthews Street	23. Witches Rock Road
12. Peck Lane	24. Wolcott Street (west of Wolcott Road)

**Local streets** are roadways which primarily provide direct access to the properties located along them. All streets in Bristol not classified above are classified as local streets.

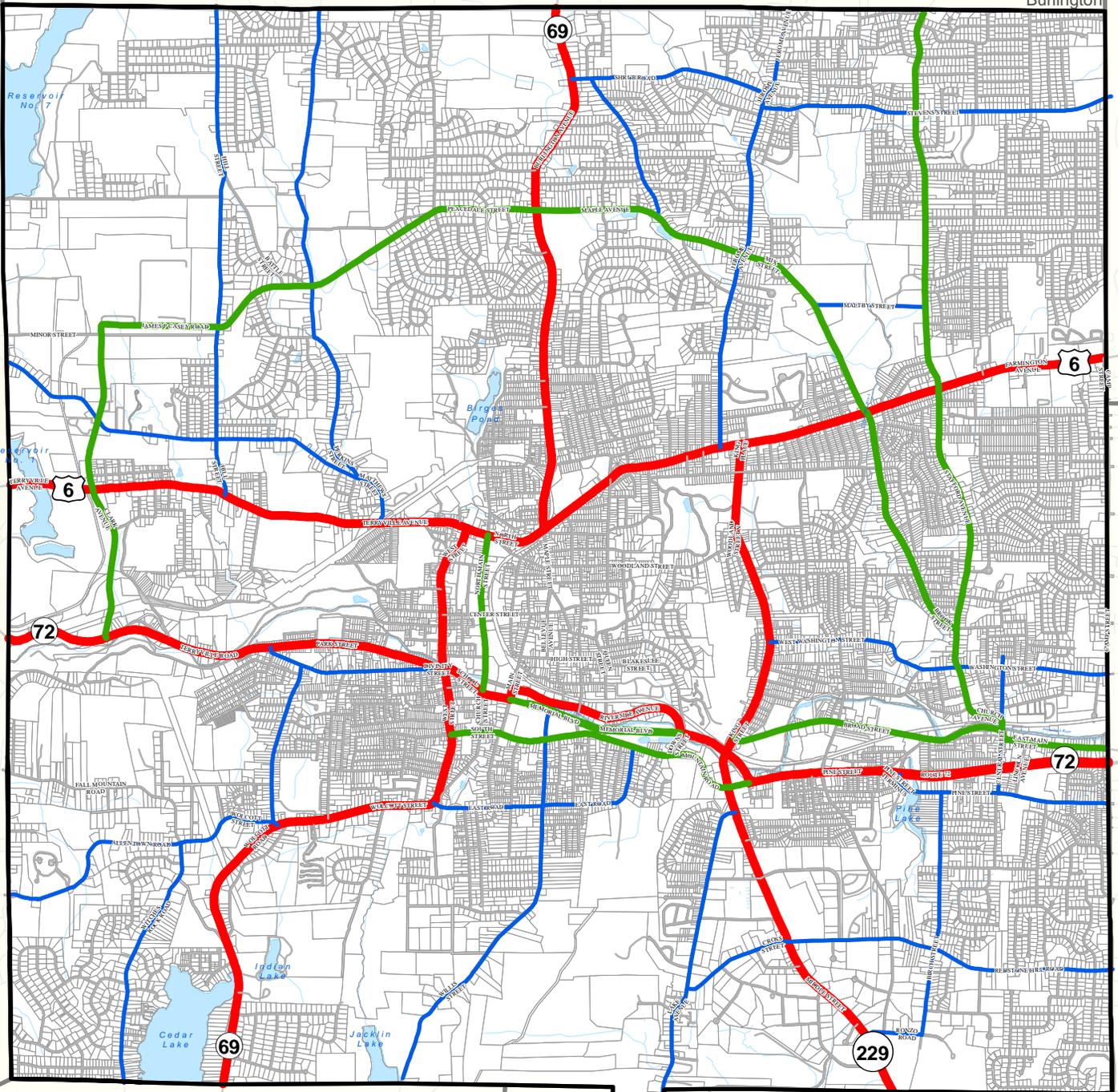
Based on these classifications, the road standards for the different classes of streets should be as indicated below:

	Former Classification	R.O.W. Width	Width of Pavement	Width of Sidewalk
<b>Key Routes For Regional Travel</b>	Major Arterial	Per CTDOT	Per CTDOT	5 feet
<b>Key Routes Within The City</b>	Minor Arterial	60 feet	40 feet	5 feet
<b>Key Routes Within Neighborhoods</b>	Collector	50 feet	34 feet	5 feet
<b>Local Commercial / Industrial Street</b>	Commercial / Industrial	60 feet	40 feet	5 feet
<b>Local Residential Street</b>	Local Residential	50 feet	30 feet if a through street 30 feet if a temp. dead end 28 feet if dead end > 650 feet 26 feet if dead end < 650 feet  (if R-25 zone or larger lot sizes, the City may consider allowing for narrower pavement width)	4 feet

# Key Routes

Bristol, CT

Burlington



Wolcott

Southington

## Legend

- Key Routes for Regional Travel
- Key Routes within the City
- Key Routes within Neighborhoods
- Local Streets



2,700 Feet



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol should do more to create a better pedestrian system such as sidewalks and trails.***

Strongly agree	25%
Agree	57%
Disagree	14%
Strongly disagree	2%
Not sure	4%

## **Pedestrian Circulation**

Sidewalks exist in many areas of Bristol, and it is City policy to have public sidewalks installed as part of new development:

- City ordinance requires new public sidewalks in commercial and industrial developments unless deferred by the City Council.
- The Subdivision Regulations require public sidewalks on both sides of all proposed streets in subdivisions for the entire length of the street unless deferred by the Planning Commission.
- The Zoning Regulations provide that pedestrian walkways shall be provided in such locations as to separate pedestrian movement from vehicular movement wherever feasible.

Sidewalks should be installed on both sides of the street in those areas where they are needed. The deferral or waiver of sidewalk installation in commercial areas, higher intensity residential areas, or in areas close to schools, parks, or other community destinations should be discouraged. The Planning Commission and/or the City Council should consider waivers in other areas on a case-by-case basis.

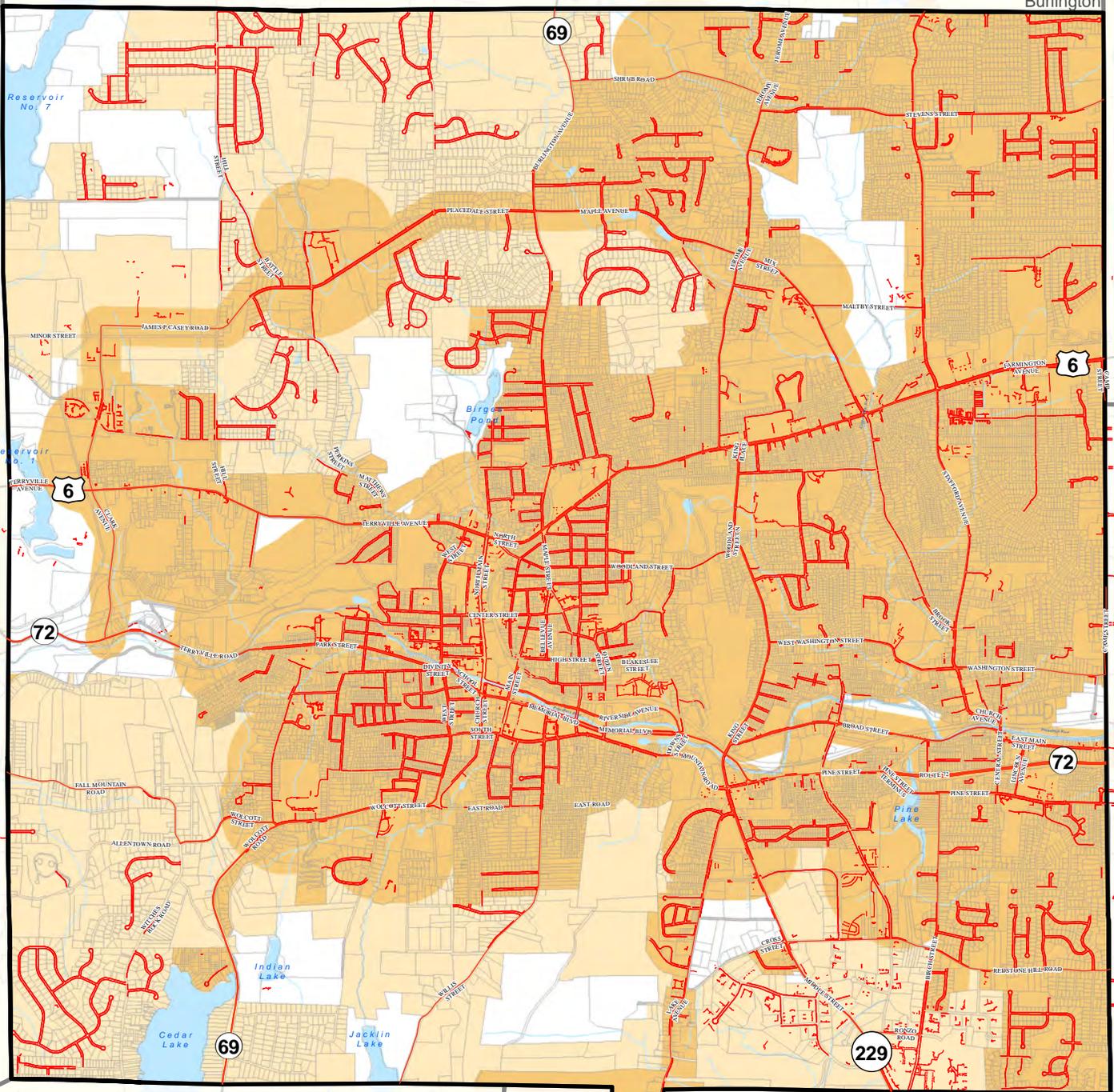
Maintenance and repair of sidewalks is the responsibility of the abutting property owner. These policies and practices should be continued.

At present, there is no comprehensive inventory of off-road pedestrian routes (trails) in Bristol. Bristol should coordinate with adjacent communities to interconnect trails.

# Pedestrian Areas Map

Bristol, CT

Burlington



Wolcott

Southington

## Legend

-  Existing Sidewalks
-  Higher Priority Pedestrian Areas (Zones)
  - Business Zones
  - Higher Density Residential Zones
  - Key Routes
  - Key Destinations
-  Medium Priority Pedestrian Areas (Zones)



2,700 Feet



### Bicycle Circulation

The Connecticut Department of Transportation’s *Statewide Bicycle and Pedestrian Transportation Plan* (2009) suggests potential bicycle suitability on state highways based on shoulder width and traffic volume.

At present, there is no comprehensive inventory of potential bicycle routes on local streets or off-road bicycle routes in Bristol.

In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol should do more to create a better bicycle circulation system.***

Strongly agree	25%
Agree	57%
Disagree	10%
Strongly disagree	2%
Not sure	7%

### Rail Transit

Bristol has a rail line running through it, but passenger rail service and trolley service (streetcar) have not been available in Bristol for decades. The Connecticut Department of Transportation undertook a study of railroad potential in the Berlin-Waterbury rail corridor with the assistance of URS Corporation of Rocky Hill, CT. While the likely first step will be to upgrade the rail line to address freight needs, there is potential that the line will also be considered for the establishment of passenger service for all or a portion of the corridor.

The establishment and enhancement of rail service to and from Bristol should be supported.

**Cycling**



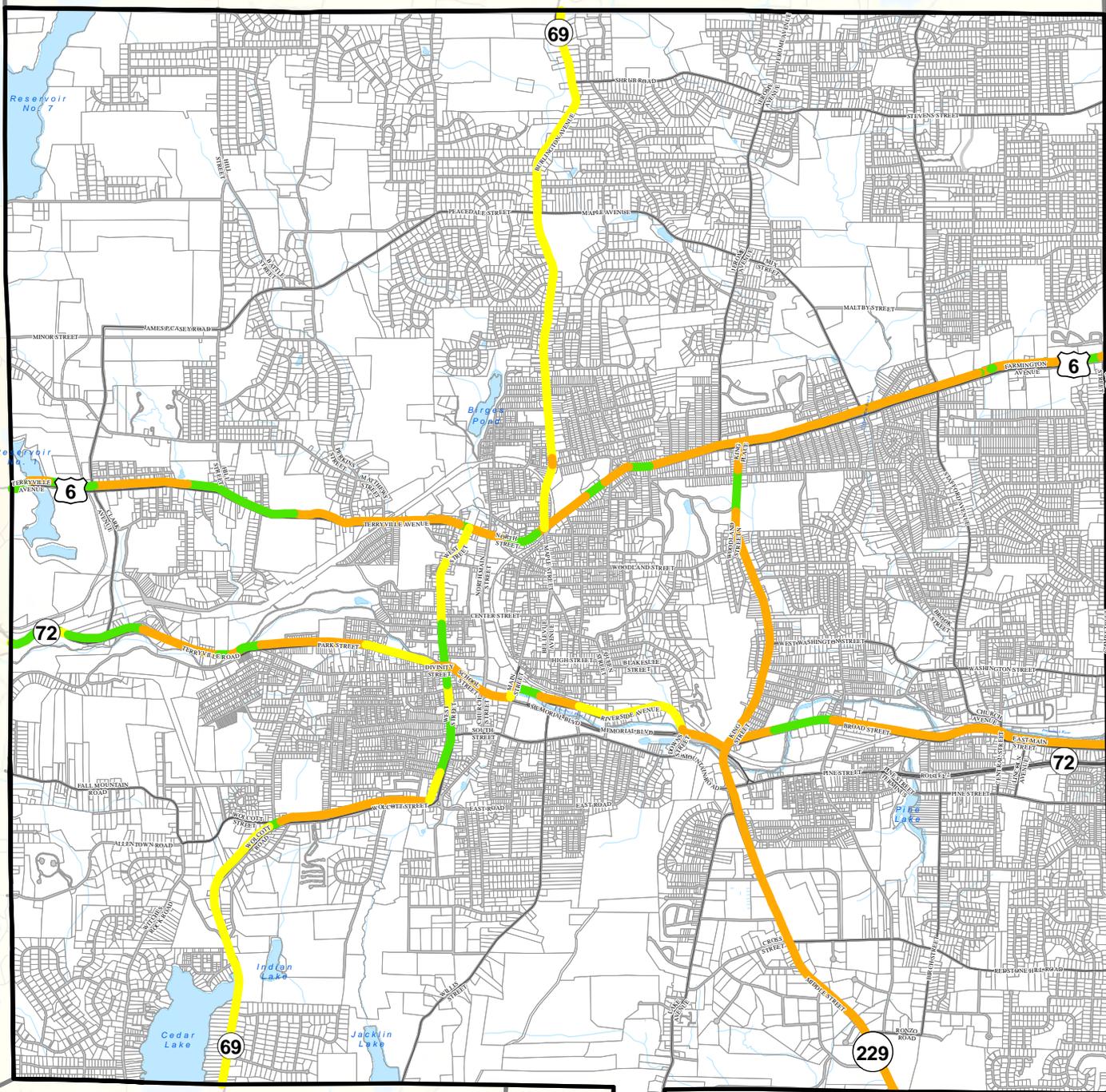
**Former Bristol Trolley**



# Bicycle Routes/Suitability

Bristol, CT

Burlington



Wolcott

Southington

## Legend

### Bike Route Suitability

- Less Suitable
- Suitable
- More Suitable



2,700

Feet



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol should seek ways to increase transit services for residents and businesses.***

Strongly agree	20%
Agree	52%
Disagree	16%
Strongly disagree	2%
Not sure	10%

## Bus Transit

Public bus transit in Bristol consists of both a fixed route system and a commuter bus system.

The fixed route system is operated by Connecticut Transit. With the opening of the “CTfastrak” busway from Hartford to New Britain in 2015, the routes have been renamed:

- Route #541 (formerly “Bristol Local” service) runs several different routes during the day between downtown Bristol and Tunxis Community College in Farmington. Transfers are available at Tunxis Community College to other destinations. There are about 12 bus routes per day. Eastbound buses generally travel directly via Route 6. Some westbound buses stop at the Senior Center and Bristol Hospital and some other westbound buses stop at Birchwood Manor. The fact that the bus routes are so variable and directional makes it challenging to use the buses to get around.
- Route #502 (formerly the “Plainville-Bristol” service) runs during the day from New Britain to Bristol on Route 72. There are about 13 bus routes per day. Ten bus routes per day are local, two bus routes per day are express (downtown Bristol to New Britain with no stops), and one route per day is a “factory route” which drives a circuitous route in the morning to deliver workers to some of the industrial areas and other employment centers in Bristol. It does not make a return trip in the afternoon.

In addition, “CTfastrak” buses will be operating two routes between Bristol and downtown Hartford:

- Route #102 (Hartford/New Britain-Bristol) – local service on the guideway between Hartford and New Britain with service extending to Plainville and Bristol (every 30 minutes at peak times / 60 minutes other).
- Route #923 (Bristol Express) – express service between Bristol City Hall, the Lake Avenue Park & Ride lot (Bristol), the Todd Street Park & Ride lot (Bristol), New Britain Station, Sigourney Street Station (Hartford), Asylum Hill (Hartford), downtown Hartford, and the State Capitol (every 20 minutes at peak times only and in the peak direction only).

Dial-a-ride service is provided by the Central Connecticut Paratransit Service for Bristol residents with a physical or other disability and includes all or part of nine cities and towns.

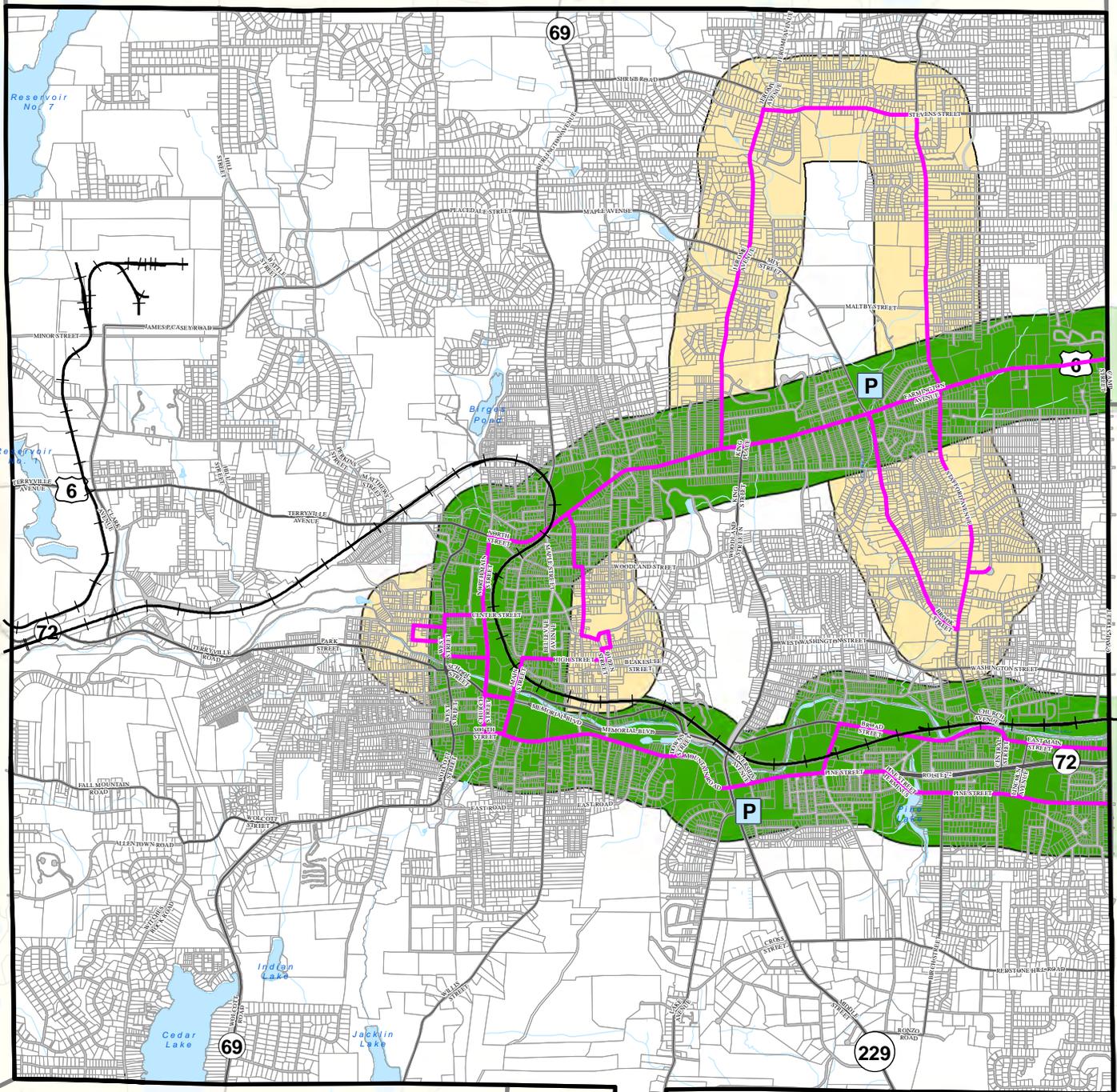
Bristol’s bus transportation system is underutilized, partly because of the route pattern and service schedules.

Bus service to, from and within Bristol should be enhanced.

# Other Transportation

Bristol, CT

Burlington



## Legend

- Rail Lines
- Bus Routes

## Transit Service Area

- Higher Level of Service
- Lower Level of Service

P Park and Ride Lot



2,700 Feet

## **13.2. Overall Goals**

---

### **13.2.1. Comprehensive System**

**Provide for a comprehensive and integrated transportation system to best meet the needs of Bristol residents, businesses, and visitors.**

### **13.2.2. Vehicular Circulation**

**Establish and maintain a roadway network which provides for the safe, efficient and orderly movement of people and goods and provides for adequate access to places of employment, residential, educational, recreational and commercial activity.**

### **13.2.3. Pedestrian Circulation**

**Promote pedestrian circulation.**

### **13.2.4. Bicycle Circulation**

**Seek to enhance the opportunities for bicycle circulation and mobility.**

### **13.2.5. Transit**

**Improve public transit options available in Bristol.**

## 13.3. Policies

---

### 13.3.1. Comprehensive System

1. Promote an adequate, safe, and balanced transportation system which includes motor vehicles, pedestrians, bicycles, public transit, etc.
2. Promote a “Complete Streets” approach to ensure that local roadways are designed to accommodate multiple modes of transportation (motor vehicles, pedestrians, bicycles, public transit, etc.) when and where appropriate.
3. Encourage City, region and State agencies and departments to address transportation issues in a coordinated manner.

### 13.3.2. Vehicular Circulation

1. Provide for adequate vehicular circulation within and between all areas in Bristol.
2. Seek to improve traffic conditions on Bristol’s key routes for regional travel (Routes 6, 69, 229 and 72).
3. Utilize access management and similar techniques, as appropriate, to reduce traffic congestion, particularly along Routes 6, 229 and 72.
4. Monitor intersections and road segments with elevated accident experience and/or congestion and seek to address identified issues.
5. Utilize pavement management programs to maintain roadway pavement as efficiently and cost-effectively as possible.
6. Continue to coordinate traffic signalization and traffic markings.
7. Seek opportunities to reduce street pavement widths where feasible and appropriate.
8. As part of new subdivision development, ensure that strategically located through streets continue to be established in order to provide for traffic flow through the overall neighborhood and the community.

### 13.3.3. Pedestrian Circulation

1. Require the provision of sidewalks in appropriate areas.

### 13.3.4. Bicycle Circulation

1. Encourage the establishment of a network of bicycle routes within Bristol.
2. Stripe existing and future bicycle routes to clearly designate bicycle lanes.
3. Become recognized as a bicycle-friendly community by the League of American Bicyclists.

### “Complete Streets”

---

On its website, Smart Growth America describes “Complete Streets” as follows:

*Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.*

### **13.3.5. Transit**

1. Encourage more frequent bus service on existing routes.
2. Encourage bus routes that better connect high concentrations of people with employment centers, shopping areas and entertainment destinations.
3. Encourage establishment of passenger rail service that serves Bristol.
4. Continue to support the availability of dial-a-ride service for those who need it.

## **13.4. Action Steps**

---

### **13.4.1. Comprehensive System**

1. Consider preparing a “Complete Streets” manual for the City of Bristol.

### **13.4.2. Vehicular Circulation**

1. Extend the “Access Management Overlay Zone” to the business sections of the Route 6 and Route 229 corridors.
2. Consider whether the City of Bristol should establish the position of a professional traffic engineer (or retain a traffic consultant on a case-by-case basis) to provide guidance on transportation issues since many communities of Bristol’s size have found benefits in doing so.
3. Update City Ordinance #21-130 regarding road classifications as identified in this Plan.

### **13.4.3. Pedestrian Circulation**

1. Prepare a comprehensive sidewalk plan.
2. Prepare and maintain a comprehensive inventory of sidewalks and walking trails as a resource for Bristol residents.

### **13.4.4. Bicycle Circulation**

1. Prepare and maintain a comprehensive inventory (and rating) of bicycle routes as a resource for Bristol residents.
2. Provide bicycle storage facilities in commuter parking lots.

### **13.4.5. Transit**

1. Undertake appropriate actions to improve public transit options available in Bristol.

# ADDRESS UTILITY INFRASTRUCTURE NEEDS

# 14

## 14.1. Overview

---

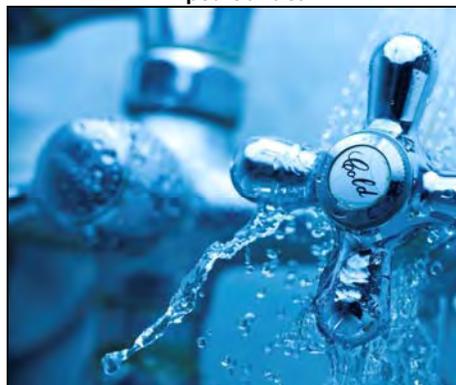
The nature, extent and condition of a community's infrastructure all contribute significantly to its quality of life.

This chapter summarizes the major components of the public infrastructure in Bristol that directly affect – and/or are affected by – land use and development policies and decisions; these include water service and sewer service.

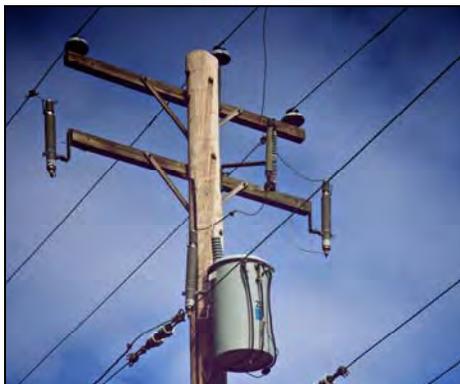
Piped Utilities



Piped Utilities



Wired Utilities



Wireless Services



### **Piped Utility - Sewage Disposal**

Municipal sewers serve most areas of Bristol. Those areas without sewer service utilize on-site septic systems.

City land use regulations encourage or require the use of sewers in most areas. Future sewer extensions will generally be provided by private developers as part of new subdivisions and other development projects.

Bristol's Water Pollution Control Facility has an average flow of 8 million gallons per day (MGD), design capacity of 10.75 MGD, and peak capacity of 33 MGD. Plant upgrades are being made to meet new phosphorus standards.

The main issue affecting sewer service within Bristol is inflow and infiltration of non-sewer water into the sewer lines (from groundwater, basement drains, and other sources). This results in unnecessary expense to treat water which did not need treatment and it can also result in the capacity of the plant or facilities being exceeded during major storm events. The issue of inflow and infiltration is not unique to Bristol but is exacerbated by the age of some of the sewer pipes and the methods used when they were constructed. The City of Bristol has purchased a "grout truck" which is used to inspect the sewer pipes for sources of inflow and infiltration and then used to repair leaks and other issues.

The last major upgrade of the Water Pollution Control Facility was in 1987 (almost 30 years ago), and additional maintenance and upgrades to the facility will likely be needed in the future.

As a result of improvements in water conservation, the capacity of the WPCF is expected to be adequate for community needs during the planning period

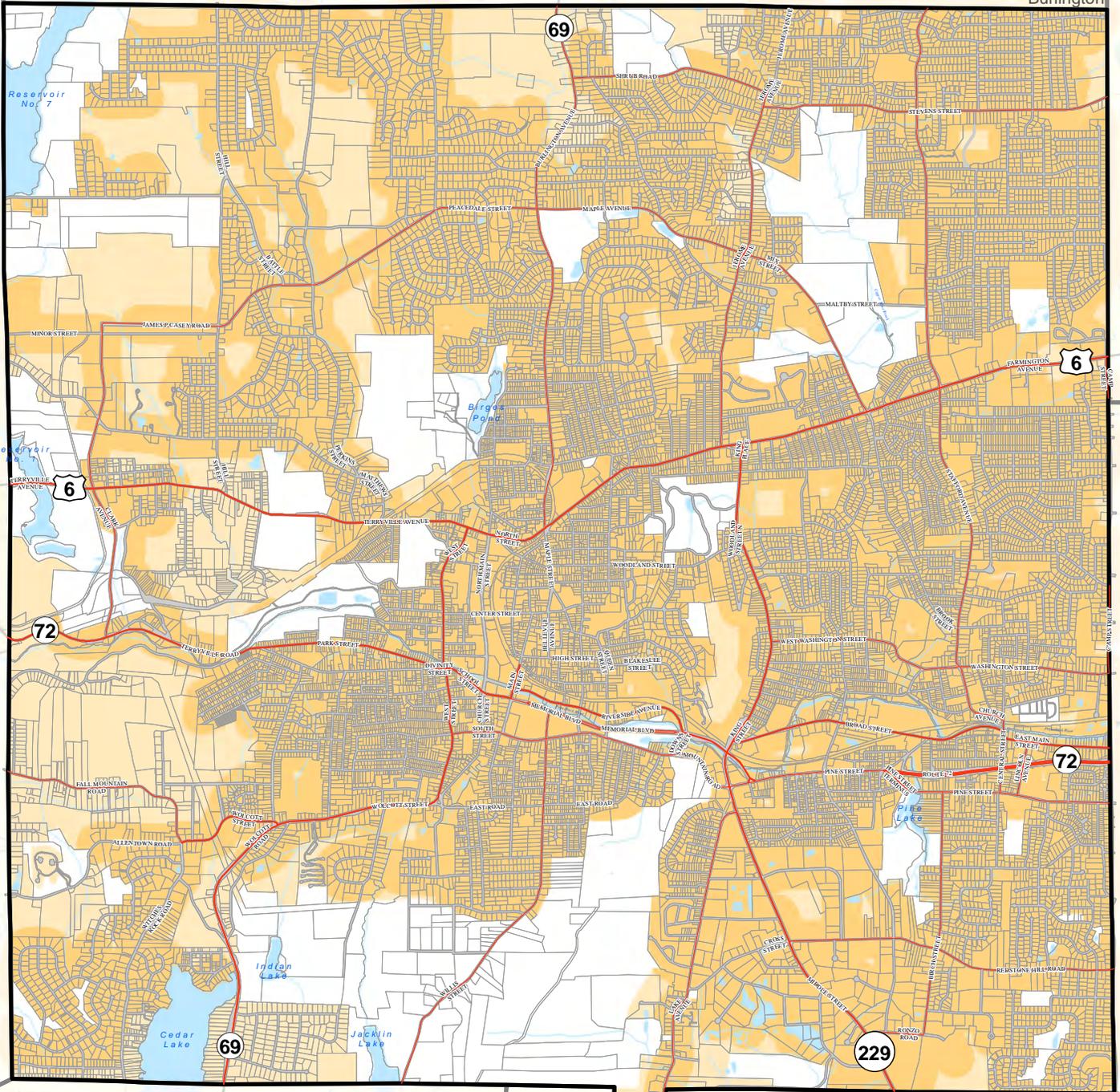
**Water Pollution Control Facility**



# Sewer Service Area Map

Bristol, CT

Burlington



Wolcott

Southington

## Legend

-  Existing Sewer Service Area
-  Potential Future Sewer Service Area
-  Sewer Service Avoidance Area



2,700 Feet

**Water Conservation**

---

Chapter 7 of the Plan recommends water conservation as part of sustainability strategies for Bristol.

**Piped Utility - Water Supply**

The Bristol Water Department operates the public water supply system. Public water exists in almost all areas of Bristol and serves approximately 85% of the population. Those areas without public water service utilize on-site wells.

City land use regulations encourage or require the use of public water in new development. Future water extensions will generally be provided by private developers as part of new subdivisions and other development projects.

Water is obtained from both a surface water reservoir system and five ground-water wells. The Water Department owns land around the reservoirs and wells to protect the water supply and continues to explore ways to enhance this protection. The Water Department also operates a series of storage tanks to serve the different elevations within its service area.

The total capacity of the system is 14 million gallons per day (MGD). As a result of improvements within the system and a trend towards water conservation, the capacity of the water supply system is expected to be adequate for community needs during the planning period.

However, if “base stream flow” regulations are adopted by the Connecticut Department of Energy and Environmental Protection and those regulations require minimum releases from reservoirs to maintain stream habitats, the adequacy of the water system may need to be re-evaluated.

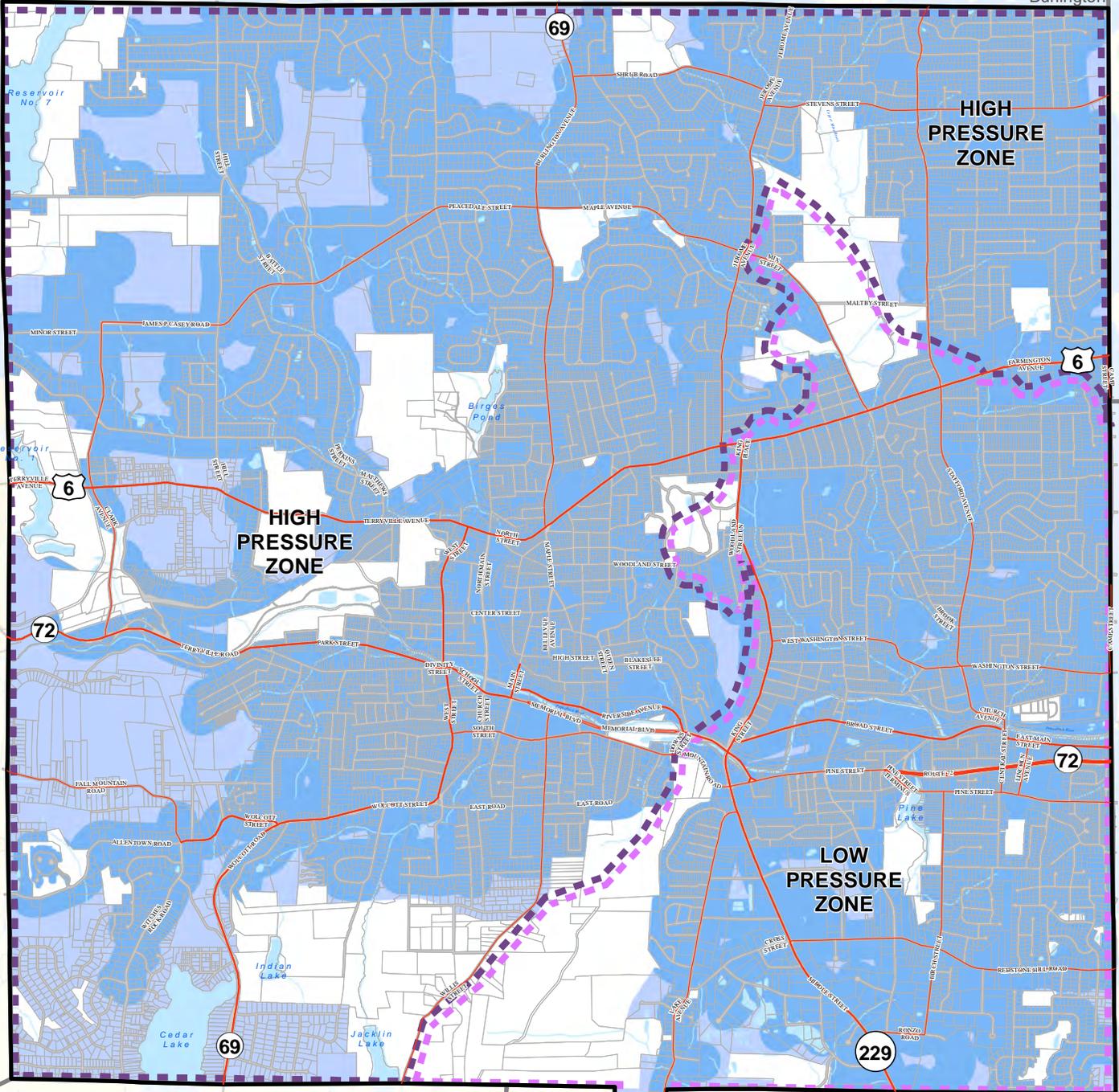
**Water Department Treatment Facility**



# Water Service Area Map

Bristol, CT

Burlington



Wolcott

Southington

## Legend

-  Existing Water Service Area
-  Potential Future Water Service Area
-  Water Service Avoidance Area



2,700 Feet



### Piped Utility - Stormwater Drainage

Stormwater drainage is becoming an issue of increasing interest and concern around the state and the nation. The Public Works Department maintains the storm drainage system within City streets. The City of Bristol has a “stormwater trust” which maintains some of the detention basins installed over the years to help manage stormwater runoff.

In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***The storm drainage system in Bristol is adequate.***

Strongly agree	10%
Agree	49%
Disagree	24%
Strongly disagree	6%
Not sure	11%

More attention is being paid to “low Impact development” and similar techniques which seek to improve water quality and better manage water quality by encouraging infiltration and treatment of rainwater at locations closer to where the raindrop falls. This is a shift from traditional drainage approaches which attempted to handle rainfall through a piped conveyance system with very little treatment. Recommendations related to “low impact development” are also contained in the Natural Resources chapter of this Plan.

### Piped Utility - Natural Gas

Yankee Gas Company provides natural gas service within Bristol. Where gas mains have been installed, natural gas is available to serve the needs of residents and businesses. The extension of natural gas services within Bristol and service upgrades to increase service quality and reliability should be supported.

**Storm Drainage Inlet**



**Storm Drainage Discharge**



## Wired Utility - Electricity

Electrical service within Bristol is provided by Eversource Energy. While most electrical service is provided through overhead wires, newer development is required to install utilities underground. Overhead wires are more vulnerable to service interruptions, but relocating overhead wires underground is very expensive. The upgrading of electrical service to improve service quality and reliability and the relocation of overhead wires underground should be supported.

Street lights are part of the overall electrical system in Bristol. Once owned by the utility company, they are now owned and operated by the City of Bristol. The installation of street lights to enhance public safety is supported. The conversion of street lamps to the new light-emitting diode (LED) technology which makes them far more efficient and less expensive, is also supported.

## Wired Utility - Communication

Wired communication services are available within Bristol for telephone services, cable television, and Internet accessibility. These services are provided by several private companies who often bundle their services. Services are available to all areas of Bristol. A key communication issue for residents and businesses is Internet speed. Bristol should encourage the installation of a community-wide “information infrastructure” to stimulate economic and community development.

## Wireless Communications

With the improved functionality of cellular phones and other wireless devices, more and more people are becoming reliant upon the availability of wireless service. Moreover, a significant number of households have foregone traditional “land lines” and now rely on cellular telephone service for communications. This situation is expected to continue and may accelerate in the future.

Ensuring that there is adequate wireless coverage to serve the needs of Bristol’s residents and businesses may be an important consideration in the future. This includes wireless cellphone service and personal communication service (PCS) as well as wi-fi networks.



In the telephone survey, participants were asked whether they agreed or disagreed with the following statement:

***Bristol should encourage improvements in internet speed and cell phone service.***

Strongly agree	21%
Agree	48%
Disagree	14%
Strongly disagree	4%
Not sure	14%

## 14.2. Goal

---

**Support the provision of adequate water, sewer, and other utility services to serve the needs of the community.**

## 14.3. Policies

---

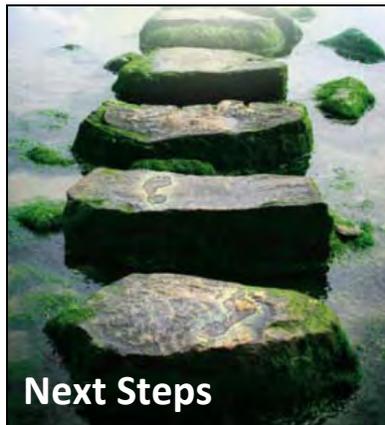
1. Continue to maintain infrastructure facilities such as sanitary sewers and storm drainage to help meet community needs.
2. Continue efforts to maintain the capacity of the Water Pollution Control Facility and address inflow and infiltration issues.
3. Ensure an adequate supply of water to accommodate the needs of both the existing community and future development.
4. Continue to protect the integrity of the water supply system.
5. Discourage the extension of public water lines and sanitary sewers into the south-central section of Bristol dominated by South Mountain, in order to reduce the pressure there for higher-density residential development and to preserve this environmentally sensitive, significant topographical feature.
6. Encourage the installation of a community-wide “information infrastructure” to stimulate economic and community development.
7. Where appropriate, support the provision of wireless communications coverage to serve the needs of Bristol residents and businesses.

## 14.4. Action Steps

---

8. Adopt regulations to require consideration of a “low impact development” approach to stormwater management as part of new development, when appropriate.
9. Promote the underground installation of all utility services to reduce the amount of “visual clutter” created by overhead wires.

# CONCLUSION



*"It is what we do after we make [a] decision - to implement and execute it - that makes it a good decision."*

William Pollard  
English Clergyman



# FUTURE LAND USE PLAN

# 15

## 15.1. Overview

---

The recommendations of the Plan can be combined to present an overall Future Land Use Plan for Bristol. The Future Land Use Plan is a reflection of the stated goals, policies, and recommendations of the Plan as well as an integration of the preceding elements of the Plan of Conservation and Development. In essence, the Future Land Use Plan is a statement of what the Bristol of tomorrow should look like.

**Residential Areas**



**Business Areas**



**Community Uses**



**Natural Resources**



## Future Land Use Plan

The following table describes the major categories reflected on the Future Land Use Plan map on the facing page:

### **Residential Areas**

---

Lower Density	R-40 zone R-25 zone
Moderate Density	R-10 zone R-15 zone
Higher Density	Existing multi-family uses A zone SDD zone BT zone

### **Business / Industrial Areas**

---

Downtown	Downtown Policy Area BD-1 zone BD-2 zone
Commercial	BN zone BG zone BHC zone
Industrial	I zone IP zones (IP-1, IP-3, IP-25)

### **Other Uses**

---

Farms / Agriculture	Existing farms
Open Space	Existing open space
Community Facility / Institutional	Community facilities Institutional uses

### **Natural Resources**

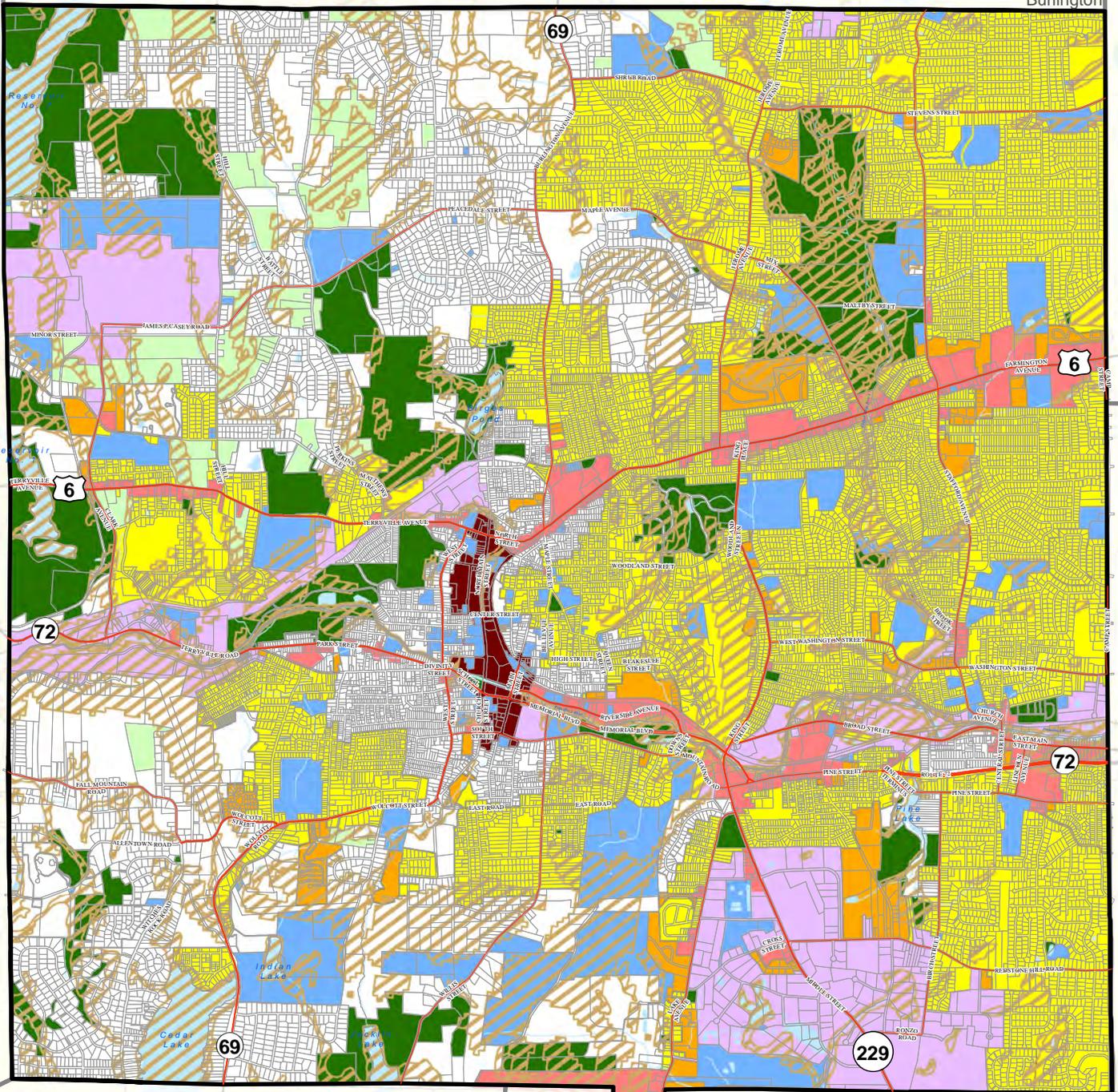
---

Watercourses	Waterbodies Watercourses
Natural Resource Constraints	Inland wetlands Floodplains Steep slopes

# Future Land Use Plan

Bristol, CT

Burlington



Wolcott

## Legend

### Residential

- Lower Density
- Moderate Density
- Higher Density

### Business/Industrial

- Downtown
- Commercial
- Industrial

### Other Uses

- Farm
- Open Space
- Community Facility / Institutional

### Natural Resources

- Watercourses
- Natural Resource Restrictions



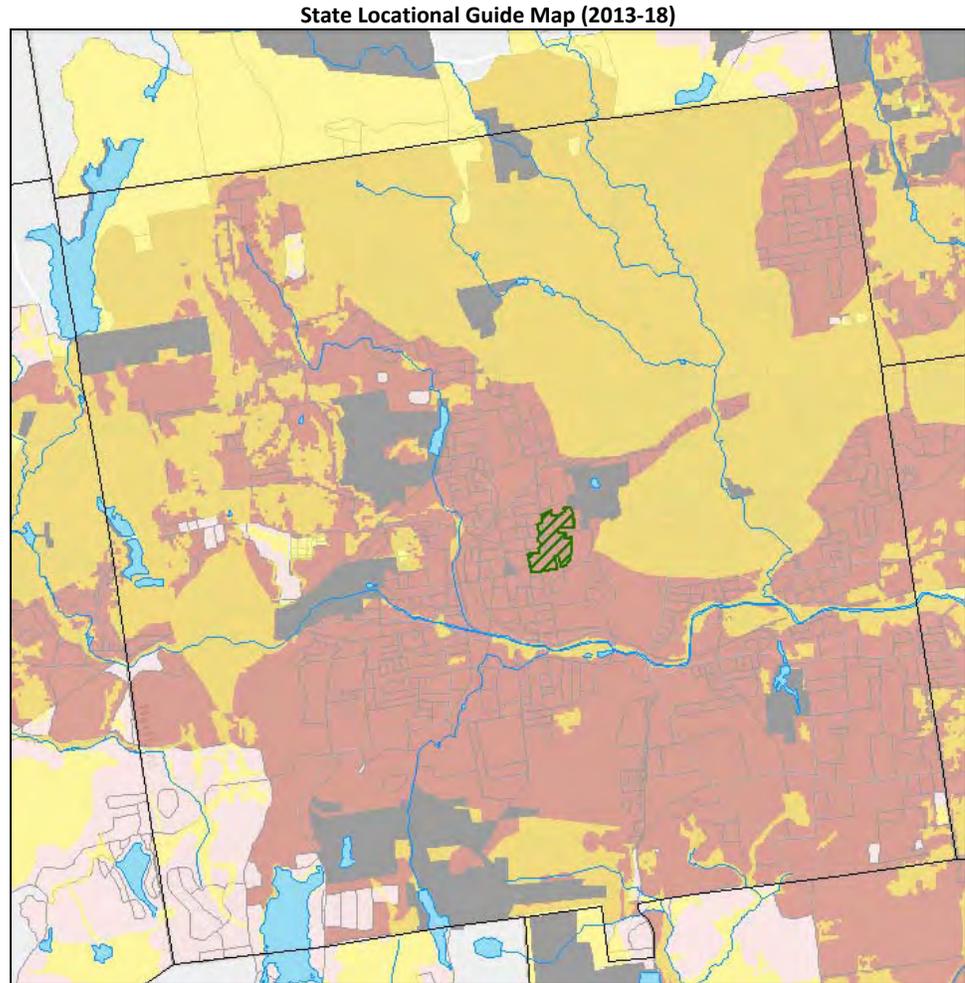
2,700 Feet

**State Plan Categories**

-  Municipal Boundaries
-  Busway Stations
-  Rail Stations
-  Ferry
-  Sea Ports
-  Rail Lines
-  Ferry Service
- Airports**
-  Commercial Service
-  General Aviation
-  Reliever
- Primary Highways**
-  Interstate
-  U.S. Route
-  State Route
-  Regional Centers
-  Water
-  Protected Lands
-  Local Historic Districts
-  Village Priority Funding Area
-  Balanced Priority Funding Area
-  Undesignated Lands
- Priority Funding Areas**
-  1-2 Criteria
-  3-4 Criteria
-  5 Criteria
- Conservation Areas**
-  1-3 Conservation Factors
-  4-5 Conservation Factors
-  6-7 Conservation Factors

## 15.2. Plan Consistency

In accordance with CGS Section 8-23, this POCD was compared with the 2013-18 State Conservation and Development Policies Plan and found to be generally consistent with that Plan and its Locational Guide Map.



**Connecticut Conservation and Development Plan –  
State Growth Management Principles**

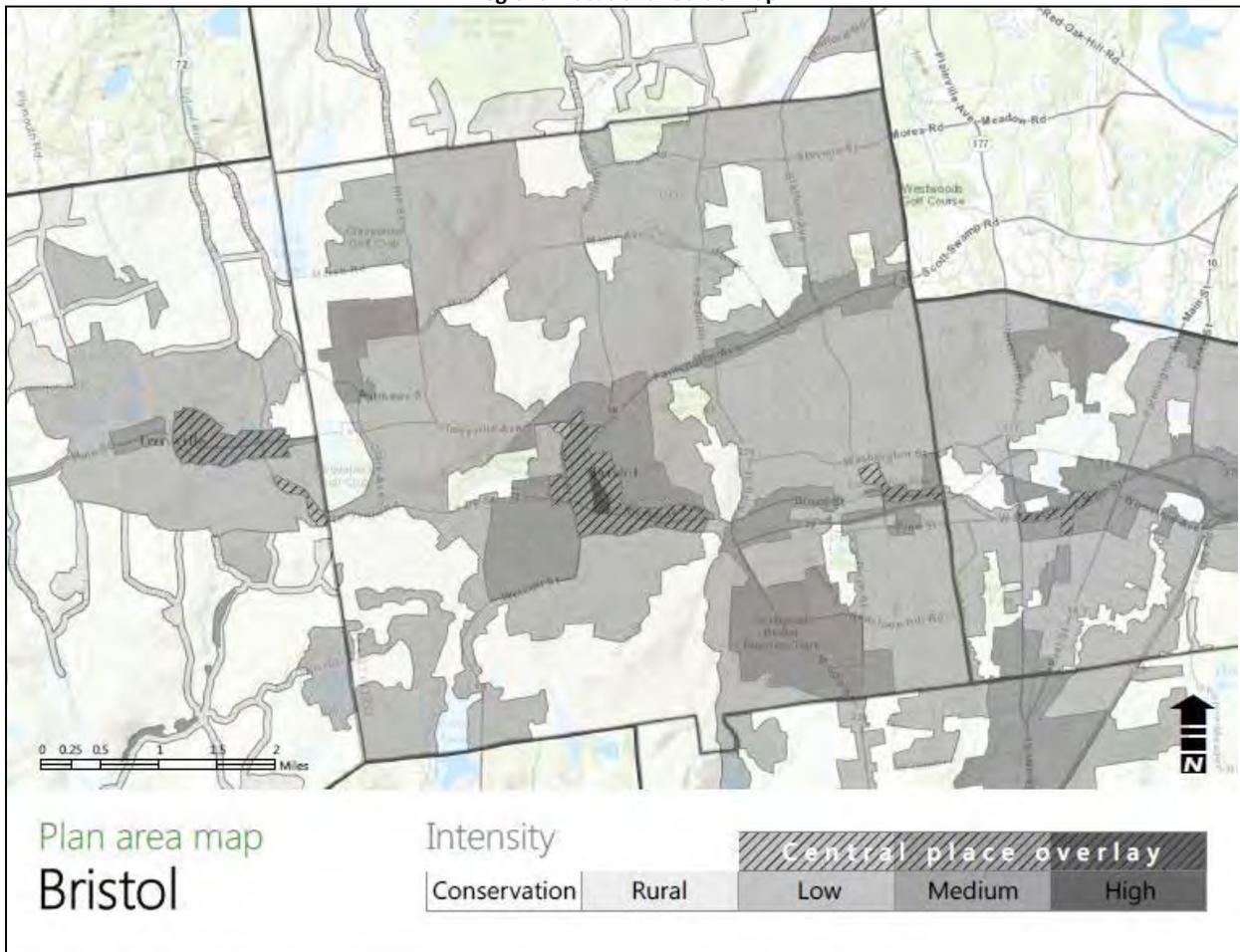
In accordance with CGS Section 8-23, the Plan of Conservation and Development has been evaluated for consistency with statewide growth management principles.

<p><b>Principle 1 – Redevelop and revitalize regional centers and areas of mixed-land uses with existing or planned physical infrastructure.</b></p>	<p><b>FINDING – Consistent</b></p> <p>Bristol is a regional center, and the Plan encourages redevelopment and revitalization of downtown Bristol and other mixed-use areas. Most of Bristol is served by existing physical infrastructure.</p>
<p><b>Principle 2 – Expand housing opportunities and design choices to accommodate a variety of household types and needs.</b></p>	<p><b>FINDING – Consistent</b></p> <p>The Plan recommends that Bristol maintain its housing mix and address recognized housing needs – housing that is more affordable and housing for an aging population.</p>
<p><b>Principle 3 – Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options and land reuse.</b></p>	<p><b>FINDING – Consistent</b></p> <p>The Plan advocates for a stronger transportation system (especially in terms of reliable and frequent transit service) with a goal of concentrating development around such routes.</p>
<p><b>Principle 4 – Conserve and restore the natural environment, cultural and historical resources, and traditional rural lands.</b></p>	<p><b>FINDING – Consistent</b></p> <p>The Plan identifies the importance of protecting important community resources such as the natural environment, farm land, open spaces, and historic resources.</p>
<p><b>Principle 5 – Protect environmental assets critical to public health and safety.</b></p>	<p><b>FINDING – Consistent</b></p> <p>The Plan contains recommendations to protect environmental assets critical to public health and safety. In particular, the Plan stresses the importance of protecting water quality and public water supply watershed lands.</p>
<p><b>Principle 6 – Integrate planning across all levels of government to address issues on a local, regional, and statewide basis.</b></p>	<p><b>FINDING – Consistent</b></p> <p>The Plan is part of the process of integrating planning with other levels of government and with other agencies. The Plan will be used to coordinate efforts with:</p> <ul style="list-style-type: none"> <li>• adjacent communities,</li> <li>• regional organizations, and</li> <li>• state agencies.</li> </ul>

## Regional Plan Of Conservation and Development

State statutes require that the municipal POCD be compared with the regional plan. As noted in the sidebar on page 7, Bristol recently made the transition from the Central Connecticut Regional Planning Agency (CCRPA) to the Naugatuck Valley Council of Governments (NVCOG). Because the newly constituted NVCOG has not yet completed a regional plan, the most recent regional plan is the Regional Conservation and Development Plan adopted by CCRPA in October of 2013. Bristol's POCD was compared with that plan and found to be generally consistent with it.

Regional Locational Guide Map



# IMPLEMENTATION

# 16

## 16.1. Overview

Implementation of recommendations is a key part of the planning process. In fact, it may be the most important part of the planning process. If strategies to make Bristol a better place are identified but not acted upon, the planning process will not have produced the changes desired by the community or realized the full potential of what the community could and should be.

The whole purpose of the planning process is not to produce a Plan but to identify positive changes that should be undertaken in Bristol in order to:

- meet community needs,
- preserve community character, and
- enhance the overall quality of life.

Implementation Committee



Groundbreaking



Ribbon Cutting



### Implementation Committee

Some communities have found that a Plan Implementation Committee (PIC) can be effective at coordinating implementation of the Plan.

The PIC includes representatives of various City boards and commissions. The PIC meets monthly or quarterly to discuss ways to facilitate or accelerate Plan implementation, assess the status of specific recommendations, evaluate the priorities, and even suggest new implementation techniques.

Bristol may wish to consider establishing a Plan Implementation Committee to coordinate implementation of the Plan.

The Plan of Conservation and Development contains two types of recommendations:

- **Policies** – Policies are intended to guide local actions and be on-going strategies of the City of Bristol. Policies are not discrete activities and do not lend themselves to measurement or recognition as being complete.
- **Action Steps** – Action steps are discrete activities which can be undertaken to accomplish Plan recommendations and policies. These can be measured and recognized as being complete. Over time, it is envisioned that additional tasks will be identified by the City of Bristol to help implement recommended policies.

It is intended that the Plan of Conservation and Development be a working document used to implement policies and complete tasks. It should be understood that implementation of the Plan will be a gradual and continual process. While some recommendations should (and will) be carried out in a relatively short period of time, others may be long-term in nature. Further, since some recommendations will involve additional study or a commitment of fiscal resources, their implementation will take place over several years or occur in stages.

Many of the policy recommendations in the Plan of Conservation and Development will be implemented by the Planning Commission or the Zoning Commission through zoning amendments, application reviews, and other means. Some policy recommendations will require the cooperation of other local boards and commissions such as the City Council, Bristol Development Authority, and similar agencies. However, if the Plan is to be successfully realized, the policy recommendations must serve as a guide to all residents, applicants, agencies, and individuals interested in the orderly growth of Bristol.

Many sections of the Plan also identify specific tasks or actions which can be itemized, scheduled, managed and completed. Tasks and actions lend themselves to monitoring implementation and measuring progress although they may not be more important than a strategy or a policy. It is hoped that, over time, Bristol will continue to identify and undertake new tasks and actions to help implement the Plan.

This type of process (reviewing the Plan and adding new policies and tasks) will help the Plan (and Plan strategies) be relevant over a long timeframe.

## 16.2. Overall Goal

---

**Implement the Plan of Conservation and Development.**

## 16.3. Policies

---

1. Implement the POCD.
2. Regularly review POCD strategies, policies and tasks to ensure they are relevant to community needs.
3. Coordinate implementation efforts with programs and efforts of regional planning agencies and adjacent municipalities.
4. The Planning Commission should use the POCD to guide responses to:
  - a. statutory referrals from the Zoning Commission (CGS 8-3a) on zoning map changes and zoning text changes, and
  - b. statutory referrals from the City Council (CGS 8-24) regarding municipal improvements.
5. The Zoning Commission should:
  - a. continue to consider reports from the Planning Commission on referrals of zoning map changes and zoning text changes, and
  - b. use the policies in the POCD to guide decisions on Special Permit applications.
6. The City Council, Board of Finance, and other City agencies should use the strategies, policies, and action steps in the POCD to:
  - a. guide decisions on the Operating Budget,
  - b. guide decisions on the Capital Budget,
  - c. guide preparation of the long-term Capital Improvements Program, and
  - d. program capital improvements on the basis of a priority system related to the needs of the community and integrated with the Plan.

## 16.4. Action Steps

1. Establish a Plan Implementation Committee made up of representatives of various boards to prioritize, coordinate, and refine implementation of the Plan.
2. In the absence of a Plan Implementation Committee, the Planning Commission should oversee and coordinate POCD implementation.
3. Prepare implementation tables to coordinate Plan implementation and help track responsibilities and priorities (who, what, when).
4. Update Subdivision Regulations to implement strategies, policies, and action steps in the Plan of Conservation and Development.
5. Update Zoning Regulations to implement strategies, policies, and action steps in the Plan of Conservation and Development.

Sample Implementation Table

Implementation Tables								Implementation	
Overall Implementation									
<small>See pages 1-6 in the implementation element of the Plan of Conservation and Development for information on strategies related to "Overall Implementation".</small>									
A. Implement The Plan								Overall Implementation	
Description	Priority	Task Done	Date Added	Target Date	% Complete	Leader	Partners		
1. Establish a Plan Implementation Committee.	1	<input type="checkbox"/>	8/2013	2014	0%	PZC	BOS	TC	
2. Implement the recommendations of the Plan of Conservation and Development.	1		8/2013	Ongoing	n/a	PIC	All		
3. Use the Plan of Conservation and Development to guide municipal expenditures.	2		8/2013	Ongoing	n/a	BOS	TC		
4. Seek opportunities for grants to fund local initiatives and implement Plan recommendations.	2		8/2013	Ongoing	n/a	BOS	TC	Town	
5. Make the POCD maps and other GIS maps available on-line.	3	<input type="checkbox"/>	8/2013	2015	0%	Town			

---

### 17.1. Overview

---

The Plan of Conservation and Development has been prepared to meet the challenges that will confront the City of Bristol in the future. The Plan is intended to serve as a guide to be followed in order to enhance the city's quality of life, the overall economy, and community character.

The Plan is also intended to be flexible enough to allow adjustments that achieve specific goals and objectives while maintaining the integrity of the long-term goals of the community. Still, the most important step of the planning process is implementation of the Plan's strategies, policies, and action steps.

During the next few years, some of the goals will be achieved, some circumstances will undoubtedly change, and some conditions may arise that will suggest that it is time to reconsider some of the Plan strategies, policies, and action steps. Such situations are to be expected. Programs that help achieve community consensus, establish community goals, and promote community welfare will all turn out to be positive steps in the history of Bristol.

# ACKNOWLEDGMENTS

---

## Planning Commission

William Veits	Chairman
John Soares	Vice-Chairman
Marie Chasse	Secretary
Gary Harrigan	
Anthony Dell'Aera	
Jodi Zils Gagne	<i>Alternate</i>
Gary Lawton	<i>Alternate (to May 2015)</i>
Roland Loranger	<i>Alternate</i>

---

## Zoning Commission

Brian Skinner	Chairman
William Cunningham	Vice-Chairman
Peter Del Mastro	Secretary
Bruce Chaplinski	
Louise Provenzano	
Jeffrey Caggiano	<i>Alternate</i>
Ryan Scrittorale	<i>Alternate</i>

---

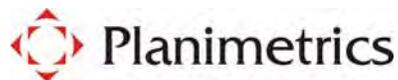
## City Council

Ken Cockayne	<i>Mayor</i>
Calvin Brown	
Eric Carlson	
Mary Fortier	
Henri Martin	
Rich Miecznikowski	
Ellen Zoppo-Sassu	

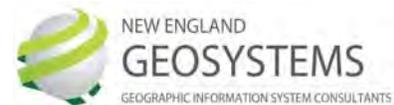
---

## City Staff

Alan Weiner, AICP	<i>City Planner</i>
Robert Flanagan, AICP	<i>Assistant City Planner</i>
Paul Strawderman, PE	<i>City Engineer</i>
Judith Dick	<i>Deputy Assessor</i>
Lee Adams Kusinski	<i>GIS Services</i>



Glenn Chalder, AICP President



Alfredo Herrera GIS Technician  
Matt Longyear Senior GIS Analyst

The telephone survey was conducted by Great Blue Research of Cromwell, CT

# COVER IMAGE

The image in the background of the cover of this Plan of Conservation and Development is part of a City Plan prepared for Bristol in 1920. The maps and the written report, entitled “Local Survey and City Planning Proposals,” were prepared by John Nolen of Cambridge, MA.

The maps and plan are the first-known community plan prepared for the City of Bristol. It is understood that Bristol sought to obtain city planning assistance at the time since the growth which had occurred as a result of industrial activity during World War I (the City’s population grew by more than 50 percent in one decade) had occurred in a somewhat haphazard manner and the city wished to address some of the issues which had arisen and approach the future with a plan in hand. Mr. Nolen was a renowned city planner of the time and Bristol was fortunate to obtain his services.

Some of the maps prepared as part of the 1920 Plan are on display in the Land Use offices at City Hall.

During the anticipated 10-year cycle of this Plan of Conservation and Development, the Nolen Plan will celebrate its centennial – recognizing 100 years of city planning within the City of Bristol.

