

Lisbon



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Lisbon Plan of Conservation and Development

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Preface

Chapter 126, Section 8-23, of the Connecticut General Statutes requires that a planning commission, “prepare, adopt, and amend a plan of conservation and development for the municipality.” Plans of Conservation and Development (POCD) are guidance documents that set policy priorities for the physical, economic and social future of a community. POCDs contain goals and visions along with recommended action steps to help work towards achieving those goals. The planning process involves assessing current conditions and trends in order to develop reasonable goals and strategies and engaging the community in a dialogue on its future.

While being future-oriented, a POCD reflects the goals and objectives of a community at a point in time. In recognition of this, the State Statute requires that the Plan be updated at least every ten years, so that long-term planning objectives are based on current inventory of existing conditions and economic cycles.

The Plan of Conservation and Development is meant to be a guidance document that sets policy priorities for the physical, economic and social future of the Town. As an advisory document, the POCD is intended to provide a long-term vision for the Town and guide short-term decision making relating to growth and development. This plan does not have the authority of a law or regulation but is instead a set of broad recommendations for future development and improvement of Lisbon over the next ten years.

As such, the Planning and Zoning Commission engaged the community in a discussion about its current conditions and vision for the future. The following document incorporates the findings from this community feedback into the current update of the POCD.



LISBON

This area originally was wholly within the Town of Norwich and consisted of a tract of land in the heart of the Mohegan Indian territory. Josiah Read is believed the earliest white settler, having purchased a mile-long tract from the Indians in 1687. In 1718 sixteen petitioners were granted the right to establish the North East Society, the third ecclesiastical society in Norwich, for their worship of God. The Newent Ecclesiastical Society was founded in 1723, with the Reverend Daniel Kirkland as its first settled minister. It is believed the name Newent was used since many settlers came from Newent, England. Finally, in 1786, the Newent Ecclesiastical Society was incorporated as the Town of Lisbon, probably so named because early inhabitants engaged in commercial shipping with Lisbon, Portugal.

Erected by the Town of Lisbon
and the Connecticut Historical Commission

1975



1. Past and Present Lisbon

This update to the 2004 Plan of Conservation and Development (POCD) provides recent data and analysis of major trends affecting the Town of Lisbon's population over the last decade: the number of residents and households, how the population breaks down by age, and how this changing population may affect issues such as housing markets and school enrollments. This information will help residents, businesses, school administrators, and Town officials make better-informed planning decisions based on the available picture of current and projected population trends. This planning process will help to set new visions, goals, and strategies for the next ten years of conservation and development in Lisbon.

History of Lisbon

Early History and Settlement Patterns

In 1659, Major John Mason of Saybrook and others acquired land from Uncas, the chief of the Mohegan tribe, in the area that we now know as Norwich and part of Lisbon. Over time, as the area population expanded, settlers dispersed seeking suitable land. While the Quinebaug ("long river") and Shetucket ("confluence") rivers briefly deterred this dispersion, eventually homesteads and farms were established in the area now known as Lisbon.

In 1761, an area that included the northwestern part of Newent Parish split from Norwich and became a separate ecclesiastical society known as Hanover Parish. In 1786, area residents were granted permission by the General Assembly to incorporate as the Town of Lisbon, named for the capital of Portugal. In 1861, the parishes and villages of Hanover, Versailles, and Baltic split from Lisbon and incorporated as the Town of Sprague.

Post-War Suburbanization

Lisbon was essentially an agricultural community for most of its history. After World War II, however, the proliferation of the automobile, government policies that promoted new housing construction, and the growing post-war economy of the region resulted in new growth in Lisbon with the population more than doubling between 1950 and 1970, from 1,282 to 2,808.

While the pace of population growth has slowed in the 1980s and 1990s, major commercial and

industrial developments were built in Lisbon. A regional waste-to-energy facility and two large regional commercial centers in the 2000s have been developed in Lisbon, adding to the tax base of the Town.

Today, Lisbon is an attractive place to reside for people who work in southeastern Connecticut due to its rural character, its good school system, and its strong tax base.



The John Bishop Museum is a Federal-style house constructed in 1810 in Newent Village. The museum is run by the Lisbon Historical Society, and is open to the public on Saturdays from June to August and for special events.



People of Lisbon

Population Growth

Lisbon has seen steady population growth at a higher rate than Connecticut or New London County. Lisbon has more than tripled in population from 1,282 in 1950 to 4,338 in 2010, compared to a 78.1% increase in Connecticut and a 89.2% increase in New London County. From 2000 to 2010 Lisbon's population increased 6.6%, falling between neighboring communities seeing double-digit growth in the same span (Norwich at 12.1%, Scotland at 10.9%, and Griswold at 10.6%) and neighboring communities with roughly little to no growth (Sprague at 0.4% and Preston at 0.8%).

Total Population Change 1950 to 2010

	1950	2000	2010	1950 to 2010 Change	2000 to 2010 Change
Lisbon	1,282	4,069	4,338	238.4%	6.6%
Connecticut	2,007,280	3,405,565	3,574,097	78.1%	4.9%
New London County	144,821	259,088	274,055	89.2%	5.8%
Windham County	61,759	109,091	118,428	91.8%	8.6%
Canterbury	1,321	4,692	5,132	288.5%	9.4%
Griswold	5,728	10,807	11,951	108.6%	10.6%
Norwich	37,633	36,117	40,493	7.6%	12.1%
Plainfield	8,071	14,619	15,405	90.9%	5.4%
Preston	1,775	4,688	4,726	166.3%	0.8%
Scotland	513	1,556	1,726	236.5%	10.9%
Sprague	2,320	2,971	2,984	28.6%	0.4%

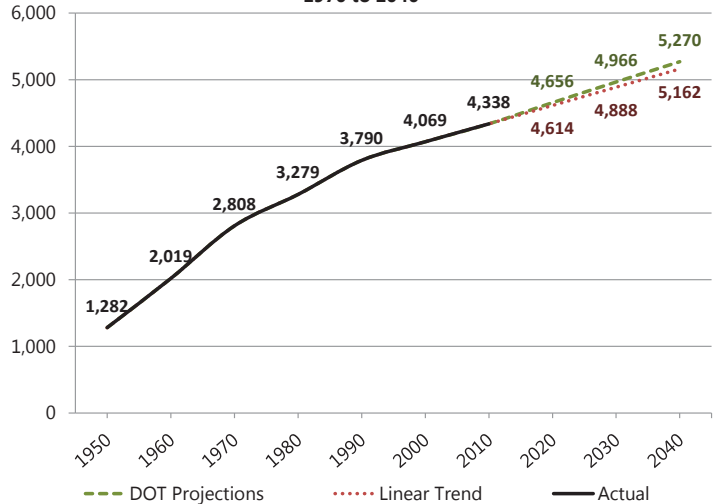
Source: U.S. Census

The population of Lisbon is projected to continue to grow at a steady rate for the next few decades. Projections from the Connecticut Department of Transportation as well as a simple linear trend of previous population data estimate a growth rate of roughly 300 people in Lisbon per decade out to 2040.

Dynamics of Population

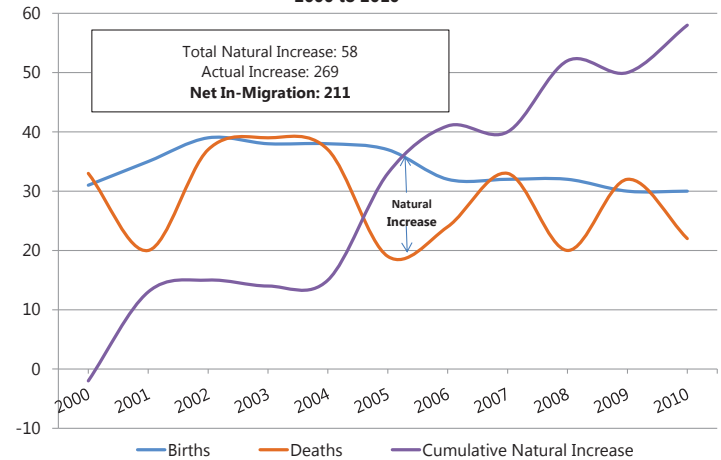
Natural increase refers to the number of births and deaths within a community. If births outnumber deaths, the population increases. If there are more deaths than births, the population decreases. Lisbon has seen moderate natural increase from 2000 to 2010, with a total of 374 births and 316 deaths. However, this does not account for all of the increase in population from 2000 to 2010. Of the actual increase of 269 people, 58 can be attributed to natural increase. The remaining 211 new people in Lisbon can be attributed to net in-migration from other communities.

Lisbon Total Population Forecast 1970 to 2040



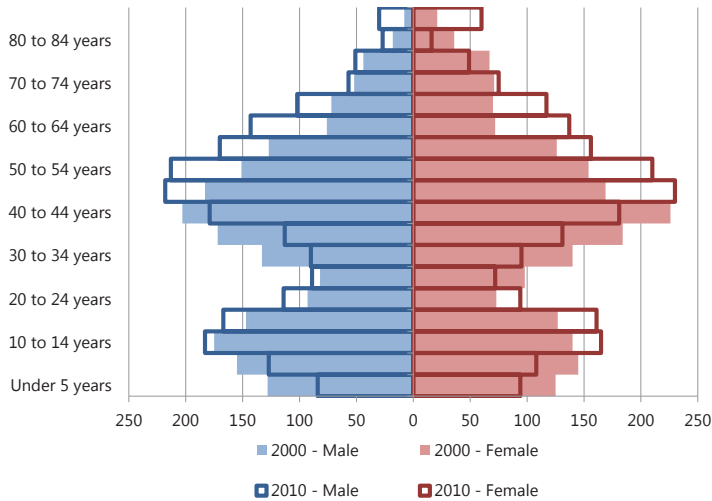
Source: U.S. Census Decennial Census and CT DOT

Natural Increase 2000 to 2010



Source: CT DPH

**Lisbon Population by Age and Sex
2000 and 2010**



Source: U.S. Census

Changing Age Composition

The composition of Lisbon's population has changed since 2000. Between 2000 and 2010, Lisbon has fewer young children under age 10, and fewer adults aged 25 to 44 (the age of typical family formation and child-bearing). In contrast, Lisbon now has more children and teens aged 10 to 19, young adults age 20 to 24, more Baby Boomers age 45 to 69, and more elderly over age 85. These trends have contributed to a 5-year increase in Lisbon's median age from 39.0 in 2000 to 44.0 in 2010. In contrast, the median age of Connecticut as a whole has only increased 2.6 years, from 37.6 to 40.0.

Households

The aging population of Lisbon is also seen in the number and composition of households in Lisbon. While the number of households overall have increased 9% from 2000 to 2010, the number of households with individuals 65 years of age and over has increased 31%, and the number of households with children under age 18 has decreased 7%.

Lisbon Households, 2000-2010

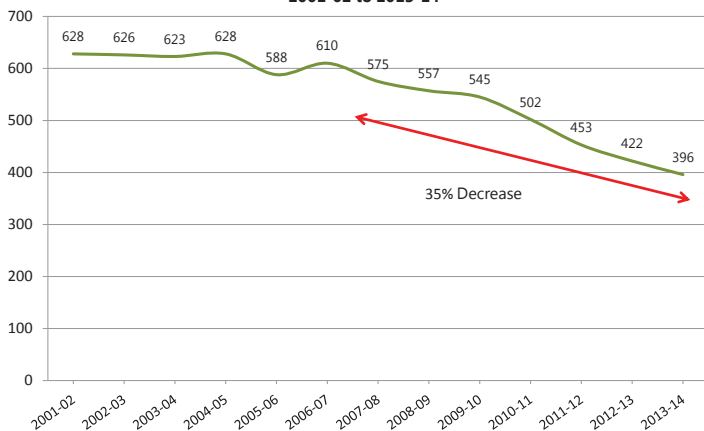
	2000		2010		2000-2010	
	Number	%	Number	%	Change	% Change
Total households	1,525	100%	1,659	100%	134	9%
Family households	1,182	78%	1,221	74%	39	3%
Nonfamily households	343	22%	438	26%	95	28%
Households with individuals under 18 years	598	39%	556	34%	-42	-7%
Households with individuals 65 years and over	344	23%	451	27%	107	31%

Source: US Census 2000 and 2010

The households in Lisbon are mostly family households, at 74% in 2010. However, while family households have modestly increased by 3% from 2000 to 2010, nonfamily households increased from 343 to 438, a 28% increase. Under this category, householders living alone have increased 25% and householders age 65 and over and living alone have also increased 37%.

From 2000 to 2010, average household and average family size have both had very slight decreases, reflecting fewer families with children at home and the increase in householders living alone.

**Lisbon Central School (K-8) Total Enrollment
2001-02 to 2013-14**



Source: CT State Dept. of Education CeDar

Lisbon School Enrollments

The Town of Lisbon is home to Lisbon Central School, a Kindergarten to 8th grade facility at 15 Newent Rd. Enrollments at Lisbon Central School were relatively steady from 2001 to 2007, ranging from 588 to 628. However, from 2008 to 2013 school enrollments declined by 35%, to 396 in 2013.

Housing

Units and Tenure

The majority of housing units in Lisbon are largely owner-occupied. Just over 84% (1,458) of total units are owner-occupied. The remainder of units are either renter-occupied (11.6%, 201 units) or vacant (4.1%, 71 units). Compared to eight neighboring communities, there is only one community with a lower percentage of renter-occupied households (Scotland at 10.7%), and Lisbon has the lowest vacancy rate in the group.

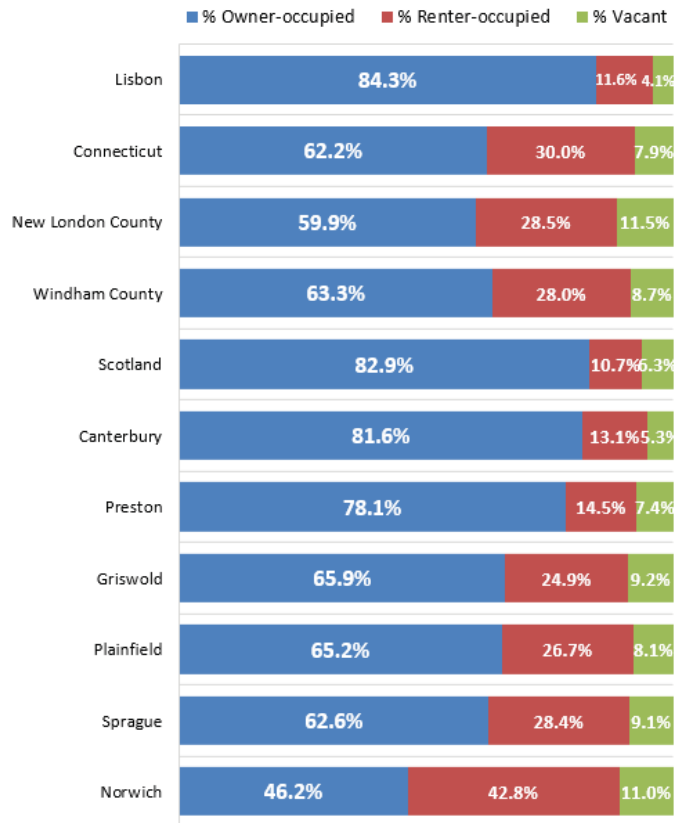
Housing Sales

Housing sales in Lisbon have been relatively stable since 2000, with an average of 36 housing sales a year. However, there was a brief decline in 2009 during the Great Recession of only 19 housing sales. Lisbon has been similar to the neighboring towns of Canterbury, Preston, Scotland, and Sprague in the stability of housing sales. The larger communities of Norwich, Plainfield, and Griswold have seen comparatively more volatility in the number of housing sales since 2000.

Housing Affordability

Single-family median sales prices have been consistently mid-range compared to neighboring communities, as shown in the chart below. However, according to the CT Department of Economic Development, in 2012 Lisbon only had 45 governmentally-assisted units or CHFA/USDA subsidized mortgages. With only 2.60% of units identified as affordable, Lisbon is not exempted from CGS § 8-30g, the CT Affordable Housing Appeals Act.

Housing Tenure in Lisbon and Neighboring Communities, 2010



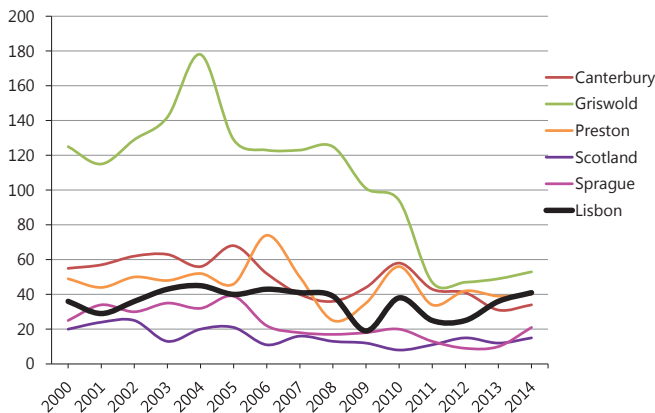
Source: US Census 2010

2012 Affordable Units Lisbon

Total Housing Units (2010 Census)	1,730
Governmentally-Assisted Units	2
CHFA/USDA Mortgages	43
Total Assisted Units	45
Percent Affordable	2.60%

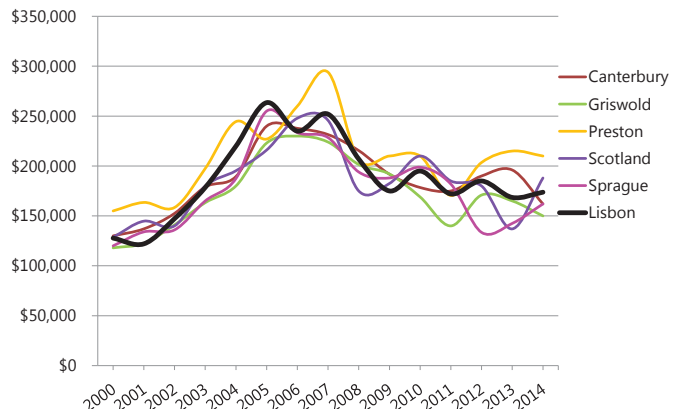
Source: CT DECD

Housing Sales in Lisbon and Surrounding Communities, 2000-2014



Source: The Warren Group.

Median Housing Sales Prices in Lisbon and Surrounding Communities, 2000-2014*



Source: The Warren Group. *2014 data are for Jan. - Nov.

Land Use

Difference Between 2002 and 2015 Lisbon Land Use

2002 Lisbon Land Use		2015 Land Use		Difference
Use	Acres	Use	Acres	Acres
Residential	2,590.0	Residential	1,439.6	-1,150.4
Business	346.0	Business	616.0	270.0
Open Space	116.0	Open Space	99.6	-16.4
Public/Institutional Uses	114.0	Institutional	124.0	10.0
		Agriculture	739.6	739.6
Developed/Committed	3,166.0	Developed/Committed	3,018.8	-147.2
Vacant/Potentially Developable	6,663.0	Undeveloped/Underdeveloped	6,805.5	142.5
Total Land Area	9,829.0	Total Land Area	9,824.3	-4.7

Note: The above acreage totals do not include rights-of-way, utility lands, or water.

Residential

- 2002: 2,590 Acres, including 2,582 Single Family and 8 Multifamily.
- 2015: 1,439.6 Acres, including 1,418.2 Single Family and 21.4 Multifamily.
- Difference: The large difference of over a thousand acres of Residential use land is attributed to conversions to commercial, as well as re-categorization of some parcels to Residential Underdeveloped or Agriculture.

Business

- 2002: included Commercial, Commercial Recreation (Campgrounds), Industrial, and Mixed Use.
- 2015: Business categories include Commercial, Industrial, Industrial Extraction, and Campgrounds.
- Difference of 270.0 acres reflect conversion of undeveloped and residential parcels.

Open Space

- 2002: Split Open Space category into Dedicated and Managed Open Space.
- 2015: Has one category for Open Space.
- Difference: Net loss of 16.4 acres is due to updating land use records.

Public/Institutional Uses

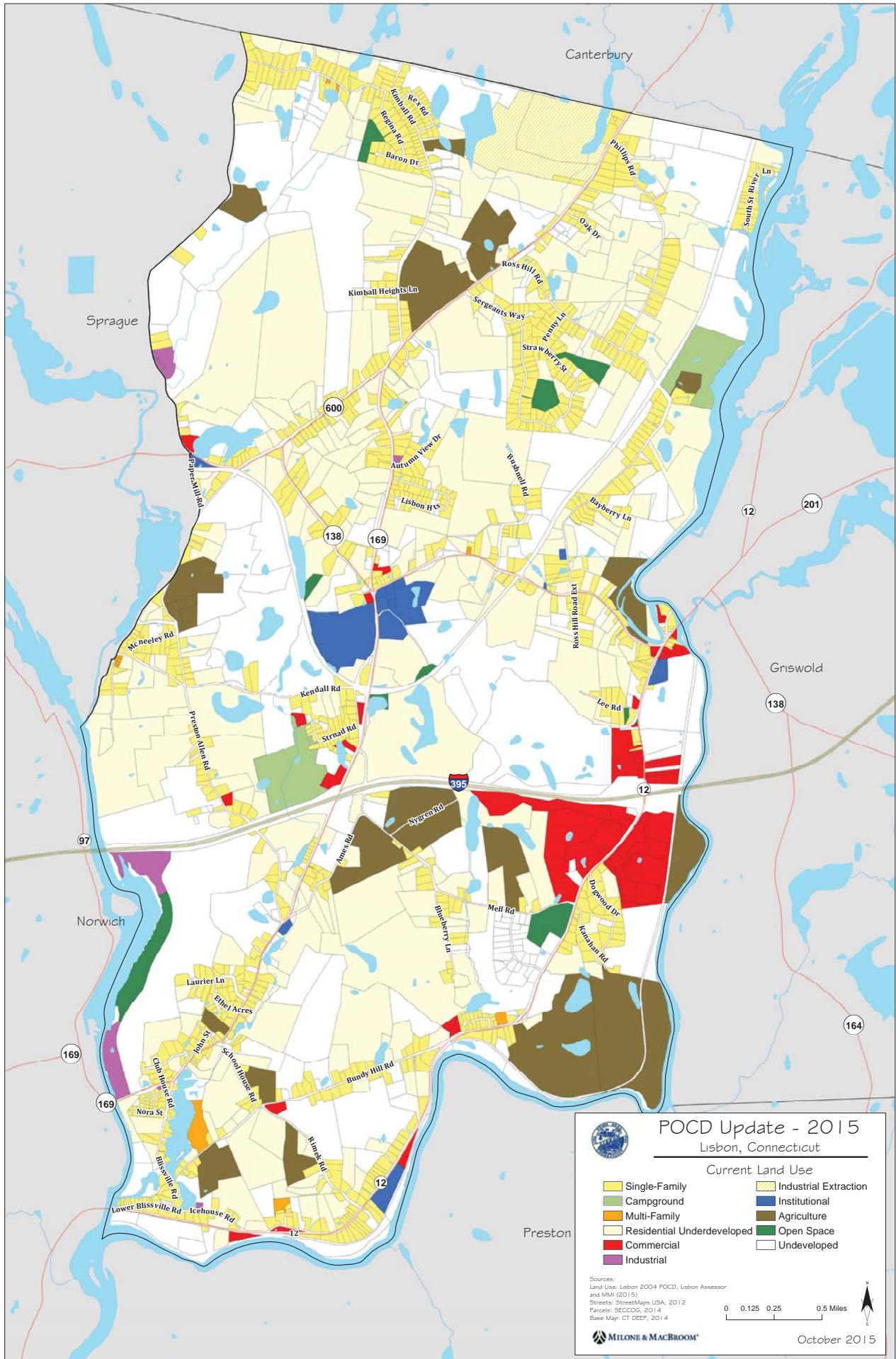
- 2002: includes Community Facilities and Institutional.
- 2015: Institutional is only category.
- Difference: Addition of 10 acres.

Agriculture

- Agriculture is a new land use that was not used in 2002. The 739.6 acres of agricultural land was largely categorized as vacant/potentially developable.

Vacant/Underdeveloped

- 2015 has Undeveloped and Residential Underdeveloped categories. The Residential Underdeveloped category is defined as single-family properties with at least 2.5 times the minimum lot size of the underlying residential zone.



Zoning

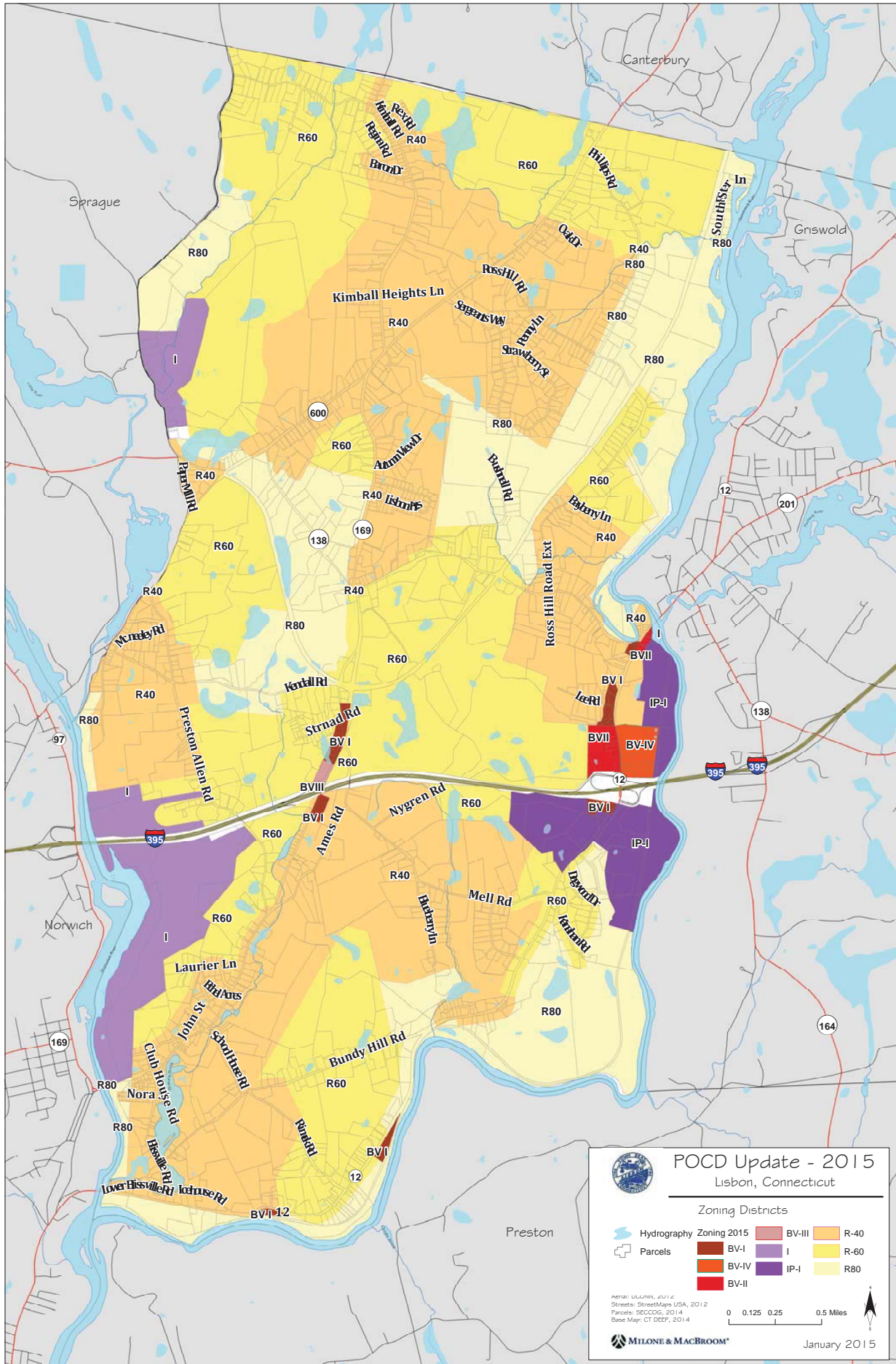
Lisbon contains three zoning districts for residential development. The minimum lot size requirements in these districts are 40,000 square feet in the R-40 District, 60,000 square feet in the R-60 District, and 80,000 square feet in the R-80 District.

Lisbon has six zoning districts for business development. These zones include four business village districts (BV-I through BV-IV) and two industrial part districts (IP-I and IP-II). BV-III and BV-IV are zoning districts that were added since the 2004 POCD.

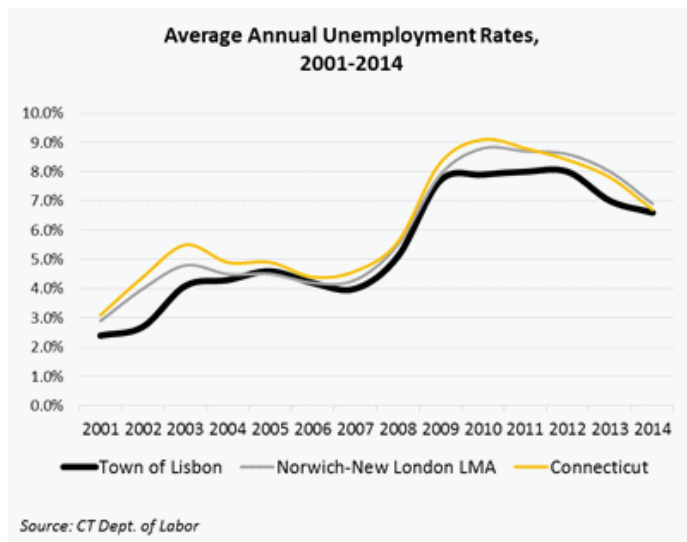
- BV-I has the following permitted uses, following a site plan approval: retail businesses (specifically excluding the sale of live animals and the sale of kerosene, gasoline, and/or diesel fuel); business services such as banks, personal services such as hair care; repair services; and wireless communication facilities. By special permit, financial institutions and pharmacies with drive through windows, hotels, mixed use developments, and new vehicle sales are permitted.
- BV-II has the same permitted uses as BV-I, subject to a site plan approval, but allows the retail sale of gasoline with a special permit, as well as restaurants with drive-through windows.
- BV-III has the same permitted uses as BV-I, but also allows mixed-use commercial developments, retail sale of gasoline, and restaurants with drive-through windows by special permit. Commercial developments for the retail sale of gasoline are subject to design standards.
- BV-IV has the same permitted uses as BV-I, excluding the retail sale of gasoline. Retail sale of gasoline and restaurants with drive through windows are allowed by special permit.
- IP-I and IP-II are for the purpose of fostering development in an open and park-like setting with suitable landscaping, and preservation of natural features and open space.

Lisbon also has a Floating Zoning District for a Golf Course Community for Active Adults (GCC). This zoning designation is only available to property on lands currently zoned R-60 or R-80 within 1,500 of a state highway. No GCC zones currently exist, and can only be created by approval of a zoning map change, and requires a master plan and site plan.

The purpose of the zone is to create housing opportunities for active adults age 55 and over, and to promote compact development and mixed uses on appropriate locations.



Economy of Lisbon



The Town of Lisbon is part of the Norwich-New London Labor Market Area (LMA), which also includes Bozrah, Canterbury, East Lyme, Franklin, Griswold, Groton, Ledyard, Lyme, Montville, New London, North Stonington, Norwich, Old Lyme, Preston, Salem, Sprague, Stonington, Voluntown, Waterford, and Westerly, RI.

Employment Trends

The December 2014 employment statistics table provides a snapshot of current labor force and employment data in Lisbon compared to the Norwich-New London LMA and the State of Connecticut. As of December 2014, Lisbon had a slightly higher unemployment rate than the LMA, statewide, and national rates. However, historically the average annual unemployment rate in Lisbon has been up to a full percentage point lower than the Norwich-New London LMA in recent years. Unemployment rates in the town, LMA, and state have been declining since the recent high in 2010.

Employment Statistics, Month of December 2014

	Labor Force	Employed	Unemployed	Unemployment Rate
Lisbon	2,527	2,351	176	7.0%
Norwich-New London LMA	145,980	136,467	9,513	6.5%
State of Connecticut	1,890,800	1,783,000	107,800	5.70%
United States	155,521,000	147,190,000	8,331,000	5.40%

Source: CT Dept. of Labor, December 2014

Top Five Work Destination for Lisbon Resident Workers

Place of Work	Estimate	%
Norwich, CT	486	20%
Lisbon, CT	327	14%
Montville, CT	213	9%
Ledyard, CT	194	8%
Griswold, CT	181	8%
Other Locations	975	41%
Total Estimate	2,376	100%

Source: 2006-2010 ACS

Employment Locations

Most workers in Lisbon commute outside of Town to reach employment. According to 2006-2010 American Community Survey estimates (the latest data available), only 14% of Lisbon resident workers also work in Lisbon, with 86% of residents in the Lisbon labor force commuting elsewhere. 20% of Lisbon resident workers commute to the adjacent city of Norwich. Regional employment opportunities will continue to be important to Lisbon's economy.

Major Employers in Lisbon, 2012

Employer	Product	Est. Number of Employees
Wal-Mart	Retail	430
Kohl's	Retail	119
Lowe's	Retail	115
Home Depot	Retail	110
Target	Retail	100
Ruby Tuesday	Restaurant	70
Better Value	Grocery/Liquor Store	60
McDonald's	Restaurant	56
Wheelabrator Technologies	Incinerator Power Plant	30

Source: Telephone Survey reported in 2012 Prospectus

Industries

According to a 2012 phone survey of local businesses conducted as part of Lisbon's financial prospectus by Piper Jaffray, the top five employers in Lisbon are large retail chains located at Lisbon Landing and the Crossing at Lisbon. Other large employers in the Town include restaurants (Ruby Tuesday, McDonald's), a grocery/liquor store (Better Value), and the Wheelabrator incinerator power plant.

The Connecticut Department of Labor counts employment within an area, rather than employment of resident workers who largely commute within the region. Of jobs actually located within Lisbon, 61% are retail trade and 16% are accommodations and food service jobs, reflective of the large regional shopping centers at Lisbon Landing and Crossing at Lisbon.

However, retail trade only makes up about 9% of the employment by industry for Lisbon resident workers in 2013, according to ACS 2009-2013 estimates. This reflects the regional nature of employment in the area, and the fact that Lisbon

is an importer of workers to retail areas. The high percentage of employment in educational services, health care, and social assistance may consist of commuters working at hospitals and educational facilities in Norwich. The largest change in employment by industry for Lisbon resident workers from 2000 to 2013 was a 5 percentage point drop in the arts, entertainment, recreation, and accommodation and food services category - at a time when retail/commercial jobs in Lisbon significantly expanded. Of note, manufacturing increased its share of employment by industry and is still the second largest category of employment of Lisbon resident workers.

The top five employment industries employing Lisbon residents include: educational services, and health care and social assistance (23%); manufacturing (18%); arts, entertainment, recreation, and accommodation and food services (10%); retail trade (9%); and transportation and warehousing, and utilities (8%). This suggests a strong base of employment in the skilled labor force, especially health care and manufacturing, that may provide a high-wage career without a four-year college degree.

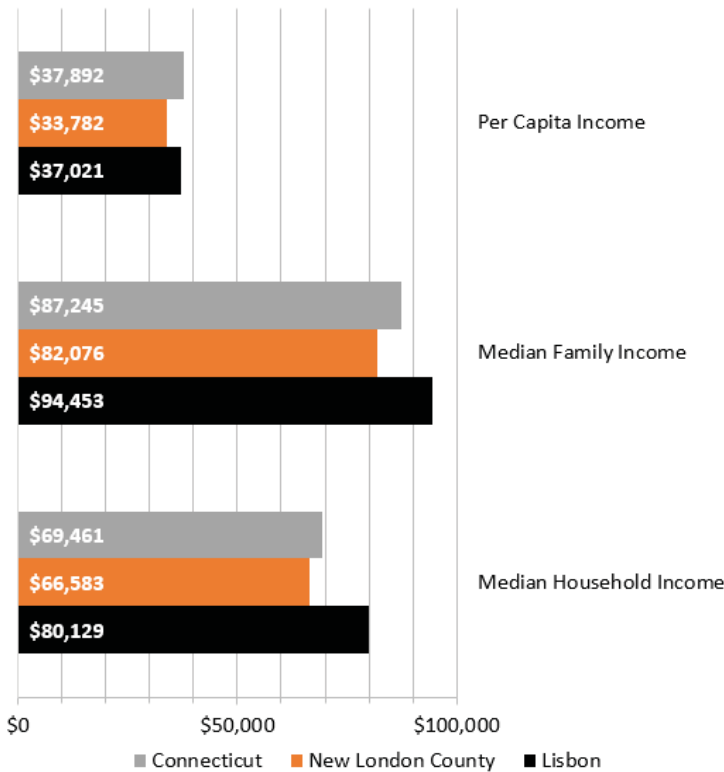
Top 5 Employment Industries in Lisbon, 2013

Jobs by Industry in Lisbon		Employment of Lisbon Residents
Total	1,771	2,276
1	Retail Trade, 61%	Educational services, and health care and social assistance, 23%
2	Accommodation and Food Services, 16%	Manufacturing, 18%
3	Government/Public Administration, 7%	Arts, entertainment, recreation, and accommodation and food services, 10%
4	Management & Remediation Services, 4%	Retail trade, 9%
5	Health Care and Social Assistance, 2%	Transportation and warehousing, and utilities, 8%

Sources: Workers in Lisbon: 2013 Dept. of Labor Town Employment

Residents: 2009-2013 ACS estimates

Income Estimates for Lisbon, New London County, and Connecticut, 2013



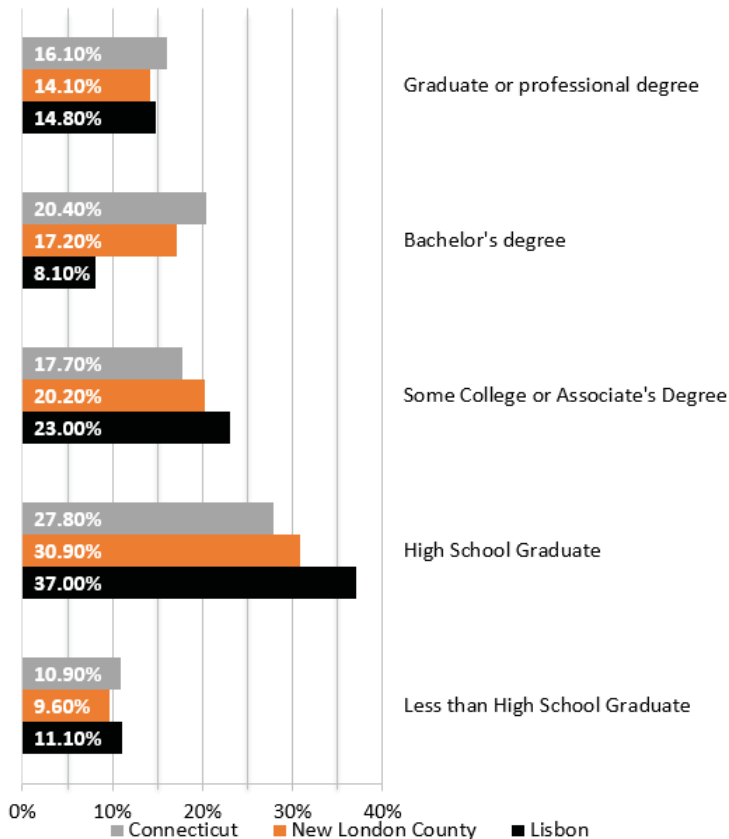
Source: 2009-2013 ACS

Income and Education

Residents of the Town of Lisbon have higher median household and median family incomes than residents of New London County as a whole or residents of Connecticut as a whole. Median household incomes are 20% higher than household incomes in New London County, and median family incomes are 15% higher than family incomes in New London County. Per capita income in Lisbon is higher than that of New London County, but slightly lower than the per capita income of the state. While Lisbon workers may have higher salaries than the workers in the County as a whole, it is also spread over the roughly 41% of its population that is non-working, such as retirees and children.

In educational attainment, Lisbon is lagging behind both the County and the State in high school graduation rates and higher education. Lisbon has a local pre-K to 8th grade system at Lisbon Central School (LSC), and students then go on to high school at the Norwich Free Academy, Griswold High School, Norwich Tech, or other area high school programs. According to the 2013 Superintendent's report, five years ago LSC was deemed by the State as a school in need of improvement. The past four years have seen substantial increases in standardized test scores and other metrics of improvement in the school, which may contribute to future gains in educational attainment.

Highest Educational Attainments in Population Age 25 and Over



Source: 2009-2013 ACS

Commercial Areas

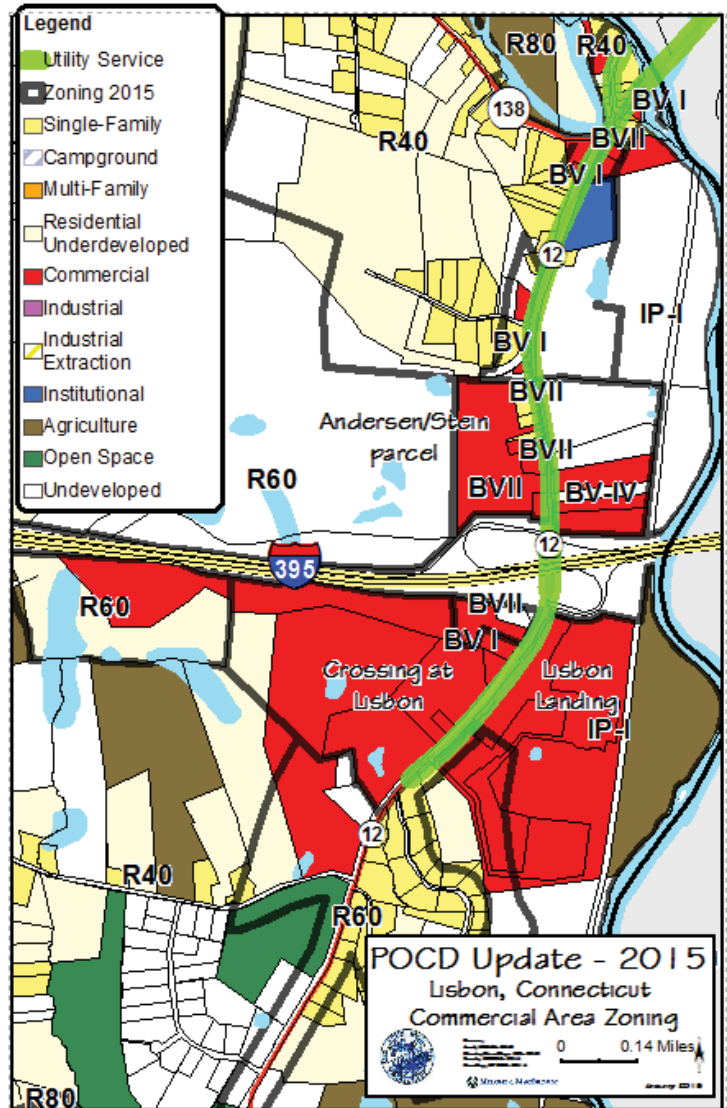
The area of Lisbon Landing and Crossing at Lisbon have established an important regional commercial center, focusing on large-scale retail stores.

Lisbon Landing:

- Built 2001
- \$50 million shopping center
- 560,000 square feet
- 76 acres of land
- Tenants: AT&T, Bath and Body Works, Dick's Sporting Goods, Famous Footwear, Home Depot, Kohl's, Michaels Craft Store, O'Neil Theaters, Panera Bread, Petco, Weight Watchers, 5 Below, Ulta, Ruby Tuesday, and Wal-Mart Supercenter.
- Employs 1,000+ people from CT and RI

Crossing at Lisbon:

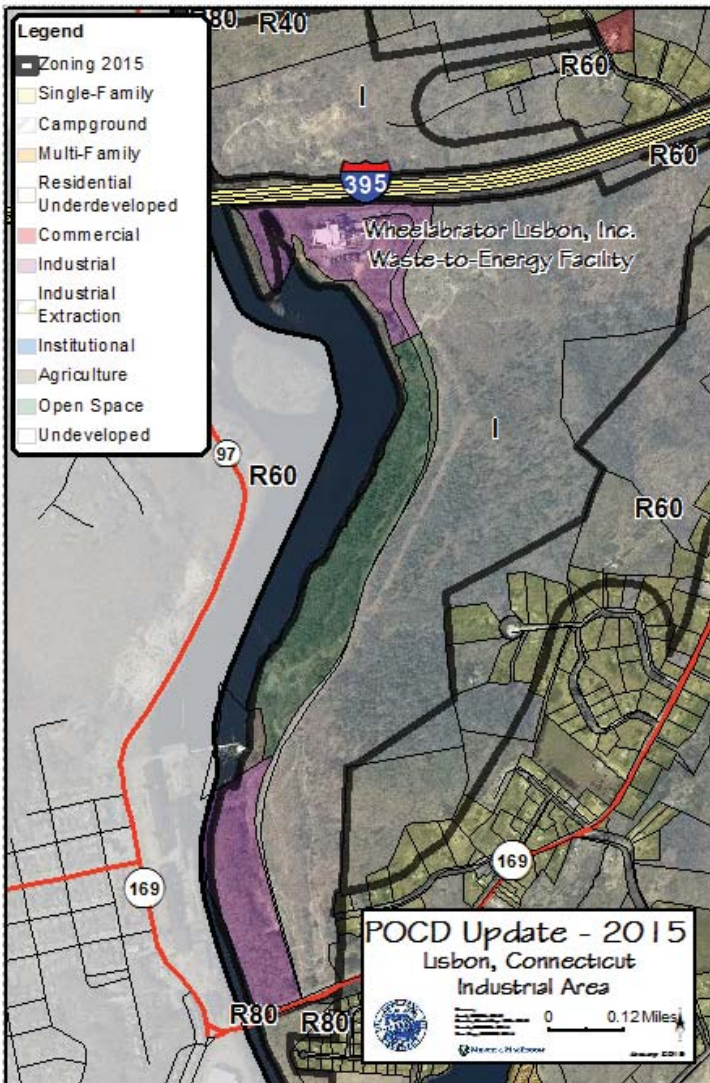
- Built 2009
- \$30 million shopping center
- 342,000 square feet
- Tenants: Aldi's Grocery Store, Aspen Dental, Chili's Restaurant, Diva Nail Salon, Gamestop, GNC Vitamins, Hair Cutter, Lowe's Home Improvements, Sleepy's, and Target.
- Numerous restaurants and small scale retail also nearby.



The Route 12 Corridor also has areas of Village Business districts, which include gas stations, a McDonald's, and other restaurants in strip-style development as well as single family homes.



View down on Crossing at Lisbon from Lisbon Landing. The two regional shopping centers are the largest employers in Lisbon, as well as the largest taxpayers in Town.



Industrial Areas

On the western edge of Lisbon directly south of I-395 is the Wheelabrator Lisbon, Inc., a Waste-to-Energy Facility. This facility burns municipal solid waste to generate electricity for sale to the local utility. The Wheelabrator facility can process up to 500 tons of waste per day, has an electrical generating capacity of 15,000 kilowatts, and employs about 30 people.

Lisbon has also permitted a Construction and Demolition Recycling Facility, to be located to the southeast of the Wheelabrator facility. The proposed facility would process lumber, metal, asphalt, and other materials and debris, diverting the materials from landfills. The developer has estimated that the facility could create about 40 jobs on-site.

The Recycling Facility, with the existing Waste-to-Energy Facility, could form a small industrial cluster on the western edge of the Town; however, industrially-zoned land there has limited potential for further development due to ownership, topography, and other issues. Nevertheless, the Town of Lisbon needs to remain mindful of this industrial cluster and its future.



The Wheelabrator Waste-to-Energy Facility is the largest industrial use in Lisbon. The facility generates electricity from the burning of municipal waste.

Transportation

A safe and efficient transportation network is critical to the social and economic well-being of the community. The network consists of not only state and local roads, but also transit, sidewalks, trails, and bikeways.

Road Classification

The major routes for access in Lisbon are I-395, Route 12, Route 138, and Route 169. The CT Department of Transportation classifies roadways based on traffic volumes, accessibility and function.

The Town maintains over 28 miles of road, all of which are improved. Design and construction standards for new roads are regulated by Town Ordinance, which defines two categories of road: arterial and collector. A third road type, local residential, is referenced in the standards but is not defined by Town Ordinance.

The 2004 POCD has several recommendations regarding changes to the road standard designs to minimize visual and environmental impacts, such as varying minimum road widths by number of lots and usage. These changes have not been instituted by the Town, and may still be worth pursuing.

Traffic Volumes

Average Daily Traffic (ADT) counts help determine the classification of roadways, as well as identify potential circulation issues. The ADT map shows the 2011 ADT counts at various locations in Lisbon, as recorded by the Connecticut Department of Transportation.

From 2002 to 2011, there has been an 11.6% reduction in ADT counts in the Newent Village Center, a 2.3% reduction in the Lisbon Landing Shopping Center area, and a 14.7% reduction at other gateways into Lisbon. ADT decreases over this time period are not unusual, and can be attributed, in part, to economic conditions such as the price of gasoline.

CT DOT Classification Hierarchy

Functional Classification	Definition	Example in Lisbon
Principal Arterial – Interstate, Expressway, Minor Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.	I-395, Route 12
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.	Routes 138, 169, and 600 (Kinsman Hill Rd)
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.	All other local named roads

Source: CT DOT

Change in ADT Counts at Select Locations in Lisbon, CT 2002 - 2011

Area	2002	2011	% Change
Newent Village Center	19,800	17,500	-11.6%
<i>Rte. 138 E of intersection</i>	4,700	4,300	-8.5%
<i>Rte. 138 W of intersection</i>	1,400	1,000	-28.6%
<i>Rte. 169 N of intersection</i>	6,600	6,000	-9.1%
<i>Rte. 169 S of intersection</i>	7,100	6,200	-12.7%
Lisbon Landing Shopping Center	43,800	42,800	-2.3%
<i>Rte. 12 N of I-395</i>	12,300	12,300	0.0%
<i>Rte. 12 S of I-395 A</i>	14,900	13,800	-7.4%
<i>Rte. 12 S of I-395 B</i>	16,600	16,700	0.6%
Other Gateways into Lisbon	21,100	18,000	-14.7%
<i>Rte. 169 at Canterbury Town line</i>	4,400	3,500	-20.5%
<i>Rte. 138 at Sprague Town line</i>	1,600	1,200	-25.0%
<i>Rte. 169 at Norwich City line</i>	2,800	2,700	-3.6%
<i>Rte. 12 at Griswold Town line</i>	12,300	10,600	-13.8%

Source: CT DOT

Road Network Plans

The Long Range Regional Transportation Plan FY 2011-2040 for Southeastern Connecticut notes in particular that the effect of development near the interstate has transformed the area around Lisbon Landing from a rural community to a major commercial destination and a significant traffic generator.

The intersection of Routes 138 and 169 in Lisbon is called out as needing reconstruction, but relatively low traffic volumes and few accidents make this corridor a low regional priority.

Proposed Federally-funded transportation projects for 2011-2040 within Lisbon are:

- Route 12 River Road Sidewalk Extension (next 4-10 years)
- Route 138 to be realigned and widened between Route 660 and Route 12 (next 11-29 years)
- Route 138 intersection with Route 169 to be reconstructed (next 11-29 years)
- Route 169 to be realigned and widened between I-395 and the Shetucket River Bridge (next 11-29 years).

Public Transit

Public transit in the area is served by the Southeast Area Transit (SEAT) public bus system, which makes hourly stops at Lisbon Landing and Lisbon Crossing hourly between roughly 6:30 AM and 8:30 PM on the 8 (Jewett City) and 9 (Norwich along Route 12) routes. These routes do not go further into Lisbon than the retail corridor, providing little transit access to the rest of the Town. Transit is critical for supporting employment and economic activity at this regional economic center.

Bike and Pedestrian Infrastructure

In the 2004 POCD, establishing safe and efficient village access with the addition of sidewalks was listed as a goal. While most of Lisbon has a low-density rural residential character, the Newent Village Center, which contains municipal facilities and the Lisbon Central School, are located within walking distance of each other. A sidewalk system to connect these facilities along and across busy

State roads could enhance safety for school children and other pedestrians. Infrastructure that allows for safe and desirable walking and biking also encourages people to lead a more active lifestyle, providing public health benefits as well as environmental (fewer car trips producing emissions) and municipal infrastructure (fewer cars producing wear and tear on roads) benefits. No sidewalk connections in this part of Lisbon have been constructed to date.

The Long Range Regional Transportation Plan FY 2011-2040 for Southeastern Connecticut also identifies proposed bike and pedestrian trails. Routes were chosen based on roadway sections that have comparatively low volumes of traffic and/or shoulders or sidewalks that can accommodate cyclists and pedestrians:

20. From Occum (Sprague) to Kendall Road to Preston Allen Road (north) to Kinsman Hill Road to Route 169 (north) to Kimball Road to Sullivan Road to Westminster Road (south).

21. Route 169 to Preston Allen Road to Kendall Road (east) to Route 169 (north) to Route 138 (Newent Road) to Jewett City.

The River Road Sidewalk extension on Route 12 is also a proposed project for the next 4-10 years.

Fiscal Indicators

The Town has maintained a relatively healthy fiscal condition despite the economic recession that began in 2008. 2011 was the first year that the net taxable grand list decreased, in part due to a revaluation. The Town's bond rating, according to Moody's, is Aa3; this indicates the Town's strong capacity to meet its financial obligations.

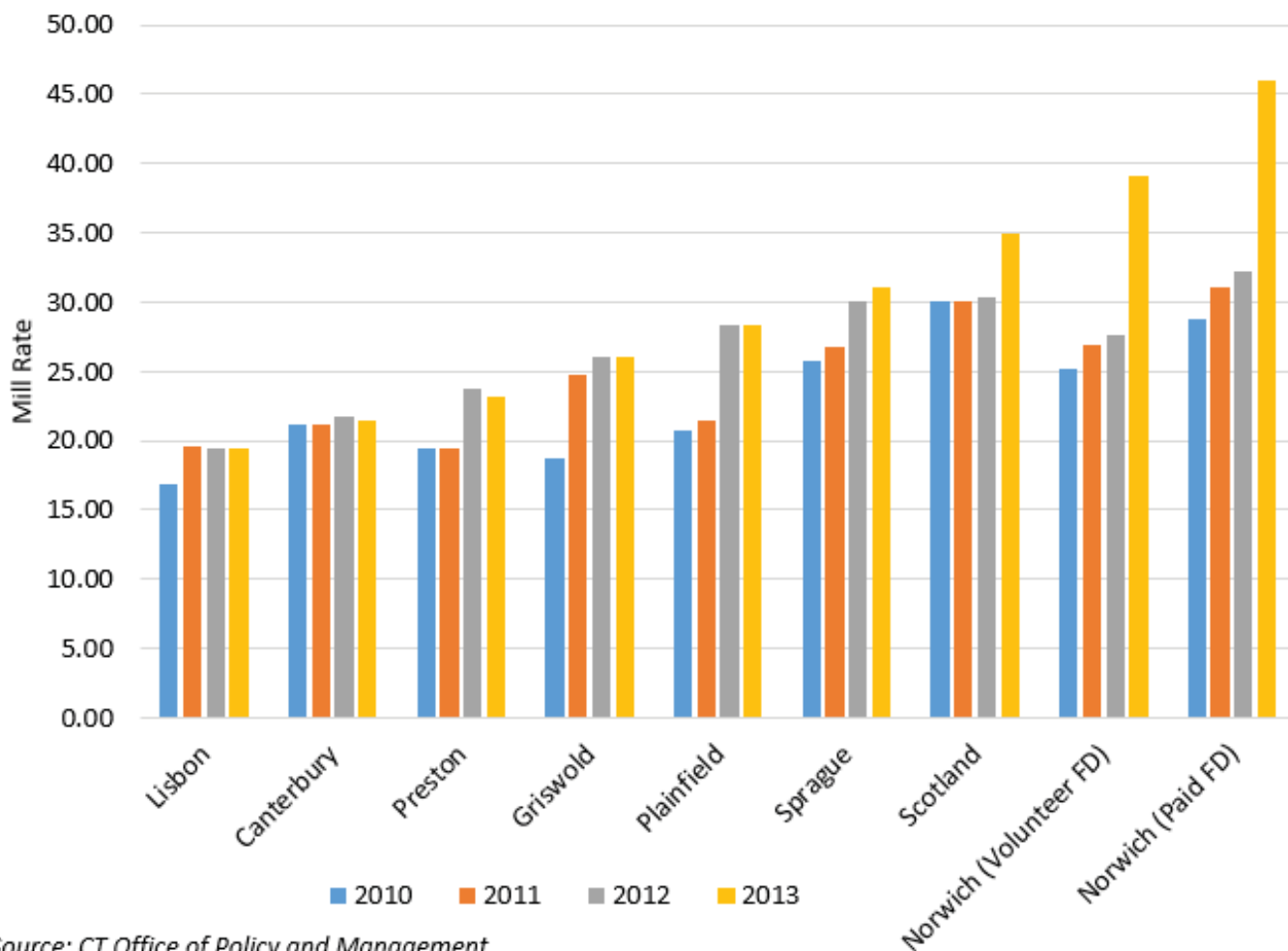
Taxes and Volunteerism

Lisbon has historically had the lowest mill rates in the region, and in 2013 had the 154th lowest equalized mill rate (out of 169 towns) in the state. These low rates have been attributed in part to the number of Town services that are fulfilled by volunteers. Lisbon's fire, emergency services, and many Town boards and commissions are staffed by unpaid volunteers.

The difference that volunteer services has on municipal mill rates can be clearly seen in the City of Norwich. The municipality is split into a volunteer fire department section and a section served by a paid fire department for tax purposes. Office of Policy and Management records show a difference of almost 4 mills between volunteer and paid fire departments in 2010, which has increased to a difference of almost 7 mills in 2013. Future demands for increases in services will need to be taken into consideration for impacts on local low tax rates, which are cited as a major draw for new residents.

While volunteerism contributes to maintaining lower municipal costs and, therefore, lower mill rates, low mill rates are also supported by significant regional commercial and industrial uses within Lisbon.

Actual Mill Rates, 2010-2013 Grand List Years



Source: CT Office of Policy and Management

The Grand List

The ten largest taxpayers (as of 2010) on the Grand List make up 18.34% of the tax base in Lisbon. The top five are retail businesses connected to Lisbon Landing and Crossing at Lisbon: Lisbon Landing LLC, Wal-Mart, Home Depot, Target, and Lisbon Landing Phase II LLC. The other contributors to the top ten are real estate businesses (CL One Associates LLC and Lisbon River Road LLC) and a utility (Connecticut Light and Power Company).

As of the 2012 Grand List, 57.5% of the Town's assessment was Residential, 21.8% was Commercial/Industrial/Public Utility (C/I/PU), 8.0% from Motor Vehicles, 8.8% from Personal, and 3.9% from other sources. The relatively high proportion of the Grand List from C/I/PU lands is unusual for a Town of its size and rural character in Connecticut. In the State as a whole, the average percent of the Grand List in those uses is 16.9%. Of municipalities in Connecticut, Lisbon is in the top 15% (25 out of 169) when ranked by percent of C/I/PU.

Lisbon Grand List Growth

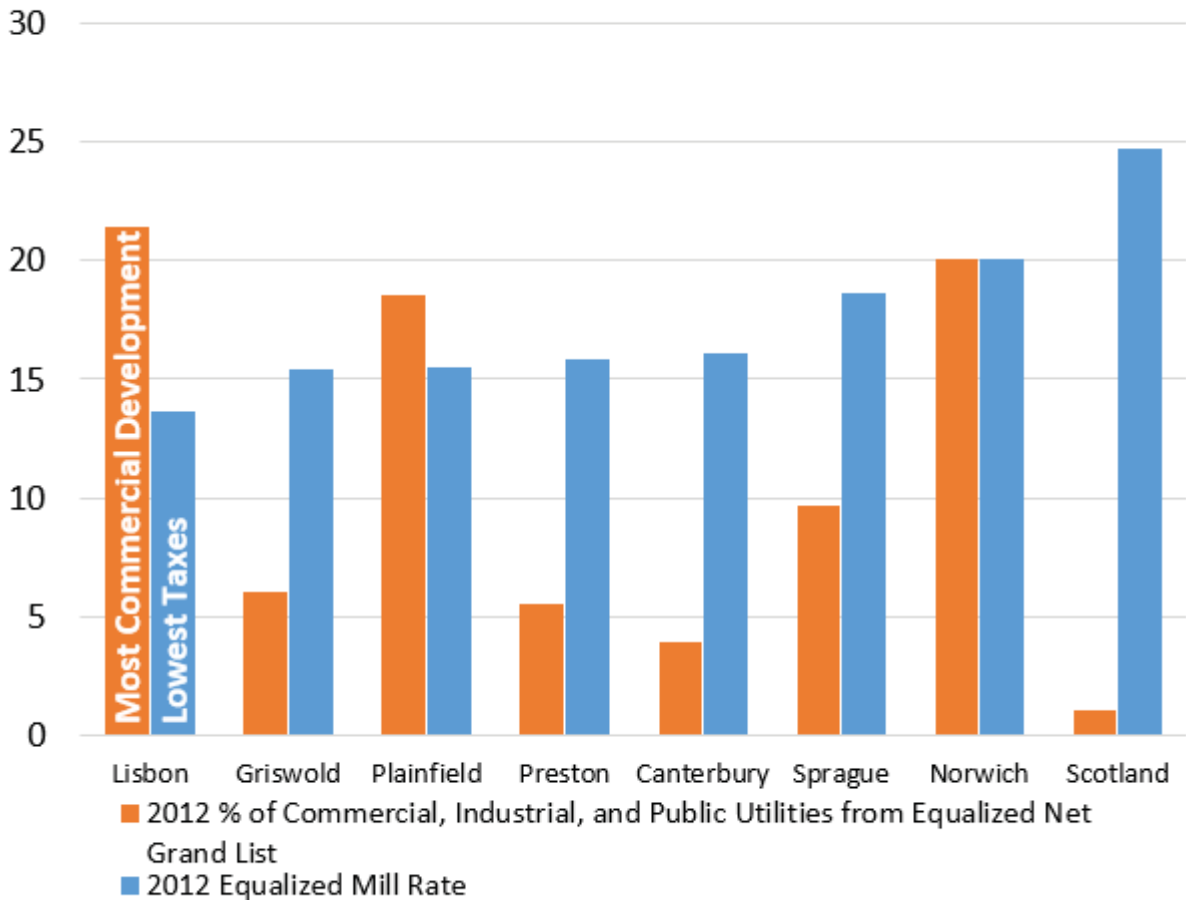
Grand List of	Oct. 1	Mill Rate	Net Taxable	
			Grand List	% Growth
2013		19.6	\$367,489,421	-9.7%
2012		16.86	\$406,919,758	10.7%
2011*		16.90	\$367,694,671	-9.6%
2010		16.90	\$406,919,758	0.9%
2009		16.90	\$403,394,340	3.1%
2008		16.90	\$391,396,798	1.7%
2007		16.00	\$384,728,533	1.3%
2006*		16.00	\$379,829,430	48.1%
2005		21.50	\$256,464,125	3.9%
2004		21.00	\$246,925,529	2.8%
2003		21.00	\$240,233,665	1.9%
2002		18.00	\$235,680,520	1.6%
2001*		16.50	\$231,959,470	31.3%

Source: 2001 - 2011: Assessor's Office, Town of Lisbon

2012-2013 data: Office of Policy and Management

* Revaluation Year

Percent of Equalized Net Grand List in Commercial/Industrial/Public Utilities and Equalized Mill Rate, 2012



Economic Development

Ranking of CT Municipalities by Percent of Grand List in Commercial, Industrial, and Public Utilities, 2012

Rank	Municipality	Grand List	C/I/PU	Mill Rate
1	HARTFORD	\$3,582,979,216	49.20%	74.29
2	NEW LONDON	\$1,765,640,254	39.80%	27.50
3	NEW HAVEN	\$6,277,434,638	38.90%	40.80
4	STAMFORD	\$19,115,110,364	33.30%	27.25
5	MANCHESTER	\$4,027,045,764	29.30%	37.44
6	EAST WINDSOR	\$963,819,567	29.00%	29.78
7	WATERBURY	\$4,207,938,751	28.50%	56.98
8	DANBURY	\$7,059,377,127	28.30%	26.80
9	GROTON	\$4,075,380,941	28.10%	20.72
10	WINDSOR	\$3,231,615,610	27.10%	27.33
11	ROCKY HILL	\$2,180,061,019	26.70%	26.60
12	WATERFORD	\$3,240,454,110	26.50%	24.05
13	BLOOMFIELD	\$2,135,509,137	26.00%	34.85
14	BRIDGEPORT	\$3,524,625,127	25.60%	41.86
15	EAST HARTFORD	\$2,931,215,678	25.60%	43.90
16	FARMINGTON	\$3,529,908,540	24.00%	24.07
17	MERIDEN	\$3,448,985,028	23.90%	34.99
18	WINDSOR LOCKS	\$1,410,980,309	23.70%	24.54
19	PUTNAM	\$652,629,595	23.50%	22.47
20	NEW BRITAIN	\$2,553,699,492	23.40%	44.12
21	NORTH CANAAN	\$339,457,170	23.10%	25.50
22	KILLINGLY	\$1,765,102,163	22.70%	20.70
23	NORWICH	\$2,457,677,290	22.10%	27.59
24	PLAINVILLE	\$1,375,221,540	22.10%	31.38
25	LISBON	\$385,600,049	21.80%	19.40

Source: 2013 CT Office of Policy and Management;
Municipal Fiscal Indicators Database

Since the 2004 POCD, the Route 12 Commercial Corridor has grown with the addition of the Crossing at Lisbon. The Town also updated its Zoning Regulations in 2013. Updates to the Zoning Regulations included the addition of the Business Village III and IV zones (BV-III and BV-IV).

The 2004 POCD notes the large underdeveloped parcel (called the “Andersen/Stein” parcel) with frontage on Route 12. This parcel is roughly 207 acres, the front six of which is currently commercial (the Better Value Super Markets building). The remaining 201 acres are currently undeveloped woods. If or when the owner decides to develop, this parcel will have many implications on roads and adjoining uses.

Utilities are also a remaining issue from the 2004 POCD. Water and sewer service is still provided to the Route 12 commercial area by the Jewett City Water Company (from the Town line with Jewett City down to 197 River Road – see Commercial Area Zoning Map), with the rest of the Town without public infrastructure. Without water and sewer services, developments cannot become larger than what can be supported by on-site septic systems and wells. However, the areas that are currently receiving water and sewer service have ample capacity for expansion, making the Route 12 Corridor the logical location for any possible future economic development.

2. Vision and Objectives

In the course of researching and developing this Plan, a clear consensus appeared: Lisbon residents love their Town and want an effective Plan to help them protect its character while managing for the future; further commercial growth is desirable but must be properly guided; and maintaining and enhancing the quality of life of all residents is paramount.

Community Vision

The Plan of Conservation and Development is meant to be a guidance document that sets policy priorities for the physical, economic and social future of the Town. As such, the Planning and Zoning Commission engaged the community in a discussion about its current conditions and vision for the future.

The sentiments expressed by the residents of Lisbon were largely the same as the concerns and desires recorded in the 2004 Plan of Conservation and Development: a love for their community and desire to retain the rural character that makes Lisbon special; an appreciation for the commercial economic base that provides shopping opportunities, with a desire that future developments be properly guided to protect Lisbon's rural character; and creating a high quality of life for Lisbon residents.

Based on the results of online surveys, a public open house, efforts of other Town officials and agencies, volunteer efforts by residents, and the comments received by members of the public throughout the Plan preparation, the community vision and objectives first presented in the 2004 Plan remain true for Lisbon.

The Lisbon Community Vision serves to inform the objectives that this Plan seeks to fulfill in the next ten years of planning and development. From this Community Vision and Community Objectives, specific goals and strategies are recommended in order to make forward progress on achieving these objectives. While Town funding levels may change from year to year, this Plan can serve as a guide to prioritize projects and actions that serve to advance the Community Vision.

Lisbon Community Vision

Lisbon will guide future growth and change to:

- **Protect its rural character,**
- **Provide a strong economic base, and**
- **Enhance the quality of life for its residents.**

Community Survey

Respondent Demographics

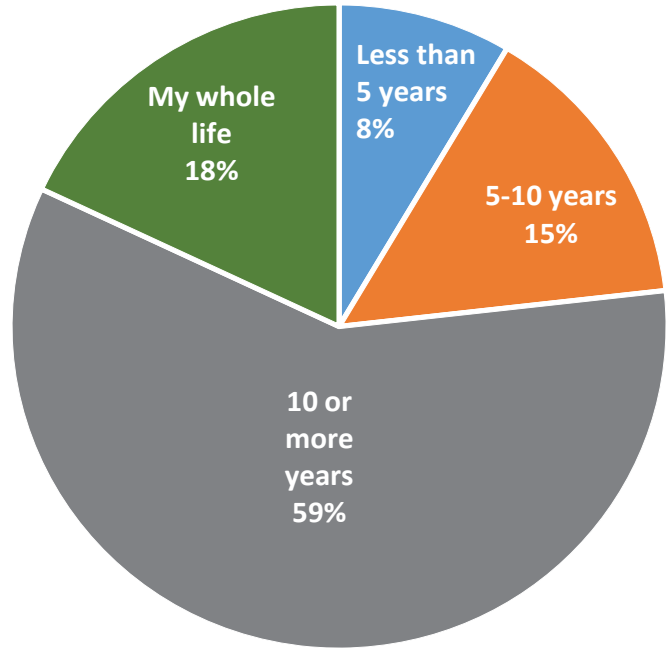
An online survey was posted on the Lisbon Town website and sent out on the email lists of Town boards and commissions as well as parent groups. The survey ended with 221 responses, or about 13% of all the households in Lisbon.

Of the people who took the online survey, more than half were between the ages of 35 to 54, and more than three-quarters have lived in Lisbon more than 10 years.

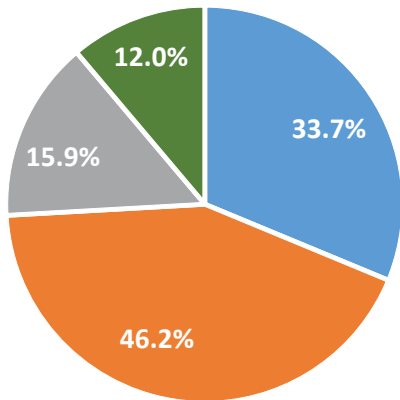
There was also strong representation among parents, with about four out of five saying that they either currently have or formerly had children attending Lisbon Central School.

Survey respondents tended to either not work outside the home (19%), or work fairly close to home (22% less than 10 minutes, 24% 10-20 minutes, 18% 20-30 minutes), with only 17% commuting more than 30 minutes to work.

How long have you lived in Lisbon?

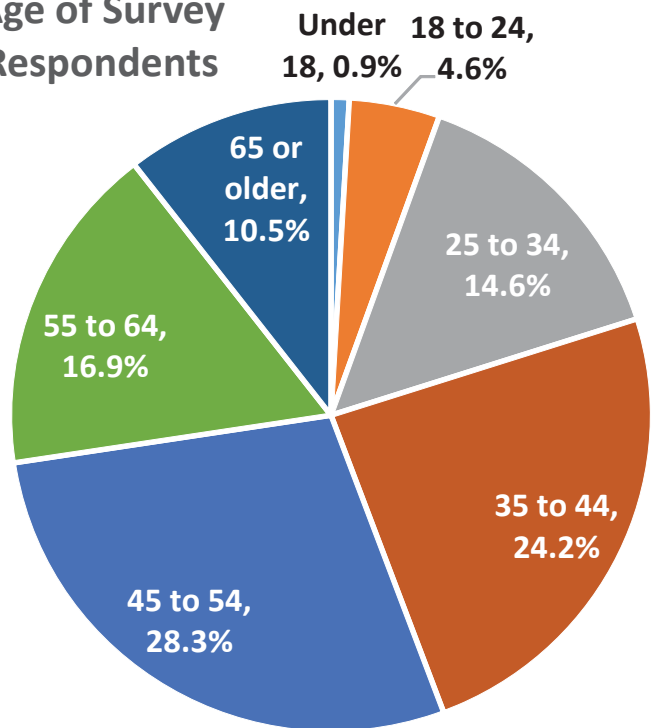


Do you have children enrolled in the Lisbon K-8 School System?



- Currently have children enrolled in Lisbon Central School
- Had children enrolled in Lisbon Central School
- Have not had children enrolled in Lisbon schools
- Expect to have children enrolled in Lisbon Central School over the next five years

Age of Survey Respondents



“How would you rate the Town of Lisbon?”

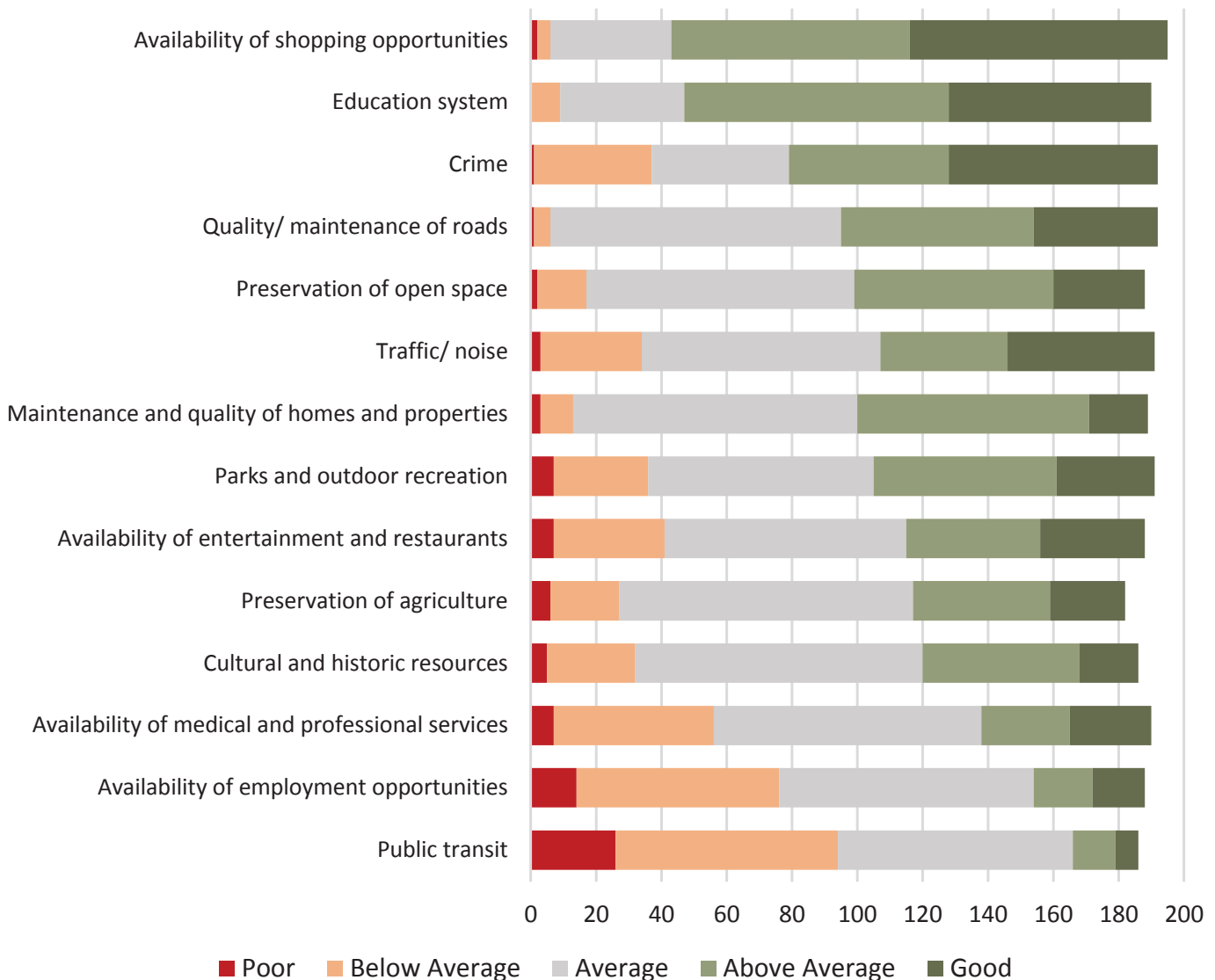
Respondents to the community survey were asked to rank different aspects of the Town on a scale of Poor, Below Average, Average, Above Average, and Good.

The aspect of Lisbon that was rated the highest was “Availability of shopping opportunities.” The commercial development on Route 12 provides many shopping opportunities for residents, as well as contributing to the Town’s tax base; this will be addressed further in the Economic Development section.

Lisbon’s education system was also rated very highly, and was mentioned often when people were asked why they came to Lisbon or what they like best about Lisbon. The Lisbon Central School will be further discussed in the Municipal Facilities section.

Both “Public transit” and “Availability of employment opportunities” were ranked poorly in Lisbon. The only public transit available in Lisbon is the SEAT bus, which is discussed in the Transportation section. Employment in Lisbon is discussed in the Industries section.

How would you rate the Town of Lisbon on the following?



"What do you like best about Lisbon?"

The community survey allowed respondents to write in their answers to "What do you like best about Lisbon?" The responses were varied, but several themes did emerge:

- A strong feeling of community support, especially with community-wide activities and the number of volunteers and volunteer opportunities.
- A high-quality school system.
- Accessibility of shopping and entertainment provided by the regional shopping centers at Lisbon Landing and Crossing at Lisbon.
- However, the majority of Town is quiet and rural in nature, with a small town or country feeling.
- The low taxes make housing affordable.

The Lisbon Community Vision captures these strengths, and the Community Objectives seek to build upon these core values that residents have expressed.

"What would make Lisbon a better place to live, work, and/or run a business?"

The survey also gave respondents the opportunity to voice concerns, and give suggestions for how Lisbon could be improved to become an even better place to live, work, and run a business. Some responses included:

- More restaurant options, with many people specifically asking for family-run restaurants serving different ethnic foods.
- More local small shops to balance the regional shopping centers.
- More community activities, such as bringing back the Fall Festival.
- More recreation areas, playgrounds, and activities for younger children.
- More affordable housing options, especially for young families and seniors who wish to downsize.
- Improvements to municipal buildings, such as the Fire Station and Town Hall.

What do you like best about Lisbon?



“What would you like Lisbon to look like in 10 years?”

Overwhelmingly, respondents want Lisbon to look and feel the same for the next ten years: a quiet, livable community with accessibility to abundant shopping.

Generally, while residents want Lisbon to retain this rural character, they also want specific improvements to their Town, such as those suggested in “What would make Lisbon a better place to live, work, and/or run a business?”

While residents love the rural character and small-town feel of Lisbon, they do recognize that the regional shopping centers afford a healthy tax base and commercial opportunities. However, they frequently stated that they had “enough” large shopping centers and would like to see future developments to focus on a more diverse array of small businesses to provide variety and more job opportunities.

Community Survey Feedback

“An alive, active, involved community working toward town growth while keeping in mind its small town and rural ideals.”

Community Objectives

From these results, it was apparent that conservation issues were a high priority, residential and business development were important, and community facilities planning needed attention. Based on the overall vision for Lisbon, research and analysis, public comments, and discussions by the Planning and Zoning Commission, a set of challenging, yet achievable, objectives and strategies was characterized to organize this Plan.

These objectives and implementing strategies for each are discussed in Chapters 3 through 6. Chapter 7 provides a summary table of implementation strategies for each objective, and a graphic representation of a Future Land Use Plan based on these objectives and strategies.

Lisbon Community Objectives

- **Preserve Community Character**
- **Establish an Efficient Town Center and Municipal Campus**
- **Guide Residential Growth**
- **Encourage Economic Development**

“Sustainable, clean, safe, beautiful with a strong sense of community, service and healthy living.”

“Similar to its current state. Nice mix of commercial businesses for tax base and convenience, without losing its rural charm.”

“More solar and wind power, properly-funded school, more bike trails.”

“The same as it is now. We don’t need to turn into Manchester, CT with all the stores and bigger roads and street lights.

“Similar to today with a continued push to create a more traditional New England town center.

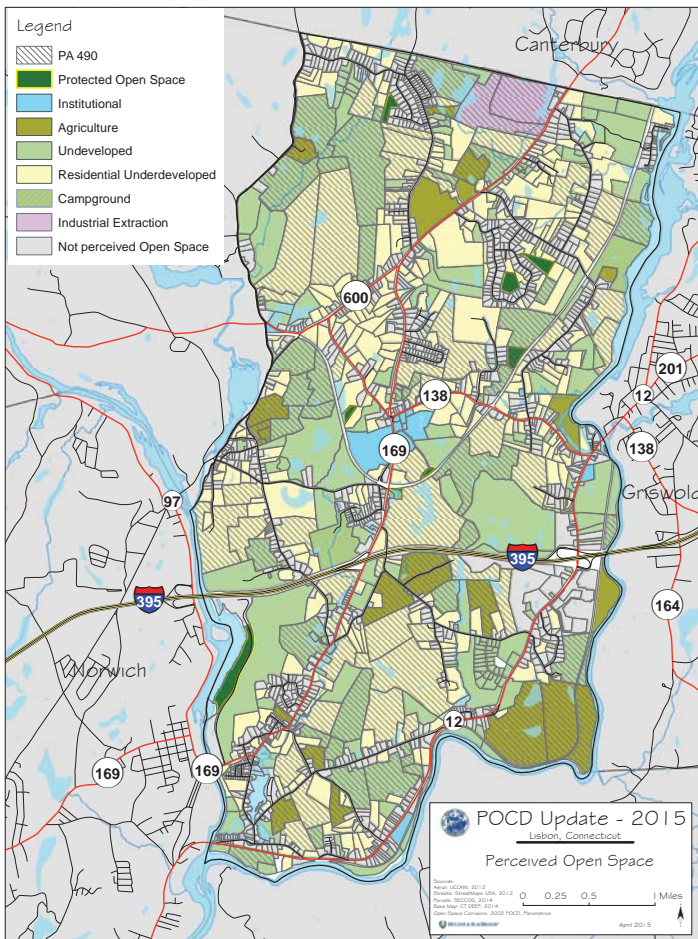
“More community activities.”

“Don’t change too much...Just a few more restaurants and we would be better than perfect. :)”

3. Preserve Community Character

Lisbon is defined and distinguished by its rural character. Located near or next to several more intensively developed communities, Lisbon retains many of the qualities and characteristics that have attracted people to the area since the Colonial era. Preservation of these encompassing but vulnerable attributes has been identified as the most important theme for this Plan of Conservation and Development.

Preserve Open Space

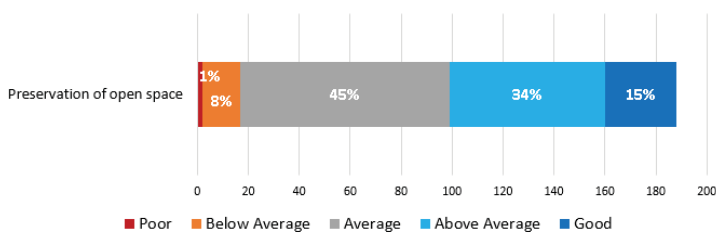


Perceived Open Space

Open space preservation is widely regarded as the most effective tool available to towns to manage growth, maintain community character, protect valued natural resources and scenery, and generally enhance the quality of life. Residents who took the Community Survey rated the Town of Lisbon highly in regards to preservation of open space. Only 1% of respondents rated Lisbon “Poor,” 45% of respondents rated Lisbon as “Average,” and nearly half of respondents rated Lisbon as “Above Average” or “Good.”

However, the only protected, dedicated open space land in Lisbon are the Boat Launch and Riverview Trail, along with several subdivisions which have dedicated open space set-asides, totaling 165 acres, or only 1.6% of Lisbon’s land area. Although there is little permanently protected open space in Lisbon, perceived open space is extensive. This is land that is currently undeveloped, in agricultural use, or simply a portion of a large residential property. These parcels may be developed in the future, reducing the amount of perceived open space in Lisbon.

"How would you rate the Town of Lisbon on Preservation of Open Space?"



The Connecticut Department of Energy & Environmental Protection (DEEP) has a state-wide goal of preserving 21% of Connecticut’s land as open space by the year 2023. Under this goal, 10% of open space would be state-owned and 11% would be owned by municipalities. The State of Connecticut formerly defined open space land used for recreational and conservation purposes as land used for “agriculture, parks, natural areas,

forests, camping, fishing, wetland preservation, wildlife habitat, reservoirs, hunting, golfing, boating, swimming, snowmobiling, historic and scenic preservation” (CGS §7-131c). It should be noted that the State removed this definition from the statute and has not provided an alternative. In this POCD, “open space” will refer to lands that are protected from future development and dedicated for the purpose of open space.

Public Act 490 Lands

Tax incentives may help keep some perceived open space undeveloped. Section 12-107 of the Connecticut Statutes allows a community to assess land by its use (farm, forest, or open space) rather than its value.

The program contains three major components:

- Farm land (designated by the assessor),
- Forest (designated by the assessor or the state forester), and
- Open space (land must be identified in the Plan of Conservation & Development and adopted by Town Meeting).

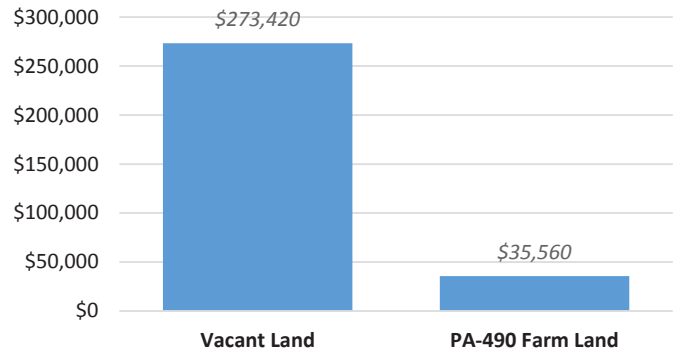
The use assessment reduces the tax burden on the properties and makes large parcels of land less expensive for a property owner to retain. This reduces the possibility that land will be put into development due to increasing taxes. Two examples to the right show examples of the effect of the PA-490 valuation as compared to a general vacant category. The difference for these example properties can be as much as a 95% reduction in the assessment of the property, resulting in substantial savings. The legislation also contains a “recapture provision” for property developed or sold within ten years of designation, to further dissuade property owners from developing their land under this program.

The use assessment program (PA 490) enhances the perception of open space in Lisbon since it helps land remain undeveloped and it reduces the pace of growth. Roughly 3,800 acres are designated Farm, Forestry, or Farm/Forestry PA-490 lands in Lisbon.

Sample Farm Valuation

Category	Acres	Value	Assessment
Vacant Land	127	\$390,600	\$273,420
PA-490 Farm Land	127	\$50,800	\$35,560
Difference	0	-\$339,800	-\$237,860
Difference %			-87%

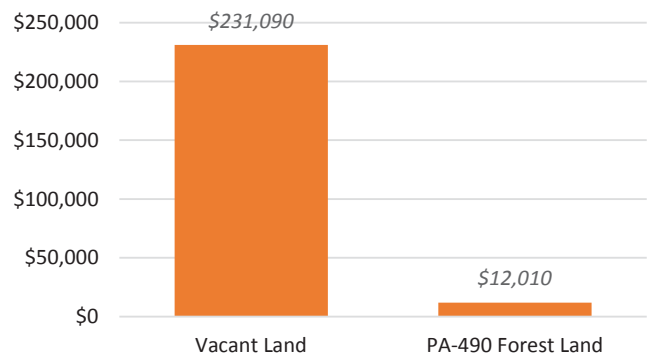
Sample Assessment of Land Classified as Vacant vs. Farm (127 acres)



Sample Forest Valuation

Category	Units	Value	Assessment
Vacant Land	133	\$330,130	\$231,090
PA-490 Forest Land	133	\$17,150	\$12,010
Difference	0	-\$312,980	-\$219,080
Difference %			-95%

Sample Assessment of Land Classified as Vacant vs. Forest (133 acres)



Source: Lisbon Assessor's Office



An active beef farm contributes to the rural character of the community.



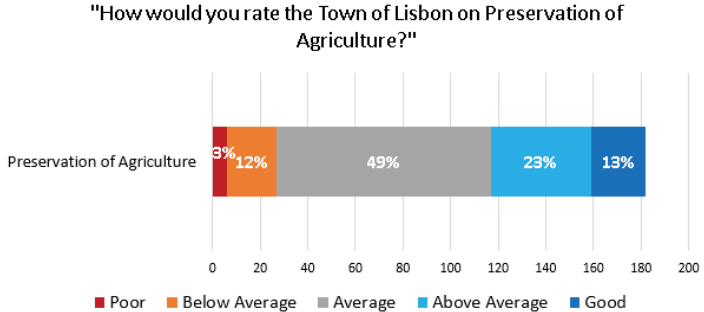
Milk from Wildowski Farm in Lisbon is sold regionally.

Agriculture

Lisbon has roughly 850 acres of PA-490 Farm land. Agricultural uses in Lisbon contribute to the rural character of the Town, as well as providing a livelihood for some residents. Examples of farms within Lisbon include:

- Grant’s Berry Patch and Farm stand, which specializes in Pick-Your-Own strawberries, blueberries, and raspberries, along with tomatoes and other seasonal vegetables. The farm also sells fresh pre-picked berries and vegetables directly from a produce stand.
- Wildowsky Dairy, a 3rd generation dairy farm that currently milks 45 Holstein and Jersey cows. Products available at the farm stand include whole milk, cream top, 1% milk, skim milk, chocolate milk, ice cream, and butter. Wildowsky Dairy products are also available in some stores, such as Fiddleheads Food Co-Op in New London.
- Cedar Knoll Farm is a Percheron draft horse stable that provides horse-drawn livery service in southern New England and Long Island. Carriages are available for weddings, other formal events, hay and sleigh rides, parades, and other community events.
- Bundy Hill Tree Farm is a local Christmas tree farm.

The Town of Lisbon also has about 97 acres of Town-owned land that is leased for farming. Due to the cost of land and other significant startup and capital costs involved with farming, leasing land is an important way to provide access to affordable, productive farmland. The Town also has an active Farmers’ Market Committee that provides a local market for produce grown in Lisbon and the surrounding region, while also hosting community events such as a Health and Wellness day. Roughly half of respondents to the Community Survey rated Preservation of Agriculture in Lisbon as “Average.”



Future Open Space System

While open space is often viewed in communities as a means to limiting development, it holds intrinsic value in providing wildlife and greenway corridors that connect larger open

spaces, protecting valuable natural resources and providing opportunities for recreation. Approximately 1.6% of the Town's land area is currently dedicated/managed open space. Many of these parcels are included as open space set asides in subdivisions. There may be valuable open space parcel and/or easement acquisitions that would facilitate wildlife and recreation connections, especially parcels currently under PA 490 designation totaling 3,841 acres.

Additionally, the Hazard Mitigation Plan Update Annex for the Town of Lisbon (2012) includes a recommendation to continue to regulate development in protected and sensitive areas (such as steep slopes, wetlands, and floodplains), as well as to pursue the acquisition of additional municipal open space in special flood hazard areas.

Efforts are underway to acquire more open space. Based on a recommendation in the 2004 POCD, the Conservation Commission developed an Open Space Plan, which is hereby incorporated in this Plan (see Appendix). The Lisbon Open Space Plan recommends the acquisition of land for dedicated open space to form continuous greenways, and seeks to "preserve at least 15% of the Town's land area as natural and recreation areas, high quality habitat, agricultural land and farms, and other undeveloped areas for the benefit of Lisbon residents present and future. This will be accomplished by a combination of public and private acquisitions, easements, subdivision set-asides, and gifts." The Connecticut General Assembly's Public Act 95-335 defines greenways as a corridor of open space that:

- may protect natural resources, preserve scenic landscapes and historical resources or offer opportunities for recreation or non-motorized transport,
- may connect existing protected areas and provide access to the outdoors,
- may be located along a defining natural feature, such as a waterway, along a man-made corridor, including an unused right-of-way, traditional trail routes or historic barge canals,
- may be a green space along a highway or around a village.

Publicly accessible and contiguous greenways throughout the town would be an asset to its residents as well as a necessity to gain and maintain public support for such greenways.

The Open Space Plan proposes three north-south greenways along with two east-west greenways providing contiguous linkages. These greenways roughly correspond to the conceptual open space corridors noted in the 2004 Plan of Conservation and Development.

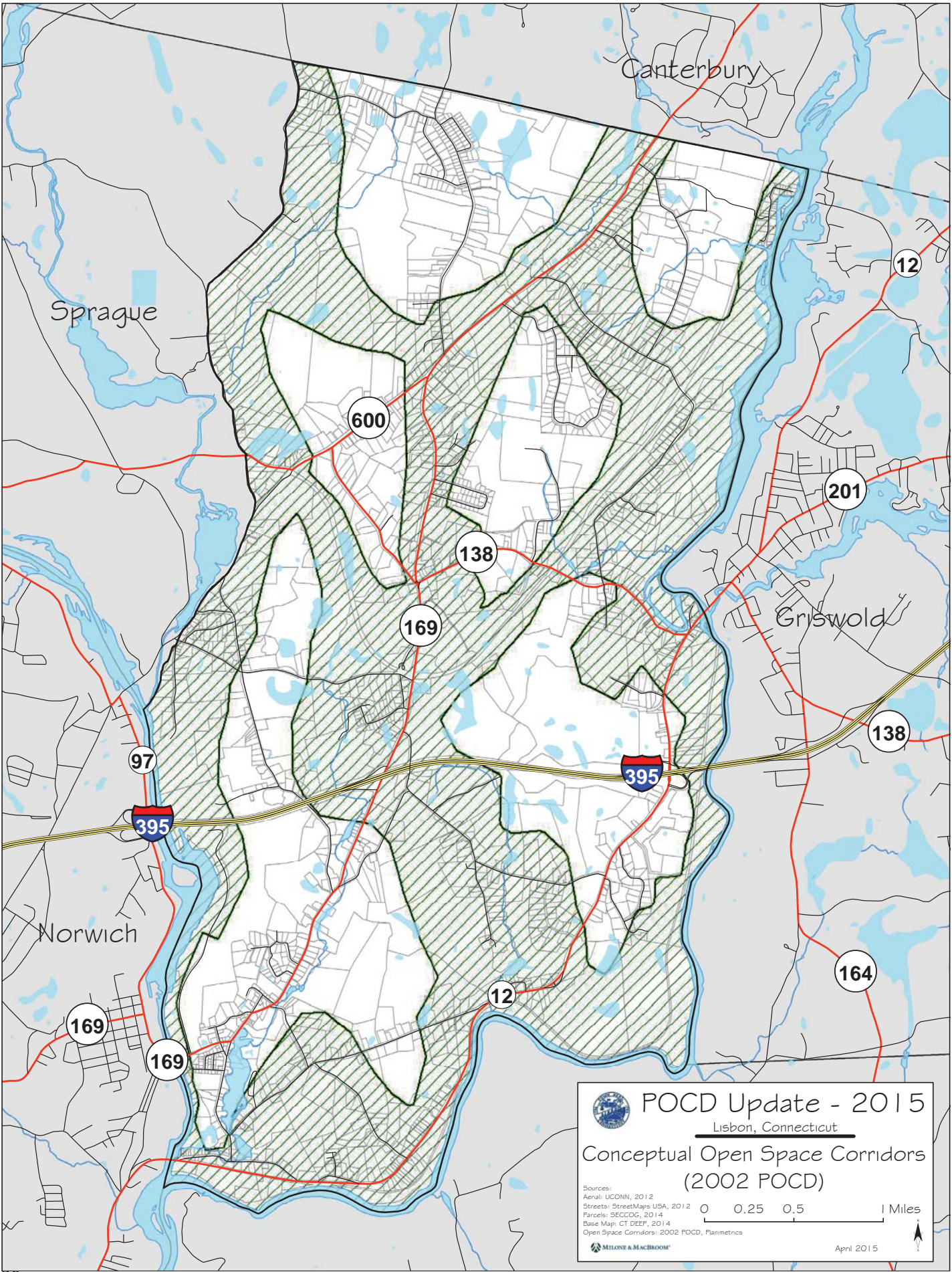
The Open Space Plan lists four criteria for future open space acquisitions:


- substantial wetlands, watercourses and bodies of water,
- prime farmland soils as well as farmland soils of statewide importance,
- historical sites, and
- sites with significant natural features.

All the proposed greenways include at least one substantial undeveloped parcel or collection of undeveloped parcels.

Recent open space acquisitions in Town have included the acquisition of the "Hoydila Property" in 2012. This 129 acre property (split into two parcels on the north and south side of Route 169 near the intersection with Kimball Road) has a section that is leased to the Lisbon Historical Society for the renovation and upkeep of the Burnham Tavern property, with much of the rest of the property leased for farming. This acquisition is an excellent example of using a property to both preserve historic landmarks as well as promoting and supporting local agriculture.


In addition, the Town budget is also setting aside \$10,000 in the proposed 2015-2016 budget for future land purchases. In 2015 the Town purchased a portion of the former Lisbon Golf Course, which may also contribute to future open space needs.





POCD Update - 2015
 Lisbon, Connecticut
 Conceptual Open Space Corridors
 (2002 POCD)

Sources:
 Aerial: UCONN, 2012
 Streets: StreetMaps USA, 2012
 Parcels: SECCOG, 2014
 Base Map: CT DEEP, 2014
 Open Space Corridors: 2002 POCD, Planimetrics

0 0.25 0.5 1 Miles



 April 2015



Strengthen Environmental Regulation

The 2004 Lisbon POCD had several recommendations to strengthen environmental regulations and protect its natural resources. Lisbon has made great progress in implementing the following recommendations.

Separate Wetlands and Conservation Commissions

The 2004 POCD suggested splitting these commissions in order to improve the efficiency of wetlands regulation and of monitoring and planning conservation issues in Lisbon. While the functions of the Conservation Commission and Inland/Wetland Commission were not split into separate commissions, the Lisbon Conservation Commission now oversees the implementation of the open space program.

Revise Subdivision Regulations

The 2004 POCD suggested revising the subdivision regulations to strengthen open space and resource protection. Following this recommendation, the Lisbon Subdivision Regulations were revised in 2005 to increase open space set aside requirements to 15% to address open space and natural resource protection issues. Lisbon also incorporated the recommendations to adopt a fee-in-lieu of open space provision to provide regulatory flexibility, which is capped at 10% of the fair market value of the land.

Strengthen Wetlands and Water Resource Protections

Water quality protection strategies today focus on reducing “non-point” pollution (pollution that does not originate from a specific point), as “point” pollution discharge into water sources is now generally regulated. Non-point pollution includes storm drainage discharges, lawn fertilizer, septic systems, agricultural runoff, and similar sources.

The regulatory tool to address non-point pollution that Lisbon currently employs includes a Soil Erosion and Sediment Control Plan as part of the Subdivision Regulations for any site disturbance over one-half acre. Further regulatory tools could

include reducing impervious cover in road design standards, and promoting use of infiltration systems instead of catch basins and piping for stormwater.

The Conservation Commission (which oversees inland wetland regulations) has adopted the suggestion from the 2004 POCD to extend its upland review area to 100 feet from 50 feet to ensure appropriate buffers and adequate protections between developments and important wetlands resources.

The Conservation Commission has also established a fee structure to recover the costs of monitoring to ensure effective protections during development activities.

Septic Management

The Uncas Health District is responsible for all plan review and inspections associated with construction or repair of subsurface sewage disposal systems. Although there has been no indication of widespread septic failures or problems in Lisbon, improperly operating septic systems are a potential threat to water quality and public health. Lisbon should continue to support programs from the Uncas Health District to inform property owners about proper septic operation and maintenance. The 2004 POCD recommended that if problems arise in the future, Lisbon may consider adopting a Town Ordinance that:

- requires septic tanks to be pumped regularly with information on septic tank pumping reported to the Town, and/or -
- requires all properties to be inspected every three years for system failures.

Parks and Recreation

Active Recreation Fields

Lisbon Meadows Park has 59 acres of land across Route 169 from the Newent Village Center municipal buildings. The park includes baseball and soccer fields, a tennis court, walking trails, and accommodations for picnics and small gatherings. In addition, Lisbon has a baseball diamond and a track and field at the Lisbon Central School. Respondents to the Community Survey rated Lisbon’s Parks and Outdoor Recreation as generally “Average” (36%) and “Above Average” (29%); however, several respondents also wrote in requests for more recreational opportunities, such as more programming and activities for children.

Town Boat Launch and Riverview Trail

South of the Wheelabrator Waste-to-Energy facility, Wheelabrator donated roughly 33 acres of land along the Shetucket River to the Town of Lisbon. This land is now the site of the Town boat launch, which provides access for boating and fishing, and the Riverview Trail, a roughly half mile paved walking and biking trail.

Campgrounds

In addition to the municipal Lisbon Meadows Park, Lisbon also has two commercial campgrounds that provide camping opportunities in the Town.

- Sunfox Campground provides about 65 acres of tent and RV camping north of I-395 near the center of Town.
- Ross Hill Park Family Campground provides about 50 acres of RV camping and cabin rental on the northeast along the Quinebaug River.

Bicentennial Park

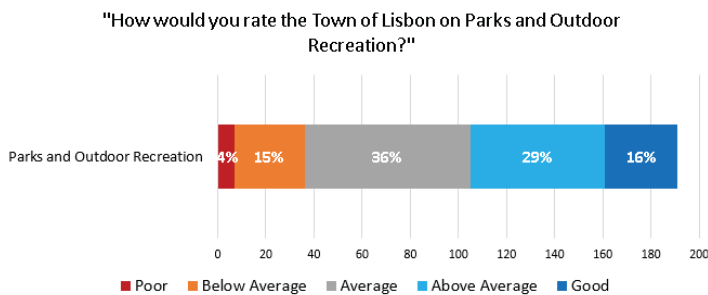
Lee Road was a colonial path that is now an old abandoned road behind Newent Congregational Church. Along this path are six archeological sites identified by the Lisbon Historical Society. Bicentennial Park is four acres of property abutting Old Lee Road, landlocked and cut off by the railroad. The land, donated to the town by the Wildowski family, contains the ruins of a house identified as belonging to Asa Griswold.



The Town boat launch provides public access to the Shetucket River.



The Riverview Trail is a hiking and bike trail along the Shetucket River.



Preserve Historic Character

Historic Newent

Newent contributes an historic and social aspect to the community's intrinsic character and quality of living. As one of the earliest settled areas in Lisbon, Newent displays a unique village character unlike most other areas of Town. Future consideration by the Town of restructuring Town facilities and improving pedestrian and vehicular access will need to recognize and preserve the qualities that define Newent.

The Quinebaug and Shetucket Rivers Valley National Heritage Corridor (QSHC) begins just south of Lisbon, and Route 169 has been designated a scenic highway from Newent north all the way to the Massachusetts border. It is appropriate for Lisbon to recognize this designation and its place in the QSHC in planning for the future of Newent. The QSHC offers a historical preservation grant program which may apply to specific projects involving Newent.

Other Historic Resources

Lisbon has a wealth of colonial era historic resources. The Lisbon Historical Society, Inc. is a 501(c) 3 nonprofit, volunteer organization. The Society collects artifacts and preserves the historic places and structures that are significant to the community, and is responsible for the restoration and maintenance of the grounds and buildings associated with the John Bishop House, the Anshei Israel Synagogue, and the Burnham Tavern. A full list of historic sites in Lisbon include:

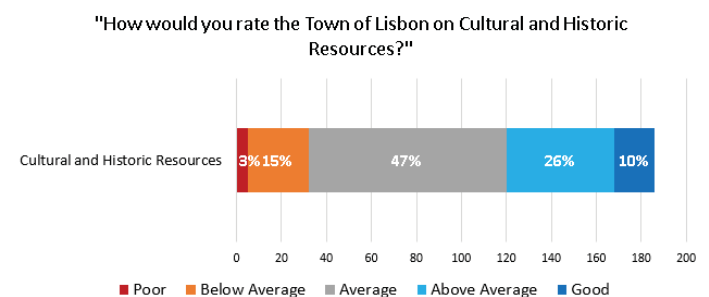
- Historic stone arch bridge, 1700s (Privately-owned)
- Andrew Clark House, 1740 (Privately-owned)
- Burnham Tavern, 1755 (Town-owned)
- Lathrop-Mathewson-Ross House, 1761 (Privately-owned)
- David Hale House, 1795 (Privately-owned)
- John Bishop Museum, 1810 (Town-owned)
- Newent Congregational Church, 1858 (Privately-owned)
- Anshei Israel Synagogue, 1936 (Town-owned)
- The first Railroad Tunnel in the U.S., 1837 (Privately-owned)

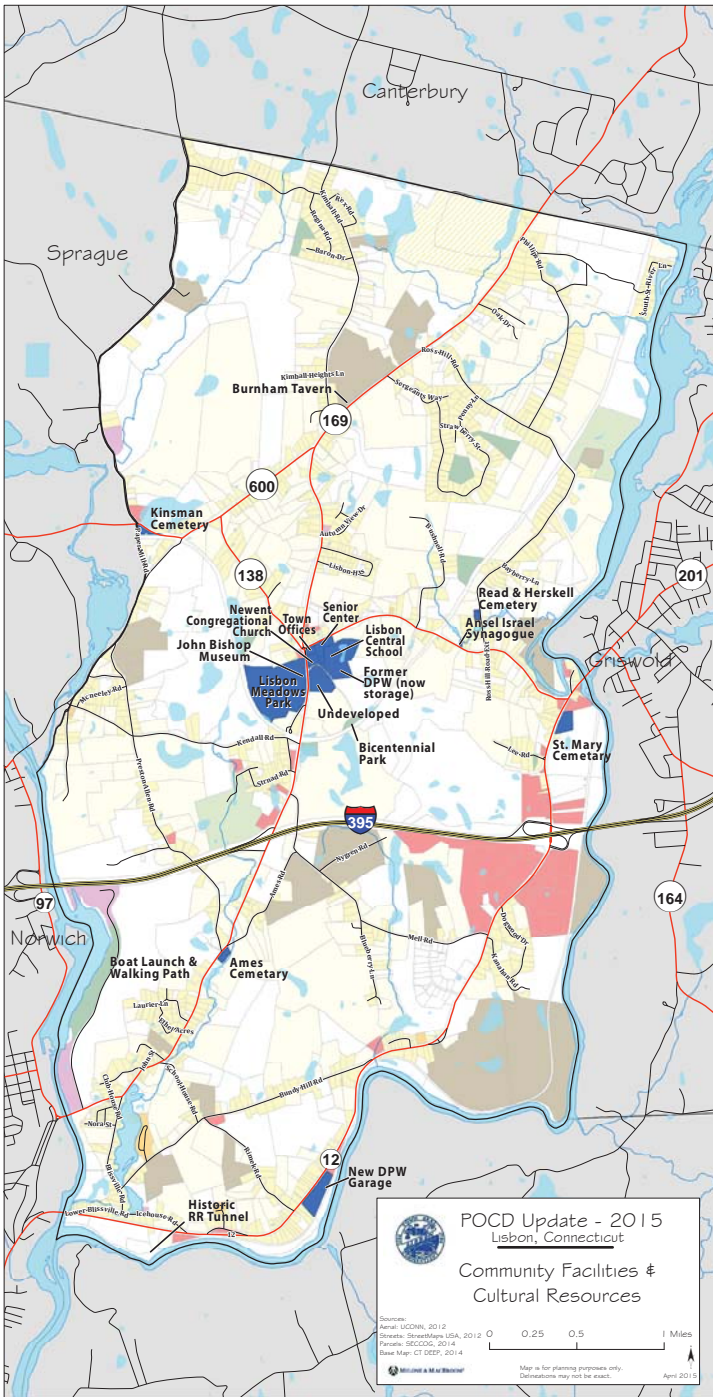


Newent Congregational Church, 1858.



John Bishop Museum, 1810.





Roughly half of respondents to the Community Survey felt that the Town of Lisbon’s historic and cultural resources were “Average.” The Lisbon Historical Society runs various programming activities to share and market these resources to the community and region.

The efforts of the Lisbon Historical Society have made a significant contribution to the Town’s awareness of these assets and its willingness to preserve them. The Town should continue to encourage and cooperate with private and public efforts aimed at preserving historic resources.

While several of Lisbon’s historic buildings are in the vicinity of Newent, there is not a sufficient concentration to warrant establishment of a formal historic district with regulatory authority, as authorized by Connecticut General Statutes. In addition, only three of the historic sites are owned by the Town; the remaining historic sites are privately-owned and could potentially be demolished for redevelopment. Lisbon may consider strategies to help preserve these assets:

- Continued support for the private Lisbon Historical Society,
- Consideration of demolition delay ordinance (see below), and
- Municipal or partnership installation and maintenance of welcoming elements on State roads leading into Newent.

Demolition Delay Ordinance

A recommendation from the 2004 POCD that is still valid is to adopt a demolition delay ordinance to allow up to ninety days to evaluate alternatives to demolition, if the building is found to be historically significant. During this period, the Town may attempt to find a purchaser who may:

- retain the building,
- transport the building, or
- present some other alternative to demolition.

This regulation may not be applied to all buildings within a community. It is typically applied to structures that meet certain criteria for age or location.

Existing and Future Town Roads

The road system in a community like Lisbon is an important component of its character as well as being functionally important to the day-to-day life of residents, visitors, and businesses.

The Town maintains over 28 miles of road, all of which are improved. Design and construction standards for new roads are regulated by Town Ordinance, which defines two categories of road: arterial and collector. A third road type, local residential, is referenced in the standards but is not defined.

Refine Road Design Standards

The 2004 POCD suggested that current road standards may not effectively promote road designs that minimize visual and environmental impacts. Recommendations in the 2004 POCD included: revised standards to provide for road width, drainage systems, cul-de-sac designs, and other standards to be tailored to the land and the size and type of development.

These suggestions should be reviewed to determine if adoption of refined road design standards would still be appropriate.

Anticipate Future Road Interconnections

Future road interconnections will need to be considered in the review of applications for subdivisions and site plans. Direct through connections may be appropriate where through traffic should be encouraged to avoid intersections or other potential traffic problems. Indirect connectors may be appropriate where new residential developments abut existing developments. Here, connecting access is necessary for convenience, but the design must be appropriate to restrict traffic through residential neighborhoods.

Subdivision and road standards should recognize and protect Lisbon's scenic roads, which have mature trees, stonewalls, and natural topography.

Road Design Issues Identified in 2004 POCD

Issue	Current Ordinance	Concept
Road Width	26' min. width	Vary by number of lots/usage
Cul-de-sac	Size and grade	Require islands, allow hammerheads
Drainage	Standard CB and pipe	Encourage swales and infiltration
Curbs	As required	Require only above 5%, Cape Cod style

Road Width by Street Classification

Current	Width	Recommended in 2004 POCD	Width
Local Residential	26', 28' with curbs	Local Rural	20'
Arterial & Collector	26', 28' with curbs	Residential Sub-collector	22'
		Residential Collector	24'

Recommended Lisbon Road Classifications

Classification	Definition
Local Rural	Dead-end street serving 30 or fewer lots
Residential Sub-collector	Through roads with less than 1,000 trips per day
Residential Collector	Connecting Town roads with more than 1,000 trips per day
Arterial	State numbered routes
Interstates	National numbered road network

Welcoming Gateways

The 2004 POCD recommended gateway enhancements as a simple way to promote a community's character and establish a sense of place. Welcoming elements include signage, landscaping, street hardware, monuments and plaques, and other structural features that call attention to the locale. As Lisbon is largely bordered by watercourses, entrances to the Town are well-defined. Of additional significance is the I-395 interchange at Route 169, which leads many visitors to Newent and onto the State-designated Scenic Road associated with the Quinebaug-Shetucket National Heritage Corridor.

The Town has not been able to implement this recommendation from the 2004 POCD due to cost and lack of funds, but the recommendation is still valid. As funds become available, the Town should work to establish welcoming elements and identify civic, State, and private entities that may cooperate with such projects.

Other important access points are the I-395 interchange at Route 12 (Lisbon Landing), the Jewett City bridge entrance, Routes 12 and 169 crossings from Norwich and Route 138 from Sprague, and the entrances into Newent on Route 169 and 138.

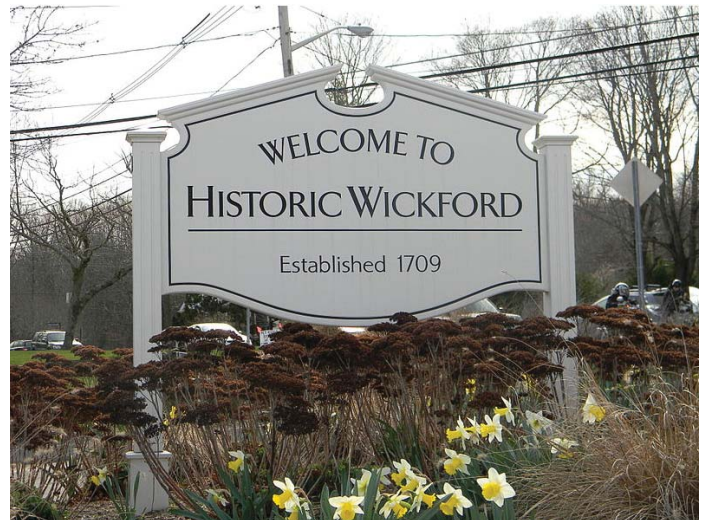


Image credit: Sarah Noonan, Wikimedia Commons



Image credit: dbking, Wikimedia Commons



Image credit: Dep369, Wikimedia Commons



Image credit: Joe Mabel, Wikimedia Commons

Preserve Community Character: Recommendations

Open Space Preservation

- Pursue open space acquisitions in accordance with the Open Space Plan as funding opportunities arise
- Regularly update and maintain the Open Space Plan

Environmental Regulation

- As appropriate, review subdivision regulations and wetland regulations and update as advances and changes are made in stormwater retention technology and best management practices

Preserve Historic Character

- Continue to support Lisbon Historic Society preservation efforts
- Consider adoption of demolition delay ordinance

Town Roads

- Adopt a revised Town road classification system
- Consider future connector options in reviews of subdivision or development proposals
- Ensure subdivision and road design standards protect road-side trees, stonewalls, and natural topography to the extent possible

Welcoming Gateways

- Establish welcoming elements at entrances to Town, into Newent, and at Lisbon Landing
- Identify potential partner organizations to contribute or cooperate with gateway elements

4. Establish Efficient Municipal Facilities

Lisbon residents are proud of the history of Newent and at the same time recognize its current importance as a centralized location for a variety of municipal functions. The community also recognizes that additional growth and municipal needs require attention to municipal facilities and services that are currently largely concentrated in Newent.

Establish Safe and Efficient Village Access

Sidewalks

In the 2004 POCD, establishing safe and efficient village access with the addition of sidewalks was listed as a goal. While most of Lisbon has a low-density rural residential character, the Newent Village Center contains municipal facilities and the Lisbon Central School, which are located within walking distance of each other.

A sidewalk system to connect these facilities along and across busy State roads could enhance safety for school children and other pedestrians. Infrastructure that allows for safe and desirable walking and biking also encourages people to lead a more active lifestyle, providing public health benefits as well as environmental (fewer car trips producing emissions) and municipal infrastructure (fewer cars producing wear and tear on roads) benefits.

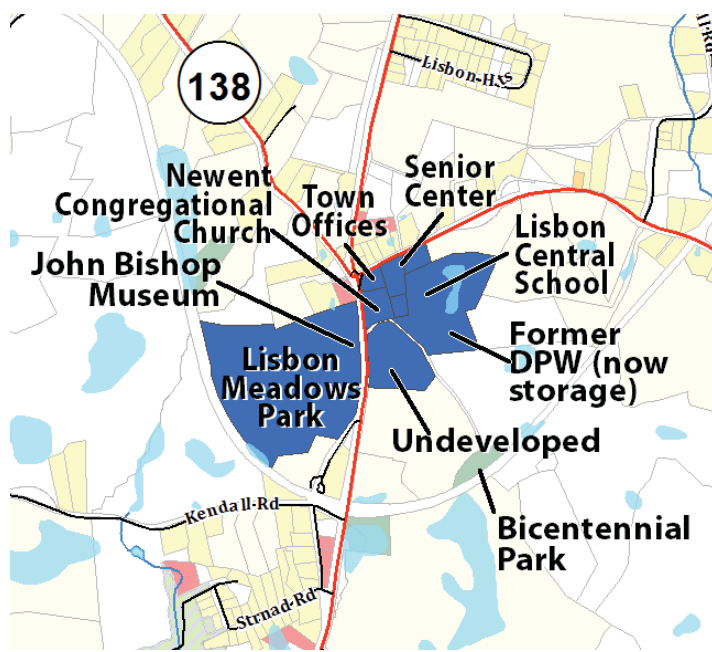
No sidewalk connections in this part of Lisbon have been constructed to date, and sidewalk improvements in this area are not included in the Regional Transportation Plan. However, as funds become available, these connections should be considered.

State Highways

The *Long Range Regional Transportation Plan FY 2011-2040 for Southeastern Connecticut* calls out the intersection of Routes 138 and 169 in Lisbon as needing reconstruction, but relatively low traffic volumes and few accidents make this corridor a low regional priority.

If plans are completed for pedestrian access in Newent, the State Department of Transportation should be approached to install pedestrian crosswalks at appropriate locations, including the entrance to Lisbon Meadows Park.

Lisbon should continue to monitor transportation planning and be prepared to recommend a preferred intersection improvement plan when and if possible.



Municipal facilities are clustered in Newent Village.

Address Municipal Facility Needs

As first discussed in the 2004 POCD, the concentration of community facilities in Newent is central to any considerations for the future of the area. Although the Town has acquired several important properties that will support a wide range of community objectives, no master plan has been developed to address these objectives. Additionally, future property acquisition in the Newent area should be considered by the Town to ensure adequate space for municipal services and recreational opportunities.

The 2004 POCD recommended consideration of a municipal campus plan, as described below, to provide efficient public services consistent with the preservation of the Newent area's character and importance to the community. However, the Town should determine if a municipal campus is still appropriate by first conducting a comprehensive space needs assessment of the current municipal facilities. A compact municipal campus on the current municipally-owned property in Newent may not be able to accommodate municipal needs for expansion. There are a number of areas to be considered to ensure continued effective provision of municipal services:

- Town Offices and Meeting Space
- Community Center
- Senior Center
- Public Works Garage and Storage (Old & New)
- Resident State Trooper's Office
- Fire Station Storage and Training Capacity
- Recreational Facilities
- School Facilities

All of Lisbon's municipal facilities are currently, and appropriately, located in Newent, with the exception of the Public Works Facility. Conflicts, particularly with respect to access and parking for the Lisbon Central School and space needs, led to the relocation of the Public Works Department to a former CT Department of Transportation site to the south on River Road. Related conflicts involve bus parking at Lisbon Meadows Park. As the demand for municipal services grows, these and other constraints will increase.

Town Hall

The Lisbon Town offices are located in the Newent Village Center. While the office building itself is functional, the 2004 POCD found that the building is limited in its capacity to meet the needs for meeting spaces, civic activities, document and supplies storage, and other typical municipal uses.

Recommendations from the 2004 POCD suggested that a space needs assessment should be conducted to determine the current and projected uses of municipal offices, the appropriate amount of space for such uses, and the space available to meet those needs, with possible plans for expanding into the fire station if the fire station uses could be relocated to a larger space for its needs. While the Town Hall is now using space at the site of the former Town Garage to fulfill some storage needs, these space considerations remain an issue.

Another facility issue faced by the Town Hall is the need to update the building's HVAC system. The current system is old, inefficient, and not environmentally friendly, but the cost of installing a new system is currently prohibitive.



The Lisbon Town Hall in Newent is currently seeking storage and meeting space.



The Department of Public Works has moved out of Newent to a larger facility on the southern edge of Lisbon.

Public Works, Town Garage

The Public Works Department consists of a Road Foreman and several staff overseen by the First Selectman. They maintain all town roads and bridges; perform snow removal; tree and tree limb removal in rights-of-way; and maintain and upgrade storm drainage systems to prevent flooding caused by rainfall.

The Town Garage moved from its former location behind Lisbon Central School to the southeast of Lisbon on River Road in 2014. The old Town Garage site is now used as storage by the Senior Center, the Fire Department, Parks and Recreation, and Town Offices. The new Town Garage site was formerly the Connecticut Department of Transportation (CTDOT) state garage. Through an agreement between The Town of Lisbon and the DOT, Lisbon has assumed use of the property while ownership still lies with the State. Letters of intent have been sent to the local senator and state representative to enact this transfer, and will need to be approved by the legislature.



The Community Center is raising money for insulation and a heating system so it can be used in the winter months.

Community Center

According to the most recent Town Annual Report for Fiscal Year 2013-2014, the development of the Community Center building into a year-round gathering place for both community and private events is the long term goal of the Lisbon Community Center Committee. Currently the building, on 19 South Burnham Highway, lacks interior insulation and heating and is thus only available for use from April to October. The Community Center is used for graduation parties, yard sales, birthday parties, baby and bridal showers, weddings, and governmental agency meetings.

The Community Center Committee is raising money for the Heating Fund, which was established several years ago in order to raise funds to insulate the inside of the building and install a heating system. The profits were raised through an annual road race, bingo games, other Fall Festival activities, and donations. As of early 2015, the Committee is still raising funds for the project.

Lisbon Central School

Lisbon Central School is a K-8th grade facility in the center of Town in the Newent Village Center municipal node. Children in Lisbon go on to neighboring towns for high school, with the majority of students going to Norwich Free Academy. Other popular options for high school students are the Griswold School District, the Connecticut Technical High School System, and Magnet Schools in New London School District.

Enrollments in Lisbon Central School have been declining, with a 35% drop from 610 in the 2006-07 school year to 396 in the 2013-2014 school year. During the same period from 2006 to 2013, births in Lisbon declined 41% (34 down to 20). Fewer births can mean lower Kindergarten enrollment in five years' time, and lower total enrollments as those smaller classes matriculate through the system.

The current location of the Lisbon Central School is on property with additional development potential, particularly with the relocation of the public works facility. The Lisbon school board will need to plan for how the use of the Lisbon Central School will need to adapt to declining enrollments.

Also, Lisbon Central School is the Town's shelter and can hold approximately 150 people. The school has a generator and the shelter is American Red Cross certified. The Town does not have a secondary or backup shelter. If additional space was needed, the Town would send people to a regional American Red Cross Shelter.

Lisbon Meadows Park

Lisbon Meadows Park has 59 acres of land across Route 169 from the Newent Village Center municipal buildings. The park includes baseball and soccer fields, a tennis court, walking trails, and accommodations for picnics and small gatherings.

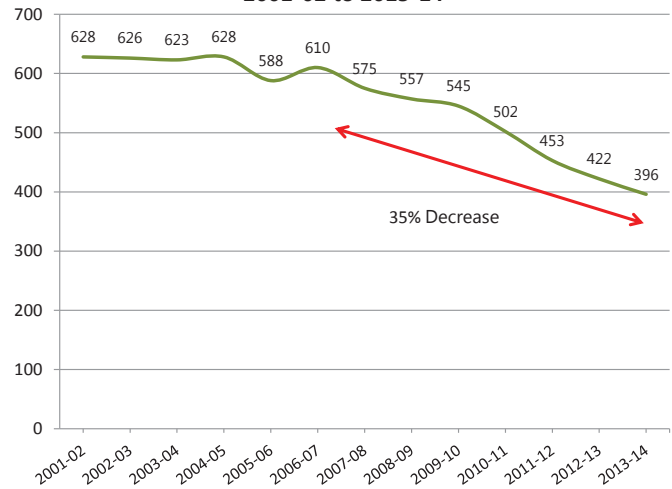
Library

Lisbon does not have a municipal library, but residents are able to use the library in nearby Griswold in the borough of Jewett City. The Slater Library was opened in 1884, and circulates about 40,000 items per year. The Town pays an annual membership fee of \$17,500 to the Slater Library for Lisbon resident use of this facility.



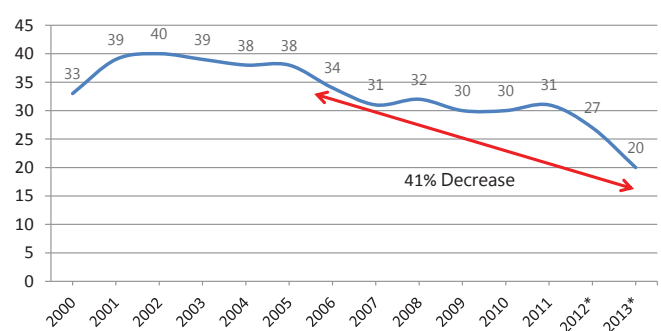
Many respondents to the Community Survey listed the Lisbon school system as a reason they moved to Lisbon.

**Lisbon Central School (K-8) Total Enrollment
2001-02 to 2013-14**



Source: CT State Dept. of Education CeDar

Lisbon Births, 2000 - 2013*



Source: CT State Dept. of Health

*Note: Years 2012 and 2013 are provisional data

Senior Center

The Lisbon Senior Center serves residents of Lisbon and surrounding communities aged 60 and over by providing socialization, activities, trips, classes, information, and other services. Made to order lunches are served daily at 11:30 a.m. The Senior Center is free, and is open Monday through Friday from 9 a.m. to 3 p.m.

Transportation is available for Lisbon residents via the senior van. Senior Center staff deliver Meals-on-Wheels on a daily basis and provides rides to doctor and dentist appointments, banking, the hairdresser or barber, shopping, and to and from the Senior Center.

During the 2014-15 fiscal year the Town paid \$120,101 for wages, services, utilities, maintenance, and other expenses for the Senior Center and van. During the ten-year time horizon of the POCD, the Senior Center may need capital improvements such as a new roof and HVAC system.

Police Protection

Lisbon has a Resident State Trooper who has an office at 23 Newent Road. According to the 2012-2013 Annual Report, the Resident Trooper logged 4,875 calls for service. For Fiscal Year 2014-2015 the Town paid \$171,893 to fund the Resident Trooper contract, supplies and expenses, overtime, and other expenses. Recent efforts at the State Legislature to decrease state subsidies for resident troopers signal likely increasing costs to Lisbon for this service.

Fire and Emergency Medical Services

The Lisbon Volunteer Fire Department and Ambulance facility is located adjacent to the Lisbon Central School in Newent Village Center. According to the 2012-2013 Annual Report, the department responded to a total of 588 calls for assistance, including 384 medical calls. While the Volunteer Fire Department and Ambulance maintains a high level of service and professionalism, the department depends on volunteer services to provide these services. For Fiscal Year 2014-2015 the cost to maintain the Volunteer Fire Department was \$157,700.

As stated in the 2004 POCD, the fire station was beginning to experience space shortages for the purposes of training programs and records management. The Fire Department is now using space at the former Public Works Garage for storage, but long range plans will need to be made for the possible expansion or rebuilding of the Fire Department in the future.

The 2011 *Space Needs Assessment for the Lisbon Public Safety Facility in Lisbon, CT* found that the current Volunteer Fire Station building at 4,912 square feet is inadequate for current and projected uses, and recommended an expanded facility of 17,000 square feet.

Office of Emergency Management

The Office of Emergency Management is located at 7 Newent Road within the Lisbon Fire House. This department operates during times of emergency when activated by town leaders or when needed during state-wide operations in conjunction with the state office of emergency management.

This Office is tasked with ensuring the town's residents wellbeing and safety during times of emergency, both man-made and natural, and the continual update of operations plans in accordance with state mandates.



The Volunteer Fire Station Building is experiencing space shortages.

Establish Efficient Municipal Facilities: Recommendations

Establish Safe and Efficient Village Access

- Consider development of a sidewalk system connecting municipal properties and private institutions in Newent
- Evaluate future Connecticut DOT plans for 169/138 intersection, propose alternatives
- Seek funding for sidewalks and other Newent area improvements through Small Town Economic Assistance Program, Federal TEA grants, Quinebaug-Shetucket Rivers Valley Corridor programs, other sources

Address Municipal Facilities Needs

- Conduct municipal space needs and facility availability assessment including offices, the fire station, public safety, schools, recreation, and community center to ensure space and locations adequately serve future population
- Monitor properties abutting existing municipal properties or located on State highways in Newent area for possible acquisition by the Town
- Continue to maintain existing facilities, while considering opportunities for expansions, renovations, and/or relocations

5. Guide Residential Growth

The potential for residential development in Lisbon is an important factor in planning for the Town's future. Additionally, municipalities are required by State Statute to consider housing opportunity in their Plans. Lisbon, like many Connecticut towns, faces changes in the composition of its population, particularly with respect to average age. Lisbon is also like many towns in needing to consider affordability of housing in its land use planning and regulation.

Updates to Regulations since 2004 POCD

Buildability/Density Zoning Regulation

Based on recommendations from the 2004 POCD to preserve the community's rural characteristics and maintain quality of life, the Town has implemented Buildability/Density Zoning into the Zoning Regulations.

By basing a maximum density on buildable area, the aim is to preserve many of the natural resources that contribute to the rural character of Lisbon, as well as encouraging the preservation of open space during the subdivision process. Buildable area is defined in the zoning code as a contiguous area excluding wetlands, watercourses, water bodies, wetlands buffer areas (50 feet minimum), slopes over 20%, rock or ledge outcrops, water detention areas, utility and drainage easements, right-of-ways, the required front yard, and half of the rear and side yard setbacks. The following maximum density restrictions were adopted for Lisbon:

- R-80: 0.20 lots per acre of buildable area
- R-60: 0.40 lots per acre of buildable area
- R-40: 0.60 lots per acre of buildable area

After subdivision, each lot must also follow regulations for minimum buildable area. No further subdivision of parcels is permitted once the density yield is reached. This approach is especially useful in the subdivision and development of very large parcels, in that it protects lands that are not suitable for development.

Open Space Development

Open space developments are allowed by special permit. The intent of the open space development is to provide an opportunity to develop attractive

housing arrangements with increased sensitivity to environmental concerns and preservation of rural character. In addition, development costs may be reduced. The overall density of development of the parcel is not allowed to increase, but the permitted dwelling units are grouped, leaving the remainder of the parcel as open space.

The 2004 POCD noted that the Open Space Development standards did not take into account the unique natural resource features of the land, and could contribute to small, scattered open space set asides. Larger tracts of open space that connect into corridors are more valuable for open space planning and natural resource protection.

The Zoning Regulations have been amended to address this concern, and now read, "The configuration of the development shall be such that open space shall be laid out in large, contiguous tracts intended to maximize resource protection and suitable for passive recreation."

Open Space Set-Aside Requirements

Connecticut General Statutes authorize towns to require open space set-aside as part of any subdivision application. Alternatively, towns may instead substitute a fee-in-lieu of open space in cases where suitable open space is not available. These fees then provide funding for municipalities to acquire high priority open space parcels in the future.

Following a suggestion in the 2004 POCD, the open space dedication requirement for subdivisions was increased from 10% to 15% to improve the potential contribution to a Town-wide open space

plan. A fee-in-lieu program was also incorporated into the Zoning and Subdivision Regulations. To increase the quality of open space dedicated in subdivisions, open space should:

- Conserve natural and scenic resources;
- Protect natural streams, stream belts, marshes, and groundwater tables;
- Protect specimen trees exceeding 30" DBH (diameter breast height);
- Protect prime and important farmland soils as defined by the Soil Conservation Service;

Promote Housing for a Diverse Community

Connecticut General Statutes require consideration of housing opportunities in the municipal Plan of Conservation and Development. The availability of housing to meet diverse needs and the overall affordability of housing are two issues that Lisbon needs to address in this Plan.

Lisbon currently has fewer renter-occupied housing units when compared to many surrounding communities (at 11.6% renter-occupied, Lisbon is second only to Scotland at 10.7% in lowest renter-occupancy rate) and the state average (30.0%), this should factor into future considerations by the Town regarding residential development.

Only about 2.6% of Lisbon's housing stock met the State of Connecticut's definition of affordable under CGS Section 8-30g. Because Lisbon has less than 10% of housing stock meeting the definition of "affordable housing," a developer can propose an affordable housing development and potentially override local zoning regulations under 8-30g. Affordable housing in this case refers to governmentally-assisted units (2 units in 2012) and CHFA/USDA mortgages (43 in 2012, for a total of 45 units out of 1,740 total housing units in the 2010 Census). While few units are governmentally-assisted housing, a large portion of the housing stock is generally affordable to Lisbon families.

Over the ten year Plan period, the Town may wish to pursue specific strategies to address housing diversity and affordability.

- Supplement existing open space and recreational areas;
- Meet recreational needs of present and projected population in the area;
- Save historic sites, wildlife sanctuaries, stone walls, and outstanding forests;
- Preserve ridges, ravines, ledge outcroppings, and other unusual physical features; or
- Promote orderly community development.

Types of Housing in Lisbon

While the majority of housing in Lisbon is owner-occupied, homes in Lisbon do come in a variety of neighborhood types, architectural styles, and price points. Understanding the range of current stock can inform decisions about tools to encourage appropriate housing diversity for the community.

Single Family Detached

Housing in Lisbon is predominantly single family detached, at roughly 95% of owner-occupied dwellings and a third of renter-occupied dwellings. According to statistics from The Warren Group, the median sales price of a single-family home in Lisbon was \$169,900 from January to April of 2015. Roughly 20% of these houses have two bedrooms, 50% have three bedrooms, 25% have four bedrooms, and 5% have five or more bedrooms.

Single family detached homes come in a variety of styles in Lisbon.

- Rural farmhouses with active agricultural uses tend to be the least densely developed. Many of these farms are on PA-490 land, which helps incentivize keeping the land in farming. However, PA-490 does not guarantee that these properties won't someday be subdivided and developed.
- Lisbon has several large subdivisions, such as the Strawberry Fields development. More recent subdivisions that were developed just before the Great Recession have had difficulty selling lots,

but sales in these subdivisions may pick up as the economy continues to improve.

- Several smaller, more dense residential developments exist as well, such as neighborhoods that were historically developed as housing for mill workers. The neighborhood in the area of Rex Road in the north of Lisbon is also more densely developed, on half-acre lots.
- More linear residential development is common along the state and local roads, and are generally less dense.

Mobile Homes

After site-built single family homes, mobile homes are the most common type of housing in Lisbon, at about 4% of owner-occupied dwellings and 11% of renter-occupied dwellings. A large mobile home community along Blissville Pond provides a densely-developed, affordable route to homeownership. In the current zoning regulations, mobile homes are categorized as legally existing nonconforming uses.

Single Family Attached

Single family attached houses, including duplexes and townhouses, also exist in small numbers in Lisbon, making up none of the owner-occupied dwelling units and 16% of renter-occupied dwelling units. Two-family dwellings are permitted in all residential zoning districts (with a minimum lot area of 175% of required lot area for

single-family dwellings), although they tend to be built more often in denser neighborhoods.

Multifamily Units

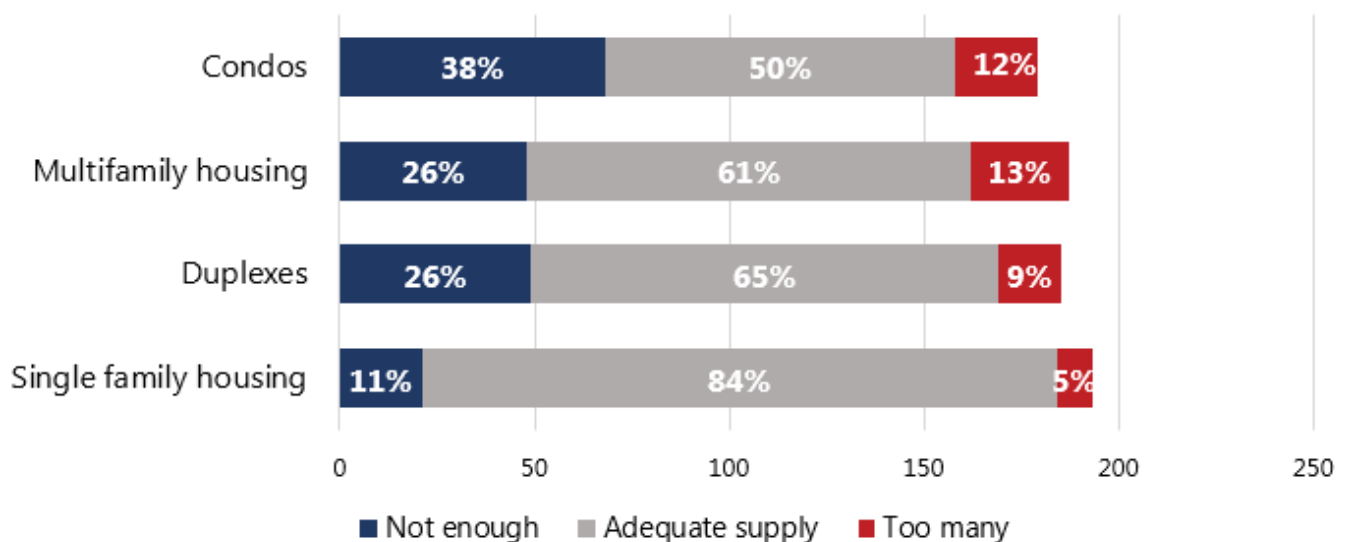
Multifamily units such as apartments or condos make up a small portion of housing in Lisbon. Of the estimated 69 units of multifamily housing, there are no owner-occupied units (condos) in Lisbon, and multifamily units make up about 39% of total rental units. The low number of rental units available in Lisbon may generally mean that the renter population is more likely to look for housing opportunities in nearby Norwich.

Community Survey Results

One question on the Community Survey attempted to gauge the perception of residents on the availability of different housing types in Lisbon. When asked, "Do you think there is an adequate supply of the following housing types in Lisbon?" 38% of residents felt that there were not enough condos, 26% felt that there were not enough multifamily housing units, and 26% felt that there were not enough duplexes. A sizeable minority of Lisbon residents feel that there should be more options other than single family detached housing in Town.

Housing for Lisbon's Aging Population

"Do you think there is an adequate supply of the following housing types in Lisbon?"





Farmhouse with active agriculture (Kimball Road)



House in Strawberry Fields subdivision (Strawberry Street)



Smaller ranch style homes are common along the state and local roads (River Road)



Lisbon Mobile Homes along Blissville Pond (Bundy Hill Road)



Two-family dwellings exist in small numbers in Lisbon (Versaille Road)



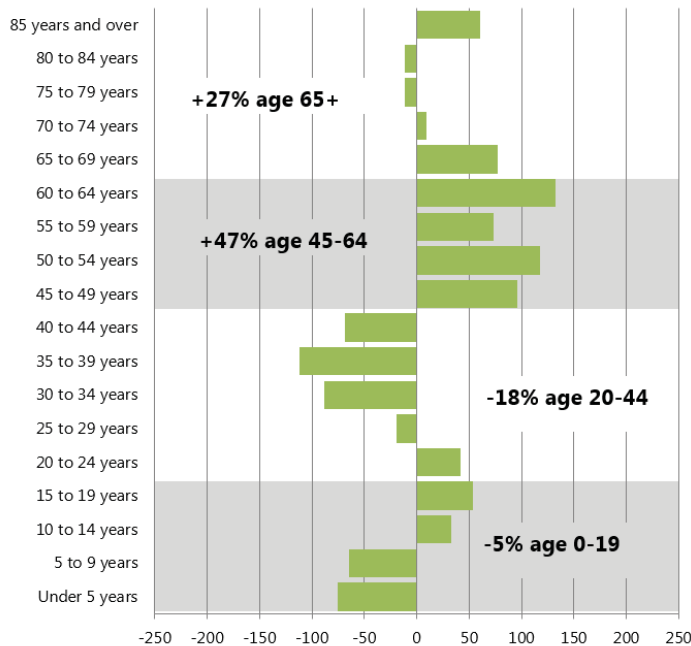
Multifamily units in Lisbon tend to be smaller buildings with few units, as opposed to larger apartment complexes.

From 2000 to 2010, the number of people in Lisbon over age 65 has increased 27%, and the number of people age 45 to 64 has increased 47%. This trend, seen nation-wide, is expected to continue as older residents live longer and healthier lives.

While people over the age of 65 are generally staying healthier and continuing to work longer than in previous generations, the elderly population still faces special housing needs. Retirees or those transitioning from full-time to part-time work will generally have reduced incomes from when they bought their homes in Lisbon. As these homeowners age, they may face renovation expenses to accommodate physical disabilities, such as installing wheelchair ramps, as well as increasing costs for standard maintenance repairs. Increasing costs combined with declining or fixed incomes, as well as physical disabilities, can make it difficult for the elderly to age in place and stay in their homes, even if they do not yet need assisted care and want to stay in their community.

One way to address this need for senior housing could be to encourage the development of smaller homes or condos in Lisbon. Having this kind of housing stock available would allow these seniors to age in their community, while reducing the cost and maintenance burdens of larger homes. One way that Lisbon has addressed this issue through the Zoning Regulations is the addition of special supplementary regulations for Elderly Housing. By special permit, age-restricted housing for people 55 and over may be constructed at a density of four units per acre, or higher if in non-aquifer areas with adequate septic and sewer capabilities. Parcels for Elderly Housing developments must be at least five acres in size, and are capped at two dwelling units per building.

Change in Population by Age Group
2000 to 2010



Source: U.S. Census

Lisbon has also taken steps to address the housing needs of the elderly population through the creation of the Golf Course Community - Active Adult (GCC) floating zone. Although this zone was originally formulated with the redevelopment of the old golf course property in mind, aspects of the zone may have greater applicability in other areas of Lisbon as well.

The purpose of the GCC is to:

- Extend greater opportunities for active adults (55 and older) and to expand recreational opportunities to all residents of the Town
- Encourage a more efficient use of land, preserve open space, and promote compact development on appropriate locations
- Provide a mix of uses, including residential, resort commercial, and open space uses, in configurations that preserve environmental resources, and enhance or create new recreational opportunities
- Ensure that new development in the district will be compatible with building patterns in the Town.

The residential uses permitted in the GCC include single-family residential, duplex residence, multifamily (all 55 and older), as well as accessory structures and uses. The GCC also lists limited commercial development such as boutique hotels and golf courses and club houses, as well as recreational uses such as bike trails and tennis facilities as permitted uses.

A GCC would be created when a specific property has a master plan and site plan for a mixed use development that is approved by the Planning and Zoning Commission. The site would be rezoned to the GCC designation, and would be included on the Zoning Map as a uniquely numbered zoning district classification, "GCC [#]". This GCC classification can only be overlaid parcels that are currently zoned as R-60 or R-80, with access immediately to or within 1,500 feet of a state highway, and must have a minimum gross land area of 100 contiguous acres.

No GCC zones have been developed in Lisbon to date. This may be due in part to economic conditions following the Great Recession and a general slow down in the construction of large residential developments. However, it may also be worthwhile to review the GCC regulations. This kind of mixed-use active adult community, possibly without the commercial recreation, could also be developed in other appropriate areas of Lisbon.

Regulatory Approaches

Various regulatory approaches exist to encourage diverse and affordable housing.

- Identification in regulations of preferred locations and standards for multifamily and other housing types to promote housing diversity.
- Allowing more diverse housing options (such as apartments on upper floors in mixed use buildings) in appropriate areas.
- Permitting the development of congregate housing developments, assisted living facilities, or skilled nursing facilities in Lisbon through a special permit process if they are located in an appropriate location (preferably on an arterial or collector road in or near other compatible development) and are either constructed or converted to be compatible with the character of the community.

Town Involvement

The 2004 POCD had several recommendations that are still valid and worth considering for adoption into this update. It was suggested that non-profit or municipal developments should be designed to fit the location and be consistent with Lisbon's character and structure. The Town may be able to play a role in an affordable housing project or elderly housing by seeking or identifying opportunities for land donation, use of existing Town-owned property, or leasing of land for affordable housing development.

Approaches directly involving the Town in housing development (such as a public/private partnership or a Town-sponsored development) would be a secondary choice since the financial and management responsibilities are not within the Town's area of expertise. For-profit developers may be another alternative provided that the development addresses unique local needs and is designed in a way to make it compatible within the community as a whole. The municipality may be able to assist with such private developments.

Potential Route 12 Residential Development

There are a few parcels in Lisbon that fit the criteria for the GCC zone as written (although there are more areas where parcels could be assembled to reach the 100 acre minimum). One of these parcels is known as the “Andersen/Stein” parcel with frontage on Route 12. The front six acres of Route 12 frontage currently has commercial use (the Better Value Super Markets building). The remaining 201 acres are currently undeveloped forest.

If or when the owner decides to develop, this parcel could be an ideal candidate for a GCC-style development. The ample acreage, frontage onto Route 12, close proximity to regional shopping centers, and availability of public sewer from Jewett City would allow targeted, dense residential mixed use development. The lack of utilities elsewhere in Lisbon would make encouraging housing density outside of the Route 12 corridor difficult. Targeting density in a transportation corridor that has already developed also helps to preserve the rural character and natural resources of the majority of the Town.

Chapter 6, Encourage Economic Development, reviews possible development scenarios for Route 12, and recommends completing a more detailed Corridor Study Plan. As part of an overall economic development plan for the area, housing should also be considered as an important driver of development. The Town should also strive to incorporate housing diversity into these plans, such as by encouraging multifamily condo development or smaller detached or attached housing units that can address the housing needs of Lisbon’s aging population.

Guide Residential Growth: Recommendations

Promote Housing Diversity

- Evaluate regulatory standards to encourage affordable housing and promote housing diversity
- Consider regulation revisions to encourage housing options, such as mixed residential uses in village areas or commercial corridors
- Support public and private efforts to develop elderly housing
- Consider residential developments as part of a comprehensive Corridor Study Plan for the Route 12 Corridor

Community Survey Feedback

“More senior housing, i.e. condos, [and] active retirement facilities.”

“Preservation of open space and a selection of passive recreation trails connecting the town, maintenance of agricultural assets, housing options for seniors in a village setting.”

“A more tight knit community like it was 15-20 years ago. Affordable housing for first time home owners so I can continue to live in town and raise my family.”

“More entry level housing, and more job opportunities.”

“I just graduated from college got my BS and now am working. I love Lisbon but won't be able to move into this town because there is no “entry level housing”. For young adults who grew up as a child in this town its unfortunate we can't stay.”

6. Encourage Economic Development

The existing and potential commercial development in Lisbon provides a strong base for dealing with future fiscal impacts of residential growth in the community. Combined with the conservation and residential growth strategies discussed in earlier Chapters of this Plan, a Town objective to encourage economic development will effectively position the Town to absorb new growth with minimum impact on community character and fiscal stability.

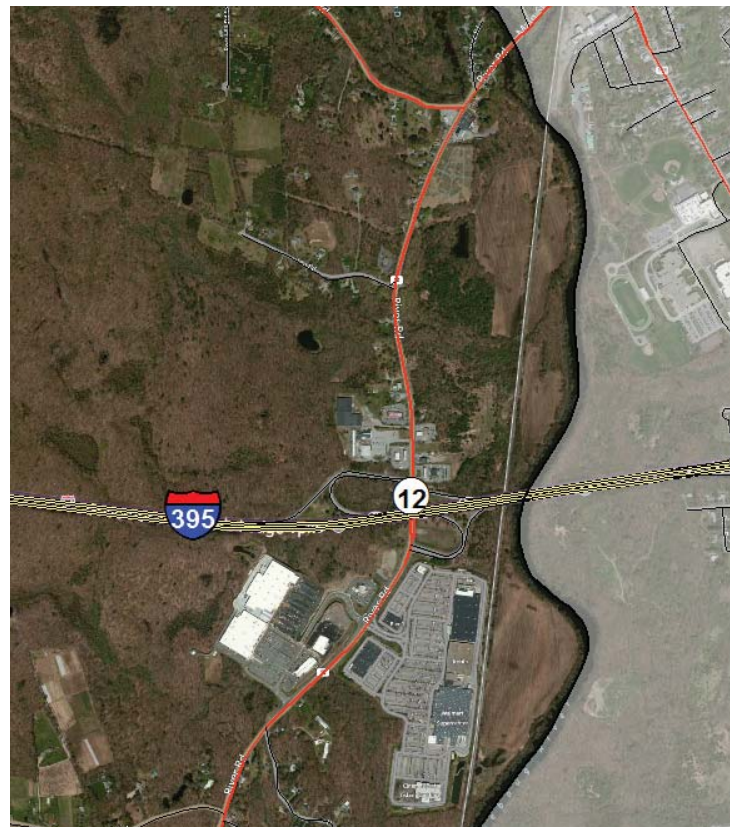
Route 12 Commercial Corridor

Regional Shopping Centers

The two major regional shopping centers on Route 12, Lisbon Landing, Crossing at Lisbon, and their associated retail and restaurant establishments, are the largest taxpayers in Lisbon. The regional shopping centers provide shopping opportunities, dining options, and entertainment for residents of Lisbon and throughout the larger region.

The parcels with the two shopping centers are both zoned as Industrial Parks (IP-I), which allow for the development of large-scale retail uses and restaurants.

While the regional shopping centers are an asset to the Town, residents responded in the community survey that they felt that there was “enough” large-scale development; smaller-scale businesses and family-run restaurants were desired instead for any future development.



Aerial imagery of current conditions on Route 12 Corridor.



View down on Lisbon Landing.

Possible Development Scenarios

Existing Conditions

The Route 12 corridor north of I-395 is an auto-oriented commercial corridor with a mix of gas stations, retail, and restaurants. Its location adjacent to the highway and available public utilities makes it the last remaining area for large-scale economic development in Lisbon.

These scenarios were made for planning and discussion purposes only; a full Corridor Study for this section of Route 12 should be considered. A Corridor Study would give a more complete understanding of how to serve current and projected future traffic demands under alternative development scenarios and how to best manage any future development in this area. A Corridor Study should also examine the regional nature of traffic generation on Route 12, and consider the possibility of impacts from any major development in nearby Jewett City.



Current businesses on Route 12 north of I-395 include gas stations and the Better Val-U.



Computer modeling of current conditions on Route 12 Corridor, north of the I-395 interchange.

Scenario 1

Scenario 1 shows small businesses and retail infill development in the corridor, similar to what currently exists. The scenario contains eight new buildings ranging from 7,500 square feet up to 20,000 square feet. Surface parking requirements are based on existing zoning regulations.

Some buildings contain architectural features such as gables and towers. The design also contains landscaped parking areas and a new sidewalk connection to Jewett City. Form-based elements or design review standards could be developed to ensure that new small business development is aesthetically pleasing and complements local architectural styles.

However, this type of development incorporates multiple curb cuts and can lead to increased congestion along the corridor.



Detail of Scenario 1: Small business infill development would continue the development pattern that already exists.



Scenario 2

Scenario 2 shows big box development, similar to existing development at Lisbon Landing and Crossing at Lisbon to the south. This proposal shows an additional 200,000 square feet of commercial development split between two parcels.

It is assumed that a large chain grocery or department store would occupy the two large buildings. The site also contains smaller accessory shops and services. Surface parking requirements are based on existing zoning regulations. This scenario also shows low-density residential development on the large parcel behind Better Val-U.

The residential portion is based on existing zoning regulations, which permit only single-family or two-family homes with a minimum lot size of 60,000 square feet.



Detail of Scenario 2: Larger-scale big box development would continue the development pattern at Lisbon Landing and Crossing at Lisbon.



Scenario 3

Scenario 3 shows mixed-use residential and commercial development. This development scenario requires several changes to Lisbon’s zoning regulations. The corridor is the only area in Lisbon with access to public water and sewer, making it the only area that could support higher density residential and commercial development.

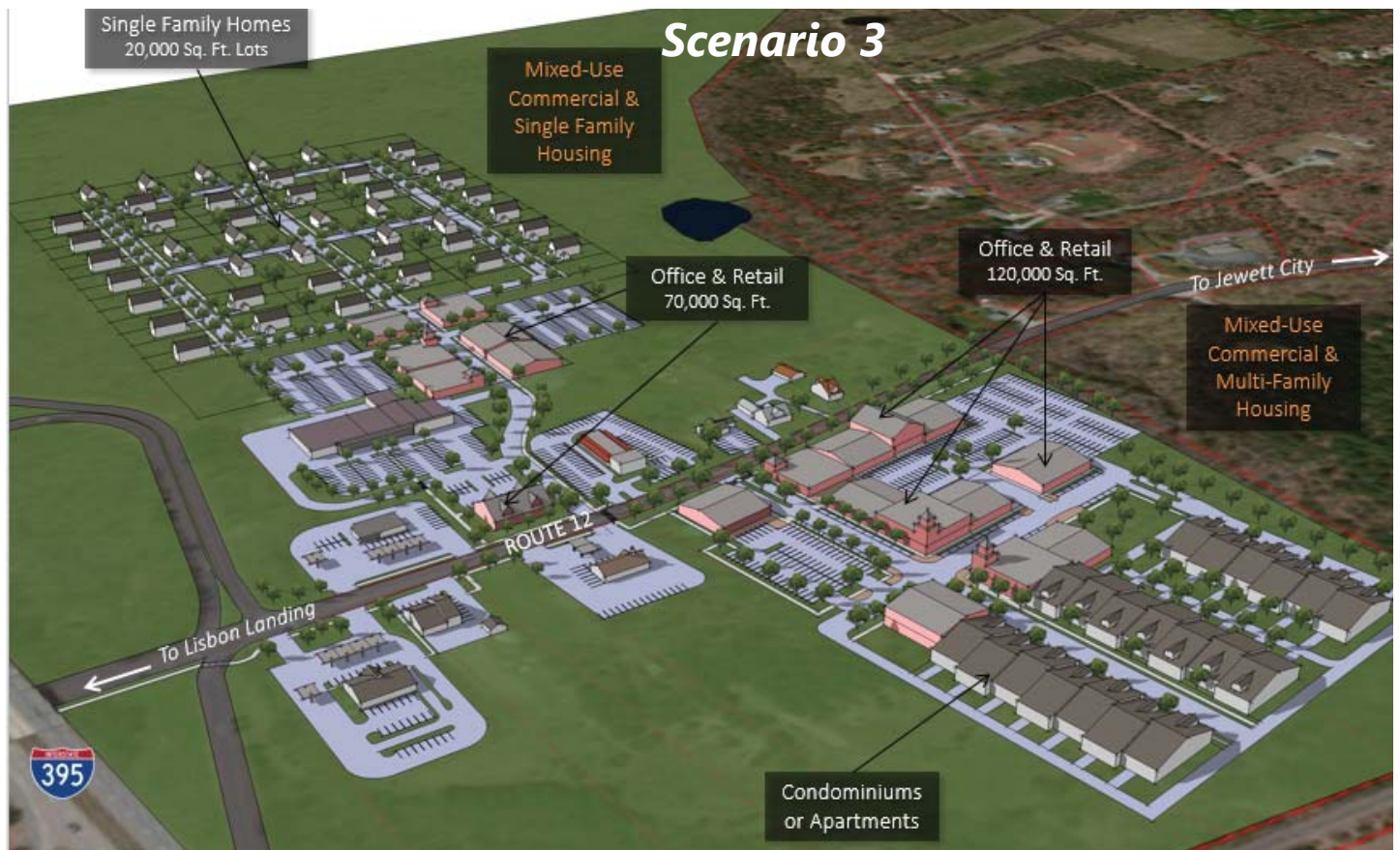
However, existing zoning regulations do not permit high density residential development or mixed uses. The parcel to the east of Route 12 would need to be rezoned to allow for apartments and/or condominiums to be built. It would also require lower minimum parking standards, or a mix of on and off-street parking.

The parcel to the west of Route 12 (behind Better Val-U) contains a mix of commercial and higher-density single family homes. The residential component is three times denser (minimum lot size of 20,000 sq. ft.) than currently permitted.

The scenario contains design elements such as street-fronting buildings, on-street parking, and a well-developed sidewalk network.



Detail of Scenario 3: Retail and office space would be mixed with single-family homes as well as multi-family housing and/or condos. This “mixed use” would occur on the same parcel, but not within the same building.



Industrial Areas

A regional waste-to-energy incinerator is located on one parcel bordering the Shetucket River. While plans for additional development within this industrially-zoned district have been proposed, the site is heavily constrained. Current standards are sufficient to ensure that any additional developments are appropriate.

Over the next ten years, the Town will need to monitor the potential for additional development in these areas and encourage suitable development where appropriate.

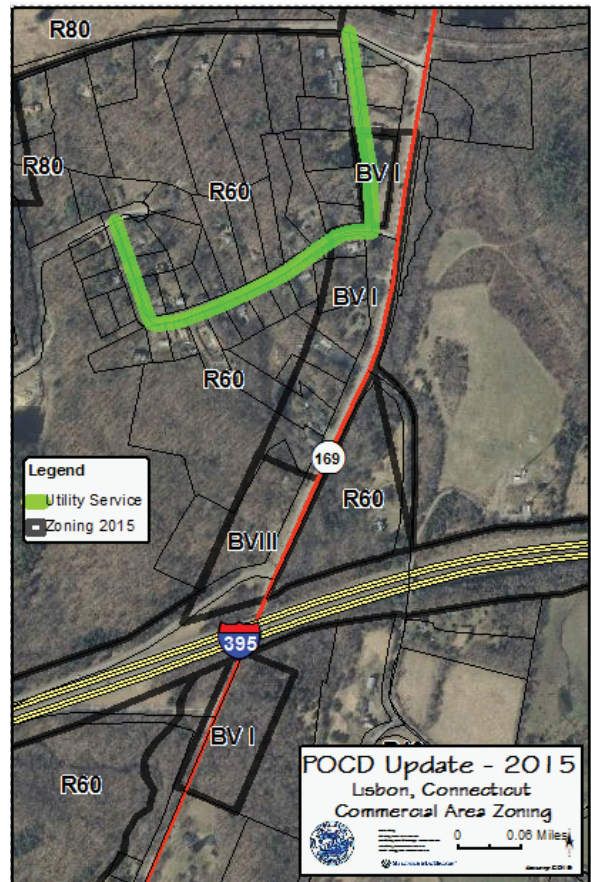


Due to development constraints, it is uncertain whether the Industrial area will expand beyond the Wheelabrator facility.

Route 169 Business Village

From the I-395 interchange at Route 169 north to Kendall Road Extension is currently classified as a Business Village District (zones BVI and BVIII). Although this area is located along a State Route, the split interchange and limited public utility access has hindered development.

Over the years a few small businesses have located here; however, the Town should consider the desired future for this area and assess whether the recent changes to the Business Village District Zones are still appropriate.



The Route 169 Business Village remains largely undeveloped.

Encourage Economic Development: Recommendations

Redesign Route 12 Commercial Corridor

- Consider completing a more detailed Corridor Study Plan for the Route 12 Commercial Corridor. A more targeted planning process for this corridor can gather more resident input on the desired future for this area, as well as identify possible regulatory aids to achieve the community's vision.
- Seek ways to protect additional flood plain and agricultural land along the Quinebaug River adjoining the Route 12 commercial district.
- Evaluate the need for improvements to public transportation to the Route 12 Commercial Corridor and work with Transportation District and Regional Planning to effect necessary improvements.

Other Commercial Areas

- Retain Industrial Park districts on Lisbon's western border; monitor conditions and be prepared to address new development proposals.
- Consider revisions to Business Village regulations to address parking, access, and other standards to encourage mixed-use, pedestrian friendly development and discourage strip developments.

Community Survey Feedback

“Careful future retail development in route 12 corridor, considering mixing retail with housing.”

“Keep businesses located on Rt 12.”

“Continue to develop Rt. 12 as the main, and perhaps only business area. On the other hand, purchase the old golf course property as open space and avoid development there.”

“Wider range of small owner businesses.”

“Better support of local agricultural business.”

“Improved public transportation.”

“Commuter transportation services along I-395 (bus or light rail).”

7. Conclusion and Implementation

Lisbon residents clearly appreciate the character, amenities, and opportunities that define the Town. This Plan of Conservation and Development identifies the issues for consideration over the next ten years for Lisbon to continue to thrive.

Lisbon will guide future growth and change to:

- Protect its rural character,
- Provide a strong economic base, and
- Enhance the quality of life for its residents.

To achieve this vision, Lisbon will pursue four guiding objectives:

- Preserve community character,
- Establish an efficient Town Center and municipal campus,
- Guide residential growth, and
- Encourage economic development.

Plan Consistency

The State Conservation & Development Policies Plan and Locational Guide Map

In 1971, House Joint Resolution No. 40 called for the development of a state plan of conservation and development (State C&D Plan). This state plan serves as the official policy for the Executive Branch in decisions affecting land and water resources conservation and development.

Municipal POCDs must note any inconsistencies with the principles of the State C&D Plan, although there is no statutory requirement for a consistency between the municipal plan and the State C&D Plan.

This Plan was compared with the Locational Guide Map and goals and policies of the 2013-2018 State Plan of Conservation and Development and found to be generally consistent with that Plan. The definitions of the land designations are provided below from the State C&D Plan.

Priority Funding Areas (PFAs)

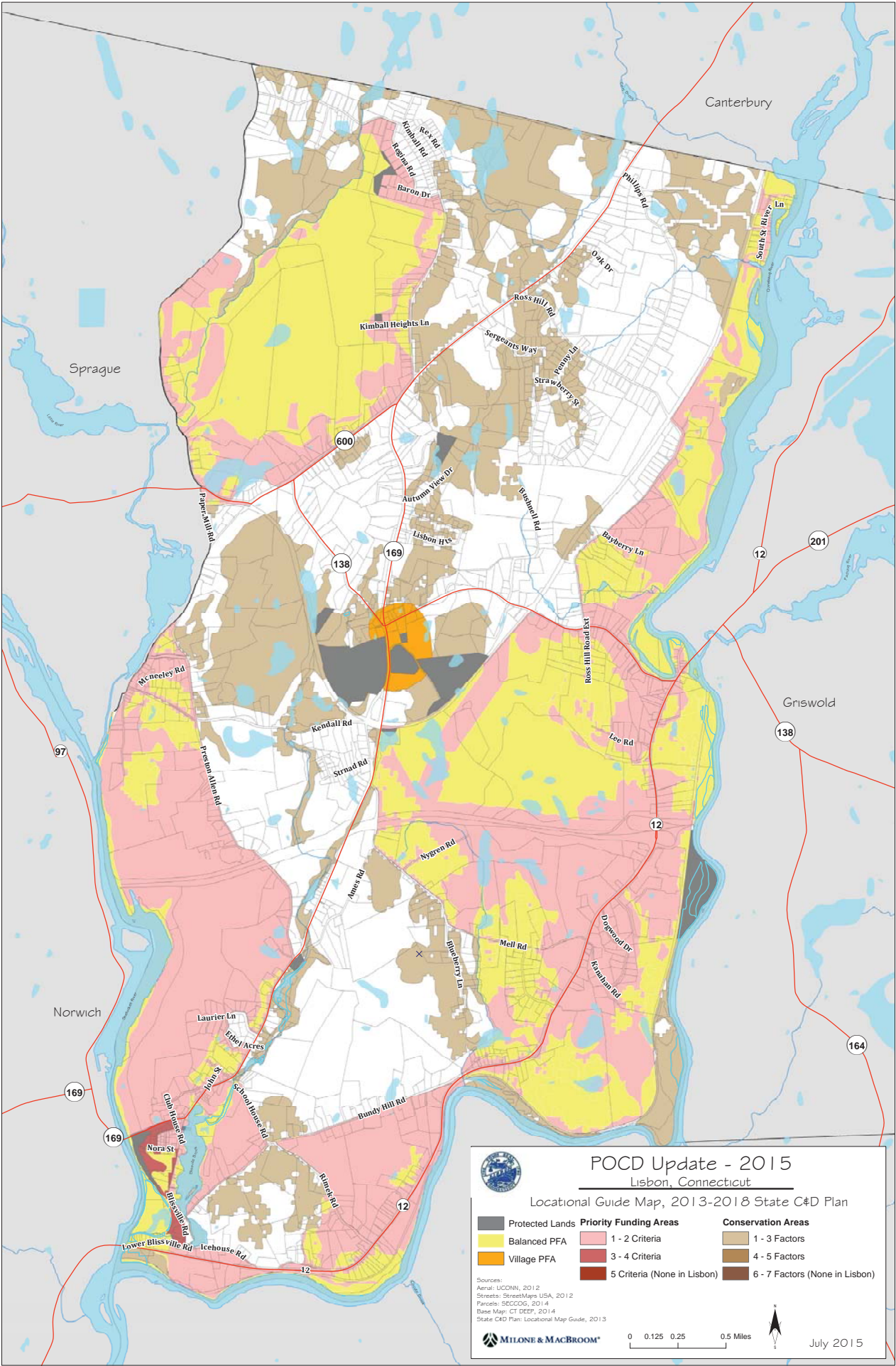
State agencies may not provide funding for a “growth-related project” such as the acquisition of

property unless the project is in a Priority Funding Area (PFA). The PFA designation should not be construed as influencing local land use and zoning decisions or municipal plans of conservation and development; nor should it create any expectation for future utility service where none currently exists.

Priority Funding Areas are classified by Census Blocks that include:

- Designation as an Urban Area or Urban Cluster in the 2010 Census
- Boundaries that intersect a ½ mile buffer surrounding existing or planned mass-transit stations
- Existing or planned sewer service from an adopted Wastewater Facility Plan
- Existing or planned water service from an adopted Public Drinking Water Supply Plan
- Local bus service provided 7 days a week

PFAs are ranked 1-5 by how many criteria they have. The majority of PFA areas in Lisbon are in the 1 - 2 range, with only a small area at the intersection of Route 12 and Blissville Road ranking in the 3 - 4 range.



POCD Update - 2015
 Lisbon, Connecticut
 Locational Guide Map, 2013-2018 State C#D Plan

Protected Lands	Balanced PFA	1 - 2 Criteria	1 - 3 Factors
Village PFA	3 - 4 Criteria	4 - 5 Factors	6 - 7 Factors (None in Lisbon)
5 Criteria (None in Lisbon)			

Sources:
 Aerial: UCONN, 2012
 Streets: StreetMap USA, 2012
 Parcels: BECCOG, 2014
 Base Map: CT DEEP, 2014
 State C#D Plan: Locational Map Guide, 2013

0 0.125 0.25 0.5 Miles

July 2015

Conservation Areas

Conservation Areas are delineated based on the presence of factors that reflect environmental or natural resource values. In contrast to Priority Funding Areas, which are based on man-made Census Blocks, Conservation Areas are based on existing environmental conditions, such as soils or elevation, which oftentimes have no visible boundaries.

Conservation Areas include any one or more of the following factors:

- Core Forest Areas Greater than 250 acres based on the 2006 Land Cover Dataset
- Existing or potential drinking water supply watersheds
- Aquifer Protection Areas
- Wetland Soils greater than 25 acres
- Undeveloped Prime, Statewide Important and locally important agricultural soils greater than 25 acres
- Category 1, 2, or 3 Hurricane Inundation Zones
- 100 year Flood Zones
- Critical Habitats (depicts the classification and distribution of twenty-five rare and specialized wildlife habitats in the state)
- Locally Important Conservation Areas (based on data authorized/submitted by municipalities)

Conservation Areas in Lisbon are generally categorized as such due to agricultural soils, wetlands, and flood zones.

Balanced Priority Funding Areas

Balanced Priority Funding Areas meet the criteria of both Priority Funding Areas and Conservation Areas. State agencies that propose certain actions in these areas must provide balanced consideration of all factors in determining the extent to which it is consistent with the policies of the State C&D Plan. For example, a state sponsored growth-related project (e.g., business expansion) proposed in a Balanced Priority Funding Area that is also characterized as a Drinking Water Supply Watershed would need to consider the integrity of the drinking water supply in determining the consistency of its proposed action.

Village Priority Funding Areas

In the state's more rural municipalities, traditional village centers are considered to be Village Priority Funding Areas. Village Priority Funding Areas were based initially on the boundaries of the former Rural Community Center classification from the 2005-2010 State C&D Plan. The boundaries have since been modified, to a large extent, based on public comments received on the Draft 2013-2018 State C&D Plan. Newent Center qualifies as a Village Priority Funding Area.

Protected Lands

Lands that have some form of restriction on development, such as permanently protected open space or property in which the development rights have been acquired, are classified as Protected Lands. In Lisbon, this includes Lisbon Meadows Park.

Local Historic Districts

Local Historic Districts are established and administered by the community itself to help ensure that the distinctive and significant characteristics of each district are protected, by having local preservation commissions review architectural changes for compatibility. Lisbon currently does not have any local historic districts listed by the State on the LGM.

Undesignated Lands

Undesignated Lands on the Locational Guide Map (LGM) are typically rural in nature and lack the criteria necessary for being delineated as either Priority Funding Areas or Conservation Areas. These areas are shown as white on the map.

Future Land Use Plan

The Future Land Use Plan provides a graphic representation of the concepts discussed in this Plan.

Newent Center and Institutional Parcels

As discussed in Chapter 4, “Establish Efficient Municipal Facilities”, most of Lisbon’s municipal buildings are centrally located in Newent Center. The Village character of Newent Center should be preserved; however, the Town should also conduct a space needs and facility availability assessment to determine how to best serve municipal space needs into the future.

Open Space Corridors

The open space corridors originally mapped in the 2004 POCD have been generally adopted in the Lisbon Open Space Plan. As detailed in Chapter 3, “Preserve Community Character”, as funding and acquisition opportunities arise for open space preservation, parcels that fall within these corridors should be prioritized.

Business Village

Lisbon has a few small business village areas. As detailed in Chapter 6, “Encourage Economic Development”, Lisbon should consider revisions to Business Village regulations to address parking, access, and other standards to encourage mixed-use, pedestrian friendly development and discourage strip developments.

Corridor Study Area

In addition to the large regional shopping centers on Route 12, the transportation corridor to the north of the shopping centers also represents a potential opportunity for economic development due to the availability of public infrastructure. As detailed in Chapter 6, “Encourage Economic Development”, Lisbon should consider completing a more detailed Corridor Study Plan for the Route 12 Commercial Corridor. While initial public feedback suggests that residents would prefer a more diverse, small-scale style of development with family businesses, restaurants, and housing, a more targeted public engagement

process concerning this area should gather more information before regulatory decisions are made about this corridor.

Industrial

Lisbon should retain the current Industrial Park districts on the western border in the area of the Wheelabrator Waste-to-Energy Facility. While development on this parcel will be difficult due to constrained site conditions, the Town should continue to monitor conditions and be prepared to address new development proposals.

Residential Zones

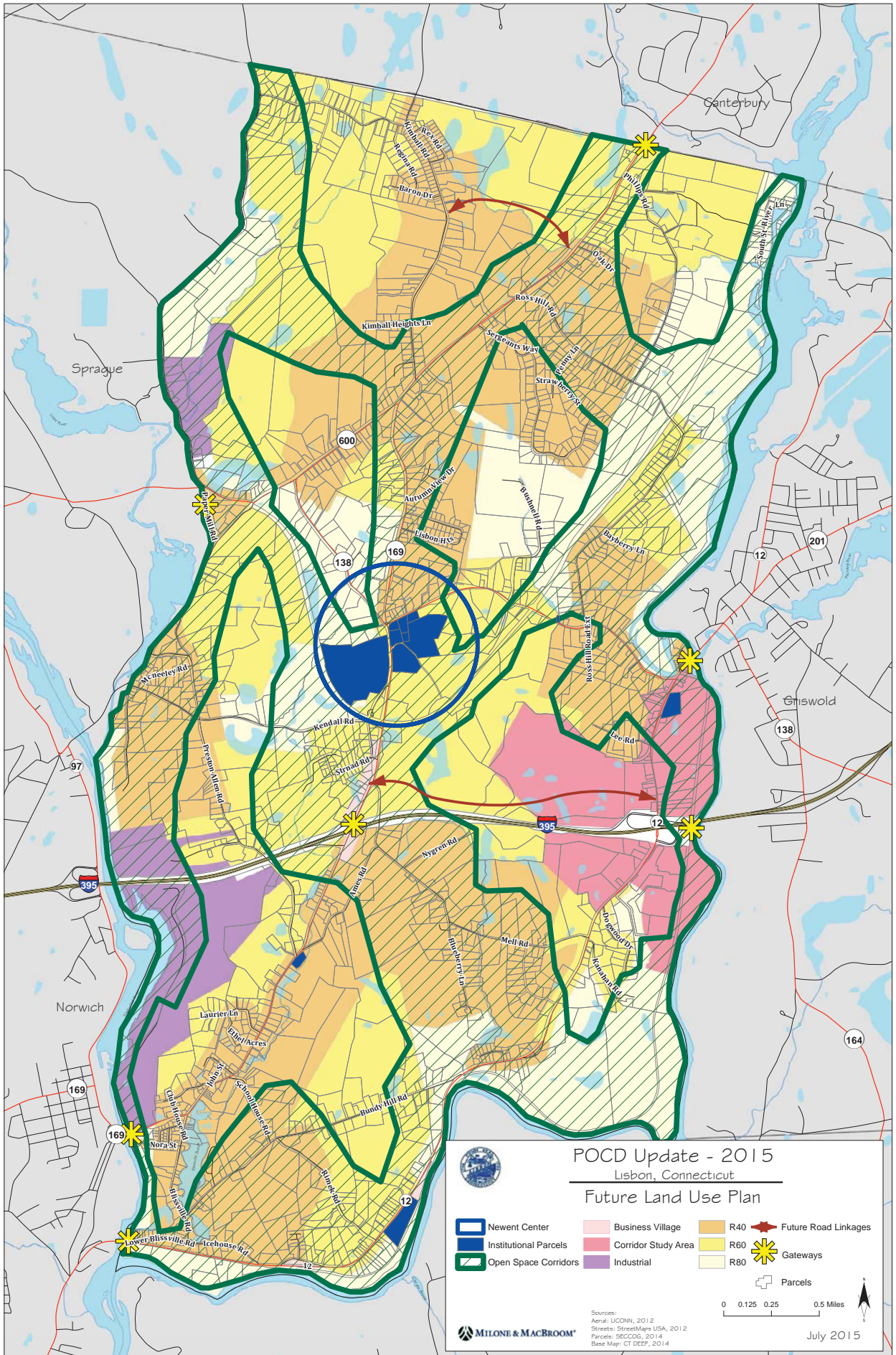
Preserving Lisbon’s rural character is part of the Town’s vision for the next ten years. Chapter 5, “Guide Residential Growth”, describes zoning and subdivision changes that have been made in the last ten years to preserve natural resources through open space developments and open space set-asides in subdivisions.

Future Road Linkages

Recommended future road linkages are included in order to encourage connectivity and an efficient road network.

Gateways

As discussed in Chapter 3, “Preserve Community Character”, welcoming gateways into Lisbon and Newent Center could act to promote community character as well as to further establish a sense of place. Lisbon should continue to identify potential partner organizations to contribute or cooperate with gateway elements.



Implementation

Action Agenda

The most important step of the planning process is implementation of the recommended strategies. The Plan proposes to establish an implementation subcommittee of the Planning and Zoning Commission, which will work with the Board of Selectmen, other town agencies and officials, and Lisbon residents and business people to develop a program and schedule for conducting the evaluations, studies, development of regulations, organizational tasks, and program development outlined in this Plan.

This Action Agenda provides a complete set of the objectives and strategies developed to guide implementation of the Plan of Conservation and Development for Lisbon.

It is important to recognize that the following objectives are the main policy statements and planning goals of the Town of Lisbon. The strategies associated with each objective identify specific initiatives intended to help implement the strategy.

Issues will arise in the future that are not identified specifically in the Plan. In such situations, the overall strategies of the Plan will be the benchmarks used in evaluating whether a proposed activity or proposal is consistent with the Plan. The Plan is not a static document and will continue to be reviewed and refined over time.

The priorities outlined on the following pages may be adjusted due to resource constraints (fiscal or staff) or changing policy issues.

Legend

- **Objective:** The guiding objectives of this Plan.
- **Strategy:** The implementation components of each theme
- **Action:** A brief description of the task
- **Primary:** The organizations most responsible for implementation
- **Others:** Other organizations that will assist with implementation
- **Timeline:**
 - S (short term): immediate
 - M (medium term): 1-5 years
 - L (long term): 1-10 years

Abbreviations

- **BOS:** Board of Selectmen
- **BOF:** Board of Finance
- **BOE:** Board of Education
- **CC:** Conservation Commission
- **PZC:** Planning and Zoning Commission
- **PRC:** Parks and Recreation Commission
- **PW:** Public Works Department

Lisbon Community Objectives

- **Preserve Community Character**
- **Establish an Efficient Town Center and Municipal Campus**
- **Guide Residential Growth**
- **Encourage Economic Development**

8. Action Agenda

I. Objective: Preserve Community Character

Strategy	Action	Primary	Others	Timeline
Open Space	Adopt the Open Space Plan as part of this Plan of Conservation and Development	PZC	CC	S
	Regularly update the Open Space Plan	CC	PZC	L
Environmental Regulation	As appropriate, review subdivision regulations and wetland regulations and update as advances and changes are made in stormwater retention technology and best management practices	PZC, CC		M
Preserve Historic Character	Continue to support Lisbon Historic Society preservation efforts	All		L
	Consider adoption of demolition delay ordinance	BOS		M
Welcoming Gateways	Establish welcoming elements at entrances to Town, into Newent, and at Lisbon Landing	BOS	PW, Private	L
	Identify potential partner organizations to contribute or cooperate with gateway elements	BOS		L

Abbreviations

- BOS: Board of Selectmen
- BOF: Board of Finance
- BOE: Board of Education
- CC: Conservation Commission
- PZC: Planning and Zoning Commission
- PRC: Parks and Recreation Commission
- PW: Public Works Department

II. Objective: Establish an Efficient Town Center

Strategy	Action	Primary	Others	Timeline
Pedestrian and Vehicle Access	Consider development of sidewalk system connecting properties and private institutions in Newent area.	BOS	PWR, PRC	M
	Evaluate future Connecticut DOT plans for 169/138 intersection, propose alternatives	BOS		M
	Seek funding for sidewalks and other Newent area improvements through Small Town Economic Assistance Program, Federal TEA grants, Quinebaug-Shetucket Rivers Valley Corridor programs, other sources	BOS	PWR, PR	M
Address Municipal Facilities Needs	Conduct municipal space needs and facility availability assessment including offices, the fire station, public safety, schools, recreation, and community center to ensure space and locations adequately serve future population	BOS	PWR, PR	S - L
	Monitor properties abutting existing municipal properties or located on State highways in Newent area for possible acquisition by the Town	BOS	PWR	M
	Continue to maintain existing facilities, while considering opportunities for expansions, renovations, and/or relocations	BOS	PW	S - L

Abbreviations

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- PZC: Planning and Zoning Commission
- PRC: Parks and Recreation Commission
- PW: Public Works Department

III. Objective: Guide Residential Growth

Strategy	Action	Primary	Others	Timeline
Promote Housing Diversity	Evaluate regulatory standards to encourage affordable housing and promote housing diversity	PZC		L
	Consider regulation revisions to encourage housing options, such as mixed residential uses in village areas or commercial corridors	PZC		L
	Support public and private efforts to develop elderly housing	PZC	BOS	L
	Consider residential developments as part of a comprehensive Corridor Study Plan for the Route 12 Corridor	PZC	BOS	L

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IV.Objective: Encourage Economic Development

Strategy	Action	Primary	Others	Timeline
Redesign Route 12 Commercial Corridor	Complete a more detailed Corridor Study Plan for the Route 12 Commercial Corridor to gather more resident input on the desired future for this area, as well as identify possible regulatory aids to achieve the community's vision.	PZC	BOS	M
	Seek ways to protect additional flood plain and agricultural land along the Quinebaug River adjoining the Route 12 commercial district	PZC, CC	BOS	M
	Evaluate the need for improvements to the transit and pedestrian transportation system along the Route 12 Commercial Corridor. Work with SECCOG and the Transportation District to effect necessary improvements	BOS		L
Other Commercial Areas	Retain Industrial Park districts on Lisbon's western border; monitor conditions and be prepared to address new development proposals	PZC	BOS	L
	Consider revisions to Business Village regulations to address parking, access, and other standards to encourage mixed-use, pedestrian friendly development and discourage strip developments.	PZC		L

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Appendix A: Lisbon Open Space Plan

Lisbon Open Space Plan

The Town of Lisbon Conservation Commission provides the following recommendations to help in achieving the open space objectives of the Town of Lisbon's 2004 Plan of Conservation and Development. As provided for in the Plan of Conservation and Development, this Open Space Plan seeks to "preserve at least 15% of the Town's land area as natural and recreation areas, high quality habitat, agricultural land and farms, and other undeveloped areas for the benefit of Lisbon residents present and future. This will be accomplished by a combination of public and private acquisitions, easements, subdivision set-asides, and gifts."

In order for townspeople and policy makers to better conceptualize this Open Space Plan recommendations are presented in the form of greenways. The Connecticut General Assembly's Public Act 95-335 defines greenways as "a corridor of open space that: 1) may protect natural resources, preserve scenic landscapes and historical resources or offer opportunities for recreation or non-motorized transport, 2) may connect existing protected areas and provide access to the outdoors, 3) may be located along a defining natural feature, such as a waterway, along a man-made corridor, including an unused right-of-way, traditional trail routes or historic barge canals, or 4) may be a green space along a highway or around a village." It is the belief of the Commission that publically accessible and contiguous greenways throughout the town would be an asset to its residents as well as a necessity to gain and maintain public support for such greenways.

Three north-south greenways are proposed along with two east-west greenways providing contiguous linkages. These greenways roughly correspond to the conceptual open space corridors noted in the 2004 Plan of Conservation and Development. The properties listed are not meant to endorse specific acquisitions, merely to provide potential options to facilitate the completion of a specific greenway. To establish the relative value of a property for open space the attributes of specific properties are listed. These attributes include the presence of 1) substantial wetlands, watercourses and bodies of water, 2) prime farmland soils as well as farmland soils of statewide importance, 3) historical sites, and 4) sites with significant natural features. All the greenways are home to at least one substantial undeveloped parcel or collection of undeveloped parcels.

Westminster – Shetucket (WS) Greenway

The western-most of Lisbon's proposed greenways is anchored in the north by some 375 acres of land to the east of Westminster Road, hereafter referred to as the Glenney Preserve. Conservation rights are owned by the Connecticut Forest and Parks Association. This anchor property is comprised of diverse topography, the Old Stone Mill Brook and substantial wetlands. In the south of this proposed greenway is town-controlled land adjacent to the Shetucket River just north of the confluence of the Shetucket and Quinebaug Rivers. This confluence marks the southern extreme of the proposed Quinebaug Greenway. This western-most greenway is bordered by the town of Canterbury to the north which contains the 28 acre Kinne Preserve Park on Wiesnewski Rd. (located between Lisbon Road, Corey Road, and Kinne Road), North and South Burnham Highway (Connecticut Route 169) and Blissville Road on the east, Westminster and Papermill Roads along with the Shetucket River to the west and Lower Blissville Road to the south. A conservation easement is in place at the western edge of properties located on Gavin Way, offering a linkage through the wetlands and watercourses proceeding

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south from Sullivan Road to the Glenney Preserve. An 8.4 acre town-owned open space parcel abuts the northeastern corner of the Glenney Preserve at the end of Baron Drive.

Large undeveloped areas adjacent to the Glenney Preserve include a 38 acre parcel at the intersection of Westminster and Paper Mill Roads (Map 05, Block 010), and a 65 acre parcel immediately south on Paper Mill Road (Map 05, Block 05) which contains farmland soils of state wide importance. As the southeastern portion of the latter property is currently zoned for industrial use, an open space buffer along the periphery of the Glenney Preserve land should be maintained (at a minimum) along with a contiguous corridor abutting the stream extending from Paper Mill Road to the interior. The final parcel of interest on this portion of Paper Mill Road is a 133.93 acre area (Map 05, Block 004) containing intermittent streams, perennial streams, ponds and wetlands.

Directly south of the largest parcel on Paper Mill Road is a 17 acre landlocked parcel (Map 04, Block 018) off Kinsman Hill Road containing significant wetlands, a perennial stream and farmland soils of statewide importance. The perennial stream runs from a 165.53 acre property (Map 04, Block 003) with intermittent streams and substantial wetlands that abuts the Glenney Preserve. Southward connectivity of these substantially undeveloped properties located between Sullivan and Kinsman Hill Roads can be obtained through the preservation/provision of open space along the two streams flowing out of the 17 acre parcel (Map 04, Block 018), one through the southwestern corner of a residential property (Map 04, Block 028) and a second along the eastern edge of a 4.6 acre residential parcel (Map 04, Block 022). The former is across Kinsman Hill Road from the a 3.2 acre town owned property (Map 04, Block 035) containing Kinsman Cemetery in the northwest corner, abutting the Providence & Worcester Railroad. The latter property containing a potential open space linkage is across from an 8 acre parcel (Map 04, Block 017) at the intersection of Kinsman Hill with Town House Road containing a small pond. More significantly, across the Providence & Worcester Railroad from this 8 acre parcel is a contiguous strip of undeveloped land that, except for the interruption of Kendall Road, stretches south to the Connecticut Turnpike (Interstate 395).

The portion of the Westminster-Shetucket Greenway south of Kinsman Hill Road begins with an undeveloped 40 acre parcel (Map 04, Block 015) south of the Providence & Worcester Railroad and east of Kinsman Hill Road Extension at an historic stone arch railroad bridge. Much of this parcel as well as the parcels immediately to its south contain slopes of 36% to 60% by soils classification. This parcel abuts two landlocked properties (Map 04, Block 011, Map 04, Block 016) of 65 and 32 acres respectively. The 65 acre parcel contains a pond and intermittent stream while the 32 acre property contains a small area of prime farmland soil adjacent to the Providence and Worcester Railroad as well as an intermittent stream and wetlands. The 65 acre property, in turn, abuts an additional 25 acres of landlocked property (Map 04, Block 06B) with wetlands and an intermittent stream as well as a 30 acre property (Map 04, Block 007) along Paper Mill and Allen Roads that contains farmland soils of statewide importance.

Along Paper Mill Road is a Cape Cod style home located on 1.3 acres (Map 03, Block 039) constructed in 1841 (L-39, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001) related to the textile industry that developed in this area of town, another example of which is located a little further south on Versailles Road (Map 03, Block 026, Lot 000A) (L-65, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001) At the intersection of Allen Road

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and Preston Allen Road is located a 1908 vernacular style home (Map 04, Block 001) inventoried on 5/1/2001 by the Connecticut Historical Commission (L-01, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Contained within the three properties that once constituted the Lisbon Country Club (Map 03, Block 007 and Map 09, Block 059 north of Kendall Road and Map 09, Block 058 south of Kendall Road) are two ponds that are part of Blissville Brook and an intermittent stream that feeds into Blissville Brook. Numerous wetland soils are adjacent to the watercourses as well as sizeable areas in the north-central and southwest portions of the western-most parcel (Map 3, Block 070). Additionally, the majority of the eastern-most parcel (Map 09, Block 059) north of Kendall Road is noted as having farmland soils of statewide importance.

Town owned open space is located immediately to the west of northern-most parcels, across the Providence & Worcester Railroad - the 59 acre Lisbon Meadows Park (Map 10, Block 002) and a land-locked 4 acre parcel (Map 10, Block 009). Additionally, the western-most parcel (Map 03, Block 070) abuts the five undeveloped land-locked parcels totaling 130.5 acres (Map 03, Block 070, Lot 0003 – 4 acres; Map 04, Block 006, Lot 000A – 4.5 acres; Map 4, Block 006, Lot 000B – 25 acres; Map 4, Block 011 – 65 acres; Map 04, Block 016 – 32 acres) noted above.

The 26 acre southern parcel of the former Lisbon Country Club properties (Map 09, Block 058) abuts a 66.3 acre rural campground (Map 9, Block 038) to the south serviced by a public well located immediately to the east and a 36 acre undeveloped parcel stretching out to Preston Allen Road (Map 03, Block 074). Together, the former golf course properties and the abutting parcels constitute an open space worthy of preservation given the natural resources present. Immediately to the south of these parcels on 7.8 acres (Map 03, Block 076) is a circa 1800 Cape Cod style home (L-41, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Moving from the eastern side of Preston Allen Road to the west, the Westminster-Shetucket Greenway finally meets the second part of its namesake designation. The 81.67 acre parcel that begins at the south end of Versailles Road (Map 03, Block 031) abuts the confluence of the Little River and Shetucket River. This property also contains farmland soils of statewide importance and wetlands in its northeast corner and intermittent streams. This property also contains a former septage lagoon immediately south of Versailles Road. It in turn abuts three parcels along Preston Allen Road, a 27.5 acre property at the intersection with Kendall Road (Map 03, Block 022) containing prime farmland soils in the eastern third and farmland soils of statewide importance in the southwest corner, an 8.8 acre parcel immediately to the east (Map 03, Block 020), and a 33 acre property (Map 03, Block 018), central portions of which contain prime farmland soil.

Moving further south along Preston Allen Road, a 26.968 acre property (Map 03, Block 008) is divided between residential and industrial zones. This portion of the industrial zone (Map 03, Block 005) consists of 64.5 acres and abuts the Connecticut Turnpike (Interstate 395) to the south and the Shetucket River to the west with connectivity to Preston Allen Road to the east. Access to the southern portion of the industrial zone is available under the Connecticut Turnpike highway bridge.

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The southern portion of the industrial zone, south of the Connecticut Turnpike and west of Preston Allen Road consists of 201.78 acres containing intermittent streams and wetlands, primarily to the east of the access road, a portion of which is slated for development. A town owned property (Map 2, Block 085, Lot 001) of 27.6 acres is located within the industrial zone and adjacent to the Shetucket River and north of the town owned boat launch. This parcel also contains a half-mile paved walking path. In addition, another town-owned property of 6.3 acres (Map 01, Block 043) is located along the Shetucket River south of the Lisbon-Taftville bridge. Immediately south along the banks of the Shetucket River a 24 acre parcel of potentially town-owned land (Map 01, Block 013) is located to the north of properties along Lower Blissville Road. This 24 acre parcel contains wetland soils along its southern boundary behind the residences along Lower Blissville Road continuing through the central portion of the property and along the center section of its eastern most edge. The entirety of the property consists of prime farmland soils.

In order to complete the southern portion of the Westminster – Shetucket Greenway a 100 to 200 foot wide open space corridor along the entire eastern edge of the southern portion of the industrial zone from Preston-Allen Road to South Burnham Highway would need to be established, with a midway linkage to Laurier Lane. At least a portion of this corridor is part of a one hundred and fifty foot wide conservation easement accepted by the town in May 2014 comprising 249,368 square feet and running along the northern and eastern edges of a 58 acre parcel (Map 08, Block 036) accessed from South Burnham Highway. To the immediate south, on a 2 acre property (Map 08, Block 036, Lot 000C) is a circa 1900 New England farmhouse (L-52, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001), The 58 acre parcel also surrounds the former 2 acre Town of Lisbon landfill (Map, Block 036, Lot 00B). An additional corridor 50 to 100 foot in width would also be necessary in the southern-most portion of the main industrial zone accessed from South Burnham Highway to provide a linkage to the town owned parcel (Map 2, Block 085, Lot 0001) and boat launch along the Shetucket River. Also, asserting town ownership of the 24 acre parcel to the rear of Lower Blissville Road (Map 01, Block 013) would ensure its continuation as open space. This 24 acre parcel, the western edge of which runs along the Shetucket River, would go toward the goal of a contiguous strip of publically accessible open space stretching from River Road (Connecticut Route 12) and the southern most end of South Burnham Highway (Connecticut Route 169). Access to this final parcel of the Westminster – Shetucket Greenway is achieved via a right of way from the western end of Lower Blissville Road.

Newent Greenway

The second of three north – south greenways extends from the Canterbury town line in the north through the center of town at Newent center and ends at the Quinebaug River in the south. Immediately south of the Canterbury town-line with access to North Burnham Highway (Connecticut Route 169) in its southeast corner is an 85 acre parcel (Map 18, Block 003) containing wetlands and farmland soils of statewide importance along its eastern third as well as wetland soils in its southwest corner. Drainage from these and surrounding parcels flow to Cory Brook in Canterbury. Immediately to the east of this parcel is a 3.2 acre property (Map 18, Block 004) is a circa 1790/1890 vernacular style home inventoried on 5/1/2001 by the Connecticut Historical Commission (L-37, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). Immediately across North Burnham Highway is an 11 acre parcel (Map 18, Block 010) that forms the start of the Quinebaug Greenway West.

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Wrapped around this first parcel to the west and south is a 72 acre parcel (Map 12, Block 115) which also reaches to the Canterbury town-line and is accessible via North Burnham Highway. This 72 acre contains wetland soils along its western edge and in turn abuts an 11 acre land locked parcel (Map 12, Block 075) also bordering the Canterbury town-line. To the immediate west is a 59 acre property (Map 12, Block 074) which contains wetland soils along the eastern third and running through the center, north to south. This land also borders Canterbury and is accessible from the densely populated Rex Road with connectivity to the highly populated Kimball Road, Baron Drive and Sullivan Road neighborhoods.

To the immediate south of the 72 acre parcel (Map 12, Block 115) is a 43 acre property (Map 18, Block 002) which contains a perennial stream arcing through its western and eastern thirds with wetland soils adjacent to the eastern portion. A small amount of prime farmland soils are located in the southeast corner. This property is in turn bordered to the south by a 35 acre parcel (Map 12, Block 114) that contains the southern-most portion of the afore mentioned perennial stream with accompanying wetland soils. Additionally, this property is comprised almost entirely of prime farmland soils. Nearby on Kimball Road is a circa 1760 – 1780 Cape Cod style home located on 5.4 acres (Map 12, Block 109) (L-19, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Proceeding further south along North Burnham Highway are two parcels comprising the vineyard of 3.8 acre (Map 11, Block 053, Lot 0001) and 34.2 acre (Map 11, Block 053) respectively. The former property is occupied by the Cape Cod style John Palmer House, circa 1790 and was inventoried on 5/1/2001 by the Connecticut Historical Commission (L-36, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). The eastern half of the latter property is comprised of prime farmland soils with wetland soils along the northern edge. Two parcels separate the vineyard properties from the western portion of the town-owned Hoydila Farm, a 12.5 acre (Map 11, Block 052) and 2.85 acre (Map 11, Block 51, Lot 001) property.

The Hoydila Farm forms a hub between the Newent Greenway and the Westminster-Shetucket Greenway with a town-owned property located some 800 feet from the Kimball Road edge of on portion of the Hoydila Farm property (Map 11, Block 050) at the end of Kimball Heights Lane (Map 11, Block 35). This town owned land is immediately adjacent to conservation land of the Glenney Preserve (Map 11, Block 39). The Glenney Preserve in turn is contiguous with 8.4 ac of town owned property located at the end of Baron Drive (Map 12, Lot 15). Just north on Kimball Road on a 5.54 acre property is a Cape Cod style home (Map 12, Block 109) inventoried on 5/1/2001 by the Connecticut Historical Commission constructed circa 1760 - 1780 (L-19, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001)

The Newent Greenway continues south with the town-owned Hoydila Farm (Map 11, Blocks 50 (North Burnham Highway and Kimball Road, 64 acres and Block 56 south of North Burnham Highway, 67 acres). A perennial stream flows through the eastern portion of the Hoydila Farm (Map 11, Block 056) and wetland soils comprise approximately 20% of the parcel south of North Burnham Highway, extending through the center of property to include areas adjacent to a perennial stream flowing through the eastern portion. Deciduous forest covers the majority of the Hoydila Farm property (Map 11, Block 050) adjacent to Kimball Road and most of the interior of Lot 56. Agriculture or tall grasses are found in

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the area of Lot 50 adjacent to North Burnham Hwy and three parts on Lot 56, two contiguous to North Burnham Highway and one along the southern boundary. Approximately 60% of Block 50, especially adjacent to Kimball Road and North Burnham Highway, and 50% of Block 56 are prime farmland soils. Besides the Hoydila Farm's vital use as a greenway linkage, the relatively dense population along Kimball Road and within the Strawberry Fields neighborhoods, would be well served by the creation of a passive recreational trail or trails through the Hoydila property to connect the two neighborhoods, utilize the open space and demonstrate to residents the inherent value of open space.

Continuing south along the Newent Greenway, a town owned property of 6.5 acres (Map 11, Block 067) is located approximately 1,300 feet south and downstream of the eastern portion of the Hoydila Farm property (Map 11, Block 056) portion of the property, in proximity to Autumn View Drive. Both Hoydila Farm parcels also sit along a state designated scenic highway.

Areas adjacent to the aforementioned stream and central portion of eastern Hoydila Farm property (Map 11, Lot 056) have a high probability of archaeological findings. The house located on the western side of North Burnham Highway (Map 11, Lot 056) was inventoried on 5/1/2001 by the Connecticut Historical Commission and identified as the Burnham Tavern, a New England Farmhouse/Georgian building constructed 1780/1850 (L-34, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). Immediately to the south of the Hoydila Farm, on the eastern side of North Burnham Highway is a circa 1800 New England farmhouse (L-33, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001) located on 5.9 acres and comprised entirely of prime farmland soils (Map 11, Block 057).

Separating the eastern portion of the Hoydila Farm from an additional 6.5 acre town-owned open space (Map 11, Block 67) are two residential parcels (Map 11, Block 057, Lot 0010, 32.01 acres and Map 11, Block 057, Lot 0011, 29.52 acres) the former accessed from North Burnham Highway and the latter accessed from the end of Meadow Brook Circle. Both of these residential parcels abut additional residential properties along Strawberry Street. The town-owned open space (Map 11, Block 67) is accessible via a 50 foot access strip at the end of Autumn View Drive, approximately 800 feet in length according to a February 1992 Open Space Inventory prepared by the Planning and Zoning Commission. The open space contains substantial wetlands that extend into adjacent properties, an intermittent stream that enters from the north and a perennial stream that enters from the west.

Options for extending the Newent Greenway south to the municipal center appear to be limited to an 80 acre parcel accessible from Bushnell Road in the west that is immediately to the east of Autumn View Drive and to north and east of Lisbon Heights Road (Map 16, Block 20). This parcel contains prime farmland soils, farmland soils of state-wide importance, wetland soils and a perennial stream in the north, nearest the western terminus of Autumn View Drive. A perennial stream marks the southeastern most extreme of the property with wetland soils adjacent to and immediately to the west of the stream. Immediately south on North Burnham Highway, nearest the northern entrance of Lisbon Heights, is a .78 acre parcel (Map 10, Block 81) containing a circa 1729 Cape Cod style home (L-32, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

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To the west of this 80 acre parcel (Map 16, Block 20) is a 28 acre property with a perennial stream flowing north to south dividing the western third of the property from the remainder, adjacent wetland soils, and prime farmland soils covering most of the property that is south of Lisbon Heights Road, fronting North Burnham Highway (Map 10, Block 86). The southwestern corner of this 28 acre property abuts a wedge of state-owned property along North Burnham Highway which is historical in that it constituted the original path of North Burnham Highway (Connecticut Route 169). Limited restoration of the path was complete in 2013. This state-owned path and the 28 acres parcel to the north are immediately across North Burnham Highway opposite a town owned strip (Map 10, Block 30) running along the western edge of North Burnham Hwy, a state-designated scenic highway, and continuing to a terminus opposite the southern-most entrance to Lisbon Heights Road. A circa 1830 Cape Cod-style home is located just south and opposite of the previously mentioned wedge of old state highway (L-31, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001) on 1.5 acres (Map 10, Block 29).

The most contiguous route from the 80 acres parcel (Map 16, Block 20) to the town municipal complex and town-owned open space is via an abutting 7.3 acres residential parcel (Map 10, Block 095, Lot 7) containing prime farmland soils with frontage on the north side of Newent Road (Connecticut Route 138). Alternatively, a 4.8 acres parcel (Map 10, Block 095, Lot 1) is immediately to the south of the 28 acre property (Map 10, Block 86) noted above which in turn abuts both a 2.96 acres property (Map 10, Block 95, Lot 4) and a 6.34 acres property (Map 10, Block 095, Lot 6), both of which provide access to Newent Rd. opposite town-owned property on the south side of Newent Road, a 1.67 acre parcel largely occupied by the school (Map 10, Block 108, Lot 1) and 8.5 acres (Map 10, Block 107), the western third of which contains prime farmland soils. All of the smaller parcels to the north of Newent Road also contain prime farmland soils.

The Newent Greenway arrives in both the geographic, governmental and historical center of town. Home to the town's resident state trooper office (Map 10, Block 108), only school and senior center (Map 10, Block 108, Lots 1 and 2), fire department and town hall (Map 10, Block 108, Lot 3), community center, town recreational facilities and fields, the historic circa 1810 Bishop House (L-50, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001) managed by the Lisbon Historical Society (Map 10, Block 002) and the Greek Revival Newent Congregational Church (Map 10, Block 109) built in 1858 and nexus of the town of Lisbon (L-51, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). Located across from the town hall on a .6 acre parcel on Newent Road (Map 10, Block 90) is the David Hale house built in 1795 in the vernacular style (L-29, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

The 17.45 acres parcel containing a portion of the school, the town garage and resident state trooper's office (Map 10, Block 108) marks the beginning of a school managed nature trail bordered on the west by a 1.01 acres town owned property (Map 10, Block 108, Lot 4) and the discontinued Lee Road. The larger parcel contains wetlands in the north central portion and an intermittent stream from the central portion that proceeds southeast, crossing the discontinued Lee Rd. to an 11.5 acres town-owned property that fronts South Burnham Highway (Map 10, Block 110) feeding wetlands in the center portion that are bordered to the west by both prime and farmland soils of statewide importance. Limited archaeological studies of this property have been conducted.

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To the east of the Resident State Trooper office (Map 10, Block 108) is a landlocked 12.66 acres property (Map 10, Block 106). This parcel contains wetlands along the central portion of its southern boundary that in turn feed an intermittent stream that flows south through the entirety of 32.69 acres of town-owned land (Map 10, Block 112) that abuts the town garage property (Map 10, Block 108) in the northwest corner, is bordered to the west by the discontinued Lee Road and to the south and east by Providence & Worcester Railroad line and by the 3 acres town-owned Bicentennial Park parcel (Map 9, Block 64) at the end of the discontinued Lee Road. The elliptical Bicentennial Park parcel contains potential items of archaeological interest for which documentation is not available. This park property is marked by the Providence & Worcester Railroad line to the south and the discontinued Lee Road to the east with a 31 acres parcel (Map 10, Block 111) surrounding the remainder of the property. The surrounding 31 acres property contains farmland soils of statewide importance along its western fringe, fronting South Burnham Highway as well as wetlands in the north central portion of the property.

To the south of the Providence & Worcester Railroad line is the start of the Central Greenway, linking the Westminster Shetucket Greenway with the Quinebaug Greenway but also comprising a portion of the Newent Greeway as it proceeds south toward the confluence of the Quinebaug and Shetucket Rivers. The corridor continues at South Burnham Highway, opposite the western end of Kendall Road and south of the Providence and Worcester Railroad Line. It encompasses two town-owned properties of 3.8 acre and 1.1 acre respectively (Map 09, Block 065 and Map 09, Block 066) immediately south and west of the Providence & Worcester Railroad trestle, both comprised almost entirely of wetland soils. These wetlands are the linked via an intermittent stream that flows to an extended wetlands area in the center of a 150 acre portion of the Wildowsky Farm property (Map 09, Block 73). These wetlands stretch north to the Providence & Worcester Railroad line opposite the town owned 3 acre Bicentennial Park property (Map 09, Block 64) which in turn abuts the abandoned northern portion of the discontinued Lee Road. A separate portion of wetlands is located in the southeast corner of this 150 acre property just north of the Connecticut Turnpike (Interstate 395) which forms the southern boundary. A portion of the property between Mell Road and South Burnham Highway (Connecticut Route 169) is in active agricultural use with the northwestern corner containing prime farmland soil.

The Newent Greenway makes use of Mell Road and the highway bridge to cross over the Connecticut Turnpike (Interstate 395) before a return to a more pastoral environment of more than 407 acres beginning at the intersection of Mell and Ames Roads where the greenway would move through a 45.5 acre agricultural property (Map 9, Block 081) noted as prime farmland soil and currently in use for dairy production. At this same intersection is a New England farmhouse (Block 09, Lot 084) circa 1780 inventoried on 5/1/2001 by the Connecticut Historical Commission (L-02, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Continuing southward, the greenway crosses into a 57.60 acre property (Map 09, Block 077) containing an intermittent stream in the east and a band of wetlands in the center. The greenway continues in a southerly direction onto a 156 acre parcel (Map 14, Block 022) accessible from Blueberry Lane. This parcel contains a New England farmhouse style home built in 1771 and inventoried on 5/1/2001 by the Connecticut Historical Commission (L-14, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). This large parcel contains prime farmland soils across its eastern third and extensive wetlands in the northwest and along

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its southern boundary. The extreme southeastern corner of this property also contains wetlands that abutt Lisbon Brook and the areas of the Barber Farm residential neighborhood for which the town accepted a conservation easement in May 2014 (Map 14, Block 087). Additionally, the Town of Lisbon owns 19.48 acres (Map 14, Block 087, Lot 033) of open space south of the eastern terminus of Mell Road at River Road (Connecticut Route 12). This parcel contains interesting geologic features and varied topographic characteristics.

To the immediate east of the aforementioned 156 acre parcel is a 30 acre parcel (Map 8, Block 45) with a perennial stream, prime farmland soils and wetlands fronting South Burnham Highway (Connecticut Route 169). Additionally this 30 acre property surrounds the 2.2 acre town-owned Ames Cemetery (Map 8, Block 44). To the south of the 156 acre parcel (Map 14, Block 22) are two land-locked properties, a 28.55 acre piece of land (Map 8, Block 54, Lot 2) and an 89.55 acre property (Map 8, Block 54, Lot 1) the latter of which contains a band of wetlands through its central portion. At the intersection of Mell Road on a 10.7 acre property opposite Blueberry Lane (Map 14, Block 034, Lot 0001) is a Cape Cod style home circa 1780 and inventoried on 5/1/2001 by the Connecticut Historical Commission (L-28, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Due to the fragmentation of the properties proceeding further south, options for continuing the Newent Greenway are limited, and require a path parallel to Bundy Hill Road. The optimal entry point from the 407 contiguous and largely undeveloped acres laying south and west of Mell Road. is an 8.9 acre undeveloped parcel (Map 8, Block 069, Lot 000A) with a large area of wetlands in the southern portion nearest Bundy Hill Road. Alternatively, a 65.91 acre residential parcel (Map 8, Block 075) further east on Bundy Hill Road has prime farmland soils in its southwestern corner and wetlands near the road. This parcel also contains a cottage style home built in 1930 and inventoried on 5/1/2001 by the Connecticut Historical Commission (L-15, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). Either option requires crossing over to the southern side of Bundy Hill Road.

The first parcel of 59.2 acres (Map 07, Block 023) has no frontage on Bundy Hill Road. but is accessed from River Road. It has a small area of prime farmland soils in the southeast corner with adjacent wetland areas as well as wetlands in the central portion of the property. Proceeding west is an undeveloped 42 acre parcel (Map 7, Block 030) with frontage on both Bundy Hill Road and Rimek Road and contains wetlands in its central portion. Crossing Rimek Rd. the next property is a 20 acre residential property (Map 7, Block 47, Lot 3) which contains a small area of prime farmland soil in its northeast corner and an intermittent stream in the extreme south. Continuing westward, a 40 acre residential property (Map 7, Block 047) contains a small area of prime farmland soil along the central area of its western boundary.

The most direct route from the previous property accessible from Bundy Hill Rd. to the Quinebaug River is via a 25 acre residential parcel (Map 7, Block 047, Lot 001) that is across from a 3.5 acre business parcel (Map 7, Block 004) located on the southern side of River Road. This parcel is separated from the Quinebaug River by the Providence & Worcester Railroad line. This parcel has the potential to offer access upriver from the Preston Dam.

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An alternative route for the Newent Greenway would continue the corridor westward from the previously noted 40 acre residential property (Map 7, Block 047), through a 26.5 acre residential parcel (Map 7, Block 045) containing farmland soils of statewide importance in its eastern half and a strip of wetlands through the center and then on to a 12 acre parcel (Map 1, Block 132) that encompasses the eastern side of Ice Pond/Lower Blissville Pond as well as most of the pond itself. From that point Ice House Road and Lower Blissville Road would be used to access the southern extremes of both the Quinebaug Greenway and the Westminster Shetucket Greenway.

The Blissville neighborhood is the location of twenty-three homes inventoried on 5/1/2001 by the Connecticut Historical Commission (L-3 – L-13, L-16, L-22 – L-27, L-55 – L-57, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001) and, with one exception, noted as largely constructed between 1880 and 1930 in connection with the industrial development of areas across the Shetucket River in the Taftville section of Norwich.

The Blissville neighborhood begins in the north on South Burnham Highway with three vernacular style homes (Map 01, Block 095; Map 01, Block 091; Map 01, Block 083). Proceeding south, the next home noted in the neighborhood is on Club House Road Extension (Map 02, Block 004), a vernacular style, two-family mill workers tenement. Along the upper portion of Blissville Road proceeding to the intersection with Bundy Hill Road are seven vernacular style homes (Map 01, Block 105; Map 01, Block 111; Map 01 Block 112; Map 01, Block 030; Map 01, Block 029; Map 01, Block 116; Map 01, Block 118; Map 01, Block 025, Lot 0001). Continuing south on Blissville Road, past Bundy Hill Road are an additional three homes, the first of which is a circa 1770 New England farmhouse (Map 01, Block 132, Lot 0001) followed by a return to vernacular construction (Map 01, Block 024; Map 01, Block 133) at the end of Lower Blissville Pond dam.

Along Lower Blissville Road are six homes in a wide variety of architectural styles beginning with a vernacular style home (Map 01, Block 023) and followed by a four square style (Map 01, Block 022). These are followed by an arts and crafts bungalow (Map 01, Block 021) and two Greek revival style homes (Map 01, Block 020 and Map 01, Block 018), finishing with a vernacular style home (Map 01, Block 017).

Quinebaug (Q) Greenway

The eastern-most of Lisbon's proposed greenways meets up in the north with the state of Connecticut designated Quinebaug River Multipurpose Trail that runs for 10 miles through Canterbury. Inclusion by the state of the Lisbon portion of the Quinebaug River to this Multipurpose Trail should be sought. Additionally, an overland Quinebaug Greenway would include the area east of North Burnham Highway (Connecticut Rt. 169), Phillips Road, Ross Hill Road, north of Newent Road (Connecticut Rt. 138), east and south of River Road (Connecticut Rt. 12) to the Quinebaug River's confluence with the Shetucket River in the Taftville section of Norwich. The entirety of the Q Greenway is bisected by the Providence & Worcester Railroad lines requiring two descriptions, one to the east of the line and one to the west of the line. To assemble a contiguous assembly of open space would require acquisition and/or access to parcels on one or both sides of the railroad line.

Q Greenway East

The northern-most parcel in the town of Lisbon immediately adjacent to the western bank of the Quinebaug River, impounded as Aspinook Pond, is a 10.3 acre parcel (Map 23, Block 013) located in the Pleasant View Cove neighborhood to the east of the Providence & Worcester Railroad line. This property is noted as containing prime farmland soils. To the immediate south of the densely developed Pleasant View Cove neighborhood are 257 acres of riverfront land to include a private campground with river access at the mid-point that are largely undeveloped.

The first of seven parcels (Map 23, Block 001) is 14 acres consisting mostly of prime farmland soils. The second parcel (Map 22, Block 005) consists of 38 acres of both prime farmland soils and farmland soils of statewide importance as well as a significant area of wetland soils adjacent to the river. Continuing south is a 50 acre private campground (Map 22, Block 004) off Ross Hill Road which contains some prime farmland soils and established access for campground visitors to the Quinebaug River on Aspinook Pond. Continuing south along Ross Hill Road is a 41 acre parcel (Map 22, Block 001) containing prime farmland soils followed by a 52.4 acre property (Map 16, Block 055) with nearly three fourths of the area noted as having farmland soils of statewide importance. Also of significance is that this property borders the Aspinook Dam and might offer a potential fording point for recreational boaters, something that the industrial development of the eastern bank of the river in Griswold does not readily allow.

The sixth property in this contiguous swath (Map 16, Block 055, Lot 0001) consists of 24 acres off Bayberry Lane containing some farmland soils of statewide importance and an archaeological conservation easement. The final parcel (Map 16, Block 083) is a 38 acre horse farm containing a perennial stream flowing directly into the Quinebaug River, some prime farmland soils and a substantial collection of wetlands at the eastern edge. At this point the Quinebaug River is fronted by the densely developed Sylvandale Road neighborhood. River access could potentially be afforded by a community service agency that occupies 1.4 acres (Map 21, Block 021) on Sylvandale Road.

This portion of the greenway resumes on the western side of Providence & Worcester Railroad line to the rear of the small business district located at the northern end of River Road (Connecticut Rt. 12). A 3.7 acre parcel (Map 21, Block 005) to which the town possesses an easement for its sewer line, offers access to the Quinebaug River without crossing the rail line. Across the tracks is 15 acres of farmland soil of statewide importance in active use. To the south of parcel is an additional 10.5 acre property (Map 20, Block 011) that consists of farmland soils of statewide importance and numerous wetlands. It is also being actively farmed.

Accessible under the Connecticut Turnpike (Interstate 395) bridge is 33 acres of town-owned land (Map 20, Block 003) comprised of farmland soils of statewide importance and numerous wetlands. Access to this property from the west-side of the Providence & Worcester Railroad line is via a roadway behind the Lisbon Landing shopping center off of River Road (Connecticut Route 12). Like similar properties to the north, this parcel is also being actively used for agriculture. Moving south along an initially narrow tract (Map 20, Block 004) between the river and the rail line is a 7.3 acre wooded parcel with farmland soils of statewide importance. This is followed by a 60 acre property (Map 19, Block 002) where the rail line and the river both make a 90 degree turn. The boundary between Griswold and

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Preston is located on the bank opposite this 90 degree bend. This parcel has extensive farmland soils of statewide importance as well as significant wetlands along its northern edge. It also is in agricultural use and contains a circa 1700 New England farmhouse (L-49, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

As the Quinebaug River makes a westerly turn the Providence & Worcester Rail line allows only a narrow path of land between the tracks and the water, widening afterwards at an 8 acre portion of Round Hill Farm (Map 13, Block 014). This wooded parcel contains farmland soils of statewide importance. Moving along to the west is another wooded parcel (Map 13, Block 007), this one of 13 acres comprised of farmland soils of statewide importance as well as significant wetlands at its western edge. As the river and the rail line make a sharp turn south, land between the water and the line becomes narrow and the banks steepen.

The space between the tracks and the river widens again in a 5 acre wooded parcel (Map 07, Block 022) owned by a public utility company containing farmland soils of statewide importance. This parcel is contiguous with a 21 acre property (Map 07, Block 005) that is also heavily wooded but comprised of farmland soils of statewide importance. After this point, however, the land again narrows and does not widen significantly before reaching the Preston Dam and shortly thereafter the confluence of the Quinebaug with the Shetucket River.

Q Greenway West

West of the Providence & Worcester Railroad lines in the north of the Q Greenway are a collection of eight properties totaling some 226 acres. Most of the properties have minimal development and together stretch from Phillips Road south to Ross Hill Road. The first property (Map 23, Block 012) contains 19.3 acres with limited access via the right of way leading to Pleasant View Cove. Nearly half of this property contains prime farmland soils. Immediately to the west is a similar sized parcel (Map 18, Block 014) with most of its 19.2 acres containing prime farmland soils. Immediately to the south of these first two properties is the bulk of a former pheasant farm (Map 18, Block 014, Lot 0004). These 72 acres are largely prime farmland soils with sizeable wetlands in the southeast corner. This property is bisected by the Pleasant View Cove access road.

Moving south along the western edge of the Providence & Worcester Railroad line is 32.2 acre property (Map 17, Block 045) containing a perennial stream that flows eastward through a significant wetland in the northeast corner and ultimately to the Quinebaug River. This property also contains both prime farmland soils and farmland soils of statewide importance. It is also the site of a 1840 New England farmhouse (L-40, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). This property also surrounds on two sides a 9.2 acre parcel (Map 17, Block 045, Lot 000A) consisting entirely of prime farmland soils. Continuing southward are two flag lots (Map 17, Block 052, Lot 0002 and Map 17, Block 052, Lot 0001) of 30.2 acres and 30.1 acres respectively. Connecting these parcels to Ross Hill Road is an 11 acre parcel (Map 17, Block 059, Lot 0001) containing a small pond. This parcel is in turn adjacent to vernacular style home constructed circa 1910 – 1920 on 2.03 acres (Map 17, Block 059, Lot 0002) (L-48, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). Further south on Ross Hill Road on 16 acres (Map 16, Block 049) is a Greek Revival home built in 1799/1840 (L-47, Historic and Architectural Resource Survey of the Town of Lisbon,

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Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). Proceeding further south to the intersection of Ross Hill Road and Newent Road is a circa 1780 New England farmhouse located on .93 acres (Map 16, Block 076, Lot 000A) (L-30, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Connecting Ross Hill Road to the Strawberry Fields neighborhood is a 2.39 acre undeveloped parcel (Map 17, Block 004, Lot 0012) that as of a February 1992 Planning and Zoning Commission Open Space Inventory was listed as open space. Within the Strawberry Fields neighborhood are two parcels listed on the February 1992 Planning and Zoning Commission Open Space Inventory as pending conveyance to the town however property records do not indicate Town of Lisbon ownership. The first parcel (Map 17, Block 005, Lot 0106) is a 10.82 acre parcel running behind residential properties on the eastern side of the Strawberry Street loop road abutting the aforementioned 2.39 acre parcel on Ross Hill Road. The second property (Map 17, Block 005, Lot 0107) is a 11.23 acre parcel located in the center of the loop road of Strawberry Street with a 30 foot access strip located on the west side between 50 and 56 Strawberry Street (Map 17, Block 005, Lot 0100 and Map 17, Block 005, Lot 0099 respectively). Deeds for these parcels should all be updated to reflect that they are Town of Lisbon owned open space.

The Q Greenway West resumes on the western side of Providence & Worcester Railroad line to the rear of the small business district located at the northern end of River Road (Connecticut Route 12). A 3.7 acre parcel (Map 21, Block 005) to which the town possesses an easement for its sewer line, offers access to the Quinebaug River without crossing the rail line. To the south of this parcel are 50 partially wooded acres (Map 21, Lot 0002), behind St. Mary's Cemetery but largely fronting River Road (Connecticut Route 12). This acreage contains a small pond and wetlands area, has prime farmland soil as well as farmland soil of statewide importance with approximately one-third of the area being actively farmed. South of this large parcel is a lightly wooded 14 acre property (Map 20, Block 012) that abuts the business area immediately surrounding the southbound side of the Connecticut Turnpike (Interstate 395), Exit 84 interchange.

Resuming south of the Lisbon Landing shopping center, Quinebaug Greenway West could pass through an 86 acre wooded parcel (Map 19, Block 001) located at the end of Kanahan Road. This property has prime farmland soils and farmland soils of statewide importance in its southern quarter, an intermittent stream across its north and wetlands adjacent to the rail line extending down its western edge. This property marks a 90 degree turn in both the Providence & Worcester Railroad line as well as that of the Quinebaug River. This property in turn abuts the 127 acre portion of the Round Hill Farm property (Map 013, Block 015), comprised almost entirely of farmland soils of statewide importance. The property also has substantial wetlands toward its center and an intermittent watercourse.

Aside from the physical attributes of the Round Hill Farm's land it also contains an historical structure. The New England style farmhouse that faces out toward the abbreviated Round Hill Road and River Road (Connecticut Route 12) dates from the mid-1700s and was included in an Historic Resources Inventory: Buildings and Structures conducted by the State of Connecticut, Connecticut Historical Commission in 2001.

Proceeding south from Round Hill Farm properties become increasingly smaller until the space west of the Providence & Worcester Railroad line becomes almost entirely occupied by River Road (Connecticut Route 12). This situation continues until reaching a business property and the 10.4 ac

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state-owned highway garage property (Map 07, Block 20). This state-owned property currently affords access across the Providence & Worcester Railroad line to a 5 acre public utility owned property (07-022) that runs along the Quinebaug River, forming a potential linkage to the Quinebaug Greenway East.

Continuing south are small residential parcels (Map 07, Blocks 019 - 018, 016 – 006) near where Rimek Road meets River Road (Connecticut Route 12). Residential properties (Map 07, Blocks 004 – 002) to the north of the rail line after this point and opposite the eastern end of Ice House Road may offer a contiguous option but parcels here are only 3.6 acres, 3.44 acres and 3.83 acres respectively.

The next point for a contiguous greenway along the Quinebaug River is on the north side of the Providence & Worcester Railroad line, parallel to River Road (Connecticut Route 12) beginning after Ice House Road. Some 35 acres in three parcels (Map 01, Block 002, Lot 0002, Block 002 and Block 001) constitute the open space located between River Road (Connecticut Route 12) and the Providence & Worcester Railroad line. At 4.7 acres, the westernmost of the parcels is the only one to have prime farmland soil however that parcel as well as the 29 and 2.2 acre parcels are all heavily wooded.

Central Greenway (East-West)

The Central Greenway (East-West) south of the Newent town center potentially cuts across approximately 539.7 acres of largely undeveloped land of varied topography. This corridor begins at South Burnham Highway opposite the western end of Kendall Road and south of the Providence and Worcester Railroad Line. Nearby, on Kendall Rd. Extension is a vernacular style home (Map 09, Block 056) circa 1900 – 1920 and a Craftsman bungalow style home (Map 09, Block 055) circa 1918/1928 inventoried on 5/1/2001 by the Connecticut Historical Commission (L-17 and L-18, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). The greenway encompasses two town-owned properties of 3.8 ac and 1.1 acre respectively (Map 09, Block 065 and Map 09, Block 066) immediately south and west of the Providence & Worcester Railroad trestle, both comprised almost entirely of wetland soils. These wetlands are linked via an intermittent stream that flows to an extended wetlands area in the center of a 150 acre portion of the Wildowsky Farm property (Map 09, Block 073). These wetlands stretch north to the Providence & Worcester Railroad line opposite the town owned 3 acre Bicentennial Park property (Map 09, Block 064) which in turn abuts the abandoned northern portion of Lee Road. A separate portion of wetlands is located in the southeast corner of this 150 acre property just north of the Connecticut Turnpike (Interstate 395) which forms the southern boundary. A portion of the property between Mell Road and South Burnham Highway (Connecticut Route 169) is in active agricultural use with the northwestern corner containing prime farmland soil. To the northeast of these 150 acres (Map 09, Block 073) are a 19.5 acre landlocked (Map 15, Block 003) parcel and an additional landlocked 1 acre property (Map 15, Block 004), that are also part of the Wildowsky Farm property.

Immediately to the east of the 150 acres (Map 09, Block 073) and also part of the Wildowsky Farm, is a landlocked 14 acre parcel (Map 15, Block 002), bordered by I-395 to the south and to the north and west by a 202.3 acre parcel (Map 15, Block 031). This 202.3 acre parcel extends from the northern section of the Wildowsky Farm property (Map 09, Block 073 and Map 15, Block 002) all the way east to River Road (Connecticut Route 12). This 202.3 acre parcel contains extensive wetlands in the southwest portion and along the northern boundary as well as intermittent streams and a small pond (Highway Pond) in the southeast quarter. This large parcel is bordered to the north by a 78 acre property

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(Map 15, Block 005, Lot 0001) accessible from Lee Road to the east and Ross Hill Road Extension to the north. The 78 acre consists almost entirely of prime farmland soils. Also to the north of this 202.3 acre parcel is a 50 acre land locked parcel (Map 15, Block 005) containing a small section of wetlands in its central section. This 50 acre parcel is opposite the Providence and Worcester Railroad line from the abandoned portion of Lee Road. To the south of the 202.3 acre parcel is a 20 acre landlocked property (Map 15, Block 001) that constitutes the entire southern boundary with the exception of a portion to the far west bordering I-395 and portion to the far east bordering the Exit 84 E ramp of I-395. The 20 acre property (Map 15, Block 001) is an elongated strip north of I-395 extending to southbound Exit 84 E ramp with the 202.3 acre parcel (Map 15, Block 031) to the east and north.

As an east-west connector, various options exist to connect the Westminster-Shetucket Greenway to the Quinebaug Greenway West. The most direct and undeveloped route would extend from the town-owned Bicentennial Park/abandoned Lee Rd. north of the Providence and Worcester Railroad to the existing Lee Road through which the 50 partially wooded acres (Map 21, Block 002) across River Road. (Connecticut Route 12) could be accessed. Alternatively, access could be provided via the 150 acre (Map 09, Block 73) and 202.3 acre (Map 15, Block 31) parcels to connect with town-owned land along South Burnham Highway (Map 09, Block 065 and Map 09, Block 066). The preferred option would be a combination of these two options to include access to Ross Hill Road Extension (Map 15, Block 005, Lot 0001) that would afford town residents the ability to use passive transport (walking, biking, etc.) to cross the central portion of the town to the business areas located on the east side as well as the Quinebaug Greenway with a minimal number of road crossings. Located at the end of Lee Road on a 78 acre parcel (Map 15, Block 005, Lot 0001) is a New England farmhouse style home inventoried on 5/1/2001 by the Connecticut Historical Commission constructed in 1740 (L-21, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001). At the River Rd. (CT Rt. 12) end of Lee Road is another New England farmhouse style residence (Map 15, Block 025, Lot 0001) sitting on 1.94 acres and constructed in 1848 (L-20, Historic and Architectural Resource Survey of the Town of Lisbon, Connecticut, Project Historian Geoffrey Rossano, PhD, 2001).

Alternatively, Option B for the Central Greenway (East-West) could run up Mell Road from South Burnham Highway, crossing the Connecticut Turnpike (Interstate 395) before picking up on Nygren Road or one of the adjacent parcels of working farmland on either side (Map 09, Block 074 – 35.10 acres; Map 09, Block 075 – 35.30 acres). From the end of Nygren Road this alternative route would proceed through a 31 acre parcel (Map 14, Block 032) consisting of substantial wetland soils in its central portion and the continuation of Lisbon Brook flowing from the two aforementioned properties.

Continuing westward, the corridor could parallel the Connecticut Turnpike through an undeveloped 18.4 acre parcel (Map 14, Block 046) to a 6.6 acre parcel (Map 14, Block 045) fronting River Road (Connecticut Route 12). A more southerly route from the 31 acre parcel (Map 14, Block 032) could travel through substantial wetlands in the northern portions of a 36.61 acre property (Map 14, Block 037) and a 40 acre parcel (Map 14, Block 039, Lot 0001) before passing through substantial wetlands in a 22.26 acre property (Map 14, Block 039) that abuts a major retail area containing conservation easements on substantial wetlands to its rear (Map 14, Block 042, Lot 0006) abutting River Rd. (Connecticut Route 12).

Appendix B: Full Community Survey Results

Lisbon Community Survey Results
221 responses on 5/8/2015

What is your age?		
Answer Options	Response Percent	Response Count
Under 18	0.9%	2
18 to 24	4.6%	10
25 to 34	14.6%	32
35 to 44	24.2%	53
45 to 54	28.3%	62
55 to 64	16.9%	37
65 or older	10.5%	23
<i>answered question</i>		219
<i>skipped question</i>		2

I am a: (please check all that apply)			
Answer Options		Response Percent	Response Count
Resident of Lisbon		90.0%	197
Property-owner in Lisbon		49.8%	109
Business-owner in Lisbon		6.4%	14
Work in Lisbon		14.2%	31
Do not live in Lisbon, but spend time/		2.7%	6
Other (please specify)			4
<i>answered question</i>			219
<i>skipped question</i>			2
Number	Response Date	Other (please specify)	
1	May 6, 2015 6:13 PM	grew up there. family still lives therei don't but visit every weekend	
2	May 6, 2015 3:29 PM	Ex resident, hopeful future resident	
3	Apr 25, 2015 3:12 PM	Lived my entire childhood in Lisbon	
4	Apr 4, 2015 1:56 AM	volunteer firefighter	

How long have you lived in Lisbon?		
Answer Options	Response Percent	Response Count
Less than 5 years	8.5%	18
5-10 years	14.7%	31
10 or more years	58.8%	124
My whole life	18.0%	38
<i>answered question</i>		211
<i>skipped question</i>		10

Lisbon Community Survey Results
221 responses on 5/8/2015

Do you currently have, or recently have had, children enrolled in the Lisbon K-8 school system?		
Answer Options	Response Percent	Response Count
Currently have children enrolled in	33.7%	70
Had children enrolled in Lisbon Central	46.2%	96
Have not had children enrolled in	15.9%	33
Expect to have children enrolled in	12.0%	25
<i>answered question</i>		208
<i>skipped question</i>		13

How long does it take you to travel to work?		
Answer Options	Response Percent	Response Count
I do not currently work outside the	18.7%	39
Less than 10 minutes	21.5%	45
10-20 minutes	24.4%	51
20-30 minutes	18.2%	38
More than 30 minutes	17.2%	36
<i>answered question</i>		209
<i>skipped question</i>		12

How long does it take you to travel to Lisbon?		
Answer Options	Response Percent	Response Count
Less than 10 minutes	37.5%	3
10-20 minutes	12.5%	1
20-30 minutes	25.0%	2
More than 30 minutes	25.0%	2
<i>answered question</i>		8
<i>skipped question</i>		213

Lisbon Community Survey Results
221 responses on 5/8/2015

Why did you choose to live/ work/ operate a business in Lisbon? (Check all that apply.)		
Answer Options	Response Percent	Response Count
Birthplace	14.4%	28
Sense of community	30.9%	60
Quality of school system	64.4%	125
Housing Availability	14.4%	28
Housing Affordability	23.7%	46
Location	56.7%	110
Friends/ Family	40.2%	78
Job located here	6.7%	13
Low taxes	62.9%	122
Public transportation	1.0%	2
Walkability	3.1%	6
Sense of community	16.5%	32
Alternative energy	0.0%	0
Unsure/ Don't Know	2.1%	4
Other (please specify)		11
answered question		194
skipped question		27

Number	Response Date	Other (please specify)	Categories				
1	May 7, 2015 3:33 PM	lisbon is a town in decline, looking trashy in so many ares now. I live here for now.					
2	May 7, 2015 11:38 AM	The ability to choose which high school my child would attend was high on the list. I have a graduate of NFA, of Ledyard High School and a Junior the Science and Technology Magnet School in New London. This school choice has allowed each child to thrive during their high school experiences.					
3	May 6, 2015 10:34 PM	My husband has lived here since he was born. 36 years					
4	May 6, 2015 7:06 PM	Our home is right on Blissville Pond, which we love! Also we love the long age of our home. It is not a cookie cutter home; it has character!☺					
5	Apr 25, 2015 3:15 PM	All of the above					
6	Apr 21, 2015 8:03 PM	Lived in Lisbon as a child moved back for my children to go to school					
7	Apr 17, 2015 8:33 PM	I love the fact that we are in the woods in Lisbon but still within 15 minutes of major shopping.					
8	Apr 11, 2015 9:30 PM	Had the style of home we were looking for.					
9	Apr 4, 2015 12:23 PM	marrage					
10	Apr 3, 2015 3:44 AM	Nice quiet town to raise a family.					
11	Apr 2, 2015 4:50 PM	Care about my community and enjoy being actively involved in multiple aspects within the town					

Lisbon Community Survey Results
221 responses on 5/8/2015

One reason why Lisbon has a low tax rate compared to surrounding communities is because of the high rates of volunteerism in the community. Having volunteer service instead of paid staff (such as the Fire Department and Emergency Medical Services) reduces municipal overhead and results in lower taxes. Do you volunteer in any capacity in the community?

Answer Options	Response Percent	Response Count
I volunteer as a firefighter or EMT	21.1%	40
I volunteer on a town board or	18.4%	38
I volunteer with the school	19.5%	39
I volunteer with a church group	3.2%	7
I volunteer for some other	23.2%	46
I do not volunteer, but would be	20.5%	38
I am not aware of volunteer	14.6%	27
I choose not to volunteer	11.9%	23
Comments		12
<i>answered question</i>		191
<i>skipped question</i>		30

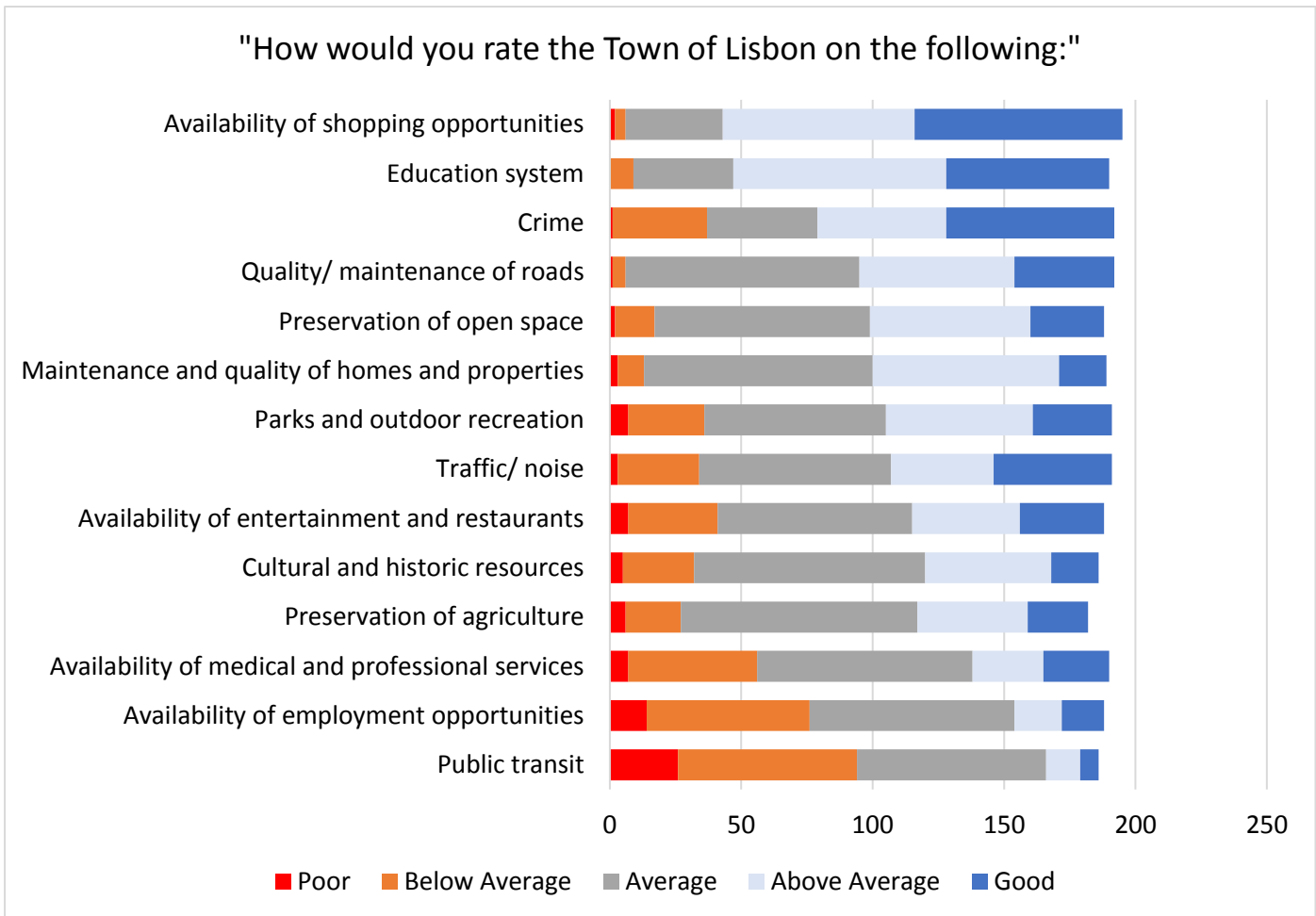
Number	Response Date	Comments	Categories				
1	May 7, 2015 3:33 PM	major reason lisbon has low tax rate is because of lisbon landing and the incinerator. Do not care how many volunteers you have....if the whole town volunteered the taxes would still what they are. I was a volunteer for many yrs					
2	May 6, 2015 7:06 PM	My wife and I are physically disabled and find it very difficult to get around! If we could volunteer for something while staying in our own home we would like to hear about it.					
3	May 6, 2015 6:10 PM	My problem is the shift I work					
4	May 6, 2015 2:56 PM	I have, on occasion, volunteered at the school.					
5	Apr 21, 2015 8:33 PM	Lisbon Historical Society					
6	Apr 20, 2015 11:31 PM	Held elected positions for about thirty years. Same as volunteering.					
7	Apr 14, 2015 10:45 PM	I question your high rate of volunteerism Fire department and EMS are struggling do to lack of volunteers					
8	Apr 14, 2015 9:27 PM	volunteered with the school during the years child attended					
9	Apr 11, 2015 9:30 PM	Not volunteer for above mentioned in parenthesis					
10	Apr 8, 2015 4:00 PM	I have volunteered,					
11	Apr 4, 2015 11:37 AM	Volunteer at the senior center					
12	Apr 3, 2015 1:48 AM	I have volunteered for the school in the past					

Were you aware of the impact that volunteer services in Lisbon have on the tax rate?

Answer Options	Response Percent	Response Count
Yes	52.9%	107
No	47.1%	89
<i>answered question</i>		196
<i>skipped question</i>		25

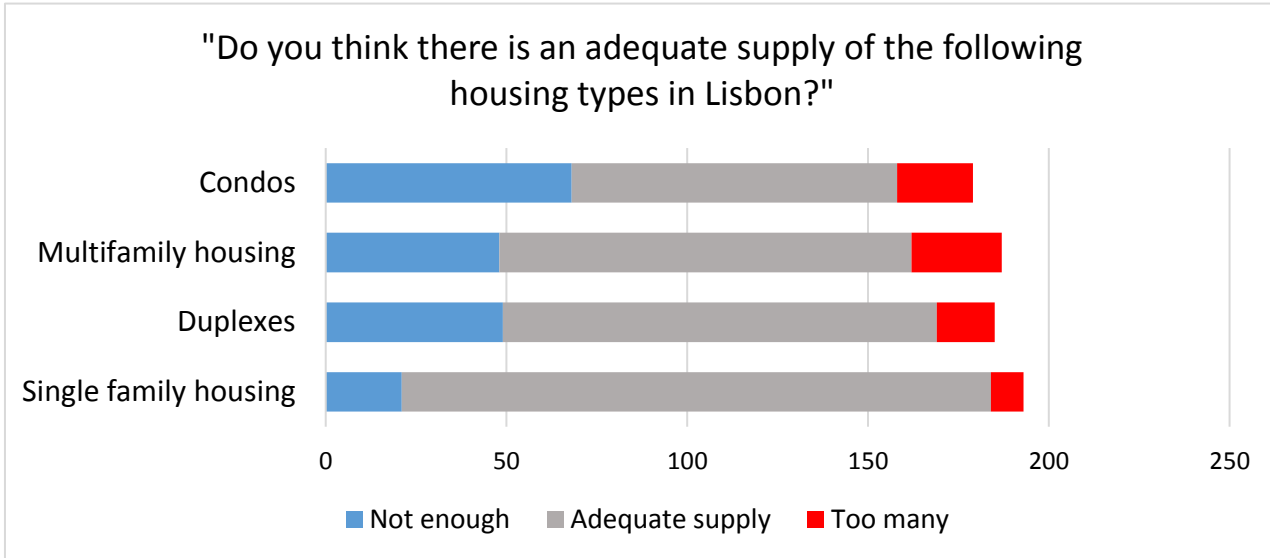
Lisbon Community Survey Results
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How would you rate the Town of Lisbon on the following:						
Answer Options	Poor	Below Average	Average	Above Average	Good	Response Count
Availability of shopping opportunities	2	4	37	73	79	195
Education system	0	9	38	81	62	190
Quality/ maintenance of roads	1	5	89	59	38	192
Crime	1	36	42	49	64	192
Traffic/ noise	3	31	73	39	45	191
Parks and outdoor recreation	7	29	69	56	30	191
Availability of medical and professional	7	49	82	27	25	190
Availability of entertainment and	7	34	74	41	32	188
Availability of employment	14	62	78	18	16	188
Maintenance and quality of homes and	3	10	87	71	18	189
Public transit	26	68	72	13	7	186
Cultural and historic resources	5	27	88	48	18	186
Preservation of open space	2	15	82	61	28	188
Preservation of agriculture	6	21	90	42	23	182
<i>answered question</i>						198
<i>skipped question</i>						23



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Do you think there is an adequate supply of the following housing types in Lisbon?				
Answer Options	Not enough	Adequate supply	Too many	Response Count
Single family housing	21	163	9	193
Duplexes	49	120	16	185
Multifamily housing	48	114	25	187
Condos	68	90	21	179
<i>answered question</i>				193
<i>skipped question</i>				28



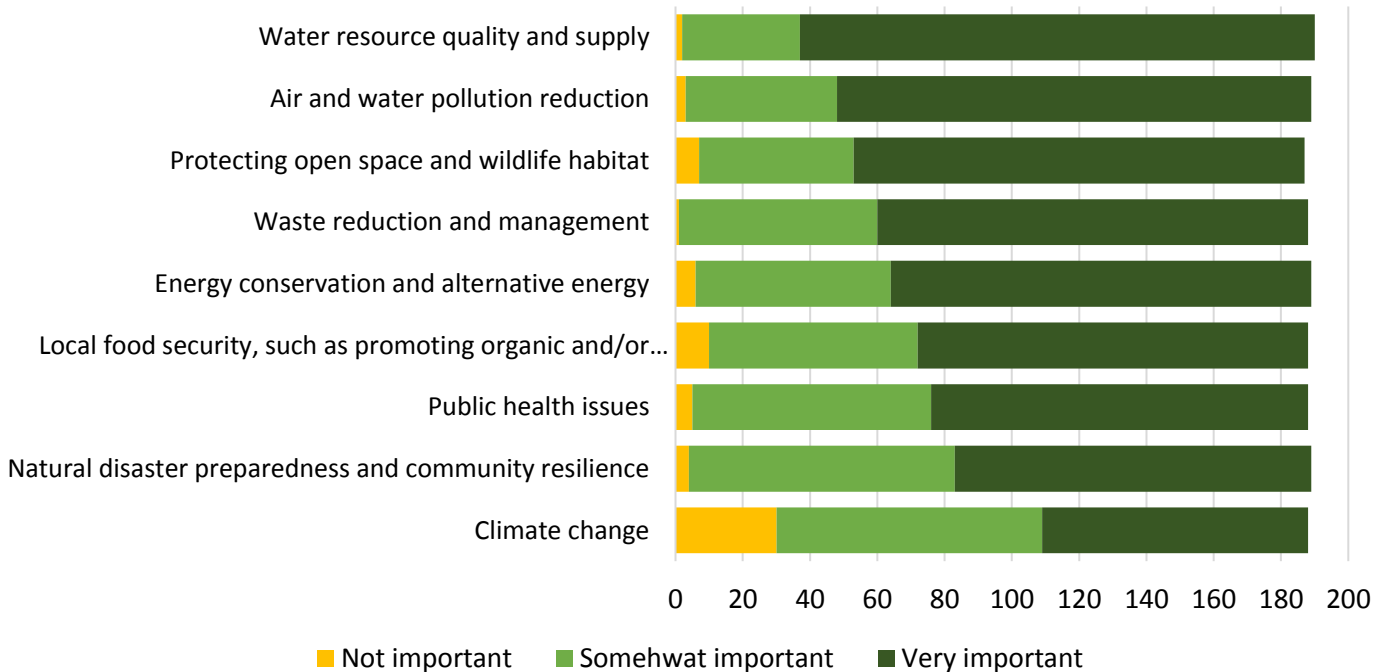
Lisbon Community Survey Results
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Sustainability is defined as using resources so that they are not depleted or permanently damaged, so that future generations may also benefit from those resources. What environmental sustainability values are most important to you personally?

Answer Options	Not important	Somehwat important	Very important	Response Count
Energy conservation and alternative	6	58	125	189
Water resource quality and supply	2	35	153	190
Waste reduction and management	1	59	128	188
Air and water pollution reduction	3	45	141	189
Local food security, such as promoting	10	62	116	188
Protecting open space and wildlife	7	46	134	187
Climate change	30	79	79	188
Natural disaster preparedness and	4	79	106	189
Public health issues	5	71	112	188
Other (please specify)				4
		<i>answered question</i>		190
		<i>skipped question</i>		31

Number	Response Date	Other (please specify)
1	May 7, 2015 11:32 AM	solar and wind should be used more
2	May 6, 2015 7:10 PM	Help owners of local ponds rid them of pollution!
3	May 5, 2015 11:48 PM	give prop owners back their rights
4	Apr 4, 2015 12:09 PM	Climate change isn't anthropogenic therefor why put resources into that? It's better to focus on waste management and water quality of our rivers/streams.

"What environmental sustainability values are most important to you personally?"



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What actions are you aware of that the Town of Lisbon or community groups have already taken to promote environmental sustainability in Lisbon?

Answer Options		Response Count
		72
<i>answered question</i>		72
<i>skipped question</i>		149

Number	Response Date	Response Text
1	May 7, 2015 6:39 PM	None that I know of except the 'Solar 'program
2	May 7, 2015 3:47 PM	NONE, Yes you got open land on rt 169 what are you going to do with it other
3	May 7, 2015 11:40 AM	Lisbon annual cleanup. Availability of recycling services.
4	May 7, 2015 11:32 AM	Land purchases
5	May 7, 2015 12:16 AM	The school does an immense amount for this but sustainability would be the
6	May 7, 2015 12:14 AM	Perseveration of life by the conservation committee
7	May 6, 2015 11:57 PM	Public pickup in the spring and fall. Collection of chemicals and electronic equipment.
8	May 6, 2015 10:50 PM	Not aware of any.
9	May 6, 2015 10:34 PM	Not aware
10	May 6, 2015 9:22 PM	none
11	May 6, 2015 7:10 PM	Driving the developing of bacteria from chicken corpses out of town! Was slated to start on Bundy Hill Road until the residents of Lisbon found out about it!!
12	May 6, 2015 6:15 PM	Farmers market!!
13	May 6, 2015 6:11 PM	The meadows. Keeping it for recreation use; the synagogue, the newest
14	May 6, 2015 4:22 PM	Farmers market
15	May 6, 2015 4:20 PM	Town seems to think that buying open space land is the answer, town government should not be a land bearer...or in control of open space, stops community from growing...and the least control the town has over open space the better off the community will be.....
16	May 6, 2015 3:25 PM	None
17	May 6, 2015 3:02 PM	Limiting businesses that promote pollution and emissions.
18	May 6, 2015 3:01 PM	Meadows Park maintenance.
19	May 6, 2015 2:21 PM	Farmers Market
20	May 6, 2015 2:10 PM	Solar energy
21	May 6, 2015 1:53 PM	Did not approve charles river virus lab
22	May 6, 2015 2:18 AM	Town purchasing land for unknown purposes...unconstitutional
23	May 5, 2015 8:16 PM	Conservation easements, open spaces, buying up of private land, regional zoning, increasing building lot size, a general grinding down of private property rights.
24	May 1, 2015 9:32 PM	Farmers Market
25	May 1, 2015 8:57 PM	none
26	May 1, 2015 8:56 PM	protecting woodland and natural resources
27	May 1, 2015 8:11 PM	solar panels on the schools roof

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- 28 **Apr 30, 2015 3:52 AM** The environmental Club at the LCS. The can redemption performed buy the Lisbon Historical Society, the recycle frequent pickup, and permission to bring other items to the Transfer Facility in Plainfield, using sand and a little salt for roads in winter, rather than all salt.
- 29 **Apr 30, 2015 3:13 AM** Preserving our historic properties and continuing to peruse land for open
30 **Apr 27, 2015 1:39 AM** recycling
- 31 **Apr 26, 2015 12:34 PM** Recycling, use of solar power, environmental protection awareness.
- 32 **Apr 25, 2015 3:15 PM** None
- 33 **Apr 21, 2015 8:37 PM** None, except the tiny recycling buckets that are nearly useless because they don't hold 1/2 of an average family's weekly generation recyclable materials . Lisbon is pretty much a town with no identity (except for an old railroad tunnel and a bunch of chain stores) and few if any worthwhile job opportunities.
- 34 **Apr 21, 2015 6:57 PM** Not aware of any.
- 35 **Apr 20, 2015 11:33 PM** Bought land to keep as open space(s).
- 36 **Apr 17, 2015 8:35 PM** Lisbon Farmers Market
- 37 **Apr 17, 2015 11:11 AM** Nothing that I know of
- 38 **Apr 16, 2015 8:51 PM** It's implementation of Open Space and purchase of properties such as the Hydela Property
- 39 **Apr 15, 2015 2:50 PM** none
- 40 **Apr 14, 2015 9:32 PM** easements, acquisition of sensitive properties for historic and cultural preservation, and municipal needs.
- 41 **Apr 14, 2015 8:59 PM** none
- 42 **Apr 14, 2015 3:10 PM** None - there is very little communication from the Town
- 43 **Apr 10, 2015 3:48 PM** Protecting open space.
- 44 **Apr 8, 2015 9:47 PM** Solar initiative
- 45 **Apr 7, 2015 3:47 PM** Good zoning and trying preserve open space
- 46 **Apr 7, 2015 11:32 AM** None
- 47 **Apr 7, 2015 10:41 AM** None
- 48 **Apr 7, 2015 1:42 AM** School launched projects encouraging youth recycling, compost,
- 49 **Apr 7, 2015 1:15 AM** Active Inland Wetlands Commission, visible and reliable recycling program, farmers market, proactive Conservation Commission
- 50 **Apr 6, 2015 12:40 PM** none
- 51 **Apr 5, 2015 5:04 PM** Unaware of any actions taken.
- 52 **Apr 5, 2015 2:17 PM** None
- 53 **Apr 4, 2015 12:44 PM** The school did a project for save the sound
- 54 **Apr 4, 2015 12:27 PM** The people of this town only care for the environment when it suits their personal benefit..
- 55 **Apr 4, 2015 12:17 PM** Recycling pickup, incinerator in town
- 56 **Apr 4, 2015 12:09 PM** I'm not aware of any.
Farmers market☒
- 57 **Apr 4, 2015 11:50 AM** Planning and zoning regarding open space and use
- 58 **Apr 4, 2015 11:39 AM** Conservation committee, planning and zoning, zoning bd of appeals
- 59 **Apr 4, 2015 2:13 AM** The Wheelabrator facility provides clean energy, and serves to get rid of the bulk of our waste.
- 60 **Apr 4, 2015 2:09 AM** conservation of the Meadows and surrounding areas.

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- 61 Apr 3, 2015 2:55 PM Purchasing property to keep the land from being developed.
- 62 Apr 3, 2015 2:42 PM Protection and purchase of open space for future needs of the Town.
- 63 Apr 3, 2015 10:18 AM ?
- 64 Apr 3, 2015 3:47 AM Purchase of open space land.
- 65 Apr 3, 2015 1:49 AM None
- 66 Apr 2, 2015 11:33 PM Not aware of any actions
- 67 Apr 2, 2015 11:13 PM Keep open space, recycling
- 68 Apr 2, 2015 11:09 PM None of the above.
- 69 Apr 2, 2015 10:17 PM None
- 70 Apr 2, 2015 4:51 PM None
- 71 Apr 2, 2015 4:03 PM Purchase of land for open space
- 72 Apr 1, 2015 5:20 PM Established a Farmer's Market, town funded recycling collection

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What do you like best about Lisbon?

Answer Options	Response Percent	Response Count
1.	100.0%	143
2.	87.4%	125
3.	64.3%	92
	<i>answered question</i>	143
	<i>skipped question</i>	78

Number	Response Date	1.	2.	3.
1	May 8, 2015 1:37 AM	Location		
2	May 8, 2015 1:33 AM	Quiet	Low taxes	retail aread
3	May 7, 2015 11:20 PM	Community	school system	low crime rate
4	May 7, 2015 6:40 PM	Bedroom community		
5	May 7, 2015 4:13 PM	cheaper taxes compared to surrounding towns....	like the choice of stores	
6	May 7, 2015 3:30 PM	the amazing school and wonderful teachers there	the school	the school
7	May 7, 2015 1:33 PM	The feeling of community		
8	May 7, 2015 12:51 PM	Small town atmosphere but centrally located.	Low tax rate	Great school system
9	May 7, 2015 11:48 AM	Location	Rural atmosphere	Low taxes in comparison to the rest of the state
10	May 7, 2015 11:36 AM	school	community	rural
11	May 7, 2015 3:28 AM	Sense of community	Low taxes	Rural atmosphere
12	May 7, 2015 2:36 AM	Low taxes	schools however the test rests have declined significantly in the last 4-6 years	
13	May 7, 2015 2:07 AM	Quiet- small town	Most people are friendly	Almost anything is within 1/2 hour drive
14	May 7, 2015 1:29 AM	Community	Shopping Area	Affordable housing
15	May 7, 2015 1:23 AM	Size of the community	Privacy	

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16	May 7, 2015 12:24 AM	feeling safe	school system (my children went through and now grandchildren are begining to as well)	other residents we have known for so many years
17	May 7, 2015 12:19 AM	the feeling of community	my backyard	the teachers
18	May 7, 2015 12:00 AM	location	taxes	sense of community
19	May 6, 2015 10:54 PM	School	Rural	Low crime rate
20	May 6, 2015 10:22 PM	country feel	one school for pre K to 8th	close to shopping
21	May 6, 2015 9:25 PM	the country feel	low taxes	school syste
22	May 6, 2015 7:20 PM	small town feel	low taxes	great school sysyem
23	May 6, 2015 7:20 PM	Country setting just minutes away from necessary banks, stores, physicians, dentists, etc.	Low taxes because of volunteers and Wheelabrator	The annual Firetrucks and Santa Parade!
24	May 6, 2015 6:16 PM	Small town atmosphere	Low mil rate	Half way decent school system
25	May 6, 2015 6:03 PM	Small community living		
26	May 6, 2015 5:04 PM	Low tax rate	Sense of community	
27	May 6, 2015 4:43 PM	quiet	rural	
28	May 6, 2015 4:26 PM	Still safe		
29	May 6, 2015 4:25 PM	Location, low taxes, great shopping	Lisbon meadows park, women's volleyball league, Thursday recreation volleyball	Incinerator access
30	May 6, 2015 4:23 PM	Low tax base	location	
31	May 6, 2015 4:23 PM	It is still somewhat quiet, safe and "country looking".	School system is great - except sick of all the testing. STOP COMMON CORE	
32	May 6, 2015 4:00 PM	rural characteristics it maintains.	country feel	close to many things.
33	May 6, 2015 3:57 PM	area	quiet	community
34	May 6, 2015 3:31 PM	Location	Low traffic, noise	Community
35	May 6, 2015 3:28 PM	Excellent School System	Beautiful scenery/landscape	Not over populated
36	May 6, 2015 3:12 PM	Great elementary school and close to Griswold High School	Nice neighborhoods	Close to everything, but far enough away from larger cities to enjoy the quiet country
37	May 6, 2015 3:04 PM	low taxes	schools	community

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38	May 6, 2015 3:01 PM	sense of community	good school system	Lisbon Meadows
39	May 6, 2015 2:51 PM	people	schools	country living
40	May 6, 2015 2:35 PM	taxes	close to 397	shopping needs are met close by
41	May 6, 2015 2:31 PM	school system is great	Great fire department and needs to update the station	Nice people
42	May 6, 2015 2:22 PM	School System	Quiet	
43	May 6, 2015 2:18 PM	school	quiet	
44	May 6, 2015 2:13 PM	schools	accessibility	rural
45	May 6, 2015 2:11 PM	Schools	Taxes	community
46	May 6, 2015 1:54 PM	safe community	low taxes	school system
47	May 6, 2015 1:54 PM	Family/Friends	Location	Community
48	May 6, 2015 1:38 PM	schools	location	friends
49	May 6, 2015 1:36 PM	It's been a very nice place to raise a family.	Great community.	Roads are well maintained.
50	May 6, 2015 2:23 AM	being left alone as a resident and landowner	quiet, safe, clean	enough to do close by, but not too much
51	May 5, 2015 11:58 PM	country setting	close proximity to shopping etc	i used to love the school system, however, the quality of education, sports programs & teacher moral are not what they used to be
52	May 5, 2015 8:16 PM	Rural private property		
53	May 5, 2015 5:38 PM	Schools	Fire department	How easy it is to get involved
54	May 4, 2015 9:18 PM	community support	small town feel	sence of saftey
55	May 4, 2015 3:54 PM	rural atmosphere, yet close to commerce and major highways		
56	May 4, 2015 1:11 PM	we only spend what we have to	nice quiet rural area	low crime
57	May 2, 2015 4:20 AM	Lisbon Stores	Schools	Taxes
58	May 1, 2015 9:35 PM	Not too populated	Somewhat rural like - farms, houses spreadout	
59	May 1, 2015 9:03 PM	Fire Department	School system	Excellent Town Crew
60	May 1, 2015 9:03 PM	small town	friendly residents	town emergency services
61	May 1, 2015 8:13 PM	T		
62	May 1, 2015 8:10 PM	Small town	shopping centers	family oriented

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63	May 1, 2015 4:18 PM	Low Taxes	Small Town Feel with Larger Town Shopping	Resident Trooper Service that knows the area and residents
64	May 1, 2015 4:10 PM	Close to stores	education	
65	May 1, 2015 4:08 PM	convenience	selective development	quality of school
66	May 1, 2015 4:06 PM	Not in city but close enough to stores	education	
67	May 1, 2015 3:54 PM	The small community feeling.	Historical buildings	Low taxes
68	Apr 30, 2015 9:26 PM	school	Fire Dept	friends and family
69	Apr 30, 2015 4:01 AM	The work of the Historical Society	The good job by the road crew, most important in the winter	The friendly nature of the staff at the Town Hall, and the work of the Fire Dept.
70	Apr 30, 2015 3:40 AM	small town atmosphere	low taxes	proximity to shopping
71	Apr 29, 2015 4:24 PM	Proximity to so many things (work, stores, etc)	School system	
72	Apr 28, 2015 10:04 PM	The location and being rural	Quinebaug River	The teachers at LCS
73	Apr 28, 2015 4:31 PM	the small town feel		
74	Apr 27, 2015 4:33 PM	Lisbon Central School	Small community	
75	Apr 27, 2015 12:03 PM	small town but close to everything you need		
76	Apr 27, 2015 1:39 AM	low taxes	good schools	
77	Apr 26, 2015 12:36 PM	nice quiet community.	Good neighborhood	quality of education.
78	Apr 24, 2015 1:38 PM	Quiet	Privacy	Convenience to shopping and work
79	Apr 23, 2015 6:45 PM	I like the rural nature of Lisbon		
80	Apr 22, 2015 12:41 AM	Lisbon landing is close and convenient	cinemas give something to do	
81	Apr 21, 2015 8:43 PM	Low taxes	Targeted commercial area allows for the rest of the town to maintain a rural feel	Lisbon Central School (until Mr. Austin left. It has been in a severe downward spiral since then)
82	Apr 21, 2015 6:57 PM	Community	Schools	
83	Apr 21, 2015 2:22 PM	Good school system, good high school choice	Quiet, rural nature of the town	
84	Apr 21, 2015 1:43 AM	School System	Small town	
85	Apr 20, 2015 11:38 PM	Location	Close to a hospital	tax rate
86	Apr 17, 2015 8:40 PM	rural	low taxes	farmers market

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87	Apr 17, 2015 11:16 AM	Small town	School and senior center	People
88	Apr 16, 2015 8:57 PM	Very low population		
89	Apr 16, 2015 2:09 PM	Low taxes	School System	
90	Apr 15, 2015 6:52 PM	Small town feeling	Low taxes	Easy access to highway, shopping
91	Apr 15, 2015 2:52 PM	Low taxes	Nice area	
92	Apr 14, 2015 11:16 PM	small Town		
93	Apr 14, 2015 9:37 PM	location and acessability to major highways and metropolitan areas	mill rate	
94	Apr 14, 2015 9:14 PM	Tax rate	School System	Large commercial retail stores and restaurants
95	Apr 14, 2015 3:11 PM	Country feel	accessibility of shopping	low taxes
96	Apr 14, 2015 12:12 AM	small town	rural environment	low taxes
97	Apr 12, 2015 2:07 PM	Convenient location	Small town	Low taxes
98	Apr 12, 2015 1:12 PM	taxes, trash service	I like how the shopping area is set in one part of town.	I like the small town feel even though we have grown.
99	Apr 10, 2015 3:52 PM	Small town atmosphere but sufficient shopping to prevent having to travel far.		
100	Apr 8, 2015 9:52 PM	small town/friendly neighbors	close shopping	Low crime
101	Apr 8, 2015 4:05 PM	small town feel	convience to personel needs	attitude of town officals and employies,
102	Apr 7, 2015 3:53 PM	rural quietness	senior center and services they providr	affordability
103	Apr 7, 2015 11:34 AM	Community sense	school system	
104	Apr 7, 2015 10:53 AM	beauty	low crime	good school system
105	Apr 7, 2015 1:46 AM	Safe, secure, friendly community	Not crowded	School
106	Apr 7, 2015 1:39 AM	low taxes	sense of community	good school system
107	Apr 7, 2015 1:24 AM	Good public services (schools, recreation programs, etc.)	Great location centered on eastern Connecticut's main north-south highway (I-395)	Scenic location
108	Apr 6, 2015 11:06 PM	community feel	schools	
109	Apr 6, 2015 10:42 PM	sense of community	small town feel	farms

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110	Apr 6, 2015 12:43 PM	low taxes		
111	Apr 5, 2015 5:09 PM	The country setting.	Low taxes.	Safe community.
112	Apr 5, 2015 2:19 PM	small quiet community	schools for when I have a family	
113	Apr 4, 2015 12:51 PM	low taxes	great school	open space
114	Apr 4, 2015 12:49 PM	the country look	good roads	low taxes
115	Apr 4, 2015 12:34 PM	shopping location about Rt 395 and Rt 12	school system	
116	Apr 4, 2015 12:23 PM	small community	school system	retail stores
117	Apr 4, 2015 12:14 PM	Volunteering	The Community	The school system (which since the new superintendent has went downhill quite a bit, many parents have made this comment. New admin is focused on "test, test, test" not teaching our youth the tools in life to succeed)
118	Apr 4, 2015 12:04 PM	Low taxes.	Scenic rte 169	country setting in certin parts of town
119	Apr 4, 2015 11:53 AM	sense of community	low taxes	Good school system
120	Apr 4, 2015 11:44 AM	That its a small town	the great school and senior center	the shopping plaza
121	Apr 4, 2015 2:52 AM	The family orientation	the town is very peaceful	
122	Apr 4, 2015 2:17 AM	Nice community feel	Low tax rate	location/scenery
123	Apr 4, 2015 2:14 AM	School System	Taxes	Community activities and volunteers
124	Apr 4, 2015 2:10 AM	Small town/rural	School is great	Shopping
125	Apr 4, 2015 1:31 AM	taxes	shopping	fire service
126	Apr 4, 2015 12:57 AM	small town community		
127	Apr 3, 2015 3:01 PM	Taxes	Small town atmosphere	Schools
128	Apr 3, 2015 2:45 PM	Small community with large community opportunities.		
129	Apr 3, 2015 10:20 AM	low taxes	small town	low crime
130	Apr 3, 2015 4:03 AM	Low taxes	Open land	My beautiful neighborhood
131	Apr 3, 2015 1:36 AM	The school	Troop73	The community comes together as family
132	Apr 2, 2015 11:35 PM	sense of community	good school system	low taxes
133	Apr 2, 2015 11:20 PM	The planned retail area.	The ruralness of the community.	
134	Apr 2, 2015 11:09 PM	Community	School	Rec programs

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135	Apr 2, 2015 10:19 PM	Location	Low taxes	
136	Apr 2, 2015 8:45 PM	Housing	Proximity to stores	Taxes
137	Apr 2, 2015 8:14 PM	Small community	school	
138	Apr 2, 2015 6:25 PM	Small community		
139	Apr 2, 2015 4:40 PM	I like the community	I like the shipping being close	
140	Apr 2, 2015 4:08 PM	Small community	Rural setting	Supportive community
141	Apr 2, 2015 2:33 PM	Low Taxes	Students get choice of HS	One side is more rural, other side is more commercialized for easy access to shopping/restaurants
142	Apr 1, 2015 9:52 PM	low taxes	small community	
143	Apr 1, 2015 5:25 PM	suburban atmosphere	good neighbors	

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What would make Lisbon a better place to live, work, and/or run a business?

Answer Options	Response Percent	Response Count
1.		121
2.		82
3.		52
	<i>answered question</i>	121
	<i>skipped question</i>	100

Number	Response Date	1.	2.	3.
1	May 8, 2015 1:37 AM	more activities		
2	May 8, 2015 1:33 AM	Improved public transportation		
3	May 7, 2015 6:40 PM	More public access areas	Better roads	
4	May 7, 2015 4:13 PM	take care of what you have now....do not let lisbon overbuild.....should have some senior housing available to those who can afford it. Nothing that drains the coffers at all.	route 169 is a scenic road once you get past lisbon....get the people who have junks on there property to clean them up....TO MANY EYESORES...road after road is getting slummy looking	Bring in quality businesses and no more fast food restaurants.....quality restaurants is fine...lisbon landing is an actual improvement over what was there because some people just do not maintain there properties
5	May 7, 2015 3:30 PM	if the board of finance would get their heads out of their backsides	a REAL community center not a barn.	
6	May 7, 2015 11:48 AM	Getting Lisbon Central School back on the top ten schools in CT list like it was in 1994 when I moved here	The closet town, Jewett City to get its act together and clean up the drugs and creat businesses. Jewett City brings Lisbon down.	More job opportunities
7	May 7, 2015 11:36 AM	eliminate Reliance house	fund school better	walking/biking trails along rivers
8	May 7, 2015 3:28 AM	Wider range of small owner /businesses	Increased funding for schools	Improved synergy between municipal organizations
9	May 7, 2015 2:36 AM	more open space	keep low taxes	
10	May 7, 2015 2:07 AM	People to learn how to use a 4-way stop- re: 169/138		
11	May 7, 2015 1:29 AM	Golf course		
12	May 7, 2015 1:23 AM	Better marketing		

Lisbon Community Survey Results
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- | | | | | |
|----|-----------------------------|---|--|---|
| 13 | May 7, 2015 12:24 AM | bringing back the Fall Festival in full gear (games, entertainment, demonstrations, etc) | better communication | more social events |
| 14 | May 7, 2015 12:19 AM | less focus on politics and actual focus on needs and wants. | | |
| 15 | May 7, 2015 12:00 AM | weekly community events in the summer at the meadows. | | |
| 16 | May 6, 2015 10:54 PM | Invest more in the school and the children of this town - they are our future! | Sidewalks, especially on 169. | Recreation area more accessible (vehicles) than the current one, which is not safe due to lack of visibility. |
| 17 | May 6, 2015 10:36 PM | More community activities and/or communication of activities or volunteer opportunities | | |
| 18 | May 6, 2015 10:22 PM | more parks | a high school | more places for families to bring the children to have fun |
| 19 | May 6, 2015 9:25 PM | better communication not everyone buys the newspaper | more small business | artistic businesses |
| 20 | May 6, 2015 7:20 PM | planning and zoning needs to loosen up on perspective in town business's | town highway Dept employees are underpaid | |
| 21 | May 6, 2015 7:20 PM | A whole lot more police presence!! Vehicles now speed on 25 mph. Blissville Rd. You'd save even more tax money from the issuing of speeding tickets Every Day!! We now have to Run across the street and back to get the newspaper and the mail!! | Town Green Village setting/ old fashioned "downtown" | |
| 22 | May 6, 2015 6:16 PM | The building inspector not to micromanage and put damper on builings being built after aquiring the proper permits and receiving permission to build. | | |
| 23 | May 6, 2015 6:03 PM | Alternate truck route for traffic of 169 | | |

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24	May 6, 2015 4:25 PM	A few more restaurants in or near Lisbon landing, maybe a Pizza Hut, Cicci's pizza, or chick-fli'a	Other than that...Lisbon is great! Love it here!	
25	May 6, 2015 4:23 PM	Get a new planner, causes too much trouble for the residents of Lisbon, and he costs too much money....actually the town only needs an engineer....		
26	May 6, 2015 4:23 PM	Stop common core	no more stores	
27	May 6, 2015 4:00 PM	developed the incinerator road as an industrial park.	improve infrastructure throughout the town, buildings, fire department, etc...	expand town crew
28	May 6, 2015 3:31 PM	More community events run by volunteers	Clean up run down houses/businesses visible from the road	More nature preserves. Buy back undeveloped or underused properties
29	May 6, 2015 3:28 PM	More police presence/safety for residents	Pizza delivery	
30	May 6, 2015 3:12 PM	Higher paying job opportunities	Town recreation center	Bring back the FALL FESTIVAL as a major town event
31	May 6, 2015 3:04 PM	get people to maintain property better.	not allowing people to have junkyards at their home.	enforcing 1. and 2.
32	May 6, 2015 3:01 PM	new restaurants		
33	May 6, 2015 2:51 PM	everything is good		
34	May 6, 2015 2:35 PM	continued zoning rules	more open spaces	community recreation area
35	May 6, 2015 2:28 PM	pet friendly places		
36	May 6, 2015 2:22 PM	More school activities for younger children		
37	May 6, 2015 2:13 PM	more recreation programs & playgrounds	more jobs	better shopping.
38	May 6, 2015 1:54 PM	Stop being overly picky about people wanting to apply for permits for every little thing.	Keep businesses located on Rt 12.	

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39	May 6, 2015 1:36 PM	The school system seems to be slowly falling apart. New administration is to blame.	With the increased amount of businesses and houses it's time to revamp our fire department. Seems very outdated compared to other fire houses.	More recreational oppurtunies for the kids. Basketball court with lights would be nice.
40	May 6, 2015 2:23 AM	lower taxes	less regulation	
41	May 5, 2015 11:58 PM	give property owners back their rights to do as they see fit as long as it harmonizes with neighbors & community	stop stealing land with the "open space" label or money in lieu of- this is extorsion!!	affordable housing for younger families to move into town to grow our school enrollment
42	May 5, 2015 8:16 PM	Less zoning regulation	less taxes	
43	May 4, 2015 9:18 PM	better school system increased budget	outdoor parks and walking	family run resturants
44	May 4, 2015 3:54 PM	transparency in planning and zoning decisions		
45	May 2, 2015 4:20 AM	A new firehouse, the current one is too small and limiting how it operates and responds to the town		
46	May 1, 2015 9:35 PM	More passive parks	More recreational fields / courts	More community events
47	May 1, 2015 9:03 PM	upgrading the fire house to suit its needs	More single family housing	more variety of resturaunts
48	May 1, 2015 9:03 PM	more low income and affordable housing	newer fire equipment ie: emergency vehicles	better public / commuter transportation
49	May 1, 2015 8:13 PM	Lisbon fire station		
50	May 1, 2015 8:10 PM	new fire station	more housing/condos	more restaurants
51	May 1, 2015 4:18 PM	Maintaining the Low Taxes while attending more to the infrastructure in town	More support for the volunteer resources in town	Town planner willing to cooperate more with the small businesses in town
52	May 1, 2015 4:10 PM	new fire department		
53	May 1, 2015 4:08 PM	Less subjective politics		
54	May 1, 2015 3:54 PM	Improving the dated town center	Make it easier to open a business in town. (zoning)	Improve the fire department
55	Apr 30, 2015 9:26 PM	making it easier to open a business	lower priced housing	

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56	Apr 30, 2015 4:01 AM	I would like to see Lisbon continue to pull the Town Hall area into a campus with the addition of the old gas station across from the Tn.Hall. Creating a real Town Green feeling.	Make the Fall Festival, a real event as it was many years ago.	Continue to develop Rt. 12 as the main, and perhaps only business area. On the other hand, purchase the old golf course property as open space and avoid development there.
57	Apr 30, 2015 3:40 AM	better public transportation services especially along route 169	careful future retail development in route 12 corridor considering mixing retail with housing	more people volunteering
58	Apr 29, 2015 4:24 PM	a paid recreation director that oversees more family oriented programs	we have lost our sense of community; we need more events for the public and people to coordinate them	lisbon meadows park project needs to be completed
59	Apr 28, 2015 10:04 PM	Convenience store/gas station on Rt. 169 near 395 on ramp	Keeping out sand and gravel operations	Letting McDonalds be upgraded.
60	Apr 27, 2015 4:33 PM	affordably priced 55+ housing development		
61	Apr 27, 2015 12:03 PM	cleaning up properties so neighbors dont have to look at others blyth		
62	Apr 23, 2015 6:45 PM	I think Lisbon should have an area of smaller houses available for seniors who wish to downsize.		
63	Apr 22, 2015 12:41 AM	more community activities	increased trails other than meadows	
64	Apr 21, 2015 8:43 PM	Return leadership and direction to the Lisbon Central School, formerly one of the town's best assets	Find ways to promote infusion of real jobs, no Mc-jobs like working at Walmart or Home Depot	Provide useful recycling cans to at least give the impression that you want to promote recycling
65	Apr 21, 2015 8:05 PM	keeping it country looking		
66	Apr 21, 2015 6:57 PM	Improved funding to the schools	Recreation Programs	
67	Apr 21, 2015 2:22 PM	Better town government	Senior housing in town	
68	Apr 21, 2015 1:43 AM	More community by allowing people to get ideas off the ground without all the red tape	Put more money into the school system	

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69	Apr 20, 2015 11:38 PM	A true Italian Deli and Restaurant. Like Arthur Ave in daBronx!	Speed bumps on country roads used as shortcuts to the various malls.	Advance notice when the junk pickup(s) take place. It we be nice to have a month or two to get ready.
70	Apr 17, 2015 8:40 PM	more community involvement	openness of town to new ideas	emphasis on active sustainability ideas
71	Apr 17, 2015 11:16 AM	Updating of senior center	New up to date fire house	Maintaining town building to a much higher standard
72	Apr 16, 2015 8:57 PM	better support of local agricultural business	support of the arts and implementation of art programs	
73	Apr 15, 2015 6:52 PM	Access to public water and sewer	Getting more connected as a community by using more social media such as Facebook	
74	Apr 15, 2015 2:52 PM	Have people get back to you when you call and leave a message		
75	Apr 14, 2015 11:16 PM	investing in our infrastructure Town Hall , Salt Shed , Fire House	bring back the Fall Festival to its once forme glory, improvemnts to Lisbon Meadows	improving appearance of the Town (signs welcoming to Lisbon) stree scape Town center, Blight ordinance
76	Apr 14, 2015 9:37 PM	Community connectedness	more volunteers	
77	Apr 14, 2015 9:14 PM	Town Hall officers should be more willing to help than to hold you back. It seems like your being a bother to them when you go into see anyone in the town hall. Meaning town planner, building inspector, and anyone that sits on any board. The town clerk , tax assessor , and the tax collector are the only ones that I have had a great experience with.	Have the town some how bring back the golf course. Its a great use of the land without impacting the school system. Even if its only a 9 hole course like it was.	Look into using some of the large tracts of land that the town owns for Solar fields. Another great use that doesn't impact the school system.
78	Apr 14, 2015 3:11 PM	More activities for kids	more communication from town	more money for school
79	Apr 14, 2015 12:12 AM	keep low income housing out		

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80	Apr 12, 2015 2:07 PM	Senior housing opportunities	Expanded fire dept	Less stringent business regulations
81	Apr 12, 2015 1:12 PM	I would like to see an area of senior individual home, not trailers.		
82	Apr 10, 2015 3:52 PM	Better internet service than that offered by Comcast/Frontier, etc.	Senior Housing development.	Small footprint (1500 sqft) new housing development instead of monster size (2000+ sqft) housing only developments.
83	Apr 8, 2015 9:52 PM	Better restaurants	more entertainment options	
84	Apr 7, 2015 3:53 PM	prevent sprawl	cluster development	cluster housing
85	Apr 7, 2015 11:34 AM	better communication from town officials		
86	Apr 7, 2015 10:53 AM	more public housing with possible rent subsidy options	recreational activities for children at low to no cost	activities for adults
87	Apr 7, 2015 1:46 AM	More community events	Outdoor activities, trails for hiking, biking would bring business	
88	Apr 7, 2015 1:24 AM	More passive recreational opportunities (e.g. open space throughout town connected by walking/biking trails)	Additional access to Quinnebaug River for recreation	Commuter transportation services along I-395 (bus or light rail)
89	Apr 6, 2015 11:06 PM	Better policing of posted speed limits	playground for children other than school	community park
90	Apr 6, 2015 10:42 PM	public playground/waterpark for children	more community activities (parades, fairs, family entertainment, summer movie nights, etc.)	
91	Apr 6, 2015 12:43 PM	Better dog control officers.	Having someone to call about nuisance smoke that is actually taken care off.	Better road upkeep.
92	Apr 5, 2015 5:09 PM	Get rid of some of the blight in people's yards.	More stores and restaurants on Route 12.	More events that involve the residents.
93	Apr 5, 2015 2:19 PM	affordable housing for first time home owners	a new firehouse to be able to better service our community	

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94	Apr 4, 2015 12:51 PM	more restaurants in landing area		
95	Apr 4, 2015 12:49 PM	no require ments for open space	not as stringent on zoning	
96	Apr 4, 2015 12:34 PM	some shopping and/or tech bussiness's along Rt 169, possibly in indust. park that now exist off Rt 169.	better maintained inferstructure	better road maint..
97	Apr 4, 2015 12:23 PM	free community events during the summer	independently owned restaurants for more cultural choices	
98	Apr 4, 2015 12:14 PM	I just graduated from college got my BS and now am working. I love Lisbon but won't be able to move into this town because there is no "entry level housing". For young adults who grew up as a child in this town its unfortunate we can't stay.	A new public safety building.	More recreational options.
99	Apr 4, 2015 12:04 PM	replace the planning and zoning board	replace Jamie rabbitt	
100	Apr 4, 2015 11:53 AM	more family and cultural activities	more restaurants that aren't chain restaurants	more local small business shops
101	Apr 4, 2015 11:44 AM	More community events	better communication, updated IT department	Updating of town buildings, better maintenance of town property
102	Apr 4, 2015 2:52 AM	invest more money in the infer structure	build a new fire station	buy new fire trucks
103	Apr 4, 2015 2:17 AM	Finally utilizing the property near the Newent Church to build a new public safety complex.	Build a proper salt dome at DPW	After building a new public safety complex, convert the current FD building to a Town Hall Annex
104	Apr 4, 2015 2:14 AM	More and comercialism with resturants	More community programs	upgrading infrastucture, IE. public works, emergency services,
105	Apr 3, 2015 3:01 PM	By offering incentives, expand it's tax base by trying to attract more businesses to the areas zoned commercial.		
106	Apr 3, 2015 2:45 PM	Additional businesses along the Route 12 corridor.		
107	Apr 3, 2015 10:20 AM	low rent for business		

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108	Apr 3, 2015 4:03 AM	An established downtown area similar to Westerly RI	Our very own zip code with no affiliation to Jewett City	Family owned restaurants serving authentic ethnic foods
109	Apr 3, 2015 3:12 AM	better promoting of events in town		
110	Apr 2, 2015 11:35 PM	additional shopping and restaurants		
111	Apr 2, 2015 11:20 PM	Nothing. It is perfect for a 16 sq. mild, 4,000+ pop. community.	Residential sewerage, not septic systems.	
112	Apr 2, 2015 11:09 PM	Continue to support the school and it's expenses and upkeep		
113	Apr 2, 2015 10:19 PM	Better funding for school system		
114	Apr 2, 2015 8:45 PM	More activities for kids / community center ?		
115	Apr 2, 2015 8:14 PM	Freeze seniors tax rate so there is not always a struggle to pass the school budget		
116	Apr 2, 2015 6:25 PM	Maintain low taxes		
117	Apr 2, 2015 4:40 PM	I think we could do more with the meadows.	More community events	
118	Apr 2, 2015 4:08 PM	Better communication	More recreation opportunities	More volunteerism for board and committees.
119	Apr 2, 2015 2:33 PM	Need to enforce zoning issues, there should not be multiple unregistered cars in yards on a scenic highway	Friendlier Planning/Zoning Meetings & Selectman Meetings	
120	Apr 1, 2015 9:52 PM	keep taxes low	school administrators spending money on students and not themselves	
121	Apr 1, 2015 5:25 PM	change in administration	responsible volunteers in decision making positions	cluster housing

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What would you like Lisbon to look like in 10 years?

Answer Options

Response Count

109

answered question

109

skipped question

112

Number	Response Date	Response Text
1	May 8, 2015 1:33 AM	lisbon needs housing for older population would like to see more farms in present open areas. Would like to see more money into the school system
2	May 7, 2015 6:40 PM	Better roads Clean up the trash Town crew does a poor job -
3	May 7, 2015 4:13 PM	A clean and well maintained town that some real thought was used in how you go forward from here....do away with any blight that develops and you will draw the kind of people to town that would keep that process moving.....instead of a welfare town.
4	May 7, 2015 3:30 PM	Not sure. With how the BOF tries to make unnecessary budget cuts to the school, I'm thinking I won't be in this town in 10 years probably sooner. I prefer to live in a community that values education.
5	May 7, 2015 11:48 AM	To remain mostly rural while bringing in more industries and businesses for jobs.
6	May 7, 2015 11:36 AM	More solar and wind power, properly funded school, more bike trails.
7	May 7, 2015 3:28 AM	Schools would be model for other state schools...a developed "town center"
8	May 7, 2015 2:36 AM	The same as it is today no more retail development.. We have enough
9	May 7, 2015 2:07 AM	The same as it is now. We don't need to turn into Manchester, CT, with all the stores and bigger roads and street lights.
10	May 7, 2015 1:23 AM	A better school with a different lunch program & more clubs/ after school activities. Less commercialized and more small business owners
11	May 7, 2015 12:24 AM	More community activities
12	May 7, 2015 12:19 AM	I would like the school to find an administration that can stay there and work effectively for that amount of time. I feel like the turnover rate has caused our education system there to falter.
13	May 7, 2015 12:00 AM	Similar to today with a continued push to create a more traditional new england town center.
14	May 6, 2015 10:54 PM	Remain rural, with open green space, perhaps its own high school option.
15	May 6, 2015 10:36 PM	The same but with more of an active close community feel.

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- 16 **May 6, 2015 10:22 PM** I would like to see Lisbon stay country, I don't want it to look like a city. I love driving around looking at the trees and woods. I would like to see more parks and entertainment. I was also like to see another community church for Catholics. Maybe a high school, Norwich and Griswold schools, although just a town away is a big change from Lisbon.
- 17 **May 6, 2015 9:25 PM** purchasing the royal ballroom and turning it into a community center
- 18 **May 6, 2015 7:20 PM** Basically the same as it does today, with the addition of above.
- 19 **May 6, 2015 6:16 PM** Same as it is now. No further single family houses except for the areas trying to be built up at this time. A few more businesses near Lisbon landing corridor.
- 20 **May 6, 2015 6:03 PM** maintain open space
- 21 **May 6, 2015 4:25 PM** Don't change too much... Just a few more resturaunts and we would be better than perfect :)
- 22 **May 6, 2015 4:23 PM** Better housing for the elderly...more people involved with the town politics.....less power on special projects....and no town planner.....
- 23 **May 6, 2015 4:23 PM** To still be a crime free, country town. ☒
- 24 **May 6, 2015 4:00 PM** Improve everything to better it for future generations.
- 25 **May 6, 2015 3:31 PM** Less rundown houses visible from the road. It would be nice to see more wooded/natural areas or preserves.
- 26 **May 6, 2015 3:28 PM** Not overdeveloped!
- 27 **May 6, 2015 3:12 PM** School supported more by the town - even though both my kids will be out of LCS after this year (and in High school) - the quality of the school makes Lisbon stand out from ALL other surrounding towns.
- 28 **May 6, 2015 3:04 PM** Same, but cleaner properties.
- 29 **May 6, 2015 3:01 PM** Personally I'd like it to look much the same as it does now, but I'd like to see more small businesses here.
- 30 **May 6, 2015 2:51 PM** The same
- 31 **May 6, 2015 2:35 PM** pretty much the same but more recreational uses
- 32 **May 6, 2015 2:31 PM** I think the public works, fire department, residents trooper and town hall needs alot of better update to modern standard
- 33 **May 6, 2015 2:22 PM** I would like Lisbon to look almost the same.
- 34 **May 6, 2015 2:13 PM** Remain rural, more farms/agriculture,family oriented
- 35 **May 6, 2015 1:54 PM** The same
- 36 **May 6, 2015 1:54 PM** More people keeping their yards cleaned up, less junk and less junk cars.
- 37 **May 6, 2015 1:38 PM** I think the town is great it could use a new fire station soon due to the fact that we are out growing the one that we are currently in.

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- 38 **May 6, 2015 1:36 PM** Lisbon needs some updating with regard to a new town hall and especially a new fire department. One of their fire trucks looks very old and it seems more cost effective to start replacing rather than repairing. The town department also is rather old. Time to put some money back into this town.
- 39 **May 6, 2015 2:23 AM** Safe, clean, free to use our own property without government interference, good school, sufficient town services to keep us safe and provide basic necessities such as good roads, police & fire departments.
- 40 **May 5, 2015 11:58 PM** Condo's or upscale but affordable apartments to allow younger families to move into town and bring our school enrollment back up. Children are our town's future!
- 41 **May 5, 2015 8:16 PM** I would like to see Lisbon a town where the middle class enjoys economic prosperity with increased private property rights and more ability to pursue individual happiness on private land.
- 42 **May 4, 2015 9:18 PM** Similar to how it is now.
- 43 **May 4, 2015 3:54 PM** much like it is today
- 44 **May 4, 2015 1:11 PM** little change
- 45 **May 1, 2015 9:35 PM** Like it is now but with more of above mention items.
- 46 **May 1, 2015 9:03 PM** In ten years I would like to see a larger fire house that is up to code and to be able to suit the towns needs above and beyond there growing call volume. I would also not like to see vacant land like we have on route 12 going towards Lisbon Landings. I want the town to have room for more young families so that we do not have as many empty class rooms as we currently do.
- 47 **May 1, 2015 9:03 PM** improvement of above
- 48 **May 1, 2015 8:13 PM** A new Fire Station, side walks, underground wires

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- 49 **May 1, 2015 4:18 PM** Maintain a below average(for the area) mill rate, while focusing on maintaining and providing more attention to the aging infrastructure in town. It is known to many residents in town that the fire department in town needs to be replaced. The department is "busting out at the seams". It has been sitting on the focus of the Board of Selectman and the Board of Finance for quite some time with no actions taken. A needs assessment was paid for and completed and only temporary fixes have been proposed. The town hall too is busting at the seams and needs to either be given more space such as an annex or expanded upon. A new building was purchased for a town garage and is being focused on in necessary means while the town still requires a salt shed according to studies and requests set forth by the D.E.E.P. for a while now. Let's see the town focus on it's infrastructure look for bonding opportunities. Bonding is cheaper now than it has ever been people are hurting for work let's see the town take advantage of the economic times get one large bond or multiple smaller bonds focus on the infrastructure and put local contractor companies to work by taking on these larger projects to improve the aging infrastructure. If we wait much longer in town we are going to be "caught with our pants down" and it will be too late and cost much more. As a tax payer in town I would love to see our town stay a nice place to live and feel as if the town is being cared for and maintained for as it should be. Also maintaining the open space in the residential parts of town as to keep the small town community feel.
- 50 **May 1, 2015 4:08 PM** Close to the same with a focus on developing municipal infrastructure. Continue to focus on a town center with a new firehouse, and town hall.
- 51 **Apr 30, 2015 9:26 PM** A beautiful community
- 52 **Apr 30, 2015 4:01 AM** Much the same, but maintain the rural nature of the town, and avoid further housing. Real estate taxes do not come from homes, and children added to not balance with the cost of their schooling.
- 53 **Apr 30, 2015 3:40 AM** Stay rural maintain its country atmosphere
- 54 **Apr 29, 2015 4:24 PM** No bigger but better. More stores but local owned not box stores; more private / small business; more community based activities and a nicer set of public parks with proper upkeep
- 55 **Apr 28, 2015 10:04 PM** A school system that serves the special ed. population better.
- 56 **Apr 27, 2015 12:03 PM** cleaner
- 57 **Apr 26, 2015 12:36 PM** Open space space where people can utilize for recreation and gathering
- 58 **Apr 26, 2015 2:44 AM** The same as it does now. I feel this is a small town and does not need more commercial development.
- 59 **Apr 24, 2015 1:38 PM** Pretty much the way it is.
- 60 **Apr 23, 2015 6:45 PM** I would still like to maintain the rural atmosphere with woods and streams except for an area of smaller houses as stated above.
- 61 **Apr 21, 2015 8:43 PM** I would like to see Lisbon attract real job opportunities, manage her school properly again, retain its rural feel, and keep taxes low so families can prosper.
- 62 **Apr 21, 2015 1:43 AM** More programs to bring the community together

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- 63 **Apr 20, 2015 11:38 PM** About the same. Keep the small town look.
- 64 **Apr 17, 2015 8:40 PM** An alive, active, involved community working towards town growth while keeping in mind its small town and rural ideals.
- 65 **Apr 17, 2015 11:16 AM** For lisbons town buildings to be well cared for inside and out. For town government to be open and welcoming of tax payers input. For Lisbon to have more community based interaction opportunities.
- 66 **Apr 16, 2015 8:57 PM** To remain an agricultural, rural community. I would like to see more small business and less "big box" chain stores (I don't want to see any more retail malls like Lisbon Landing and the Crossing - those two are plenty enough.)
- 67 **Apr 15, 2015 6:52 PM** I wouldn't want the small town feeling we have now to go away. We have adequate shopping, restaurants and some entertainment. Having access to clean water and a sewage treatment system for all homes would reduce the problems of well and septic systems and would bring in more employment opportunities for our residents.
- 68 **Apr 15, 2015 2:52 PM** The same way it does now
- 69 **Apr 14, 2015 11:16 PM** Quaint New England Town
- 70 **Apr 14, 2015 9:37 PM** Newent Center and the Scenic by-way to remain essentially the same or enhanced. Retail corridor to be more user friendly and safer for drivers and pedestrians
- 71 **Apr 14, 2015 9:14 PM** I would like to see it still have one of the best schools in CT as well as the lowest Tax rate in CT.
- 72 **Apr 14, 2015 3:11 PM** more of a community, where there were more opportunities for activities for kids
- 73 **Apr 14, 2015 12:12 AM** the same as it is now
- 74 **Apr 12, 2015 2:07 PM** More senior housing ie condos, active retirement facilities
- 75 **Apr 12, 2015 1:12 PM** I would like to see it pretty much the same, with keeping up with the times.
- 76 **Apr 10, 2015 3:52 PM** Mostly like it is now.
- 77 **Apr 8, 2015 9:52 PM** Pretty much the same. Quiet town with friendly community.
- 78 **Apr 8, 2015 4:05 PM** Like it does now,
- 79 **Apr 7, 2015 3:53 PM** Stay the way it is now
- 80 **Apr 7, 2015 10:53 AM** The same but with more local small businesses to compete with the big box stores. Readily available local organic produce on the bus line. Or at least a Shuttle to the farmers market from Lisbon landing for the vehicular challenged.
- 81 **Apr 7, 2015 1:46 AM** Sustainable, clean, safe, beautiful with a strong sense of community, service and healthy living
- 82 **Apr 7, 2015 1:24 AM** Preservation of open space and a selection of passive recreation trails connecting the town, maintenance of agricultural assets, housing options for seniors in a village setting
- 83 **Apr 6, 2015 11:06 PM** Similar to now. No big growth
- 84 **Apr 6, 2015 10:42 PM** more community centered, more school programs

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- 85 Apr 6, 2015 12:43 PM Plan on moving away after retirement. Taxes in CT are way to high. Hopefully Lisbon will continue to try and remain a small town.
- 86 Apr 5, 2015 2:19 PM A more tight knit community like it was 15-20 years ago. Affordable housing for first time home owners so I can continue to live in town and raise my family.
- 87 Apr 4, 2015 12:51 PM As it does
- 88 Apr 4, 2015 12:49 PM Not like a big shopping center.... New fire station, new town hall, new senior center.
- 89 Apr 4, 2015 12:34 PM Very much the same as at present.
- 90 Apr 4, 2015 12:23 PM Inform the community about how important it is to support budgets involving education in Lisbon. Remind residents that these students are the future of this town and this state. Why are so many people ☹ in this town anti education, especially if their children at some point benefited from the educational system in our town??
- 91 Apr 4, 2015 12:14 PM More entry level housing, and more job opportunities.
- 92 Apr 4, 2015 12:04 PM More open space. There are too many homes in town now
- 93 Apr 4, 2015 11:53 AM Putnam
- 94 Apr 4, 2015 11:44 AM sidewalks on Mell Road, more staff at the senior center, a board of 5 selectmen, a new firehouse, a regional high school
- 95 Apr 4, 2015 2:17 AM Similar to it's current state. Nice mix of commercial businesses for tax base and convenience, without losing it's rural charm.
- 96 Apr 4, 2015 2:14 AM A Town with good business and economic development. along with a strong community backbone with open spaces and community gatherings.
- 97 Apr 4, 2015 2:10 AM I think there is enough shopping plazas now. I think if there were anymore it would take away from the rural and small town feel. I would hope that it stays the same.
- 98 Apr 4, 2015 1:31 AM New firehouse
- 99 Apr 4, 2015 12:57 AM Small town community, country town, it's getting to big as it is now.
- 100 Apr 3, 2015 3:01 PM Continue to be innovative in the schools for the children
- 101 Apr 3, 2015 2:45 PM Just like it does now, only with additional commerical businesses.
- 102 Apr 3, 2015 10:20 AM About the same
- 103 Apr 3, 2015 4:03 AM Continue to maintain the small town appearance
- 104 Apr 2, 2015 11:35 PM how it looks now!
- 105 Apr 2, 2015 11:20 PM A mixed residential development, i.e. single family, condos and town houses in one development. Residential sewerage, not septic systems. A community garden or gardens to donate fresh food to the local food bank. Planned preservation and tree planting on public and private property. Protection of stone walls boarding roads.
- 106 Apr 2, 2015 8:45 PM Continue to stay as

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- 107 **Apr 2, 2015 4:08 PM** Board and committees to work better together for the good of the town and not for people's own agendas. More community events. Open communication from Town Hall to the people of the town.
- 108 **Apr 2, 2015 2:33 PM** To look more like a quaint town on one side and keeping up with other towns for shopping on the other side. Need to get more restaurants. Getting businesses to pay for most of the taxes to keep resident taxes low.
- 109 **Apr 1, 2015 5:25 PM** a "green" community