

# ENCOURAGE ECONOMIC DEVELOPMENT

# 6

## Overview

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.

A primary consideration recommended by this Plan is the reconfiguration of business district zones in Lisbon. Lisbon has configured its business zoning to include four separate zone standards: Business Village I; Business Village II; Industrial Park I; and Industrial Park II. Although only about 9% of Lisbon's land area is used for commercial purposes, that development provides considerable support to the town in taxes, as well as with the convenience of access to regional shopping attractions.

Actual development patterns in the area known as Lisbon Landing have established an important regional commercial center. The character of the development to date and the potential development in the area is primarily commercial retail; however, the current zoning is industrial. Future development in this area should complement the successful development that has occurred.

## Economic Development

Many Communities establish an economic development commission or agency to help promote development and attract new businesses. The recent history of Lisbon's success with new business development and the extensive potential for and apparent interest in additional development indicate that such a step may not be necessary at this time.

By closely monitoring development in the commercial districts, the Town will be prepared to identify the future need for such an entity.



**Potential Business  
Development Priorities**

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Regional Commercial  
District

- Large scale wholesale and retail stores.
- Research facilities and business offices.
- Large scale mixed commercial/residential development
- Recording and filming studios.
- Private schools.
- Commercial recreational facilities.
- Hotels.
- Theaters.
- Gas stations and drive through facilities only adjacent to Route 395 Exit 84.

Business Village Districts

- Retail business and full service restaurants (as defined).
- Business service establishments.
- Offices.
- Small scale mixed commercial/residential development
- Hotels.
- Consolidated parcel developments.

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## **Route 12 Commercial Corridor**

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The industrial park district that exists along Route 12 in the vicinity of the I-395 interchange has evolved into a regional commercial business center, focusing on large scale retail stores. The current regulations for this district permit a wide range of uses, many of which could be incompatible with the successful and growing commercial activity in the area.

This Plan evaluated conditions in the Route 12 corridor to identify the potential for additional growth in economic activity and to develop guidelines for steering that growth. This evaluation concludes that revisions to the zoning district boundaries, permitted uses, and standards for the Route 12 commercial corridor are appropriate and feasible, as discussed below.

Zoning Districts – The map on the facing page presents a conceptual district rezoning to reflect the existing development patterns and the preferred direction for future development. Notably, this configuration includes a large undeveloped parcel (“Andersen/Stein”) with frontage on Route 12. The ultimate development of this property will have implications on roads and adjoining uses, which should be evaluated in a final determination of the zoning plan.

In particular, the possibility of a connector road from Route 12 to Route 169, roughly paralleling I-395, should be considered as part of any site development plans involving the intervening properties, particularly if the 207 acre Andersen/Stein parcel is added to the Route 12 Regional Business District.

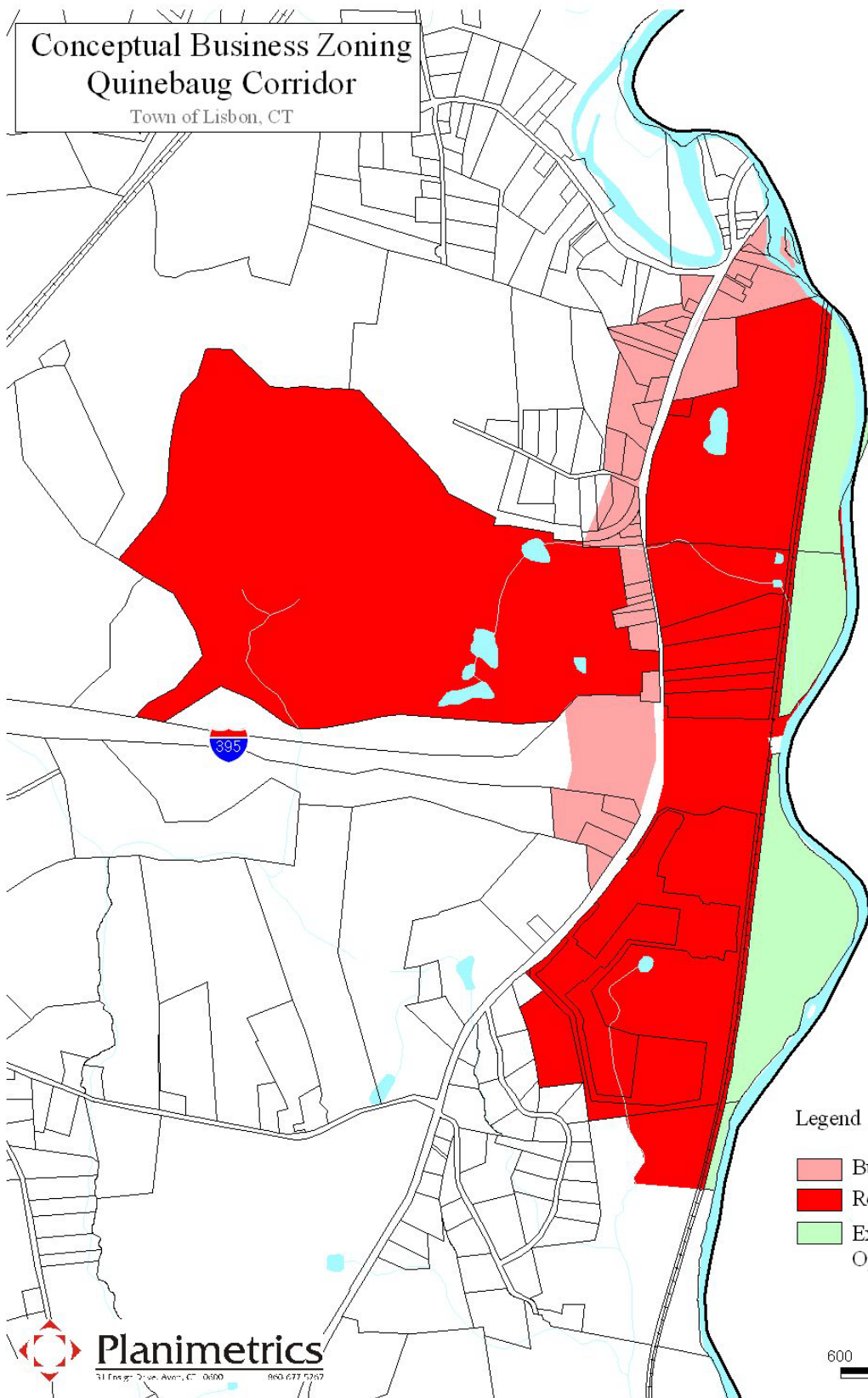
Regulatory Standards – Lisbon will undertake an evaluation of the regulations applying to the Route 12 commercial area and revise them to encourage the future development of this area consistent with the current retail focus. Mixed use options will also be considered, particularly for the larger parcels in the suggested Regional Commercial District and for development or redevelopment of properties in the Business Village District.

Recommendations for appropriate permitted uses in each of the Route 12 business districts are listed in the sidebar. As under the current regulations, a special permit process will apply to the new Regional Commercial district and site development plan approval will be required for the Business Village district.




Utilities and Access – Water service is provided to the Route 12 commercial area by the Jewett City Water Company. Sewer service is also contracted with Jewett City and is available to any property with frontage along Route 12 between Lisbon Landing and the Griswold/Lisbon border near the intersection with Route 138. Capacity available to the service area is 208,000 gallons per day, compared to recent usage on the order of 6,000 gallons per day.

Bus service is currently provided to the Lisbon Landing area by the Southeast Area Transit District, which makes unscheduled stops in the Lisbon Landing parking areas. Further development of this area as a regional shopping destination may warrant the development of a regular schedule and designated bus stops along Route 12.

Conceptual Business Zoning  
Quinebaug Corridor  
Town of Lisbon, CT



Legend

-  Business Village
-  Regional Business
-  Existing or Priority Open Space Parcels



Route 12 Commercial Corridor Strategies – Lisbon’s zoning regulations and district boundaries will be reviewed to:

- Restructure the Route 12 commercial corridor boundaries,
- Define a regional commercial district and a business village district, to reflect the current uses and configuration of properties,
- Encourage further growth in regional commercial business development and small scale business activity in appropriate locations,
- Encourage pedestrian friendly site developments within the business village areas of the Route 12 corridor,
- Consider the potential for a through connector road in evaluation of any site development proposals for parcels adjoining I-395,
- Avoid “strip development” patterns by adopting regulatory standards for consolidated parcel standards to minimize access cuts and total parking area in new commercial developments, and
- Encourage open space protection of riverside portions of parcels, perhaps by including the open space area in coverage calculations.

**Strip Developments with a "Sea of Parking"**



**Pedestrian-Friendly Development**



## Other Industrial Areas

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The only development in the industrial park bordering the Shetucket River is the regional waste to energy incinerator. No plans for additional development within this district are pending and current standards are sufficient to ensure that any additional developments are appropriate. Certain possible uses within the industrial area north of I-395 may be constrained by access issues and should be considered within the context of the special permit regulations.

No need has been identified to change the zoning district or standards for the small industrial district (also IP-I) along the Sprague border.

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

## Route 169 Business Village

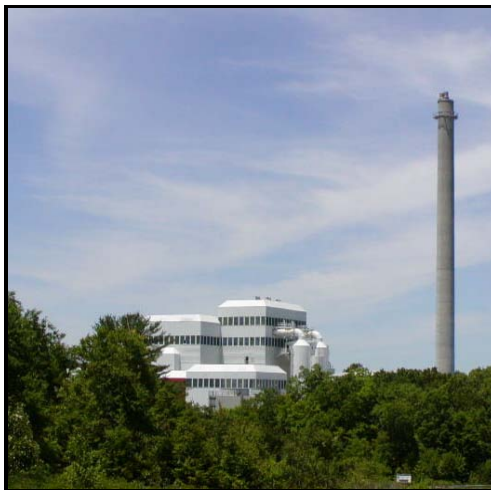
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From the I-395 interchange at Route 169 north to Kendall Road Extension is currently classified as a Business Village District. Limited development has occurred here, however, and the potential for future development, consistent with the Town's overall Plan, is uncertain.

This Plan recommends re-zoning the area to a residential district. Existing uses will be entitled to continue within the existing regulatory framework for non-conforming uses in the zoning regulations.

If further evaluation of this concept determines that retaining a Business Village District at this location is preferable, the area should be regulated by new zoning standards that reduce strip development potential, encourage mixed uses, and provide pedestrian friendly access.

**Waste to Energy Facility**



**Route 169 Business Village District**



## Summary

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Lisbon can build on its success in promoting compatible economic development activity by reconsidering zoning district alignments and standards applying to commercial development and use.

### Encourage Economic Development – Strategies Summary

#### A. Redesign Route 12 Commercial Corridor

1. Restructure the zoning districts to establish new Regional Commercial and Business Village districts
2. Develop regulatory standards for Business Village District, including parking, access, and other standards to encourage mixed-use, pedestrian friendly development and discourage strip developments
3. Define permitted uses in the Regional Commercial district to exclude incompatible industrial or other uses
4. Review standards (coverage, setbacks, height, parking, access, etc.) applying to Regional Commercial uses as defined to ensure appropriateness.
5. Seek ways to protect additional flood plain and agricultural land along the Quinebaug River adjoining the Route 12 commercial district
6. Consider potential for through connector road in evaluation of any site development proposals for parcels adjoining I-395
7. 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

#### B. Other Commercial Areas

1. Retain Industrial Park districts on Lisbon's western border; monitor conditions and be prepared to address new development proposals
2. Evaluate reverting Route 169 Business Village district to residential
3. If Route 169 Business Village District is retained, consider revisions to Business Village regulations to address parking, access, and other standards to encourage mixed-use, pedestrian friendly development and discourage strip developments