

**Proposed Findings of Consistency with
Standards set forth in Section 21 of the Clinton Zoning Regulations
and
Clinton Plan of Conservation and Development (2015-2025)**

In accordance with the provisions of Section 21.2.2 (e) (4), the Clinton Planning and Zoning Commission makes the following findings in connection with the pending application:

1. The application is consistent with and satisfies the requirements of Section 21.3.1 of the Regulations as they relate to the MSD-1 Floating Zone and, in particular, it is consistent with and satisfies the requirements of Sub-Section (d) of said Regulation relating to Purposes and Sub-Section (e) relating to Standards as more fully set forth hereinbelow:

a. The application extends greater and more convenient opportunities for traditional main street working, shopping and access to important services to all residents of the Town;

b. The application encourages a more efficient use of land and public services by in that it calls for the compact development of commercial uses appropriate to traditional village community living in an important "gateway" location which has been significantly underdeveloped and underutilized for many years;

c. The application provides convenient uses, including commercial uses, in a traditional main street configuration typical of towns and villages in New England;

d. The application ensures that the proposed redevelopment of the affected parcel will be compatible with historic commercial development patterns in the Town and the New England region and will foster a strong sense of community identity;

e. The application is characterized by the consistent use of compatible design and architectural design elements which relate the design characteristics of the proposed structure in a harmonious manner and results in a coherent overall development pattern, architectural design, and streetscape;

f. The application permits the redevelopment of the affected parcels in a way which enhances the visual character of the community and which actually reestablished historic streetscapes;

g. The application enhances the function of main street building locations as a focal point where needs of the community's residents can be efficiently and centrally served.

2. The application is consistent with The Town of Clinton Plan of Conservation and Development ("POCD") effective November 18, 2015 as more fully set forth hereinbelow

REC'D AT PZC
 Regular Meeting Public Hearing
 Special Meeting

JUL - 5 2016

by Julie



a. In 2013, the State of Connecticut adopted a 5-year Plan in accordance with Connecticut General Statutes Section 16a-29 which identified six "Growth Management Principles" that reflected certain objectives the State wished to promote and which the Town of Clinton wants to create. Two of those "Growth Management Principles" are:

1. Redevelop and Revitalize Centers and Areas with Existing or Currently Planned Physical Infrastructure.... and

3. Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options. (See POCD, Page 9.)

The application both redevelops and revitalizes an important "gateway" location within the Town which has been significantly underdeveloped and underutilized for many years. The application also focuses on a parcel immediately adjacent to the train station.

b. The POCD identifies seven (7) specific "Focus Areas" within the Town for future development. One such area is the "Downtown Focus Area" which includes the Clinton Train Station and Route 1 where higher density is encouraged to take advantage of transit-oriented development. (See POCD, Page 10.)

The "Downtown Focus Area" is further divided into "Sub Areas".

Sub Area C (which includes the parcels affected by this application) is "Clinton's typical 'downtown'". It directly abuts Sub Area D which is a small area of commercial development on the north side of Route 1, including the train station. With respect to Sub Area C, the POCD says "The goal is to make use of the closeness of the train station for transit-oriented development....The lots are generally small, however, and combining them might be necessary for increased septic capacity and achieving continuity of design. Design standards are also important to protect the historic and civic buildings and to create an integral and coherent streetscape. (See POCD, Page 52.)

As noted by your Town Consultant Planner in his letter dated June 27, 2016, the application redevelops and revitalizes an important "gateway" location within the Town which has been characterized for the past several years as a "rather disjointed collection of residential and commercial uses without unifying architectural or landscape design and clear relationship to the current Clinton Center area."

Because of the nature of the primary intended use as a pharmacy, the proximity to the train station is important as it facilitates access to prescription and over-the-counter medicines to commuters whose work schedules may make it otherwise difficult to coordinate commuting schedules with pharmacy hours.

c. Development and redevelopment in Clinton has the potential to take advantage of transit stations and the traditional, walkable, dense downtown core, as well as many vacant and underutilized properties that can strengthen the local economy. We envision a Clinton that focuses

mixed-use and commercial redevelopment in targeted areas and along the Route 1 Corridor and that serves local and regional needs. (See POCD, Page 13.)

The application redevelops and revitalizes an important “gateway” location within the Town which has been significantly underdeveloped and underutilized for many years. It specifically addresses the stated concern about “vacant and underdeveloped properties”. It also addresses the stated concern about “continuous and delineated sidewalks”.

The proximity to the train station will facilitate access to prescription and over-the-counter medicines to commuters whose work schedules may make it otherwise difficult to coordinate commuting schedules with pharmacy hours. And the availability of convenient, on-site parking will lessen the impact on the “dense downtown core”.

d. A goal of the previous Plan, which is echoed throughout, is to encourage attractive, well-designed commercial and industrial activity in appropriate locations in order to provide convenient services for residents, diversify the tax base, and furnish employment opportunities in a way that is supportive and reflective of Clinton’s community character. (See POCD, Page 27.)

The previous edition of the POCD specifically called for the “improvement and reuse of existing [commercial] areas in preference to creating entirely new commercial focal points at new locations”. It emphasized this important planning consideration in numerous locations throughout the Plan. That philosophy carries forward in the current POCD and this application serves that important goal by proposing the redevelopment and revitalization of an existing, but underdeveloped and underutilized, commercial site rather than seeking to commercialize a parcel not presently dedicated to such a use.

municipalities that do not have an updated plan will be ineligible for discretionary state funding. Section 8-23 gives the municipality a broad array of topics to include, such as physical and economic development, desirable land uses, affordable housing, protection of the environment, conservation of historical resources and farmland, energy-efficient patterns of development and renewable forms of energy, and any other needs of the municipality. The State adopted its own 5-year Plan in 2013 in accordance with Connecticut General Statutes Section 16a-29 (link to plan). Within that Plan are six “Growth Management Principles” that reflect the objectives the State is promoting and those opportunities which Clinton also wants to create. They are:



1. *Redevelop and Revitalize Centers and Areas with Existing or Currently Planned Physical Infrastructure*
2. *Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs*
3. *Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options*
4. *Conserve and Restore the Natural Environment, Cultural and Historical Resources, and Traditional Rural Lands*
5. *Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety*
6. *Promote Integrated Planning across all Levels of Government to Address Issues on a Statewide, Regional, and Local Basis*

Clinton’s ten year goals build upon these principles.

Inherent to the idea behind each of the Planning Focus Areas is the revitalization of areas of unfulfilled potential with significant daily traffic counts and infrastructure (Growth Management Principles #1 and #3). Although some of these areas have

INTRODUCTION

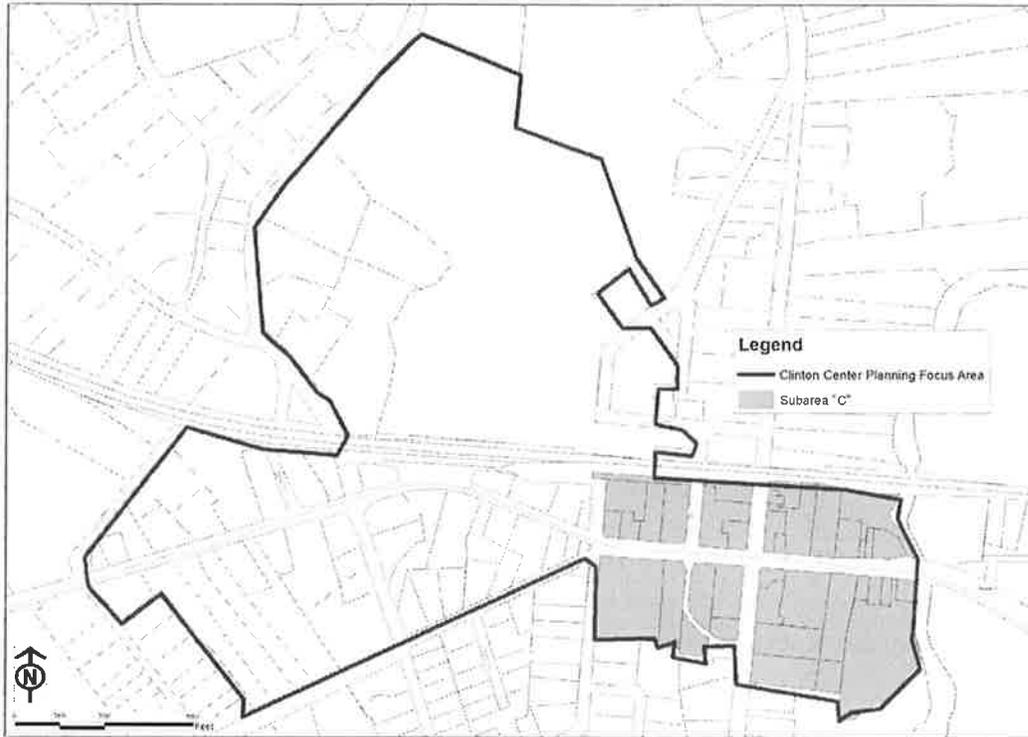
environmental concerns, which may limit their ability to be fully developed, the Planning Focus Areas are generally situated around transportation corridors and potential infill development. The Interchange Focus Area is on Route 81, right off Exit 63 of Interstate 95. The East and West Ends Focus Areas are along Route 1, and the West End is connected to Interstate 95 via the Hammonasset Connector and Exit 62. The Downtown Focus Area includes the Clinton Train Station and Route 1 and also represents a “node” where higher density is encouraged to take advantage of transit-oriented development.

Expanding housing opportunities and a creating a diversity of housing options are also important objectives of this Plan (Growth Management Principle #2). Clinton’s aging population requires smaller and accessible residences near downtown services. Younger people, generally prefer smaller dwellings that are close to transit and a vibrant downtown. Clinton’s median income is also relatively high compared to the state, and is comparable to surrounding shoreline towns. Many houses in Clinton are therefore unaffordable to those making less than the median. Housing options that fit a multitude of budgets are also desired. Clinton’s housing stock is aging and in many cases, houses are falling into disrepair. A growing population of property owners are finding it economically advantageous to rent out former owner-occupied units. Policies that counteract potential deterioration of residential structures is needed to maintain the quality of life Clinton’s residents expect.

Two chapters in this Plan directly address conserving natural and cultural resources (Growth Management Principle #4). Clinton has several initiatives for protection of natural resources: the development of a greenway and bike path; the growth of shoreline tourism; and the promotion of historical resources. These are outlined in depth in the Conservation and Cultural Resources chapters of this Plan and are important to preserving the character of Clinton, a priority of its residents. Development is encouraged and is necessary to regenerate Clinton’s tax base and revitalize underutilized areas of Town; however, development that is consistent with Clinton’s history and existing development context and patterns is imperative.

The Infrastructure and Municipal Resources chapter puts protection of natural resources and emergency planning at the forefront of initiatives for the next ten years (Growth Management Principle #5). Clinton is susceptible to large coastal storms and much of Clinton is in the floodplain and hurricane storm surge areas, particularly the downtown and some of the other Planning Focus Areas. Future growth needs to recognize the vulnerability of these areas and utilize development methods and strategies that protect the environment and critical resources that mediate the impact of storms. In addition, public safety must be ensured through definition of emergency routes and corridors with proper signage.

CLINTON CENTER PLANNING FOCUS AREA



Subarea "C"

Subarea "C"

Subarea C is Clinton's typical "downtown." It includes several historic buildings, a Comcast office, bank building, a continuous streetscape, and close proximity to the train station and Town Hall. There is great potential for mixed-use development, specifically commercial on the street level and residential and office on upper floors. The goal is to make use of the closeness of the train station for transit-oriented development. Although increased density in the area is hindered by a lack of sewers, according to the WPCC Facilities Plan, the soils in the area are suitable for septic systems. The lots are generally small, however, and combining them might be necessary for increased septic capacity and achieving continuity of design. Design standards are also important to protect the historic and civic buildings and to create an integral and coherent streetscape. Where possible, public spaces should be incorporated into the built environment and fabric. Increased heights should be allowed to create higher densities and for protection of viewsheds of the Indian River are important. Thus, the north side of Route 1 is better suited for additional stories. The pedestrian-friendly vision presented by a 2009-2010 Downtown Revitalization Study, including an improved sidewalk over the Indian River, and the upgraded circulation recommendations of the Route 1 Corridor Study should be incorporated where possible.

VISION

Clinton is an historic coastal New England town, enhanced by the diversity of its population and land uses. It is blessed with variety, including its historic sun-washed beach communities, the busy commercial corridor and traditional village center along Route 1, and the more rugged topography of the wooded uplands. Clinton is a traditional coastal village next to the harbor, a summer retreat, an industrial center, a quiet residential community, and now a recreational shopping destination - all at once. Clinton is both physically and socially diverse. Clinton's beautiful natural setting includes expansive water views across sunlit salt marshes and cool tree-shaded rural roads winding through woodlands. Clinton's people come from many backgrounds, but come together in a sense of community that supports activities ranging from youth sports to community concerts.

Development and redevelopment in Clinton has the potential to take advantage of transit stations and the traditional, walkable, dense downtown core, as well as many vacant and underutilized properties that can strengthen the local economy. We envision a Clinton that focuses mixed-use and commercial redevelopment in targeted areas and along the Route 1 Corridor and that serves local and regional needs.

Development that seeks to provide well-paying and stable jobs is also encouraged. In addition, development that utilizes smart growth principles is an important factor in guaranteeing the feasibility of the other two elements of this vision: neighbor-



ECONOMIC DEVELOPMENT

Economic Development is a critical component in Clinton's future; accordingly, a large section of this Plan is dedicated to encouraging and identifying economic opportunities. A goal of the previous Plan, which is echoed throughout, is to encourage attractive, well-designed commercial and industrial activity in appropriate locations in order to provide convenient services for residents, diversify the tax base, and furnish employment opportunities in a way that is supportive and reflective of Clinton's community character. It is also important to attract business and industry that does not rely largely on the local population for its customer base, similar to Clinton Crossing, Kenyon International, Bausch Advanced Tech, Clinton Instrument Co., and Arrigoni Design. Furthermore, economic development is not only about developing new businesses; it is equally important to preserve existing businesses through incentives and other forms of assistance.

Historically, Clinton developed as a predominantly residential town because of demand for housing and the repeated rezoning of industrial areas to residential. Employees in Clinton have generally been nonresidents, whereas residents typically work outside of town. This is partly due to the Clinton's history as a desirable place to live for owner-occupied single-families but has, over several decades, resulted in a lack of businesses serving residents. Moving forward, it is important to look beyond Clinton's past and to encourage innovative ways to make Clinton a desirable place for residents and businesses.

As of 2013, Clinton has about 450 businesses that employ nearly 4,000. The largest business sector employer is retail, responsible for about 25% of all businesses in Clinton and approximately 38% of employees. These percentages vary slightly by year and source. While the State Department of Labor indicates at 38% retail share of jobs, CERC pegs this number at 39%. In either case, the major employers are retail businesses including, Super Stop & Shop, Shop Rite

