

## Section 20

### Interchange Development Zone

- 20.1 **Purpose:** The purpose of the Interchange Development Zone (IDZ) is to permit and encourage variety, flexibility, and commercial viability in the area of Route 81, north of the I-95 exit 63 interchange, to Walnut Hill Road.
- 20.1.1 This Zone is meant to allow development appropriate to the area and its surroundings that provides enhancements to infrastructure, and integrates with and protects nearby neighborhoods.
- 20.1.2 This Zone should foster high-quality mixed-use development with careful attention to the appearance of buildings and the surrounding site and, should include professional landscaping.
- 20.1.3 Site Access will be an integral part of site planning, with interior service drives and limited curb cuts to facilitate traffic flow and safety.
- 20.1.4 Consideration of connectivity to other parts of Town, especially the train station and downtown, through way finding and tourist information, are important aspects of this Zone.
- 20.1.5 In recognition of the fact that it is generally site appearance and performance that determine whether a use is desirable or undesirable, permitted uses will be those that are able to meet all of the standards detailed below and in other applicable sections of these Regulations.
- 20.2 **Definitions:** For the purposes of this Section, the following terms shall have the stated definitions:
- 20.2.1 **Articulation:** Facades shall incorporate different materials, colors, wall plane projections or recesses to prevent uninterrupted lengths of facades.
- 20.2.2 **Commercial Center:** Such shopping centers are a group of retail stores planned and designed for the site and utilized as a common facility on one lot. Shopping centers include a mix of retail, restaurants, financial institutions, and personal service establishments with common parking and loading areas and may include multifamily residential.
- 20.2.3 **Enhanced Open Space:** Buffering and screening are provided from nearby residential properties; the quality and access of beneficial open space and on-site recreation opportunities, and the extent of the conservation of natural features on-site.
-

- 20.2.4 Pedestrian Amenities: Amenities that serve as informal gathering places for socializing, resting, and enjoyment of a particular area which contribute to a walkable center. Typical amenities include extra wide sidewalks (minimum 6-foot width), street trees, sitting spaces, weather protection (awnings and canopies), pedestrian scale lighting, seating or shelter at transit stops, sidewalk dining, etc.
- 20.2.5 Pedestrian-Friendly/Pedestrian-Oriented: Development which is designed with an emphasis primarily on the sidewalk and pedestrian access to and within the site and buildings, rather than on auto access and parking areas. The main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street.
- 20.2.6 Pedestrian Scaled: Site and building design elements that are dimensionally related to pedestrians, such as: small building spaces with individual entrances (e.g., as is typical of downtowns and main street developments); larger buildings which have articulation and detailing to break up large masses; narrower streets with tree canopies; smaller parking areas or parking areas broken up into small components with landscaping; and Pedestrian Amenities; and similar features. These features are all generally smaller in scale than those which are primarily intended to accommodate automobile traffic.
- 20.2.7 Strip Commercial Centers: Strip commercial centers are typically developed, owned and maintained as a unit and have large parking lots in front, with many/most of the stores arranged in a straight row and an automobile-centric design. Proliferation results in a pattern of development wherein commercial development is strung along arterial thoroughfare.

### 20.3 General Concepts:

- 20.3.1 Site Planning: Sites developed under this Zone are intended to be carefully planned, both within the site's own boundaries and in relation to surrounding properties and the entire Interchange Development Zone. It is the express intention of these Regulations to result in developments that do not resemble typical Strip Commercial Centers. All developments shall be Pedestrian Scaled and Pedestrian Friendly/Pedestrian-Oriented. Uses should be consistent with those of a Commercial Center.

20.3.1.1 Subdivision: To promote both superior design and a mix of vibrant uses, sites developed within this Zone as part of a comprehensive master-planned development conforming to Section 20 of these Regulations may be subdivided into separate lots with certain flexibility in lot requirement standards. Subject to the approval of Special Exception, the minimum lot requirement standards of Sections 26.11.1 through 26.11.10 shall not apply to lots created as part of an approved subdivision within this Zone.

---

- 20.3.2 Environmental Concerns: The environmental resources in the vicinity of the Interchange Zone are sensitive and important. All developed sites should seek to demonstrate conformance to the principles of Enhanced Open Space, including protection of wetlands and water quality, specifically in relation to the Aquifer Protection Area designation, providing public access to the Indian River (if applicable), and protecting the surrounding residential properties. Alternative wastewater treatments and demonstration of conformance to environmentally appropriate design elements, such as energy efficiency and ecologically sensitive infrastructure and landscaping is highly encouraged.
- (a) For sites within the Aquifer Protection Area, designs must comply with state requirements, CGS § 22a-345i-1 to 22a-345i-10, and Section 4.33 of the Town of Clinton Zoning Regulations and the Town of Clinton Aquifer Protection Regulations.
- 20.3.3 Building Design: All buildings must be designed by registered architects and must conform to Section 20.7 of this Regulation.
- 20.3.4 Site Access: Access management is required on all sites to reduce the number of driveway cuts onto Route 81 and mitigate the deterioration of traffic flow generally caused by driveways on arterial streets. Site access techniques will include shared driveways (or provisions for future shared driveways for the first site in an area), interior service drives, and other approaches included in these Regulations. Pedestrian access routes must be appropriately designed between developments within this Zone along Route 81 and the Indian River, with consideration to streetscape continuity and avoidance of adverse impacts on nearby neighborhoods as well as to improve traffic and access in the surrounding area.
- 20.3.5 Mitigation of Neighborhood Impacts: Mitigation measures should address any material adverse impacts as described in Section 23.4 Performance Standards.
- 20.4 Permitted Uses: Permitted uses are commercial, institutional, cultural, residential and municipal that reflect the purpose of this Zone through careful attention to the appearance and siting of buildings and/or site amenities, and that meet all of the performance standards enumerated Section 24.2 of the Town of Clinton Zoning Regulations.
- 20.4.1 Residential Uses are allowed in up to 35% of the total building area. A residential use bonus of 15% for a total of 50% of the total building area may be permitted under Section 20.6 of these Regulations.
- 20.5 Prohibited Uses: See Section 24.2 of the Town of Clinton Zoning Regulations for a complete list of permissive uses. Uses not listed are prohibited.
- 20.5.1 Gasoline service stations; automotive, boat, recreational vehicle, truck, and similar sales, service, and repair garages. Public display of any vehicle for sale is strictly
-

prohibited. "Boat" shall not include non-motorized boats up to 16 feet in length (e.g. canoes, kayaks).

- 20.5.2 Establishments where the principle use is a "drive-up" offering goods/services directly to customers waiting in motor vehicles; this does not include drive-up windows for pharmacies, financial institutions, food establishments, and other uses where a drive-up window is accessory;
- 20.5.3 Arcades, except as a minor accessory use (not to exceed 5% of the gross floor area);
- 20.5.4 Adult-oriented businesses (including but not limited to adult bookstores, adult theatres, massage parlors, and similar establishments);
- 20.5.5 Mini-warehouses/self-storage facilities;
- 20.5.6 Tattoo establishments;
- 20.5.7 Massage Parlors;
- 20.5.8 Firearms sales, except as a minor accessory use (not to exceed 5% of the gross floor area); and

## 20.6 Public Amenity Bonus and Incentives

20.6.1 Purpose: In the interest of promoting Enhanced Open Space, public amenities, environmental responsibility, and innovative site design and structural development on land within this Zone, the Commission, at the applicant's request, may approve any combination of incentives listed within this Section and/or Section 20.4.1. The application must demonstrate conformance to the principles of this Regulation and the intent of this paragraph and each request must be submitted as a separate request for Commission determination. Approval will be based on whether or not the applicant demonstrates adherence to this Section, complies with the intent of the Town Plan of Conservation and Development, all other regulations required by the Town and State, and must be in the interest of public health, safety, and welfare. If the Commission determines that the applicant has not satisfied this burden of proof or compliance with this paragraph, the Commission may deny the request.

- (a) The Commission shall grant the following incentives for compliance with the purpose of this Section:
  - (1) A reduction in the required side and rear setbacks up to 25 feet. Setbacks from residentially zoned areas are not eligible for such a decrease.

- 
- (2) A 15% increase in residential development than otherwise required under these Regulations.
  - (3) An increase in one building story for a maximum of 75 feet/five stories in building height.
- (b) Such public amenities include, but are not limited to: improvements to wetland access pathways; art installations or other decorative items like fountains; way finding maps of Clinton tourist attractions, such as shopping and restaurants; public seating and other outdoor furniture; construction of an observation deck for viewing of environmentally or visually significant resources; as well as a reduction in impervious surfaces.
- (c) Other structural designs that are encouraged and eligible for the outlined incentives are:
- (1) Structured parking: Structured parking allows less impervious surface while maintaining sufficient spaces per the required use.
  - (2) Innovative Stormwater/Wastewater Design: Energy and environmentally responsible and energy efficient stormwater and/or wastewater facilities may also be eligible based on their relevance to the environmental concerns of the area, their use of new technology, and efficiency.
- (d) In the case of a hotel development, the inclusions of certain guest amenities are encouraged and eligible for the outlined incentives. Such amenities include, but are not limited to: On-site restaurant or dining facility; exercise or fitness center; indoor swimming pool; day spa; conference meeting rooms; business center; suites with multiple sleeping quarters and efficiency kitchen facilities; valet parking; concierge service; and shuttles to area attractions.
- 20.7 Design Standards: Design Standards within this Section relate to building materials and architectural features that seek to imitate the states of buildings seen in other areas of Clinton, most notably those buildings in the Village Zone.
- 20.7.1 Sites, buildings, signs, and landscaping shall be designed in accordance with the criteria and standards contained in Section 32 "Design Review."
- (a) Buildings constructed with a visible metal exterior are not permitted (excluding metal roofs).
-

- (b) Building elevations visible from the public street must be designed to not look like the back of a building; such architectural elements may include windows, articulation, and other features.
- 20.7.2 Site designs shall include existing trees and hedgerows, which must be preserved to the maximum extent possible.
- (a) Any trees within the public right-of-way must be evaluated by the Town's Tree Warden.
  - (b) Likewise, landscaping plans shall include street trees and other landscaping elements.
  - (c) Existing healthy trees of eighteen inch (18") caliper and greater shall be incorporated as well as significant stands (ten or more trees) of related species, or consistent scrub-shrub groupings occurring in front, side, or rear yards, shall be preserved unless the applicant can prove infeasibility.
    - (1) Such circumstances will be evaluated by the Town's Tree Warden.
    - (2) Welling and mounding are recommended techniques when grade changes are required.
- 20.7.3 Driveway lighting in close proximity to Route 81 shall incorporate uniform fixtures and poles in order to obtain a uniform lighting appearance along Route 81.
- 20.7.4 All business, servicing, or processing, shall be conducted within completely enclosed buildings, with the following exceptions:
- (a) Off-street parking/loading;
  - (b) Seasonal outdoor dining;
  - (c) Outdoor amenities normally conducted as accessory uses to a hotel or residential development, such as swimming pool and patio;
  - (d) Outside display of merchandise for sale on the interior part of a pedestrian environment such as in a village-style shopping center, or a courtyard area with kiosks or market carts, where outside merchandise display is an integral part of the theme and thus enhances the appearance of the site; and
  - (e) Drive-up windows for financial institutions, pharmacies, food establishments, and other businesses is an appropriate accessory use.
- 20.7.5 Outside dining and display areas shall not restrict sidewalks intended for pedestrian passage and access.
-

- (a) Outside dining and display areas must be shown on the site plan and approved by the Commission.
- 20.7.6 For the purpose of this Section, garden shops that are contained within walls shall be permitted even though the enclosure does not have a partial or complete roof.
- (a) The applicant may propose, and the Commission may accept, a ventilated wall similar in appearance to the rest of the building. A fence is not a wall.
- 20.7.7 Areas reserved for open space and land set aside to meet coverage requirements shall be distributed throughout the site in such a manner that the land is visible (from public streets) and/or useable (e.g., for pedestrian circulation, outdoor entertainment, and cultural events, or arts/crafts shows).
- 20.7.8 Outdoor storage is prohibited. Outdoor storage does not include approved trash receptacles per Section 20.13 of these Regulations.
- 20.7.9 Loading docks/receiving areas shall be shielded from public streets or from residential zones.
- (a) All loading docks shall be designed as an integral part of the building, shall be suitably screened, and shall not detract from the appearance of the building and site.
- 20.7.10 Satellite dishes, HVAC equipment, and rooftop mechanical equipment, with the exception of solar panels, shall be set back from building edges, screened, and/or located so that visibility of the equipment is minimized from the public way.
- 20.8 Specific Site Appearance Requirements for Retail Establishments: The following additional objectives and standards apply to all retail establishments. Items designated as “objectives” are not mandatory, but are stated in order to provide insight regarding the Town’s design objectives. Items designated as “standards” are mandatory. All design details are subject to Commission approval.
- 20.8.1 Facades and Exterior Walls:
- (a) Objective:
    - (1) The intent is to encourage a more pedestrian scale that residents will be able to identify with their community.
    - (2) Building setback from the street, setbacks from adjacent buildings, and orientation of the axis of buildings should be consistent with and recognize the rhythm, spacing, and orientation of other adjacent buildings to the extent possible.
-

- (3) Buildings should have architectural features and patterns that provide visual interest at the scale of the pedestrian, reduce structures that are incompatible with pedestrian scale development, and recognize local character.
- (4) Features such as benches, niches, plantings, and pavers, may be used to create pedestrian interest are encouraged, the location of such features is subject to Commission approval.

(b) Standards:

- (1) Facades greater than 100 feet in length shall incorporate articulations like wall plane projections or recesses having a depth of at least 3% of the length of the façade and extending at least 20% of the length of the façade.
- (2) Ground-floor facades that face public streets and interior walkways shall have colonnades, display windows, entry areas, awnings, or other architectural features along no less than 60% of their length.
- (3) Building facades must include a repeating pattern of at least two of these elements or other architectural features: color change, texture change, material change, or expression of architectural or structural bay through a change in plane no less than 12 inches in width, such as an offset or reveal.
  - (i) At least 1 of these elements shall repeat horizontally.
  - (ii) All elements shall repeat at intervals of no more than 30 feet.

20.8.2 Roofs:

(a) Objective:

- (1) Variations in roof lines should be used to add interest to, and reduce the massive scale of, large buildings.
- (2) Roof features should complement the adjoining neighborhoods.

(b) Standards:

- (1) Sloping roofs shall have no less than two of the following features:
    - (i) Overhanging eaves;
-



(ii) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run;

(iii) Three or more roof slope planes.

(2) Flat roofs shall be fully screened by parapet walls.

### 20.8.3 Materials and Colors

(a) Objective:

(1) Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and, where appropriate, compatible with material and colors used in adjoining neighborhoods.

(b) Standards:

(1) Predominant exterior building materials shall be high quality materials. These include, but are not limited to:

- (i) Brick;
- (ii) Wood;
- (iii) Fieldstone;
- (iv) Other native stone;
- (v) Textured concrete masonry units;
- (vi) Stucco; and
- (vii) Glass

(2) Predominant exterior building materials shall not include the following:

- (i) Smooth-faced concrete block;
- (ii) Tilt-up concrete panels;
- (iii) Pre-fabricated steel panels; or,
- (iv) Fiberglass or metal (excluding metal roofs).

(3) Façade colors shall be low reflectance, subtle, neutral, or earth tone colors.

- (i) The use of high intensity colors or fluorescent colors is prohibited.
  - (ii) Neon tubing, LED, or similar lighting is an unacceptable feature for building trim and is prohibited.
-

#### 20.8.4 Back and Side Facades

(a) Objective:

- (1) All facades of a building should contribute to the pedestrian scale of the building and encourage site integration by featuring characteristics similar to the front façade.

(b) Standards:

- (1) All building facades shall comply with the requirements of section 20.10.1.

#### 20.9 Site Access and Parking

##### 20.9.1 Site Access:

- (a) Regulation of vehicular access is necessary to maintain the efficient and smooth flow of traffic, to protect the functional level and maximize the traffic capacity of Route 81.
- (b) In addition, parking and loading facilities must be designed and operated as to reduce hazards to pedestrians and protect adjacent property from nuisances caused by noise, fumes, and headlight glare.

##### 20.9.2 Streets:

- (a) All streets shall conform to all applicable Town Design and Construction Standards and Regulations.

##### 20.9.3 Off-street Parking: It is the intent of these Regulations to create off-street parking that is creative and to achieve attractive, innovative parking layouts that will accent and highlight buildings and features of the Zone.

- (a) The provisions of Section 29.11 do not apply to developments located within this zone.
- (b) The view of large parking areas from public streets shall be minimized through the use of perimeter landscaping and berms.
- (c) Off-street parking shall be distributed around buildings in order to ensure pedestrian oriented/pedestrian friendly sites where pedestrians and the building architecture, rather than the automobile and the parking lot are the primary focus.
-

- (d) Not more than half (50%) of the parking shall be located between the principle building and the primary interior roadway.
- (e) Not more than one-third (33%) of parking shall be located between the principle building and Route 81.
  - (1) The secondary frontage street shall have not more than 25% of the parking located between the buildings and the secondary street.
- (f) The following parking lot or parking structure arrangements are considered to meet these parking requirements and are encouraged:
  - (1) Parking primarily or entirely surrounded by the buildings (courtyard effect);
  - (2) Large parking areas that are screened from Route 81 by the principle building(s).
  - (3) Parking distributed around three sides of the principle building(s), provided that not more than 33% of the parking is located between the building(s) and Route 81.
- (g) Front yard setbacks may be used for parking or circulation.

#### 20.9.4 Landscaping Amount:

- (a) Parking lots located between a building and Route 81 (without any other intervening building) shall provide at least 22 square feet per parking space as landscaped area.
- (b) This landscaped area may include islands between bays of parking (see 20.10.5(b) of this section for definition), planted peninsula islands including peninsulas along the perimeter of the parking area, other free-standing landscaped areas (with a minimum dimension of at least eight feet in its narrowest dimension), and any other area approved by the Commission. Not more than two peninsulas may be located back-to-back.
  - (1) The purpose of the peninsulas is to break up the parking lot. In addition, all front parking areas shall also be landscaped around the perimeter and utilize berming to minimize the view of the parked cars from Route 81 and to highlight the buildings.
  - (2) Such landscaped area may be used for snow removal storage.
- (c) All other parking areas shall meet the landscaping requirements Section 29.

#### 20.9.5 Landscaping Design

---

- (a) Parking area design should take into account natural features whenever possible, grading of the site, visibility of the site from adjacent public streets, and the even distribution of landscaping throughout the parking area.
- (b) Parking areas may be divided into individual bays (a bay is an aisle with a row of parking spaces of each side of the aisle).
  - (1) Each bay must be separated from other bays by a landscaped island of at least four feet in width the entire length of the bay.
  - (2) Terminal islands shall separate the bay from any driveways or access ways.
  - (3) Parking areas are to be divided by landscaped islands at least two parking spaces deep at every row of parking.
  - (4) Landscaped islands shall occur at least every 10 parking spaces.
  - (5) It is not necessary that such islands align with each other from bay to bay.
- (c) Incentives listed in Section 20.6 of these regulations may be available for the construction of structured parking facilities.

#### 20.9.6 Loading Docks/Receiving Areas:

- (a) Loading docks/receiving areas shall be screened from public roads or residential zones.
    - (1) Sufficient on-site vehicular maneuvering area must be provided; trucks going to, or coming from, loading docks shall not require maneuvering movements within the public highway.
    - (2) The number of loading spaces shall be sufficient to accommodate the anticipated loading requirements of building users, which requirements shall be in accordance with industry practice, but not to exceed said requirement.
  - (b) No trash loading, removal or compaction, truck deliveries or pickups, or other such operations shall be permitted between the hours of 10:00 pm and 7:00 am unless the applicant submits evidence that sound barriers between all areas for such operations effectively reduce noise emission to a level of 45 db, as measured at the lot line of any adjoining property.
-

## 20.10 Pedestrian/Bicyclist Circulation

20.10.1 Sidewalks are required along site frontage on Route 81.

20.10.2 All Route 81 sidewalks shall be constructed to Town and State specifications.

20.10.3 Wetland access or access paths/boardwalks or pedestrian access ways located within a site are encouraged, provided that such alternative sidewalks interconnect to existing or future walkways on abutting properties, and their inclusion in a development may result in eligibility for incentives noted in Section 20.7.

20.10.4 The applicant is required to provide site interior walkways that link street/drive walks within the site and is encouraged to provide connecting access to existing or future multimodal trail systems.

## 20.11 Trash Storage and Collection

20.11.1 Trash Storage and Collection areas, when visible from adjoining properties and/or public streets, shall be screened, recessed, or enclosed.

(a) While screens and recesses can effectively mitigate visual impacts, the selection of inappropriate screening materials can exacerbate the problem. Screening materials shall match the overall site design.

(b) Appropriate locations for Trash Storage and Collection areas include areas between buildings, where more than one building is located on a site and such buildings are not more than 40 feet apart, or on those sides of buildings that do not have customer entrances. For a site designed with a “cluster” or “village” concept, Trash Storage and Collection areas should be common areas should be shielded by appropriate screening, as described in Subsection (a).

20.11.2 Areas for truck parking, trash collection or compaction, or other such trash-related uses shall not be visible from abutting streets or adjacent residential zones.

## 20.12 Materials Required for Formal Submission of all Applications to the Commission or Board:

The applicant shall follow the procedures set forth in Section 4 of these Regulations, in addition to the following:

20.12.1 Staff report of Pre-Application Conference discussions and plan changes, where applicable.

20.12.2 Report from the Tree Warden with respect to compliance with Section 20.9.3 of these Regulations.

20.12.3 A Shopping Cart Management Plan, when applicable.

---

20.12.4 A streetscape rendering encompassing the view of the site from any public road and one hundred feet (100') to either side of the site.

20.12.5 A traffic study.

20.12.6 A Site Access Plan.

20.12.7 A statement describing which incentives are sought under Section 20.7 of these Regulations and their extent.

- (a) In deciding whether to grant the Public Amenity Bonus and incentives the Commission must **find** that the requested incentives will better conform with the Town Plan of Conservation and Development and the purposes of this Regulation.