



Town of Clinton

Plan of Conservation and Development 2025-2035

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Acronym List

ADA	Americans with Disabilities Act	HMC	Harbor Management Commission
AHP	Affordable Housing Plan	HMP	Hazard Mitigation Plan
BC	Beautification Committee	HO	Housing Opportunities
BD	Building Department	LID	Low-Impact Development
BOE	Board of Education	MCCC	Middlesex County Chamber of Commerce
BPAC	Bike and Pedestrian Alliance Committee	MCRC	Middlesex County Revitalization Commission
C-PACE	Commercial Property-Assessed Clean Energy	NDDB	National Diversity Data Base
CAC	Clinton Arts Council	OS	Open Space
CC	Conservation Commission	PA	Public Act
CIRCA	CT Institute for Resilience and Climate Adaptation	PCAP	Priority Climate Action Plan
CLCT	Clinton Land Conservation Trust	POCD	Plan of Conservation and Development
CMSC	CT Main Street Center	PZ	Planning and Zoning Department
COA	CT Office of the Arts	PZC	Planning and Zoning Commission
COG	Council of Governments	RI	Resilient Infrastructure
CPM	Clinton Placemakers	RiverCOG	Lower Connecticut River Valley Council of Governments
DEEP	CT Dept. of Energy and Environmental Protection	RPOCD	Regional Plan of Conservation and Development
DOH	CT Dept. of Housing	SC	Sustainability Committee
DOT	CT Dept. of Transportation	SCRCOG	South Central Regional Council of Governments
DPW	Department of Public Works	SCT	Sustainable CT
DT	Downtown	SFC	Shellfish Commission
ECAMP	Early College Advanced Manufacturing Program	SGT	Shoreline Greenway Trail
EDC	Economic Development Commission	SHPO	State Historic Preservation Office
EG	Economic Growth	SP	Senior Program
EM	Emergency Management	TM	Town Marina
EV	Electric Vehicle	TMO	Town Manager's Office
FD	Fire Department	TOD	Transit Oriented Development
FEMA	Federal Emergency Management Agency	TW	Tree Warden
HA	Housing Authority	VW	Vibrant Waterfront
HCHL	Henry Carter Hull Library	WPC	Water Pollution Control
HDC	Historic District Commission	WPCC	Water Pollution Control Commission
ADA	Americans with Disabilities Act	HMC	Harbor Management Commission

Introduction

What is a Plan of Conservation and Development?

A Plan of Conservation and Development (POCD) is a comprehensive planning document guiding conservation and development in a municipality for the next decade. The POCD identifies a community's goals and aspirations relative to future land use, development, and conservation. The plan reviews existing conditions in a community such as the current economic conditions, housing, community facilities, natural resources, and open space. The plan discusses how and where these resources should be maintained and improved in the coming years. Overall, the plan aims to direct public and private development by establishing a community vision and informing decision making.

Planning Process

The planning process includes extensive data collection and synthesis, community engagement, and conversations with Town boards, commissions, and departments. The project was initiated in November 2024 with the establishment of the POCD Steering Committee (Committee) as designated by the Planning and Zoning Commission. The Committee guided plan development and participated in regularly scheduled meetings to review data collection, findings from synthesis of information gathered, establish a vision, identify priorities, and craft goals and strategies. A project website was created using the ESRI StoryMap platform. The website hosted information on the POCD including a project timeline of events, the community survey, community engagement event materials, and instructions on how to provide direct input and feedback.

Community engagement activities began in December 2024 and concluded in September 2025. A community wide survey was launched in January 2025 and was available through April 2025. The survey was publicized on the Town of Clinton website, social media, and at the first community workshop which was held in April 2025. A total of 430 responses were collected from residents and community members. Overall, respondents feel a strong sense of community and expressed an appreciation for Clinton's small town charm, location and natural beauty, affordability, community events and amenities, education and public services. Survey participants were asked what they believed were the highest priority items for Clinton in the coming years. The majority of respondents stated that a strategy to improve Downtown Clinton

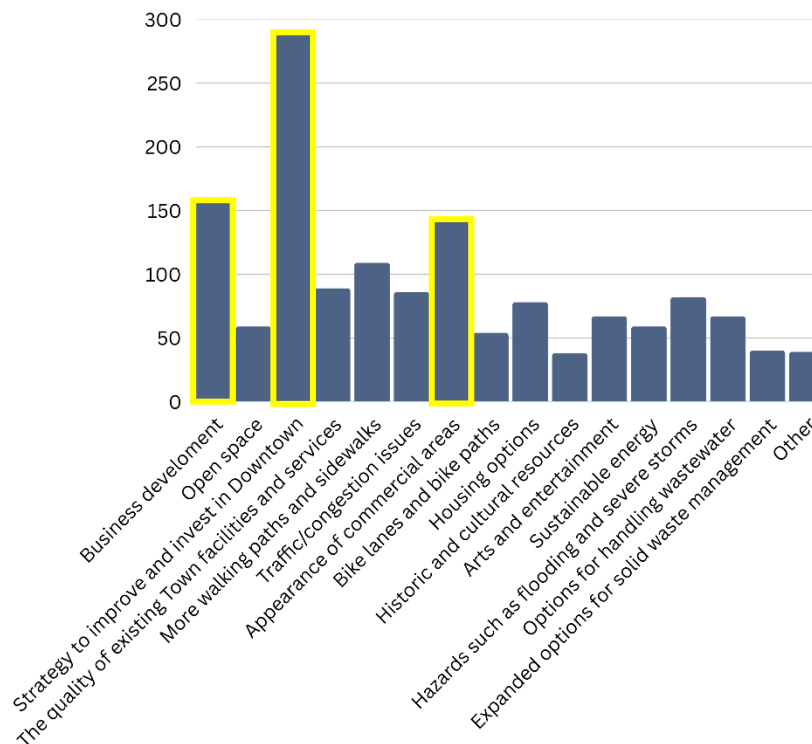


Figure 1 Community Survey Responses Regarding Top Priorities

was the top priority, with business development and improving the appearance of commercial areas as the second and third top priorities, respectively. The survey also asked participants their opinions on Town challenges and what they would like to see in the next ten years. The committee reviewed these responses, and feedback was incorporated into the POCD where appropriate. Survey results can be found in Appendix A.

In addition to the community survey, the planning team engaged Town staff, boards, and commissions. Twenty department specific questionnaires were distributed in January 2025. Staff were asked questions regarding accomplishments in the past ten years, staffing or capacity needs, equipment needs, and planned capital projects. These responses were utilized to characterize existing conditions and describe what Clinton is today, while also helping the Committee determine priorities for goal development.

How to Use the Plan

The Clinton POCD is meant to act as a dynamic planning document that should serve as a general guideline for future development decisions; and should be considered for all future proposals and initiatives within the next decade. Goals should be considered comprehensively in the context of the Town's vision for conservation and development, as interpreting a single goal without consideration of the others may lead to inconsistent steps toward the Town's overall vision. Land use proposals, capital improvements, and other initiatives should be evaluated on the basis of how they fit within the framework of vision, goals, strategies, and actions; how well they are located and aligned with the Future Land Use Map; and whether they may detract from POCD's framework of vision, goals, strategies, and actions.

Clinton Today

Demographics and Housing

Prior to 1970, Clinton was a small town with a slowly growing year-round population. Between 1960 and 1970, Clinton experienced a sharp population increase associated with construction of Interstate 95 and suburban development along the Connecticut shoreline. The Town experienced further population growth between 1970 and 2010, a slight decrease from 2010 to 2020, and nominal population growth from 2020 onward. Overall, the population in Clinton has remained relatively stable since 1990, with a net increase since 2020 of just over 200 residents.

The median age in Clinton as of the 2020 census was 47.6 years, with 41% of the population aged 55 years and older. The demographic data developed for plan development shows that changes in the population from 2025 through 2035 will likely drive demands for senior housing options, more transportation choices, and municipal services.

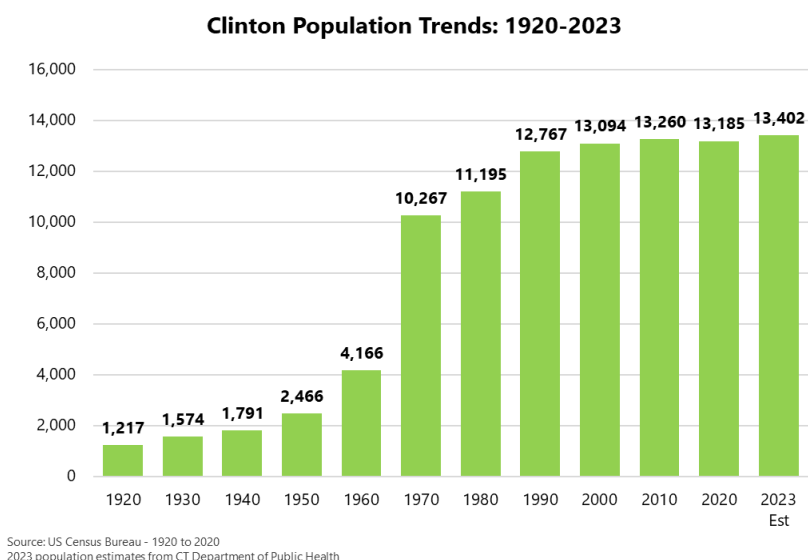


Figure 2 Clinton Population Trends

As of 2020, about 84% of the population of Clinton identified as non-Hispanic white; a decrease from 91% in 2010. Hispanic and Latino populations experienced a growth of nearly 600 residents (9.3% of the population) between 2010 and 2020. Persons identifying as some other race or two or more races have also experienced significant growth since 2010. Approximately 1.1% of the population is Black or African American, 1.9% is Asian, and 0.1% American Indian or Alaska Native.

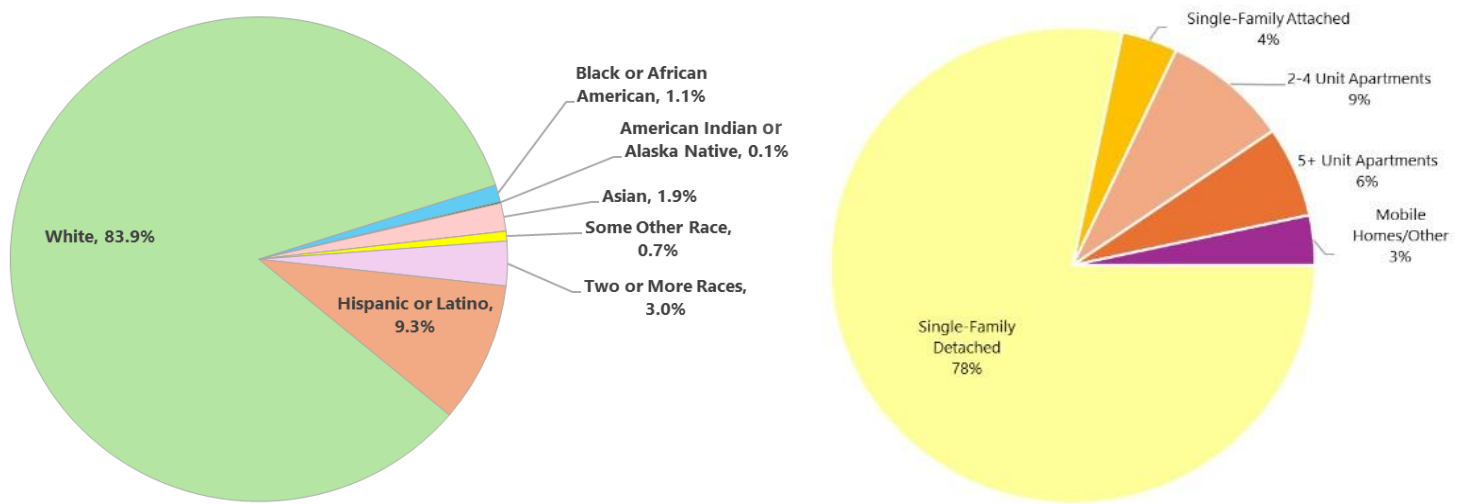


Figure 3 Population by Race and Ethnicity as of 2020 (Left) and Clinton Household Composition as of 2023 (Right)

Housing in Clinton (Figure 3) remains predominantly comprised of single-family homes, with the remaining units in Town comprised of attached single-family homes, 2-4 unit apartments, 5+ unit apartments, and mobile homes. About 12% of Clinton's housing units are seasonally occupied. Household sizes are shrinking in Clinton, resulting in changes in the number of households. Furthermore, there is a mismatch between housing unit size and household size; approximately 25% of households contain one person, but less than 10% of housing units contain one bedroom. Overall housing stock in Clinton is aging, and costs are rising. Fewer than 10% of housing units were built after 2000 and 66% were built between 1960 and 1999. Though stock is aging, single-family home prices have risen by 62% since 2019 and condominium prices have risen by 60%.

As part of a regional effort coordinated by RiverCOG, Clinton developed its first Affordable Housing Plan (AHP) in 2022. The plan noted a shortage of units affordable to households across all household sizes and housing types. Low-income households, seniors, renters, and single-person households appear to have disproportionate needs. As of 2024, there were 176 total affordable units in Town which is a total of 2.8% of all housing units in Clinton. This is an increase from the 2.36% affordable housing units identified in 2015 (the previous POCD planning year).

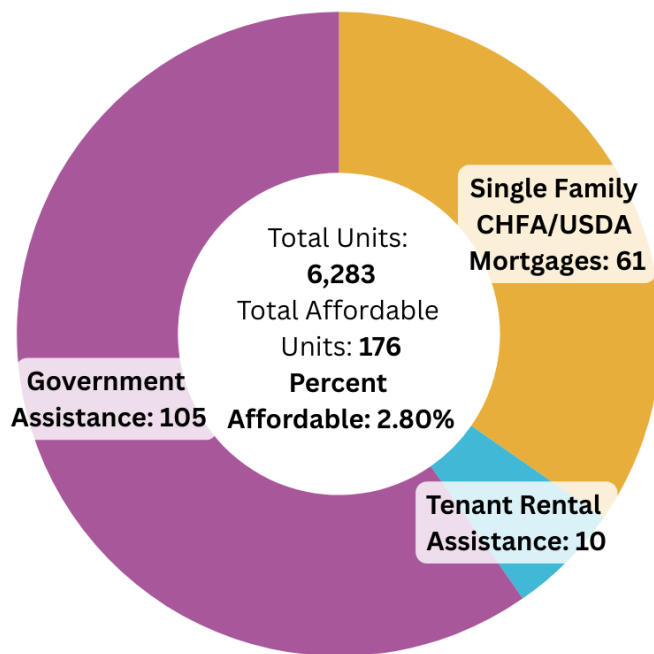


Figure 4 Protected Affordable Housing in Clinton (2024)

Economy

The economy in Clinton is diverse, with several large employers, growing industries, and regionally competitive opportunities. In general, the largest employing industries in Clinton include retail, education, government, manufacturing, utilities, accommodation and food services, financial services, and construction (Figure 6). Compared to national averages, Clinton is above average in representation of these industries. However, though there *is* strong, above average representation, some of these sectors are decreasing, including retail, government, and other services jobs. The slight decline observed since 2019 is consistent with regional trends. The fastest growing employment opportunities in Clinton may offer lower wages than employers that were active in the town in decades past.

Regionally speaking, the Town can be considered competitive by way of economic growth given the trending advancements in the arts, entertainment, recreation industry, and construction (Figure 6). In addition, some sectors have continued to grow since pandemic shifts, including government, health care, and social assistance.

Downtown and southern regions of Clinton have been identified as a Local Activity Zone and Suburban Zone (Figure 5), respectively, in the State's Conservation and Development Policies Plan. The Local Activity Zone classification identifies areas with a high concentration of commercial activity in addition to some civic and cultural uses. Suburban Activity Zones surround the Local Activity Zones and provide commercial, transportation-related, and civic uses. Consistency with the State Conservation and Development Plan is discussed further in the section "Consistency with Other Plans."

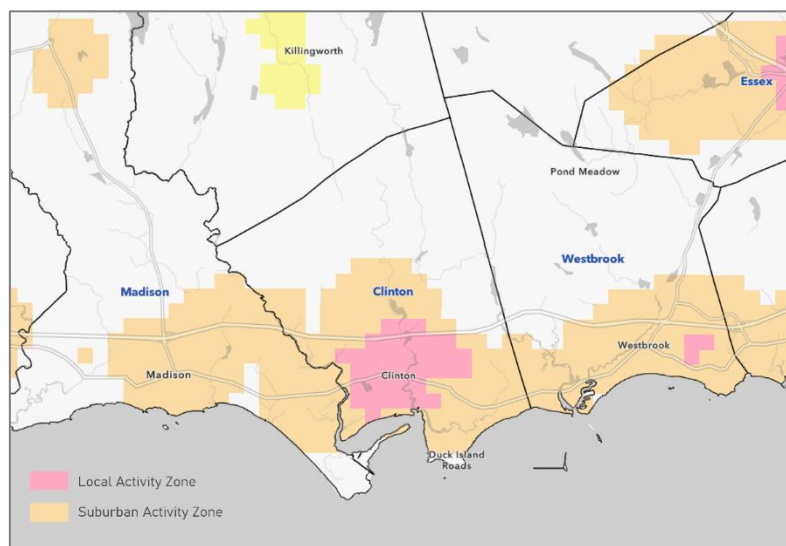


Figure 5 Clinton Activity Zones as Identified in the State of Connecticut Plan of Conservation and Development

Figure 6 shows the sectors relevant to Clinton, and how they compare to national averages. Some industries, such as retail, have a strong, above average representation in Town, but this industry has been slowly declining. While other industries, such as professional and technical services currently have weak representation in Town, numbers of jobs are slowly emerging and increasing.

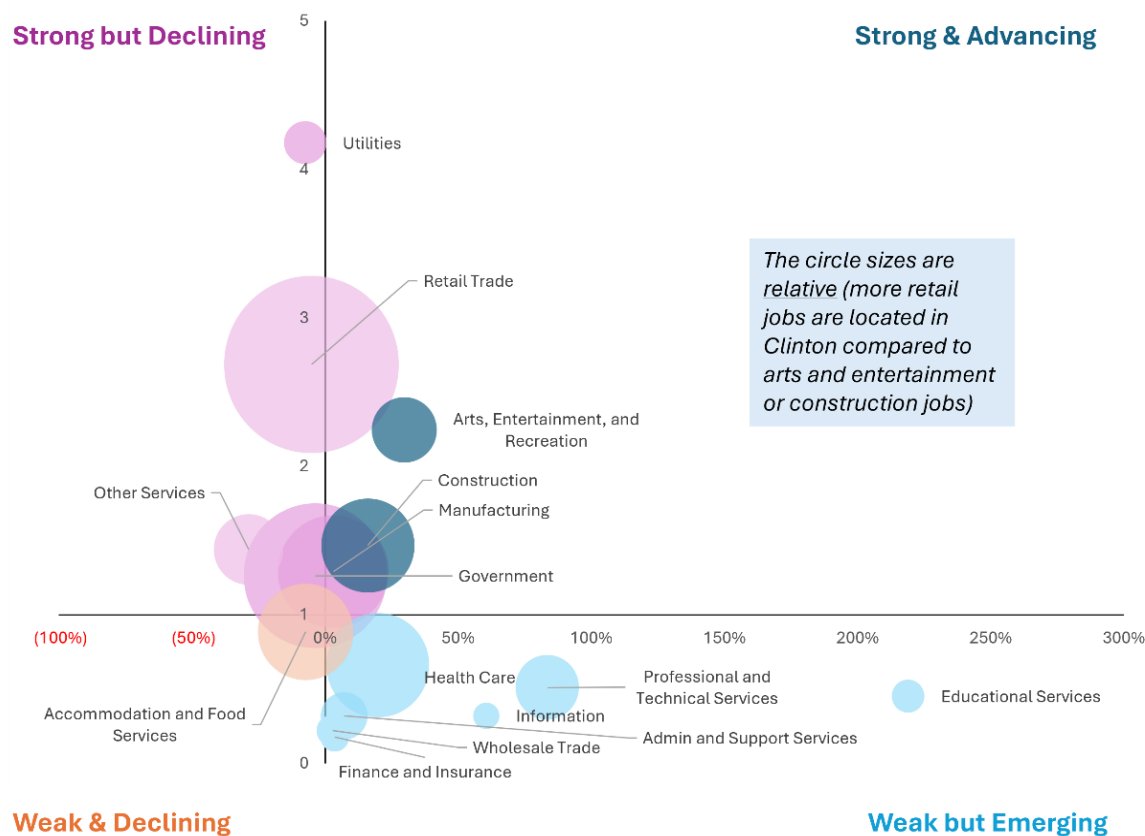


Figure 6 Clinton's Economic Trends and Regional Competitiveness

A majority of those who work in Clinton commute from outside of Town, with about 12% of the jobs in Town filled by residents. However, most employees from Clinton's top ten largest employment sectors will typically struggle to afford the high home prices and rents in Town.

The Town has made several economically related achievements since the 2015 POCD. The Town has become a member of the Connecticut Main Street Center, the Morgan School has successfully partnered with Goodwin University's Early College Advanced Manufacturing Pathway (ECAMP) to implement the Advanced Manufacturing and Engineering Opportunities program, and the Economic Development Commission has been successful in conducting outreach and engagement with businesses throughout Town.

Land Use and Zoning

There are 18 different existing zones delineated in the Town of Clinton, with a Transit Oriented Development and Affordable Housing Zone encompassed within these 18. Each of these zones dictates the types of land use (discussed below) that is allowed in the area. Existing residential zones have a range of minimum lot sizes, with those minimums generally increasing as one moves from south to north. Commercial zones are predominantly found along Route 1 and Route 81 just north of I-95. Industrial zones are concentrated along the rail line and I-95. The Marine commercial zone is found along Clinton Harbor and the Hammonasset River. The Town also has several smaller zones such as the Transit Oriented Development (TOD) zone surrounding the Shoreline East station, Interchange Development Zone along Route 81, East Main Village District, along Route 1 and adjacent to the Village Zone, and a small Affordable Housing Development district which coincides with 8 Liberty Place.

According to assessor land use data (January 2025), residential land uses make up roughly 52% of the total land, with commercial and industrial uses at 6%, institutional uses at 2%, and open space approximately 16% of total land use. A majority of the residential parcels are single-family lots, with densities and types diversifying toward the central and southern areas of Town. Open space parcel ownership includes the State, Town, Clinton Land Trust, and private. In addition to open space, roughly 10.5% of the land is undeveloped, but *not* designated as open space. Many of these parcels have natural resource constraints that prevent development.

“TOD means the development of residential, commercial and employment centers within 1/2 mile or walking distance of public transportation facilities, including rail and bus rapid transit and services, that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services.” [\(13b-79o\)](#)

*Table 1 Land Use Parcel Count, Area, and Percent of Land
Area Base on Assessor Data*

Land Use	Count	Area Acres	Percent of Land Area
Residential	5,836	5,426.6	51.7%
Residential - Single Family	4,637	4,977.1	47.4%
Residential - 2-3 Family	176	170.8	1.6%
Residential - Condominium	744	143.0	1.4%
Residential - Multi-Family	19	27.5	0.3%
Residential - Mixed-Use	2	0.6	0.0%
Residential - Mobile Home	258	107.7	1.0%
Commercial & Industrial	404	599.4	5.7%
Commercial	150	220.3	2.1%
Marine Commercial	168	108.9	1.0%
Industrial	86	270.2	2.6%
Institutional (Municipal and Private)	40	218.0	2.1%
Institutional	40	218.0	2.1%
Open Space & Recreation	257	1,880	17.9%
Open Space	251	1,687.9	16.1%
Recreation	3	144.0	1.4%
Cemetery	3	48.3	0.5%
Other	474	2,382.0	22.7%
Agriculture	11	243.4	2.3%
Undeveloped	321	1,102.7	10.5%
ROW	118	812.8	7.7%
Utility	15	152.5	1.5%
Water	9	70.5	0.7%
Total	7,011	10,506.3	100%

Zoning vs. Land Use: Zoning is a legal tool that divides the town into delineated areas and dictates the types of uses allowed in a specific area. The land use describes the purpose and activity for which a parcel is presently being used.

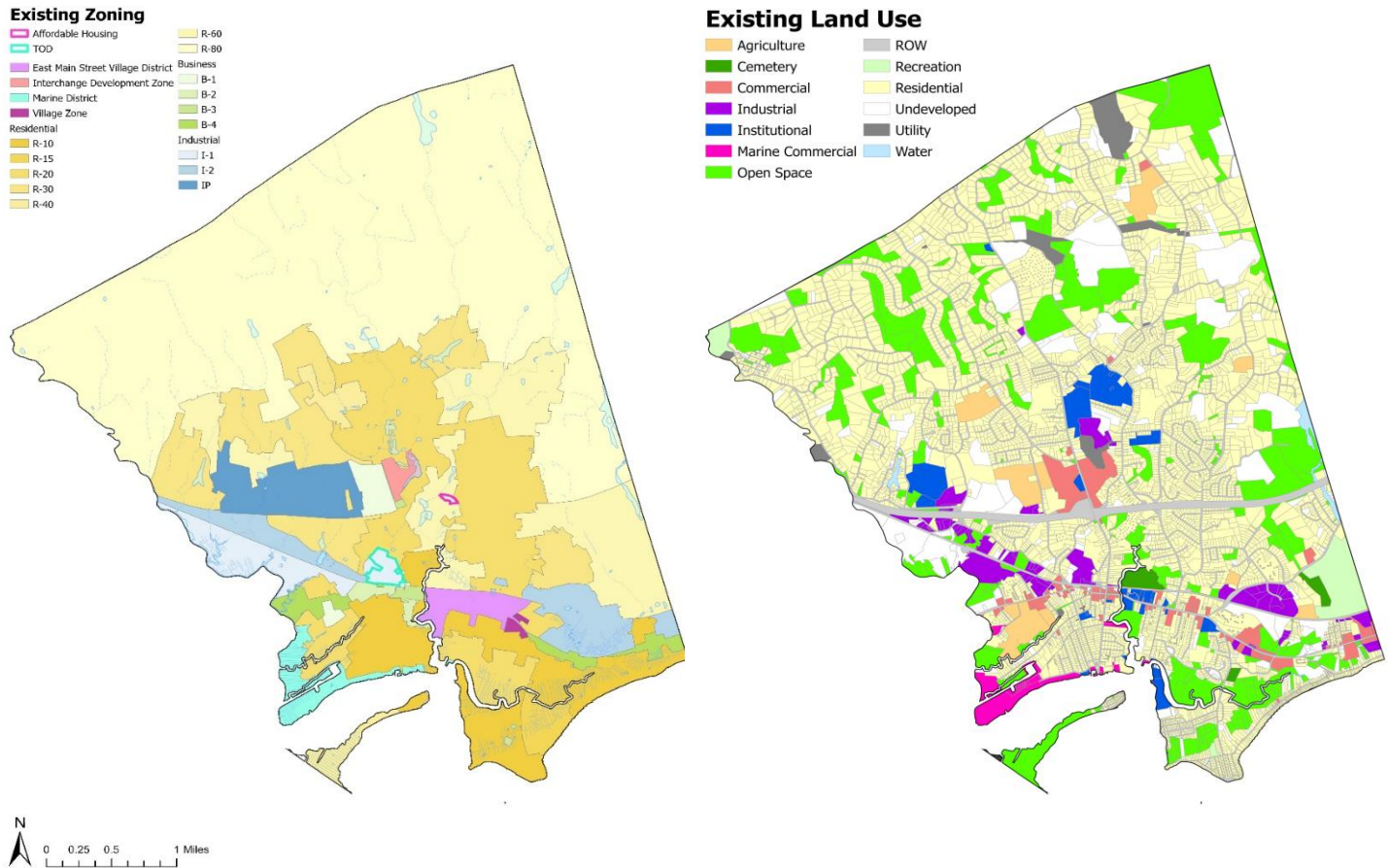


Figure 7 Existing Zoning (Left) and Land Use (Right)

Community Facilities, Services, and Utilities

The most prominent municipal facilities in Clinton are the Town Hall and Annex, Police Department, two fire stations, public works, Henry Carter Hull Library, town marina, and three schools. The Town is continuously working to update facilities through capital improvement planning. Several large-scale improvements and changes among facilities have occurred over the last ten years including:

- The former Morgan School location was closed in connection with a new high school opening in 2016. This property was sold, redeveloped, and is now the Indian River Shops.
- Due to declining enrollment and operational costs, the Pierson School was closed in 2019. At the time of this POCD development (2025) a contract is in place for redevelopment with an intent to sell the property.
- The library has received multiple cosmetic upgrades including updates to the children's room, the infant and toddler room, and renovations to transform a storage room into a teen room.
- Wastewater system upgrades are underway at the Town Marina as of Spring 2025.
- The Indian River Complex was established with multiple recreational fields, facilities, and walking trails.

Overall, the Town provides a diverse set of services to residents and property owners. These services support community needs including education, recreational programs, social services, community safety services, and public services. Several departments have expressed the need and desire to expand services and programs, and implement needed facility upgrades in the coming decade. Many of these expansions and upgrades will increase public safety capacity, enhance public services, and support economic development throughout the community.

Roughly 70% of Clinton's population is served by Connecticut Water Company for drinking water, with a majority of the remaining residents relying on private wells and a small community water system. The entire community is served by on-site subsurface sewage disposal (wastewater) systems, ranging from individual septic systems to larger systems that serve multiple properties or buildings, such as Clinton Crossing. The Town's management, boards, and commissions have studied wastewater alternatives for over 50 years and understand that alternative wastewater options may be needed in the timeframe covered by this POCD. The Town developed a Wastewater Facilities Plan in 2017, which was most recently amended in 2021. The solutions to wastewater management challenges may differ throughout Clinton.

Transportation and Mobility

Clinton's transportation network includes nearly 80 miles of Town-maintained roads, over 10 miles of sidewalks, Interstate 95, railway which carries Shoreline East and Amtrak lines, River Valley Transit bus line, seasonal Clinton Trolley, and additional services including Dial-A-Ride, on-demand ADA Paratransit options, and fixed and deviated-route buses. Several improvements have been made in recent years including a significant upgrade of the rail station in 2022, utilization of grant funds for bridge and sidewalk upgrades, and the execution of a formal road/sidewalk study.

The Town has been continuously working on strategically implementing recommendations from various plans including the Clinton Bicycle and Pedestrian Alliance Plan for a Clinton Greenway and Blueway Trail, RiverCOG's Long Range Metropolitan Transportation Plan, and transportation components of the 2015 POCD.

The existing transportation network plays an integral role in the current and future community structure (Figure 8). Three primary nodes, or activity centers, are present in Clinton including the interchange zone, downtown, and harbor area; and two secondary nodes are found along East Main Street. Primary and secondary nodes should ideally link to gateways along main corridors; this is currently the case in Clinton. Understanding this network can play a vital role in future land use decisions.

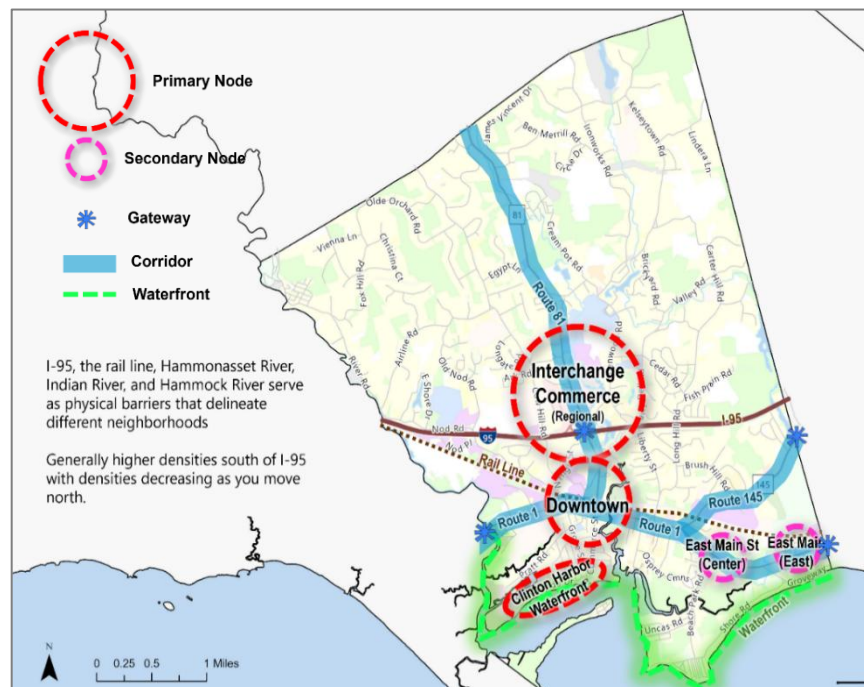


Figure 8 Community Structure and Transportation Network

Coastal Resource Management

Most of the land in Clinton located south of Interstate 95 is within the coastal boundary. Section 18 of the Town's Zoning Regulations includes requirements for development in the coastal area and the coastal site plan review process. The regulations ensure that applications are compliant with State guidance and statutes and consider "the adequacy of measures to mitigate adverse impacts of the proposed activity on coastal resources, and for the Marine Zone, and future water dependent development opportunities."

To further foster responsible coastal growth and development, the Harbor Management Commission is finalizing an update of the Harbor Management Plan in 2023-2024.¹ The Plan identifies a number of goals involving preservation of the shoreline and community character, increase and improve public access, effective response to changing conditions, coastal resilience, and future and current land uses.

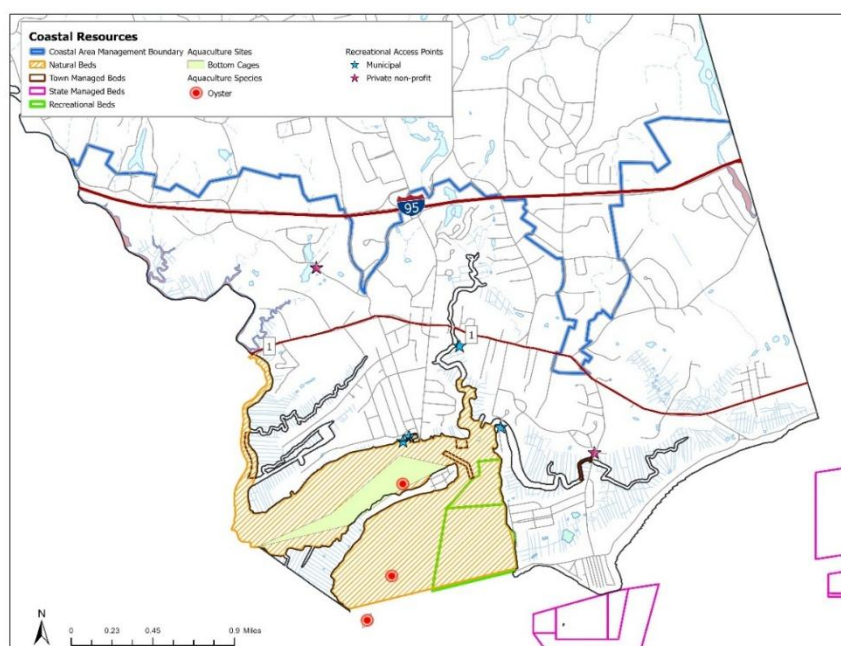


Figure 9 Coastal Area Management Boundary and Coastal Resources

Several of the strategies and actions identified in this POCD are directly aligned with coastal management, as required by the State statutes that guide POCD development in the communities along Long Island Sound. The goal to Promote Clinton's Vibrant Waterfront includes thirteen actions specifically tailored to the needs of the Town's unique waterfront and shoreline. These actions explore potential regulatory needs, access improvements, resilience needs, and harbor management strategies. Actions identified among other goals further support sound coastal management by way of natural resource conservation, stormwater management, education, and regulatory updates.

¹ As of December 11, 2025, the Harbor Management Plan was not yet fully adopted.

Natural Resources

Clinton hosts a diverse composition of natural resources including rivers, streams, forest, wetlands, marshes, and coastal habitats. Roughly 16% of the total land in Town is held as open space by the State, Town of Clinton Land Trust, and other entities; and approximately 10.5% of the Town's land area is currently undeveloped and in a natural state but not specifically designated as open space. These natural areas provide extensive recreational opportunities to residents and visitors, support clean drinking water, and serve as habitat for wildlife.

According to Connecticut's Comprehensive Open Space Acquisition Strategy known as "The Green Plan," the State of Connecticut has set a goal of designating 21% of the State's land as open space by 2023. As of December 2024, it was estimated that 519,138 acres across Connecticut, or 77.11% of the State's total open space goal, had been protected. Since the 2024 calculation, hundreds of acres have been protected, including the Clinton Land Conservation Trust (CLCT) and Town efforts to acquire the 23.57 acre Greystone Property on Killingworth Turnpike.

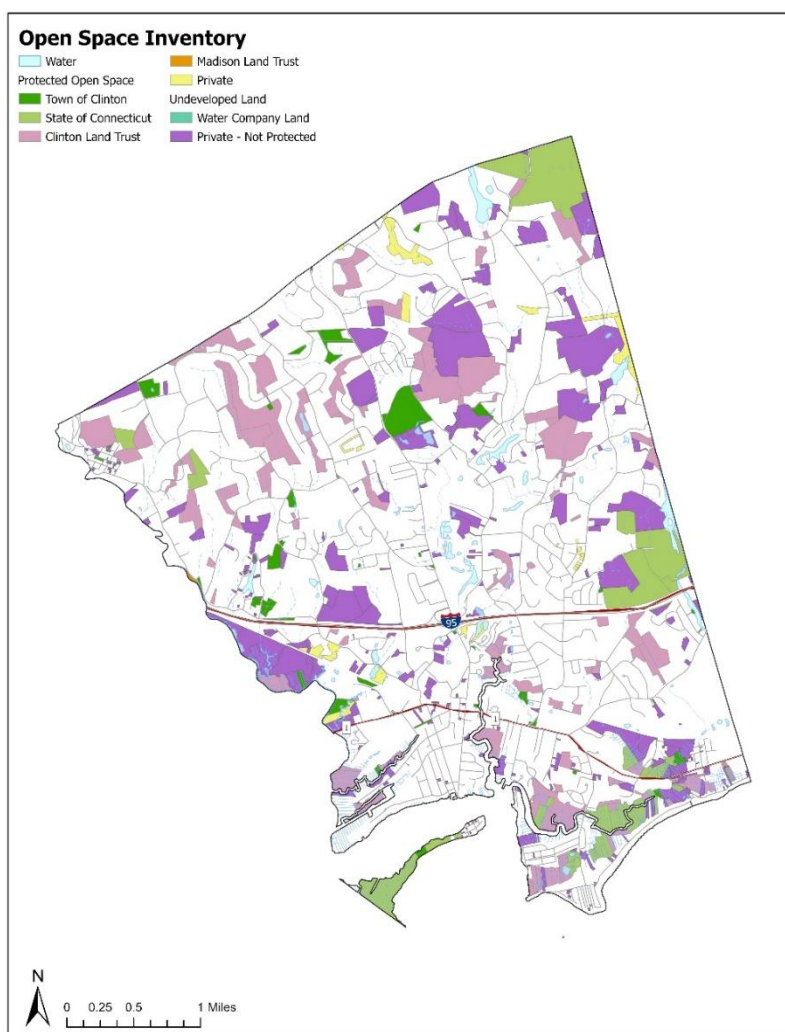


Figure 10 Open Space and Undeveloped Land Parcels

Critical habitats in Clinton include intertidal marsh and beach/shore. These habitats are considered rare and/or specialized wildlife habitats and represent locations that should be given special consideration in conjunction with other environmental and natural resource data. In addition, several areas in Clinton are identified in DEEP's Natural Diversity Database (NDDDB) which are areas that provide habitat to endangered or threatened species. The Town continues to balance natural resource conservation with the pressures of economic growth and development.

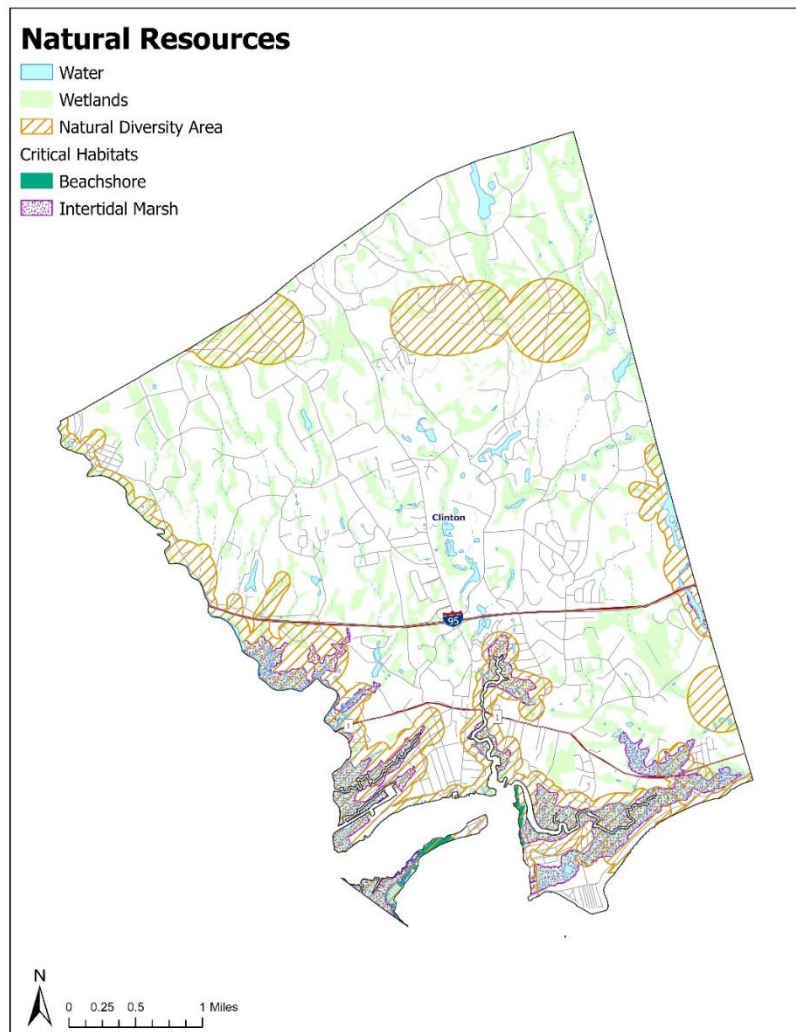


Figure 11 Natural Resources and Natural Diversity Database

Community Sustainability

In recent years Clinton has made great strides toward becoming a community invested in sustainable operations. In 2023, the Town became a Bronze certified community under the Sustainable CT program, receiving credit for actions under 13 sustainability categories. Category actions broadly related to environmental, economic, social equity, and planning/management.

Some examples of sustainability actions Clinton has undertaken in the last ten years include:

- The Library has implemented a program for sharing tools and items with the Library of Things.
- The Library has planted a native plant reading garden in partnership with the Clinton Garden Club.
- The Library underwent a lighting upgrade to install energy efficient fixtures.
- The police department has begun exploring the implementation of hybrid fuel source patrol vehicles.

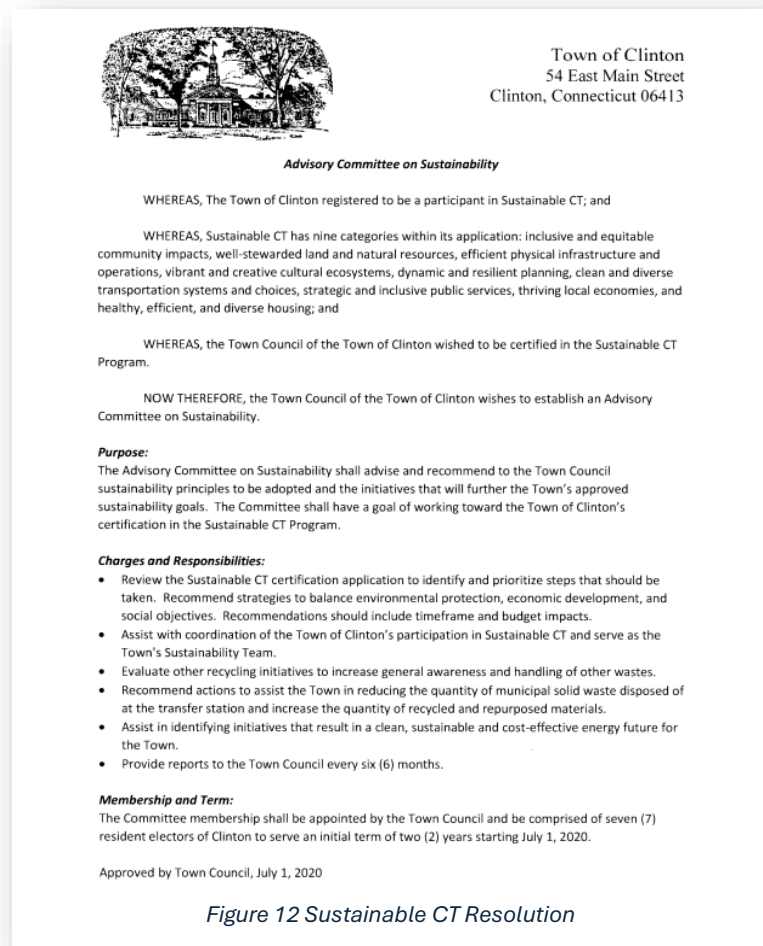


Figure 12 Sustainable CT Resolution

Community Resilience

Over the years Clinton has experienced numerous natural hazard events including hurricanes, tropical storms, coastal floods, heat waves, and droughts. Most recently the Town collaborated with the Towns of Old Saybrook and Westbrook and the Borough of Fenwick on the Four Shore Coastal Resilience Plan. The Town has consistently participated in the RiverCOG Hazard Mitigation Plan (HMP) including the 2021 edition and the update underway in 2025-2026. In addition, the Town falls within the planning region for the Hartford-East Hartford-Middletown Priority Climate Action Plan (PCAP) and the Resilient Connecticut program deployed by the Connecticut Institute for Resilience and Climate Adaptation (CIRCA).

The Town of Clinton has historically integrated resilience concepts into development and planning and will continue to do so over the next decade and beyond. Future projects and planning considerations

include infrastructure upgrades such as culvert upsizing and road elevations, as well as long term projects such as a potential Fire Department relocation.

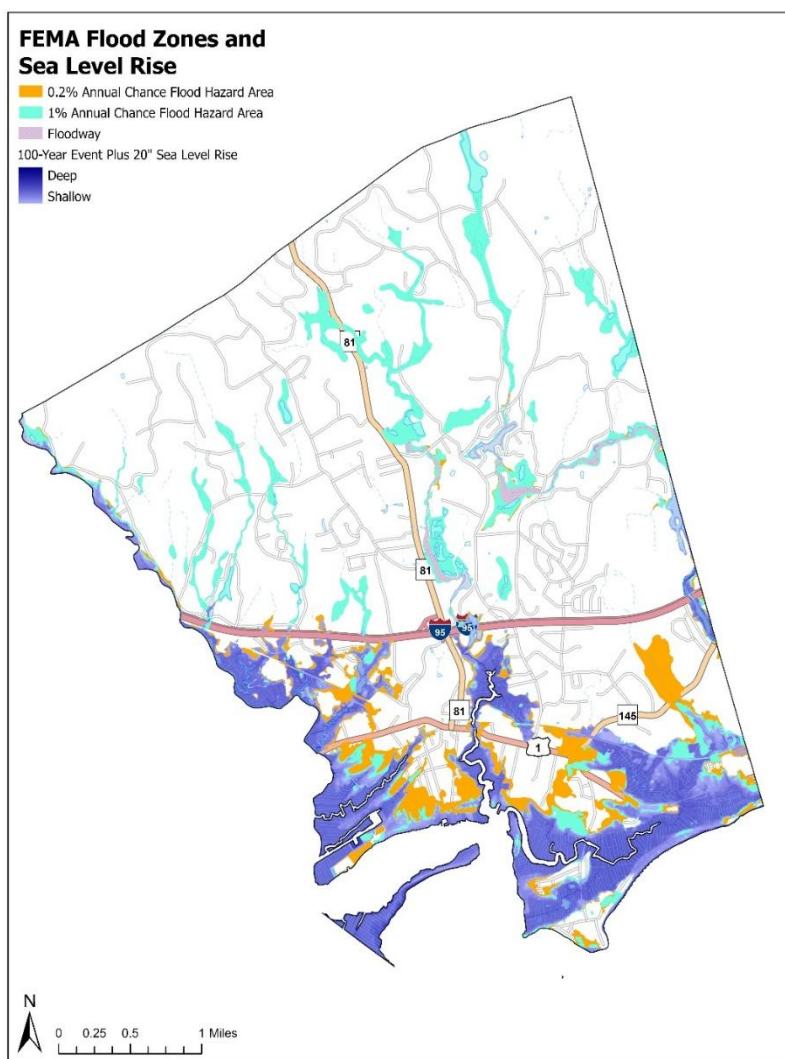


Figure 13 FEMA Flood Zones and 100-Year with Sea Level Rise

Clinton's Vision

In 2014, the POCD Planning Team developed a vision that honored Clinton's history, natural setting, and its people. The vision understood the opportunities available to the Town, and the need for leveraging these opportunities in order to continue to develop a vibrant coastal community. The 2025 Steering Committee developed a vision that honors the work from a decade ago, while continuing to embrace change and the need for the Town growth. The vision for conservation and development from 2025 through 2035 is:

Clinton is a welcoming Town with a strong sense of community and a unique combination of natural and historic resources, services, and opportunities. Clinton is home to more than 13,000 people and hosts more than 4,000 local jobs in numerous employment sectors, while simultaneously providing a strong sense of connection to environmental, cultural, and maritime resources. Ten years ago, Clinton considered itself to be many things at the same time – “a traditional coastal village next to the harbor, a summer retreat, an industrial center, a quiet residential community, and a recreational shopping destination.” The community now embraces these characteristics as a uniform identity, making Clinton stand apart from neighboring towns.

Over the next ten years, the Clinton community foresees continued employment growth, a cultivation of arts and cultural activities, an emerging sense of connection between an evolving Downtown Clinton and the waterfront, a desire for housing choices for a range of income levels that allow the workforce to live locally, development and redevelopment of specific areas that have long been identified, renewed focus on strategies for managing wastewater, and robust planning to make facilities, infrastructure, and the community as a whole, more resilient to floods and other challenges.

From 2025 to 2035 and beyond, Clinton will be open for business with a strong tax base while protecting its environmental, recreational, and cultural resources; expanding housing choices for all people; and investing in resilient services, facilities, and infrastructure. To realize these goals, the Town must embrace the choices ahead and appropriately react to market conditions, demographics, and infrastructure solutions if they change over the timeframe of this plan.

Future Land Use Plan

The Future Land Use Plan (additional materials found in Appendix B) depicts the land use policies for Clinton. The plan does not represent the Zoning Map for Clinton. However, the plan should help inform future zoning changes; and assist in determining conformance with the POCD for land use applications. Future revisions to the Zoning Map should reflect policies depicted in the Future Land Use Plan. The Future Land Use Plan shows the categories of land uses (e.g., residential, commercial, industrial) and, for some land uses, the map suggests the general intensities (e.g., low density and medium density).

The Future Land Use Plan should be consistent with the Town's vision statement expressed in this POCD; should reflect regional and state plans or should inform these plans; and should guide future investments and disbursement of funds from State agencies.

Furthermore, Clinton has an opportunity to utilize a primary node/secondary node/gateway/corridor structure in its Future Land Use Plan. This type of structure allows for the strengthening of Downtown Clinton without taking away from the needs that are located east and west of Downtown along Route 1, north of Downtown along Route 81, and south of Downtown in the marina/waterfront area. The plan, as shown in Figure 14 and Appendix B, is not a zoning map, but depicts areas throughout Clinton that share similar uses and intensities and can be targeted collectively going forward. The land use plan can help to inform future zoning changes, balance future development with the need to minimize hazards and risks to property and residents, and assist in determining conformance with the POCD for land use applications; and the land use plan should be consistent with regional and state plans.

Narratives are provided following the map.

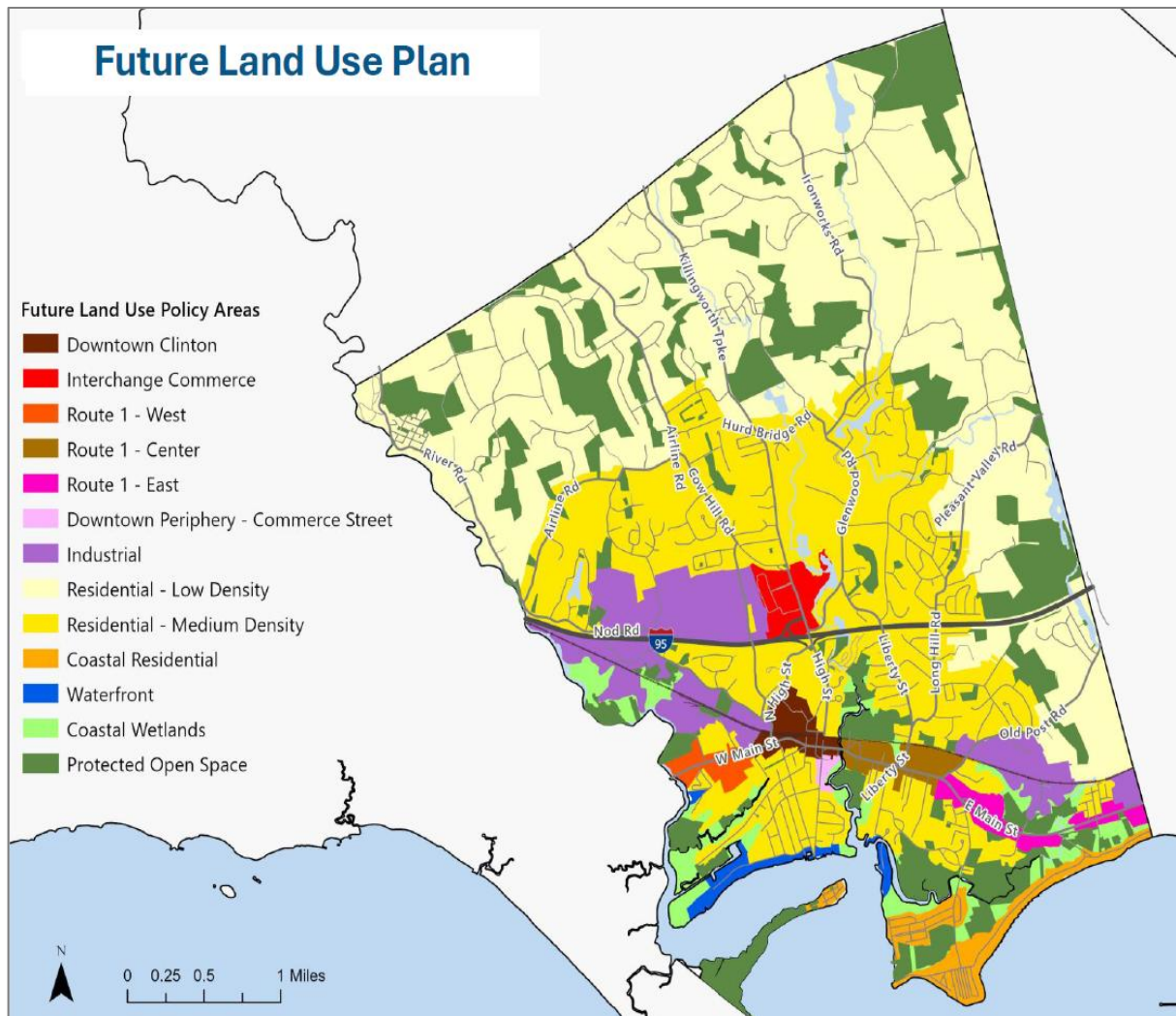


Figure 14 Future Land Use Plan Map

Downtown Clinton offers opportunities for mixed-use development and TOD-related activity, leveraging proximity to the Shoreline East passenger rail station. The former Unilever site is an example of ongoing redevelopment potential. Downtown Clinton is a priority area for infrastructure improvements such as sidewalks, complete streets, parking, and wastewater management strategies consistent with options in the Facilities Plan. Connections to the Clinton waterfront, West Main Street, East Main Street, and the interchange areas are important facets of Downtown Clinton. Furthermore, Downtown Clinton coincides with parts of four historic districts, the boundaries of the Clinton Arts District defined by the Arts District resolution in 2019, and segments identified in the Greenway/Blueway Plan. This concentration of activities and uses is supported by the Goal “Reinforce Downtown Clinton as the Community’s Civic and Local Business Center.”

Downtown Periphery is a relatively limited land use oriented along Commerce Street, overlapping with the northern part of the Commerce Street Historic District. This is a transitional area between Downtown, residential neighborhoods to the south, and the waterfront. This area represents a step-down in intensity compared to Downtown Clinton and supports residential uses and lower intensity commercial uses, many of which are in former residential structures. Designation as a future land use, while limited, will help protect the unique characteristics of this corridor while facilitating the key connectivity between Downtown and the waterfront.

The Waterfront encompasses Clinton Town Beach and water-dependent uses such as marinas. The waterfront is a regional draw to Clinton. Its proximity to the downtown area is somewhat unique among shoreline communities. This land use supports maximizing opportunities for public access to the shorefront, especially where non-water-dependent uses may occur. This concentration of activities and uses is supported by the Goal “Promote Clinton’s Vibrant Waterfront.”

The Route 1 Corridor is divided into three segments:

- **Route 1 West** is west of Downtown and extends to the Madison town line. This corridor consists of a mix of greenfield, infill, and redevelopment opportunities. This area has a business focus, with some potential opportunities for residential and mixed-use development. This area is located on a key connectivity corridor between Downtown Clinton and Hammonasset Beach and serves as one of the Town’s major gateways. This is an area where streetscape, bicycle, and pedestrian improvements should be prioritized.
- **Route 1 Center** is immediately east of Downtown. This corridor aligns with the Town’s historic village center and consists of a mix of housing and business uses. This corridor is walkable to Downtown and, for most residents, is considered part of the larger “Town Center” area. This corridor has a smaller scale and less auto-centric feel in its existing development than Downtown and contains many historic structures. Opportunities may be present for infill and adaptive re-use at appropriate scales.
- **Route 1 East** extends from Route 145 to the Westbrook town line. This corridor is more autocentric in nature and supports strip style development. There are some underutilized “big box” spaces with redevelopment potential, which may present opportunities for mixed-use development. Coastal flood zones and wastewater management limitations need to be considered as part of redevelopment efforts. This area forms the Town’s primary eastern gateway and, like its western counterpart, is an area where streetscape, bicycle and pedestrian infrastructure should be prioritized.

Interchange Commerce is the area encompassing Clinton Crossing and the Indian River Shops. This area has direct access to I-95 and has emerged as a regional retail and business center. Sidewalk connections to other neighborhoods and connectivity to Downtown Clinton are important future efforts. The Town should support opportunities for mixed-use, higher density development if any commercial uses become obsolete in the timeframe of this POCD.

Industrial land uses will largely encompass existing industrial zones, except for a few areas along Route 1 and within tidal wetland systems. The Town's priorities for these areas should be light industrial, manufacturing, and some commercial uses. Heavy industrial land uses are not a priority for the Town. Some greenfield development potential is located north of I-95. In an effort to increase accessibility, the Town should work with CTDOT to explore opportunities to better connect industrial areas to I-95 and also work to capitalize on the existence of rail spurs which connect various parcels to the rail line. Industrial areas are supported by the Goal "Position Clinton for Economic and Grand List Growth." However, the proximity of industrial land uses to residential areas and to tidal wetlands will continue to require close attention and the use of appropriate buffers and separations.

The **Coastal Residential** land use designation represents existing higher-density neighborhoods near the shorefront such as Shore Road, Hammock Parkway, Beach Park Point, Harbor View, and Cedar Island. This is an area with small lot sizes and ongoing wastewater management challenges that are anticipated to continue. These neighborhoods will continue to address coastal flood hazards. New development, if proposed in coastal residential areas, would need to be mindful of scale, address wastewater challenges, and directly address resilience challenges by reducing risks to life and property.

Medium Density Residential encompasses areas mostly served by public water systems, with a few exceptions. This area is, and will continue to be, predominantly single-family homes. However, there may be some sites that could support more diverse housing types. These sites should be located where public water service is available, soils are suitable for on-site wastewater management, and located on major roadways. Proximity to Downtown Clinton could be an additional factor for considering new housing types in this area.

Low Density Residential encompasses the lowest density zones (R-60 and R-80 in the current zoning map) that are located on periphery of the community, furthest from the Downtown. This is an area that consists of single-family homes, open space, and undeveloped land. Lack of sewer and public water infrastructure limit development intensities. Most of Clinton’s undeveloped land is located in this area, presenting an opportunity for some new single-family development. The Town should encourage new conservation subdivisions or similar methods that maximize open space set-asides and improve linkages between open space areas. This is a priority area for conservation and future open space acquisition efforts.

Protected Open Space includes tidal wetlands, riverine flood zones, forested corridors, and other natural resources that provide recreational opportunities to Clinton residents and protection of the Town’s natural systems. These Future Land Use Plan areas are supported by the goal “Protect and Enhance Open Space, Natural Resources, and Historic Areas.”

Consistency with Other Plans

State Conservation and Development Policies Plan: The locational guide map in the State Conservation and Development Policies Plan for Connecticut (2024) identifies Clinton center as a “Local Activity Zone.” Local Activity Zones have a higher concentration of commercial activity and some civic and cultural uses. “Suburban Activity Zones” surround Clinton’s Local Activity Zone, representing a combination of commercial, transportation-related, and civic uses. The presence of a Local Activity Zone in Clinton may provide Clinton with a competitive advantage over the other shoreline towns for attracting new businesses and investments.

- In the Clinton Future Land Use Plan, the future land uses that coincide with the Local Activity Zone are Route 1 West, Downtown, Downtown Periphery, Route 1 Center, Medium Density Residential, Interchange Commerce, Waterfront, and Industrial.
- The future land uses found in the Suburban Activity Zone are Route 1 East and Coastal Residential, along with Medium Density Residential and many of the Industrial areas.
- The Low Density Residential areas of Clinton are largely aligned with the undesignated area on the State Conservation and Development Policies Plan for Connecticut.

Therefore, the locational guide map and the Clinton Future Land Use Plan are considered consistent with one another.

Regional Plans: RiverCOG supports a Regional Plan of Conservation and Development (RPOCD, effective 2021-2031) and a Transit Oriented Development (TOD) Vision Plan.

- The RPOCD utilized an overlay of composite layers to develop potential future land uses. In Clinton, clusters of economic activity and employment mapped near and along major transportation corridors are coincident with the Future Land Use Map designations for Route 1 West, Downtown, Route 1 Center, Route 1 East, some Industrial areas, and Interchange Commerce.
- Clinton is one of four RiverCOG municipalities highlighted in the TOD Vision Plan. The Downtown designation in the Future Land Use Plan is consistent with the TOD Vision Plan.

Therefore, the RiverCOG RPOCD, future land use map, and Clinton Future Land Use Plan are considered consistent with one another.

Emerging Resilience Concepts: In addition to its somewhat unique recognition in the State's locational guide map, Clinton fits the resilient hub-and-spoke concepts that are starting to be recognized in Connecticut and other states. Specifically, Downtown Clinton contains TOD potential that is not in a flood zone, with unbroken connections northward along Route 81 to I-95. Notwithstanding the flood challenges associated with the Indian River, resilient corridors with dry access can be drawn north-south along Route 81 and west-east along a segment of Route 1, with TOD potential and an existing cluster of businesses at the node where these corridors meet. These characteristics, combined with the State's locational guide map, the goal statement about Downtown Clinton, and the action about considering a "resilience improvement district" will all help support the Town's "whole community" resilience efforts and strengthen future downtown opportunities.

Reinforce Downtown Clinton as the Community's Civic and Local Business Center



There is a resounding consensus throughout the community that Clinton's Downtown is an asset to the community that should be prioritized for investment to develop a lively Downtown for residents and visitors. Because of this, the Town has committed to identifying actions to **Reinforce Downtown Clinton as the Community's Civic and Local Business Center**.

In order to advance this goal, a number of challenges will need to be addressed, such as parking limitations, wastewater infrastructure needs, fostering small-business community relationships, and regulatory changes that need to be considered to create a mixed-use and accessible downtown.

AND THE COMMUNITY SAYS...

Clinton is a great place to live because "Clinton isn't a town it's a **community**. Our diversity, our education, our sports, is what I grew up on and have thrived on as an adult."

One of the Town's challenges is "**Unifying Downtown** to have character, walkability, opportunities, and curb appeal."

Create and Maintain Infrastructure that Supports a Vision for Downtown

DT-1. Strengthen streetscapes and visual connections along West Main Street, with priority between Grove Street and Pearl Street.

- In an effort to promote downtown activity, particularly by pedestrian traffic, the Town should focus on improving streetscapes and connections along West Main Street leading to the Main Street/Downtown area. This includes improving the “feel” of the corridor by upgrading components such as building facades, sidewalks, landscaping, lighting, public art, and roadside furniture. The Town should prioritize segments that are nearest to the core of Main Street, such as the segment of West Main Street between Grove Street and Pearl Street, to create cohesive connections. This action could be executed in tandem with action DT-2. Note that this part of West Main Street does not overlap with one of the historic districts.

DT-2. Improve aesthetics and appearances of public spaces and encourage businesses to do the same relative to their facades and public facing spaces.

- Similar to DT-1, this action is focused on improving the feel of Downtown to make it a more cohesive and inviting neighborhood and destination for locals, business employees, and visitors to frequent. Part of this action may include incentives for upgrading properties, with the goal of increasing a sense of pride in ownership among property owners. This action can be executed in tandem with the design standards action DT-14 below.

DT-3. Conduct a parking inventory followed by a study to inform conversations on shared parking arrangements between private property owners and identify solutions.

- In an effort to increase visitation to the downtown area, parking challenges and limitations, whether real or perceived by residents and visitors, need to be addressed. In order to properly address the needs and the existing parking availability, an inventory and study should be conducted to identify the current and future needs. Following the study, the Town should consider tools such as establishing public parking easements and developing a shared parking plan. This effort can be executed in tandem with DT-4.

DT-4. Improve signage and wayfinding for public parking, beginning with public facilities (Town Hall, Pierson School, Train Station, and others)

- A frequently expressed frustration among business owners and residents involves the challenges related to parking in the downtown, including a perception of poor signage and directions as well as limited parking spaces. These challenges have reportedly deterred business development and impeded traffic flow to existing businesses. The Town should explore opportunities to further promote existing parking and/or seek opportunities for increasing parking whether this is on municipal property or via agreements with other landowners. Signage and wayfinding are key parts of this action. Depending on the outcomes related to the potential relocation of the Fire Department, new public parking spaces on that property could be a central part of these parking-related improvements. This action relates to and may rely upon the outcome of DT-3.

DT-5. Modernize stormwater infrastructure to improve resilience to intense rainfall events.

- The public and private development and redevelopment envisioned for Downtown Clinton may cause changes in land cover, which can translate to increased stormwater volumes or a change in stormwater drainage patterns. To ensure that any Downtown project minimally increases stormwater volumes, and ideally reduces volumes and rates of runoff, the provisions of the updated Connecticut Stormwater Quality Manual and other emerging stormwater management techniques should be promoted and incorporated wherever feasible. Improvements may include green infrastructure, pervious pavement applications, and other low impact (LID) development strategies. When possible, disconnect stormwater systems from outfalls that are submerged in tidal waters to reduce future sunny day flooding associated with very high tides. Overall, ensure that any stormwater related regulatory changes made as part of EG-1 support this action and consider the protection of natural resources by way of action OS-10.

DT-6. Identify a preferred wastewater management strategy for Downtown Clinton, considering the facilities plan recommendations, costs, and benefits to development/redevelopment opportunities.

- The Clinton Facilities Plan (amended through 2021) identifies existing wastewater conditions and challenges, and potential options and solutions for the Downtown West, Downtown Center, and Downtown East study areas. As development and redevelopment occurs Downtown, the Town must consider wastewater needs and leverage opportunities to implement new management strategies, while considering the findings of the Facilities Plan. Balancing factors such as cost, feasibility, and existing and future needs should be a priority. This action complements action RI-14. Note that RI-13 (consideration of a resiliency improvement district) could be a potential source of future funds for wastewater improvements in the context of resiliency.

DT-7. Support the activation of Post Office Square as a flexible central public space including pedestrian wayfinding enhancements to connect it with Central Ave and Hull Street, as identified in the RiverCOG TOD Vision Plan.²

- The TOD Vision Plan evaluated different levels of TOD planning to enhance multimodal connectivity and promote walkable, compact, and mixed-use development associated with the RiverCOG region's Shore Line East stations and the Middletown bus terminal. Improvements to Post Office Square were discussed and promoted in this plan as key components of enhancing Downtown Clinton's TOD potential.

² <https://www.rivercog.org/tod>

DT-8. Advance the “East Main Street Indian River Crossing” and “Town Hall and Fire Department” projects identified in the Four Shore Coastal Resilience Plan.

- The Four Shore Coastal Resilience Plan recognizes the most challenging coastal flood risks for the Town of Clinton to address. These two keystone projects in the Four Shore Coastal Resilience Plan (of the six identified in Clinton) are situated in the Downtown area. They consist of “bundles” of resilience measures for consideration including enhanced stormwater management, box culvert/bridge upsizing, road elevations, and managed retreat (for the Fire Department site). The Town should seek funding to advance these concepts as standalone resilience projects or in conjunction with larger neighborhood-scale efforts; or evaluate the feasibility for integrating concepts into other projects that do not originate as resiliency projects (e.g., future DOT work along Main Street). The Route 1 bridge at Indian River has been identified by as the Connecticut State Historic Preservation Office (SHPO) as a contributing factor to the Clinton Village Historic District; this characterization must be considered during any redesign. Overall, this action supports the RiverCOG Hazard Mitigation Plan update, and complements actions RI-8, RI-16, and RI-17.

DT-9. Support the “resilient hub” concept for Downtown.

- While the Downtown area already is home to several community-serving facilities such as the Town Hall, the Town should continue to explore opportunities for enhancing, expanding, updating, and creating new spaces. These spaces could serve as emergency shelters, extreme temperature respite locations, supply distribution sites, and sources of community preparedness information. Note that RI-13 (consideration of a resiliency improvement district) could be a potential source of future funds for public safety improvements in the context of resiliency.

Resilient Hub: A concentration of community-serving facilities that support residents by coordinating and supplementing resource distribution and services before, during, and after natural hazard events. Resilient hubs are connected to resilient corridors like Rt 81.

Build Critical Mass in Downtown Clinton

DT-10. Work with the Economic Development Commission (EDC) and other partners to create an attractive environment for anchor businesses.

- The Town should continue to work with and support the EDC's efforts in business development to attract a well-established, point of attraction, anchor business. These efforts will likely need to coincide with a number of actions such as, DT-1, DT-2, DT-4, DT-6, DT-12, and DT-21. To attract an anchor in the Downtown core, Clinton will need improved wayfinding and parking (see actions DT-3 and DT-4), future-facing wastewater facilities, and increased residential populations in close proximity. Connections to adjacent neighborhoods are needed to provide consistent traffic to potential anchor businesses that are located Downtown, as well as existing anchor businesses east of Downtown.

Anchor Business: A business or other entity that draws different kinds of traffic and benefits the surrounding businesses. A grocery store is a typical example; grocery shoppers might visit a few shops in the same plaza because they are already present. A downtown anchor business example is Page Hardware in Guilford.

DT-11. Prioritize, plan and take an active role in redevelopment efforts at Unilever; this is a key property for supporting many of the Town's goals.

- The former Unilever property has been targeted for major redevelopment to include housing, retail, and recreational facilities. Phase 1 of the redevelopment has been completed, with subsequent phases yet to begin. With the Unilever property offering some of the largest redevelopment opportunities in Clinton, the Town should play an active role in ensuring the property is redeveloped to support TOD and connections to Downtown.

DT-12. Grow residential population through appropriately scaled mixed use and residential development, leveraging proximity and opportunities that the train station provides.

- Existing housing in the Downtown area is perceived to be limited; therefore, the Town should explore mechanisms to grow the residential population in Downtown Clinton. This should occur as part of action EG-1 to ensure regulations that allow the appropriate development. This action complements actions HO-1 and HO-4, as well as those in the Infrastructure goal.

DT-13. Continue supporting the conversion of the Pierson School to senior housing and identify other potential sites for future housing.

- The conversion of the Pierson School is projected to include 50 senior affordable housing units and a publicly accessible senior center. This project addressed the townwide need for senior housing as well as senior resident resources; therefore, the Town should continue to support the project, while exploring options for future housing redevelopment. This action complements several actions including DT-9, DT-12, HO-1, HO-4, and HO-8.

Provide Consistent, Flexible, and Adaptable Regulations

DT-14. Consider adopting consistent site design standards across zones along Route 1 to improve visual cohesion.

- In an effort to support improved aesthetics Downtown, attracting an anchor business (DT-10), and to further support actions such as DT-1 and DT-2, the Town should consider site design standards within the future land use policy areas of Downtown Clinton, Route 1 West, Route 1 Center, Route 1 East, and the Route 1 Industrial areas. Site standards could consider consistent standards across all areas where appropriate, with cohesive area-specific standards where needed.

DT-15. Review lot size and setback requirements for the TOD Overlay Zone and modify as appropriate to encourage redevelopment.

- Lot size and setback requirements in Downtown Clinton – specifically, in the TOD area – may constrain development that is desired over the timeframe of this POCD. The PZC should review requirements of Section 26 of the Zoning Regulations (or its replacement) from time to time to ensure that the desired development is occurring and ensure that lot size and setback requirements are not deterring businesses and supportive activities. As an alternative, requirements can be reviewed in connection with a comprehensive Zoning Regulations revision process. The PZC should likewise consider expanding the eligibility radius for properties fronting arterial roadways; and consider form-based approaches in lieu of some lot size and setback requirements.

Support Growing the Arts District

DT-16. Increase awareness and involvement for seasonal events and festivals.

- The Town should continue to foster relationships with organizations in Clinton to further promote and enhance seasonal events and festivals. Connections include, but are not limited to, the Clinton Placemakers, Clinton Art Society, and Clinton Arts Council. Consider charging a commission with maintaining these relationships such as the Economic Development Commission.

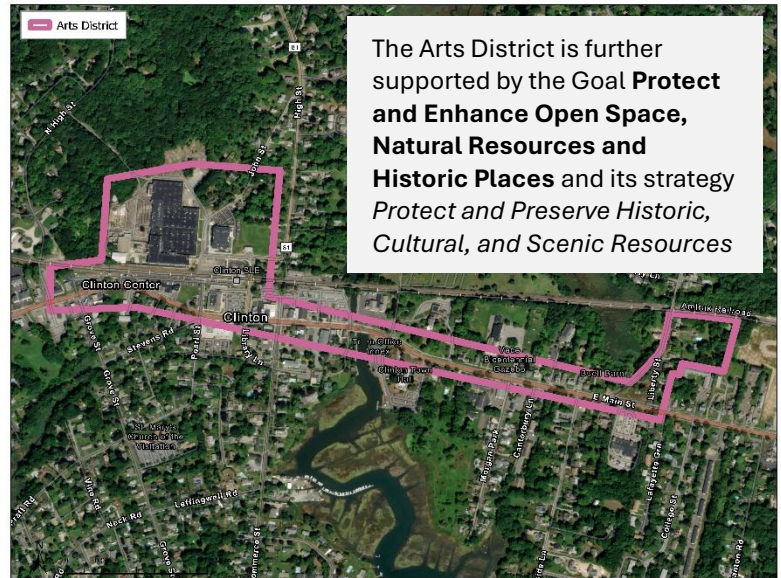


Figure 15 Clinton Arts District Boundary

DT-17. Engage the arts community to expand public art and performances.

- The Town should continue to collaborate with and support organizations in town that promote the arts and events such as the Clinton Placemakers and the Clinton Arts Council. This action complements DT-2.

DT-18. Leverage the arts as a key element of Clinton's identity and branding for tourism, economic development, and community engagement.

- Work with local businesses, commissions, and organizations to utilize the existing arts community to further enhance the opportunities already available in town.

Enhance Connectivity between Downtown Clinton and Other Activity Centers

DT-19. Support Clinton's Bike and Pedestrian Alliance Committee's Master Plan.

- The Town must integrate components of the Master Plan, when feasible, both Downtown and in other areas. Supporting the Master Plan will enhance the alternative transportation network in Town and supports several actions including VW-3, RI-1, and RI-2.

DT-20. Improve connections to Route 81/Interchange area and the waterfront, leveraging Downtown's central location.

- Strategies for improving connections between Downtown Clinton and the waterfront might include increasing signage to direct visitors, promoting and encouraging walking and biking with comfortable and safe walking and biking routes, improving the aesthetics along routes, encouraging TOD, or promoting safer streets. Similar strategies may be used to improve connections between Downtown Clinton and the interchange area. This action complements action DT-10, and should consider actions EG-11, VW-2, RI-1, RI-2, and RI-20.

DT-21. Strengthen connections between Downtown Clinton and surrounding residential neighborhoods.

- The Town should seek to strengthen connections by way of visual and aesthetic upgrades, improve alternative transit corridors to encourage walking and cycling, and maintain and improve existing infrastructure. Strengthening connections can also include targeted development and redevelopment to create safe, walkable neighborhoods that connect Downtown to residential areas.

DT-22. Strengthen the Route 1 corridor east-west connections with neighboring towns.

- Certain stretches of the corridor have been identified by the community as areas needing attention specifically due to vacant buildings and parcels. By focusing on redeveloping these properties, and strengthening streetscapes along this route, the Town will create inviting corridors with neighboring towns which lead to the Downtown and the waterfront.

Position Clinton for Economic and Grand List Growth



Communities across Connecticut are changing as retail trends shift, housing markets fluctuate, and job opportunities shift among sectors. Many Clinton residents have prioritized a return to a business profile that includes a variety of commercial and light industrial land uses outside of Downtown Clinton, as well as the envisioned critical mass of businesses in the Downtown area. To achieve these changes, the Town needs to consider the modernizations and changes needed to **Position Clinton for Economic and Grand List Growth**. These strategies include ensuring regulatory mechanisms promote growth, filling vacant and underutilized parcels and properties, and supporting business growth.

AND THE COMMUNITY SAYS...

Clinton is a great place to live because “Clinton has a lot to offer for such a little town. It’s **tiny but mighty**. It has a beautiful shoreline between the marina area and the town beach. The historical aspect of Clinton is extremely unique with the historical buildings Downtown, such as the Stanton house. Activities such as kayaking, shopping at the outlets, and events such as fireworks and Christmas in Clinton are assets and activities for townies as well as for out-of-towners.”

One of the Town’s challenges is “Preserving the small town atmosphere while generating a reasonable tax basis.” and “Cleaning up Clinton and bringing in **business** and **housing** would make Clinton even better than it is now.”

Ensure That Regulatory Mechanisms Promote Sustainable Growth

EG-1. Conduct a comprehensive review of land use regulations and update the regulations to make them more user friendly and streamlined.

- Clinton's land use regulations include the Zoning Regulations, Subdivision Regulations, and others (e.g., Aquifer Protection) that guide development. The Zoning Regulations have been reviewed and amended many times since 1965; however, the regulations would benefit from a comprehensive review to consider modernizations and revisions. This review should include related land use regulations to ensure consistency. A review and update of Zoning Regulations should incorporate the actions and future land use plan in this POCD.

EG-2. Regularly review Zoning and other land use regulations to ensure they function efficiently.

- Once a comprehensive review and update is completed, the Town should ensure that the existing review process promotes a regular review of zoning and land use regulations to ensure they are functioning efficiently, working toward the vision and goals laid out in the POCD and not contradicting them.

EG-3. Ensure proposed land uses along certain focus areas (i.e., along or near Route 1, industrial zones, etc.) avoid conflicts with flood hazard areas and/or at-risk properties.

- Flood damage prevention criteria and regulations are incorporated into the State Building Code (administered locally) and the Town's Zoning Regulations, respectively. While this two-pronged approach is typical in Connecticut for regulating development in flood zones, the PZC can take additional steps to ensure that proposed land uses do not result in unmanageable risks to people and infrastructure. For example, the Town could require that mixed use developments in flood zones, if proposed, incorporate extra precautions to protect future residents. Examples include preventing residential uses in the highest-risk areas and ensuring dry egress. Additional examples can be found in the Four Shore Coastal Resilience Plan and the State model flood ordinance. This action could be accomplished if the Zoning Regulations are updated.

Leverage Existing Underutilized Properties to Promote New Uses and Business

EG-4. Support the re-use of obsolete commercial and industrial sites.

- The Town should work with potential developers on redeveloping commercial and industrial sites that are underutilized or no longer in operation. Areas of focus might include the Route 1 corridor, Nod Road industrial areas, or those properties that contain existing rail spurs. Transportation improvements should support redevelopment; for example, Nod Road could be reviewed by DOT for a new interchange with I-95. Re-use of commercial and industrial sites should not contradict the future land use plan. Actions DT-14, EG-3, EG-9, and OS-9 in this plan are related.

EG-5. Prioritize the redevelopment of vacant sites, especially those along the Route 1 corridor.

- In an effort to support re-use of vacant buildings or sites (EG-4), the Town should identify and prioritize specific vacant parcels for redevelopment. This might include developing or leveraging incentives, working with developers, and streamlining the application process.

EG-6. Support industrial development within existing industrial zones (and industrial areas depicted in the Future Land Use Plan) while maintaining appropriate buffers from residential uses.

- As noted in the future land use plan, light industrial development and manufacturing land uses in Clinton may help re-balance the Town's tax base and alleviate the residential tax burden. The Town must maintain appropriate buffers (separations) between industrial and residential uses as there appears to have been an intermix of uses over the years, causing some unanticipated conflicts. Buffers should consist of lateral space and/or appropriate vegetation within existing parcels.

EG-7. Implement recommendations from Connecticut Main Street Assessment

- The Assessment identifies several fundamental, intermediate, and advanced actions to increase the Main Street experience. The Town should collaborate with the Economic Development Commissions and other organizations and business owners to implement recommendations. Focus should be on the eight actions recommended for immediate implementation in the Main Street Assessment, with emphasis on those that work to increase business diversity and invite new business to Town. This action supports the goal “Reinforce Downtown Clinton as the Community’s Civic and Local Business Center” and many of the actions within the strategy “Build Critical Mass in Downtown Clinton.

Support Diverse Mechanisms and Resilient Infrastructure to Promote Local and Regional Employment Development and Business Growth

EG-8. Support the continuation of workforce development programs, aligning them with local and regional employment sectors and industries.

- The Town should continue to support education and workforce training programs such as the Morgan High School Early College Advanced Manufacturing Pathway (ECAMP), and support business development in Town that leverages this or similar programs.

EG-9. Encourage the development of a continuum of spaces and sites to support businesses throughout their lifecycle (start-up spaces and industrial spaces of different sizes).

- Leveraging the future land use plan, the Town should work with developers and landowners to develop or redevelop properties that offer multi-sized spaces and sites. These could sometimes be referred to as flex spaces, industrial or commercial parks, or enterprise centers.

EG-10. Promote entrepreneurship and nurture development of “local home-grown” companies and businesses.

- The Town should work with local business organizations and develop mechanisms that promote and support the development of locally grown companies and businesses. This may include identifying roadblocks that currently prohibit development, fostering relationships with local entrepreneurs, and working with property owners to understand needs. This action complements EG-7; and the success of EG-9 may further support this action.

EG-11. Implement concepts from the Thriving Communities TOD study.

- The RiverCOG's TOD Vision Plan was developed with the goal of enhancing multimodal connectivity while promoting walkable, compact, and mixed-use development in Clinton and neighboring shoreline towns. The Plan addresses local and regional opportunities for TOD planning. The Town should consider these concepts when pursuing development within one mile of the train station and along bus routes.

EG-12. Explore the potential and feasibility to advance the "Meadow Road Area Improvements" identified in the Four Shore Coastal Resilience Plan

- This keystone project in the Four Shore Coastal Resilience Plan (of the six identified in Clinton) addresses flooding in the Meadow Road area. The Meadow Road improvements may include road elevation, natural shoreline/marsh fortifications, and culvert widening. These improvements could be explored for implementation together as a resilience effort, or independently when pursuing funding for, or implementing, other projects.

EG-13. Support local businesses with the development of disaster recovery plans.

- As recommended in the Main Street Assessment (EG-7), the Town should support local businesses with the development of disaster recovery plans. These plans could include resources for post-disaster remediation, communication strategies, and funding sources for business development.

Promote Clinton's Vibrant Waterfront



Clinton has a close, historically important relationship with the waterfront. Early commerce focused on shipbuilding and fishing, and early trade route captains called Clinton home. Clinton remains a seafaring community in which residents are proud of its maritime history. This POCD identifies strategies in which the Town can further **Promote Clinton's Vibrant Waterfront**.

The waterfront is a local and regional asset and should be promoted as such. However, the Town needs to consider the balance between supporting water-dependent uses, potential redevelopment, and natural resource conservation while making the shoreline accessible to all residents and supported by resilient infrastructure.

AND THE COMMUNITY SAYS...

Clinton is a great place to live because "Being on the shoreline is great. The **town beach** is **wonderful** for activities such as sailing or even viewing a sunset."

One of the Town's challenges is "At the **beach** and **marina** areas - I would like to see a little more **cohesiveness** to tie those areas into **Downtown** area access with opportunities for kayaking, boating, tours, and nature or birdwatching excursions."

Create an Accessible Waterfront Destination for Residents and Visitors

VW-1. Highlight the vitality of the waterfront through coordinated planning and promotional efforts.

- The waterfront area is comprised of several local and regional attractions including a boat launch, restaurants, and marinas. The Town should leverage the presence of these assets and highlight the waterfront through promotional efforts. This could be executed in conjunction with DT-10, DT-16, or potentially OS-11 which is also an action targeted at promoting the Town's assets and identity. Increased activity along the waterfront relies somewhat on the success of solving parking related challenges, and therefore actions such as DT-3, DT-4, DT-20, and VW-3 should be considered for implementation due to their influence on parking and waterfront access.

VW-2. Look for opportunities to enhance public access to the waterfront (expanded public parking, additional amenities on Town-owned properties, etc.)

- The Town should continue to seek opportunities for enhancing waterfront public access of all kinds including viewpoints, beaches, and kayak or boat launches. This could be achieved by adding amenities to municipal properties, through development provisions, or by securing easements. This action complements EG-1 and VW-8.

VW-3. Strengthen bike and pedestrian connections to the Waterfront along Grove Street and Commerce Street, leveraging parking and amenities in the Downtown.

- In an effort to create a more interconnected Clinton community, the bike and pedestrian routes leading from Downtown to the waterfront should be strengthened by way of infrastructure maintenance and upgrades, aesthetic improvements, wayfinding, and safety improvements. This action complements DT-4, DT-19, DT-20, and RI-2.

VW-4. Support the Clinton Shellfish Commission's mission in managing the Town's shellfish resources.

- The Shellfish Commission works to appropriately manage the shellfish resources in the harbor and three river estuaries in Clinton. Proper management of these resources can increase ecological health and increase recreational and commercial shell fishing operations in the community. The Town should continue to support this mission to foster ecological health, recreational opportunities, and commercial activities. This action complements OS-8 and VW-13.

VW-5. Explore opportunities to advance the concepts identified in the Clinton Green/Blueway Plan.

- The Clinton Green/Blueway plan has identified several proposed actions to advance concepts throughout town including signage and roadway stenciling. The Town should explore opportunities for advancing these actions, particularly if they coincide with other planning and redevelopment efforts. This action complements DT-20, RI-1, and RI-2.

VW-6. Support the Parks and Recreation Department in the exploration of erosion impacts and restoration needs at the Town Beach.

- The Parks and Recreation Department has identified the need to explore long term erosion risks and potential restoration strategies at the Town Beach. With the Town Beach serving as one of the most important community assets, the Town should support the Department's efforts.

VW-7. Support the Town Marina in improving accessibility and infrastructural upgrades including dredging.

- The Town Marina is an integral component of the Clinton Harbor; therefore, maintaining and improving the accessibility and infrastructure is vital to ongoing success. The Town should continue to support the Marina's operations, and pursuance of upgrades including dredging, over the next ten years. This action complements VW-11.

Support a Resilient Waterfront Through Strategic Planning and Investment

VW-8. As part of comprehensive regulation review, explore adding provisions for increased public access as part of non-water dependent development.

- In conjunction with action EG-1, the Town should explore regulatory mechanisms that will increase or enhance public access opportunities when existing occupied or developed waterfront properties are expanded or redeveloped. The Town should ensure that some opportunities will add more locations whereas others will diversify types of uses (e.g. walking along the shorefront vs. small boat entry points).

VW-9. Continue to support and prioritize water-dependent uses, while providing some development flexibility in adjacent areas.

- Water-dependent uses support Clinton's strong maritime history, spur economic activity, and tend to be more resilient than non-dependent uses. The Town should continue to prioritize these uses in the waterfront areas. In addition, because the waterfront is a regional draw for visitors that will increasingly need services, the Town should consider supporting alternative non-water dependent use development in the areas adjacent to the Marine District that may not touch Long Island Sound directly.

VW-10. Support resiliency initiatives (structure elevations, infrastructure investments, etc.).

- The Four Shore Coastal Resilience Plan and the RiverCOG Natural Hazard Mitigation Plan identified numerous measures that could be taken along the waterfront and other areas with coastal flood risks to protect private properties, Town-owned properties, and community infrastructure. Property owners can elevate residential structures and floodproof nonresidential structures. Marinas can raise and protect moorings and docks, anchor utilities, and elevate equipment. Roads can be elevated slightly to reduce sunny day flooding. These types of measures should be supported by the Town through regulatory approvals, technical assistance, and (for public property and infrastructure) through capital improvements to improve community resilience.

VW-11. Support the implementation of the Harbor Management Plan recommendations

- The Harbor Management Plan vision encompasses eleven goals regarding active Town management of the plan, recreation, natural resource conservation, community character preservation, resilience, and education. Most of the goals and recommended strategies in the Plan align with the POCD goals, strategies, and actions. This action complements many other including VW-9, VW-4, VW-2, VW-7, and OS-8.

VW-12. Explore the potential to advance the “Grove Street Area, Town Dock, & Riverside Drive” and “Clinton Town Beach” projects from the Four Shore Coastal Resilience Plan.

- These two keystone projects in the Four Shore Coastal Resilience Plan (of the six identified in Clinton) are in the waterfront area. They consist of “bundles” of resilience measures for consideration including enhanced stormwater management, structure elevations, road elevations, natural shoreline fortification, dune management, and beach restoration. The Town should seek funding to advance these concepts as standalone resilience projects, or possibly in conjunction with larger neighborhood-scale efforts. This action complements VW-6, OS-8, and RI-8.

VW-13. Promote low impact development throughout Town to improve stormwater quality in the Sound.

- Low impact development (LID) strategies consisting of green infrastructure, stormwater detention/retention, green roofs, landscaping techniques, and other strategies can be implemented on residential, commercial, or industrial properties; therefore, the Town should promote these options as part of development and redevelopment projects. The town should consider implementing a formal mechanism to distribute information on the importance of LID and consider incentive programs for development projects of a certain size. This action supports VW-4, OS-8, and OS-9.

Diversify Housing Opportunities for All



Clinton is comprised predominantly of single-family homes suitable for families with or without children; demographic trends have shown that this not presently the growing population in town. In recent years the Town has seen the greatest percent growth in populations aged 65 years and over (967 residents or 48%), with approximately 23% of Clinton's population aged 60 or over as of 2020. Nearly half of single-person households consist of someone age 65 or older. Clinton, like communities across the state and nation, has observed rising housing costs over the last five years. Planning for the expansion of diverse housing opportunities will continue to be a priority over the next decade.

In summary, because of the shifting demographics, affordability challenges, and ever-changing housing demands, Clinton has identified strategies to **Diversify Housing Opportunities for All.**

AND THE COMMUNITY SAYS...

Clinton is a great place to live because "Clinton offers us a sense of quiet and **friendly neighborhood** communities."

One of the Town's challenges is "Balancing the need for **affordable housing** options with the push for encouraging more businesses to locate here."

Aligned with Demographic Trends, Encourage Development of Diverse Housing Types, Scales, and Densities within Close Proximity to Public Transportation, Commercial Services, and Public Facilities

HO-1. Explore strategies that create housing diversity

- Clinton's housing stock consists predominantly of detached single-family homes, and the Town's zoning regulations provide limited opportunities for the development of housing types other than single-family homes. However, shifting community demographics have led to demand for additional housing types. There is a growing number of 1- and 2-person households, which has led to an increased demand for smaller housing units. Clinton should evaluate its zoning regulations and explore opportunities to create additional housing types in appropriate areas that meet these shifting demographic needs without placing additional property and people at risk to hazards. This action complements several actions including DT-11, DT-12, HO-2, HO-8, and HO-9.

HO-2. Align residential densities with infrastructure and wastewater capacity, potentially allowing higher residential densities in areas with public water and suitable soils.

- Clinton's efforts to diversify housing will need to align with infrastructure capacity. The Town lacks sewer infrastructure and is only partially served by public water systems. When planning for more housing choices, Clinton will need to consider the infrastructure capacity of individual sites. These sites should have access to public water service and should demonstrate that soils are suitable for on-site wastewater treatment while meeting public health code requirements. Diversifying housing choices should be linked to conversations about wastewater strategies. This action complements several actions including DT-11, DT-12, HO-1, HO-6, HO-8, RI-13, and RI-14.

Increase Affordable, Senior, and Workforce Housing Options

HO-3. Implement the recommendations from the Affordable Housing Plan (AHP), and update AHP as required.

- Clinton adopted its first Affordable Housing Plan in 2022 as part of a larger regional effort through RiverCOG. Recommendations outlined in the plan include resident outreach and education programs, identification of land to support affordable housing, partnerships with non-profit groups, and identifying funding sources for implementation. The POCD supports the implementation efforts of the Affordable Housing Plan. The plan is anticipated to be updated in 2027, either as a standalone plan, or potentially as a new Housing Growth Plan, and should continue to support and align with the housing and land use goals identified in this Plan. This action complements several actions including DT-13, and HO-4 through HO-9.

HO-4. Complete the Pierson School Project

- Nearly one-quarter of Clinton's population is aged 65 years old and older, leading to growing demand for senior housing. The proposed conversion of the Pierson School is projected to include 50 senior affordable housing units and a publicly accessible senior center. This project addressed the townwide need for senior housing as well as expanding access to senior services. The Town should continue to support the project. This action complements several actions including DT-12, DT-13, HO-1, HO-7, HO-8, and RI-22.

HO-5. Continue to maintain Clinton Housing Authority's units at the Glenhaven Housing Complex in a state of good repair.

- The Clinton Housing Authority maintains the Glenhaven Housing Complex, a 30-unit affordable housing development open to seniors. This development was built in 1970 and is approaching 60 years old. The Town should continue to support efforts to maintain these units in a state of good repair, promote upgrades such as energy efficiency and accessibility improvements, and support Housing Authority efforts to pursue grant funding. This action complements several actions including HO-6 and HO-8.

HO-6. Increase capacity for Clinton's Housing Authority to expand additional affordable senior housing on the Glenhaven site and other areas.

- Clinton should explore opportunities to expand affordable senior housing opportunities administered by the Housing Authority. Opportunities that could be explored include the creation of additional units on the existing Glenhaven site, or the identification of another Town-owned site that could support new construction. Any of these efforts need to demonstrate that the development aligns with the site's infrastructure capacity. This action will likely require a greater level of staff capacity or expertise, and the Town should consider strategic partnerships with non-profit housing developers. This action complements several actions including HO-2, HO-8, and HO-9.

HO-7. Provide support services to seniors who choose to age in place, particularly those who live in single-family homes.

- In addition to building more senior housing, Clinton should explore age-in-place strategies for seniors who choose to remain in their homes. These services may include provision of dedicated senior center space such as the one planned at Pierson School, expansion of elderly transportation options, and continuation of the senior tax relief program. Clinton should also continue to promote and publicize the range of non-profit services available to seniors to help them remain in their homes. This action complements several actions including DT-12, DT-13, HO-4, RI-4, and RI-22.

HO-8. Identify other potential sites that are suitable for affordable or senior housing developments.

- The Town should conduct a site analysis to identify sites that could support affordable or senior housing developments. This exercise should consider parcel size and location, ownership, natural resource constraints such as wetlands, flood zones, and hazards to life and property, infrastructure availability, and soil suitability. Identified sites could be marketed to prospective developers who specialize in affordable and senior housing developments. As part of this exercise, the Town should also explore any potential zoning changes that may be needed to move these projects forward. This action complements several actions including HO-2, HO-6, and HO-9.

HO-9. Leverage partnerships with non-profit housing developers to create additional affordable units in appropriate locations.

- While Clinton may have sites that could support additional housing opportunities, it lacks the resources and expertise to oversee the construction of these units. Therefore, strategic partnerships will need to be pursued. This approach has been used for the Pierson School redevelopment project, where the Town sold the property to a non-profit developer whose mission aligned with the Town's redevelopment goals for the property. This action complements DT-13, HO-9, HO-6, and RI-22.

Support Resilient Infrastructure, Services, and Facilities that Address Needs of the Community and Contribute to Quality of Life



Clinton has been successful in developing a strong network of recreational amenities, providing quality community services, and setting high standards for infrastructure and facility maintenance. However, challenges to infrastructure and decisions about wastewater management will need to be addressed from 2025 through 2035. To ensure that conservation and development objectives are achieved, the Town will **Support Resilient Infrastructure, Services, and Facilities that Address Needs of the Community and Contribute to Quality of Life.**

Septic system challenges and the lack of sanitary sewers in some parts of Town is an ongoing concern, especially in neighborhoods identified in the WPCC Facilities Plan as areas where wastewater challenges could potentially be addressed. Community members feel traffic flow is poor along some roadways, particularly Route 1, and that walkability is limited or in need of improvement in some areas such as along Cow Hill, Hull Street, Main street, and the Marina area, and that biking infrastructure is generally lacking.

AND THE COMMUNITY SAYS...

Clinton is a great place to live because “It is a small town with a rich historical past and deeply committed volunteers within the community. We have the most amazing shoreline to enjoy...both the **Clinton Beach** and the **Clinton Marina**. Just sitting in the **Gazebo** behind the Town Hall is like going on a mini vacation in your own town.”

One of the Town’s challenges is “the Town is not walkable. **Sidewalks** and additions, such as landscaping and **street trees**, would make walking more pleasant.”

The community consistently praises Town schools, the library, and services such as Public Works, the Police Department, and Fire Department. Given that Clinton has already created a strong foundation of providing services and facilities, the strategic ideas for support include expanding recreational opportunities where needed and feasible, implementing and promoting energy efficiency upgrades, and actively working to create a safe and multimodal transit network. Many of the actions will create opportunities for collaboration with local and regional partners, while others will call for inter-municipal cooperation among multiple departments.

Support a Safe, Sustainable, and Resilient Multimodal Transit Network

RI-1. Advance Complete Streets concepts and consider adopting a Vision Zero Policy. Focus on universal access and amenities, while prioritizing roadway design interventions and policies that improve safety.

- The RiverCOG Metropolitan Transportation Plan promotes development of local complete streets plans. Clinton residents have a high interest in many elements of complete streets, such as improvements for pedestrians and cyclists. A Town-developed complete streets plan can help spur improvements and identify those roadways where the concept is appropriate. Additionally, several Connecticut communities have adopted a Vision Zero policy and constructed roadway and traffic safety interventions to help reduce the frequency of accidents. Clinton may find that efforts aligned with Vision Zero can have meaningful impacts to the community and can be integrated into the Complete Streets concept.

Vision Zero vs. Complete Streets: Vision Zero is a proven concept that understands driver mistakes will happen, but that regulatory mechanisms and system design can promote a safer roadway environment ultimately achieving the goal of eliminating accidents that result in major injuries or fatalities. Complete Streets is the concept of making roadways safe and accessible for all users, including bikers and pedestrians, and emphasizes active transportation.

RI-2. Ensure safe connections, such as sidewalks, are in place for pedestrians, cyclists, and other forms of transportation.

- Town management should work with Public Works and the Local Traffic Authority to identify areas that may need to be addressed for safety improvement. As development and redevelopment occurs, the Town should consider upgrading infrastructure to improve safety throughout town, including crosswalks, signage, and street stenciling

RI-3. Advocate for enhanced services on Shore Line East and Amtrak, in partnership with neighboring towns, RiverCOG, and SCRCOG.

- With its parking infrastructure in place and proximity to Downtown, the residents of Clinton stand to significantly benefit from expanded Shoreline East or Amtrak services. The Town should remain involved in conversations and efforts around expanding Shore Line East and Amtrak services.

RI-4. Work with the River Valley Transit District to evaluate opportunities to implement the XtraMile system in Clinton.

- The XtraMile program is a River Valley Transit District ride sharing program where shuttle buses can pick up residents and bring them to their destination. While this POCD development was underway, the Xtra Mile program was available in Westbrook and Old Saybrook to the east and Madison and Guilford to the west. In an effort to increase transit opportunities in Clinton, the Town should work with the Transit District to bring this program into Clinton or explore similar programs such as this (with appropriately sized vehicles), as funding may dictate program availability.



RI-5. Study viability of micro-mobility system (e-bike, bike and scooter shares) in Downtown Clinton.

- In an effort to increase alternative transportation options for residents and visitors, the Town should consider exploring the viability and feasibility of developing micro-mobility systems, such as scooter or bike share programs, in the Downtown and surrounding area; and further advancing infrastructure to support these systems. Micro-mobility choices should be available for linkage between Downtown Clinton, the waterfront, and marinas. This action complements DT-20 and RI-1.

RI-6. Advocate for operation of the seasonal Trolley and review options to offset funding gaps.

- The seasonal Trolley, operated by River Valley Transit, is a unique free transit resource offered in the Town during weekends in the summer months. This resource is utilized by visitors and residents and is an important tourist amenity mode of public transit in Clinton. The Trolley connects visitors and residents to Hammonasset State Park, local shopping, dining, Marinas, and Town resources. The Town should continue to promote and fund the Trolley to maintain this connection, and provide consistency for residents. This action complements DT-22 and RI-19.

RI-7. Improve pedestrian connections on Route 81 overpass from Glenwood Road to High Street.

- In an effort to connect the interchange zone with Downtown, and to create a safer transit network, the Town should explore options for improving pedestrian routes that connect lower Route 81 to High Street. This action complements RI-1 and RI-2.

RI-8. Review findings and recommendations from the Four Shore Coastal Resiliency Plan and the RiverCOG Natural Hazard Mitigation Plan, and advance viable projects that address coastal, riverine, and pluvial flood challenges on roads.

- The Four Shore Coastal Resilience Plan has identified roadway-related flood challenges in Clinton. The Town should promote the plan and ensure departments, boards, and commissions are familiar with the findings and recommendations to address roadway challenges. Additionally, the Town should seek to advance the Town specific project recommendations found elsewhere in this section and explore the applicability of regional resilience efforts as related to roadway and passenger rail transportation. This action supports EG-12, DT-8, VW-10, and VW-12.

Advance Sustainability and Energy Related Efforts and Partnerships

RI-9. Work with local and regional partners on sustainability initiatives related to water (drought planning, water usage reduction, etc.).

- The Town should seek opportunities to participate in planning and public education efforts regarding water-related sustainability issues. This might include entities such as Connecticut Water Company, the Water Planning Council Advisory Group, RiverCOG, and/or the Connecticut River Coastal Conservation District.

RI-10. Continue to promote and support energy efficiency, renewable energy, and alternative fuel source vehicle support infrastructure in public buildings.

- Several Town Departments (DPW facilities, Board of Education) have begun or completed energy efficiency upgrades and advancements that will help reduce taxpayer costs. The Town should continue to promote and support endeavors related to energy efficiency strategies. Public charging stations are available at a limited number of Town-owned locations; the Town should ensure that supportive infrastructure responds to trends in the industry related to alternative fuel sources, whether EV or otherwise.

RI-11. Support a range of energy sources that are cost-effective and meet community and business needs, recognizing the gradual transition towards renewable or sustainable energy sources.

- Over the timeframe of this POCD, renewable energy initiatives such as geothermal, heat pumps operated by electricity provided by renewable providers, and solar may competitively emerge in the market. The Town should ensure that policy or infrastructure barriers do not hinder these options for private property owners and businesses.

RI-12. Develop an outreach program to provide residents and businesses with information regarding energy efficiency options.

- There are a number of resources and programs residents and businesses can leverage regarding energy efficiency upgrades. The Town should work with the Sustainability Committee and the newly formed Resiliency Committee to develop a more robust outreach program, and further promote programs and opportunities, such as the existing Clinton Commercial Clean Energy Agreement with C-PACE.

Maintain and Develop Resilient Facilities, Infrastructure, and Utilities

RI-13. Evaluate the feasibility of creating a “Resiliency Improvement District” per Public Act 25-33.

- PA 25-33 presents the possibility for the Town to create a Resiliency Improvement District, which would need to be developed in accordance with a district master plan and eventually adopted by the Town Council. This district would contain areas that are highly likely to experience adverse impacts from natural hazards and would give the Town the capability to make assessments to fund improvements and leverage funding opportunities that emerge in the POCD timeframe of 2025-2035. Downtown Clinton is an ideal candidate, as it includes the rail station and future TOD-related efforts; and could support the resilient hub concept.

RI-14. Implement elements of the Facilities Plan to address wastewater management challenges

- The Facilities Plan has identified several potential solutions for areas throughout Clinton that experience wastewater system challenges in both residential and commercial areas. The Town must begin judiciously advancing these recommendations, working toward solving ongoing and emerging residential challenges with site suitability, and the limitations identified in commercial areas. Progress with this recommendation may be needed prior to pursuing increased development in areas identified in the Future Land Use Plan.

RI-15. Work with Connecticut Water Company to extend public water service to areas where private wells do not support land uses.

- Much of Clinton north of Interstate 95 relies on private wells, with some residential areas south of the interstate also assumed to be relying on wells. While wells may be sufficient for a majority of these properties, the Town should work with Connecticut Water Company to extend water service infrastructure into locations where private wells may be impacted by drought or floods, where densities require consistent water service, or where property configurations and subsurface conditions have created conflicts between septic systems and well water quality.

RI-16. Support the relocation of fire station to move this critical facility out of the flood zone.

- The Clinton Fire Department in Downtown Clinton on East Main Street is currently located in the FEMA-delineated (1% annual chance) flood hazard area. The Fire Department has considered relocating the facility to remove its facilities from the flood hazard area. The Town should support this relocation to create a more resilient Fire Station, as this is a critical facility. Relocation has likewise been discussed in the Four Shore Coastal Resilience Plan and the RiverCOG Hazard Mitigation Plan Update. This action complements RI-8 and DT-8.

RI-17. Continually update capital needs and improvement plan to maintain high quality buildings and services.

- Town management must continue to communicate with Departments on future needs and operational costs to ensure that the capital improvement plan is updated to reflect these needs. Other considerations for future capital improvement plan updates may relate to actions such as DT-3, DT-4, EG-1, HO-7, HO-6, RI-12, and RI-10.

Support the Maintenance and Expansion of the Town's Diverse Recreational Resources

RI-18. Steward and invest in existing recreational facilities and open spaces.

- The Town must proactively manage recreational facilities and open spaces and consider future opportunities for expanding and improving public access points to coastal and other natural resources. Efforts might include improving public access, providing parking, providing kayak access, adding trail signage, or other investments that support universal public access. This could be done in collaboration with entities such as the Clinton Land Conservation Trust. This action complements VW-2, VW-5, VW-7, and VW-11.

RI-19. Ensure that the Town offers programs and services that are attractive to younger adults and families to create balance of programs across demographics.

- Community members are seeking resources, programs, and entertainment options geared toward young adults, young families, and children. To attract young adults and families to visit and live in Clinton, the Town should explore opportunities for expanded or new programs and spaces for this demographic. The Town should work with organizations, businesses, and developers to create these opportunities. This action complements DT-11, DT-17, and EG-10.

RI-20. Evaluate extension of Shoreline Greenway Trail from Hammonasset to Menunketesuck Greenway in Westbrook and designate, promote, and facilitate the use of greenways and blueways as key facets of the Town's identity.

- The Clinton Blue/Greenway Plan has identified several recommendations for advancing the designation of land and water-based trails and routes in Clinton for the purposes of recreation and building connections. The Town should explore opportunities for further advancing blueway and greenway trails in Clinton in accordance with the Blue/Greenway plan; and support the designations of the trails and routes, including pursuing infrastructure and wayfinding improvements as feasible. This action complements DT-22, RI-1, and RI-20.

RI-21. Review recreational facilities and programming to ensure that offerings are meeting the contemporary needs of adults and seniors.

- The Town and Parks and Recreation Department should review the existing programming and recreational options in Town to ensure they are meeting the needs of all residents in Town, particularly adult and senior populations. The town may want to consider surveying community members to understand any gaps.

RI-22. Support the creation of dedicated space for senior center and services as part of the Pierson School redevelopment project.

- The Pierson School redevelopment project has included the development of a senior center in the design. The Town should support the development of this space as the project progresses. This action complements RI-21 and HO-4.

Protect and Enhance Open Space, Natural Resources, and Historic Places



Clinton has historically been a community with abundant natural resources and a rich cultural history. As such, the Town has set a goal to **Protect and Enhance Open Space, Natural Resources, and Historic Places**.

Clinton hosts a multitude of natural resources including over 1,600 acres of designated open space, shorefront and tidal wetlands, an extensive inland wetlands system, and aquatic resources such as shellfish beds. These resources influence development and conservation decisions. For example, some resources should be protected, and therefore development should be limited to minimize impacts, while other resources may support determining development suitability. Connections between development and conservation can be drawn by ensuring the future land use plan in this POCD and the Open Space Plan (2013) are complementary.

Clinton is committed to maintaining its historic shoreline character. With three National Historic Districts, one local historic district, and over 500 historic structures and landmarks, Clinton must find the balance in preserving these assets while supporting the other goals in this plan. Clinton should leverage the uniqueness of the community to further expand cultural resources and opportunities in Town.

Over the last decade, Clinton has embraced a burgeoning interest in supporting the arts. A loosely defined arts district coincides with parts of three historic districts, suggesting that Clinton center may be one location for fostering visual arts such as sculpture and murals.

AND THE COMMUNITY SAYS...

Clinton is a great place to live because it is “a shoreline community with direct access to **Long Island Sound**, plus lots of **wetlands** and **forests** in town.”

One of the Town’s challenges is “Preserving the **Historic** feel of our Downtown while maintaining buildings and creating a thriving business area.”

Downtown Clinton is situated along the Indian River and its adjacent tidal marshes, providing direct access to Long Island Sound. This confluence of historic places, arts, economic activity, and the environment suggests focusing development at an appropriate scale that works with, not in spite of natural resources, should be a focus. Understanding how stormwater management, connecting people to the water, arts and cultural, and development enhances these resources should be key.

In an effort to pursue the goal to **Protect and Enhance Open Space, Natural Resources, and Historic Areas**, the Town has identified three strategies and 15 actions. These strategies and their actions are described below.

Strengthen Clinton's Open Space Network

OS-1. Continue to deposit monies into the Open Space Fund to allow Clinton to proactively plan and act quickly to preserve valuable open space parcels.

- The Town has historically invested in open space through land acquisition, which has often been made possible by leveraging the close partnership with the CLCT. Beginning in fiscal year 2025, the Town began setting aside funds specifically for open space acquisition in the capital budget. The Town should continue to deposit these monies on an annual basis in order to continue to directly invest in open space acquisitions and provide matching funds to future acquisition grant programs.

OS-2. Continue to leverage the Open Space Fund and provide updated fee-in-lieu opportunities within the Subdivision Regulations, at the discretion of the Planning and Zoning Commission.

- The Town has historically leveraged an open space account for property acquisitions, as described above, which is funded primarily by the Town. However, this account may also be funded by fee-in-lieu collections associated with meeting subdivision open space requirements. Limited use of fee-in lieu provisions have been used to date, but may be considered a better mechanism for making strategic acquisitions in certain scenarios than the open space fund. The Subdivision Regulations could be updated to modify the criteria used to evaluate fee-in-lieu opportunities. Such modification would support intentional creation of open space areas that are consistent with the open space and future land use plans. Determination of fee-in-lieu opportunities should remain at the discretion of the Planning and Zoning Commission. This action should be considered in conjunction with EG-1.

OS-3. Consider establishing more detailed open space location criteria in the Subdivision Regulations.

- Existing open space criteria in Section 5.8 of the Subdivision Regulations includes the consideration of factors such as proximity to coastal resources, access, and location. However, the Regulations lack language permitting the PZC to participate in the process of designating the open space area, particularly as a component of development proposals. The Regulations should support the PZC with the capability of determining where open space should be located within a lot, working alongside the property owner, in addition to coordination with the Conservation Commission. This may ensure that the designated open space is optimally located for creating connected natural corridors, minimizing risks (i.e., flood risks), potentially creating recreational opportunities, and maintaining scenic quality.

OS-4. Consider establishing standard language for open space selection, designation, management, and access that applies to any privately held open space created from the subdivision process.

- Developing this language would support the PZC with the process of identifying open space as part of a subdivision project, as discussed above. The Commission should consider priorities for open space designation and integrate these priorities explicitly into the regulations. This should be considered alongside action EG-1.

OS-5. Prioritize setting aside open space that connects to existing adjacent open space or water utility land, provides recreational opportunities or public access to water, or is coincident with flood hazard areas.

- As discussed above, the Subdivision Regulations should support the Commission's ability to assist with managing the siting of open space. Furthermore, the Town should continue to work to identify priority properties that would support open space goals including expanding natural corridors, acquisitions to reduce flood risks, and open space for recreation.

OS-6. Update the existing Open Space Plan to identify priority properties or areas for future acquisitions; and continue to seek open space grants to support the update and subsequent acquisitions.

- The Current Open Space Plan was developed in 2013. This document should be updated to reflect the Future Land Use Plan, connectivity of areas that support wildlife and environmental resources, emerging or new open space priorities, zoning and land use changes that result from this POCD, and newly designated open space. This action supports EG-5.

OS-7. Maintain core habitats for plants and animals; and increase connectivity for corridors that support wildlife habitats.

- Changes to open space prioritization, regulatory revisions, and updates to the Open Space Plan will help the Town to maintain and protect habitat resources. This action should be considered when pursuing EG-1, OS-5, and OS-6 .

Protect Natural Resources

OS-8. Protect water resources, inland wetlands, tidal wetlands, and environmentally sensitive areas.

- The Town should continue to explore mechanisms and opportunities to protect vital natural resources. This might include Zoning and Subdivision Regulation updates, open space acquisitions that encompass environmentally sensitive and important areas, ensuring Town operations and practices do minimal harm, active landscape management, invasive species initiatives, Dark Skies for commercial, residential, or the Town, and implementing or expanding programs regarding natural resources. This action could be addressed alongside actions such as EG-1, OS-5, and EG-5.

OS-9. Incentivize or require low impact development and green infrastructure techniques for targeted development.

- The Town should review, strengthen, and develop incentivization opportunities and requirements for low impact development incorporated into development proposals. The Town should incorporate green infrastructure into roadway and public projects. Low impact development should include appropriate measures for residential, commercial, and industrial development and redevelopment. Examples are provided in the Four Shore Coastal Resilience Plan and in the 2024 update of the Connecticut Stormwater Quality Manual. These programmatic and regulatory changes should be considered in conjunction with action EG-1, and supports VW-13.

OS-10. Conduct education and outreach to property owners regarding best practices for lawn care, car washing, pet waste disposal, etc.

- A majority of land in Clinton is residential: therefore, increasing residential awareness and education on best practices, including how various actions degrade stormwater quality or how land management (i.e., invasive species removal) can improve stormwater quality, can have a significant impact. In addition, outreach efforts should target commercial, industrial, and marina property and business owners as their influence on stormwater quality varies widely. The Town should consider expanding the Public Works stormwater materials on the Town website, and empowering appropriate boards, commissions, and departments with disseminating information.

Protect and Preserve Historic, Cultural, and Scenic Resources

OS-11. Promote awareness of the national and local historic districts as an important part of Clinton's identity.

- The Town is home to three National Historic Districts and one Local Historic District. The Town should support the Historic District Commission's efforts in preserving and expanding the Liberty Green Historic District, explore new designations for potentially eligible historic properties, and broadly undertake efforts to promote historic property maintenance, restoration, and recognition. Public funding should be reserved for Town-owned historic and cultural resources.

OS-12. Provide educational materials to owners of historic properties that outline preservation resources.

- The Town and Historic District Commission should identify a process to disseminate historic property preservation information to existing and new historic property owners.

OS-13. Ensure consistency between Zoning Regulations and regulations of the Historic District Commission.

- Review consistency of the Zoning Regulations and the regulations developed by the Historic District Commission (per Town ordinance) and make recommendations for revisions to both sets of regulations that will facilitate the preservation, maintenance, and use of historic structures.

OS-14. Integrate design guidelines into the historic district ordinances and Zoning Regulations to address historic resources and districts located in flood hazard areas, as they are challenging to make resilient.

- The State Historic Preservation Office developed the report *Historic Resource Resilience Planning in Connecticut: Strengthening State and Local Plans in an Era of Climate Change*³ as a component to the State Historic Preservation Plan in 2018. This document, in conjunction with the Best Practices Guide⁴ should be reviewed and considered for integration into historic resource regulations and any separate design guidance.

³ https://portal.ct.gov/-/media/decd/hurricane_sandy_relief/website-stuff/resiliencyplanningstatewideguide_reduced.pdf?rev=61cf13a8eaa349c9b16239177ca2af6b&hash=F2A5471AF1790FF265F8A6298874E70A

⁴ https://portal.ct.gov/-/media/decd/hurricane_sandy_relief/website-stuff/bestpracticesguide_reduced.pdf?rev=eac3a0e53ff347218f8dd905a7607912&hash=5FCD03B3FF63707231A317C29829C4AA

OS-15. Consider leveraging the State Cultural District designation for Clinton's arts, culture, and tourism.

- A cultural district can serve many purposes including promoting tourism, artists and entrepreneurs, and supporting the Town's Sustainable CT certification. The Town should support collaboration between Clinton's arts organizations and build upon the efforts of groups like the Clinton Arts Council to create a downtown Arts District. The CT Office of the Arts (COA) has identified steps and in managing a cultural district.⁵ This action aligns with and supports actions DT-16, DT-17, and OS-16.

The Arts District is further supported by the Goal **Reinforce Downtown Clinton as the Community's Civic and Local Business Center** and its Strategy *Support the Growing Arts District.*

OS-16. Support the growth and development of Clinton's Agri-tourism community. Ensure regulations support a range of flexible agricultural uses.

- The Town should ensure that regulations are not unnecessarily prohibitive of establishing or expanding agricultural operations. The Town should explore other opportunities for supporting the growth of existing operations in Town including the vineyard, Christmas tree farms, and other small farming operations. The Town should explore how best to support expanding activities related to agriculture such as events, temporary markets, processing of agricultural products, or craft industries. This action supports and aligns with action EG-10.

⁵ https://portal.ct.gov/decdartspportal/knowledge-base/articles/programs-and-services/cultural-districts/cultural-district-governance?language=en_US

Implementation

The following implementation plan tables provide a summary of the goals, strategies, and actions identified in this POCD. Members of the PZC will take charge of plan implementation and review the plan at least once annually to identify accomplishments and steps forward for upcoming actions. The plan has been developed to act as a guide as to which partners need to be involved in preliminary action discussions, or simply put, who should be at the table when implementing an action. It is integral to also understand that the partnerships are not limited to those identified. Members of the PZC who have opted to participate in the annual review will be charged with involving those partners as actions are pursued. The plan is meant to act as a living document and should be amended when needed such as when action items are changed or as new partners are identified.

Table 2 Abbreviated Implementation Partners

Municipal Departments, Boards, Commissions, and Committees			
BC	Beautification Committee	HMC	Harbor Management Commission
BD	Building Department	Parks	Parks & Recreation Department
BOE	Board of Education	PZ	Planning and Zoning Department
BPAC	Bike and Pedestrian Alliance Committee	SC	Sustainability Committee
CC	Conservation Commission	SFC	Shellfish Commission
EDC	Economic Development Commission	SP	Senior Program
EM	Emergency Management	TM	Town Marina
FD	Fire Department	TMO	Town Manager's Office
HA	Housing Authority	TW	Tree Warden
HCHL	Henry Carter Hull Library	WPC	Water Pollution Control
HDC	Historic District Commission	WPCC	Water Pollution Control Commission
Local, Regional, and State Partners			
CAC	Clinton Arts Council	DOH	CT Dept. of Housing
CIRCA	CT Institute for Resilience and Climate Adaptation	MCCC	Middlesex County Chamber of Commerce
CLCT	Clinton Land Conservation Trust	MCRC	Middlesex County Revitalization Commission
CMSC	CT Main Street Center	RiverCOG	Lower CT River Valley Council of Governments
COA	CT Office of the Arts	SCT	Sustainable CT
CPM	Clinton Placemakers	SGT	Shoreline Greenway Trail
CT Water	Connecticut Water Company	SHPO	State Historic Preservation Office
DEEP	CT Dept. of Energy and Environmental Protection		

Table 3 Implementation Plan Tables

Reinforce Downtown Clinton as the Community's Civic and Local Business Center						
	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Create and Maintain Infrastructure that Supports a Vision for Downtown	DT-1.	Strengthen streetscapes and visual connections along West Main Street, with priority between Grove Street and Pearl Street.	DPW	BC		In tandem with DT-2
	DT-2.	Improve aesthetics and appearances of public spaces and encourage businesses to do the same relative to their facades and public facing spaces.	DPW, Parks	EDC, BC		In tandem with DT-14
	DT-3.	Conduct a parking inventory followed by a study to inform conversations on shared parking arrangements between private property owners and identify solutions.		EDC		In tandem with DT-4
	DT-4.	Improve signage and wayfinding for public parking, beginning with public facilities (Town Hall, Pierson School, Train Station, and others)	DPW			
	DT-5.	Modernize stormwater infrastructure to improve resilience to intense rainfall events.	DPW	SC	DEEP	Makes necessary changes as part of EG-1
	DT-6.	Identify a preferred wastewater management strategy for Downtown Clinton, considering the facilities plan recommendations, costs, and benefits to development/redevelopment opportunities.	WPC	WPCC		Complements RI-14, and RI-13 presents a potential source of funding
	DT-7.	Support the activation of Post Office Square as a flexible central public space including pedestrian wayfinding enhancements to connect it with Central Ave and Hull Street, as identified in the RiverCOG TOD Vision Plan.	TMO			
	DT-8.	Advance the “East Main Street Indian River Crossing” and “Town Hall and Fire Department” projects identified in the Four Shore Coastal Resilience Plan.	TMO, FD, DPW			Complements actions RI-8, RI-16, and RI-17

Reinforce Downtown Clinton as the Community's Civic and Local Business Center

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	DT-9.	Support the “resilient hub” concept for Downtown.	TMO, EM		CIRCA	RI-13 presents a potential source of funding
Build Critical Mass in Downtown Clinton	DT-10.	Work with the Economic Development Commission (EDC) and other partners to create an attractive environment for anchor businesses.		EDC	RiverCOG	Efforts will likely need to coincide with a number of actions including, but not limited to, DT-1, DT-2, DT-4, DT-6, DT-12, and DT-21
	DT-11.	Prioritize, plan and take an active role in redevelopment efforts at Unilever; this is a key property for supporting many of the Town’s goals.		EDC		
	DT-12.	Grow residential population through appropriately scaled mixed use and residential development, leveraging proximity and opportunities that the train station provides.	PZ	PZC		Occur as part of EG-1, and complements HO-1 and HO-4
	DT-13.	Continue supporting the conversion of the Pierson School to senior housing and identify other potential sites for future housing.	PZ	HA		Complements several actions including DT-9, DT-12, HO-1, HO-4, and HO-8
	DT-14.	Consider adopting consistent site design standards across zones along Route 1 to improve visual cohesion.	PZ	PZC		
Provide Consistent, Flexible, and Adaptable Regulations	DT-15.	Review lot size and setback requirements for the TOD Overlay Zone and modify as appropriate to encourage redevelopment.	PZ	PZC		
	DT-16.	Increase awareness and involvement for seasonal events and festivals.	TMO		CPM, CAC	
Support Growing the Arts District	DT-17.	Engage the arts community to expand public art and performances.	TMO	EDC	CPM, CAC	Complements DT-2

Reinforce Downtown Clinton as the Community's Civic and Local Business Center

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	DT-18.	Leverage the arts as a key element of Clinton's identity and branding for tourism, economic development, and community engagement.	TMO	EDC	CPM, CAC	
Enhance Connectivity between Downtown Clinton and Other Activity Centers	DT-19.	Support Clinton's Bike and Pedestrian Alliance Committee's Master Plan.	TMP	BPAC	RiverCOG, SGT	Supports several actions including VW-3, RI-1, and RI-2
	DT-20.	Improve connections to Route 81/Interchange area and the waterfront, leveraging Downtown's central location.	DPW	BPAC		Complements actions DT-10, and should consider actions EG-11, VW-2, RI-1, RI-2, and RI-20
	DT-21.	Strengthen connections between Downtown Clinton and surrounding residential neighborhoods.	DPW	EDC, BC, BPAC		
	DT-22.	Strengthen Route 1 corridor east-west connections with neighboring towns.	DPW	EDC, BC		

Position Clinton for Economic and Grand List Growth

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Ensure That Regulatory Mechanisms Promote Sustainable Growth	EG-1.	Conduct a comprehensive review of land use regulations and update the regulations to make them more user friendly and streamlined.	PZ	PZC		
	EG-2.	Regularly review Zoning and other land use regulations to ensure they function efficiently.	PZ	PZC		
	EG-3.	Ensure proposed land uses along certain focus areas (i.e., along or near Route 1, industrial zones, etc.) avoid conflicts with flood hazard areas and/or at-risk properties.	PZ	PZC		
Leverage Existing Underutilized Properties to Promote New Uses and Business	EG-4.	Support the re-use of obsolete commercial and industrial sites.	PZ	PZC		Actions DT-14, EG-3, EG-9, and OS-9 in this plan are related
	EG-5.	Prioritize the redevelopment of vacant sites, especially those along the Route 1 corridor.	PZ	PZC		Supports EG-4
	EG-6.	Support industrial development within existing industrial zones (and industrial areas depicted in the Future Land Use Plan) while maintaining appropriate buffers from residential uses.	PZ	PZC		
	EG-7.	Implement recommendations from Connecticut Main Street Assessment	TMO, EM	EDC	MCRC, MCCC, CMSC	
Support Diverse Mechanisms and Resilient Infrastructure to Promote Local and Regional Employment Development and Business Growth	EG-8.	Support the continuation of workforce development programs, aligning them with local and regional employment sectors and industries.	TMO	BOE		
	EG-9.	Encourage the development of a continuum of spaces and sites to support businesses throughout their lifecycle (start-up spaces and industrial spaces of different sizes).		EDC		
	EG-10.	Promote entrepreneurship and nurture development of “local home-grown” companies and businesses.		EDC		complements EG-7 and the success of EG-9 may further support this action

Position Clinton for Economic and Grand List Growth

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	EG-11.	Implement concepts from the Thriving Communities TOD study.		EDC, BPAC	RiverCOG	
	EG-12.	Explore the potential and feasibility to advance the “Meadow Road Area Improvements” identified in the Four Shore Coastal Resilience Plan	DPW	CC	DEEP	
	EG-13.	Support local businesses with the development of disaster recovery plans.	EM	EDC	CMSC	Recommended in EG-7

Promote Clinton’s Vibrant Waterfront

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Create an Accessible Waterfront Destination for Residents and Visitors	VW-1.	Highlight the vitality of the waterfront through coordinated planning and promotional efforts.	TMO, TM	HMC		Relies on the success of actions such as DT-3, DT-4, DT-20, and VW-3
	VW-2.	Look for opportunities to enhance public access to the waterfront (expanded public parking, additional amenities on Town-owned properties, etc.)	Parks	HMC		Complements EG-1 and VW-8
	VW-3.	Strengthen bike and pedestrian connections to the Waterfront along Grove Street and Commerce Street, leveraging parking and amenities in the Downtown.	DPW	BPAC		Complements DT-4, DT-19, DT-20, and RI-2
	VW-4.	Support the Clinton Shellfish Commission’s mission in managing the Town’s shellfish resources.		HMC, SFC		Complements OS-8 and VW-13
	VW-5.	Explore opportunities to advance the concepts identified in the Clinton Green/Blueway Plan.	DPW	BPAC	SGT	Complements DT-20, RI-1, and RI-2

Promote Clinton's Vibrant Waterfront

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	VW-6.	Support the Parks and Recreation Department in the exploration of erosion impacts and restoration needs at the Town Beach.	DPW, Parks			
	VW-7.	Support the Town Marina in improving accessibility and infrastructural upgrades including dredging.	TM	HMC		Complements VW-11
Support a Resilient Waterfront Through Strategic Planning and Investment	VW-8.	As part of comprehensive regulation review, explore adding provisions for increased public access as part of non-water dependent development.	Parks			In tandem with EG-1
	VW-9.	Continue to support and prioritize water-dependent uses, while providing some development flexibility in adjacent areas.	PZ	PZC		
	VW-10.	Support resiliency initiatives (structure elevations, infrastructure investments, etc.).	PZ	PZC		
	VW-11.	Support the implementation of the Harbor Management Plan recommendations	TM	HMC		Complements many other including VW-9, VW-4, VW-2, VW-7, and OS-8
	VW-12.	Explore the potential to advance the “Grove Street Area, Town Dock, & Riverside Drive” and “Clinton Town Beach” projects from the Four Shore Coastal Resilience Plan.	DPW, Parks	SC	DEEP	Complements VW-6, OS-8, and RI-8
	VW-13.	Promote low impact development throughout Town to improve stormwater quality in the Sound.	BD	PZC, SC		Supports VW-4, OS-8, and OS-9

Diversify Housing Opportunities for All

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Aligned with Demographic Trends, Encourage Development of Diverse Housing Types, Scales, and Densities within Close Proximity to Public Transportation, Commercial Services, and Public Facilities	HO-1.	Explore strategies that create housing diversity	PZ			Complements several actions including DT-11, DT-12, HO-2, HO-8, and HO-9
	HO-2.	Align residential densities with infrastructure and wastewater capacity, potentially allowing higher residential densities in areas with public water and suitable soils.	WPC	WPCC	CT Water	Complements several actions including DT-11, DT-12, HO-1, HO-6, HO-8, RI-13, and RI-14
Increase Affordable, Senior, and Workforce Housing Options	HO-3.	Implement the recommendations from the Affordable Housing Plan (AHP), and update AHP as required.	PZ	HA	RiverCOG	Complements several actions including DT-13, and HO-4 through HO-9
	HO-4.	Complete the Pierson School Project	PZ			Complements several actions including DT-12, DT-13, HO-1, HO-7, HO-8, and RI-22
	HO-5.	Continue to maintain Clinton Housing Authority's units at the Glenhaven Housing Complex in a state of good repair.		HA		Complements several actions including HO-6 and HO-8
	HO-6.	Increase capacity for Clinton's Housing Authority to expand additional affordable senior housing on the Glenhaven site and other areas.	TMO	HA		Complements several actions including HO-2, HO-8, and HO-9
	HO-7.	Provide support services to seniors who choose to age in place, particularly those who live in single-family homes.	SP			Complements several actions including DT-12, DT-13, HO-4, RI-4, and RI-22.
	HO-8.	Identify other potential sites that are suitable for affordable or senior housing developments.		HA		Complements several actions including HO-2, HO-6, and HO-9

Diversify Housing Opportunities for All

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	HO-9.	Leverage partnerships with non-profit housing developers to create additional affordable units in appropriate locations.	PZ	HA	RiverCOG, DOH	Complements DT-13, HO-9, HO-6, and RI-22

Support Resilient Infrastructure, Services, and Facilities that Address Needs of the Community and Contribute to Quality of Life

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Support a Safe, Sustainable, and Resilient Multimodal Transit Network	RI-1.	Advance Complete Streets concepts and consider adopting a Vision Zero Policy. Focus on universal access and amenities, while prioritizing roadway design interventions and policies that improve safety.	DPW, PZ	BPAC	RiverCOG	
	RI-2.	Ensure safe connections, such as sidewalks, are in place for pedestrians, cyclists, and other forms of transportation.	PZ	BPAC		
	RI-3.	Advocate for enhanced services on Shore Line East and Amtrak, in partnership with neighboring towns, RiverCOG, and SCRCOG.	TMO			
	RI-4.	Work with the River Valley Transit District to evaluate opportunities to implement the XtraMile system in Clinton.	TMO			
	RI-5.	Study viability of micro-mobility system (e-bike, bike and scooter shares) in Downtown Clinton.	TMO			Complements DT-20 and RI-1
	RI-6.	Advocate for operation of the seasonal Trolley and review options to offset funding gaps.	TMO			Complements DT-22 and RI-19
	RI-7.	Improve pedestrian connections on Route 81 overpass from Glenwood Road to High Street.	PZ, DPW			Complements RI-1 and RI-2

Support Resilient Infrastructure, Services, and Facilities that Address Needs of the Community and Contribute to Quality of Life

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	RI-8.	Review findings and recommendations from the Four Shore Coastal Resiliency Plan and the RiverCOG Natural Hazard Mitigation Plan, and advance viable projects that address coastal, riverine, and pluvial flood challenges on roads.		SC		Supports EG-12, DT-8, VW-10, and VW-12
<i>Advance Sustainability and Energy Related Efforts and Partnerships</i>	RI-9.	Work with local and regional partners on sustainability initiatives related to water (drought planning, water usage reduction, etc.).		SC, CC	CT Water, SCT	
	RI-10.	Continue to promote and support energy efficiency, renewable energy, and alternative fuel source vehicle support infrastructure in public buildings.	TMO			
	RI-11.	Support a range of energy sources that are cost-effective and meet community and business needs, recognizing the gradual transition towards renewable or sustainable energy sources.	PZ, BD			
	RI-12.	Develop an outreach program to provide residents and businesses with information regarding energy efficiency options.	BD			
	RI-13.	Evaluate the feasibility of creating a “resiliency improvement district” per Public Act 25-33.	PZ	PZC		
<i>Maintain and Develop Resilient Facilities, Infrastructure, and Utilities</i>	RI-14.	Implement elements of the Facilities Plan to address wastewater management challenges	WPC	WPCC		
	RI-15.	Work with Connecticut Water Company to extend public water service to areas where private wells do not support land uses.	PZ, DPW		CT Water	
	RI-16.	Support the relocation of fire station to move this critical facility out of the flood zone.	TMO, FD			Complements RI-8 and DT-8
	RI-17.	Continually update capital needs and improvement plan to maintain high quality buildings and services.	TMO			May relate to actions such as DT-3, DT-4, EG-1, HO-7, HO-6, RI-12, and RI-10

Support Resilient Infrastructure, Services, and Facilities that Address Needs of the Community and Contribute to Quality of Life

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Support the Maintenance and Expansion of the Town's Diverse Recreational Resources	RI-18.	Steward and invest in existing recreational facilities and open spaces.	Parks, BOE	CC	CLCT	Complements VW-2, VW-5, VW-7, and VW-11
	RI-19.	Ensure that the Town offers programs and services that are attractive to younger adults and families to create balance of programs across demographics.	TMO			Complements DT-11, DT-17, and EG-10
	RI-20.	Evaluate extension of Shoreline Greenway Trail from Hammonasset to Menunketesuck Greenway in Westbrook and designate, promote, and facilitate the use of greenways and blueways as key facets of the Town's identity.	TMO	BPAC	SGT	Complements DT-22, RI-1, and RI-20
	RI-21.	Review recreational facilities and programming to ensure that offerings are meeting the contemporary needs of adults and seniors.	Parks, HCHL, SP			
	RI-22.	Support the creation of dedicated space for senior center and services as part of the Pierson School redevelopment project.	TMO, PZ			Complements RI-21 and HO-4

Protect and Enhance Open Space, Natural Resources, and Historic Areas

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
Strengthen Clinton's Open Space Network	OS-1.	Continue to deposit monies into the Open Space Fund to allow Clinton to proactively plan and act quickly to preserve valuable open space parcels.	TMO, PZ	PZC		
	OS-2.	Continue to leverage the Open Space Fund and provide updated fee-in-lieu opportunities within the Subdivision Regulations, at the discretion of the Planning and Zoning Commission.	TMO, PZ	PZC		Considered in conjunction with EG-1
	OS-3.	Consider establishing more detailed open space location criteria in the Subdivision Regulations.	PZ	PZC		
	OS-4.	Consider establishing standard language for open space selection, designation, management, and access that applies to any privately held open space created from the subdivision process.	PZ	PZC, CC		Considered in conjunction with EG-1
	OS-5.	Prioritize setting aside open space that connects to existing adjacent open space or water utility land, provides recreational opportunities or public access to water, or is coincident with flood hazard areas.	PZ	PZC, CC	CLCT	
	OS-6.	Update the existing Open Space Plan to identify priority properties or areas for future acquisitions; and continue to seek open space grants to support the update and subsequent acquisitions.	PZ	PZC, CC		Supports EG-5
	OS-7.	Maintain core habitats for plants and animals; and increase connectivity for corridors that support wildlife habitats.	PZ	PZC, CC	CLCT	Considered when pursuing EG-1, OS-5, and OS-6
Protect Natural Resources	OS-8.	Protect water resources, inland wetlands, tidal wetlands, and environmentally sensitive areas.	PZ, DPW, TW	PZC, CC	CLCT	Could be addressed alongside actions such as EG-1, OS-5, and EG-5

Protect and Enhance Open Space, Natural Resources, and Historic Areas

	Action Number	Action Title	Municipal Partners – Departments	Municipal Partners – Boards, Commissions, Committees	Local, Regional, State Partners	Preceding Needs or Related Actions
	OS-9.	Incentivize or require low impact development and green infrastructure techniques for targeted development.	PZ, BD	PZC		considered in conjunction with action EG-1, and supports VW-13
	OS-10.	Conduct education and outreach to property owners regarding best practices for lawn care, car washing, pet waste disposal, etc.	PZ, DPW, TW	CC, SC		
Protect and Preserve Historic, Cultural, and Scenic Resources	OS-11.	Promote awareness of the national and local historic districts as an important part of Clinton's identity.		HDC	SHPO	
	OS-12.	Provide educational materials to owners of historic properties that outline preservation resources.		HDC	SHPO	
	OS-13.	Ensure consistency between Zoning Regulations and regulations of the Historic District Commission.	PZ	PZC, HDC	SHPO	
	OS-14.	Integrate design guidelines into the historic district ordinances and Zoning Regulations to address historic resources and districts located in flood hazard areas, as they are challenging to make resilient.	PZ	PZC, HDC	SHPO	
	OS-15.	Consider leveraging the State Cultural District designation for Clinton's arts, culture, and tourism.	PZ	PZC, EDC	COA	Aligns with and supports actions DT-16, DT-17, and OS-16
	OS-16.	Support the growth and development of Clinton's Agri-tourism community. Ensure regulations support a range of flexible agricultural uses.	PZ	PZC, EDC, SC		Supports and aligns with action EG-10

