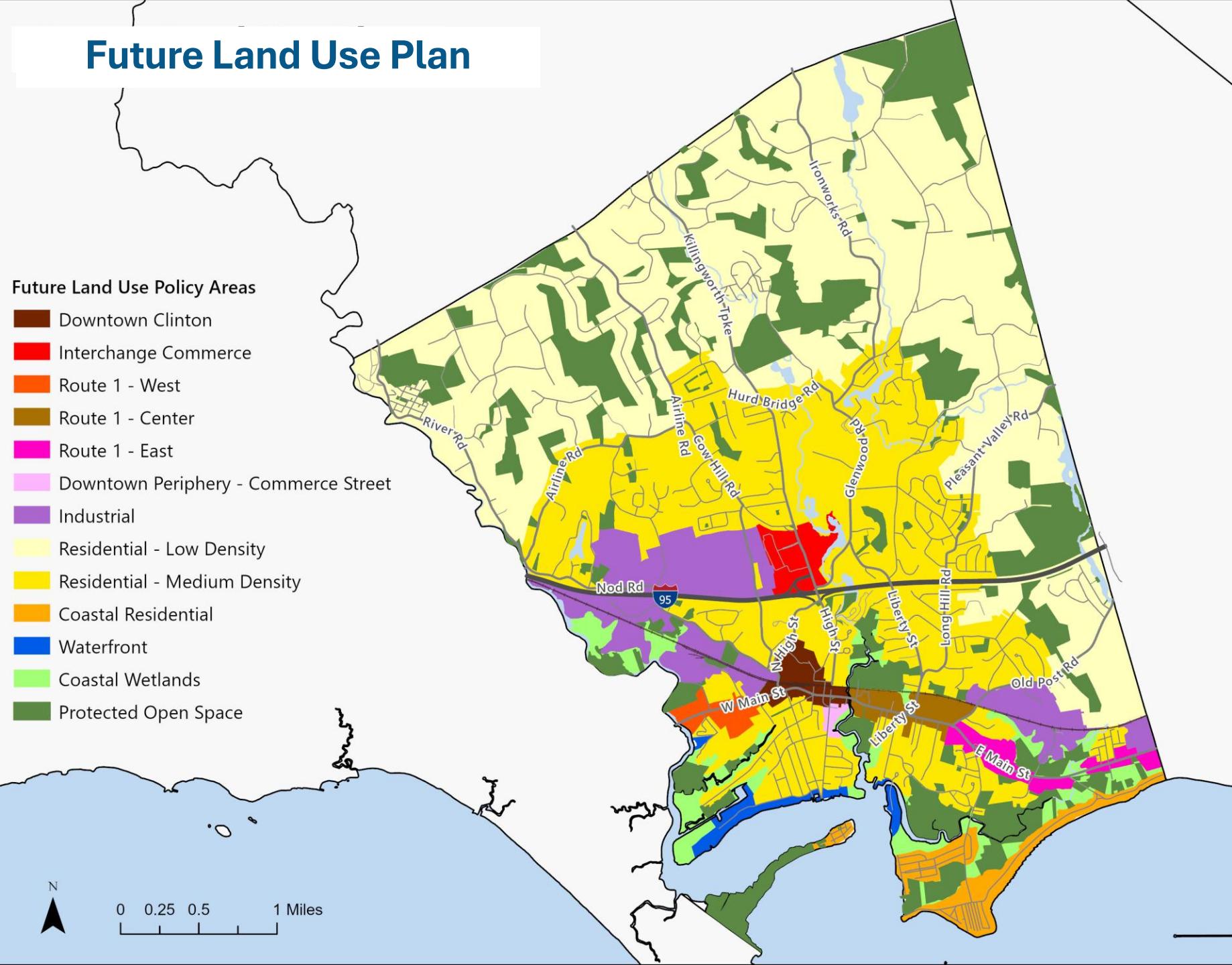


Appendix B. Future Land Use Plan

Future Land Use Plan

Future Land Use Plan



Future Land Use Plan depicts policy areas that share similarities

- General categorizes of uses (Residential, commercial, industrial)
- General intensities (Rural, low, medium, high)

NOT A ZONING MAP.

However can help inform future zoning changes and assist in determining conformance with the POCD for land use applications.

Generally, should be consistent with regional and state plans.

Downtown Clinton

- "Live, Work, Play"
- Opportunity for mixed-use development and Transit-oriented development, leveraging proximity to the train station.
 - Unilever Site – redevelopment opportunities
- Priority area for infrastructure improvements
 - Sidewalks, complete streets, parking, etc.
 - Wastewater strategies
- Connections to waterfront and interchange areas.
- "Village" style development – mix of uses, buildings close to street, sidewalk connectivity, etc.



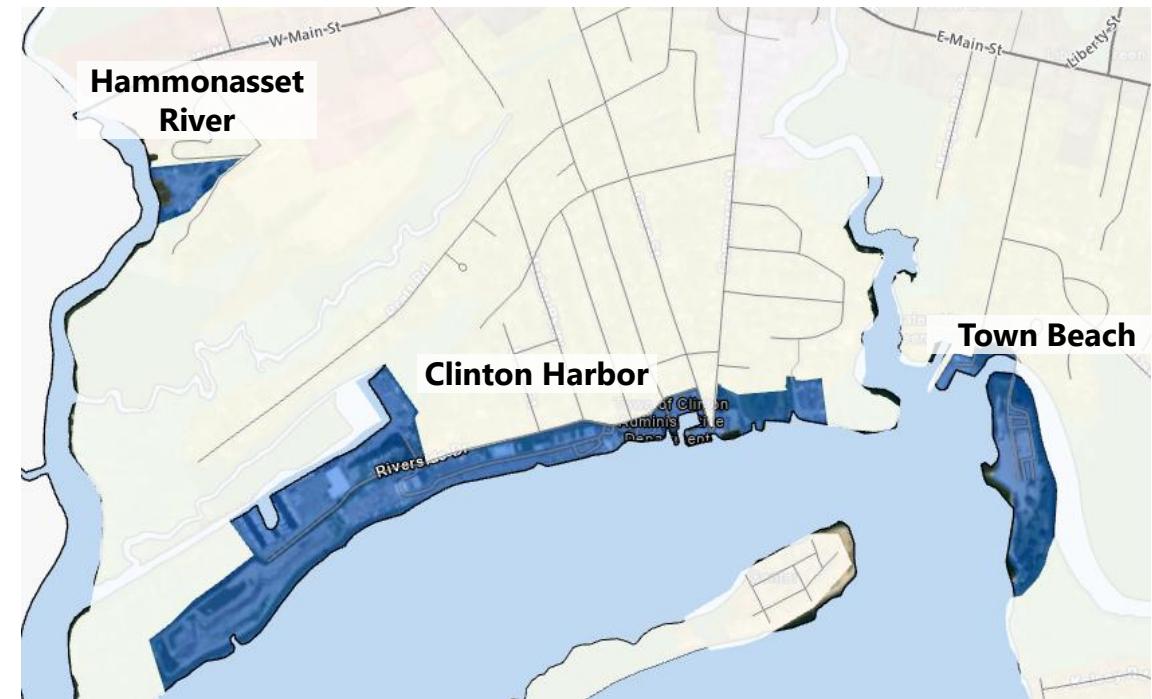
Downtown Periphery – Commerce St

- Transitional area between Downtown, residential neighborhoods to the south, and waterfront.
- Mix of business, residential, and institutional uses
- Step down in density compared to Downtown and Route 1 corridor.
- Commerce Street is an inviting pedestrian, bicycle, and vehicular corridor between Downtown and the waterfront.



Waterfront

- Encompasses Marine District and Town Beach.
- Regional draw – leverage proximity and connections to Downtown.
- Maintain emphasis on water dependent uses.
- Maximize opportunities for public access, especially where non-water-dependent uses are pursued.
- Coastal flood hazards support use of resiliency strategies.



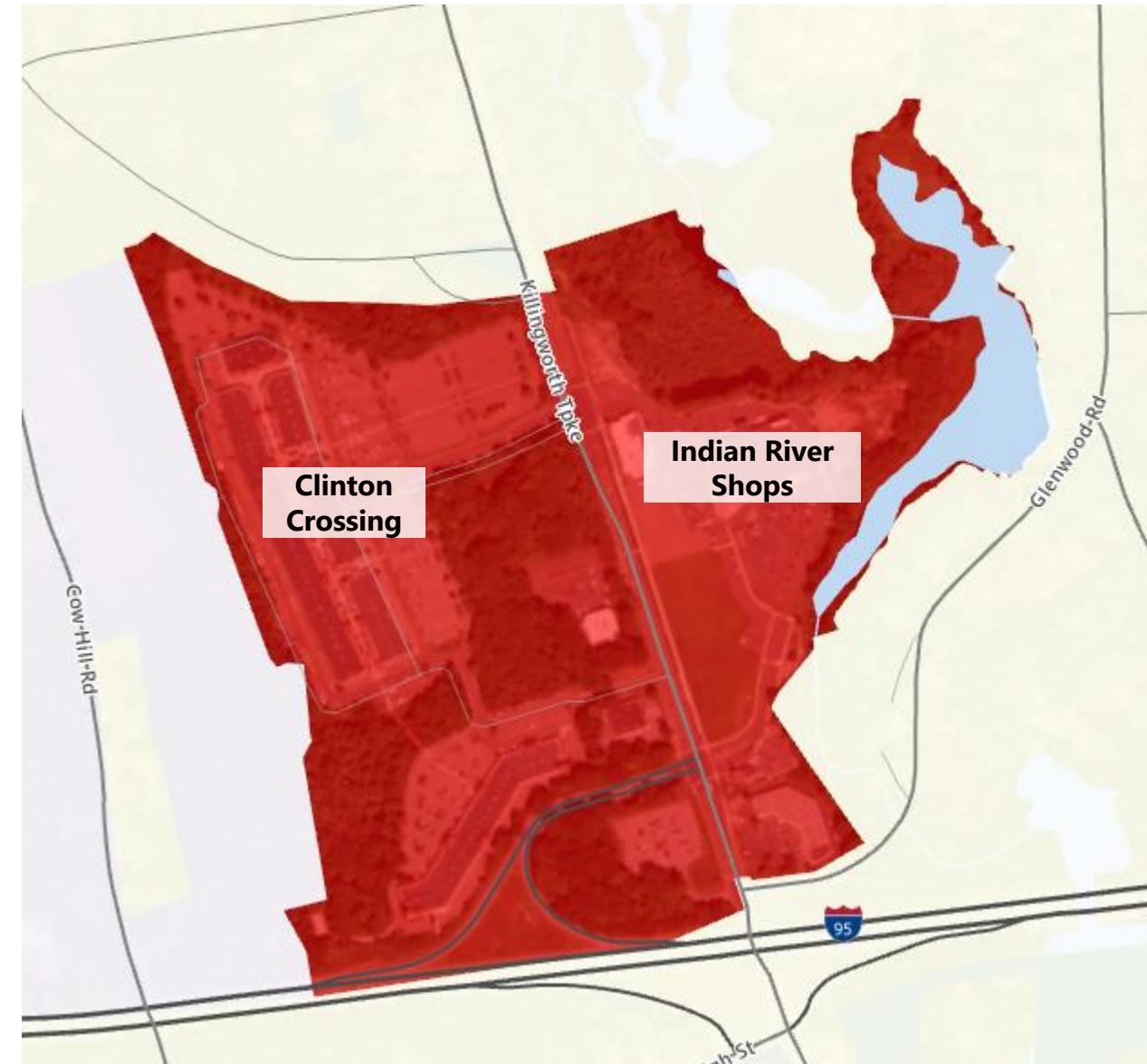
Route 1 Corridor



- Separate policy areas for West (Madison Town Line to Maple), Center (Indian River to Old Post Road), and East (Old Post Road to Westbrook Town Line). However, some shared policy objectives between all three areas (sidewalk priority area, consistent site design standards, etc.) to create cohesion in these distinct areas.
- **Route 1 – West** – mix of “greenfield”, infill, and redevelopment opportunities. Business focus, with opportunities for residential and mixed-use development. Walkable to Downtown.
- **Route 1 – Center** – Generally aligns with Village District. Mix of housing and business uses. Smaller-scale and less auto-centric development, with buildings fronting street. Opportunities for infill and adaptive re-use at appropriate scales. Walkable to Downtown.
- **Route 1 – East** – Local business strip development with some underutilized “big box” spaces with redevelopment potential. Opportunities for housing and mixed-use development to separate cohesive development nodes, although coastal flood zones may present development challenges.

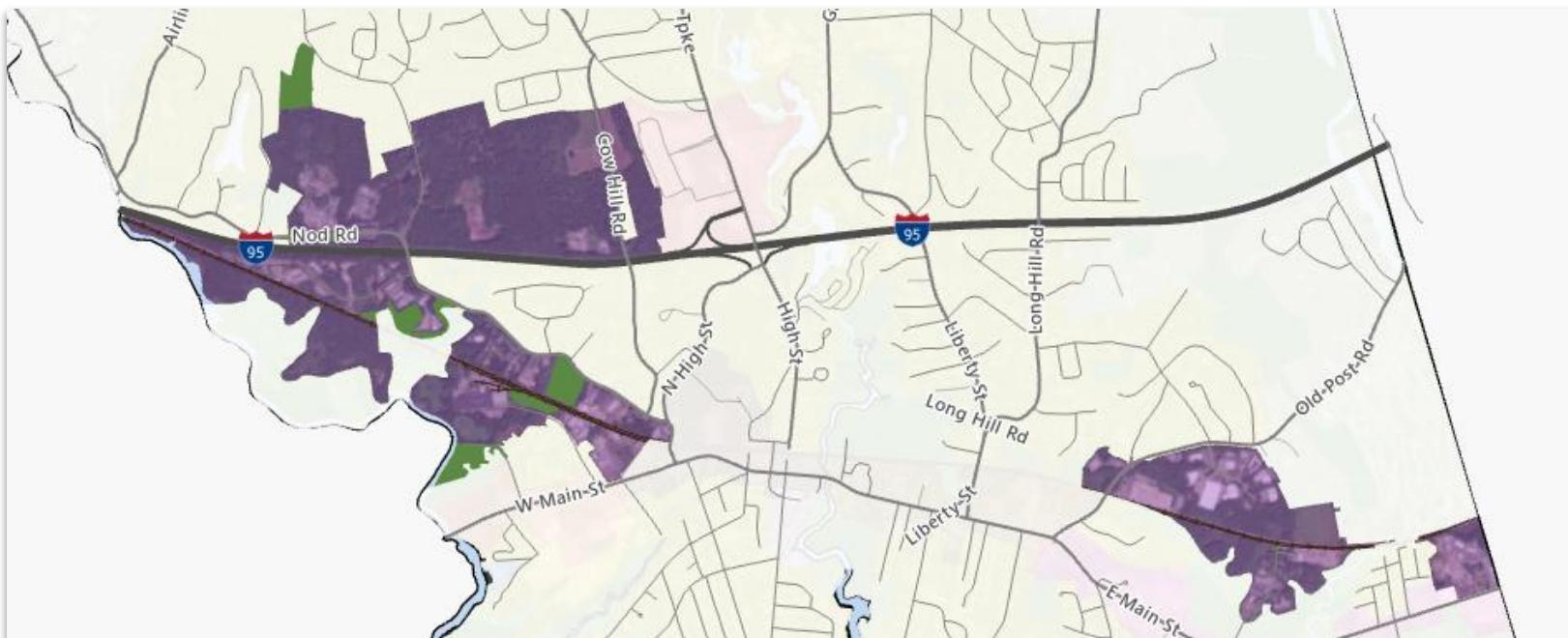
Interchange Commerce

- Regional business focus. Clinton Crossing and continued build-out of Indian River Shops draw in regional consumer base.
- Excellent highway access.
- Some greenfield opportunities on east side of Route 81.
- Pursue opportunities for residential development and mixed-use development should commercial uses become obsolete.
 - Focus on areas that lack frontage.
- Sidewalk connectivity and connections to Downtown.



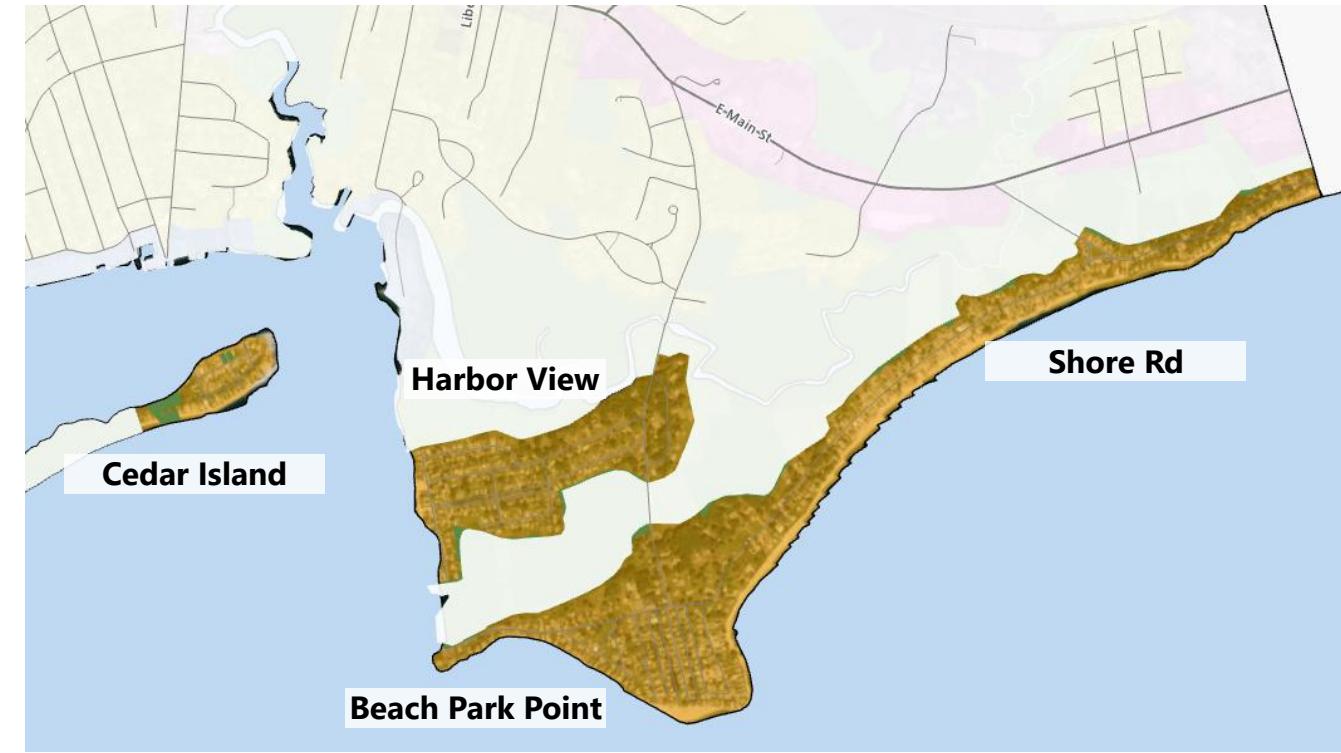
Industrial

- Largely encompasses existing industrial zones, less area along Route 1 and coastal wetlands.
- Some “greenfield” development potential, particularly in the Industrial Park Zone north of I-95 between Old Nod Road and Cow Hill Road.
- Provide local employment and balance to the Town’s tax base.
- Proximity to residential areas and natural resources (coastal wetlands) – require proper design and buffering.



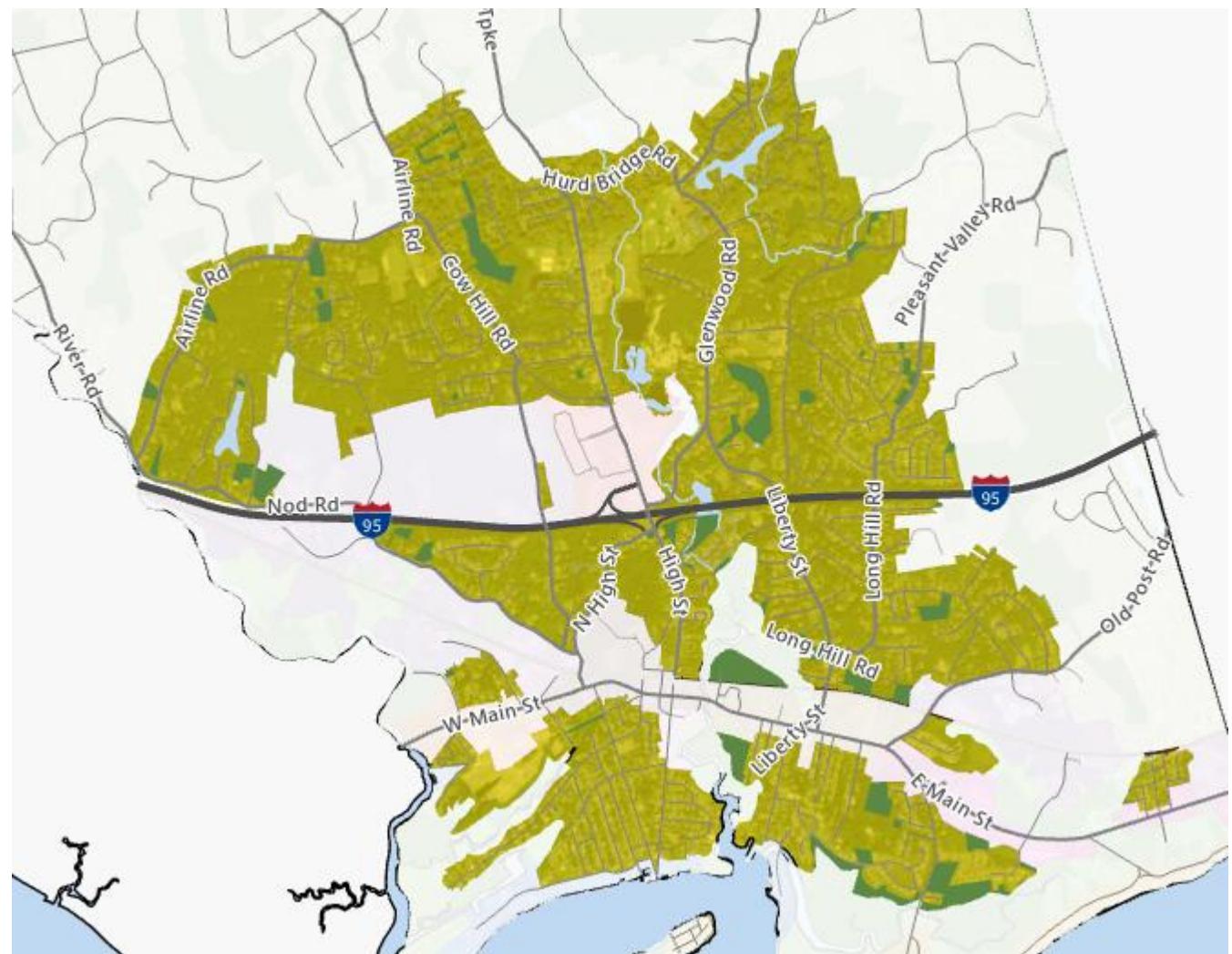
Coastal Residential

- Higher intensity coastal neighborhoods (Shore Rd, Hammock Pkwy, Beach Park Point, Harbor View, Cedar Island, etc.).
- Small lot sizes, and lack of wastewater infrastructure.
 - Continue wastewater discussions.
- For new development, ensure density aligns with infrastructure capabilities.
- Coastal flood hazards.
 - Need to incorporate resiliency into planning and infrastructure investments.



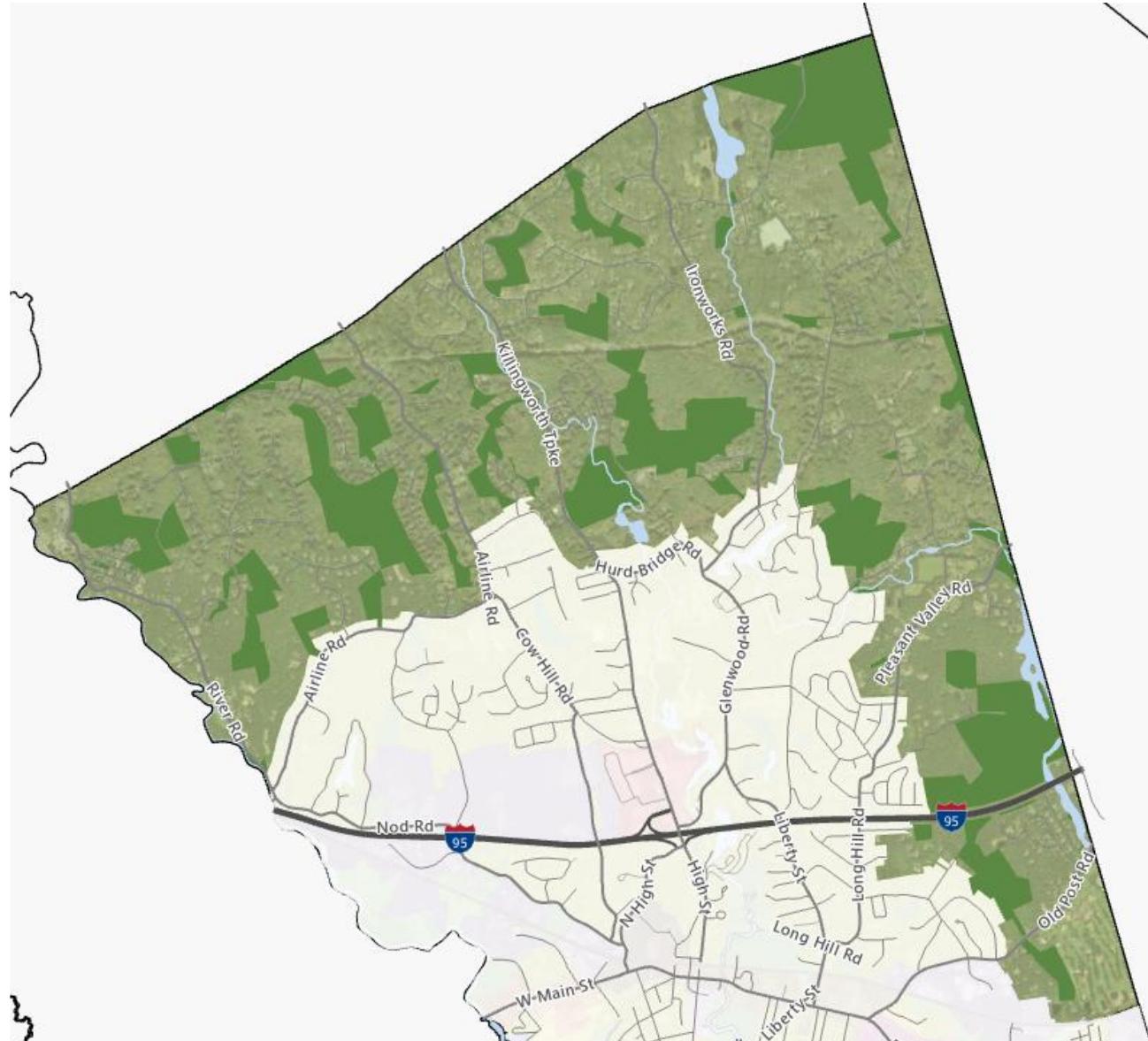
Residential – Medium Density

- Encompasses areas mostly served by public water infrastructure and moderate intensity residential zones surrounding Downtown, Route 1, and the neighborhoods north of I-95 and south of Airline Road and Hurd Bridge Road.
- Primarily single-family housing. Opportunity for greater housing density and diversity where certain criteria are met, including potentially:
 - Public water infrastructure.
 - Suitable soils for onsite wastewater treatment.
 - Roadway class (collectors and arterials)
 - Proximity to Downtown.
- Residential densities of 2 or more units per acre.



Residential – Low Density

- Encompasses lowest density residential zones (R-60 and R-80), that lack public water infrastructure.
- Residential densities of less than 2 units per acre.
- Some development opportunities on vacant land.
- Encourage Conservation Subdivisions as a tool to maximize open space protection.
- Foster linkages between open space areas.



Protected Open Space

Coastal Wetlands

- Conservation priority areas.
- **Protected Open Space** – includes Town open space and parks, privately held open space, and cemeteries that have protections from future development.
- **Coastal Wetlands** – encompass coastal/tidal salt marshes along Clinton Harbor, Hammonasset River, Indian River, and Hammock River.
- Focus on preserving function and utility of existing open space and protecting coastal wetlands.

