

Town of Clinton



**PLAN OF
CONSERVATION AND DEVELOPMENT
2000**

Adopted:

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TOWN OF CLINTON **PLAN OF CONSERVATION AND DEVELOPMENT** **2000**

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FUTURE LAND USE MAP

I. INTRODUCTION

Section 8-23 of the Connecticut General Statutes requires municipal planning and zoning commissions to "prepare, adopt and amend a Plan of Conservation and Development". The Plan must include "the most desirable use of land within the municipality for residential, recreational, commercial and industrial and other purposes and for the most desirable density of population in the several parts of the municipality".

The first Clinton Plan of Development was adopted in 1970, following a period of rapid growth in the 1960s. In 1978, the Commission updated the Plan, addressing the desire for additional commercial and industrial development to balance and enhance the tax base. The 1978 amendments also added recommendations for park, beach and open space land, and for building and maintaining new roads. The 1978 Plan was accompanied by zoning changes, which acknowledged soil limitations for on-site septic systems by increasing minimum lot sizes and restricting uses to reflect soil conditions. Subsequently, in response to the passage of the Connecticut Coastal Management Act, a coastal plan component was added in 1983.

The 1980s were another period of rapid development and change along the Connecticut shoreline. The booming economy of the 1980s saw a substantial amount of new commercial growth in Clinton, spreading along Route One in both directions out from the historic village center. New subdivisions continued to be approved in the northern areas of town. More people chose to live in the historically seasonal beach areas on a year round basis. The real estate boom resulted in a significant increase in the cost of housing in Connecticut. In 1990, the Plan was updated again, adding recommendations concerning affordable housing, open space conservation, and protection of water quality. The 1990 Plan recognized the differences among the several areas in Clinton, celebrating the distinct character of each area.

Since adoption of the 1990 revisions to the Plan of Development, the Connecticut economy has experienced a complete economic cycle, from the recession of the early 1990s to the current robust economy at the end of the decade. Issues have cycled from a serious concern about having enough jobs and employment opportunities, with a substantial drop in housing prices, to the current labor shortage and an increasingly expensive real estate market. The fluctuations in the business cycle and the changes in the economy over the past decade have only served to emphasize the need for solid long term planning based on a consistent vision of the future of Clinton.

Revisions to the 1990 Plan for the Year 2000 do not represent a dramatic change of focus. The vision established in 1990 continues to be a realistic and achievable target for the town's future. The goals and policies that were part of the 1990 Plan should continue to guide the town's future course. Many of the recommendations of the 1990 Plan have been followed as a basis for town land use decisions.

II. VISION STATEMENT

Clinton is an historic coastal New England town, enhanced by the diversity of its population and land uses. It is blessed with variety, including its historic sun washed beach communities, the busy commercial corridor and traditional village center along Route One, and the more rugged topography of the wooded uplands. Clinton is a traditional coastal village next to the harbor, a summer retreat, an industrial center, a quiet residential community, and now a recreational shopping destination - all at once. Clinton is both physically and socially diverse. Clinton's beautiful natural setting includes expansive water views across sunlit salt marshes and cool tree-shaded rural roads winding through woodlands. Clinton's people come from many backgrounds, but come together in a sense of community that supports activities ranging from youth sports to community concerts. In the future, the challenge will be to maintain a balance among the many facets of Clinton, directing future growth so that no one aspect of the town overwhelms the others.

III. BRIEF SUMMARY OF CLINTON'S NATURAL AND HUMAN RESOURCES

A. Natural Resources - The almost 18 square miles that are Clinton consist of a series of rivers and river valleys sloping down to Long Island Sound. The Hammonasset, Indian and Hammock Rivers come together at Clinton Harbor. The Menunketesuck River drains east into neighboring Westbrook and Westbrook Harbor.

Clinton's 23 miles of shoreline are relatively flat with intermediate bluffs and gently rounded hills, and include beaches, dunes and about 836 acres of tidal wetlands. Further inland, larger water bodies include the Kelseytown Reservoir of the Connecticut Water Company, Upper Millpond and Indian Lake, Boulder Lake, Chapman Pond and Hesser's Pond. The Connecticut Water Company also operates the Clinton Well, adjacent to the Indian River, and two wells in Clinton adjacent to the Hammonasset River.

About fifteen percent of the land area in Clinton is classified as inland wetlands, and regulated by the town's Inland Wetlands Commission. The remainder of the town is characterized by woodlands, with red maple, oak and hemlock, species characteristic of New England forests.

B. Development Pattern - Along the shore, the high land above the salt marshes and the barrier beach has been developed in a pattern of year round homes, seasonal cottages and intensive marine commercial activity. The traditional downtown shopping area and many of the town's civic activities are located at the head of Clinton Harbor, where Route One and the railroad cross the Indian River. Commercial retail and services extend the length of Route One. Industrial development is concentrated along the corridors created by the railroad right-of-way and along I-95. Further inland, residential development lines many of the interior roads, with scattered subdivisions located throughout the northern portion of town. Many of the subdivisions have expanded over time, continually adding new streets and houses over the past three decades. Most of Clinton's northern woods are growing on land that was once used for agricultural purposes in the form of plowed fields, pastures and managed woodlots. Today, Clinton Nurseries and Chamard's vineyards continue as agricultural uses, as do numerous small Christmas tree farms and horse farms.

In 1990, the date of the latest inventory of land uses, about 57% of the town's land area was committed to a specific use. About 13% of that area was committed open space, including state forest holdings in the northeast corner of town. About one third of the land area was in residential use. Clinton had more multi-family housing than any other town in the region.

Access to water determined the location of the town's earliest industry. Three early shipyards were located on the Indian River, near the harbor. The Indian River was also used as a early source of waterpower. In 1728, Joseph Highley took out a patent for a steel making process, reportedly the first in America. Later, the railroad brought industrial development to the center of town.

The Clinton Crossing Factory Outlets Center (Chelsea GCA Realty) at Exit 63 off I-95 is the town's largest taxpayers, with a 2000 assessed value of about \$32 million. Unilever Home and Personal Care properties (formerly Chesebrough Ponds) is second, with a 2000 assessed value of about \$23 million. Together, these two properties equal about 5.7% of the town's grand list. Other major taxpayers in the top ten are Stanley Bostich Inc., Connecticut Water Company, MJM Industrial & Commercial Properties, JMH Associates, Walnut Grove Associates, Connecticut Light & Power, the Cedar Island Marina, and Herbert T. Clark, III. Each of these provide employment opportunities for the people of Clinton and the surrounding area.

C. Population - During the first half of the Twentieth Century, Clinton's year round population grew very slowly. Following the opening of the Connecticut Turnpike in 1958, towns all along the shore experienced substantial growth in population. Clinton had the most dramatic increase in population of any of the towns in the area, growing from just over 4,000 people in 1960 to more than 10,000 people in 1970. In the next decade, population growth slowed, but another 2500 people were added to the population over the following twenty years. By 1990, the Census counted 12,767 people living in Clinton on a year round basis. Approximately 14% of Clinton's 5411 housing units were vacant on Census Day 1990, indicating a substantial seasonal population. There is no accurate count of Clinton's summer population, but it has been estimated that the resident population increases by as much as 50% during the summer months, with many families returning generation after generation to the Clinton shore. State population projections based on the 1990 count of full time residents indicate a continued slow rate of growth. While new houses are being built, there are fewer children per household and many households consist of just two older adults. In 1990, Clinton had a younger average population than its neighbors, and a larger family size, but the 1990 median age of 34 years was higher and the median household size was lower than the state average. The results from the 2000 Census count on April 1, 2000 will reveal the accuracy of the state projections.

IV. CHANGES SINCE ADOPTION OF THE 1990 PLAN

The current Clinton Plan of Development was adopted in October 1990. Since that time, the state and regional economy has experienced significant changes. With the completion of the new Baldwin Bridge over the Connecticut River in Old Saybrook in 1993 and a revived state economy, there has been a substantial increase in traffic on I-95. There has been a corresponding increased interest in interchange development along I-95 east of New Haven, including the activity at Clinton's Exit 63.

A. Expanding and Relocating Commercial Activities - The most significant change since the adoption of the 1990 Plan has been the construction of the 267,800 square foot Clinton Crossing Factory Outlets Center in 1996. Clinton Crossing is retail activity at a scale previously unknown in Clinton. With immediate access from Interstate 95 at Exit 63, the new shopping center is intended to be a recreational shopping destination, as well as attracting passing traffic off the Interstate. Previous commercial development had been intended to serve primarily a local or immediate regional market. The Center has prompted interest in additional interchange development at Exit 63. Since 1990, traditional strip retail development has been built along Route One on previously undeveloped land. Meanwhile, the downtown commercial area is seeking renewed life and a new image. New zoning regulations have been enacted to encourage well-designed mixed development for the area along Route One east of the downtown, and that area appears to be establishing a distinct identity as an antiques and craft center. With each new concentration of commercial development, older areas have experienced a loss of uses and the need to fill vacant spaces.

B. Restudying Sewers - The 1990 Plan accepted the inevitability of a tri-town intermunicipal sewer system, serving Clinton, Westbrook and Old Saybrook. Although the three-town project was approved by Clinton and Westbrook residents, Old Saybrook voters repeatedly refused to support the plan. As a result, all three towns are currently reexamining the issue of water pollution control independently. Each town is seeking to minimize the need for structural remedies to existing problems by practicing "sewer avoidance" and looking to on-site or small-scale neighborhood treatment as the solution for problem areas. As a result of this shift in direction, certain recommendations in the 1990 Plan based on a centralized municipal sewer system must be reconsidered.

C. Protecting Village Character - The 1990 Plan recommended the creation of a special zoning district for the village center, with emphasis on consistent and compatible design. In 1997, the Planning and Zoning

Commission established a new Village Zone for the Route One corridor between the Indian River and the intersection of Route One, Route 145 and Beach Park Road. This new commercial district encourages mixed uses, and provides standards for design that are intended to maintain the residential scale and village character of the zone. It was determined that the downtown area west of the Indian River has a different streetscape than the Village Zone and it would not be appropriate to apply the new standards to that area. The task of defining design and uses for the downtown area needs to be addressed.

D. Residential Development - As the 1990 Plan was being completed, the Connecticut economy experienced a dramatic downturn as the real estate market adjusted for the overbuilding and poor investments of the economic frenzy of the 1980s. For several years, new house starts were limited as the market for new single-family homes was very flat. Interest continued in alternative housing for the elderly as the elderly population grew. The national economy and that of southern Connecticut has again become very active, and revived interest in subdivisions is seen throughout the region. New subdivisions in the northern part of town place additional traffic demands on rural roads, which are narrow and winding. Subdivision activity creates concern among existing residents who are accustomed to being surrounded by woodlands and who fear that new development will change the character of their neighborhoods.

E. Completion of an Open Space Plan - The 1990 Plan recommended the preparation of an open space plan, which would identify important areas of conservation interest, including both natural and cultural resources. The 1998 Report of the Ad Hoc Committee on Open Space and Conservation was completed and endorsed by the Planning and Zoning Commission in 1999. This report includes background information on open space and a list of recommendations for further action, which are included in this Plan Update where applicable.

F. Highway Congestion - Following completion of the New Baldwin Bridge over the Connecticut River at Old Saybrook, there has been a steady increase in truck traffic on I-95, as truckers choose this route to Massachusetts and northern New England. Construction of two large casinos on Indian reservations in southeastern Connecticut, combined with an increase in tourism and tourism promotion along the shore corridor has resulted in an increase in passenger car trips through the Clinton area. Increased traffic and new road construction has led to traffic congestion all along I-95 east of New Haven to the Rhode Island state line. For the short term, there is an acknowledged need to create an incident management system to minimize disruption from traffic accidents. For the long term, solutions being discussed include widening I-95 and increasing the opportunities for public transportation use along the corridor. While there

has been some initial interest in a new I-95 Interchange at Nod Road to provide access to land at the western edge of town, this Plan does not include a recommendation for such an interchange, and finds that the negative impacts of an additional interchange to the town overall would outweigh any benefits that might occur as a result.

G. Working on the Railroad - In June 1990, the Shoreline East commuter rail service began, owned and operated by the State of Connecticut. The Shoreline East travels from the Old Saybrook train station to the New Haven station, connecting with Metro North train service to New York and a bus loop in downtown New Haven. The train stops at each town along the route. The Clinton stop is located behind the row of buildings on the north side of the downtown area, west of Route 81. Service is currently limited to trips into New Haven in the morning and out of New Haven in the afternoon and evening. Several times, funding for the Shoreline East has been threatened in the state budget.

Improvements to AMTRAK's Northeast Corridor service between New York and Boston are nearing completion. Electrification of the line east of New Haven and other track improvements will allow high-speed trains, which will reduce travel time between New York and Boston. Electrification with overhead lines has made the railroad line more visible, but the impact of greatest concern is the potential safety hazard created by people crossing the tracks who may not realize how fast and quiet the new trains are.

H. Municipal Facilities - In the past ten years, Clinton has addressed many of its facilities needs and is in the process of addressing others. A formal capital improvements program has been established to prioritize and fund public facilities. Completed projects include renovations to the Morgan School, relocation of the Henry Carter Hull Library to Route 81 across from the Morgan School, an addition to the volunteer fire station, improvements to town hall, development of the Indian River Athletic Complex on Route 81, and creation of the downtown Commerce Street Park. Improvements to the town beach are ongoing, and include a trail and gazebo for viewing the harbor. Relocation and expansion of facilities for the town police department is in the planning stages.

I. Water Supply Limitations - The Connecticut Water Company (CWC), with principal offices in Clinton, provides public water to the shoreline area. The CWC distributes water from several reservoirs and wells along the shore. The water company has been attempting to increase its water supply by increasing the size of its Killingworth Reservoir, but has not yet been able to obtain approval from the Army Corps of Engineers. Until the reservoir expansion or other future source of additional water is assured, significant expansion of the public water system will probably not occur.

V. CRITICAL ISSUES

A. Sewers and Sewer Avoidance - Clinton is under an order from the State Department of Environmental Protection to address its existing water pollution problems. With the tri-town sewer plan no longer an option, the town must decide how to correct existing problems and avoid new ones. Federal and state funding is no longer available to build an extensive municipal collection and treatment system. Along with the high cost to local taxpayers of such a system, there is some concern that the availability of municipal sewers would encourage much higher density development than would be possible with on-site sewage disposal. Experience elsewhere has shown that sewer availability can induce new development. Increased density would adversely affect roads and place demands on other local services.

Any policy of limited, small scale corrective treatment and sewer avoidance for commercial and residential applications must be accompanied by land use controls that prohibit development which creates a potential need for sewers in the future. This should include restrictions on winterization and expansion of seasonal cottages unless the seasonal properties can be brought up to current health code requirements. Limitations on development that have a heavy water use must be adopted. Such uses may include but are not limited to car washes, restaurants, and business with processing water demands. A program of regular septic system inspection and maintenance must be required for all business and residential properties.

B. Location and Type of Commercial Activity - Clinton's retail center continues to shift from one area to another, moving from the historic downtown to the strip development of Route One, moving from the west end of Route One in Clinton to the east end. There has been interest in additional retail activity on Route 81 near Clinton Crossing. This shifting of the commercial center consumes undeveloped land and leaves empty or underutilized buildings in its wake. Each time a major shift occurs, the character of Clinton also shifts. Policies must be established and actions taken to strengthen and guide additional commercial activity to existing commercial areas in order to avoid creation of more vacant commercial sites.

C. Focus on the Downtown - The corridor along Main Street from the Indian River westward to approximately the intersection with North High Street would benefit from the creation of a special zoning district based on the dense pattern of existing development with its pedestrian orientation to the sidewalk. While significant progress has been made in improving the appearance of the area, including some building restoration and the creation of the Commerce

Street Park, the zoning regulations must be amended to reinforce rather than conflict with the current historic pattern.

D. Sustaining Distinct and Coherent Residential Neighborhoods

- Clinton's residential neighborhoods vary in their lot sizes, density, scale and architecture, ranging from the shoulder-to-shoulder cohesiveness of the beach communities to the rural individuality of the wooded lots in the northern part of town. Each area has been developed according to a different pattern, and land use regulations should reinforce these differences with different standards for separate areas. Lot sizes, frontage requirements and setbacks, maximum lot coverage, standards for roads and drainage, and requirements for sidewalks should be chosen to continue the distinctive development patterns of each area of town. Where an area, such as the beach communities, has a definite historic character, the zoning regulations should be designed to maintain and reinforce that character.

E. Managing Coastal Development - The Municipal Coastal Plan for Clinton, revised to October 1984, was adopted as part of initial efforts in Connecticut to comply with the 1980 Connecticut Coastal Management Act. The municipal coastal plan included detailed recommendations for the wise use, development and conservation of coastal resources. The following issues were identified in the coastal plan:

1. encroachment of man-made uses into environmentally sensitive coastal resource areas
2. degraded water quality of the Hammonasset, Indian and Hammock Rivers and the inner harbor
3. maintenance and enhancement of shell fish populations
4. maintenance of existing tidal wetlands and restoration of degraded tidal wetlands
5. improved physical access to the coast through expansion of State or municipally owned land
6. improved visual access to the coast
7. avoiding over development of the harbor area while providing continued economic growth
8. maintenance of historic and architecturally significant buildings
9. maintenance of the economic vitality of the Central Business district
10. maintenance of a developed shorefront, including residential, as an economic benefit to the Town of Clinton
11. disposal of dredged spoils
12. conversion of summer cottages to year round residences.

Since adoption of the coastal plan, efforts have been made to address many of these issues, but most issues are continuing concerns. Growth and intensity of boating activity within the harbor, winterization of seasonal homes, sewer

avoidance and water quality, the need for dredging to maintain harbor and river channels, and physical and visual access to the water all remain concerns as this Plan is written.

A Harbor Management Plan was adopted by the Clinton Harbor Management Commission in 1995.

F. Enhancing Community Appearance - Community appearance can best be enhanced by assuring that new development is compatible with Clinton's character. Clinton has enjoyed a rich architectural heritage, with earliest buildings dating from the 1600's and including many Eighteenth and Nineteenth century homes. Only a small fraction of this rich heritage remains, and efforts should continue to preserve the town's earliest buildings, finding new uses rather than demolishing older structures to make way for new and often incompatible structures. Where older buildings cannot be reused, or where site development occurs on undeveloped property, the architecture and landscaping of the new development should be of such scale and design as to be compatible with the character of the area where the development is located.

Clinton could benefit from creation of additional design districts where explicit standards tailored to a specific area guide new development. Out-of-scale "big box" retail development and bland, homogenized corporate design will greatly diminish the special character of Clinton. The 1990 Plan recommended that a design review board be established to review development and make recommendations to developers as to how their developments can best fit the town's vision. The Design Advisory Board was created by ordinance early in 2000.

G. Preserving Open Space - Preserving open space is not a new idea to Clinton, and land within the town has been set aside for conservation and recreation purposes over the past two decades. The urgency of identifying and preserving larger areas of natural land is heightened as coastal Connecticut continues to experience development pressure. The 1998 Open Space Report included many recommendations for preservation and should serve as a guide for future action. Once property has been developed for other uses, it is too late to establish greenways and link open space to define the town's distinct areas.

Early in 2001, the Town of Clinton considered an ordinance creating an Open Space Advisory Committee, the purpose of the Committee being to "study the Town's open space needs and make recommendations concerning same". This action, combined with the open space funds, is the first step in facilitating the preservation of open space.

H. Controlling the Demand for Municipal Services - Economic growth can be a mixed blessing. While new development can add to the grand

list upon which municipal taxes are levied to support municipal services, growth also can create a demand for more and more services and require infrastructure improvements which may cost more than the new tax money received. Clinton should avoid the spiral of new development that raises service costs and therefore leads to increased taxes, which then leads to an outcry for more development to increase the tax base. The result is seldom lower taxes in the long run. A strategy more in keeping with maintaining the small town character of the town is to make sure that new development will have a minimal impact on the existing service levels and infrastructure of the town. Community-oriented economic development will provide services and employment opportunities to benefit local residents as well as developers, rather than benefiting developers at the expense of local residents and taxpayers.

I. Maintaining Population Diversity - In recent decades, Clinton has had a more diverse population than many of its neighbors in terms of age, economic status, education, and ethnicity. The 2000 Census will provide a picture of how the population has changed since 1990, but Clinton is expected to maintain its relative diversity. One reason for the diversity is the wider range of housing type choices in Clinton than in many other area towns. Maintaining housing choice is difficult, since developers will generally build housing that maximizes their return on investment. In a strong economy, large luxury single-family homes can bring the biggest return. In a weaker economy, builders turn to other forms of housing. At present, due to the aging population, there is increased interest and demand for alternative living arrangements for the elderly and this form of housing is being proposed on a more frequent basis in the region. The town should make sure that its land use practices do not unreasonably restrict the ability of the private sector to provide a range of housing choices.

J. Protecting Water Quality - With large and direct sources of pollution such as smokestacks and industrial discharge pipes identified and regulated by state and local permits, attention is now focused on non-point pollution. Storm water runoff can contain pollution from many indirect sources. Town land use regulations and drainage standards should include requirements for best management practices for reducing non-point water pollution.

VI. LOOKING TO THE FUTURE - GOALS AND POLICIES

A. Development Pattern: Maintain the diversity that exists today among the distinct areas of town. Discourage development that would blur the separate identities of Clinton's village and neighborhoods. Encourage new activity to locate in existing developed areas to the greatest extent feasible.

1. Concentrate new commercial and industrial development in existing locations, encouraging reuse of previously developed properties and infill in commercial areas.
2. Actively pursue preservation of linked open spaces and greenways to give definition to developed areas and protect important natural resources.
3. Individually tailor zoning bulk and density standards to reinforce the streetscapes, scale and character of the historic development patterns of the various areas of town.
4. Promote overall development that is consistent with the scale and character of a small coastal town.

B. Housing: Encourage a range of housing choices in a manner compatible with the small town character of the community to accommodate the community's various age groups, household characteristics and income levels.

C. Recreation: Encourage a wide range of active and passive recreational opportunities that are available to and in convenient reach of residents of all ages.

D. Open Space: Preserve open space as a necessary part of a balanced community. Maintain open space to preserve fragile or unique natural resources including wetlands, floodplains, steep slopes, aquifer recharge areas, beaches and other coastal features, forest stands, unusual geologic features, and habitat. Preserve open space to enhance scenic and aesthetic qualities and maintain the character of the town, and to provide passive recreational opportunities such as nature study areas, hiking trails and neighborhood parks.

E. Economic Development: Encourage attractive, well-designed commercial and industrial activity in appropriate locations in order to provide convenient services for residents, diversify the tax base and provide employment opportunities. Establish clear boundaries for future interchange development intended to serve interstate travelers in order to limit impact on local roads and minimize future demand for municipal services.

F. Transportation: Improve the town's road network only to the extent necessary to eliminate traffic hazards and provide adequate access for safety and emergency vehicles. Limit future improvements that might encourage speeding and create an urban appearance. Support alternate modes of transportation, including the Shoreline East Railroad.

G. Utilities: Assure provision of safe, adequate and efficient public utilities for present and future residents, but avoid new development which creates a significant need for new infrastructure or infrastructure improvements. In particular, assure that all new development can be serviced by on-site sewage disposal to avoid creating a future need for municipal sewers.

H. Public Facilities: Continue to schedule capital improvements according to a carefully researched, prioritized plan and through a regular capital expenditures allocation, so that needs are addressed as routine rather than crisis projects.

I. Community Character: Maintain property values and preserve the character of Clinton as a small New England coastal town by protecting and enhancing the aesthetic and historic qualities of the town.

VII. LOOKING TO THE FUTURE - RECOMMENDATIONS FOR ACTION

The 1990 Clinton Plan of Development included a list of recommendations intended to further the goals established in the Plan. A review of those recommendations shows that many have been implemented by the appropriate officials or agencies, but there is still much to accomplish. In the meantime, some of the changes which have occurred since the 1990 Plan was adopted, require a rethinking of the actions proposed a decade ago.

A. Consistency with State and Regional Plans:

Under State Statutes, the Plan must be reviewed for consistency with the current State Plan of Conservation and Development, adopted by the General Assembly in May 1998. As part of the preparation of this Plan, the recommendations of the state plan were reviewed as they pertain to Clinton, and the recommendations of this Year 2000 Plan Revision are consistent with the State Plan. In addition, these recommendations are consistent with the 1995 Plan of Development for the Estuary Region.

B. Natural and Cultural Resources Recommendations

1. Make full use of available land use review and enforcement programs to protect fragile natural areas and assure that new development has minimal adverse impact on natural systems. *(Action: Land Use Commissions)*
2. Provide adequate staffing for review, oversight and enforcement during both the application and construction phases of development to assure that permit requirements and conditions are fully met. *(Action: Land Use Commissions, town review and enforcement staff)*
3. Refer to state resource protection maps to identify general locations of endangered species and assure that sufficient habitat is maintained to protect such species. *(Action: all agencies)*
4. Continue to assure that activities within the coastal boundary are consistent with the policies of the Connecticut Coastal Management Act, the Town's Coastal Municipal Program, and the Clinton Harbor Management Plan. Land use boards should consider coastal resource protection and priority of water dependent uses through the coastal site plan review process. Increase public awareness of Clinton Harbor and the town's historic connection to Long Island Sound by improving both visual and physical access to the waterfront and riverside locations. *(Action: Land Use Commissions, Economic Development Commission, Harbor Management Commission,*

Parks and Recreation Commission, Historic District Commission)

5. Seek ways to enhance physical and visual access to the Indian River in the center of town, including creation of a public walkway along the uplands on the eastern bank of the Indian River and the Town Hall property. *(Action: Joint efforts by town agencies)*
6. Actively pursue implementation of the recommendations included in the 1998 Report of the Ad Hoc Committee on Open Space and Conservation. Those recommendations are included elsewhere in this Year 2000 Plan of Conservation and Development. *(Action: all agencies)*
7. Continue to provide financing for the Land Preservation Fund, setting aside a portion of the mill rate as well as proceeds from the sale of town-owned property and/or a certain percentage of proceeds from the real estate sales tax. *(Action: Selectmen, Board of Finance)*
8. Follow the provisions of the Clinton Subdivision Regulations to require the open space set aside to be representative of the character of the entire parcel being sub-divided. The percentage of land set aside for open space should increase proportionally in dense areas. Exclude non-buildable land, protected wetlands, archaeologically sensitive areas and historic sites from calculations of the percentage used to satisfy open space dedication requirements. Link open space in subdivisions with existing dedicated open space or with possible future connecting open space parcels. Study a fee-in-lieu of open space provision in the subdivision regulations for use when suitable open space is not available within a subdivision. *(Action: Planning and Zoning Commission)*
9. Review subdivision and zoning provisions concerning overall lot and building density, including provisions for calculating lot density based on site conditions. Consider new regulatory measures to allow more flexible layouts based on land suitability and maximum preservation of open space. *(Action: Planning and Zoning Commission)*
10. Through zoning and subdivision regulations, establish regulated zones along tidal wetlands and tidal rivers and streams to minimize non-point source pollution and preserve wildlife habitats. *(Action: Planning and Zoning Commission)*
11. Incorporate provisions in the subdivision and zoning regulations to recognize and protect historic and cultural features, including special features such as stonewalls, specimen trees, scenic views and farmlands. *(Action: Planning and Zoning Commission)*

12. Write and adopt a statement of purpose for each of the town's zoning districts and review standards for each district to assure that the requirements for each district will result in development that fits the stated purpose. Review uses in each district for consistency with the purpose of the district. Consider combining existing general district categories where possible, and creating specifically tailored districts where appropriate, similar to the type of district that has been created for the Village Zone. Areas for special attention include the historic downtown commercial center, the beach communities, and the commercial/civic cluster at Interchange 63. *(Action: Planning and Zoning Commission)*
13. Protect water quality by strengthening land use regulations pertaining to storm water runoff to require best management practices for controlling non-point pollution. Design and implement an aquifer protection plan and watershed protection plan to protect present and future surface and groundwater supplies, with special attention to protecting public water supply well recharge areas. *(Action: Planning and Zoning Commission, Inland Wetlands/Conservation Commission, Water Pollution Control Commission)*
14. Preserve the open space areas identified on the *Proposed Areas of Open Space Map* included in the 1998 Report of the Ad Hoc Committee on Open Space and Conservation. These areas will ultimately provide linkages among existing open spaces in Clinton, making possible trails for outdoor recreation and natural corridors for wildlife, and a community-wide network of open space. *(Action: all town agencies)*
15. In addition to open space dedications in subdivisions, utilize conservation easements to prevent the destruction of buffer zones around wetlands, existing open space and significant natural and historic features such as old growth trees and stone walls before subdivision approval and lot sales; and establish buffer zones around designated open space, especially land trust properties and historic structures. *(Action: Planning and Zoning Commission, Inland Wetlands/Conservation Commission)*
16. Prior to development approval, require preliminary archaeological surveys of properties identified in the 1998 Report of the Ad Hoc Committee on Open Space and Conservation as historically sensitive. Such determination can be made with the assistance of the municipal historian and the State Historic Preservation Officer. *(Action: Planning and Zoning Commission)*
17. Consider requesting an environmental assessment by the Environmental Review Team of all subdivisions involving more than 10 acres. ERT recommendations should be an important part of land use commissioners' considerations. *(Action: Planning and Zoning Commission)*

18. Develop walking tours and explanatory printed materials linking various commercial centers, neighborhood centers, historic, cultural and natural resources. *(Action: Economic Development Commission, Historical Society, business community, Historic District Commission)*
19. Integrate future Town land preservation and acquisition efforts with the Clinton Land Trust, The Nature Conservancy, Trust for Public Land, and similar private non-profit conservation organizations. *(Action: all conservation organizations)*
20. Establish a revolving fund to encourage the renovation and preservation of historically significant structures. *(Action: Selectmen, Historical Society, Historic District Commission)*
21. Review and upgrade zoning standards for parking and landscaping for commercial and industrial development. *(Action: Planning and Zoning Commission)*
22. Coordinate development reviews with newly established design advisory board to assure that design and scale of new development is compatible with its surroundings and overall town character. *(Action: Planning and Zoning Commission)*
23. Encourage retention or creation of landscaped buffers between new housing developments and local roads. *(Action: Planning and Zoning Commission)*
24. To greatest extent possible, concentrate municipal offices and civic functions in the traditional village "center" along Route One as it intersects with the Indian River, or at the secondary municipal center near the Morgan School and the Library on Route 81. Review current regulations to assure that desirable municipal uses are allowed in these areas. *(Action: Planning and Zoning Commission, all town agencies, Capital Improvement Planning Committee, Selectmen)*
25. Preserve the character and function of the William Stanton Andrews Memorial Town Hall. *(Action: Board of Selectmen, all town agencies)*
26. Support a comprehensive program for the protection and maintenance of Clinton's street trees. Such a program might include an street tree inventory, a long term planting program of a variety of species of low maintenance, pest resistant trees, "adoption" of trees by local civic groups, and an ordinance regulating removal of specimen trees. Give increased attention to installation and preservation of street trees in zoning and subdivision plan review. *(Action: Planning and Zoning Commission, Public Works, Selectmen, Tree Warden)*

C. Economic Development Recommendations

1. Strengthen existing commercial areas by encouraging in-fill and reuse of existing commercial properties in preference to development of new commercial areas. *(Action: Planning and Zoning Commission, Economic Development Commission, business community)*
2. Prevent the continued spread of strip commercial development along the town's connector roads, including Route One and Route 81 North of the Clinton Crossing Factory Outlets and south of the I-95 interchange. Review and revise zoning standards to encourage combined access, combined signage, detailed landscape requirements, adequate on-site parking, buffers, parking in the rear of buildings, minimizing the percentage of lot coverage by buildings and impervious surfaces. *(Action: Planning and Zoning Commission)*
3. Restrict future highway-oriented uses to the immediate area of the Exit 63 interchange to avoid overwhelming local traffic and increasing the demand on local services such as police and fire. *(Action: Planning and Zoning Commission)*
4. Limit new development to that which can be accommodated by the existing road network capacity, rather than allowing development which requires substantial roadway changes. *(Action: Planning and Zoning Commission)*
5. Strengthen the linkage between Clinton Harbor and the downtown through joint promotional activities, improved pedestrian access and creation of a greenway along the Indian River. (See Natural and Cultural Resources Recommendation #3). *(Action: Planning and Zoning Commission, Economic Development Commission, Selectmen, business community, Inland Wetlands/Conservation Commission)*
6. Give high priority and preference to uses and facilities which are dependent upon proximity to the water or the shorelands immediately adjacent to marine and tidal waters to the degree consistent with the natural resource base, but not to the exclusion of non-water dependent uses of a non-commercial nature. *(Action: Planning and Zoning Commission)*
7. Create a special zoning category for the Downtown District, similar to that created for the Village Zone, which identifies and reinforces the unique characteristics of the downtown area, recognizing the existing pattern of high-density pedestrian-oriented development and off-site parking. Allow sufficient flexibility to encourage reuse of existing commercial sites. *(Action: Planning and Zoning Commission)*
8. Encourage cooperative promotional efforts and transportation linkages among Clinton's major commercial centers including the factory outlet center,

the Village Zone, and the downtown area. (*Action: Economic Development Commission, business community*)

9. Provide convenient and attractive access to the Clinton Train Station as a gateway to the Town of Clinton. (*Action: Planning and Zoning Commission, Selectmen, Economic Development Commission*)
10. Encourage reuse of existing commercial and industrial structures where possible to preserve the small town character of the town. Concentrate economic development efforts on assisting existing Clinton businesses in remaining and expanding within the community where possible, and finding new tenants or new uses for underutilized or vacant commercial and industrial structures. Be aware of any possible relocation plans for existing businesses and work with property owners to find new uses if necessary. (*Action: Economic Development Commission*)

D. Residential Development Recommendations

1. Review zoning regulations to assure that adequate provision is made for scattered small accessory housing units in combination with other principal uses, including accessory apartments in larger existing single family homes and "over the store" apartments in areas such as the Village Zone and downtown where mixed use development is appropriate. Accessory housing units should be allowed only where soils can support higher densities. (*Action: Planning and Zoning Commission*)
2. Support town efforts to provide specialized and affordable housing for the elderly to meet the growing need for such facilities. Assure that zoning regulations provide for a range of housing alternatives for the elderly, such as life care, assisted living, independent, congregate and other forms of housing to serve specific needs. Since such facilities generally have a greater impact on the surrounding area than would a single-family property, such uses should be allowed by special exception permit only, and standards should be reviewed to minimize neighborhood impacts. Develop design standards as a guide for such complexes. (*Action: Planning and Zoning Commission, Selectmen, Housing Authority*)
3. Encourage preservation of older buildings throughout the town, especially those with historic and/or architectural significance. Work with property owners to locate sources of advice and funding for preservation, or to find alternative uses for historic homes in non-residential districts. (*Action: Planning and Zoning Commission, Historical Society, Historic District Commission*)
4. Recognize the distinct and historic character of the beach communities, including moderate scale and relationship among structures, as well as the relationship of the communities to the beaches and waterfront. Actively

pursue measures which will enhance and reinforce that character. Assure that conversion of seasonal properties to year round use is accompanied by all necessary improvements to meet health and safety codes. Encourage replacement houses in dense neighborhoods that are compatible with the scale of the neighborhood and the surrounding structures. *(Action: Planning and Zoning Commission, town enforcement staff)*

5. Encourage flexible zoning regulations that allow clustering of residential housing, consistent with health and safety concerns, in order to preserve large tracts of open space and reduce storm water runoff and infrastructure maintenance costs by reducing the need for new roads and utilities. Consider requiring a minimum area of buildable land (MABL) on each new lot. (See Natural and Cultural Resources Recommendations #8-9). *(Action: Planning and Zoning Commission)*

E. Infrastructure and Public Facilities Recommendations

1. Develop and fund a systematic town road maintenance and resurfacing program, limiting major improvements to those necessary for safety, while retaining the scenic and visual quality of town roads. Avoid road improvements such as widening, straightening, clearing shoulders of larger trees and destruction of stonewalls, unless necessary to eliminate traffic hazards. *(Action: Public Works, Selectmen, Board of Finance)*
2. Study ways to improve traffic circulation in the downtown village area. Inventory available downtown parking for shoppers and train commuters. Incorporate public and private parking into an overall parking plan and provide signage showing access and location of public parking. *(Action: Planning and Zoning Commission, Economic Development Commission, Public Works)*
3. The Connecticut Bicycle Map has identified Route One and Route 81 as state bicycle routes. Encourage identification of other less traveled roads in town as alternate routes for bicyclists. *(Action: Planning and Zoning Commission, Selectmen, Public Works)*
4. Provide safe pedestrian access in areas where pedestrian traffic can be expected. Identify areas where sidewalks should be repaired or constructed. Adopt ordinance to clearly identify responsibility of owners abutting sidewalks. *(Action: Planning and Zoning Commission, Selectmen, Public Works)*
5. Limit driveway access to major state and town collector roads (for safety, aesthetic and environmental reasons) by encouraging common driveways and shared entrances. *(Action: Planning and Zoning Commission)*

6. Support intertown public transit including the Shoreline East Rail Commuter Service and intertown bus service. *(Action: all agencies)*
7. Continue requiring installation of underground utility wires in new subdivisions to improve appearance of residential areas and provide protection from storm events. *(Action: Planning and Zoning Commission)*
8. Vigorously enforce sewer avoidance measures, including rigorous oversight of installation and maintenance of septic systems, to prevent public health problems,. Limit off-site solutions to existing water pollution problems to the minimum scope necessary to correct existing problems. Carefully review new development to assure that development will not result in a future need for community sewers. *(Action: Planning and Zoning Commission, Health Department, WPCC)*
9. Support and participate in regional efforts to encourage source reduction of solid waste and household hazardous waste and to increase recycling of all reusable materials. *(Action: All agencies)*
10. Continue program to provide recreational facilities for team sports and active recreation in centralized areas for efficient maintenance. Continue to make improvements to town beach areas to provide quality waterfront access for all Clinton residents. *(Action: Parks and Recreation Commission)*
11. Conduct a single integrated study of space needs for town public facilities as a whole. As part of this study, identify alternatives for provision of municipal office space in conjunction with analysis of current and future staffing needs. Assess future public works space needs. *(Action: Planning and Zoning Commission, Selectmen, Capital Improvement Planning Committee)*

F. Plan Implementation

Each recommendation includes a listing of the primary agency or agencies responsible for implementation of the recommendation. In reality, implementation of any recommendation usually requires a cooperative effort from many individuals and boards. Shaping future land use decisions requires adequate land use staffing and a willingness to financially support professional help for volunteer boards and commissions when necessary.

Other implementation actions:

1. Clinton will benefit from the development of a computerized Geographic Information System in which parcel data and resources information can be organized and analyzed rapidly as a basis for land use decisions.

2. Review data from the 2000 Census when it becomes available to determine if Census results indicate a need to revise the Plan of Conservation and Development to address unforeseen needs. At the same time, review results of the town's property revaluation to determine the consequences of recent land use activities. Revise the Plan as appropriate.
3. The Town of Clinton would benefit from the services of a staff land use planner who would also serve to coordinate the review and enforcement process. The planner should be a professional with the necessary skills and experience to implement the recommendations of this Plan

VIII. FUTURE LAND USE MAP

A. The Future Land Use Map - This Map depicts the Planning and Zoning Commission's recommendations for future use of land in Clinton and should serve as a guide in the designation of future zoning districts. The categories shown on the Map have been chosen to maintain Clinton's diversity by emphasizing the distinction among various areas of town. It is the physical representation of the Plan's Vision Statement.

1. **Overall Development Pattern:** The Land Use Map shows a land use mixture which recognizes and emphasizes Clinton's historic settlement pattern, including the historic downtown, the busy commercial and industrial corridor along Route One and the special character of the beach communities. It acknowledges the emergence of a new activity center adjacent to Route 81 in the vicinity of the Exit 63 Interchange. It also recognizes the importance of preserving the rural character of the wooded uplands in the northern part of town.
2. **Density:** Proposed densities are based on the character of individual neighborhoods and the ability of the natural resource base to support further development without creating a need for significant new infrastructure improvements such as public sewers. An aggressive sewer avoidance policy includes limitations on density consistent with that policy. Proposed densities also take into consideration the capacity of the existing road network to accommodate additional traffic without the need for extensive road improvements.
3. **Commercial Development:** Clinton has had a history of allowing new commercial strip development in previously undeveloped areas to the detriment of existing commercial areas. This Future Land Use Map emphasizes the improvement and reuse of existing areas in preference to creating entirely new commercial focal points at new locations.
4. **Historic Center:** The primary focus of Clinton is the historic downtown along Route One on both sides of the Indian River. Improving the linkage between this area and the harbor waterfront is intended to strengthen this focus. A second focal point has developed in recent years near the Exit 63 Interchange of Interstate 95. The location of Morgan High School, the town's library, and the Clinton Crossing Outlet Center have created a new cluster of activity separate from the historic center. This Map recognizes the importance of the historic center of activity as well as the emergence of the new, secondary center, while providing boundaries to the two areas so that they maintain their distinct sense of place.

- 5. The Beach Communities:** Clinton's beach communities are an integral part of Clinton's character and diversity. Generations of seasonal residents and visitors have come to Clinton, many year after year, to relax and revitalize themselves at the water's edge, enjoying both the natural and social amenities found there. The existing character of these historic settlements is currently being influenced by numerous factors including modern environmental regulations concerning health and flood protection, the high market value and resulting tax burden of shore area locations, changing ownership patterns, the desire by some property owners for grander accommodations, and the natural desire of many to make the Clinton shore their year round residence. Clinton's beach areas are experiencing the same forces that affect shore areas in other towns along Long Island Sound. There are no easy answers to issues which include how to retain the special character of these areas while protecting natural resources, how to mitigate the potential catastrophic impact of inevitable hurricanes, how to prepare for future sea level rise, and how to discourage future construction of large out-of-scale houses, which overwhelm existing structures and neighborhoods. This Map identifies the general area where carefully tailored zoning standards must be developed to reinforce the positive attributes of the shore communities that have been enjoyed by so many for so long.

B. Land Use Categories as Shown on the Future Land Use Map

1. Residential Districts: Current zoning regulations provide for six residential zones at various lot densities, ranging from ten thousand to eighty thousand square feet per lot. Each zone also has its own bulk requirements and setbacks. This Plan recommends an alternative approach to regulating lot size and other geometric aspects of development. Beginning with clearly written purpose statements for each zoning district, each zone would be tailored to reinforce the distinctive underlying pattern and scale of each area. This Plan recommends a review of the current regulations with the goal of establishing residential districts with similar permitted and special permit uses, but with different area and bulk standards.

- ***Primary Residential*** - Located in the area at the top of Clinton Harbor along the Indian River, early development in Clinton followed typical New England village density and form. Much of the shoreline was subsequently developed as a collection of seasonal beach communities at densities then considered suitable for recreational cottages. Both areas developed before there was an awareness of the need to recognize soil limitations for septic systems. Several existing residential zones allow densities of ten to twenty thousand square feet per lot when public water is available, and from twenty to forty thousand square feet when lots must rely on individual private wells. While the *Primary Residential Area* must accommodate existing development

patterns, creation of new lots smaller than 30,000 square feet should be avoided, even with available public water. Where possible, combining small lots should be encouraged. However, bulk standards for this area should recognize the closely knit appearance of the historic development pattern, including smaller front and side yard setbacks for residential structures.

The traditional **beach communities** are struggling with pressure from many directions. Modern concerns about flood hazard mitigation and groundwater quality, combined with the high market value of scarce land near the water, appear to be resulting in a new type of development in areas which have historically maintained a high degree of contextual unity. This Plan recommends that the historically summer beach communities be separately identified within the *Primary Residential* area as a specific zoning category, and that regulations be developed which will encourage preservation of area character, including restrictions on large, out-of-scale residences that block views and overwhelm neighboring homes.

- **Suburban Residential** - During the rapid growth of the 1950s and 1960s, new residential development occurred in areas south of the Connecticut Turnpike and north in the geographic center of the town branching out from Route 81. Most of this area is presently zoned to require a minimum half-acre (20,000 square feet) per lot, with a portion of the suburban residential area requiring slightly larger 30,000 square foot lots. Larger minimum lot sizes are required where public water is not available. This density poses a risk of groundwater contamination unless sewer avoidance measures are actively pursued. A minimum of 40,000 square feet of suitable land for each lot is desirable, excluding non-buildable and marginal land. In practice, actual lot sizes are likely to be substantially greater in order to include the minimum area of buildable land. Development in this area is characterized primarily by older single family homes which are similar in architecture to their neighbors and are similarly situated on their lots. Bulk standards should reflect this character.
- **Rural Residential** - This area, which has generally maintained its rural densities and rural appearance, is characterized by large areas of as-yet-undeveloped woodlands, with scattered homes on large lots. The majority of this area is zoned to require lots with a minimum size of 80,000 square feet, but a substantial portion of the area is zoned for 30,000 square foot lots, with a smaller area of half acre zoning. This relatively high density does not serve to retain the rural character of the town. The minimum lot size in the rural residential area should be no less than 80,000 to 120,000 square feet per lot.

2. Special Mixed Districts: Special Districts are intended to maintain and enhance those areas of town which have their own unique character. These Districts are not well suited to conventional zoning techniques, but rather rely on

a mixture of uses and flexible area and bulk standards within an overall design context that reinforces the spatial pattern of the area. The existing Village Zone is a special district.

- **Village Zone** - Established in 1997, the Village Zone recognizes the special character of the East Main Street area between the Indian River and the intersection of Route 145. The VZ is intended to retain the concentration of civic uses that historically characterize a town center, along with the businesses and residences that form a streetscape which is at village scale. Emphasis is placed on site and building design and on encouraging pedestrian activity within the zone and in connection with the area to the west along Main Street.
- **Downtown District** - Just as the Village Zone was adopted to reinforce the character of the area along Route One east of the Indian River, the Downtown District should identify and recognize the unique character of the corridor along Route One west of the river. This is historically the town's retail and service center and is the area of town with the greatest percentage of lot coverage. Buildings and related parking fill most of the visible space in the downtown area. Setbacks from the sidewalk and from property lines are minimal, and landscaping may be in the form of planters rather than parking lot islands. This is principally a pedestrian-oriented area. Parking requirements must be flexible, allowing shared parking wherever it can be arranged. Like the Village Zone, specific design standards should be developed to capture the flavor of the downtown district.
- **Marine Districts** - There are three areas zoned for marine uses, located on the northern shore of Clinton Harbor and along the Hammonasset River bank. Early in 2001, the two separate zoning categories, distinguished by the prohibition of motels, etc. in one zone, were combined into one.

3. Business Districts: Currently, there are five separate business zones (B-1A through B-4). This array of zones creates confusion as to the purpose and requirements of each zone. The number of districts should be reduced. New districts should be identified by location and function, as follows:

- **Highway Commercial District** - Much of Clinton's commercial development is located in a strip along Route One, stretching from one side of town to the other. Outside the town's downtown and village areas, Route One is characterized by many small unconnected commercial sites and some larger shopping "centers" which include multiple businesses. This "strip" development has spread outward from the center as new development competes with older established businesses. Each new site has been developed as a separate entity, resulting in a hodgepodge of architecture, landscaping and traffic movement. Highway Commercial zoning should

emphasize good traffic flow within and among sites as well as maintaining through traffic. Standards should also require well-landscaped buffer and parking areas, storm water management using best available techniques, and architecture which is compatible in terms of design and scale with the small town character of Clinton.

- **Interchange Business** - Land use commissions were not prepared for the 1995 proposal to construct Clinton Crossing Outlet Center at Exit 63. Most commissioners had not considered the possibility of combining several smaller properties into a single large parcel to accommodate large scale development. Even a very large retail development was permitted "as-of-right". Subsequent amendments to zoning regulations have given the Planning and Zoning Commission more discretion over the details of large commercial site development. Since Clinton Crossing was built, several other businesses have located near the Exit 63/Route 81 Interchange. Along with existing and new town facilities in the area, new commercial development has created a very busy area. By its nature, interchange development is intended to attract heavy traffic from I-95. Clearly defined zoning district boundaries are necessary to limit the spread of interchange development so that traffic on local roads is not adversely impacted.
- **Neighborhood Commercial** - Small retail and business centers serving residential neighborhoods are consistent with the small town character of Clinton. In the future, small neighborhood commercial areas may be desirable as a alternative to long automobile trips for all goods and services.

4. Industrial Districts - There are currently three types of industrial districts, with lot sizes ranging from 20,000 to 80,000 square feet. There is some difference in uses currently allowed in the three zones. Currently it is not clear why the differences exist. The purpose of each industrial district should be defined clearly, and uses and bulk standards adjusted accordingly to better shape development to the intended purposes

- **Industrial** - This zone is intended to permit manufacturing and distribution of goods at an intensity which requires a significant workforce or significant movement of raw materials and/or finished product. Uses which generate substantial automobile and/or truck traffic and which require outside storage and/or processing of materials belong in this zone. As a result, these uses should emphasize adequate buffering and screening, and Site Plan review should focus on traffic management and stress mitigation of adverse impacts such as noise and odors.
- **Industrial Park** - A rural appearance should be maintained within the Industrial Park District, characterized by low building silhouettes, large open lots and limited lot coverage by buildings and parking areas, with a minimum of outdoor storage, processing or other activity. In comparison to the

industrial district, there should be less traffic impact and a greater emphasis on appearance and landscaping. The Industrial Park Zone is appropriate for light industry and office uses which do not significantly impact local roads.

5. Open Space/Areas of Conservation interest - The Future Land Use Map includes recommendations for future open space as established in the 1998 Report of the Ad Hoc Committee on Open Space and Conservation. The Report prioritized proposed open space based on frequency of occurrence of natural and cultural resources within the town.

ACKNOWLEDGEMENTS

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FURTHER REFERENCES -

For further information on plans for the Town of Clinton, see the following reports:

Town of Clinton Plan of Development 1990, Clinton Planning Commission, October 1990.

Town of Clinton Annual Reports

Municipal Coastal Plan, Clinton, CT, 1982

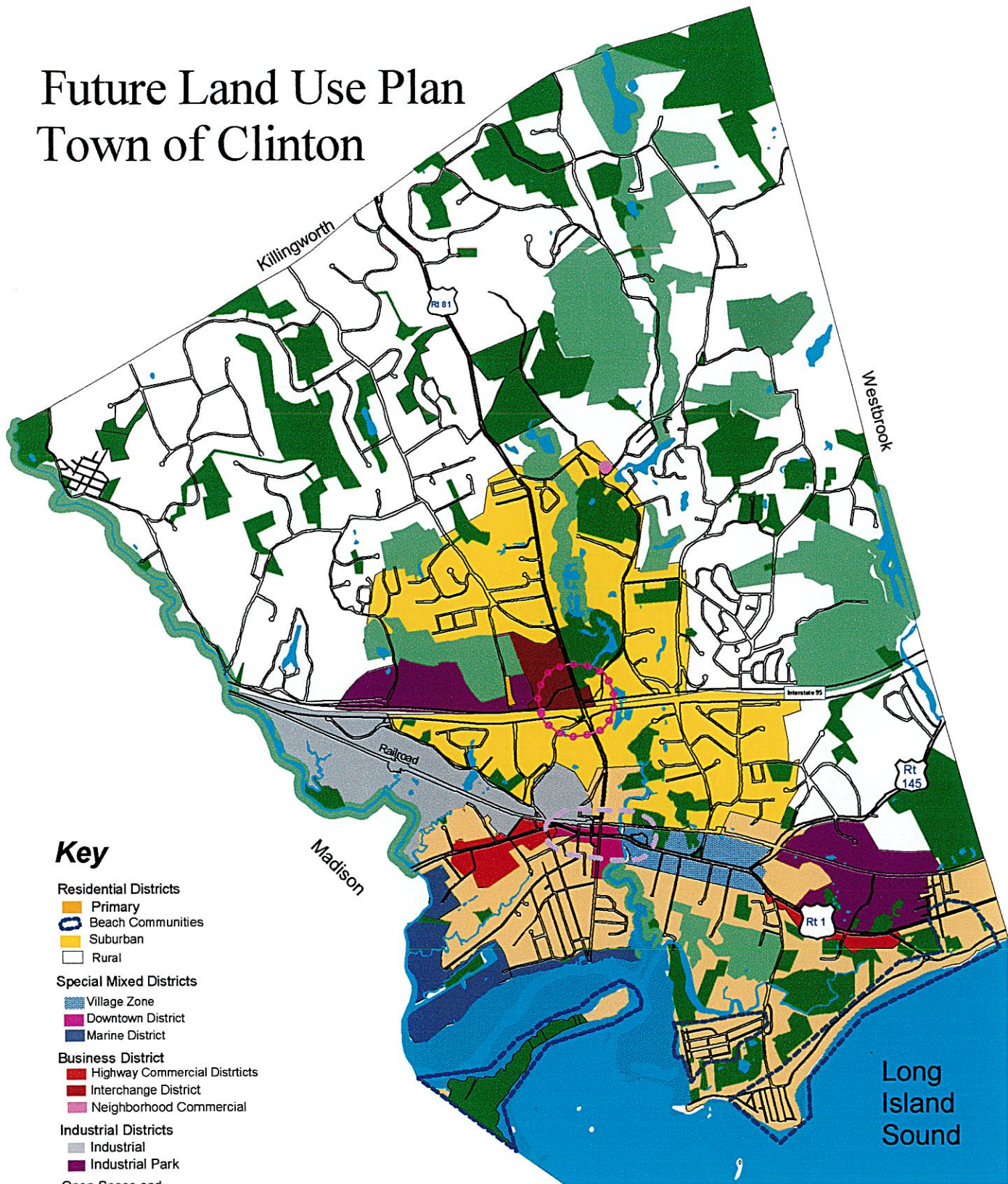
Town of Clinton Harbor Management Plan, 1995

Report of the Ad Hoc Committee on Open Space and Conservation, Clinton, Connecticut, September 1998

Connecticut River Estuary Region Plan of Development 1995, Connecticut River Estuary Regional Planning Agency, Old Saybrook, CT

Conservation and Development Policies Plan for Connecticut 1998-2003, Office of Policy and Management, Policy Development and Planning Division, Hartford, CT.

Future Land Use Plan Town of Clinton



Key

Residential Districts

- Primary
- Beach Communities
- Suburban
- Rural

Special Mixed Districts

- Village Zone
- Downtown District
- Marine District

Business District

- Highway Commercial Districts
- Interchange District
- Neighborhood Commercial

Industrial Districts

- Industrial
- Industrial Park

Open Space and Areas of Conservation Interest

- Current Open Space
- Potential Open Space
- Historic Center
- Secondary Center
- Waterbodies
- Roads



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