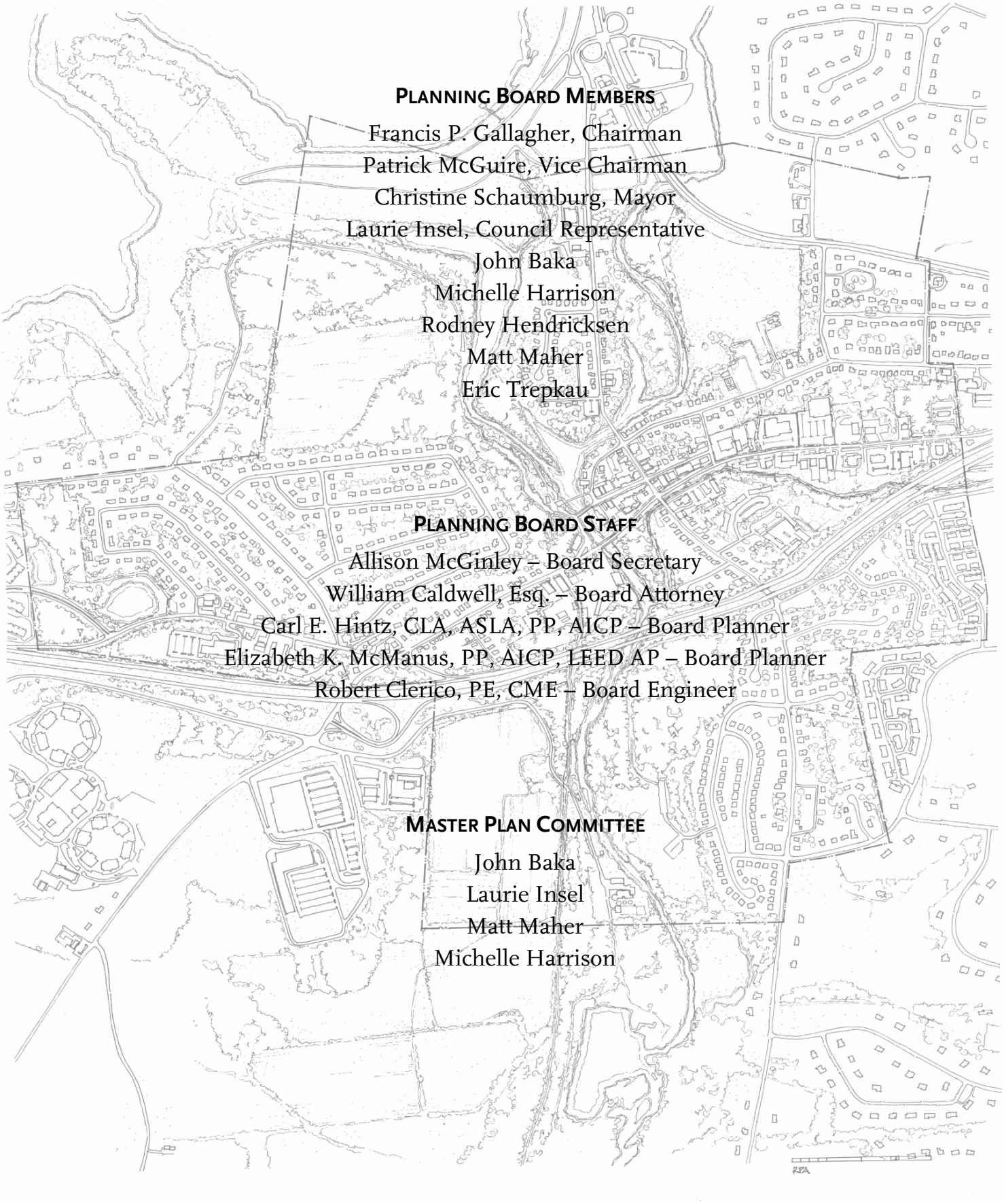
Town of Clinton Master Plan

May 2008

Clarke Caton Hintz



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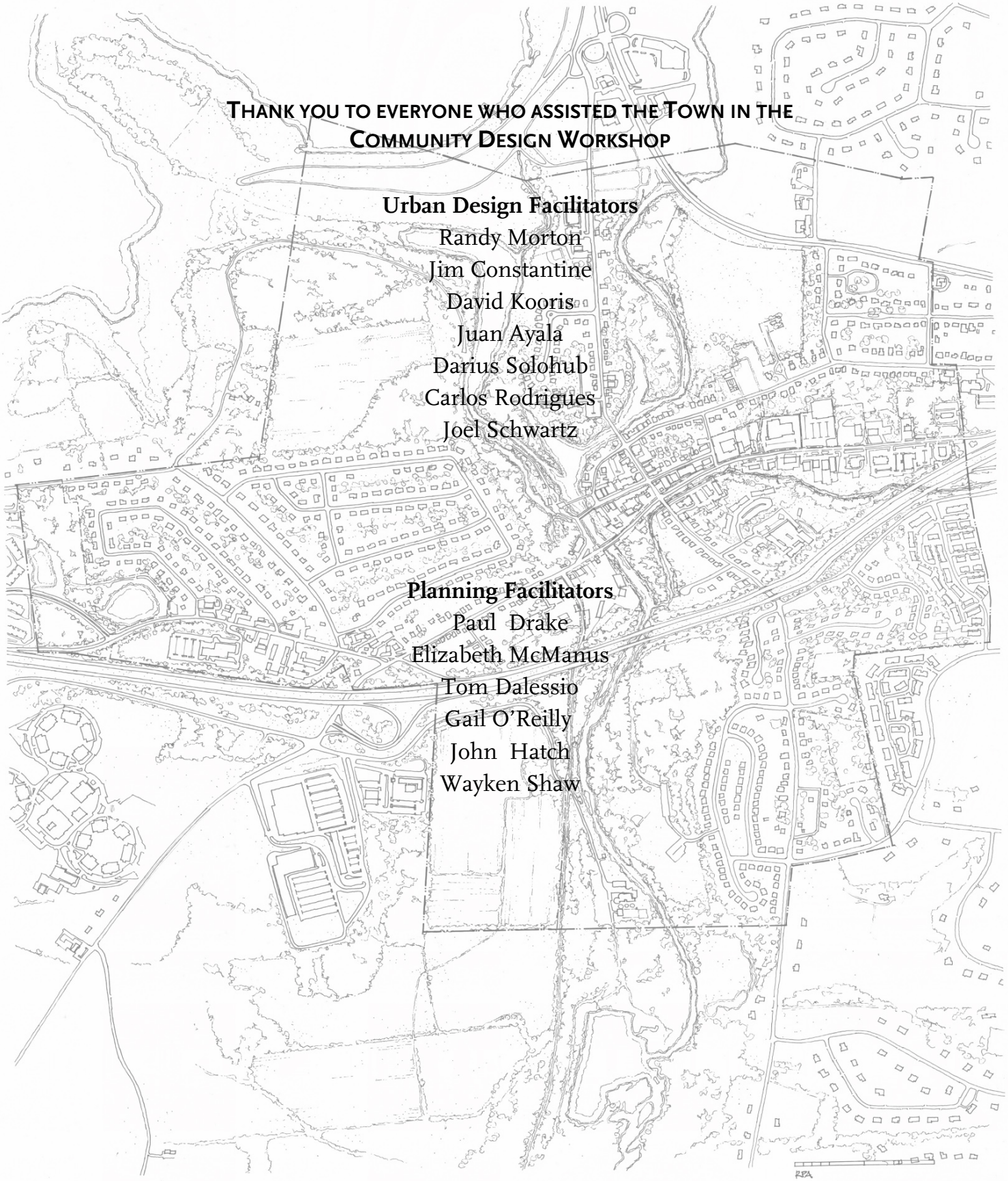

Thank you to everyone who assisted the Town in the Community Design Workshop

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MASTER PLAN

TOWN OF CLINTON
HUNTERDON COUNTY, NEW JERSEY

Prepared pursuant to *N.J.S.A.* 40:55D-28 of the Municipal Land Use Law

May 6, 2008

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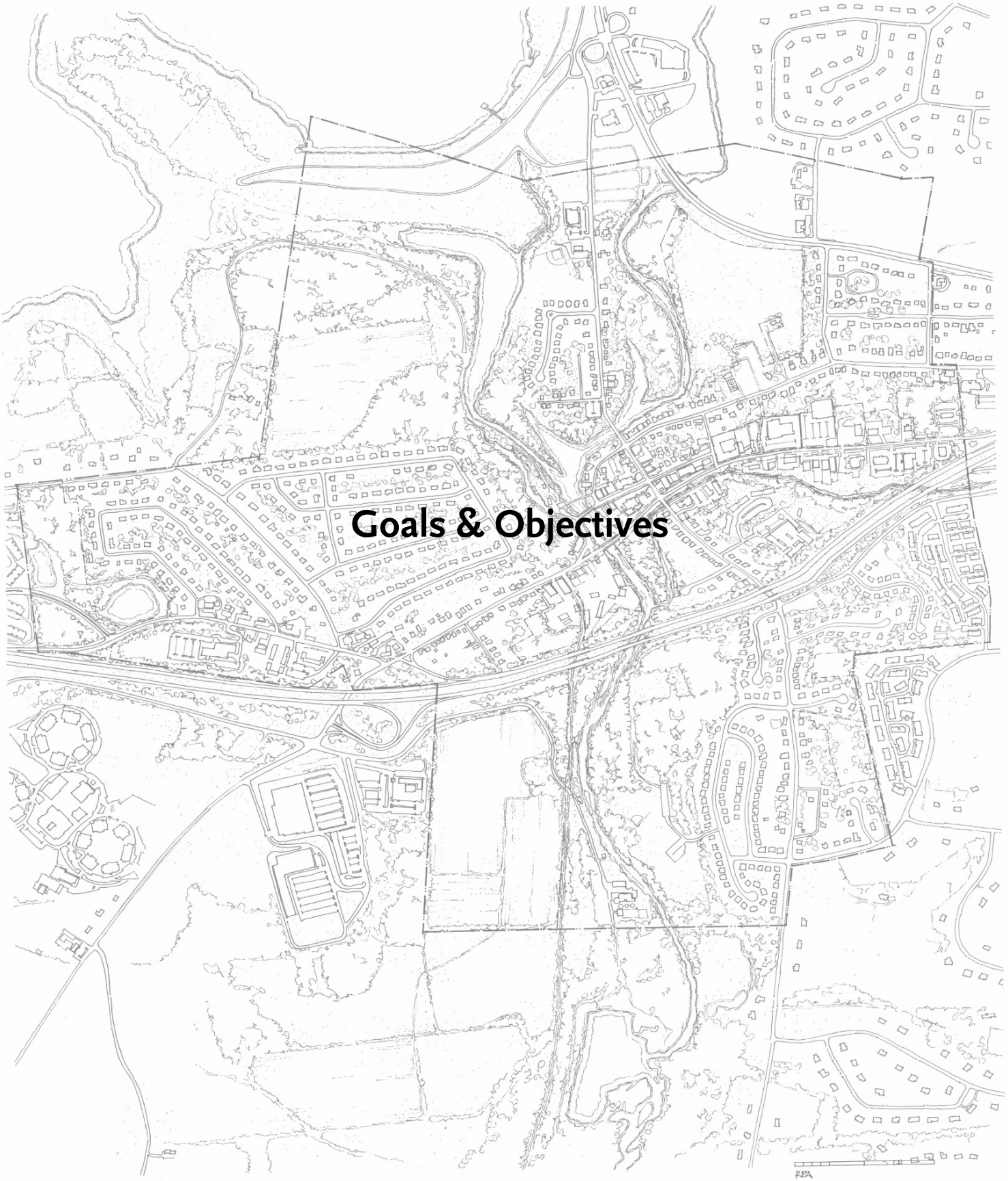


Goals & Objectives

GOALS AND OBJECTIVES

The following goals and objectives serve as the foundation for which this Master Plan is based upon and shall be used to guide planning policy decisions and the future development and redevelopment of the Town.

LAND USE

GOAL: Achieve a proper balance in the distribution and spatial relationships among the various land uses to provide a varied and healthful environment for the Town's residents and to retain the small town residential and historical character of the community.

- Objective: Encourage the proper use and reuse of land, particularly the remaining vacant parcels, to meet the needs of the current and future residents.
- Objective: Channel commercial uses into the existing commercial and office zones and discourage conversion of residential dwellings in residential zones to non-residential commercial and office uses.
- Objective: Prohibit residential development on the north side of Route 31 that would require the transportation of school children across the highway to the Clinton Public School.
- Objective: Encourage uses that generate low and off peak traffic and very limited truck traffic.
- Objective: Promote development designs that reflect, enhance and preserve the Town's architectural and historical character.
- Objective: Develop plans for the rejuvenation of Old route 22, with new urban design, and relating existing and new development to the historic center of town.
- Objective: Adopt an historic district ordinance to provide standards for historic preservation.

OPEN SPACE AND RECREATION

GOAL: Provide for the conservation and preservation of open space and for the recreational enjoyment of present and future generations of the Towns of Clinton.

- Objective: Preserve the scenic quality and the recreational opportunities of the South Branch of the Raritan River and its tributaries and acquire and retain public access to the River corridors.
- Objective: Continue to provide for the active and passive recreational needs of the community.
- Objective: Preserve buildings and neighborhoods of historic and cultural significance within the Town of Clinton.
- Objective: Link the two town's pedestrian systems and connect to bike and pedestrian systems outside of Clinton.

ENVIRONMENTAL

GOAL: Provide for an aesthetic and healthful environment for present and future generations.

Objective: Protect the environmental quality of the River corridor and its tributaries.

Objective: Address the noise pollution created by Routes I-78 and 31.

Objective: Reduce air pollution resulting from traffic.

Objective: Encourage remediation of any brownfield tracts within the Town.

GOAL: Encourage new construction and building rehabilitation that has a reduced impact on the land which it is located.

Objective: Encourage reduced site disturbance for all new development and site improvements.

Objective: Encourage the retention of the natural landscape and existing habitat on undeveloped sites.

GOAL: Encourage new construction and building rehabilitation that reduces the impacts of development on the natural environment at a local, regional and global scale.

Objective: Provide for reduced heat island effects through shading of impervious cover, open grid paving systems and paving materials with a high solar reflectance.

Objective: Reduce and mitigate light pollution.

Objective: Encourage new construction and building rehabilitation to reduce energy needs through such techniques as, but not limited to, increased daylighting, energy efficient windows and HVAC systems, energy recovery systems and ventilation cooling.

Objective: Encourage the use of alternative forms of energy, such as but not limited to, solar thermal systems and photovoltaic systems.

Objective: Encourage the reuse of building materials and building materials with recycled content.

Objective: Encourage the use of rapidly renewable materials and certified wood.

GOAL: Encourage new construction and building rehabilitation that provides improved indoor environmental quality.

Objective: Encourage the use of natural ventilation by new and rehabilitated buildings.

Objective: Encourage the use of materials that release fewer and less harmful chemical compounds.

Objective: Encourage improved building occupant access to daylighting and individual thermal control.

UTILITIES

GOAL: Provide safe and adequate utilities for the Town's residents.

Water Supply

Objective: Protect water resources through the requirement of sound land use management.

Objective: Encourage water efficient landscaping through the use of non-potable water for landscape watering and through the use of plantings that require no or reduced irrigation.

Objective: Reduce water use throughout the Town and its water franchises by encouraging low flow fixtures and water reuse, such as but not limited to rainwater harvesting and graywater systems.

Sanitary Sewer

Objective: Work to insure the proper infrastructure to alleviate any conditions which adversely affect the efficient operation of the wastewater treatment plant.

Storm Drainage and Flood Control

Objective: Provide for the coordination and consistency of all municipal, county, state, and federal flood control programs on behalf of Clinton, its citizens and property.

Solid Waste

Objective: Provide an adequate system for the collection, disposal and recycling of solid waste to insure the protection of the public health, the abatement of air and water pollution violations, the conservation of land and materials, and the improvement of community appearance.

HOUSING

GOAL: Retain the small town character of residential neighborhoods, encouraging suitable housing for all incomes, ages, and life styles of the citizens of Clinton.

Objective: Maintain the housing stock in a safe and sanitary condition, while retaining its historic character.

Objective: Encourage a variety of senior housing options within the community.

Objective: Work to insure quality housing of varied design to promote residential character and community identity.

Objective: Consider the creation of enabling zoning for age-restricted housing.

Objective: Encourage housing for a mix of income levels and household types.

TRAFFIC AND TRANSPORTATION

GOAL: Provide for a balanced circulation system that most efficiently serves the economic, social and environmental structures of the Town of Clinton and contiguous areas.

Objective: Provide a street system of adequate capacity to accommodate present and anticipated traffic volume safely and efficiently.

Objective: Discourage through traffic on local streets and direct traffic away from residential areas.

Objective: Provide parking facilities to satisfy the needs of both the commercial and historical needs of the town.

Objective: Create a system of sidewalks and bikeways that allow non-vehicular access and circulation throughout the Town and provide safe pedestrian access.

Objective: Continue coordination with surrounding municipalities and the County to provide alternate routes around the Town to relieve detouring traffic when I-78 is tied-up or closed.

Land Use Plan

LAND USE PLAN

The Land Use Plan of a Master Plan is intended to effectuate the Land Use Goals and Objectives of the Master Plan. Additionally, it fuses the policies of the of other Master Plan sections, such as but not limited to the Conservation Plan, Circulation Plan and Historic Preservation Plan, into one comprehensive document that relates to land use policies and decisions.

This Plan first provides an analysis of the land uses existing in the Town. It also provides analyses and recommendations of various land use issues currently facing the Town. The bulk of this Plan is devoted to the results of a June 2007 community design workshop, in which the public participated in designing the (graphic) vision for the future of the Town, and analyses and recommendations for the Town's zone districts.

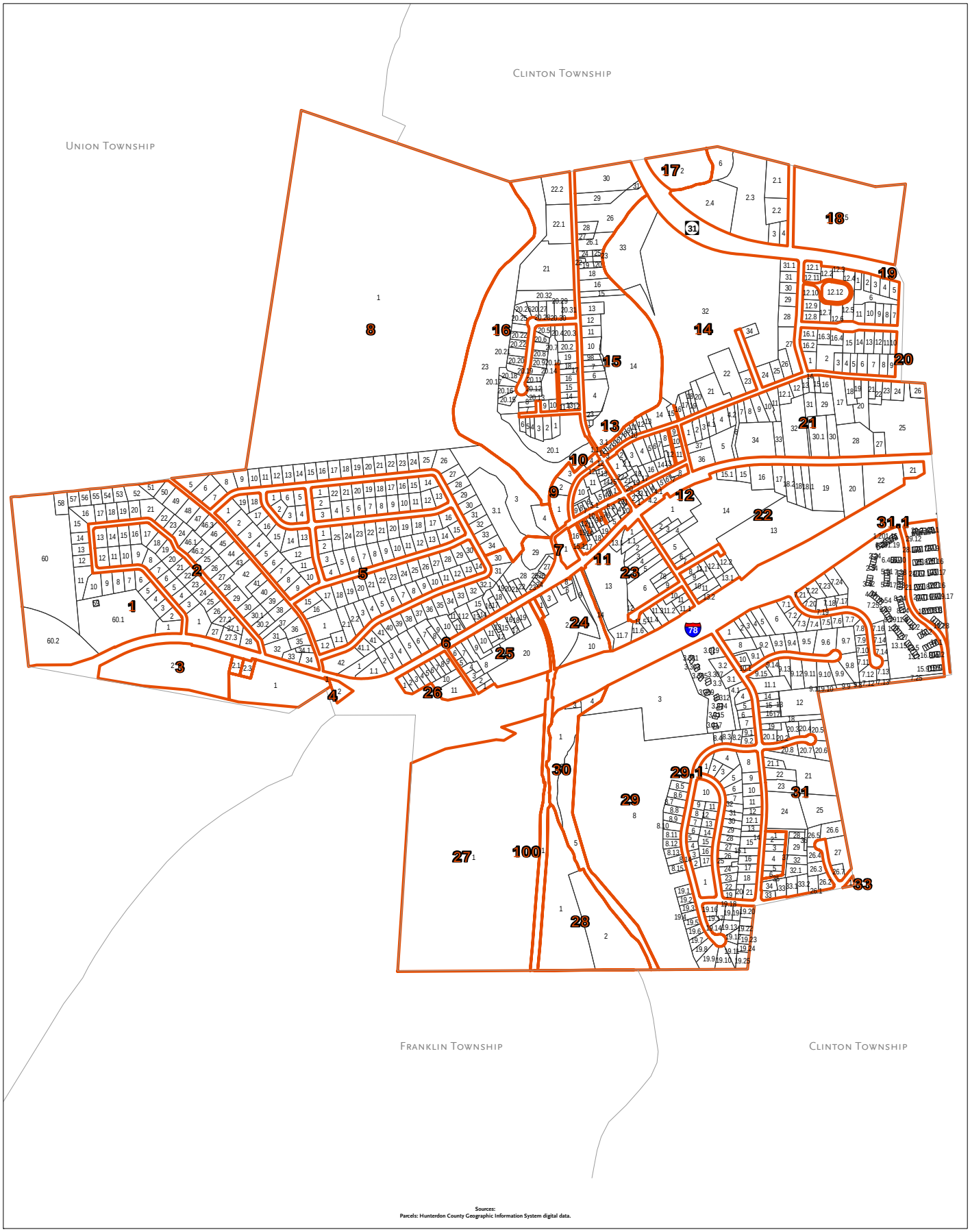
EXISTING LAND USE

Despite its small size of 917.1 acres (1.37 sq. mi.), Clinton Town has a variety of land uses. Its key location relative to State Highway 31 and Interstate 78, as well as serving as a commercial center for the surrounding municipalities of Union, Franklin and Clinton Township positively influences the demand for a variety of goods and services.

Residential land uses constitute 32.2% of the Town's land area. Within these areas, there are a variety of housing types available to the residents. The 2000 Census indicates that 59.0% of the units in the Town are single-family detached, 14.2% are single-family attached, 13.5% of the units are in structures with two (2) to four (4) units and 12.2% of the units are in structures with five (5) or more units. These housing types are generally spread throughout the residential zones, with the exception of those with five (5) or more units in a structure; these units are almost exclusively located in a handful of multi-family developments.

Commercial land uses constitute 9.5% of the Town's land area. These uses range from large office buildings to small shops to a hotel. The commercial uses are almost exclusively located along Route 173, Leigh Street just north of Route 173 and West Main Street. The build-out of previously approved large scale office uses are planned for Route 31.

The commercial core can generally be defined as Route 173 between New Street and the crossing of the South Branch of the Raritan, Leigh Street north of Route 173, Main Street and Center Street. The businesses primarily cater to local residents and tourists shopping for the day. The



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Clinton Master Plan

Blocks and Lots

Town of Clinton, Hunterdon County, NJ April 2008

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300 150 0 300 600 900 Feet

Clinton Master Plan

Aerial Orthophotography

Town of Clinton, Hunterdon County, NJ April 2008

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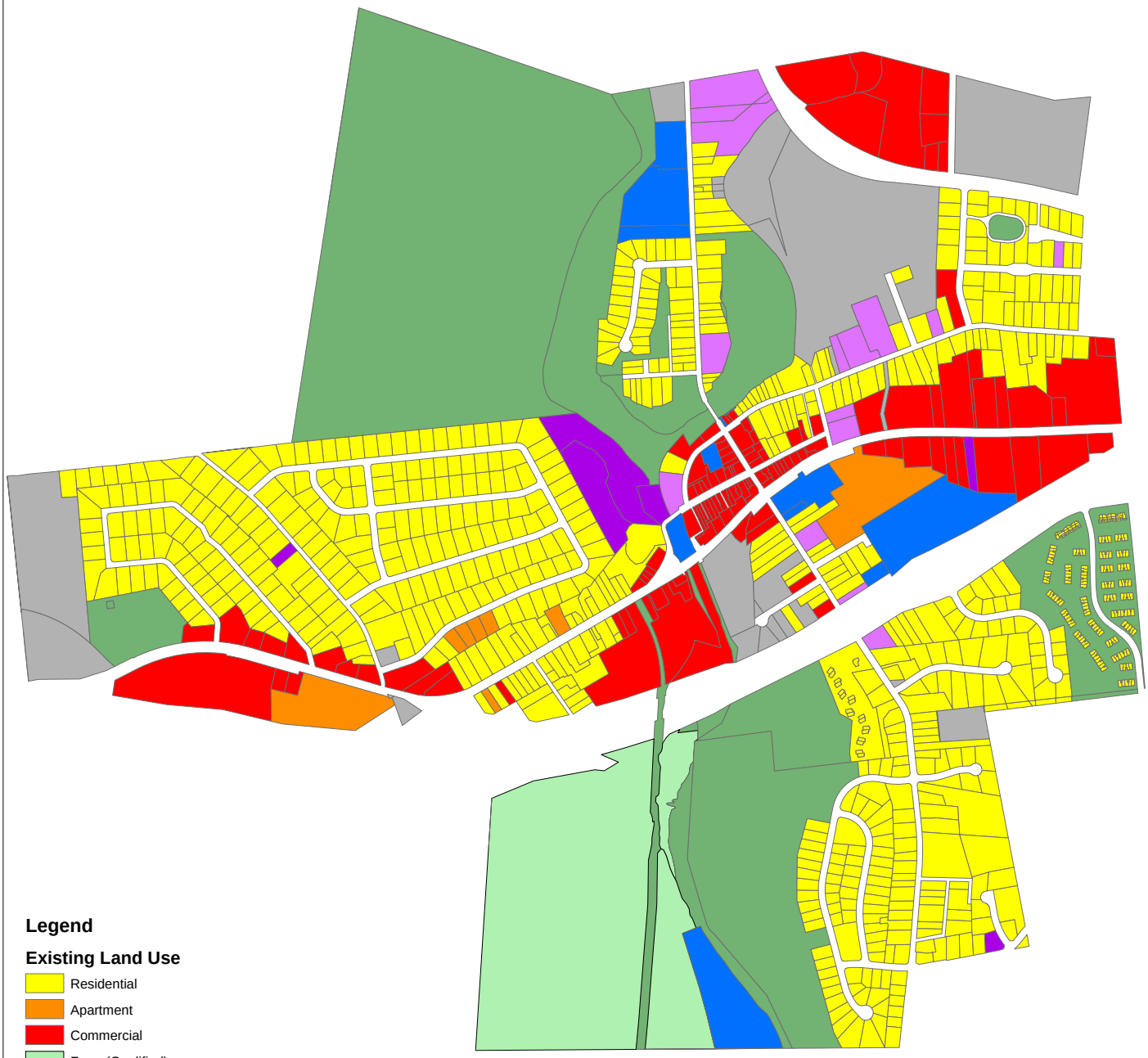

Legend

Existing Land Use

- Residential
- Apartment
- Commercial
- Farm (Qualified)
- Open Space
- Public
- Quasi-Public
- Other Exempt
- Vacant

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Clinton Master Plan

Existing Land Use

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz

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Landscape Architects

area is small in scale and generally consists of mixed use buildings with shops, restaurants and a minimal number of small offices on the first floor and residential and office uses on the upper floors.

Route 173, east of the intersection with New Street, hosts larger and more regionally oriented stores and offices. There are few mixed use buildings in this area. This area constitutes one of the few places in Town that has a suburban character, which contrasts with the traditional and historic character present in the majority of the Town.

Route 173, west of the crossing of the South Branch of the Raritan, also known as West Main Street, contains a variety of commercial and residential uses. Nearest the intersection with the South Branch of the Raritan are commercial uses such as a large restaurant, service station, lumber yard to offices uses. Further west are larger historic residential homes and several residential-to-office conversions. In the immediate area of Exit 15 are vehicle oriented uses such as a service station and car wash. The westernmost section of Route 173, located west of Exit 15, is a mix of office uses, personal service uses and a hotel.

Small areas of nonresidential uses are also located along Halstead Street, near the Town's northern border, and Leigh Street, just south of Route 173. Halstead Street hosts the Library and Community Center. Leigh Street hosts small offices.

LAND USE ISSUES

During the course of evaluating the Town's land use policies it was realized that several issues, which are not directly related the residential zones or the nonresidential zones, have either not been addressed in past planning documents or are in need of being revisited. These issues pertain to much of the Town and cannot be isolated as an issue relevant to only a particular zone district.

Affordable Housing

The Town prepared a third round Housing Element and Fair Share Plan (hereinafter the "Plan") in June 2006. This master plan element is hereby incorporated by reference as an element of this Master Plan. The Town's June 2006 Plan was subsequently submitted to the Council on Affordable Housing (hereinafter "COAH") as part of a petition for third round substantive certification. In June 2007 the Appellate Division invalidated a portion of COAH's substantive

rules, N.J.A.C. 5:94, the rules governing the third round of affordable housing and the Town's June 2006 Plan. COAH recently proposed draft revised third round rules in January 2008 and it is anticipated that these rules will be adopted in June 2008. To date, COAH has not provided a substantive review of the Town's Plan. The Town will continue to monitor the status of COAH's third round rules and the Town intends on preparing a Plan which complies with the adopted rules in order to obtain substantive certification.

Currently, the Town addresses developer contribution of affordable housing in its Land Use Code through two methods. The first is the growth share ordinance; adopted in 2006, this ordinance requires that developers satisfy their own affordable housing obligation. The second method permits a 15% increase of floor area ratio in the C-1, C-2, C-3, I, OB-1 and OB-2 districts in exchange for a contribution to the affordable housing trust fund in the amount of $3.75 per square foot of additionally permitted floor area.

Billboards

Billboards are not appropriate in any areas of the Town. Location of a billboard on any road beside Route 31 or Interstate 78 would be totally out of scale with the surrounding development, out of character with the historic and traditional character of the Town, the locally oriented character of most commercial properties and a billboard's appearance and associated lighting would have a negative impact on nearby residences. Location of billboards along Interstate 78 and Route 31 would be visible from most locations in Town since both Route 78 and Route 31 have some of the highest elevations in town.

The Town's historic and traditional character is of the utmost importance.

Building Footprint Size & Configuration

With the exception of a minimal number of buildings, the Town is comprised of commercial buildings with small and moderate sized footprints. Those excepted buildings include the large office and retail buildings at the eastern end of Route 173, the hotel at the western end of Route 173 and buildings which are either under construction or approved but not constructed along Route 31. The remaining commercial building footprints are small or moderate in size, generally less than 1,000 square feet and in the historic district the building footprints are often less than 500 square feet in size.

300 150 0 300 600 900 Feet

Clinton Master Plan

Vacant Land

Town of Clinton, Hunterdon County, NJ April 2008

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Planners
Landscape Architects

Large building footprints can lead to blank building walls and monotonous building façade where architectural elements are repeated continuously. This is often most true of large modern retail and industrial buildings where windows, other than at the entrance(s) of the building, are not used because the interior walls of the building are used nearly exclusively for merchandise, storage or offices rather than store window display. Notwithstanding this, modern office and multi-family units can also present blank and/or monotonous walls to the public. Buildings with this characteristic are totally incompatible with the traditional and historic character of Clinton. Development in the Town should be limited to a building footprint size which is consistent with the surrounding buildings and is compatible with the traditional and historic character of the Town.

Additionally, development should be configured such that where a larger building footprint is utilized, architectural treatments mitigate its appearance. Buildings should be designed to create bays, either for function or appearance, that are consistent with the historic buildings in Town and, when applicable, not larger than the bays of the surrounding buildings. The bay widths of the building are one of the significant determining factors for the appearance of building mass. For example, a 100 foot wide building that consists of one bay with one entrance has a large mass and would be out of character with the Town's historic buildings; however, a 100 foot wide building designed with four 25 foot wide bays could be consistent with the Town's small scale historic buildings as its massing would be more consistent with four 25 foot wide buildings than one 100 foot wide building. It is important to emphasize that the width of building bays alone will not make a large building compatible with small and moderate scale buildings.

Green Building

Buildings annually consume 30% of total energy and more than 60% of the electricity used in the United States. Furthermore, for every square foot of completed commercial new construction, 2.5 pounds of solid waste is generated. Additionally, each day in America, five billion gallons of water are used to flush toilets[1]. The construction methods used in all phases of a development have far reaching impacts on not just the site and the municipality, but also the State's and Nation's global impact. There are green building technologies available to developers which can significantly lessen the impact of development on the environment. The vast majority of technologies are not prohibitively expensive and, in fact, many are responsible for short term economic savings for items such as, but not limited to, a smaller site area of disturbance and reduced tipping fees (fees for disposal of solid waste). Long term economic savings can be realized from reduced life cycle costs in the form of lower water consumption and lower energy consumption. Furthermore, reduced energy consumption can also result in the ability to downsize building operation systems such as the mechanical and or electrical systems. In addition to the benefits to the outdoor environment, green building technologies also improve indoor air quality and worker productivity.

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[1] United States Green Building Council. New Construction and Major Renovation Reference Guide. Washington, D.C. 2006.

There are a wide variety of green building technologies that can be used to lessen a building's environmental footprint. These methods should be considered by anyone building new construction, as well as anyone conducting building rehabilitation. Below is a sample of green building technologies that should be considered.

Roof
- Photovoltaic panels on roof
- Green roof (vegetation on roof)
- Cool roof (light colored with high solar reflectance)

Mechanical
- Energy Star appliances, heating and cooling (HVAC, doors, fans, etc.), home electronics, office equipment, lighting.
- Carefully choose HVAC for low leakage rates and long life (hcfc, cfc, hfc)

Lighting
- Passive solar design to maximize use of natural light in building.
- Use of light sensors where daylighting is provided to reduce need for artificial lighting
- Minimal landscape or façade lighting
- Low lighting for parking area, recognizing safety concerns

Waste
- Recycle construction waste – divert portion from landfill

Plumbing
- Install low flow fixtures throughout
- Use faucets with touchless controls
- Water free urinals

Landscaping
- Native and adapted vegetation only with a focus on reducing need for irrigation
- Install water conservation measures, such as rain shut-off and soil moisture sensors.
- Use drip irrigation
- Reduce lawn areas
- Group plants with similar water needs
- Use graywater and captured rainwater for irrigation

Materials
- Reuse materials
- Recycled materials
- FSC certified wood
- Renewable materials whenever possible (bamboo, cotton batt insulation, linoleum flooring, wool carpeting, cork flooring)

Indoor Air Quality
- Flush out before occupancy (14,000 cubic feet outdoor air/ square foot)
- Use low emitting materials (low voc paint, adhesives, carpeting, etc.)

Also related to green building is the use of alternative forms of transportation. The provision of sidewalk facilities is imperative in order to maintain Clinton as a walkable and pedestrian friendly Town. Bicycle facilities in the form of bicycle lanes and access to properties are necessary to encourage bicycle transportation. Additionally, bicycle parking should be provided throughout the Town along sidewalks and/or in public and private parking areas. Where large parking areas are provided, consideration should be given to priority parking spaces for vehicles used for carpooling and vehicles which are classified as low or zero emission.

Green building remains a relatively new discipline for many people involved in new construction and building rehabilitation. Revising the Town's Land Use Code to provide incentives for developers to construct in accordance with green building principles would encourage developers to work with green building technologies and also capture the benefits of reduced environmental footprints. This would not only benefit the Town's environment but also place the Town in the forefront of sustainability issues in New Jersey.

Impact of Interstate 78 & State Highway Route 31

The noise from Interstate 78 and Route 31 deteriorates the quality of life for residents living in proximity to the highways. The New Jersey Department of Transportation has recently agreed to lay "quiet pavement" along eight miles of Interstate 78 that includes the stretch of highway through the Town. While this pavement will reduce the noise generated from vehicles traveling on the street, it will not reduce the noise associated with vehicle engines. To further reduce the noise and increase the quality of life for those residents in proximity to the Interstate and Route 31, additional noise buffers, such as landscaped berms and structural noise barriers, are needed. These noise buffers are needed where residential uses abut Route 31 and throughout nearly the entire length of Interstate 78 through the Town since residential land uses and public open space abut the majority of the highway length. Safety barriers are needed to prevent motor vehicles from accidentally leaving the interstate and landing on properties in the Town including the school. The Town should continue discussions with the New Jersey Department of Transportation regarding mitigation of Interstate 78's and Route 31's negative impacts on Town residents' quality of life.

Infill Development

While there is limited vacant land in the Town, there are opportunities for infill development. Infill development refers to not just new construction on a vacant lot but also, demolition and replacement of an existing building. Additionally, there are opportunities for existing buildings to expand. It is important for any infill new construction or expansions of existing building to be consistent with the scale, massing and character of the site and/or surrounding area. Buildings which are incompatible with their surroundings can negatively impact the appearance of the surrounding area. Additionally, if such an incompatible building is located within the Historic District, it can threaten the integrity of the Historic District.

The following principles should guide infill or expansions of existing building:

- The building style should be compatible with the style and era of buildings adjacent and nearby;
- Streetscape elements, such as but not limited to, street trees, sidewalks and street furniture should continue consistent with the surrounding streetscape;
- Landscape elements, such as but not limited to, hedges and plant massings should continue consistent with nearby lots;
- The building setback should be an average of the surrounding buildings in order to ensure consistency in the streetscape; and
- The building massing, including the width to height ratio, should be consistent with adjacent and nearby structures.

These principles should be adhered to by those constructing infill development or expansions of existing buildings. Buildings located in the Historic District should also follow a more detailed set of principles intended to protect the historic integrity of the District. These principles are not intended to require new development to imitate surrounding buildings but rather they are intended to encourage creative architectural and site designs that are not only compatible with the surrounding area but enhance its appearance by promoting elements, such as streetscape and building massing, which positively contribute to the character of an area.

Wireless Telecommunication Facilities

Wireless telecommunication facilities, while a necessity in today's modern world, can be wholly incompatible with a traditional and historic character, such as is present in the Town. However, if well regulated, these facilities can be developed without harming the character of an area. It is recognized that wireless devices are being more widely used by people in their homes and businesses, rather than just generally by those in vehicles. Accordingly, wireless telecommunication facilities are needed not just along major transportation corridors but elsewhere in order to adequately service homes and businesses.

There are three basic parts of a wireless telecommunication facility: the antennas, the support structure and the equipment compound. The impact of each of these parts on the surrounding area varies greatly.

- Antennas. These can be generally defined as any structure or device used to collect or radiate electromagnetic waves for the provision of wireless devices. Antennas have less of a visual impact on an area than the tower and the ground equipment since they are small in size and are often located approximately 100 feet in the air.
- Support Structure. This can be generally defined as a structure designed to support the antenna and includes wireless telecommunications towers, such as monopoles and lattice, and other structures which an antenna can be mounted to. The impact of the support structure depends entirely on the type of structure. Monopoles and lattice towers are incompatible in a historic district and may be incompatible in proximity to residential structures, depending on the elevations and existing and proposed screening. Buildings or other structures, such as but not limited to flag poles and silos, can also be used as a facility's support structure. This type of facility, known as stealth telecommunications facilities, can

significantly minimize the impact of a wireless telecommunication facility. However, the positive benefits of stealth telecommunications facilities can only be realized when the support structure has been designed at such a scale, height and appearance to be consistent with a structure that might otherwise be in that location.

- Equipment Compound. An equipment compound is generally an equipment shelter less than twenty feet in height that contains all necessary equipment for the operation and maintenance of the facility. It is generally located on a hard surface and surrounded by security fencing. These items are best screened by evergreen trees and a privacy fence.

Wireless telecommunication facilities need not be located only on newly constructed structures; they may also be collocated – where service providers locate on the same support structure as other service providers. While the support structure, such as a monopole or building, is intensified, collocation allows for an expansion of wireless service with only minimal changes to the site and minimal visual impact.

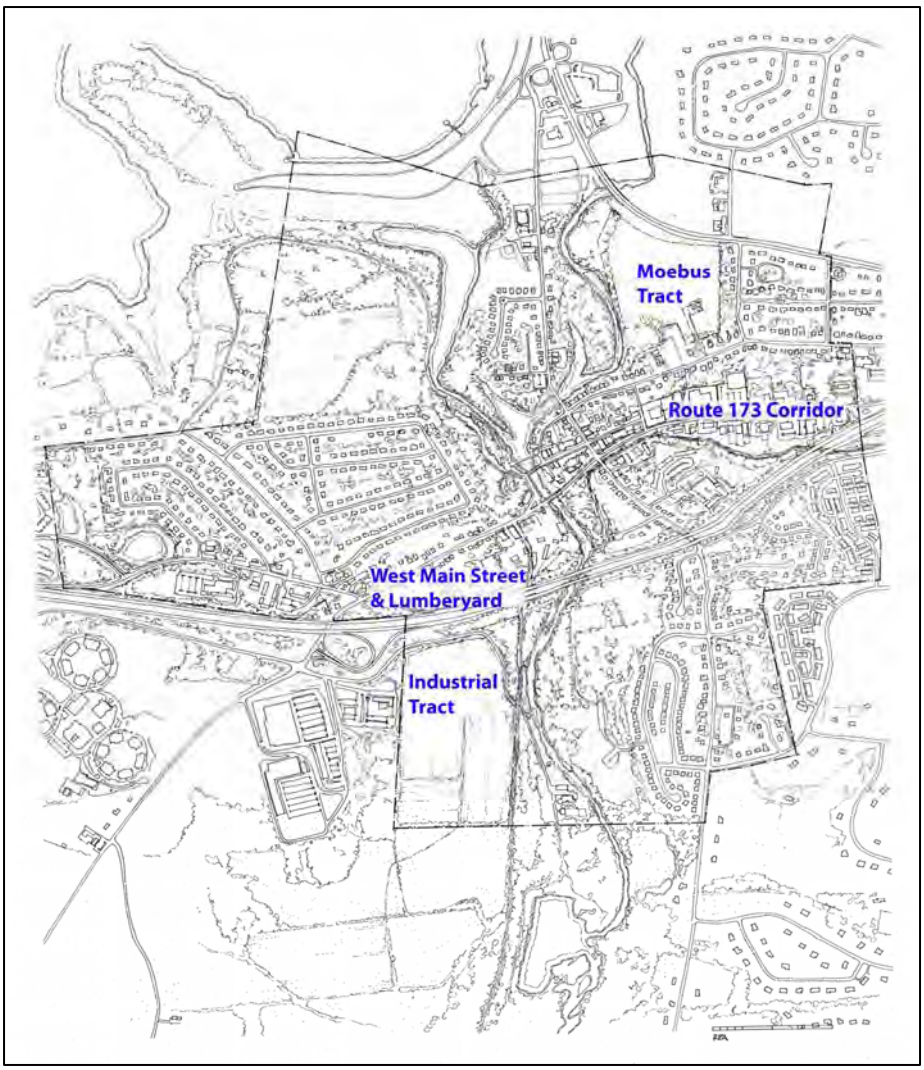
Wireless telecommunication facilities should be permitted in the Town, subject to several conditions which will ensure that they are located such that the area's character and historic integrity will not be diminished. An ordinance regulating wireless telecommunication facilities should consider the following:

- Collocation and stealth telecommunication facilities, when designed properly, provide expanded wireless service with minimal visual impact;
- The appearance of towers are damaging to the integrity of the Historic District;
- The appearance of towers is damaging to the character of residential districts; and
- The equipment compound can have negative visual impact if not well screened with evergreen trees and a privacy fence.
- Consideration should be given to publicly - owned facilities for potential locations.

DESIGNING CLINTON – COMMUNITY DESIGN WORKSHOP

On June 16, 2007, the Town hosted a community design workshop organized by the Regional Plan Association (hereinafter "RPA"), Clarke Caton Hintz (hereinafter "CCH") and Clinton Town officials. This workshop gathered Clinton Town residents, property owners, business owners and other interested parties together to work with urban designers, planners and architects provided by RPA and CCH in an effort to create design solutions for four (4) areas in the Town

which are either undeveloped or have physical problems which complicate improvement or redevelopment. These four areas are almost entirely located within non-residential or mixed use zone districts. The workshop, which was an all day event, was organized such that each interested party was assigned to work on a specific area along with other interested parties and a design professional. Through out the day the public created design solutions for each area that were drawn by the design professionals. These design solutions are the visions for future improvements and redevelopment that should be implemented by the Town via infrastructure improvements and implementing ordinances.



The "Moebus" Tract

This tract of land, Block 14, Lots 32, 33 and 34, is approximately 31 acres and is located along the southern boundary of Route 31, east of Halstead Street. The South Branch of the Raritan serves at the tract's western boundary and Lot 33 consists almost entirely of associated wetlands and floodplains. Additionally, a portion of the tract contains steep topography in its slope to the South

Branch of the Raritan. The tract is currently located in the OB-3 Office Building district which permits office and research uses. The tract is surrounded by residences located in the R-2 and R-3 zone districts. The tract is currently undeveloped with the exception of Lot 34, which contains an existing residence, and can be served by public sewer and water.

Opportunities

- There is potential for a greenway along the South Branch of the Raritan.
- The highpoint of the tract provides exceptional views to the west.
- Pedestrian access to Center Street could be provided from the driveway serving Lot 34.
- There is potential to extend Fairview Avenue into the tract which would improve integration with the surrounding residential neighborhood.
- The tract has access to Route 31.

Constraints

- The tract contains environmental constraints from floodplain and wetlands to steep topography.
- Vehicles traveling Route 31 create highway noise on the tract.
- There are historic residences along Center Street whose corresponding historic character should be protected.
- The tract is underlain by limestone with the potential for sinkholes.
- The site cannot be tied into the residential fabric of the Clinton neighborhood unless a connection is made with Fairview Avenue and Georges Place.
- Development of the tract will impact viewsheds of neighborhoods to the west.

There were two primary ideas for this tract: single-family detached housing with no access to Route 31 and a mix of uses with the commercial and mixed-uses along and with access to Route 31 with single-family detached residential neighborhoods at the rear with access to the surrounding residential streets. Additionally, passive recreation and preservation of environmental features were common themes in all designs.

Residential Design Solutions

Several design solutions created for residential development were somewhat similar. Each provides for clustered residences on small lots at the center of the tract and substantial buffering along Route 31 and the South Branch of the Raritan. The buffer along Route 31 would preserve the open space views of the tract from Route 31 to the extent practical. Design A provides access from only Fairview Avenue. Additionally, this plan depicts a network of trails through the tract and crossing the South Branch of the Raritan. Design B provides access to the tract from both Fairview Avenue and Center Street. This design does not depict trails; however, it does show single-family detached homes with the buildings having one near-zero foot side yard setback and garages placed at the rear of the properties. A third alternative calls for a maximum of twenty single family homes on ¾ acre lots with open space.

Mixed-use Design Solutions

There were design solutions for mixed-use, all of which provided access to the tract from not only Route 31 but also Fairview Avenue. No design solution proposed access from Center Street. Non-residential consisting of office and retail and/or mixed-use consisting of non-residential and residential uses were considered along Route 31 but separated from the highway by a substantial landscaped buffer. Such a buffer will reduce the destruction of the viewshed of open space on the tract from Route 31. Single-family residential uses are located to the rear of the commercial uses but are fully integrated with the mixed-use development at the front of the tract with vehicle and pedestrian connections. Providing non-residential uses along Route 31 would be detrimental to the efforts to capitalize on enlarging and improving the documentation of Clinton, and therefore rejected.

Two out of the three designs provide for a network of pedestrian paths around the development and along the South Branch of the Raritan and also provide one or more crossings of the waterway in order to better integrate these pedestrian paths with the surrounding neighborhoods and civic uses on Leigh Street. Additionally, all three designs provided protection via buffers of the tract's environmental features, including the waterway, floodplains and steep slopes.

Implementing Recommendations

The following land use recommendations are necessary in order to implement the design solutions crafted during the Workshop for the Moebus Tract.

- This tract should be rezoned to permit the development of ¾ acre detached single-family residences
- Buffering;
- Screening of parking from Route 31, as well as the nearby residences; and
- Architectural design guidelines.
- Any residential development should be clustered with the associated open space preserved for conservation and passive recreation.
- A network of trails should be provided. Said trails should accommodate not just pedestrians but also bicyclists. Additionally, the trails should be integrated with the South Branch of the Raritan and should include access to the water and possibly a crossing of the waterway.

The Route 173 Corridor

This corridor consists of Route 173 between the Town's eastern boundary and just west of where the South Branch of the Raritan crosses the street. The corridor serves as the eastern gateway to the Town and is a substantial part of the Town's commercial center. It includes a variety of public and commercial uses, including but not limited to, large office buildings, retail shops, small eating establishments, the Town's only supermarket, firehouse, post office and municipal building. South of the corridor is the Beaver Brook and an associated flood plain. The zoning for the area consists of (from east to west) the C-4 Locally Oriented Commercial District, C-1 Downtown Commercial District and the C-2 Transitional Commercial District. Additionally, the corridor is flanked to the north and south by residences located in the R-2, R-2A and R-3 districts. The corridor is currently served by public sewer and water.

Opportunities

- Potential redevelopment of underutilized properties exists, primarily, in the eastern portion of the corridor.
- There is an existing designated redevelopment area located on the "Wargo" tract, Block 23, Lots 13 and 13.01.
- There is strong demand for commercial services in the area.
- Potential access to adjacent residential neighborhoods exists at the northern side of the corridor.
- This corridor is the eastern gateway to the Town.

Constraints

- The firehouse is unfriendly to Main Street. This is a use that does not generate pedestrian traffic and is therefore inappropriate in the Town's commercial core.
- Much of the designated redevelopment area, the Wargo tract, is located in a floodplain.
- The eastern portion of Route 173 is too wide and encourages speeding, therefore reducing pedestrian and bicycle safety.
- The area of Route 173 generally between New Street and Leigh Street is dangerous. This area has 90 degree front-in parking along the stores with little buffer area between the rear of the parking spaces and the cartway. Motorists backing out of parking spaces must be very cautious not to collide with vehicles traveling west on Route 173.
- The corridor has incomplete sidewalk connections.

This workshop yielded six design solutions. During the workshop it was recognized that many of the area's problems are directly related to circulation. The general concept depicted in the design solutions was to create an entertainment district at the center of the corridor and to permit an expansion of the cluster of office uses at the eastern end. Residential uses mixed with the entertainment and office uses were also envisioned. Circulation ideas include improvement of the entire corridor, including the parking between Leigh and New Streets, and multiple connections to the nearby residential neighborhoods and the Beaver Brook.

East of New Street Design Solutions

This corridor is envisioned for larger scale uses. At the eastern end, across from the existing office buildings, office and residential – non-residential mixed use were found to be appropriate. To the east, up to New Street, a mix of entertainment, retail, open space and senior housing uses were considered. The Town would also like to maintain a supermarket at this location. A pocket park was envisioned along Route 173, separating the office/mixed-use area from the entertainment/retail area, and a small plaza was envisioned adjacent to the Beaver Brook between Block 22, Lots 15 and 15.01. Also, senior housing was envisioned at the rear of the entertainment/retail area. Relocation of the firehouse and post office was also discussed. Their current locations are prime for uses that require high visibility, such as retail or entertainment uses. These locations may be more appropriate east of their locations on Route 173, adjacent to the office uses.

The building layout of this area involves buildings located close to the street with parking at the rear and side of the buildings. Additionally, parallel parking is envisioned where the right-of-way permits. This design is consistent with the Town's character and of a traditional commercial core.

West of New Street Design Solutions

No changes to the building design or layout was discussed for this location; nearly all changes revolve around parking and circulation. As discussed above, parking in this location is dangerous due to the necessity for motorists back into the cartway of Route 173 to exit the parking spaces. The redesign of this area provides for front-in angled parking along many of the storefronts between New Street and Leigh Street. Reconfiguration of the right-of-way would provide two

travel lanes, a left turn lane and shoulder, in addition to the angled parking, which would be shared. Also to be provided is a common plaza area in front of many of the business in this area.

Utilization of the municipal building's lot was also envisioned. Currently, the tract contains the municipal building, public works building and associated parking. The municipal building, a historic building, is appropriately located at one of the most prominent intersections in Town; however, the public works building, which has no interaction with the public, would be more appropriately located outside of the commercial core. Relocation to the Industrial tract, where the sewer plant is located, was discussed. The municipal parking lot was considered for additional retail. The existing public works building should be retrofitted for retail rather than replaced since it has historic characteristics.

The Wargo Tract, a designated redevelopment area, should be redeveloped with mixed-use and parking that may also be used by area businesses.

Circulation Design Solutions

An improved streetscape was deemed to be critical to the improvement of the corridor. Pedestrian and bicycle facilities should be provided along the both sides of this street, throughout its entire length. Additionally, a multi-use trail was envisioned along the Beaver Brook which runs in front of the municipal building and then along the rear of the non-residential buildings on the south side of Route 173. In addition to the pedestrian and bicycle facilities, a landscaped boulevard treatment was envisioned for the eastern end of Route 173.

Three pedestrian crossings of Route 173 are depicted. The first is at New Street's intersection with Route 173. This crossing is intended to not only facilitate safe crossing across Route 173 but also from the multi-use path between the Beaver Brook and municipal building parking lot. The remaining two would not only provide pedestrian crossings of Route 173 but would provide direct access to the Beaver Brook and the residential neighborhood along Center Street at the rear of this commercial corridor since the crossings begin at the multi-use trail along the waterway and continue north across Route 173. The center crossing would be located at Block 22, Lots 15 and 15.01 and the easternmost crossing would be located at approximately Block 22, Lot 19.

Implementing Recommendations

The following land use recommendations are necessary in order to implement the design solutions crafted during the Workshop for the Route 173 Corridor.

- A new zoning district should be created that encompasses the existing office uses and the area envisioned for office and mixed-use at the eastern end of Route 173. This zone district should require that only a minimal amount of parking abut the street. Additionally, design guidelines should be created to ensure that the architecture and site design of the area is consistent with the vision for a gateway to the Town and should complement the Town's scale and historic character.
- The C-1, C2 and C-4 zone districts should be amended to require that buildings, not parking areas, abut streets.

- The permitted uses in the C-1, C2 and C-4 zone districts should be amended to eliminate uses that are not part of retail or entertainment uses.
- Amend the C-4 district to permit senior housing as a conditional use. Such conditions should include, but not be limited to, location at the rear of non-residential or mixed use buildings along Route 173, pedestrian access to Route 173 and the provision of recreational amenities.
- Work with New Jersey Department of Transportation to reconfigure Route 173 to provide parallel and diagonal parking, pedestrian and bicycle facilities and other streetscape amenities.
- Work with the New Jersey Department of Environmental Protection to provide a multi-use trail along and across the Beaver Brook.
- Evaluate alternative locations for the public works building, firehouse and post office.
- Prepare a Redevelopment Plan for the Wargo Tract that requires a mixed-use building(s) and parking for surrounding businesses.

West Main Street and the Lumber Yard Area

This corridor is located just east of the South Branch of the Raritan's crossing with Route 173, east along Route 173 to the western boundary of the Holiday Inn tract (Block 3, Lot 2), which is proximate to the western boundary of Town. The corridor consists of a wide variety of uses such as, a lumberyard, single-family detached residences, small offices, service station, car wash, bank, hotel and the Clinton Manor condos. Located in the center of the corridor is the off-ramp for Interstate 78's Exit 15. The largest property owner in this corridor is the owner of the lumber yard, which is in the C-2 zone. It is important to emphasize that the inclusion of this site in the corridor is not equal to a recommendation that the site be redeveloped, rather it is a step toward preparing for the day when the owners of the lumber yard owners choose to close the business and may also choose to sell it to a developer who would then like to redevelop the property rather than operate the lumber yard business. The corridor is located in several zoning districts, including (from east to west) the C-2 district, R-3 district, C-3 district, R-2A district, OB-1 district and OB-2 district. The area east of Exit 15 is flanked to the north and south by residential neighborhoods and R-2 and R-3 districts and the area west of west of Exit 15 is flanked to the north by a residential neighborhood in the R-2 district. The corridor is currently served by public water and sewer. Therefore, a new mixed-use overlay zone should be prepared for the lumberyard area.

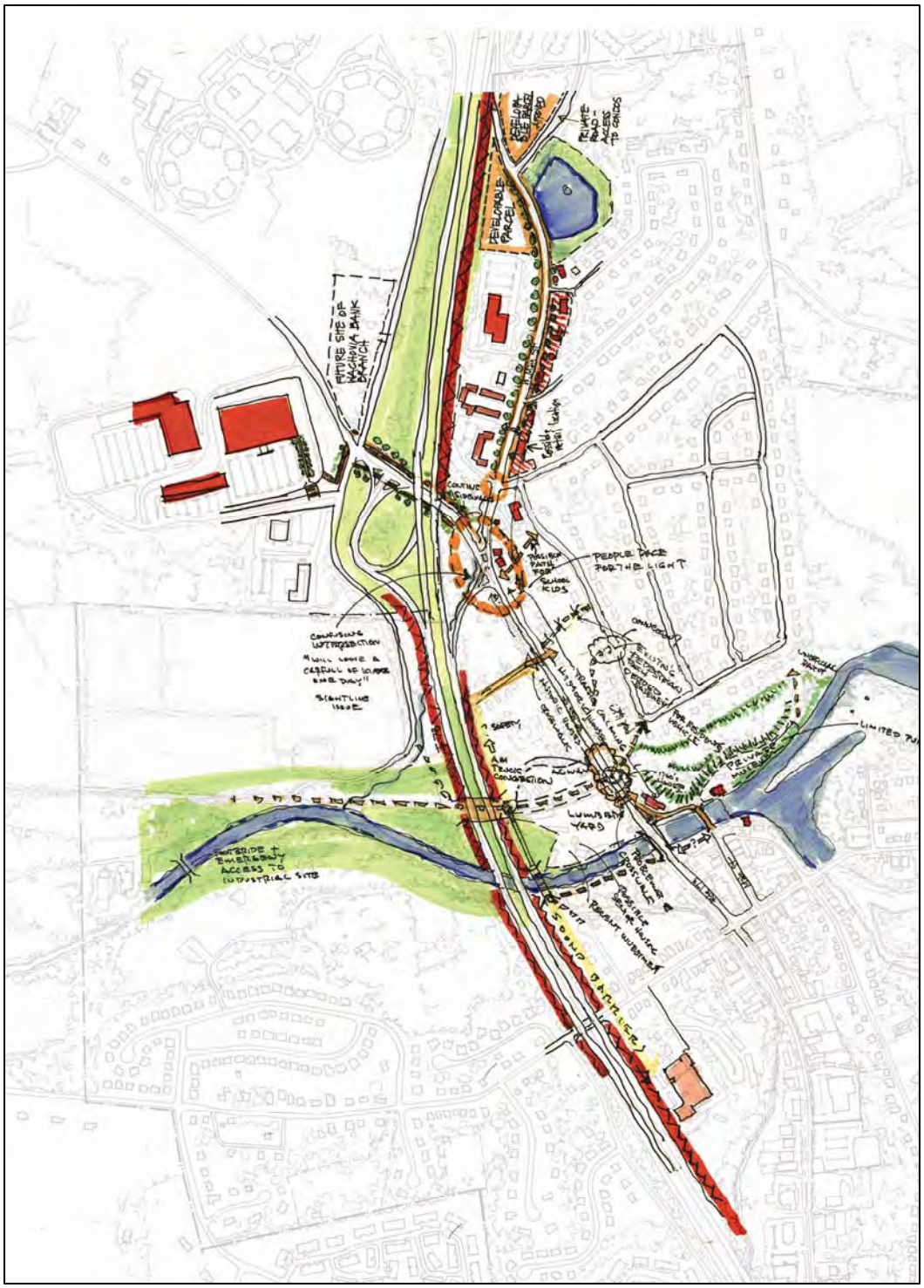
Opportunities

- A greenway connection to West Main Street from the Industrial tract through the lumberyard is possible.
- While currently successful, the Lumberyard may seek to redevelop in the future.
- Connections between West Main Street and the Knolls residential neighborhood, located to the north of West Main Street, are possible.

Constraints

- Vehicular congestion at and surrounding Exit 15 creates dangers for motorists, pedestrians and bicyclists.
- Steep topography separates the residential neighborhood, known as the Knolls, from the eastern portion of West Main Street. As a result, residents currently walk to Union Road, west of Exit 15, to access West Main Street.
- Traffic speeds and volumes along West Main Street are deteriorating residential quality of life.
- Highway noise from Interstate 78 is deteriorating residential quality of life for the neighborhoods to the north.
- The non-residential uses west of Exit 15 are isolated with no interior connections.
- Pedestrian facilities are poor, despite that West Main Street is commonly used by school children to walk to the Clinton Elementary School.

The workshop produced several design solutions that focused on circulation improvements, infill development and redevelopment of the lumber yard.



East of Exit 15 Design Solutions

Design solutions for this corridor involve redevelopment of the lumber yard and circulation improvements. While the lumber yard remains successful, the Town finds that it is important to

plan for how the tract should be redeveloped should the lumber yard no longer be in business. The lumber yard is located adjacent to the South Branch of the Raritan along West Main Street, although other businesses use a portion of the frontage with the entirety of the rear of the tract belonging to the lumber yard.

Envisioned for the area of the lumber yard was a continuation of the existing businesses (except for the lumberyard) along West Main Street and redevelopment of the lumber yard with mixed use and/or senior housing. The layout is new urbanist with buildings located close to the street and organized around a series of blocks. Additionally, parking is shown as being located behind the buildings and there are a number of pocket parks throughout the development.

Also proposed for the area are improvements to the streetscape with street trees along West Main Street. Trails are shown through the development and along the South Branch of the Raritan. The trail through the southern portion of the tract is depicted as connecting to Hunterdon County's Landsdown Trail, which continues south through the Industrial tract, Franklin Township and Clinton Township. Potential connections of the Knolls and West Main Street is shown via a path between residences fronting on Marudy Drive and residences fronting on West Main Street; however, only one is needed. This path continues across West Main Street through the tract. Also discussed was creation of a boat launch to the South Branch of the Raritan.

A noise buffer to Interstate 78 is also depicted.

West of Exit 15 Design Solutions

The commercial uses on the north side of West Main Street, between Lingert Avenue and Lakeview Avenue were reconfigured to reflect a more traditional character and building type with buildings located close to the street and parking at the rear. A shared driveway is shown at the rear of the lots and connecting Lingert Avenue and Lakeview Avenue. This shared driveway provides direct access to a rear shared parking area and serves as the only vehicular access to each property.

Also shown for this area are a number of circulation improvements intended to make the area friendly to pedestrians. Street trees and sidewalks are shown lining West Main Street. Additionally, crosswalks with decorative pavers are located at West Main Street's intersections with Union Road, Lingert Avenue and at the Holiday Inn driveway. A large area of decorative pavers is depicted across West Main Street between the driveway to the Holiday Inn and the reconfigured non-residential uses. Pedestrian access to the hotel is proposed, not along the driveway, but rather up the hillside. Due to the steep topography, it is likely that steps will be required.

A landscaped island, to be used as a pocket park, is also proposed at the intersection of West Main Street and Lingert Avenue at the approximate location of Block 2, Lot 28. This area will be easily accessible by the adjacent non-residential uses, as well as by the residents of the Clinton Manor condo development across West Main Street.

Exit 15 Design Solutions

Exit 15 was recently reconfigured by the New Jersey Department of Transportation; however, it continues to create congestion in the Town and residents feel it continues to be a dangerous intersection for motorists. Furthermore, the intersection is unfriendly to pedestrians and motorists. The design solution depicts two landscape islands intended to separate motorists bound for east on West Main Street from motorists bound for west on West Main Street and those bound for Clinton-Pittstown Road (Route 513). The intent is to reduce congestion at the intersection by providing more direct access to motorists' intended routes.

Also depicted is movement of the historic building, known as the Bonnell Tavern, located on Block 4, Lot 2, between West Main Street (west of Exit 15) and Clinton-Pittstown Road. This historic building is currently located at the rear of the tract and has poor visibility. The building will hopefully be restored and serve as a gateway building to the Town from Interstate 78. Union Township and Clinton should work with the landowner to help restore the building to a restaurant.

Implementing Recommendations

- Create an overlay zoning district for the area of the lumber yard to permit senior housing and mixed use development. This overlay zone should require that the layout of the tract encompass traditional design principles such as but not limited to buildings located close to the street, parking at the rear of buildings and the use of blocks rather than cul-de-sacs. Additionally, the overlay should include open space and passive recreation requirements in order to encourage alternative modes of transportation and access to and enjoyment of the South Branch of the Raritan.
- Revise the OB-1 district to require that development be located close to street with all parking located at the rear of the buildings and all access to the lots provided at the side or rear. Additional revisions should require shared access and parking with neighboring lots and, prohibit access to West Main Street where rear access is provided.
- Work with the owner(s) of the lumber yard to provide a marked trail through the property that will connect the Landsdown Trail to West Main Street.
- Work with the owner(s) of the lumber yard to provide a boat launch to the South Branch of the Raritan.
- Provide a connection between Marudy Street and West Main Street in order to connect the Knolls to the eastern portion of West Main Street.
- Work with the New Jersey Department of Transportation to provide streetscape improvements, such as sidewalks, street trees and pedestrian crossings on West Main Street, west of Exit 15.
- Work with the New Jersey Department of Transportation to provide a noise buffer between Interstate 78 and the residential neighborhood to the south.
- Work with the owner(s) of the Holiday Inn to provide pedestrian access to the tract from West Main Street.
- When available, purchase Block 2, Lot 28 for conversion to a landscaped island and pocket park.

- Work with the New Jersey Department of Transportation to reconfigure Exit 15 to further reduce congestion, increase motorist safety and improve pedestrian and bicycle facilities in accordance with the design solution prepared at the Workshop.
- Evaluate the feasibility of moving the historic building on Block 4, Lot 2. If feasible, move the building to the front of the lot and conduct historic rehabilitation of the building.

The Industrial Tract

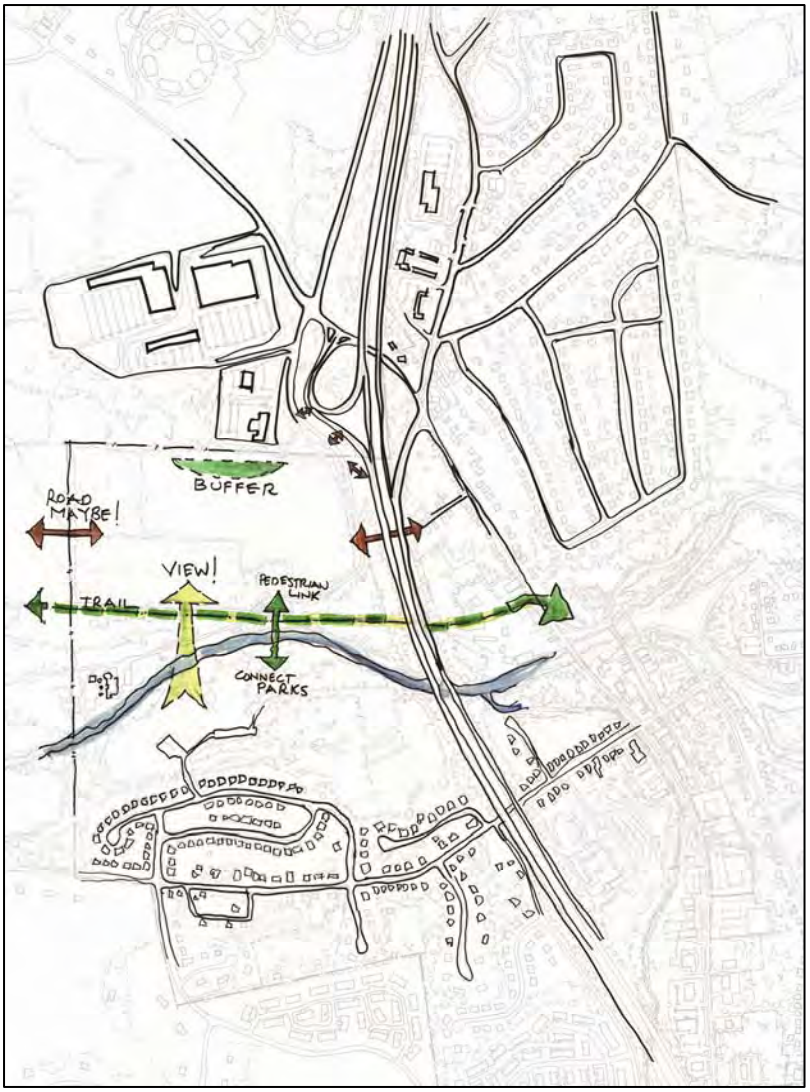
The tract, known as the Industrial Tract and also as the Summit Manor Tract, consists of Block 27, Lot 1; Block 28, Lots 1 and 2; Block 30, Lots 1 through 4, and totals approximately 73 acres. Block 28, Lot 2 is owned by the Town and contains the wastewater treatment facility. The tract is located in the I Industrial district and is undeveloped but has access to public water and sewer. The eastern boundary of the tract consists of the South Branch of the Raritan. To the east of the tract is public open space in the PARD district and further to the east is a residential neighborhood in the R-1A district. North of the tract is Interstate 78 and associated on and off-ramps. West of the tract is commercial development in Franklin Township. South of the tract, in Franklin Township, is farmland and a County open space trail system. The tract is currently undeveloped and can be served by public sewer and water.

Opportunities

- The tract provides access to the South Branch of the Raritan.
- Hunterdon County's Landsdown Trail runs through the property.
- The tract is in proximity to regional streets, including Clinton-Pittstown Road (County Route 513) and Interstate 78.

Constraints

- Noise from Interstate 78 has a detrimental impact on the tract.
- The intersection providing access to the tract, which includes Interstate 78's off-ramp to Clinton Pittstown Road, is beyond capacity and therefore experiences severe vehicle congestion.
- Vehicle access to the tract is limited to one street which only connects to Clinton Pittstown Road.
- The tract contains steep slopes and floodplain is located along the South Branch of the Raritan.
- Odors from the wastewater treatment facility which may have a detrimental impact on the tract should be addressed by potential developers.
- The tract is visible from the residential neighborhood across the South Branch of the Raritan.
- The tract has a poor connection to the remaining Town, especially for "rapid response" by fire, rescue, and police.
- Adjacent commercial uses in Franklin Township are visible from the tract and spill light onto the tract.



The workshop produced three design solutions for the tract. They are similar in that the development depicted on each is accessed via one street and a substantial portion of the tract is retained as open space. This tract presented the greatest difficulties for creating the design solutions. The lack of connection and poor access to the tract, as well as severe congestion at its access to Clinton-Pittstown Road and the smell from the wastewater treatment plant, severely limits the type and quantity of development appropriate for the tract.

Design Solutions

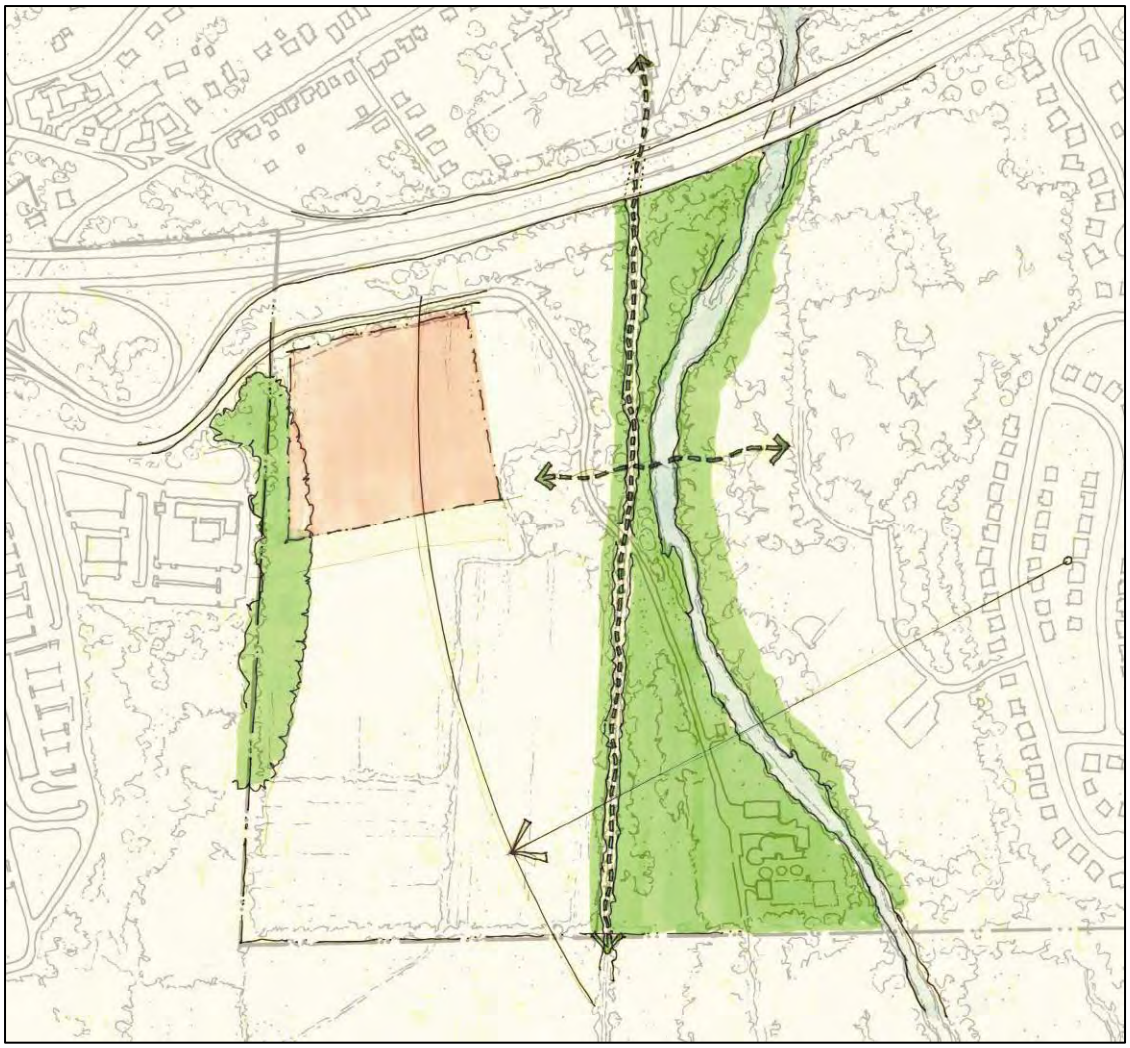
Two out of the three design solutions depict buildings clustered around a landscaped court yard. The third design depicts a winding street with buildings lining one side. All of these designs depict modest scale development and access provided to the buildings via one street. Additionally, each design provides buffering of the adjacent commercial uses in Franklin Township in order to reduce the light pollution spilling on to the tract and reduce the visibility of the commercial uses. Also shown on each design is a crossing of the South Branch of the Raritan to the municipal park located on the other side of the waterway.

Uses considered for the tract was an extended stay hotel and other non-residential uses. Also considered was the use of the tract for transfer of development to the commercial core along Route 173, east of Leigh Street.

Alternative points of access to the tract were also discussed. Vehicle access to the tract from West Main Street via the Landsdown Trail should be considered; this would eliminate the need for motorists to cross the Clinton-Pittstown Road interchange with Interstate 78. However, note that this trail is located on Block 100, Lot 1 and is owned by the Hunterdon County Board of Recreation. Additionally, access to Frontage Road, which provides access to the tract, from the Interstate 78 on-ramp should be considered.

Implementing Recommendations

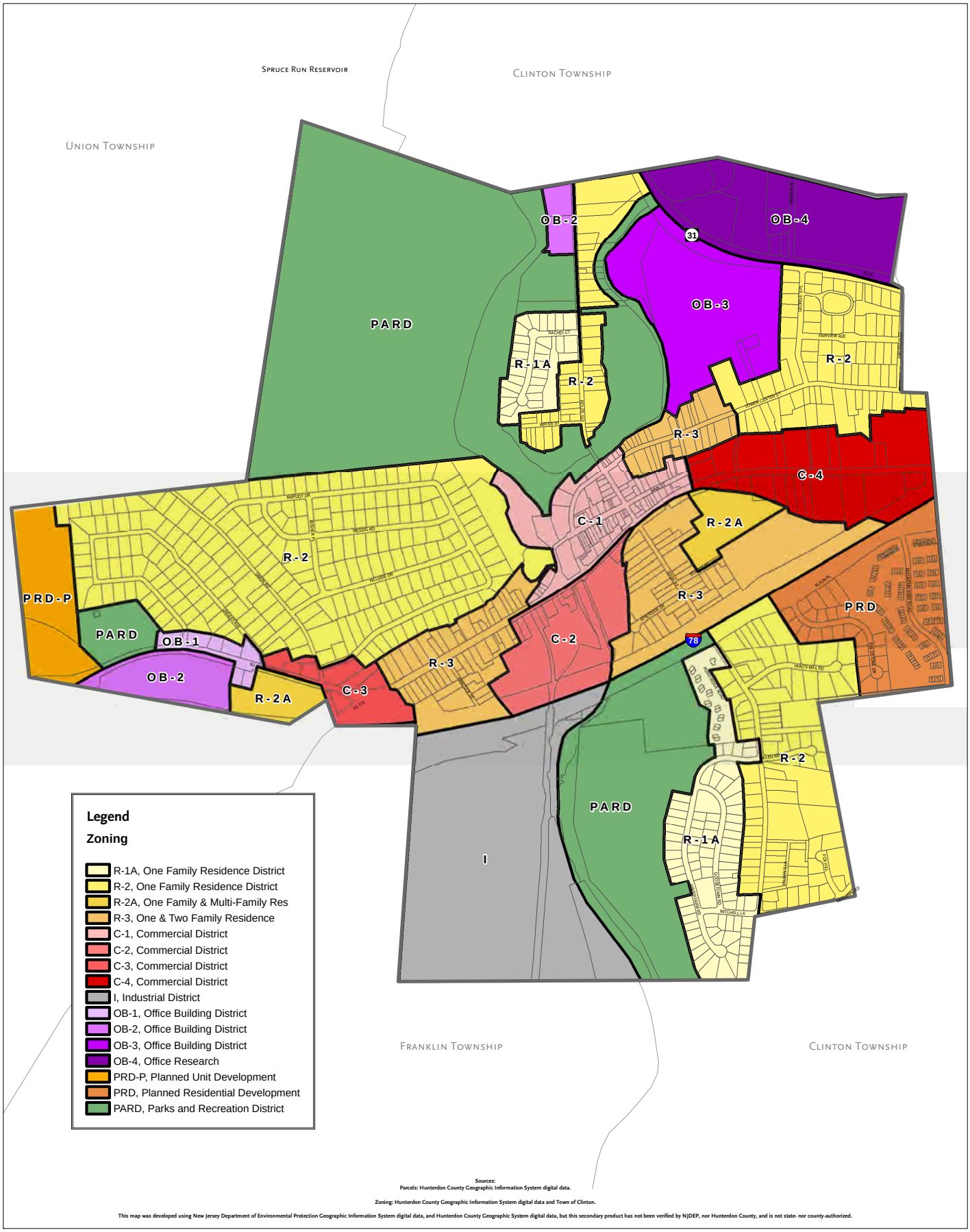
- Provide an overlay zoning district or conditional uses for the tract that permits the construction of an extended stay hotel and/or non-contiguous transfer of development to the Route 173 corridor.
- Require that development of the tract be fully screened from residential neighborhoods.
- Work with the New Jersey Department of Environmental Protection to provide a crossing of the South Branch of the Raritan. This crossing should be available for use by pedestrians and bicyclists.
- Work with the New Jersey Department of Transportation about providing access from the Interstate 78 on-ramp located at the front of the tract.
- Work with the Hunterdon County Park Commission to determine if access to the tract via the Landsdown Trail is feasible. If so, provide said access.



RESIDENTIAL LAND USES

The residential areas of the Town are in good condition whether they are in a neighborhood filled with historic homes or a post-war neighborhood. Over the years the Town has remained an attractive place to live. This is partially due to the Town's historic character and partially due to the quality neighborhoods and homes built outside of the Historic District.

There is little development potential remaining in the existing residential zones, although some minor infill development should be expected on small vacant lots. Additionally, the PRD-P zone district, located at the western end of Town along Route 173, will likely be developed in the coming years with an inclusionary multi-family development, meaning, it contains a mix of market and affordable units. This development, currently known as "Twin Ponds," previously received site plan approval and is expected to return to the Planning Board for an amended approval. Additionally, the Clinton Garden Apartments, located along School Street in the R-2A district, has a site plan approval for one additional building containing 22 units. It is also anticipated that this development will be constructed in the near future.



Sources:
Parcels: Hunterdon County Geographic Information System digital data.

Zoning: Hunterdon County Geographic Information System digital data and Town of Clinton.

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, and Hunterdon County Geographic System digital data, but this secondary product has not been verified by NJDEP, nor Hunterdon County, and is not state- nor county-authorized.

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Clinton Master Plan

Existing Zoning

Town of Clinton, Hunterdon County, NJ July 2004

Clarke Caton Hintz
Architects
Planners
Landscape Architects

The existing residential zoning districts largely reflect the development located within and therefore few changes are proposed in the Land Use Plan for these districts. However, architectural standards for new and rehabilitated residences are needed. Separate standards should be developed for residences in the Town's Historic District and for residences outside of the Historic District. Standards for residences outside of the historic district should regulate building scale, building massing and garage location. The intent is not to mimic the historic buildings in the Town, but rather to ensure that new residential construction is compatible with the Town's small to moderate scale and historic character. Residences within the historic district should be required to comply with a more rigorous set of standards that ensures that new construction and building rehabilitation will be consistent with the area's historic character and, if applicable, accurately reflects the existing building's historic style.

R-1 Residence District

This zone district is included in the Town's Land Development Ordinance and is listed on the Town's Zoning Map. However, no area of the Town is located in this zone district. It is recommended that the Land Use Code and Zoning Map eliminate reference to this district.

R-1A Residence District

The R-1A district is located in two areas of the Town: south of Interstate 78, generally west of Leigh Street and along Rachael Court, north of the downtown. This district permits a variety of residential building types and limited nonresidential uses, including single-family detached dwellings, patio homes, zero-lot-line homes, side-by-side two-family structures, minor home occupations, accessory apartments, municipal offices, public parks and recreation facilities and agriculture. The gross density permitted is 2.6 dwelling units an acre and the minimum lot size is 7,500 square feet (.17 acres) for single family units and 15,000 square feet (.34 acres) for duplex units. This zone district is fully developed, of which the majority of units are single family detached units. Duplex units are located in the southern area of this district along Pond Ridge Road.

The residences in this district were generally built during the 1980's and therefore do not exhibit characteristics typical of historic buildings. Notwithstanding, the scale of the residences are consistent with the moderate to small historic scale of the Town. The district is nearly built-out; however, any infill development should be responsive to the scale of the surrounding residences and any historic character of nearby buildings.

R-2 Residence District

The R-2 district is the largest residential district in the Town and is located through-out. The district permits single-family detached residences, public park and recreation facilities, municipal offices, minor home occupations, accessory apartments and agricultural uses. The minimum lot size is 15,000 square feet (.34 acres), with the exception of agricultural uses, which have a

minimum lot size of five (5) acres. Cluster development is also permitted in the district on lots of five (5) acres or greater.

While the ages of the residences in this district vary, the majority was building subsequent to World War II and many were constructed in the last 30 years. These residences are consistent with the moderate to small historic scale of the Town. The district is nearly built-out; however, any infill development should be responsive to the scale of the surrounding residences and any historic character of nearby buildings.

R-2A Residence District

There are two areas of the Town with this designation, both of which contain apartment complexes. The uses permitted in this district are one-family dwelling, multi-family dwelling, public parks and recreation facilities, municipal offices, minor home occupations, accessory apartments and agriculture. The eastern district, consisting of multi-family housing known as the Clinton Garden Apartments, is located at the end of School Street and the western district, consisting of multi-family housing known as the Clinton Arms Apartments, is located west of the downtown, along Route 173. The district permits single-family units on minimum lot sizes of 15,000 square feet (.34 acres) and agriculture on lots of five or more acres. The multi-family developments in the district are subject to the Requirements for Multi-family Dwellings in the Town's Land Development Ordinance. The maximum density permitted is 10 dwelling units an acre. These developments were constructed in the 1990's.

These apartment buildings do not reflect the historic character of the Town, although, at a maximum height of two stories and a location outside of the historic district, these buildings are compatible with the Town's scale and character. The district has development potential for one additional multi-family building at the Clinton Garden Apartments tract. Any infill development at this located should be responsive to the scale of the surrounding buildings and should be adequately buffered from the municipal building and Route 173. A developer contribution would be required to construct a pedestrian bridge across the stream in the vicinity of New Street.

R-3 Residence District

This district, located in three areas of the Town, encompasses many of the Town's historic residences. The district is located along Center Street east of Leigh Street, along Leigh Street between Route 173 and Interstate 78 and along West Main Street (Route 173). The district permits single-family detached residences, two-family dwellings, minor home occupations and, in certain areas, major home occupations, accessory apartments, public park and recreation facilities, municipal offices and agricultural uses. The minimum lot sizes required are 7,500 square feet (.17 acres) for single family detached residences, 11,250 square feet (.26 acres) for two family units where the units are one over another (for the two units) and 6,000 square feet (.14 acres) for two family units where the units are side by side (each unit). Agricultural uses have a minimum lot size of five (5) acres. Cluster development is also permitted in the district on lots of five (5) acres or greater.

Maintenance of the historic character present in this district is critical to the continued historic and aesthetic quality of the Town. Many of the residences in this district were built in the 1700's and 1800's are located in the Town's historic district. The district is nearly built-out; however, any infill development should be responsive to the scale of the surrounding residences and any historic character of nearby buildings.

The quality of life for residents living within the portion of the district with frontage on West Main Street is being negatively impacted due the high traffic volumes and the associated noise along this street. Over the years, West Main Street's role as a through street has increased substantially. The streetscape needs improvements with additional street trees. Allowance for on-on-street parking will also be helpful in "traffic calming".

PRD Planned Residential Development District

This zoning district is fully developed with one planned residential community consisting of condos and single family detached residences. It is located along the eastern boundary of the Town adjacent to the south of Interstate 78. The condo development is known as Alton Place and the single-family detached residences, collectively, are known as Fieldstone. The Alton Place development is inclusionary. Permitted uses in the district include single family detached, two family and multi-family residences, as well as public parks and recreation facilities and public utilities. Minor home occupations are also permitted. The minimum tract size is 25 acres and the maximum gross density is 7.2 dwelling units an acre with a maximum net density for the single family residences of three dwelling units an acre and a maximum net density for the multi-family residences of 10 units an acre. The Town's Land Development Ordinance requires that 44 affordable housing units be constructed in the district; accordingly, Alton Place provides 44 affordable units among the market units.

Both Alton Place and Fieldstone were constructed during the late 1990's with modern architecture and as such, do not contribute toward the Town's historic character.

The section of the Town's Land Development Ordinance provides affordable housing standards for inclusionary development in this district. It is recommended that these standards be eliminated since compliance with items such as bedroom mix and rent/sale prices are regulated and periodically updated by the Council on Affordable Housing.

PRD-P Planned Residential Development Park District

This district is located along Route 173 at the Town's western boundary and is currently undeveloped. It is known as the Twin Ponds tract. The tract was the subject of a Mt. Laurel Builder's Remedy lawsuit in 1984. The resulting Settlement Agreement required the tract be rezoned to the PUD zone district which provided for a variety of residential units and a moderate amount of nonresidential floor area, as well as 18 on-tract affordable units. Subsequently, the tract was rezoned to the PRD-P zone district, to account for the environmental constraints present on the tract, and was approved for 48 multi-family market units and a payment in lieu of

constructing 10 affordable units. Since that approval, which was in 2002, the project's vested rights have expired. The uses currently permitted in the zone include multi-family dwellings, townhouses, two-family units, public or private parks and recreation facilities, public utilities and minor home occupations.

The Town finds that the PRD-P zone district is appropriate for increased residential density. The Town's Land Development Ordinance currently permits a maximum gross density of 2.86 dwelling units per acre with a maximum net density of 48 units. It is recommended that the maximum gross density be increased to 3.60 dwelling units per acre (approximately 60 dwelling units). Additionally, in conjunction with the increased density, the maximum impervious cover shall also be increased in order to accommodate the increased permitted residential units. It is recommended that the maximum impervious cover be increased from 60% to 65%.

These changes to the district regulations to permit increased residential densities are appropriate given the tract's location in relation to areas of the Town which have lower residential densities, the natural green belt to the north and east of the district consisting primarily of environmentally constrained lands and the multi-family housing located adjacent to the west in Union Township. Additionally, the increased density in the district will continue to be off-set by the required open space on the north side of Village Road. The increased density will improve the Town's ability to provide multi-family housing opportunities in the western area of the Town.

NON-RESIDENTIAL AND MIXED USE LAND USES

The Town has 10 non-residential or mixed use zone districts, including the Parks and Recreation District. These districts, excluding the Parks and Recreation district, permit a variety of uses ranging from retail/residential mixed-use to light manufacturing. Additionally, minor home occupations are permitted in all residential districts. These districts are generally located along the Town's State streets, Route 173 and Route 31. Unlike the residential districts, the land currently designated for non-residential or mixed use development contains a significant amount of development potential and multiple non-residentially zoned properties have approvals for development that have not yet been executed. The two most significant outstanding approvals are for Ansuya Enterprises of Clinton, LLC (Block 17, Lot 2; Block 18, 2.03, 2.04 and 6), which has an approval for office, restaurant and hotel uses, and Z & F, LLC (Block 18, Lot 5), which has an approval for two office buildings.

The Town's Land Development Ordinance does not provide adequate standards to ensure that non-residential and mixed-use development in the Town is responsive of the Town's small to moderate scale and historic character. Additionally, and as discussed previously in this Master Plan, the Town finds that the Moebus Tract, the Industrial Tract and a portion of the Route 173 corridor are in need of a change in their zoning in order to encourage desirable development. Aside from these large scale zoning changes, architectural and site design standards are also necessary. Two sets of architectural design standards should be developed: one for buildings within the historic district and one for buildings located outside of the historic district. Buildings within the historic district should be required to comply with a more rigorous set of standards that ensures new construction and building rehabilitation will be consistent with the area's

historic character and, if applicable, accurately reflects the existing building's historic style. Architectural design standards for buildings outside of the historic district shall not be required to mimic the buildings within the historic district but rather should be responsive of and compatible with the Town's historic character.

Architectural standards for non-residential and mixed-use buildings should address building massing and scale and architectural style and ornamentation.

Site design standards should address the following:

- Screening and location of parking and loading areas. Parking and loading should be screened from neighboring uses. Parking and loading in front of buildings is unsightly, discourages pedestrian and bicycle access, and detracts from the Town's historic character. These items should be screened with a landscaped buffer, fencing and/or a wall.
- Screening and location of unsightly objects. Unsightly objects, such as dumpsters, air conditioning units, and electric meters should be located out of view of the right-of-way and neighboring uses. Additionally, these items should be screened with a landscaped buffer, fencing and/or a wall.
- Signage should be appropriately sized and should be reflective of the Town's historic character.
- Buildings should share parking and access where ever practicable via cross-access easements. Many of the Town's non-residential properties are constrained by the area required for individual access and parking, and the associated screening required. Shared parking and access will provide for a more logical lot and building arrangement. Additionally, it will reduce the number of curb cuts, therefore improving vehicle flow, pedestrian and bicycle safety and the historic character of the Town.
- Adequate buffering and screening should be provided between uses of different intensities, such as but not limited to single-family detached adjacent to multi-family uses and non-residential uses adjacent to residential uses. Such standards are critical in a Town such as Clinton where uses of different intensities are in very close proximity and light spillage, noise, odors and the appearance of parking and loading can have a negative impact on residential quality of life.
- Lighting levels should be controlled so as to provide the minimum amount of light levels necessary for adequate safety and to eliminate glare and reduce light pollution to the extent practical. Such standards are critical in a Town such as Clinton where the residential and non-residential uses are in very close proximity and light from non-residential uses easily spill onto residential properties.

C-1 Downtown Commercial

Located in the heart of the Town of Clinton, the district has street frontage on Route 173, Main Street, East Main Street, Leigh Street and Center Street. The C-1 zone, which encompasses approximately 12 acres, is characterized as the traditional downtown business district in the Town of Clinton, with lots permitted as small as 1,200 square feet (.03 acres). Permitted uses in the C-1 zone include stores and shops for retail businesses; offices for business, executive, professional and administrative purposes; restaurants, cafes, and taverns; studios for art, dancing, music,

language, photography, and similar activities; museums; municipal buildings and municipal uses; second story apartments; barber shops, beauty salons and day spas; and various financial services. Also permitted on residential lots are minor and home occupations. In addition to mandatory design standards which require buildings to be positioned directly abutting the sidewalk, the C-1 Downtown Commercial district established a maximum height of two stories or 35 feet. Additionally, the zone permits a maximum building cover of 87%, a maximum floor area ratio of .87, and a maximum impervious surface cover of 100%. A variety of small scale establishments, such as retail shops and restaurants, are located in the district. The permitted uses in this district should be amended to include ATMs, which are necessary in today's downtowns in order to support the retail businesses. Additionally, drive-thrus should be specifically prohibited since these vehicle oriented uses are incompatible with the pedestrian oriented and historic character of the district.

The June 2007 Community Design Workshop, identified several amendments to the district regulations that are necessary to implement the design solutions. These recommendations have been reevaluated and refined to include the following:

- Require that buildings be located close to the street via a minimum and maximum front yard setback;
- Require that all parking be located at the rear of a building;
- Where applicable, require cross-access easements to facility shared access and shared parking and reduce curbcuts;
- Prohibit office uses as permitted uses on the first floor

C-2 Transitional Commercial

Located North of Interstate 78 South of Route 173 and adjacent to the west of the South Branch of the Raritan, the C-2 Transitional Commercial zone serves as an extension of the downtown commercial area along Route 173. The C-2 Transitional Commercial district has a 30,000 square foot (.69 acres) minimum lot area, which is substantially greater than the Downtown Commercial District. The C-2 zone restricts development to a maximum height of two stories or 35 feet, a maximum building cover of 25%, and a maximum floor area ratio of .30. Moreover, the district permits a maximum of 75% of impervious surface cover.

While lot sizes are larger and less dense than the C-1 district, the C-2 zone permits many of the same uses as the Downtown Commercial district. Specifically, the Transitional Commercial district permits stores and shops for retail businesses; offices for business, executive, professional and administrative purposes; restaurants, cafes and taverns; funeral homes, studios for art, dancing, music, language, photography and similar activities, municipal buildings and municipal uses, and low and moderate income housing. This district currently hosts a lumberyard, small offices and retail shops.

The June 2007 Community Design Workshop identified various recommendations necessary to implement the design solutions. These recommendations have been reevaluated and refined to include the following:

- Require that buildings be located close to the street via a minimum and maximum front yard setback;
- Require that all parking be located at the rear of a building;
- Require cross-access easements to facilitate shared access and shared parking and reduce curbcuts along West Main Street;
- Create an overlay zoning district for the area of the lumber yard to permit senior housing and mixed use development. This overlay zone should require that the layout of the tract encompass traditional design principles such as but not limited to buildings located close to the street, parking at the rear of buildings and the use of blocks rather than cul-de-sacs. Additionally, the overlay should include open space and passive recreation requirements in order to encourage alternative modes of transportation and access to and enjoyment of the South Branch of the Raritan.

C-3 Highway Oriented Commercial District

The C-3 Highway Oriented Commercial District is located along West Main Street, in proximity to the Interstate 78 Exit 15 off-ramp. Encompassing over four acres of land, the C-3 zone is oriented toward highway services and through-traffic. In particular, the zone allows offices for business, executive, professional and administrative purposes; studios for art, dancing, music, language, and photography, motor service stations; banks and financial institutions; beauty salons, barber shops, and day spas; and low and moderate income housing. Currently, a car wash and a gas station, as well as office uses, operate within the district. The district regulations should be amended to make motor vehicle service a conditional use in the district. Additional conditional uses should include banks, financial institutions, beauty salons, barber shops and day spas. This area of the Town has become increasingly vehicle oriented and the result is increased traffic, reduced walkability and a highway commercial character. The conditions should include but not be limited to the following:

- Setback from the street;
- Lighting standards;
- Sign standards;
- Architecture standards; and
- Circulation standards, such as the provision of pedestrian facilities.

The minimum lot area in the C-3 district is 14,250 square feet (.33 acres) and the maximum building height is limited to two stories or 35 feet. Similar to the C-2 zone, the C-3 district permits a maximum building cover of 25%, a maximum floor area ration of .30 and a maximum impervious surface cover of 75%.

The June 2007 Community Design Workshop identified various recommendations necessary to implement the design solutions. These recommendations have been reevaluated and refined to include the following:

- Require that buildings be located close to the street via a minimum and maximum front yard setback;
- Require that all parking be located at the rear of a building;
- Require cross-access easements to facilitate shared access and shared parking and reduce curbcuts along West Main Street;

C-4 Locally Oriented Commercial Development

Located on the eastern boundary of the Town of Clinton, the C-4 district runs along Main Street and is adjacent to the C-1 District. The zone, which comprises approximately 19 acres, serves as the Town's major daily shopping and services district. Containing the largest lots for commercial use, the district is populated with freestanding buildings that are generally located to the rear of the tract, behind on-tract parking areas and some limited areas of typical highway strip commercial design. The C-4 Locally Oriented Commercial district limits building height to two stories or 35 feet. The district permits a minimum lot area of 60,000 square feet (1.38 acres), a maximum building cover of 30%, a maximum floor area ratio of .30 and a maximum impervious surface cover of 75%.

In addition to the uses permitted in C-2, the C-4 Locally Oriented Commercial zone also permits indoor theaters; rescue squad buildings and firehouses; laundries and dry-cleaning establishments; automobile repair and service garages; food markets; health and fitness centers and low and moderate income housing. Currently, the zone is home to banks, the Clinton Fire Department, a supermarket, small shops and restaurants. The district regulations should be amended to permit banks, including drive-in banks. This use is consistent with the convenience and vehicle oriented uses currently permitted in the district.

The June 2007 Community Design Workshop resulted in several recommendations for the C-4 district. Most important of those recommendations was the creation of a new zoning district at the eastern end of Route 173 that would encompass the existing office uses. In addition to office uses, the district should permit various financial services, mixed use with office on the first floor and office or residential on the upper floors, municipal uses and public and private school uses. This western portion of the C-4 district has developed a different character than the remaining district as it is developed almost exclusively with office uses. Since this new district will serve as the gateway to the Town, design guidelines should be created to ensure that the architecture and site design of the area is consistent with Town's scale and historic character.

Additional recommendations for the C-4 district include:

- Require that buildings be located close to the street via a minimum and maximum front yard setback;
- Require that all parking be located at the rear of a building;
- Require cross-access easements to facility shared access and shared parking and reduce curbcuts along Route 173;
- Expand the permitted entertainment uses to include other uses such as but not limited to bowling alleys as conditional uses. The currently permitted use, indoor theaters, should also be revised to a conditional use as it presents the same challenges to the Town as other

entertainment uses. Conditions should include but not be limited to lot size, provision of adequate parking and architectural design, and a limit on floor area ratio.

- Eliminate automobile repair and service garages from the list of permitted uses since these uses are wholly incompatible with the character of the area from the Community Design Workshop since it is in proximity to the Historic District and recommendations for the area indicate a desired shift away from vehicle oriented uses;
- Amend the C-4 district to permit senior housing as a conditional use. Such conditions should include, but not be limited to, location at the rear of non-residential or mixed use buildings along Route 173, pedestrian access to Route 173 and the provision of recreational amenities.

I Industrial District

Located to the south of Interstate 78 and largely disconnected from the Town, the Industrial district spans approximately 73 acres, approximately 6 acres of which is owned by the Town. The Industrial zone permits the following uses: processes of manufacturing, fabrication, assembly, packaging, treatment or conversion of products; scientific or research laboratories devoted to research, testing, design, and or experimentation; office buildings for business, professional, executive and administrative purposes; data processing facilities; warehouses and wholesale distribution centers, municipal buildings and municipal uses, low and moderate income housing, and agricultural uses. The zone also provides for the following conditional uses: buildings and facilities for tennis, squash, handball and similar sports activities; churches and places of worship; public and private schools; and public utility buildings. Presently, approximately 64 acres in the district are undeveloped; much of the remaining acreage is devoted to the Town's wastewater treatment plant. The district permits a maximum height of 40 feet and a minimum lot area of 217,800 square feet (5 acres). The maximum allowable floor area ratio is .26 and the maximum impervious surface cover is 75%.

The County's Landsdown Trail runs through the eastern side of this property from Franklin Township to the south to the Lumberyard north of the site. Any development of this district should accommodate this trail and provide a buffer to it in order to maintain its natural character.

The district's most prominent constraint is access. The only access to the district is provided via Frontage Road in Franklin Township which requires vehicles moving through the very congested intersection of County Route 513, Frontage Road and the Interstate 78 ramps. This intersection is currently operating at capacity and already prevents motorists from quickly and conveniently passing through the intersection. Due to these issues, there can be a lack of rapid response to this area because of a blockage on Interstate 78 whose congestion spreads to the Town and the intersection with County Route 513. Furthermore, there is currently no bicycle access and very poor pedestrian access to the district via surrounding streets; however, pedestrian access is provided via the lumberyard site and the County's Landsdown Trail. A crossing of the south branch of the Raritan along this site was evaluated, but found to not be feasible.

Based on the recommendations from the June 2007 Community Design Workshop, which have been refined and reevaluated, it is proposed that an overlay zone be created for this district. This

would provide alternative uses for the property including age-restricted housing and extended stay hotels. In addition to these uses, any overlay zone should include the following:

- The development of the site, excluding any recreation activities, should be limited to the area within 1,000 feet of the property line along Interstate 78;
- An open space area adjacent to the South Branch of the Raritan River;
- Complete screening of the development from residential properties;
- Screening of the adjacent commercial uses in Franklin Township;
- Maximum building height of three (3) stories; and
- Maximum building size of 150,000 square feet.

OB-1 Office Building District

The OB-1 tract is located along Route 173 and encompasses over two acres in the western portion of the Town. The district permits office buildings intended for business, executive, professional and administrative purposes; nonprofit clubs, lodges and fraternal, civic and charitable uses; municipal buildings and municipal uses; medical and dental offices and studios for art, dancing, music, languages and photography; and low and moderate income housing. While the minimum lot area is 22,500 square feet (.52 acres), the allowable maximum height mirrors the commercial districts, which permit a maximum of 35 feet. Also, the district limits the floor area ratio to .20 and the impervious surface cover to 70%.

The permitted uses in the district should be amended to eliminate laboratories associated with medial and dental clinics and other exclusions. Such uses would be inappropriate in the district due to the small scale nature of the surrounding uses and the locally oriented character surrounding the district.

The June 2007 Community Design Workshop identified various recommendations necessary to implement the design solutions. These recommendations have been reevaluated and refined to include the following:

- Require that buildings be located close to the street via a minimum and maximum front yard setback;
- Require that all parking be located at the rear of a building;
- Require cross-access easements to facilitate shared access and shared parking and reduce curbcuts along West Main Street;

OB-2 Office Building District

The Town of Clinton has two areas zoned as OB-2 Office Building District. The first location is in the southwestern portion of the Town, with State Highway Route 173 serving as a northern edge of the district. The second area is located in the northern boundary of the Town, west of Halstead Street. The total combined acreage in the OB-2 zone is approximately nine acres. The district allows office buildings for business, professional, executive, and administrative purposes; scientific or research laboratories; data processing facilities, banks and financial institutions; low and moderate income housing; and municipal buildings and municipal uses. Conditional uses in

the zone include churches and similar places of worship, and private and public schools. Within OB-2 district, the minimum lot area is 130,680 square feet (3 acres). Additionally, the maximum permitted height is 40 feet, the maximum floor area ratio is .20, and the maximum impervious cover is 80%. It is recommended that the maximum impervious cover in the district be reduced from 80% to 75%; this reduction is supported by the larger lot sizes in the district and also the floor area ratio of .20.

The permitted uses in the district should be amended to eliminate "scientific or research laboratories devoted to research, testing, design and/or experimentation and processing and fabricating incidental thereto." Such uses would be inappropriate in the district due to the small scale nature of the surrounding uses and the locally oriented character surrounding the district.

This district should also be amended to permit assisted living facilities as conditional uses. Currently the Town has no housing options for seniors who are unable to live within their existing residence. This district includes one of the few developable areas in Town. Since assisted living facilities require parking and lighting that is comparable to commercial and multi-family residential districts, the OB-2 district's location adjacent to commercial and multi-family residential districts makes it appropriate for such a use, provided certain conditions can be met. Such conditions should include but not be limited to the following:

- Shared access with the adjacent hotel property;
- Shared parking with the adjacent hotel property;
- Installation sound barrier along Interstate 78 along the length of the property; and
- A healing garden along a portion of the Route 173 frontage that is handicapped accessible.

Healing gardens can be defined as a garden designed to make people feel less stressed, more invigorated, more comfortable and overall, feel better. The University of Minnesota Sustainable Urban Landscape Series set forth principles that should be followed for nursing home healing gardens. It is further recommended that the healing garden in this district follow these same principles, which are listed below.

- *"Use warm, highly saturated hues (red, orange, yellow) that are easier for the elderly to see than cooler hues (blue, purple, green).*
- *Use plants with different leaf textures, forms, and smells to stimulate the senses and memory.*
- *Provide different lengths and difficulty of walking routes that will provide choice to residents with different needs.*
- *Providing handrails will encourage less able residents to participate in outside activities.*
- *Provide transition areas between indoor and outdoor spaces, such as screen porches or overhangs, to provide protection from the elements, allow eyes to adjust to bright outdoor light, and provide a place to sit and view the activities without being involved in them.*
- *Provide sunscreens, trellises, fences, walls, baffles, and plant materials to alleviate the harsh effects of the sun and wind in outdoor spaces.*

- *Carefully place and select trees with dense canopies to reduce glare and control light penetration.*
- *Provide a clear organizational pattern with well-identified paths, a clear hierarchy of spaces and features or focal points to help orient residents.*
- *Pathways should contrast with planting areas to help define the boundary between path and plantings for residents with reduced depth perception. - The color of chairs and tables should contrast with floor material so they are distinguishable by people with sight impairments.*
- *Choose seating with back support and arm rests.*
- *Situate plantings to provide views from windows looking out onto the garden for people who are unable to go outside."*

The June 2007 Community Design Workshop identified various recommendations necessary to implement the design solutions. These recommendations have been reevaluated and refined to include the following:

- Require that buildings be located close to the street via a minimum and maximum front yard setback;
- Require that all parking be located at the rear of a building;
- Require cross-access easements to facilitate shared access and shared parking and reduce curbcuts along West Main Street.

OB-3 Office Building District

The OB-3 zone encompasses approximately 34 acres of land southwest of State Highway Route 31. It consists of the tract of land known as the Moebus tract. The district currently permits office buildings for business, professional, executive and administrative purposes; scientific or research laboratories; data processing facilities; and public and quasi public open space. The OB-3 zone requires a minimum lot area of 871,200 square feet (20 acres). Also, the OB-3 zone permits a maximum height of 35 feet, a maximum floor area ratio of .10, and a maximum impervious surface cover of 80%.

The June 2007 Community Design workshop resulted in recommendations that would replace the OB-3 district with one that permits single-family detached and single family zero lot-line residences with a conditional use option to construct retail, professional office and/or mixed-use development in proximity to Route 31. However, upon further review, it has been determined that the site is best suited to clustered residential development, with no option for nonresidential development. This development scheme best accommodates the site's limited access to the surrounding residential streets, proximity to established residential neighborhoods and environmental constraints, such as steep slopes, wetlands and floodplain. Nonresidential development, and its associated lighting, visual and traffic impacts would have a negative impact on the surrounding residential neighborhoods.

Residential development should be clustered on small lot sizes between a half acre and three quarters of an acre, with the associated open space preserved for conservation and passive recreation. It is important that the residences built on the tract be in scale to their lot sizes as well as compatible with the scale of the surrounding residential neighborhoods; accordingly it is recommended that a floor area ratio between .01 and .02 be instituted. The gross density of the site should be approximately one dwelling unit per acre of buildable land, defined as lands which do not include 100 year floodplain, wetlands or slopes greater than 15%. This density and clustering will not only provide adequate protection to the above environmental constraints but also addresses the carbonate rock underlying the site.

Vehicular access to the site should be provided via Route 31 and, if practicable Fairview Avenue; no vehicular access should be provided to the surrounding residential neighborhoods via Center Street. Instead, Center Street should only be used for pedestrian and bicycle access.

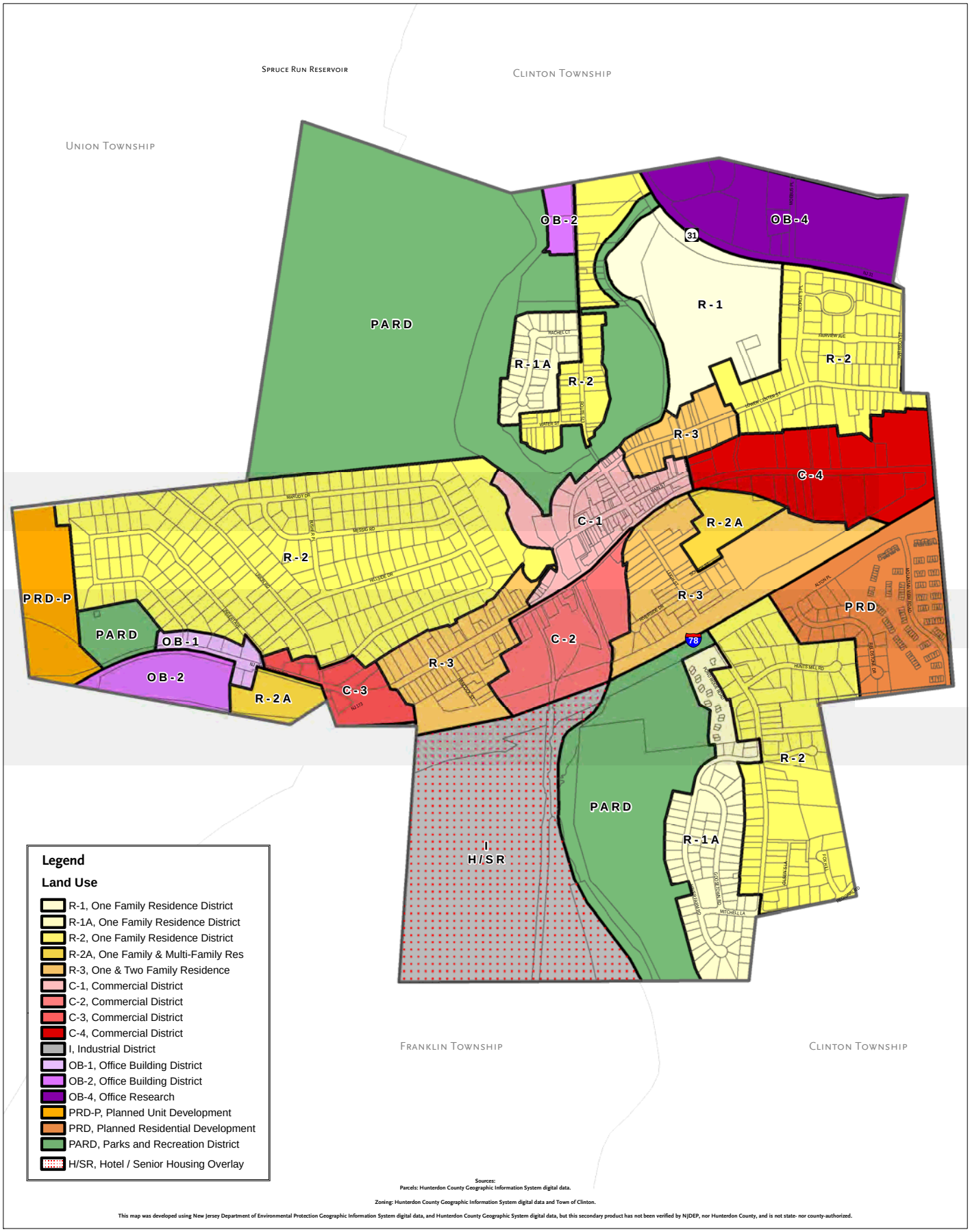
A network of multi-use trails (pedestrian and bicycle) throughout the site's open space should be provided. Additionally, these trails should be integrated with the South Branch of the Raritan and should include access to the water. A crossing of the South Branch of the Raritan at this location was evaluated but found to most likely not be feasible. An alternative connection to Leigh Street could include a multi-use path from the southwest corner of the property along the rear of residences along Center Street with a connection to just north of the intersection between Center Street and Leigh Street.

OB-4 Office Building District

Spanning approximately 27 acres, the OB-4 Office Building District is located in the northeastern corner of the Town. The district allows office buildings for business, professional, executive and administrative purposes; scientific or research laboratories; data processing facilities; medical and dental clinics and laboratories; nursery schools and child-care centers; funeral homes; studios for art, dancing music, languages and photography; hotels, restaurants, cafes and taverns. Similar to the Industrial district, the OB-4 zone requires a minimum area of 217,000 square feet (4.98 acres). In addition, the OB-4 zone permits a maximum height of 40 feet, a maximum floor area ratio of .15, and a maximum impervious surface cover of 50%. No changes are recommended for this district.

PARD Parks and Recreation District

This zone district is devoted to lands that are to remain permanently protected as parks and recreation areas. All lands in the district are publicly owned, either by the State of New Jersey or the Town of Clinton. The district encompasses the Spruce Run Reservoir lands in the northeast section of Town, Dunham Park which is located east of Halstead Street, Millview Park located south of Water Street, Gebhardt Field located behind the Town Community Center along Halstead Street and Hunts Mill Park and surrounding lands south of Interstate 78. The lands in the district may be used for passive or active recreation. No changes are recommended for this district.



Sources:
Parcels: Hunterdon County Geographic Information System digital data.

Zoning: Hunterdon County Geographic Information System digital data and Town of Clinton.

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, and Hunterdon County Geographic System digital data, but this secondary product has not been verified by NJDEP, nor Hunterdon County, and is not state- nor county-authorized.

300 150 0 300 600 900 Feet

Clinton Master Plan

Proposed Land Use

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects

ANALYSIS OF REGIONAL PLANNING

This element of the Master Plan provides an analysis of the consistency between Clinton Town's planning policies and those of surrounding municipalities and County, Highlands Council and State planning policies. In general, Clinton's planning policies have been found to be consistent with its neighboring municipalities and the planning policies of Hunterdon County, the Highlands Council and the State.

Consistency with Surrounding Municipalities

The Town of Clinton is encircled by Franklin Township, Union Township and Clinton Township, each of which is recognized for its rural character. Within this regional context, the Town of Clinton has successfully cultivated a symbiotic relationship with its neighboring municipalities. The Town has built much of its economic strength on providing non-residential services to residents of bordering rural municipalities. Land use decisions have been critical in shaping these regional relationships. The Town of Clinton will continue to foster regional planning by assessing its land use decisions from a regional perspective.

Franklin Township

The Town of Clinton is bordered to the south by Franklin Township. While the character of Franklin Township and the Town of Clinton differ dramatically, the adjacent land uses are complementary. The northern tip of Franklin Township, which abuts the Town of Clinton, is zoned Commercial North, which includes commercial, office and industrial uses. Presently, retail uses ranging in size from small shops to big box are located within this district in Franklin Township. This zoning is consistent with the adjacent Industrial and C-3 Highway Oriented Commercial districts in the Town of Clinton.

Although the commercial districts are compatible, a portion of Franklin's RR-5.0 Rural Residential district borders the Industrial zone in the Town of Clinton. Franklin Township's Rural Residential district has a minimum lot size of five acres, which results in a maximum density of 0.20 units per acre. The district allows farms, single detached dwelling units, affordable housing, home occupations, municipal facilities, flag lots and golf courses and clubs. Additionally, the Rural Residential zone conditionally permits public schools, houses of worship, two-dwelling unit conversations, accessory apartments, and ECHO housing. In contrast, Clinton's Industrial district currently permits manufacturing, fabrication, assembly, packaging, treatment, office buildings data processing facilities, warehousing, agricultural uses, municipal buildings and municipal uses. While the character of the permitted land uses differs by the zone and is not the optimal match, the residential use is not fundamentally inconsistent with the Town of Clinton's industrial district. Additionally, the proposed changes to this district will increase its compatibility with Franklin Township's adjacent rural residential zoning.

Clinton Township

The Town of Clinton and Clinton Township have a mutually beneficial relationship, as Clinton Township residents are drawn to the Town of Clinton for goods and services. The zoning districts along the shared border of the two municipalities support this relationship. The western border of Clinton Township is zoned Rural Residential, which permits low density residential uses, with the exception of Village Residential and Office Building districts clustered around Interstate 78. Correspondingly, the Town's zoning in this area include the R-2 Residential district and the PRD Planned Residential Development district south of Interstate 78 and the C-4 Locally Oriented Commercial district, R-2 Residential district and the OB-4 Office Building district north of Interstate 78. The northern portion of the Town of Clinton is bordered by the Rural Residential, Rural Conservation and Commercial districts in Clinton Township. While the majority of the commercial area is located in the center of the Town of Clinton, the Town does have a small portion of office development that borders the Township's Commercial District. Moreover, the Township's rural conservation district is adjacent to the Clinton Town's Parks and Recreation District.

Union Township

Connected to the Town via Interstate 78, Union Township serves as the Town's western neighbor. The northwestern edge of the Town of Clinton is in the PARD Parks and Recreation District. This zoning complements the adjacent land use in Union Township, the Spruce Run Reservoir. Additionally, the PARD district neighbors the Institutional district in Union, which allows for the following uses: agriculture and horticulture, forestry, recreational facilities, correctional institutions, accessory buildings, and temporary structures. Currently, the Edna Mahon State Woman's Correctional Facility and the Hunterdon Development Center, which serves developmentally disabled residents, is located in the Institutional district along Route 513, south of Interstate 78. Furthermore, the Town's PRD-P Planned Residential Development Park district is adjacent to Union's Multi-family Residential district, which is substantially consistent with the PRD-P zone. The Town's R-2 district is adjacent to Union Township's Country Residential district; these districts are compatible as they are both single-family residential districts on small to moderate lots sizes (15,000 square feet and 2 acres, respectively). While Union Township's Village Commercial zone is not directly adjacent to the Town of Clinton, Route 173 serves to connect the district to the C-3 Commercial zone in Union Township.

Consistency with County and State Planning Documents

The consistency of the Master Plan with regional and state plans is examined in this section. The documents compared include several Hunterdon County documents, including the 1986 Growth Management Plan, 1998 Strategies for Managing Growth, 1999 Community Design Handbook and the 2000 Open Space Trust Fund Plan; the 2001 State Development and Redevelopment Plan, the 2004 Preliminary State Development and Redevelopment Plan, the 2005 Hunterdon County Cross-Acceptance Report and the November 2006 Highlands Draft Regional Plan.

In 2001, the County was awarded a Smart Growth Planning Grant to enable development of a Strategic Growth Management Plan to replace the existing 1986 Growth Management Plan. County staff have begun work on several key elements of this strategic planning process, including developing a County Profile to document existing conditions, conducting an analysis of build-out conditions, and facilitating public input on community design goals and an overall plan "vision". Until the Strategic Growth Management Plan is complete, a number of planning documents continue can be utilized to provide guidance for growth and development in the County, as follows:

Hunterdon County 1986 Growth Management Plan

The Hunterdon County *Growth Management Plan* (GMP) was adopted in 1986, the same year that the State Planning Act was enacted. As such, a number of the principal themes of the County's GMP are reflective of the policy framework which subsequently emerged in the 1992 New Jersey *State Development and Redevelopment Plan* (SDRP).

The 1986 County GMP classified the Town of Clinton as a Commercial Center within the Clinton Corridor Primary Management Area. The GMP land use policies for the Primary Management Area classification mirrors the centers concept that underlies the State Plan, in that Primary Management Areas are intended as a place to concentrate major employment centers and support services for the region. Existing land use policies and zoning within the Town support this concept.

Hunterdon County Strategies for Managing Growth in Hunterdon County

In 1993 the Hunterdon County Planning Board commenced a series of public outreach efforts collectively called the Growth Management Planning Process. This process included surveys of residents and municipal officials, meetings throughout the County and, in 1996 the convening of four Task Forces to address critical planning issues which had been identified. The Task Force topics were as follows:

- Rural Character and Environment
- Residential Development and Housing
- Transportation
- Commercial, Office and Industrial Development

The findings of the Task Forces were consolidated in a Fall, 1998 publication entitled *Strategies for Managing Growth in Hunterdon County*. The recommendations of the Transportation Task Force and the Commercial, Office and Industrial Development Task Forces appear most relevant to the Town of Clinton and include reducing truck traffic on local streets and encouraging downtown land uses that complement rather than compete with surrounding commercial development. The Town's Goals and Objectives and circulation and land use policies support these recommendations.

Hunterdon County Community Design Handbook

- The most recent product of the County's Growth Management Planning Process was the publication, in December, 1999 of *Preserving Community Character in Hunterdon County – A Community Design Handbook*. The *Handbook* addressed various aspects of community design, including providing an explanation of the legal foundation of design guidelines, illustrating examples of progressive site design and offering model standards for municipal community design ordinances.

- The *Handbook* recommends that municipal Planning Boards adopt Community Design sub-elements of their Master Plans. The Community Design Plan establishes the municipality's vision for the use of its land – including ways to promote a desirable visual and functional environment – and recommends strategies for achieving that vision. The *Handbook* presents community design guidelines for both residential and non-residential development, including a discussion of streetscape and street corridors, architecture and building design, open space and farmland vistas, designing for people, and landscaping topics. This Master Plan and associated ordinance will further enhance the consistency of the Town's planning policies with this document.

Hunterdon Open Space, Farmland, and Historic Preservation Trust Fund Plan

The County's *Open Space, Farmland, and Historic Preservation Trust Fund Plan*, prepared by the Hunterdon County Planning Board in June 2000, offers strategic recommendations to guide County spending on land acquisition and other efforts to help preserve open space, farmland and historic resources. The *Trust Fund Plan* incorporates recommendations from other County plans, including the July 2000 Farmland Preservation Plan and the 2000 Draft Park and Recreation Plan. Preservation initiatives of the State, non-profit organizations, and the municipalities within Hunterdon County are also addressed within the *Trust Fund Plan*.

The goals and recommendations of the *Trust Fund Plan* focus on supporting existing County, municipal and non-profit preservation initiatives as well as enhancing coordination among the various preservation initiatives within the County. Maps included in the Trust Fund Plan identify several such initiatives or areas of preservation interest within the Town of Clinton, including:

- ***Park System Conservation Zones.*** Areas along stream and river corridors, including the South Branch Raritan River in the Town of Clinton, are identified as Conservation Zones under the County's draft Open Space and Recreation Plan. Due to their distinctive environmental features, preservation and limited development is encouraged within these Conservation Zones. Additionally, although not specifically identified as a component of the Conservation Zone, it should be noted that the Trail Priorities Map of the *Trust Fund Plan* indicates both an existing trail, and a "potential municipal, state and non-profit trail" to be located along the South Branch Raritan River in Clinton.

- ***Highlands Region.*** The *Trust Fund Plan's* Areas of Preservation Interest – State Perspective Map shows the northern portion of the Town located within the Highlands region. While the

Trust Fund Plan focuses on the need to identify critical wildlife habitats within this unique landscape, preservation of natural resources within the Highlands is also promoted through the State Plan and through the Highlands Water Protection and Planning Act (see discussion of the draft Highlands Regional Master Plan, below.)

The *Trust Fund Plan* also includes a Historic Preservation Plan which focuses on preservation of County-owned historic facilities. The only County-owned structure of historic significance identified within the Town of Clinton is the Main Street metal truss bridge.

2001 State Development and Redevelopment Plan

In March, 2001 a new State Development and Redevelopment Plan (hereinafter "State Plan") was adopted by the State Planning Commission. This Plan concluded the extensive statewide "Cross-Acceptance" planning process that had been initiated by the release of the 1997 State Plan Reexamination Report and Preliminary Plan. As with the first State Plan (adopted in 1992), the 2001 State Plan delineated a series of Planning Areas based on natural and built characteristics and sets forth the State's vision for the future development of those areas. The five Planning Areas (listed in descending order from the most developed to the least developed condition) include the Metropolitan Planning Area (PA1), Suburban Planning Area (PA2), Fringe Planning Area (PA3), Rural Planning Area (PA4) and Environmentally Sensitive Planning Area (PA5.).

Under the 2001 State Plan, the Town of Clinton is almost entirely located within the Suburban Planning Area (PA2), except for the Spruce Run State Park area in the northwest corner of the municipality, which is included in the Parks and Natural Areas designation. The Suburban Planning Area (PA2) portion of the Town is also identified as part of the Clinton Area Proposed Regional Center under the 2001 State Plan Policy Map.

As noted below, amendments to the 2001 State Plan have been proposed as part of a new Preliminary Plan released by the State Planning Commission. However, until such time as a new State Plan is adopted, the 2001 State Plan remains in effect.

2004 Preliminary State Development and Redevelopment Plan

In April 2004, the State Planning Commission released a Preliminary State Development and Redevelopment Plan (hereinafter "Preliminary State Plan") proposing amendments to the 2001 State Plan, triggering a third round of the State Plan Cross-Acceptance process.

Under the 2004 Preliminary State Plan, the statewide goals, strategies and policies as outlined in the 2001 State Plan remain fundamentally the same. However, the 2004 Plan proposes to reorganize the Plan to consolidate the goal statements and background sections for the existing eight goals under one statement and background section and to relocate policies and strategies under a specific goal. Changes to the Preliminary State Plan Policy Map are also proposed. However, these changes are occurring under the Cross-Acceptance process, which is discussed below.

2005 Hunterdon County Cross-Acceptance Report

Under Cross-Acceptance, County governments take the lead with their respective municipalities and residents in coordinating review and comments on the 2004 Preliminary State Plan. In February 2005, Hunterdon County completed its Cross-Acceptance Report, which provides a comparison of municipal and county planning documents with the State Plan and summarizes proposed changes to the State Plan.

Under the County's Cross-Acceptance report, it is recommended that the Town of Clinton be comprised of the Fringe Planning Area (PA3) and the Environmentally Sensitive Planning Area (PA5). However, during ongoing negotiations between the County and the State, these proposed Planning Area changes have been revised. The current proposal will retain much of the Suburban Planning Area (PA2) designation and will designate only two areas of the Town differently. The area known as the Industrial tract will be changed from the Suburban Planning Area (PA2) to the Fringe Planning Area (PA3) with a small area to be designated the Environmentally Sensitive Planning Area (PA5). These proposed changes accurately reflect the environmental constraints and rural character in the area and the fact that this area is lacking major infrastructure improvements and a strong connection to the Town. Additionally, the area east of the Spruce Run State Park, which includes the neighborhood on the northern end of Halstead Street, the area known as the Moebus tract and lands north of the Moebus Tract, will be changed from the Suburban Planning Area (PA2) to the Fringe Planning Area (PA3). This proposed change is also appropriate given the environmental constraints present and the rural character of this area of the Town. Also depicted on the Preliminary State Plan Policy Map is greater detail with regard to the location of parkland, open space and sewer service areas.

2007 Highlands Final Draft Regional Master Plan

The Town of Clinton is located along the southern boundary of the physiographic province known as the Highlands, a two million acre region that extends across four states, from eastern Pennsylvania through northwest New Jersey and southern New York State into northwest Connecticut. On June 10, 2004, the New Jersey Legislature adopted the "Highlands Water Protection and Planning Act," which is intended to establish a comprehensive, long term approach to the protection and preservation of the drinking water and natural resources of the New Jersey Highlands Region. The Act establishes a Preservation Area comprised of approximately 395,000 acres within the overall 800,000 acre Highlands region where development would be strictly regulated. The remainder of the Highlands Region would be identified as the Planning Area, in which development would be monitored but not as strictly controlled.

The Highlands Act also established the Highlands Water Protection and Planning Council, which was charged with preparing and implementing a regional master plan for the Highlands Region. In November 2006, the Highlands Draft Regional Master Plan (RMP) was released; a year later in November 2007 the Highlands Final Draft Regional Master Plan was released. Under the RMP, a Land Use Capability Map was developed that established three overlay zones that apply to both the Preservation Area and the Planning Area. Descriptions of these zones follow:

- *Protection Zone*. The protection zone is the priority area for land acquisition and land preservation. Lands within this zone are critical to maintaining water quality, quantity and other significant ecological processes. Standards in the protection zone prohibit the disturbance of natural resources or expansion of infrastructure.

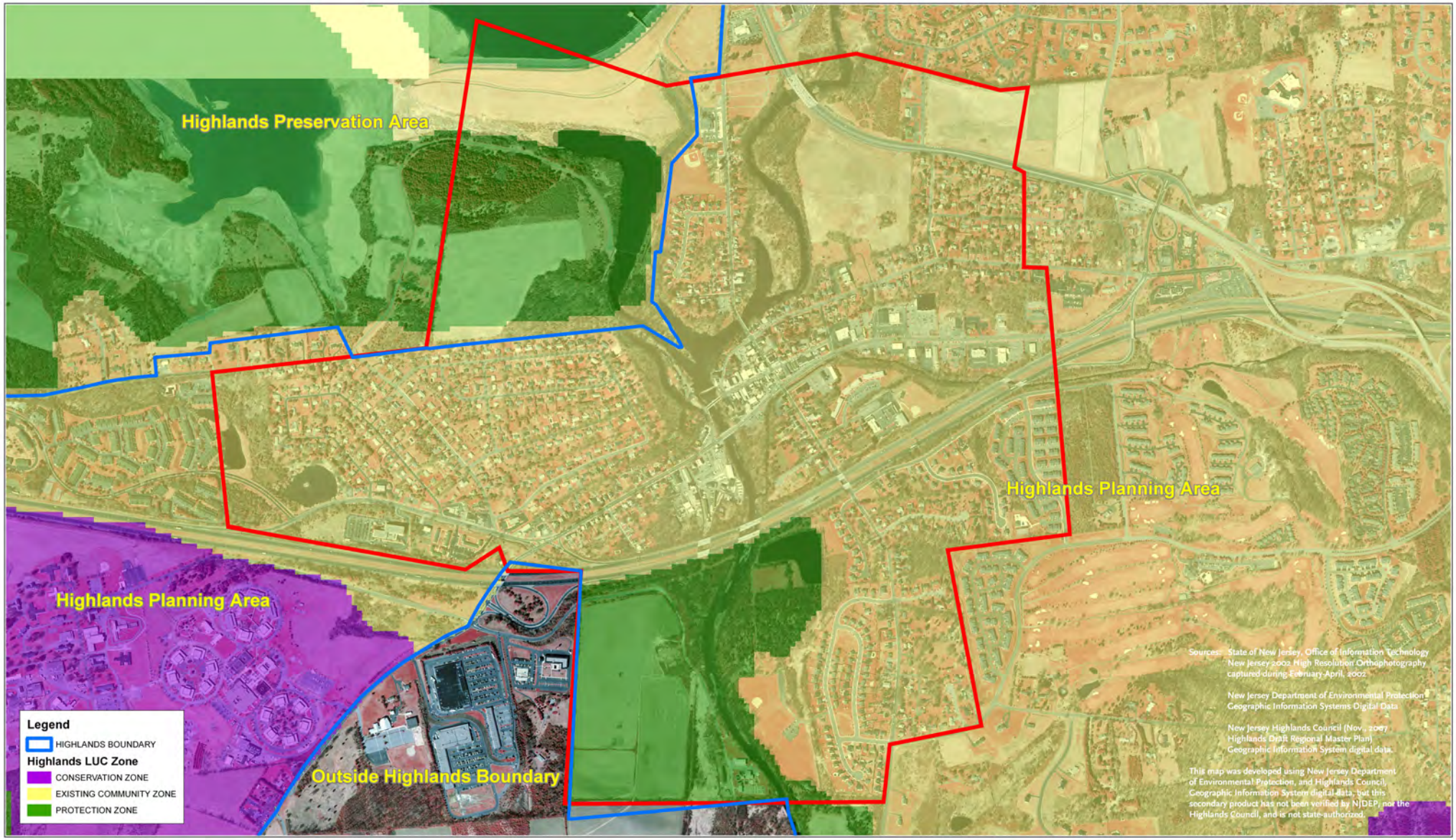
- *Conservation Zone*. This zone consists of significant agricultural lands with environmental features that should be preserved whenever possible. Clustered development is permitted in this zone if it is also located in an agricultural resource area and it directly abuts a planned community.

- *Planned Community Zone*. This is the target area for future development in the Highlands. The planned community zone includes existing concentrated development with public infrastructure. New development may occur in this zone if the Council agrees there is existing capacity or that the conditions are suitable for utility expansion. Once the existing or future capacity has been confirmed by the Council, preferred densities for growth are 3 - 5 dwelling unit /acre and a minimum ½ acre lot sizes for residences. The floor area ratio (FAR) for commercial uses is to be a "comparable density". Current NJDEP regulations include a 3% maximum impervious coverage in this zone.

The northwest corner of the Town is located within the Highlands Preservation Area, with the majority designated as Protection Zone under the Draft RMP Land Use Capability Map. Additionally, within the Town's Preservation Area, there is a small strip of land along Rupell Road that is designated as Planned Community. This appears to be a mapping error. Immediately south of this area, in the Planning Area is the Knolls residential development which is in the Planned Community Zone. The area shown in the Preservation Area with this zone designation is part of the Spruce Run State Park.

The remainder of the Town is located within the Highlands Planning Area. At the northern and southern end of the Planning Area portion of the Town, lands along the South Branch Raritan River are designated as Protection Zone. The central and eastern developed areas of the Town are designated as Planned Community.

The Town's zoning and planning policies are generally consistent with its Highlands designations as the only area of Town located in the Preservation area is the Spruce Run State Park. The area north of the Moebus tract is located in the Planning Area's Preservation zone; this is in conflict with the existing approval for commercial development on the tract.



Clinton Master Plan

Highlands - Land Use Capabilities

Clinton Town, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects

Conservation Plan

CONSERVATION PLAN

The Town contains a variety of environmental resources that directly contribute toward the quality of life for Town residents. In addition to environmental benefits, they provide outdoor recreation and scenic amenities. The most prominent environmental resource is the South Branch of the Raritan River. This water resource runs north-south through the center of Town and is responsible for the majority of the Town's wetlands and floodplains.

This plan provides an analysis of the Town's environmental resources and also provides recommendations for how to best protect those resources. This Plan should be used to help guide decisions which impact the environmental quality of the town.

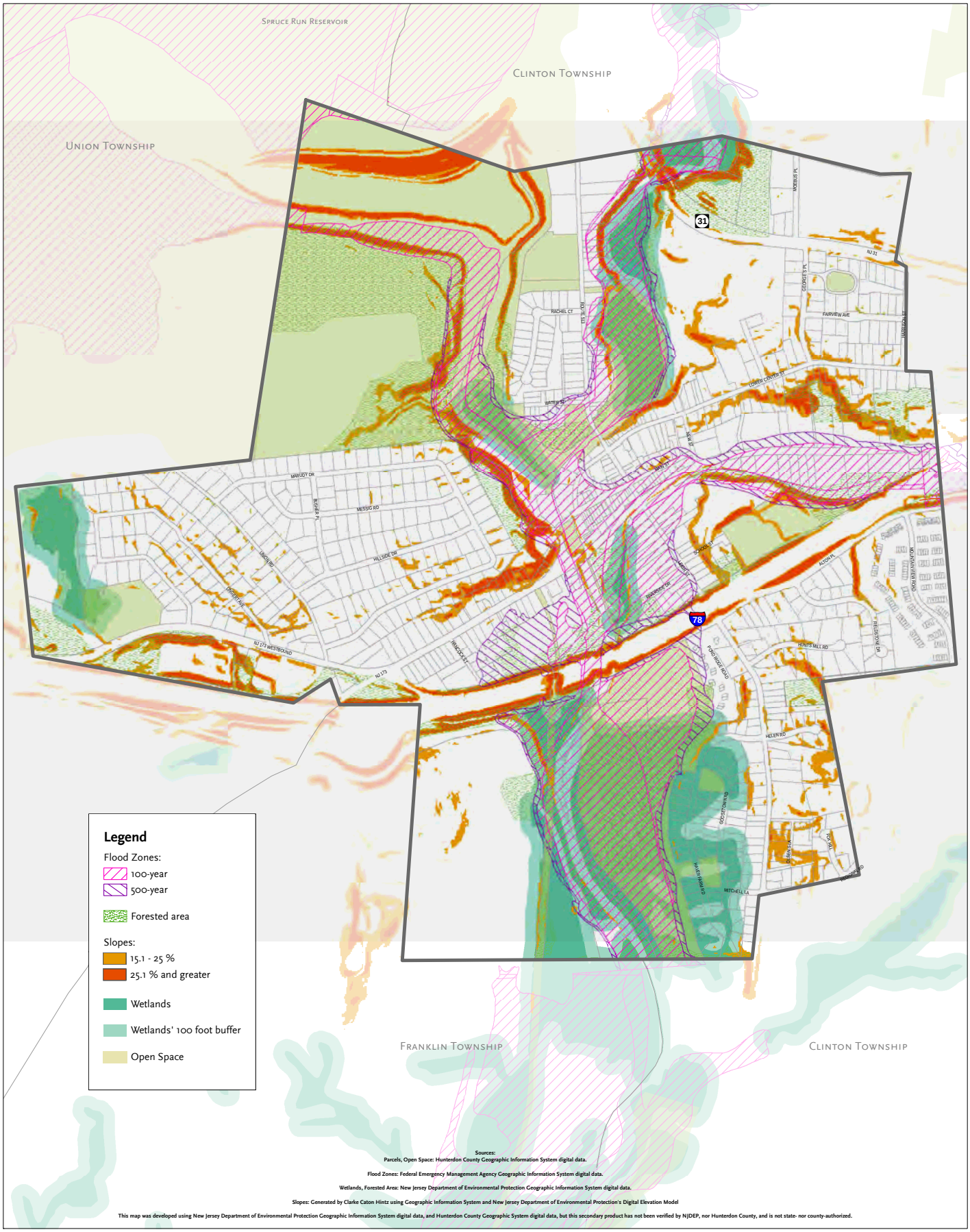
GEOLOGY

The Town is located entirely in the Piedmont Physiographic Province. Physiographic provinces, of which there are four in New Jersey, are landform regions delineated according to similar terrain that has been shaped by a common geologic history. Each province shares common characteristics such as elevation, relief, rock formations, and geologic structure. More than twenty physiographic provinces are recognized in North America. The Piedmont Province is mainly underlain by sedimentary rocks of the Late Triassic and Early Jurassic periods (230 to 190 million years ago) and can generally be described as gently rolling plains separated by a series of higher ridges[2].

The important determinate of soils is the surficial geology underlying them. Bedrock is several thousand feet below the municipality and consequently has little effect on human activities at the surface. But the surficial geology, aside from being the parent material for soils, is also important for its capacity to hold groundwater.

The three largest surficial geologic classifications in the Town are Weathered Carbonate Rock (Qwcb), Weathered Shale, Mudstone, Sandstone (Qws) and Alluvium (Qal). The area of Town containing carbonate rock requires raises environmental and land planning concerns. Carbonate rock is sedimentary rock consisting primarily of limestone, dolomite, and marble that forms a karst topography (irregular, subsurface rock topography shaped by the dissolution of a soluble layer or layers of bedrock). Carbonate bedrock, which is very porous and easily eroded can make areas unstable and susceptible to subsidence and surface collapse. As a result, the alteration of drainage patterns in these areas from impervious coverage, grade changes or increased loads from site improvements can lead to land subsidence and sinkholes. Fractures or solution openings and fissures in the limestone rock may lead to public or private water supplies, making those sources especially susceptible to groundwater contamination. Contamination of water sources can occur from solid and liquid wastes, contaminated surface water, septic tank effluent or other hazardous substances moving through fractures or solution openings and fissures within the rock. If not addressed properly during site planning, the presence of carbonate rock can lead

[2] Geologic Map of New Jersey. http://www.nj.gov/dep/njgs/index.html



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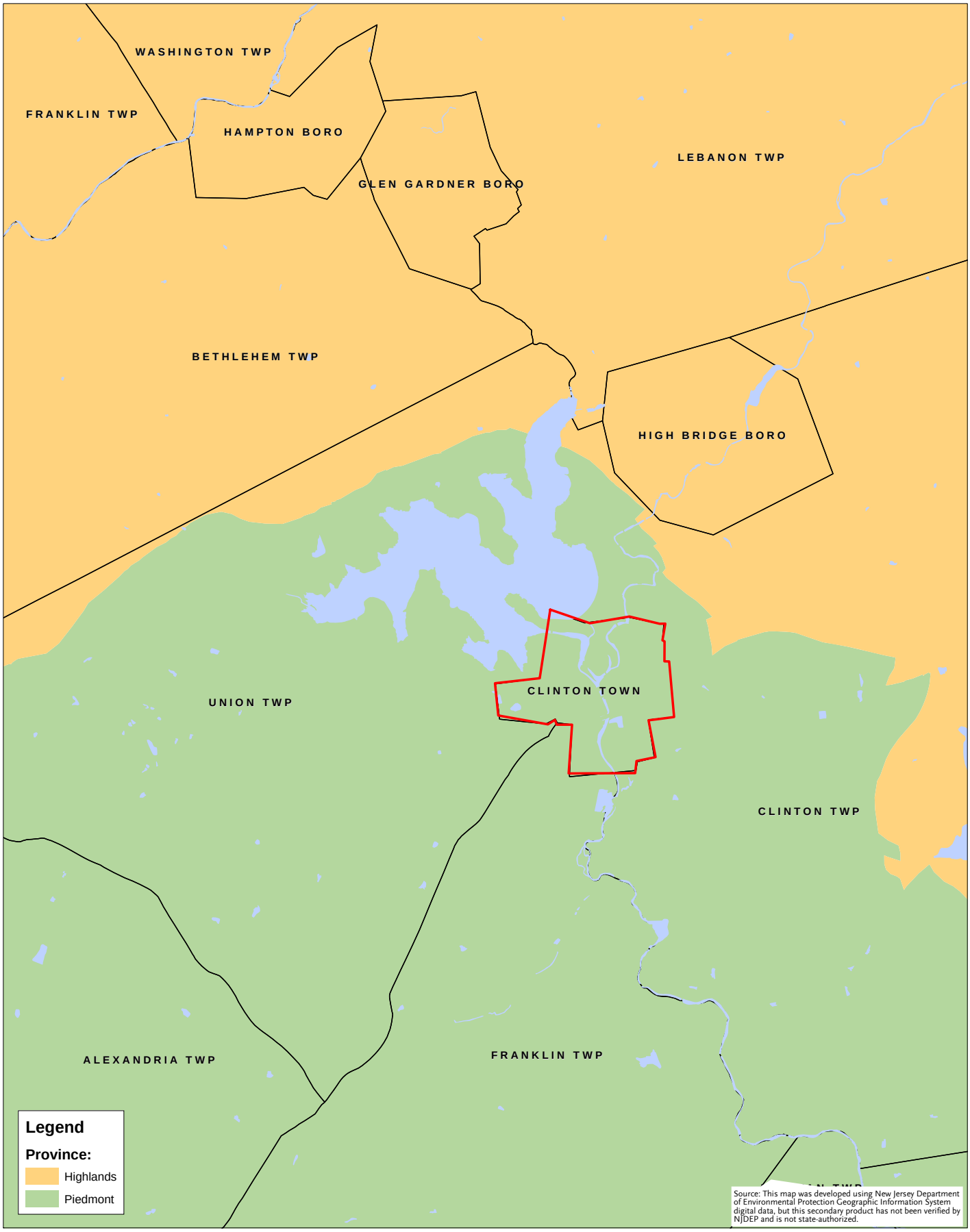
Clinton Master Plan

Environmental Composite

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects



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Clinton Master Plan

Physiographic Provinces of New Jersey

Town of Clinton, Hunterdon County, NJ April 2008

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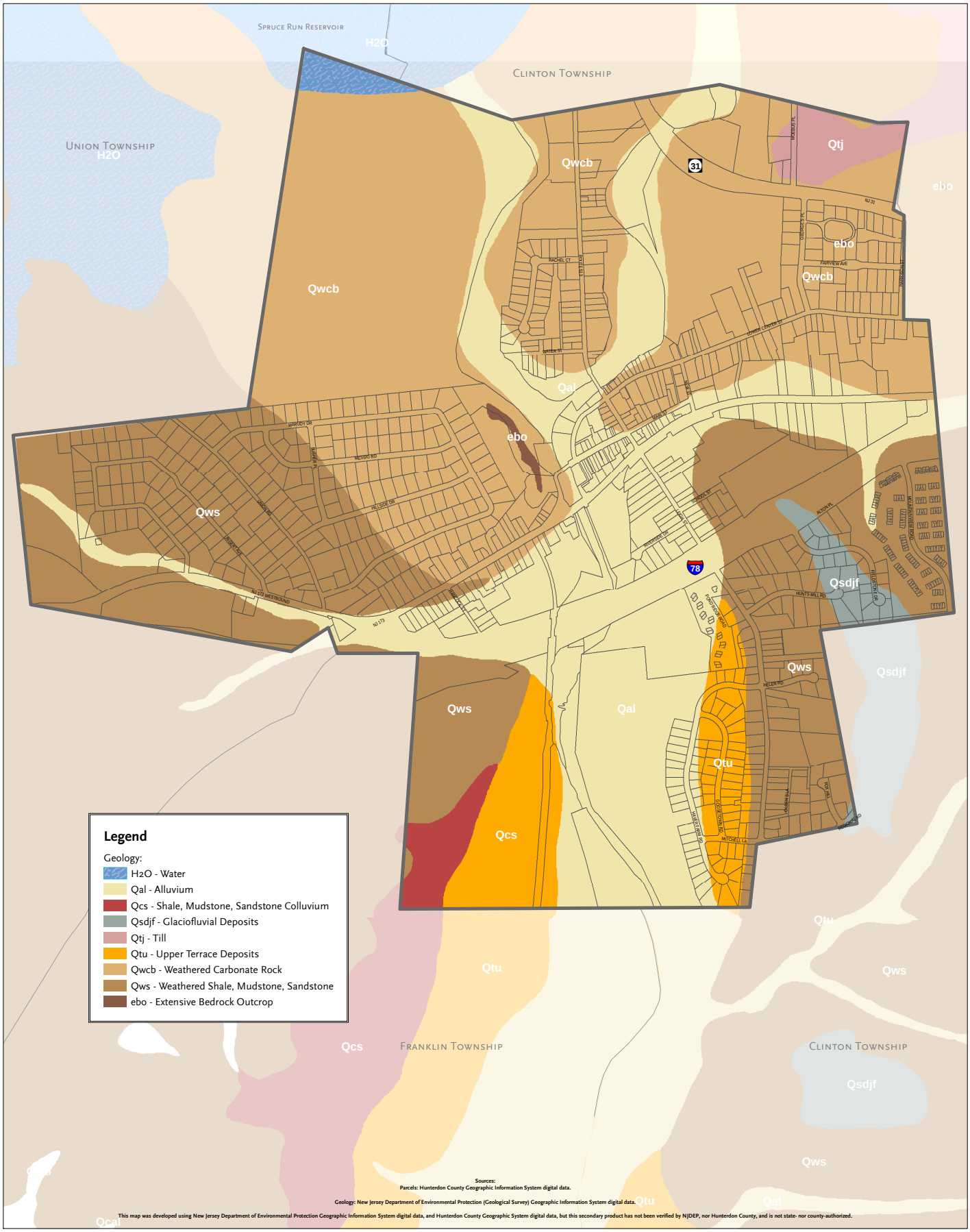

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Clinton Master Plan

Geology

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects

to significant additional construction costs, often after engineering for the site has been done, and if not discovered during site planning or construction can lead to such problems as groundwater contamination and/or sink holes. It is critical that the Town take steps to ensure that all development in the areas underlain by carbonate rock properly address its presence during site planning so that the potential problems associated with this geology can be avoided or mitigated.

SOILS

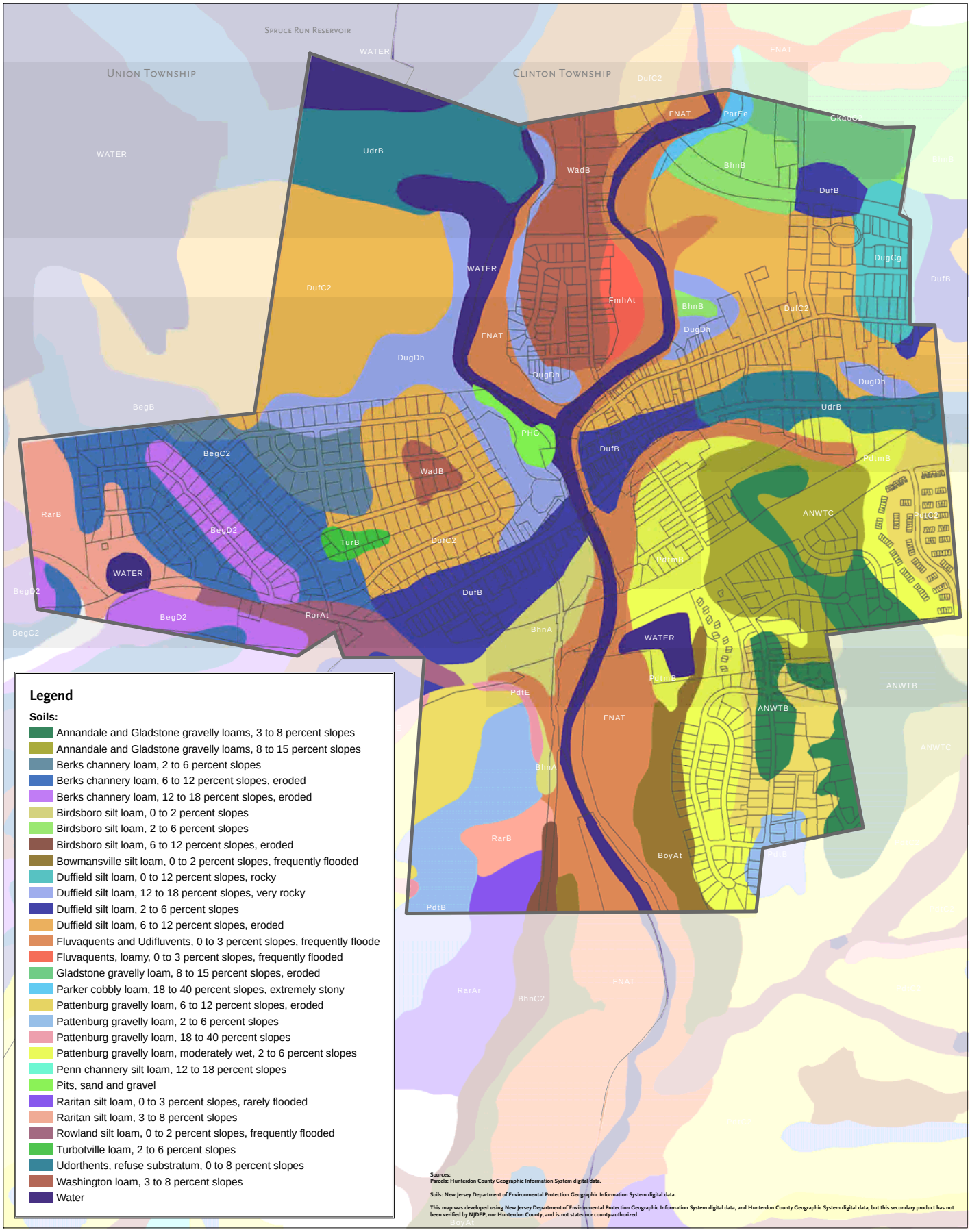
Soils are typically classified by series. Soil series define a general pattern of soils characteristics and include several soil types often found in proximity to each other. There are 29 soil series in Clinton; however, there are four that are most prominent and account for approximately 63% of the Town.

Duffield silt loam soils are located in approximately 28% of the Town. These soils are described by the Natural Resources Conservation Service as silty clay loam soils that have a moderate infiltration rate when thoroughly wet and consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture or fine texture. Furthermore, they have a slow rate of water transmission. These soils have a depth of 48 to 60 inches from the surface and a lower potential for wind erosion.

Pattenburg gravelly loam soils are located in approximately 15% of the Town. These soils are described by the Natural Resources Conservation Service as gravelly loam soils and depending on the series, silt or clay loam, generally have a moderate infiltration rate when thoroughly wet and consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture or fine texture. Furthermore, they have a slow rate of water transmission. These soils have a depth of 54 to 66 inches from the surface and a lower potential for wind erosion.

Berks channery loam soils are located in approximately 10% of the Town. These soils are described by the Natural Resources Conservation Service as channery loam soils. They range in infiltration rate and water transmission rate from moderate to slow. These soils have a depth of 48 to 60 inches from the surface and a lower potential for wind erosion.

Fluvaquents and udifluvents soils are located in approximately 9% of the Town. These soils are frequently wet and flooded and accordingly are located along much of the South Branch of the Raritan and the Beaver Brook. They constitute much of the Town's wetlands and floodplain. These soils are described by the Natural Resources Conservation Service as having a slow infiltration rate when thoroughly wet and consist chiefly of soils that have a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. Furthermore, they have a slow rate of water transmission.



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Clinton Master Plan

Soils

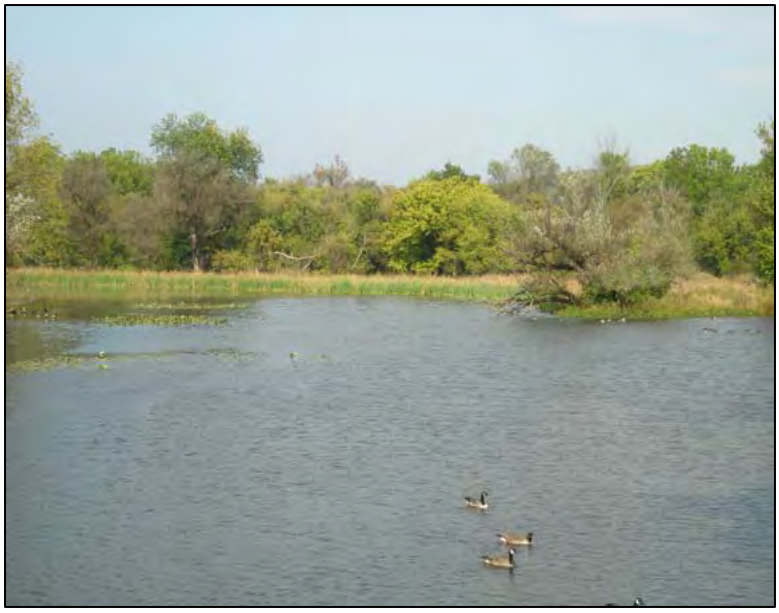
Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects

WATERSHED & SURFACE WATER RESOURCES

Clinton is located entirely within Raritan Basin Watershed, with the sub-watershed being the North and South Branch of the Raritan Watershed. The New Jersey Department of Environmental Protection Watershed Management Division designated the North and South Branch of the Raritan as Watershed Management Area 8. Topography forms the boundaries of a watershed, which is defined as an area of land that drains to one waterbody, such as a river, stream, lake or bay. Watersheds for large areas can be referred to drainage basins and include smaller watersheds. Smaller, or lower level, watersheds are often referred to as sub-watersheds. In the last decade watershed based planning has gained significant momentum as the benefits of planning on a regional scale, rather than political scale are realized. Water quality can not be protected by a single political unit; it requires a joint effort by all political units within a watershed. It has been found that watersheds can suffer impairment at 10% impervious cover and that at 25% impervious cover the watershed is typically severely impaired as the stream channel becomes highly unstable and water quality and biodiversity are poor[3]. This fact should not be construed to mean that individual sites or political subdivisions should be held to a maximum impervious cover of 10%; this is a figure that instead should be applied to the watershed region.

The Raritan Basin Watershed is the largest river basin located entirely within New Jersey and contains approximately 1,100 square miles. This area spans portions of 100 municipalities and seven counties (Hunterdon, Mercer, Middlesex, Monmouth, Morris, Somerset and Union)[4]. The North and South Branch of the Raritan sub-watershed is 468 square miles and includes municipalities in Hunterdon, Morris and Somerset Counties[5].



The South Branch of the Raritan runs through the center of the Town with much of the Town draining directly to this waterbody. As a result, land uses in the Town play a significant role in the quality of the waterbody. The Beaver Brook also runs through the Town to the east of the South Branch of the Raritan and between Route 173 and Interstate 78. A small portion of this waterway, along the eastern boundary of the Town, has been designated a Category 1 Waterway.

[3] United States Environmental Protection Agency. Protecting Water Resources with Higher-Density Development. Washington, D.C. January 2006.

[4] New Jersey Water Supply. Raritan Basin Portrait of A Watershed. New Jersey. August 2002.

[5] http://www.raritanbasin.org/WMA8_Home.htm

Category 1 waterways are identified by the New Jersey Department of Environmental Protection as being worthy of special protection because of their clarity, color, scenic setting or other characteristics of aesthetic value, exceptional ecological significance, exceptional recreational significance, exceptional water supply significance or exceptional fisheries resource(s). As a result, a 300 foot buffer is required around all Category 1 waterways. In the western part of Town the Lingerts Creek runs west of the South Branch of the Raritan, generally along Route 173, to Dumont Pond and an unnamed tributary runs northwest of Dumont Pond to the western boundary of Town. An additional pond, known as the Skurbish Pond, is located on municipal land just south of Interstate 78. A small portion of the Spruce Run Reservoir is also located in the northwest corner of the Town.

Protection of these surface waterbodies from pollutants requires not only elimination of point source pollutants but also reduction and mitigation of non-point source pollutants. The majority of non-point source pollutants entering the Town's water bodies, from within the Town, are attributable to stormwater runoff from places such as, but not limited to, streets, parking lots, lawns and sediment from unstabilized dirt. Stormwater runoff from impervious surfaces associated with vehicles most commonly include rubber and metal deposits from tire wear, antifreeze and engine oil that has dripped onto the pavement. Lawns, which have a runoff rate nearly has high as impervious surfaces, contribute fertilizers and pesticides that can cause algal blooms and excessive plant growth, leading to eutrophication of surface water bodies. Unstabilized dirt, often from ongoing construction, can cause sedimentation of waterways which reduces the amount of light able to reach aquatic plants and can choke certain species.

These sources of nonpoint source pollutants can be best addressed by filtering pollutants, reducing lawn areas, and ensuring that proper soil erosion practices during construction are fully implemented. Filtering pollutants from stormwater generally takes place at one or both of the following: on-site as part of stormwater management practices, such as a retention basin or drainage swales, or in a vegetated buffer. Wooded buffers where tree and shrub roots hold the waterway's banks in place are most effective for filtering pollutants from runoff just prior to entering surface water. If soil conditions are right, a 20 to 30 foot wide wooded buffer can remove 90% of nitrates from stormwater runoff[6].

Any development of land adjacent to one of the Town's water bodies should preserve, or enhance if necessary, the natural buffer surrounding the waterway for a minimum width of 30 feet. Furthermore lawn areas for existing and new development should be minimized. This can be achieved by clustering the building and site improvements close to the street, therefore eliminating a large front lawn and preserving the rear of the site in a natural state. Additionally, an alternative to lawn areas include naturally planted meadow grasses. As discussed in the following section, reducing lawn areas will also reduce water use.

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[6] United States Environmental Protection Agency. Protecting Water Resources with Higher-Density Development. Washington, D.C. January 2006.

WATER SUPPLY AND GROUND WATER RECHARGE

Ground water recharge occurs where precipitation or melting occurs and water is able to infiltrate through the soil to the aquifer. On an annual basis, the national water deficit is estimated to be 3,700 billion gallons; this means that Americans extract approximately 3,700 billion gallons more water annually than what is returned to the natural water system[7]. Aquifer recharge is particularly important in New Jersey where approximately half of water used for daily living is provided from aquifers[8] and for Clinton Town the majority of the Town's water is drawn from the underlying aquifers below the Town. The Town has ten water source wells. Two wells draw groundwater from the Brunswick-Shale Aquifer Formation, three wells draw from the Kittanny Limestone Aquifer Formation, one from the Martinsburg Shale Aquifer Formation and the other two draw from Precambrian and other conglomerate type aquifer systems. Rates of recharge are promoted by natural vegetation cover, flat topography, permeable soils, a deep water table and the absence of confining beds. As groundwater availability throughout the State lessens, municipalities should be taking steps to allow areas of land with the largest potential for ground water recharge to be productive for this purpose.

Water use in New Jersey continues to increase as the population increases. The continuing increase in population requires a balance between providing adequate water to new and existing residents and ensuring water supply in the future. It has been found that water efficiency measures in commercial buildings can easily reduce water usage by 30% or more[9]. Water efficiency measures will also reduce water fees and lower sewage volumes. The following methods can be used to reduce water use:

- Low-flow kitchen and bathroom fixtures
- Dual flush, low flow or composting toilets
- Rainwater harvesting (defined as capturing and reusing rainwater)
- Reduction of outdoor water use; lawn care, car washing, swimming pools and other outdoor uses account for 50 to 70% of the Nation's water use[10].
- Using native and adapted plants, which by nature require less water.
- Installation of graywater (recycled water) systems

Water reuse in the State, including the Town, is unfortunately low. Reusing water reduces extraction of groundwater and reduces potable water use for activities such as lawn care and toilets where the energy inputs for treatment to potable water standards are wasted. The Town should support water reuse activities and should consider methods of water reuse for its own facilities.

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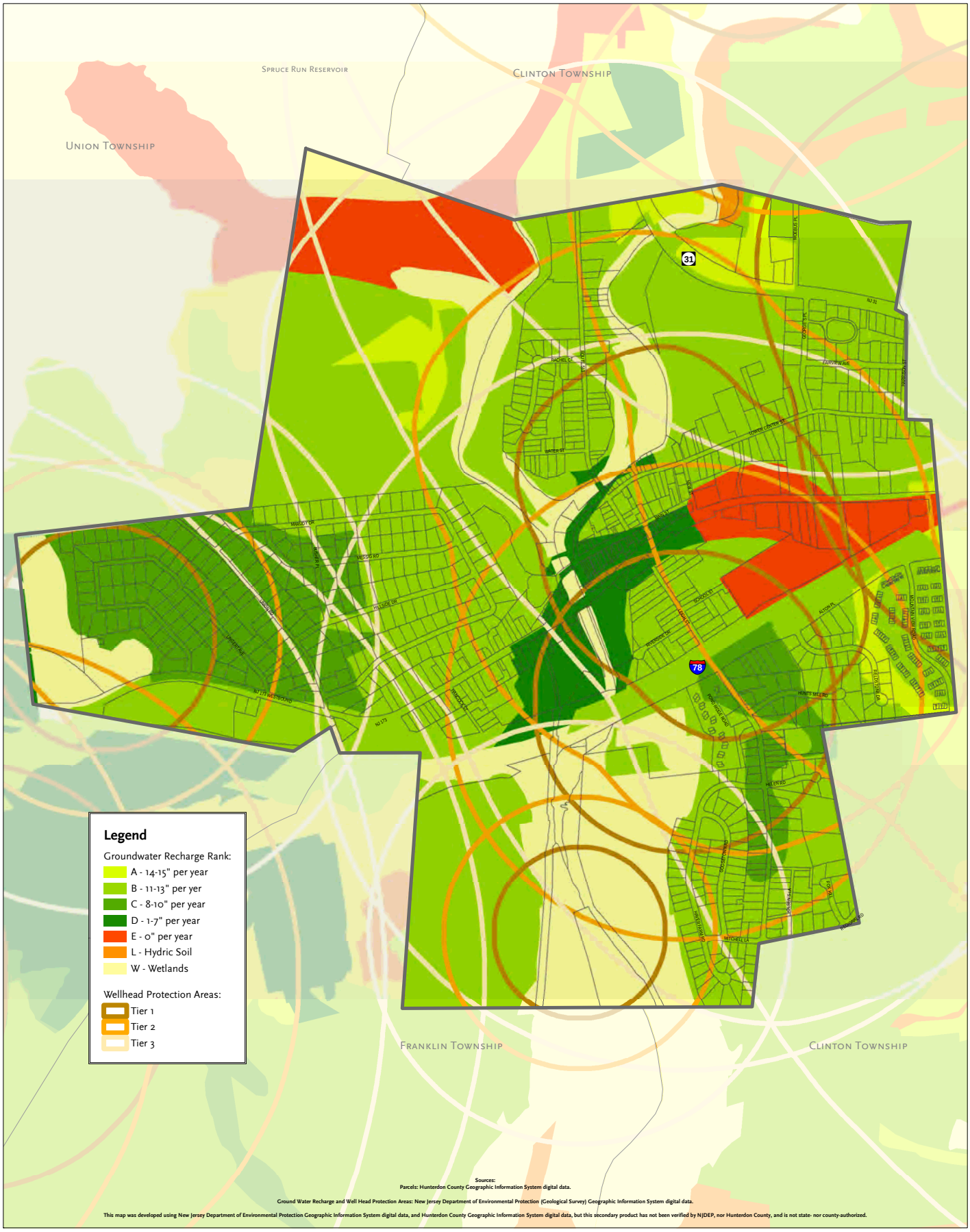
[7] United States Green Building Council. New Construction and Major Renovation Reference Guide. Washington, D.C. 2006.

[8] http://www.state.nj.us/dep/njgs/enviroed/aqfrchrg.htm

[9] United States Green Building Council. New Construction and Major Renovation Reference Guide. Washington, D.C. 2006.

[10] United States Environmental Protection Agency. Growing Toward More Efficient Water Use: Linking Development, Infrastructure, and Drinking Water Policies. Washington, D.C. January 2006.



Sources:
Parcels: Hunterdon County Geographic Information System digital data.
Ground Water Recharge and Well Head Protection Areas: New Jersey Department of Environmental Protection (Geological Survey) Geographic Information System digital data.
This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, and Hunterdon County Geographic Information System digital data, but this secondary product has not been verified by NJDEP, nor Hunterdon County, and is not state- nor county-authorized.

300 150 0 300 600 900 Feet

Clinton Master Plan

Ground Water Recharge & Well Head Protection Area

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
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The Town generally has high ground water recharge levels with the majority of lands classified as Rank B, which has an annual recharge rate of 11 inches to 13 inches per year. Portions of the Knolls and residences in the vicinity of Leigh Street, south of Interstate 78, are classified as Rank C, which has an annual recharge rate of eight inches to 10 inches per year. Much of the downtown is classified as Rank D, which has a low annual recharge rate of one inch to seven inches per year. Also, a portion of the Route 173 corridor, east of the downtown, and a portion of the Spruce Run State Park has no annual recharge.

WELL HEAD PROTECTION AREAS

Nearly every part of Clinton is within a wellhead protection area, with more than half of the Town located within a Tier 2 wellhead protection area. Wellhead protection programs and mapping provide delineation and guidance as to those areas that are most susceptible to contamination of public wells used for obtaining potable water. Wellhead protection areas are categorized based on the estimated amount of time it takes for pollutants in the area to flow to the well. Tier 1 has a two year time period, Tier 2 has a five year time period and Tier 3 has a 12 year time period[11]. The Federal Safe Drinking Water Act requires state Wellhead protection programs. Once delineated, these areas are priorities for clean up of any contamination that may lead to groundwater contamination.

WETLANDS

The Town has significant areas of wetlands with the majority associated with the South Branch of the Raritan. Small portions of wetlands are associated with the Beaver Brook and Lingerts Creek, north of Dumont Pond. The United States Environmental Protection Agency defines wetlands as "areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season." These areas may be isolated or associated with an adjacent surface water body. Wetlands are one of the most productive ecosystems in the world and host a variety of aquatic and terrestrial species. In fact, approximately two-thirds of New Jersey's threatened and endangered species rely on wetlands[12].

Plant and animal habitat is just one of the functions of this ecosystem, wetlands are also responsible for water storage during periods of flooding since they are able to absorb the water similar to a sponge and then slowly release it. For example, an acre of wetland can store up to 1 to 1.5 million gallons of water[13]. This reduces flood levels, allows for increased groundwater recharge and contributes to the flow of surface waterbodies. Additionally, wetlands serve as water filtration.

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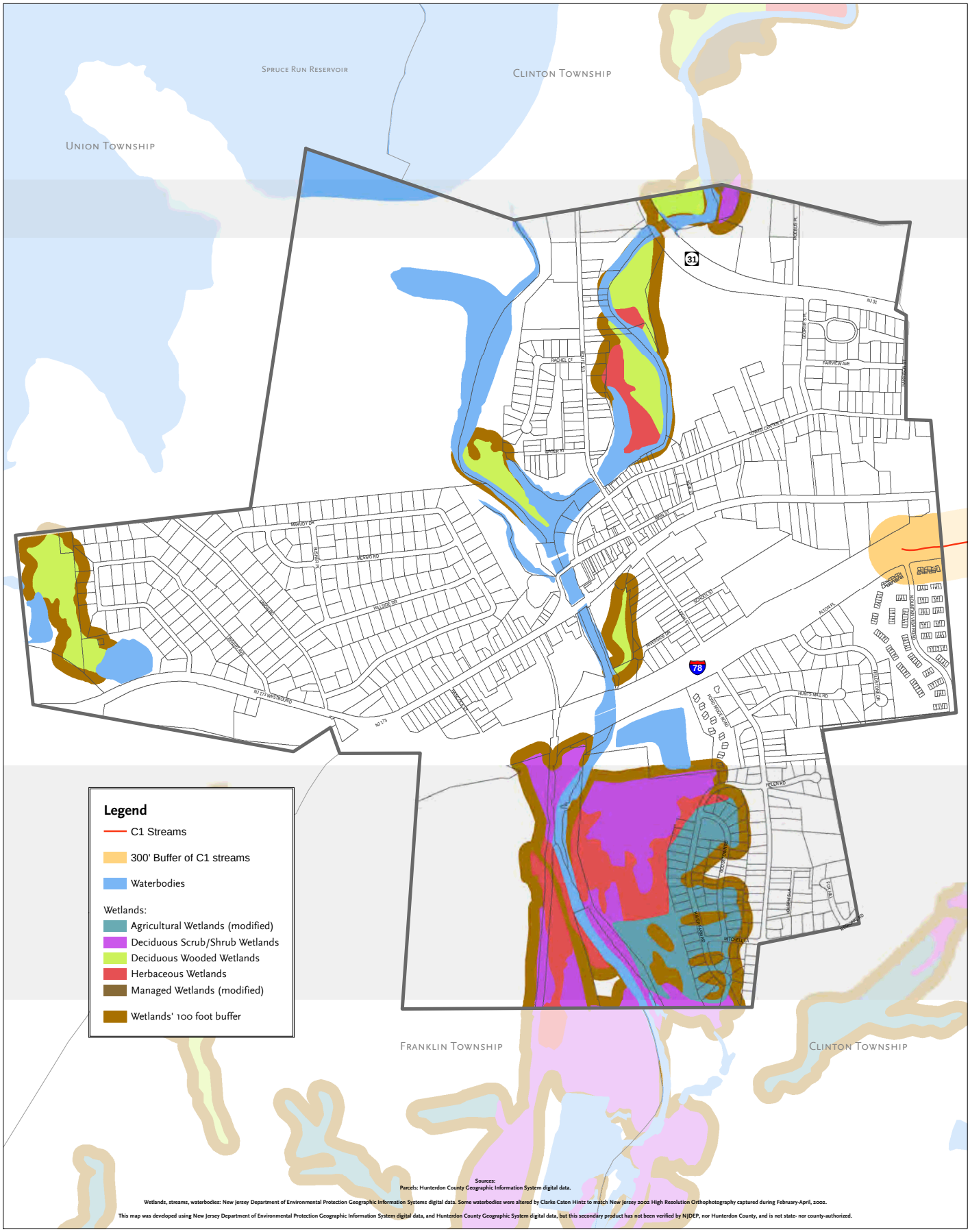
[11] New Jersey Department of Environmental Protection. Guidelines for Delineation of Wellhead Protection Areas in New Jersey. Trenton, New Jersey. 2003.

[12] http://www.nj.nrcs.usda.gov/programs/wrp/

[13] United State Environmental Protection Agency. Functions and Values of Wetlands. September 2001.



Sources:
Parcels: Hunterdon County Geographic Information System digital data.
Wetlands, streams, waterbodies: New Jersey Department of Environmental Protection Geographic Information Systems digital data. Some waterbodies were altered by Clarke Caton Hintz to match New Jersey 2002 High Resolution Orthophotography captured during February-April, 2002.
This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, and Hunterdon County Geographic System digital data, but this secondary product has not been verified by NJDEP, nor Hunterdon County, and is not state- nor county-authorized.

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Clinton Master Plan

Wetlands

Town of Clinton, Hunterdon County, NJ April 2008

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As water is absorbed by the wetland, the suspended sediment settles to the wetland floor and nutrients from sources such as fertilizer application, manure, leaking septic tanks, and municipal sewage are dissolved in the water or are absorbed by plant roots and microorganisms in the soil; other pollutants are also filtered out by sticking to soil particles.

The New Jersey Department of Environmental Protection regulates construction in and crossing of wetlands through a permit process. Crossing of wetlands and filling small areas of wetlands may be permitted; however filling of larger areas of wetlands are generally prohibited. Additionally, the majority of the State's wetlands are must be provided a transition area (buffer) ranging in width from 50 feet to 150 feet, depending on the value of the wetlands.

Due to their ability to store flood waters, perform water filtration, provide scenic amenities and provide plant and animal habitat, protection of the wetlands in Clinton are critical.

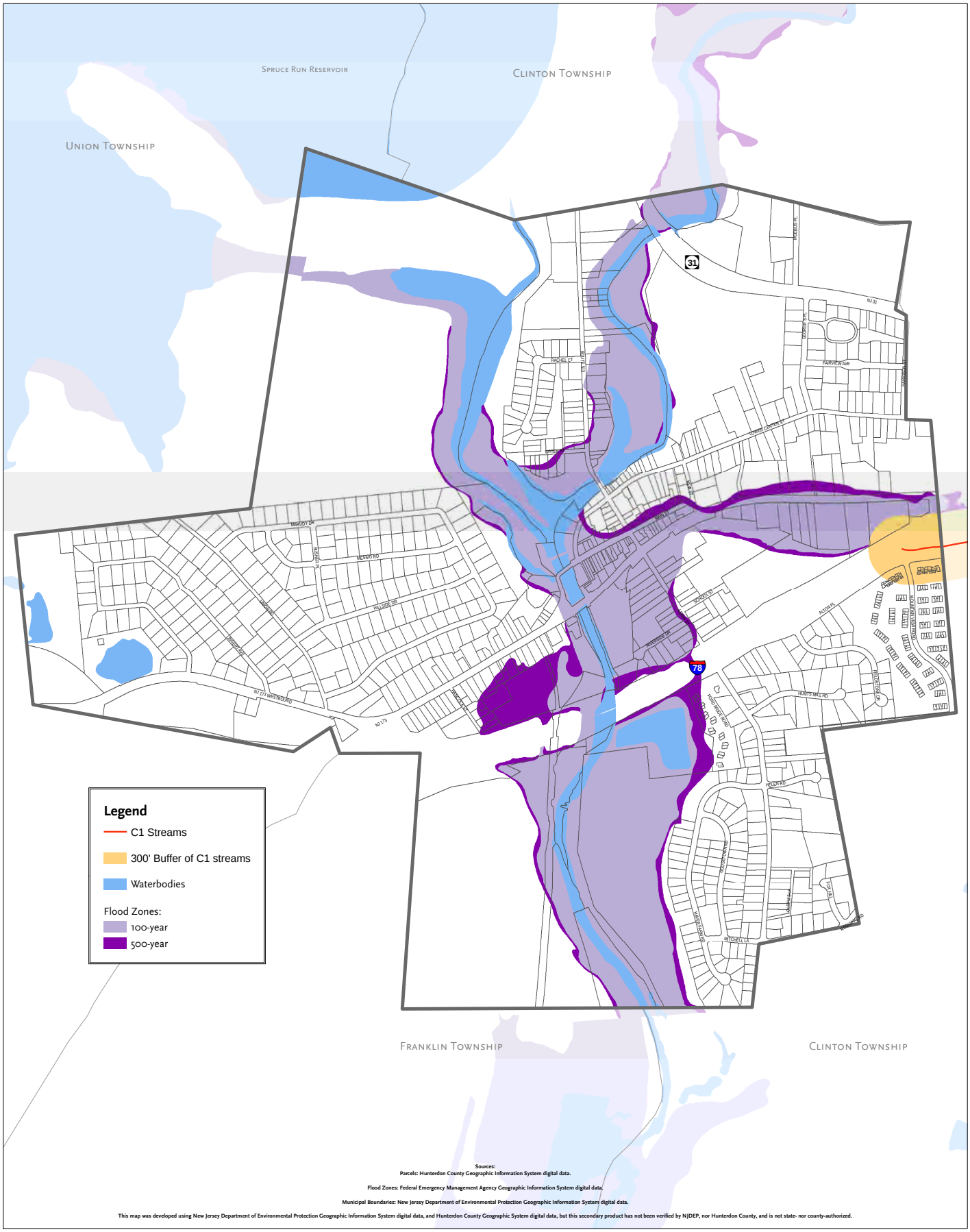
FLOODPLAINS

Floodplains are defined as areas that experience periodic flooding. These areas are formed by the topography of the area surrounding a surface water body and quantity of water flowing to a surface water body. Floodplains are delineated by the Federal Emergency Management Agency. As a result of changing land uses, floodplains shift overtime. As flood storage capacity upstream of a particular area is reduced, additional flood waters inundate areas downstream and as a result many enlarge flood plains. It is important to note that while they are based on natural factors, such as topography, floodplains are not limited to undeveloped land. In fact much of Clinton's historic downtown and neighborhood along Leigh Street between Route 173 and Interstate 78 are within the floodplain and, accordingly, experience regular flooding.

Floodplains are most often broken down into two categories – the 100 year floodplain and the 500 year floodplain. The 100 year floodplain is defined as the area having a 1% chance of flooding annually and the 500 year floodplain is defined as the area having a .05% change of flooding annually. The majority of Clinton's floodplain is located in the 100 year floodplain.

These areas within the Town's floodplain regularly flood during periods of heavy rain. These floods cause significant damage to Town businesses and residences, as well as infrastructure such as streets and bridges. This flooding is a regional problem experience by many municipalities along the Raritan River and accordingly requires a regional solution that will require participation by, at a minimum, the Army Corp of Engineers, New Jersey Department of Environmental Protection and the municipalities. It is recommended that the Town work with impacted municipalities and these regional entities to reduce the flooding in the Town's developed areas.

Floodplains are regulated by the New Jersey Department of Environmental Protection. These regulations prohibit new construction within the floodplain, with some exceptions such as parking areas. However, this prohibition permits construction above the floodplain such that, for example, the living area of a residence would not be located at ground level.



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Clinton Master Plan

Flood Zones

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TOPOGRAPHY AND STEEP SLOPES

Topography and particularly steep slopes serve many functions aside from directing drainage patterns. Their presence can play a large role in the erosion potential of soils and can also increase stormwater runoff as water can move too quickly down slopes to be absorbed into the ground. Notwithstanding this, they provide visual interest in the form of mountainous ridges and rolling hillsides and can be a defining feature of a viewshed.

The Town contains significant changes in its topography. Generally speaking, the Town's topography slopes toward the South Branch of the Raritan. Areas of steep slopes are located along the South Branch of the Raritan, north of Route 173. The largest area of slopes associated with this feature is to the west of the waterway and adjacent to the eastern boundary of the residential neighborhood known as the Knolls. These slopes, which in some areas exceed 30%, are largely responsible for the poor access between the Knolls and the downtown; in most places they are impassable for the average walker or biker. Notwithstanding this, they provide visual interest for this area of the Town; as the land slopes upward, the buildings along West Main Street are left in a more prominent position.

Another area of important slopes are at the rear of the commercial lots along Route 173. These slopes, which also exceed 30% in some places, serve as the buffer between the commercial uses along Route 173 and the adjacent residential uses along Center Street. Although the natural buffer is beneficial, another result of the slope is that the residences are located at much higher grade than the commercial uses and thus are provided with a clear view of the commercial uses along Route 173.

Smaller areas of steep slopes can also be found along West Main Street, in front of the existing hotel and along the Town's northern portion of the South Branch of the Raritan, which impacts the Moebus Tract and the rear of residences along Halstead Street. The steep slopes and topography of the Moebus tract are largely responsible for the viewshed of the South Branch of the Raritan and surrounding area. Steep slopes can also be found in the Spruce Run State Park and, albeit manmade, along Interstate 78.

Municipalities are responsible for regulation of steep slopes. Planning policies and development activities in the Town should protect steep slopes in efforts to avoid erosion and protect the scenic qualities and natural buffer afforded by them, particularly along Route 173 and the Moebus tract.

CRITICAL AREAS FOR THREATENED AND ENDANGERED SPECIES

Critical areas for threatened and endangered species are defined by the New Jersey Department of Environmental Protection, Division of Fish and Wildlife's Landscape Project. The Landscape Project is a mapping system and database that uses known information about threatened and endangered species and habitats and information on land use/land cover and environmental resources to create a ranking system as to the importance of habitats to threatened and endangered species. An endangered species is defined as one who is in immediate danger of

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Clinton Master Plan

Topography

Town of Clinton, Hunterdon County, NJ | April 2007

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Sources:
Parcels: Hunterdon County Geographic Information Systems digital data.
Slopes: Generated by Clarke Caton Hintz using Geographic Information System and New Jersey Department of Environmental Protection's Digital Elevation Model

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Clinton Master Plan

Slopes

Town of Clinton, Hunterdon County, NJ April 2008

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becoming extinct throughout all or a significant portion of its range; a threatened species is defined as one who is likely to become endangered in the foreseeable future. Threats to all native species include loss of habitat and breeding areas, illegal or unregulated collection or killing, competition with non-native species and pollution (including storm water runoff).

The Landscape Project ranks areas in accordance with the following:

- Rank 5 is assigned to patches containing one or more occurrences of at least one wildlife species listed as endangered or threatened on the Federal list of endangered and threatened species.
- Rank 4 is assigned to patches with one or more occurrences of at least one State endangered species.
- Rank 3 is assigned to patches containing one or more occurrences of at least one State threatened species.
- Rank 2 is assigned to patches containing one or more occurrences of at least one non-listed State priority species.
- Rank 1 is assigned to patches that meet habitat-specific suitability requirements such as minimum size criteria for endangered, threatened or priority wildlife species, but that do not intersect with any confirmed occurrences of such species.

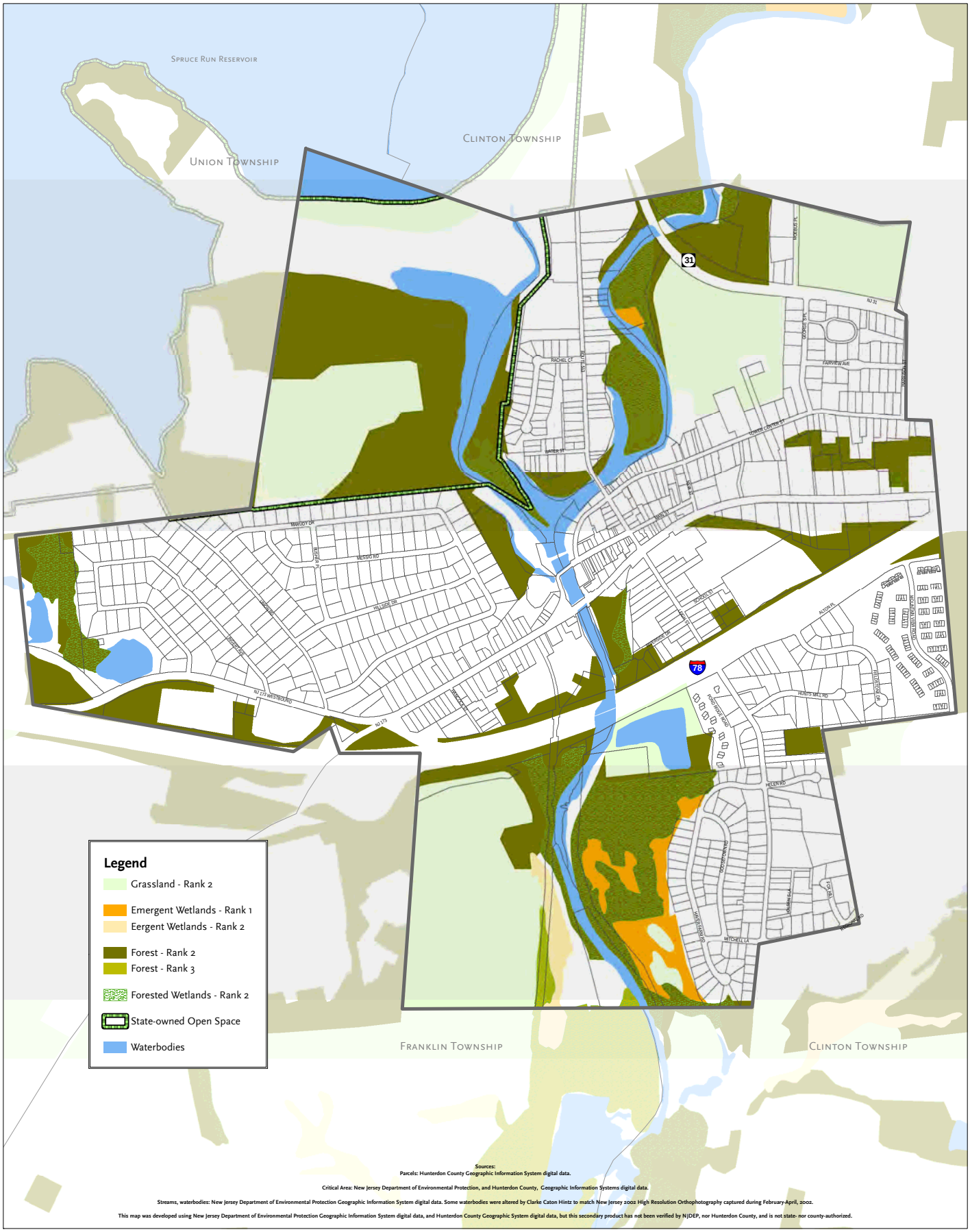
Clinton contains lands designated as Ranks 1 through 3. Similar to the other environmental resources in the Town, portions of these ranked lands are located along the South Branch of the Raritan. The largest areas of land ranked by the Landscape Project are the Spruce Run State Park, the Moebus Tract and surrounding lands and the Industrial Tract and surrounding lands; the majority of these areas have a Rank 2 forest or grassland. Minimal areas of Rank 3 forest lands are located at the southern boundary of the Town on the Industrial Tract.

Development of lands ranked by the Landscape Project should include careful consideration of the best methods to retain wildlife habitat. Such methods may include but not be limited to development clustered on a small area of the lot, utilization of native plants and maintaining natural buffers around water features and environmentally constrained land, such as wetlands.

VEGETATION

The species and quantity of plants chosen for a particular site can impact not only the site's appearance and visual impact on neighboring properties, but also wildlife habitat and the site's environmental impact. The use of native vegetation can have a tremendous impact on a site's ability to support wildlife and the environmental impacts associated with landscape watering, invasive species, pesticides and fertilizers.

A native plant (also called indigenous plants) can be defined as a plant that has evolved over thousands of years in a particular region and has adapted to the geography, hydrology, and climate of that region. In America, native plants are generally those that existed prior to settlement of European descent. Having similar benefits as native plants are adapted plants; these



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Clinton Master Plan

Critical Area for Dependent Species

Town of Clinton, Hunterdon County, NJ April 2008

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can be defined as plants that grow reliably well in a given habitat and require minimal attention in the form of winter protection, pest protection, water or fertilizers.

Native plants present many environmental and economic benefits that stem from their ability to withstand summer heat and winter cold once established.

- Native plants require minimal fertilization.
- Native plants require fewer pesticides.
- Native plants require less water;
- Native plants require less maintenance;
- Native plans are not invasive;

The use and spread of invasive plants can be extremely damaging to the local environment. Invasive plants are those that have the ability to thrive and spread outside of their natural range and are typically adaptable, aggressive and have a high reproductive dispersal. Additionally, they often have a lack of natural enemies to manage their populations. Invasive plants have the ability to overtake habitat for native species and as a result, kill native species and often destroy wildlife habitat. Notwithstanding this, invasive species are often used by homeowners and as part of landscaping for commercial properties. These situations are worst when the plants are permitted to spread beyond their designated planting beds into natural areas where they better able to spread unrestricted.

The following list of plant species have been classified as "strongly invasive and widespread" by the Native Plant Society of New Jersey[14]. The use of these plants should be avoided in the Town.

- Herbaceous Dicots:
  - Achillea millefolium, Yarrow
  - Alliaria petiolata, Garlic Mustard
  - Artemisia vulgaris, Mugwort
  - Cichorium intybus, Chickory
  - Coronilla varia, Crown Vetch
  - Daucus carota, Wild Carrot
  - Glechoma hederacea, Gill-Over-The –Ground
  - Hesperis matronalis, Dane's Rocket
  - Lythrum salicaria, Purple Loosestrife
  - Malva moschata, Musk Mallow
  - Meliotus alba, White Sweet Clover
  - Plantago lanceolata, English Plantain
  - Polygonium cuspidatam, Japanese Knotweed
  - Rumex crispus, Curly Dock
  - Trifolium pratense, Red Clover
  - T. repens, White Clover
- Monocots:
  - Allium vineale, Field Garlic
  - Arundinaria, Bambusa, Any Hardy Bamboo
  - Dendrocalamus, Bamboo

[14] http://www.npsnj.org/references/Invasive%20Plants%20of%20NJ%20(Category%201).pdf

    - Cynodon dactylon, Bermuda Grass
    - Dactylis glomerata, Orchard Grass
    - Digitaria sanguinalis, Crab Grass
    - Echinochloa crusgalli, Barnyard Grass
    - Hemercallus fulva, Day Lily
    - Microstegium vimineum, Japanese Stilt Grass
    - Phragmites australis, Common Reed
- Vines and Woody Plants
    - Acer platanoides, Norway Maple
    - Alianthus altissima, Tree of Heaven
    - Berberis thunbergii, Japanese Barberry
    - Celastrus orbiculatus, Asian Bittersweet
    - Elaeaghus angustifolia, Russian Olive
    - E. umbellata, Autumn Olive
    - Hedera helix, English Ivy
    - Lonicera japonic, Japanese Honeysuckle
    - Rhamnus cartharticus, Buckthorn
    - R. frangula, Alder Buckthorn
    - Rosa multiflora, Multiflora Rose

Circulation Plan

CIRCULATION PLAN

Circulation is the movement from one point to another. In the context of a Circulation Plan, it means movement of people and goods via personal vehicles, commercial vehicles (such as trucks), walking and bicycling throughout the municipality and what infrastructure is in place to facilitate that movement. Circulation is inextricably linked to land use, and vice versa. The land use of a property and the intensity of that land use determines number of people accessing a property, the need for commercial trucks to access the property and, to some extent, whether the use of alternative forms of transportation are an appropriate means to access the property. Additionally, the street character, including the speed, traffic volumes and appearance, greatly impact the character and appropriate land use of a property.

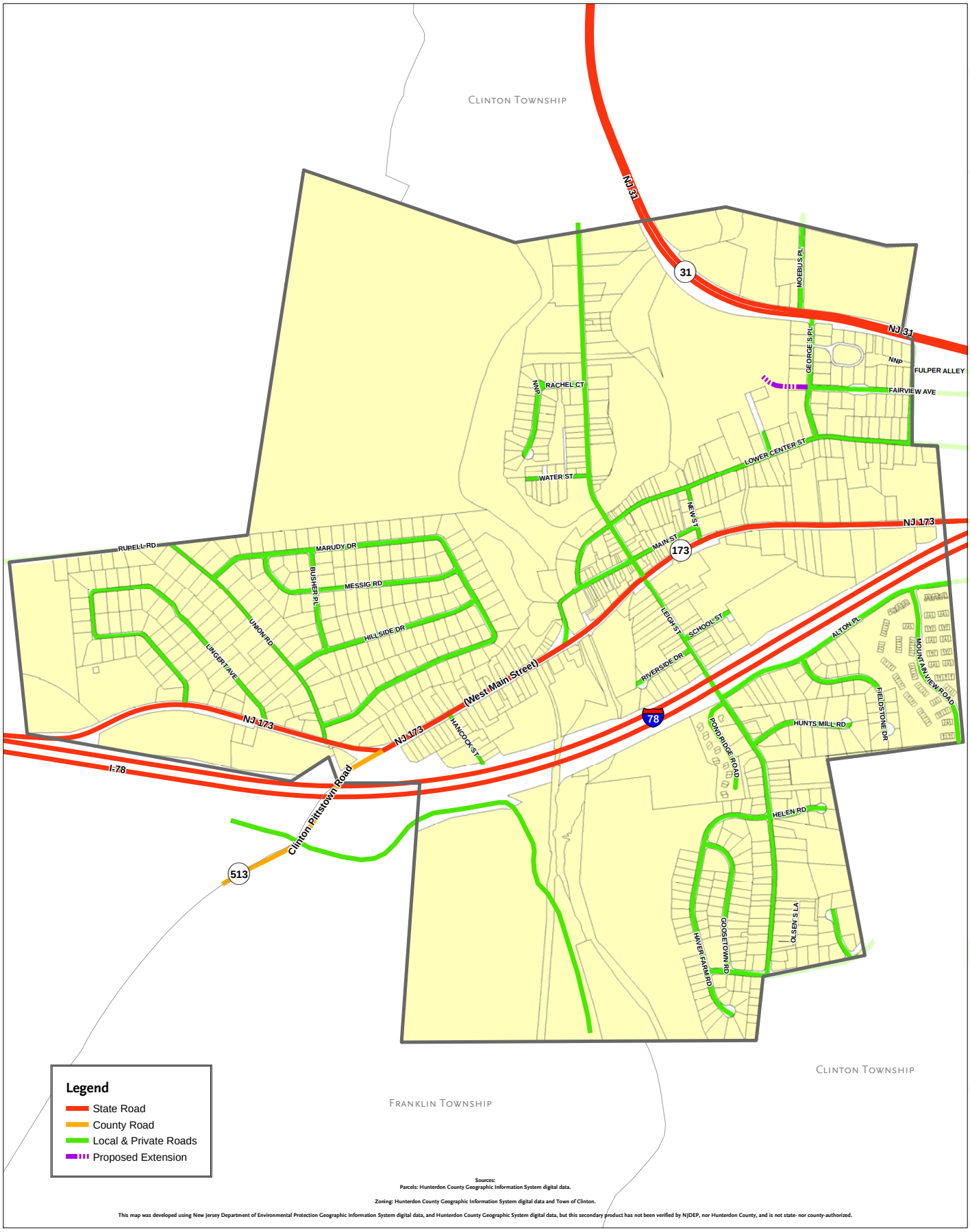
The Town's circulation system, as well as its character, role as a center to the surrounding municipalities and its desirability is substantially impacted by its circulation system, both positively and negatively. It is because of the intersection of Interstate 78 and Route 31, and to a lesser extent Route 173, that the Town can serve as a convenient commercial center to the surrounding area and residents can easily access other regional commercial centers for additional employment and shopping. While these are positive contributions they also negatively contribute to the large traffic volumes on the regional streets through the Town and much through traffic on local streets. Maintaining a balance between facilitating vehicle movement through the Town and maintaining resident quality life has been and will continue to be a concern for the Town.

The quality of life of Clinton Town stems in part from the ability of residents to walk from their homes to the downtown for entertainment, employment, exercise and shopping. In order to maintain and enhance this aspect of quality of life, maintenance and improvement of the Town's pedestrian and bicycle facilities must continue as one of the Town's circulation priorities.

In the past, the focus of circulation has been on the movement of vehicles, often to the detriment of pedestrians and bicyclists. However, due to the traffic congestion in the Town and the Town's small scale and compact nature, the majority of pedestrian facilities have remained. The importance of alternative forms of transportation, such as walking and biking, are becoming increasingly important as they offer the below listed benefits:

- Reduce vehicle volumes on streets;
- Reduce air pollution from vehicles;
- Sidewalks often positively contribute to the appearance of the streetscape; and
- Provide exercise.

This Plan analyzes the existing circulation conditions in the Town, areas in need of improvement, the impact of Interstate 78 on the Town, the streetscape, bicycle and pedestrian connections, parking and access and public transportation.



Clinton Master Plan

Vehicular Circulation Plan

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
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DESCRIPTION OF TOWN STREETS

Streets in the Town fall under the jurisdiction of the State, the County or the municipality.

State and Federal Highways

Although Interstate 78 is a Federal Highway, the State of New Jersey is responsible for its maintenance and improvement. Interstate 78 is a major east-west arterial for the region as it runs from Pennsylvania to New York. Where it runs through the Town of Clinton, three travel lanes are provided in each direction. It provides access to major employment centers across the north-central part of the State. The primary function of the highway is to carry high speed high volume traffic. Clinton has only one access to the Interstate, Exit 15, located at the intersection of West Main Street and Clinton-Pittstown Road at the western end of Town. Only a westbound exit from the Interstate is provided, there is no entrance. However, the Town is greatly impacted by Exits 14 and 16 which are on either side of the Town. Exit 14, which connects Interstate 78 and Route 31, is located in proximity to the northeast boundary of the Town. This Exit contributes to the traffic volumes along Route 31 and Route 173. Exit 16, which connects Interstate 78 with Clinton-Pittstown Road (also known as County Route 513), is located just west of the Industrial tract in neighboring Franklin Township. This exit provides vehicles access to Clinton-Pittstown Road which connects to West Main Street and thus greatly contributes to traffic volumes along West Main Street.

State Highway Route 31 is a north-south arterial through the State that runs through the northeast corner of the Town. Where it runs through the Town of Clinton, two travel lanes are provided in direction. The primary function of the highway is to carry high speed high volume traffic. Individual properties are permitted access to the highway, which contributes negatively to the traffic safety, speeds and congestion on the highway. There are only two public street connections in the Town to the Highway, Moebus Place and Georges Place. However, these connections are not widely used and do not have a significant impact on the Town. The primary access points to Route 31 used by residents and others passing through the Town are located at Halstead Street and Route 173, both of which are located just beyond the Town boundaries in Clinton Township.

State Highway Route 173 is the Town's primary east-west thoroughfare. This street is also known as Old Highway 22 since it was previously State Highway 22. Route 173 serves as the Town's primary commercial street as it hosts the office and regionally oriented commercial uses at the eastern end of Town, the commercial core at the center of Town and the commercial uses aimed at commuter traffic surrounding Exit 15. This street provides on lane of travel in each direction.

County Streets

Only a very small street length is under jurisdiction of Hunterdon County. Approximately 460 feet of Clinton-Pittstown Road, County Route 513, is located in Clinton Town. This street is located at the southwest boundary of the Town and connects Interstate 78's Exit 16 to West Main Street. This street provides on lane of travel in each direction. Additionally, it should be noted that for routing purposes only, Route 173 and Halstead Street are considered to be part of County

Route 513 since the County road continues north of the Town. However, the County has no jurisdiction over Route 173 or Halstead Street.

Local Streets

All remaining streets within the municipal boundaries are under jurisdiction of the Town. All streets provide only one lane of travel in each direction. The major north-south street is Halstead Street and Leigh Street. While this is one contiguous street, the name changes at the intersection of Route 173, with the northern portion named Halstead Street and the southern portion named Leigh Street. This is the only street that crosses Interstate 78 and therefore provides complete north-south access in the Town. As a result of this characteristic, the traffic volumes on this Street leads to significant congestion, particularly in the area of the intersection with Route 173, the street's only intersection with a traffic light.

With the exception of portions of Main Street, Center Street and New Street, all other local streets in the Town are residential side streets.

IMPACT OF INTERSTATE 78

Interstate 78 presents a variety of problems for the Town. The most direct impact from Interstate 78 are felt at Exit 15 on West Main Street. While recently reconfigured by the New Jersey Department of Transportation (hereinafter NJDOT) to increase safety and reduce congestion, the intersection continues to be heavily congested and dangerous for motorists. The Town continues to work with NJDOT to improve this intersection.

When Interstate 78 becomes heavily congested, motorists often use the Town's streets as a bypass to either further east or west on Interstate 78 or as a shortcut to Route 31. The streets most often used are Route 173, Rupells Road / Union Road and Halstead Street although it is common for motorists to use the residential side streets as further shortcuts. The traffic volumes that result from these occasions are beyond the volumes that are appropriate on these streets. Additionally, Rupells Road / Union Road and Halstead Street are primarily residential streets that in part rely upon low traffic volumes for their desirability. Local police are often needed in order to control traffic throughout the Town during these periods of heavy congestion from vehicles exiting Interstate 78. This strains the police's ability to respond to other emergencies in the Town and to conduct other necessary daily activities. In order to mitigate this problem, a comprehensive solution that involves not just the Town but the surrounding municipalities, which are also facing similar problems from Interstate 78, and the County is necessary. The Town should continue working with NJDOT on a variety of transportation issues facing the Town, including this issue.

As discussed more extensively in the Land Use Plan, the noise from Interstate 78 is a substantial detriment to the quality of life for residents living along the highway corridor. The Town should continue discussions with the New Jersey Department of Transportation regarding mitigation of the noise from Interstate 78's and its negative impacts on Town residents' quality of life.

CIRCULATION ISSUES

There are a number of issues regarding circulation facing the Town. These issues are localized in nature and, generally speaking, require infrastructure improvements.

Route 173

Route 173 is an important street in the Town. It is the primary east-west thoroughfare in the Town and also serves as the eastern and western gateways to the Town. Furthermore, it is the only street many commuters are familiar with and it services much of the Town's commercial districts.

The character of the street varies throughout its length. At the eastern end, generally east of New Street, the character is suburban as it has a wide right-of-way despite that there are only two lanes of travel and the properties abutting the street have parking along the right-of-way.

Access management along the length of the corridor is critical. Nearly every property along this corridor has individual access and nearly every commercial property has an individual parking area. Not only has this created an unappealing appearance but it has also created an excessive number of curbcuts along Route 173. Every business has a curbcut to the corridor, and a few of the businesses have their entire street frontage devoted to a curbcut. This creates chaotic and sometimes dangerous traffic patterns as vehicles are continuously entering and exiting the street. Additionally, with the number of curbcuts and their proximity to street intersections, it is difficult to determine at what point vehicles will be turning or will stop. This creates dangers for pedestrians and bicyclists crossing intersections and driveways as they are often in conflict with turning vehicles.

Access Management should take the form of shared driveways and shared parking areas. Cross-access easements should be provided to neighboring properties to facilitate shared access and parking at that time or in the future.

East of New Street

This portion of the corridor consists of the suburban area of the corridor near the Town's eastern boundary. The right-of-way is excessively wide and sidewalks are inconsistent. Furthermore, there are no designated bicycle facilities although the cartway is wide enough to accommodate both bicycles and vehicles. The excessive width encourages vehicles to speed and therefore

makes the corridor less friendly to pedestrians and bicyclists. Access to this area of Town by alternative modes of transportation is important since it currently hosts many of the Town's daily shopping and service needs, such as but not limited to banking, grocery shopping, a pharmacy and dry cleaning. It would be beneficial if residents were able to comfortably and safely walk or bike to this area since doing so would reduce vehicle congestion, reduce vehicle pollution and would improve resident health. Furthermore, with the construction of the Clinton Township Middle School just outside of Town on the northern side of Route 31, it is anticipated that school children will walk to Town via the Route 31 overpass and Route 173.

The June 2007 Community Design Workshop extensively discussed this corridor and the improvements necessary to bring it into consistency with the Town's vision for the area as well as with the Town's traditional and historic character. The two primary objectives for any improvements to this area should be to 1) reduce the cartway width and 2) provide complete facilities for not just vehicles but also pedestrians and bicycles. Reconfiguration of this corridor into a boulevard was discussed and deemed to be appropriate, provided, adequate right-of-way is available. A boulevard treatment along the corridor would provide two travel lands and a planted median with street trees. Additionally, the following circulation and streetscape amenities should be provided with any redesign of the corridor:

- Wide sidewalks on either side of the road;
- Bicycle facilities on either side of the road;
- Decorative crosswalks at key locations;
- Pedestrian scaled street lighting;
- Street trees; and
- Street furniture, such as but not limited to benches and trash receptacles.

Quarry Streeet and West Main Street Intersection

Major improvements are needed for the intersection of Quarry Street and West Main Street, including new sidewalks, a crosswalk just north and south of the Clinton House restaurant, and a gateway plaza at the intersection. Currently this intersection is excessively wide and confusing as there is no street or parking striping to delineate parking areas and travel lanes. This motorist confusion leads to a lack of safety for pedestrians. To remedy this situation, a triangular shaped plaza is recommended to be placed along West Main Street. This plaza will improve the appearance of the area by providing plantings to screen the parking areas and provide visual interest. Additionally, the plaza will add definition to the parking areas and travel lanes, thus eliminating motorist confusion and increasing pedestrian safety.

Between New Street and the South Branch of the Raritan

This portion of the corridor runs through the commercial core. There are businesses lining the northern side of the street; however only the municipal building and a convenience store are located on the southern side. The municipal building has no access to Route 173. All other businesses have direct access to the street. With the exception of the Municipal Building and the Post Office at the intersection with New Street, every lot has an excessive curbcut and the majority

have their entire frontage devoted to a curbcut. The lots east of Leigh Street have ninety degree parking in front of the buildings which necessitates motorists backing out of the parking spaces into the cartway of Route 173, therefore creating a situation dangerous to motorists, pedestrians and bicyclists. While the businesses west of Leigh Street also have parking in front of the building, those buildings are setback far enough to provide additional maneuvering room such that motorists do not generally need to back out onto the cartway of Route 173.

This area is in need of reconfiguration in order to provide safe conditions for motorists, pedestrians and bicyclists. The width of the right-of-way is likely to constrain appropriate design solutions; however any design solutions for this corridor should seek to accommodate the following to the extent possible:

- Sidewalks on either side of the road;
- Bicycle facilities on either side of the road;
- Decorative crosswalks at key locations;
- Pedestrian scaled street lighting;
- Street trees; and
- Street furniture, such as but not limited to benches and trash receptacles.

Additionally, as recommended by the 2007 Community Design Workshop, a crossing of the Beaver Brook from the Municipal Building lot to New Street should be provided. A crossing at this location would make the public parking available at the municipal building site more convenient to shoppers of the southern portion of the commercial core. Also recommended, is a decorative crosswalk across Route 173 at this location. A crosswalk at this location will provide a safe pedestrian crossing and will also serve as a traffic calming device for motorists, therefore further increasing safety measures for pedestrians.

West of the South Branch of the Raritan, Including Exit 15

Much of the area between the South Branch of the Raritan and Exit 15 was recently improved with new sidewalks and a reconfiguration of the area around Exit 15. This street would be better suited with street trees and bicycle facilities; however, it is unclear if the limited right-of-way in this area can accommodate these facilities.

Further west is the off-ramp for Interstate 78's Exit 15. This four-way intersection was recently reconfigured by NJDOT; however it continues to be severely congested with vehicle traffic. The congestion is due not just to Exit 15 but also due to the fact that this intersection connects to Clinton-Pittstown Road, which is one of the primary western access points and also connects to Interstate 78's Exit 14 and a regional shopping center in Franklin Township. The 2007 Community Design Workshop provided design solutions for the intersection that includes additional open space in the form of landscaped islands. The appearance of this intersection is important since it serves as a gateway to Town.

The 2007 Community Design Workshop recommended a number of street and streetscape improvements to the westernmost section of Route 173. The street improvements included crosswalks at each intersection to facilitate pedestrian crossings. Also recommended was the future purchase of Block 2, Lot 28 for conversion of the lot into a pocket park that will also serve

as a landscape island. Additionally, a decorative crosswalk and pedestrian path from the entrance of the hotel to across West Main Street was proposed. Due to the steep topography, the hotel's access drive must wind up the hillside to the parking area. This makes pedestrian access inconvenient. To remedy this, steps up the hillside, which would lead to a wide crosswalk across West Main Street was recommended. Streetscape improvements for this portion of the corridor include sidewalks on both sides of the street, bicycle facilities, street trees, pedestrian scaled lighting and street furniture such as but not limited to benches and trash receptacles. The street and streetscape improvements in this area will become more important as the western most corner of Town along this road is developed with a multi-family development, pursuant to the PRD-P district, and infill development on the hotel property.

Residential Street Access

In compact communities, such as Clinton, it is common for residential and nonresidential uses to be located adjacent to each other. While this mix of uses contributes to the Town's desirability, it also has negative impacts. Vehicles traffic bound for nonresidential uses, particularly trucks for delivery and motorist seeking short cuts, are inappropriate on residential side streets due to the increased traffic and associated. In order to reduce these negative impacts of residential and nonresidential uses located in such close proximity, nonresidential property access to residential side streets should be prohibited and traffic bound to and from nonresidential uses should be directed to the Town's commercial thoroughfares.

COMMERCIAL CORE STREETSCAPE

Clinton's traditional downtown is in need of streetscape improvements that will improve the appearance, pedestrian safety and walkability of the downtown, with the additional benefit of increasing tourism and business development. Most notably, intersection improvements that will provide traffic calming and increased pedestrian safety are needed. Intersection improvements are recommended for Leigh Street's intersections with Lower Center Street, Main Street and Route 173. Intersection improvements are also proposed for Main and Lower Center Streets. Improvements at each of these locations will consist of a minimum of decorative crosswalks on all four sides. These intersection improvements at Leigh Street and Main Street will also require the relocation of storm inlets.

Curb extensions, where the street width is reduced curb to curb in the area of intersections, is proposed on three sides of the Leigh Street and Lower Center Street intersection. Currently this intersection is excessively wide and therefore encourages speeding motorists and requires additional time for pedestrians to cross the street. The decreased street width will slow motorists and provide increased pedestrian safety by reducing the time and area they are vulnerable to moving vehicles.

Clinton Streetscape Study - Proposed Conditions

May 15, 2006

1" = 50'

0' 50' 100'

Clarke Caton Hintz
Architects
Planners
Landscape Architects

Stop signs are also proposed to slow traffic. At the intersection of Main Street and Lower Center Street a stop sign is proposed for motorists exiting the bridge (note that Main Street is one-way) as a way to slow traffic along Main Street. Additionally, a four-way stop is proposed at the intersection of Leigh Street and Lower Center Street; currently only those motorists on Lower Center and Center Streets must stop. As discussed previously, motorists currently speed through this intersection. The combination of stop signs, curb extensions and crosswalks will slow traffic and increase pedestrian safety in this area.

Also recommended is the relocation of the utility lines on the south side of Main Street. Currently, the lines are located along the sidewalk, within the street right-of-way. However, they clutter the appearance of Main Street, reduce the success of street trees, and decrease space for street furniture and other amenities. The utility line relocation is proposed for between the buildings along the south side of Main Street and the buildings fronting along Route 173. In association with the utility line relocation, the street trees on the south side of Main Street will be replaced. The new trees will have an underground aeration trench that will provide an increased area for root growth and therefore improved tree health. Better signing is needed to help motorists find public parking spaces in and around the downtown. These signs systems should be graphically coordinated and include important businesses or landmarks.

Main Street has a very wide right-of-way that provides motorists with the opportunity to pass paused cars and travel at increased speeds. This problem, coupled with the lack of ample parking in downtown, has led to an innovative recommendation of back-in angled parking along both sides of Main Street. This parking scenario provides increased parking and will significantly reduce the travel lane width. After locating an available space, motorists will back into an angled parking space. At the end of each parking space will be a bollard or curb stop to prevent vehicles from mistakenly jumping the curb.

In addition to the structural recommendations discussed above, street furniture and amenities are also proposed for the downtown, such as but not limited to benches, street lamps and waste receptacles. Standards should be developed for these items in order to ensure their proper placement and design. Street furniture and amenities should have a design reminiscent of the historical character of the Town.

An amendment to the Circulation Plan, *Clinton Circulation Study* prepared by Orth-Rodgers & Associates Inc. and funded by the New Jersey Department of Transportation, included as a separate document.

PEDESTRIAN AND BICYCLE CIRCULATION

The existing sidewalk network in the Town generally provides good pedestrian circulation. However, there are missing links in several areas. Additionally, there are no bicycle facilities in the Town, despite that there is a bike route along Leigh Street in Township of Clinton and a multi-use path adjacent in the Township of Franklin owned by the County and known as the Landsdown Trail. Completion of the sidewalk network and extension of a bicycle network will promote alternative modes of transportation, encourage a healthier lifestyle for residents, reduce traffic on existing roadways, and, in some areas, serve as a traffic calming device.

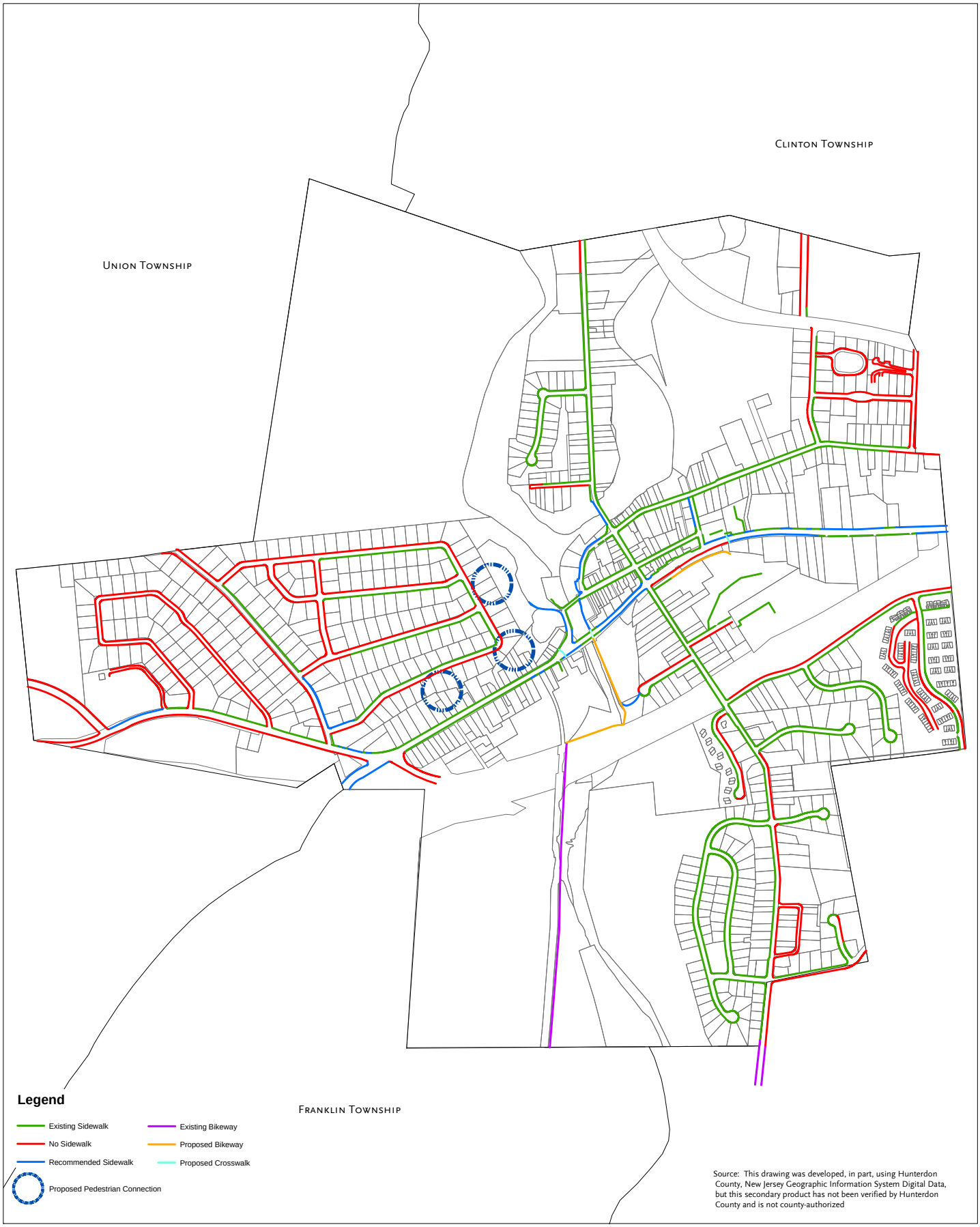
The Town of Clinton is a walkable dense traditional town with a central downtown and surrounding residential neighborhoods. However, there are gaps in sidewalks, with the majority in the vicinity of the downtown, particularly along Route 173. The areas of proposed sidewalk will complete the sidewalk system along the entire length of Route 173, excepting the ramp to Interstate Route 78. Missing sidewalk links are also proposed along Lower Center Street, New Street, Quarry Road (leading to the Red Mill) and Pittstown Road. These sidewalk improvements will not only improve pedestrian safety and access in these areas, but will also help beatify the streetscape.

Currently, none of the Town's streets provide any designated right-of-way or signage for bikeways. Bikeways can be defined as any right-of-way or easement intended to accommodate bicycles. The provision of an area along the road dedicated to bicyclists, or even signage identifying the street a as a bike route increases bicyclist safety and encourages bicycling as a form of alternative transportation. The Town can encourage bicycling by providing bike racks throughout the Town and bikeways and bike routes along the Town's primary streets, such as but not limited to, Leigh Street, Halstead Street, Route 173 and West Main Street.

Hunterdon County's Landsdown Trail, which is a multi-use trail, is recommended to be extended from the Industrial Tract to West Main Street. Currently a path, connecting the trail and the street, is located on the lumberyard property (Block 24, Lot 2); However it is recommended that the trail be realigned to connect to West Main Street via the lumber yard (Block 2, Lot 24). It is also recommended that the path split just south of Interstate 78 with one side crossing the South Branch of the Raritan. Just south of Interstate 78 is an area of the River with only a small flood plain and no steep slopes; this area is appropriate for a footbridge crossing. A crossing at this location will connect to an existing multi-use path along the periphery of Skurbish Pond in Hunts Mill Park.

Connection of the Knolls Neighborhood

The Knolls residential development, located north on West Main Street, has poor and inconvenient access to the remaining Town. Pedestrians and bicyclists in this neighborhood must travel to West Main Street's intersection with Interstate 78's Exit 15 and then walk along West Main Street to reach the commercial core. Despite that the neighborhood (southwest corner at Marudy Drive) is approximately 700 feet from where the South Branch of the Raritan crosses West Main Street, pedestrians and bicyclists must travel 4,300 feet to reach this location as they



Existing & Proposed Sidewalks/Bikeways

Clinton Town, Hunterdon County, NJ September 2007

Clarke Caton Hintz
Architects
Planners
Landscape Architects

must walk along Marudy Drive to the Interstate 78 Exit 15 intersection and then walk along West Main Street. Also, the West Main Street – Exit 15 intersection is unsuitable for school children, who are walking to the Clinton Public School, to navigate, particularly during morning rush hour traffic.

Access between Marudy Drive and West Main Street is prevented by a lack of right-of-way and steep slopes. However, this area is capable of supporting a multi-use path if properly improved. If the opportunity arises, it is recommended that the Town obtain a right-of-way and provide an improved multi-use path between Marudy Drive and West Main Street in order to better connect this neighborhood to the remaining Town.

MASS TRANSIT

The Town is served by one mass transit system – Hunterdon County's Link. The Link is a by-appointment bus system that is available to all County residents. The program has approximately 32 busses and runs Monday through Friday from approximately 6:30 am to 10:00 pm, although typically, the busses do not run in the area of Clinton beyond 6:00 pm. Residents using the program must call ahead to schedule the trip and must pay a small fee each way. Demand for the program is high; as a result seniors and those with disabilities are guaranteed a seat on the bus and all others are given a seat on a first come first serve basis. Despite that it is by appointment only, residents are able to use the program for regularly scheduled trips, such as daily travel to their place of employment, Monday through Friday.

Additionally, a New Jersey Transit park and ride lot is located just outside of Town, at the intersection of Center Street and Route 31. This park and ride lot is the first / last stop on a New Jersey Transit bus route that also currently stops at Lebanon, Whitehouse, the Whitehouse Station Rail Station, Branchburg, Branchburg Industrial Park, North Branch, Raritan Valley Community College, Bridgewater, Bridgewater Commons Mall, Somerville and the Somerville Rail Station. The stops at the Whitehouse Station and Somerville Rail Stations also provide commuters the opportunity to use mass transit to reach New York City. The park and ride lot serves not only residents from the nearby surrounding area but also some would-be Interstate 78 commuters from as far west as Pennsylvania.

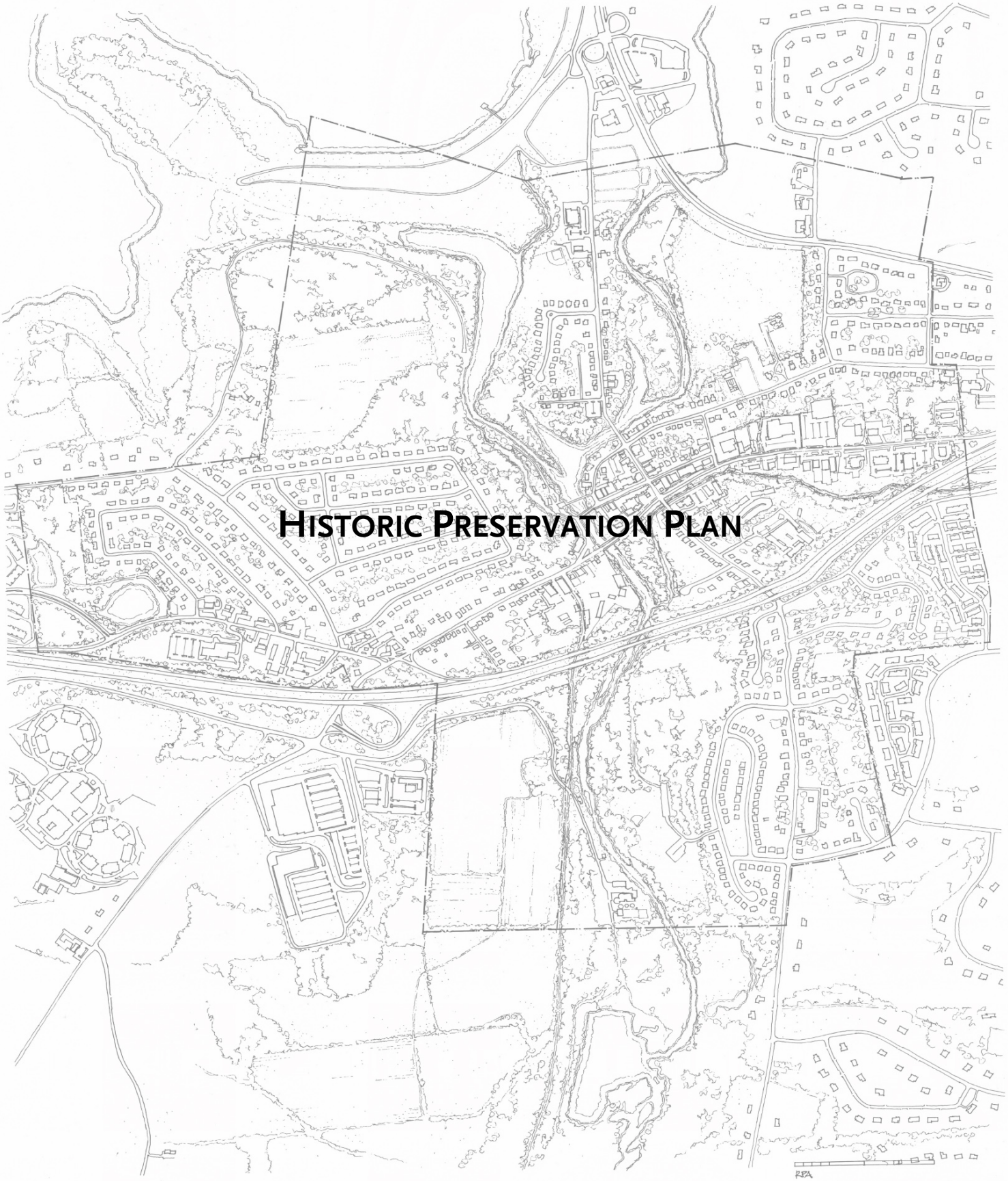
The park and ride lot is at capacity. As congestion on Interstate 78 worsens the demand for mass transit increases. Park and ride facilities along this portion of the Interstate 78 corridor should be expanded to better serve the need for mass transit and to alleviate congestion along Interstate 78. While the Town does not have land to offer for an additional park and ride lot, the Town should work with New Jersey Transit and the surrounding municipalities and the County, if appropriate, to expand mass transit opportunities along the Interstate 78 corridor.

PARKING

Parking availability is one of the larger concerns of area merchants. Currently, there are three public parking areas in the Town:

- Municipal Building (Block 22, Lot 1)
- Lower Center Street (Block 10, Lot 11)
- Water Street (Block 16, Lot 21)

While these parking areas provide a significant number of spaces, more convenient parking would be beneficial, particularly to the businesses located in the western part of Town where lots are generally to small to provide adequate off-street parking. The municipal building parking spaces can only be accessed via Leigh Street and the availability of the parking area is little known. As discussed, a crossing of the Beaver Brook at the municipal building site would promote use of the parking lot by customers of the southern portion of the commercial core. This would provide a better distribution of convenient parking areas and would reduce pressure on the remaining two public parking areas and on street parking.



Historic Preservation Plan

HISTORIC PRESERVATION PLAN

The Clinton Historic District, like many other districts in New Jersey, could be described as chronicling the growth of a crossroads hamlet on a major turnpike that grew up in the 1840s and continued into the post-Victorian era. From this general origin of villages, Clinton can now be distinguished from other villages by the fact that its particular location at a great source of water power with major limestone cliffs inviting to quarry operation, was always attractive to entrepreneurs - originally Englishmen, later Germans and Irish - which led to the development of a substantial town, flourishing as an agricultural and mill center and later a cultural center and visitor attraction.

This Historic Preservation Plan chronicles the history of the Town and also discusses historic preservation planning in the Town. The information and recommendations in this Plan should be used to guide all decisions related to historic properties and development and redevelopment in the Historic District.

TOWN HISTORY

Hunterdon County, named after Governor Robert Hunter, was formed March 11, 1713, consisting of nearly all of the present Mercer, Hunterdon, Morris, Sussex, and Warren counties. The new county was divided into several huge townships, including Lebanon, in which what is now the Town of Clinton began. Soon the West Jersey Society of London controlled the area, and began to sell off tracts of from 5,000 to 100,000 acres each[15]. In November of 1751, the Society sold the land which was to later become Clinton to Mahlon Kirkbride. Records show that Kirkbride, who lived in Bucks County, Pennsylvania, bought 4180 acres; this tract contained a large part of the present site of Clinton, mostly on the east side of the South Branch. Jonathan Robeson, another rich land investor, formerly of Piscataway Township, Middlesex County[16] bought over 800 acres from the West Jersey Society in 1752 on the west side of the river.

David McKinney, son of Mordecai McKinney, a known peripatetic miller found in many localities, began a grist mill on the east bank of the South Branch, after putting up a stone dam just below the mouth of Spruce Run as it entered the river. He built his stone mill and a house before he bought the land; McKinney bought 446 acres east of the river in the mill area from Kirkbride in 1761. Two years later he bought 1 1/2 acres on the west side of the river from Robeson. This was probably bought as a mill site or to avoid trouble with Robeson about flooding the land.

About the same time, Nehemiah Dunham and his brothers, Daniel and Stephen, bought from Robeson all the rest of his land on the west side of the river, except 100 acres which Robeson sold to Francis Quick, Jr., a tanner. One of the lots the Dunhams bought was known and described as the Limestone Lot. This was all of the land on the north side of what is now West Main Street to a point about opposite Hancock Street; this lot contained 51 acres. Daniel Dunham owned 20 acres

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[15] James P. Snell, History of Hunterdon and Somerset Counties , pp. 182, 190.
[16] Marfy Goodspeed, The Benjamin Hunt House", passim , pp. 1-8.

on the south side; this was known as Daniel Dunham's meadow lot, and his farm was north of West Main Street, west of the Limestone Lot, and contained 196 acres. Nehemiah Dunham owned a large tract of 383 acres Stephen Dunham owned 100 acres on the south side of West Main Street.

McKinney's estate kept growing. He bought from Kirkbride another 165 acres and built a mill on the west side of the river. He needed an outlet to the "Great Road" from Elizabethtown to the Delaware, so he bought from Nehemiah Dunham one and three-quarter acres which included the current site of the Clinton House and stables, and the adjacent quarry. By 1769, McKinney was in financial trouble, and at the November term of court at Burlington, a judgment on 2,400 pounds and cots was filed against McKinney's property and it was ordered to be sold by the sheriff. It was advertised but no one appeared at the sale. About a month later, Mahlon Kirkbride bought back the property, now consisting of the four lots that McKinney had bought at different times, totaling nearly 615 acres. Kirkbride, who was wealthy and still lived in Pennsylvania, had no use for the property and, shortly after he gained possession the property was sold to Mahlon Taylor, on May 9, 1776. At this time 412 acres on the east side and 3 acres on the west side together with "pastures, meadows, waters, water courses, mills mill house, mill dams mill races and mill ponds," were conveyed.

Hunterdon County gave much to the cause of the Revolution, and Clinton had two prominent patriots. One was Captain Adam Hope, who was married to Sarah Dunham, daughter of Nehemiah Dunham. Captain Hope (3 Jun 1741 - 26 Sep 1821) had settled about 200 yards west of where the Clinton House now stands. Captain Hope commanded a company of New Jersey militia of the Second Regiment in the Battle of Monmouth.

Another patriot was Colonel Abraham Bonnell, who established a tavern at the west end of town in 1767. By 1770, Bonnell's tavern had become the meeting and voting place for the northern section of the county. The political activities at the tavern became even more important when, in the latter part of 1775, Charles Steward return from attending the Provincial Congress of New Jersey as delegate called a meeting of the local inhabitants at the Bonnell Tavern and organized a regiment of minutemen, supposedly the first of its kind in the colony. This was the regiment which was ordered by the Provincial Congress on February 15, 1776 to march to New York under the command of Charles Stewart, by then a colonel. These patriotic militiamen then joined forces with Major General Lee. In the following year, Abraham Bonnell was made Lieutenant Colonel of the Second Regiment of the Hunterdon County Militia. By this time, Bonnell had taken part in discussions that culminated in the Declaration of Independence, and was selected as one of the delegates to the Sons of Liberty meeting at Ringoes Tavern in the southern part of the county.

However, there were people who supported the Tory or Loyalist side of the Revolution here. One family was the Voughts. Christopher Vought served as an officer in the NJ Volunteers, a British Provincial unit of loyalists. The Vought family had bought from Kirkbride a 480 acre tract, part of which was in North Clinton. In March 1774, at the annual meeting of Lebanon Township, Christopher Vought was appointed as one of Lebanon Township's Committee of Correspondence. Yet, two years later, Vought was to become one of the leading Tories of the area.

Christopher Vought and three of his family members were arrested and imprisoned. His son, John, led a raid on the Jones Tavern, near what is now Clinton Point. They attacked and beat Thomas Jones and plundered the tavern. An ardent Patriot, Jones became a captain in the Hunterdon Militia during the Revolutionary War and used his tavern as a recruiting station. Captain Jones helped Daniel Bray of Amwell acquire the Durham boats for General Washington's Army to cross the Delaware River from Pennsylvania to Trenton in 1776.

Living in Hunterdon County became quite dangerous for Tory sympathizers. Adult males who refused to sign an oath of allegiance were forced to flee their homes and seek refuge in the British held areas. Christopher and John Vought went to the British controlled lands during the winter of 1776-1777. On June 2, 1778, inquisitions were found against Christopher and John Vought and their property was ordered forfeited and sold. Part of this farm was to become Daniel Hunt's property.

The grist mill operated through the Revolutionary War years and was doubtlessly in service to Moore Furman, Deputy Quarter-Master General of New Jersey, who had an estate five miles away at the former Hoff's Mills, which he renamed Pittstown, where he carried out his duties. Abraham Bonnell's tavern was the major landmark shown for nascent Clinton on Revolutionary War maps made of the area, except for one map by Robert Erskine, which also showed "Taylor's" with the mill symbol. Dunham's had a large cattle farm on his 600 acres and was also a source of supplies for the Continental Army.

Mahlon Taylor advertised the mill site for sale in November 1781, as having stone grist mill, also oil and saw mills with 150 acres, frame house and kitchen, almost all new, stone barn, and small tenements. An additional 145 acres with lime kiln and orchard of 200 apple trees and 145 acres with a frame house were also for sale[17]. Mahlon Taylor sold the mill to Daniel Hunt, Esq., in 1782. The Hunt family, originally from Lawrenceville, Mercer County, also engaged in milling. The community around the mills began to flourish as a center for business and commerce in the largely agrarian county, and the site became known as "Hunt's Mills".

Daniel Hunt had two sons, Ralph and Benjamin, to whom he passed along 385 acres in 1803. Daniel Hunt died in 1809 and the children quarreled over the division of the estate. This resulted in Ralph buying out the shares of the others and taking over the mill operations on both banks; he built a stone structure near what is now Lower Center and Main Streets used for a store and at times for housing mill hands. Benjamin became the local doctor. By 1818, Ralph Hunt had on the east side of the river, besides the grist mill, a fulling mill, while on the west side, he had a flaxseed mill, a plaster mill, a woolen mill and a saw mill.

In the next two decades, a blacksmith, a cooper, a tailor, and a tanner opened shops in the near vicinity of the mill. A land sale in 1823 of a large tract referred to a few small buildings near the mill. In 1817, a school house was started in an existing shop on Center Street, and the next year a post office opened, indicating a population in the Town. Ishe Hunt, Ralph's son, became the first postmaster. Mail was received once a week by wagon from Trenton to Hunt's Mills and on to Frenchtown. At about this time, the colonial artery leading past the mills was being made over

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[17] New Jersey Archives, Newspaper Extracts, Vol. 5, p. 332.

into the New Jersey Turnpike (New Brunswick to Easton), and this action, along with another to create the Spruce Run Turnpike between Flemington and the Union Forge, fueled a developer's spirit in John W. Bray.

Bray was one of a number of entrepreneurs attracted to the potential of the mill location. He was brother-in-law to Archibald Taylor of the family of Taylors of this vicinity, who lived in a house called "Solitude" where High Bridge is now located, a few miles distant. John W. Bray started a store or improved upon Hunt's store by the mill about 1825, and soon conceived the idea of a business partnership with Archibald's Taylor's son, John B. Taylor. Bray talked Archibald Taylor into buying half his general store inventory to make his son an equal partner in the business. The firm of Bray and Taylor was formed in 1828. A survey of the streets by the mill was ordered with the intention of selling off miniscule building lots for trade and housing. At the same time, Bray succeeded in getting Hunt's Mills renamed "Clinton" after Governor DeWitt Clinton of New York State, who had just died. Governor Clinton was generally admired by the public for his accomplishments in office and for the creation of the Erie Canal. Bray and Taylor also started a new tavern/hotel, The Clinton House, though there were others just outside of town. Bray also took over as postmaster in 1828.

Unable to pay his debts, Ralph Hunt was sold out by the sheriff in 1828. This included the mills and about 288 acres of land, which was sold for $15,820 to satisfy a mortgage of $12,605. Ralph left town to join his brother in Miami, Ohio, in the new settlement opened by Judge Symmes. Archibald Taylor was the buyer, the entrusted it to the management of it to Bray and Taylor.

Bray and Taylor had significant financial difficulties, and ran up huge debts backed by bank notes signed by Archibald Taylor. In 1830, Israel Smith opened the tavern previously erected by Bray and Taylor, now the Clinton House. In 1830 or 1831, they sold their store to James R. Dunham, the son on Nehemiah Dunham, and George T. Taylor. Finally in 1834, they abandoned their mill business - Dunham and George T. Taylor became the owners of the mill on the east bank and John W. Snider became the owner of the mill on the west bank.

Much had been accomplished in setting the village on a course of planned development. Archibald Taylor wrote to his other son, Midshipman George W. Taylor, "Clinton now looks perty (sic). You will hardly know the place when you return."[18] A map of building lots was drawn and sales took place, first by this team and afterwards with Archibald involved. This offering served as a magnet to industrious Germans living in the region, and it is to their presence that the town owed its somewhat systematic growth. The new residents and shopkeepers had such names as Young, Stiger, Hoffman, Garman, Kline and Fisher. Another early primitive house was built on a lot purchased in the 1830s from Bray and Taylor by a German. It is of stone, steeply embanked. Near it was another like it, on land owned by a Hoffman, since demolished. This vernacular form was not uncommon for this period when newcomers were arriving as settlers. A third house like it, built for a laborer on Halstead Street, perhaps even at a later date, also follows this convention.

One other property sold in 1832 by Bray and Taylor backed up on the mill dam and fronted on the turnpike with almost 6 acres. This was in great contrast to the German's small lots and was

[18] Taylor Papers at Hunterdon County Historical Society, Flemington, as quoted in Goodspeed, op. cit.

indeed intended for a privileged citizen coming to town to set up a medical practice, Dr. Henry Field. In that same year, another hotel was started on one of the new lots by Israel Smith, this building to be in brick; Smith had sold his tavern west of the river to General Hope. As the turnpike continued across the river under the current name West Main Street, some development also occurred on its route. To this day, one farmhouse survives on a small portion of its tract; and two other houses more or less opposite each other at the outer end of the street so differ from the plain modest houses that that appeared spottily on the street that they must have been the homes of well-to-do farmers of the 1830s. They wear the refinements of the Federal era of building.

Meanwhile, in 1836, Archibald Taylor disposed of four tracts of land to another potential developer, Caleb Halstead of New York and New Brunswick, who afterward acquired additional land between Spruce Run and the river, from James Dunham, where the street now bearing his name lies. In the 1840s, this newly arrived developer hired a surveyor to map out more than 80 diminutive building lots.

Just about this time, another nationality was about to make an impact on the town's economy and growth, bringing its hard labor, skills and energies to the operation of a profitable business mining the limestone cliffs. As a result of the famine in Ireland, enterprising young men had been making their way to America, among whom was Francis Mulligan, who arrived in Clinton in 1840. He was followed by brothers Patrick and Terence. They worked at the quarry which was then owned by the miller J. W. Snyder, bought a small lot from Halstead and put up a house in 1845 which was shared by all three families. The mill alone was sold in 1847 to J. S. Stiger, and the brothers then seized the opportunity to buy the quarry the next year[19].

Additional Irish arrived in town, taking up work at the quarry and elsewhere, but choosing to huddle close to their own nationality in houses on upper Halstead Street, which led to its labeling as Irishtown. Together, these Irish were interested in having a Roman Catholic Church, and services were begun in the barn on Francis Mulligan's property. This was eventually replaced by a church building in 1879, which no longer stands. Another Mulligan gave a lot he owned for St. Mary's Cemetery. The original three brothers sold the quarry eventually and left town. A fourth brother, James, remained and the quarry was purchased all over again on three acres. Originally in 1848 it had cost $600; in 1866 it cost $5950. James' son Michael is perhaps best known in local history as the proud Irishman who wanted to prove he was as good as the oldtimers in town, and made his point by buying a house with a prestigious address directly opposite the Presbyterian Church.

The cemeteries associated with the Presbyterian and Catholic churches contribute to the Clinton historic district in recording town's history of families through burial sites. Clearly, the Presbyterian Cemetery is most significant as the favored place for respectable prideful people to rest in peace and be remembered. Graves of three of the Taylor family, all in military service, make it important. The local childhood resident, Foster Voorhees, later Governor of New Jersey, is also interred here. The cemetery is also noteworthy for its funerary art on grave markers for leading families, including the Klines and Shipmans. In the same manner, the later-opened

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[19] The Mulligans: A Legacy in Stone , passim , pp 1-10

Baptist Church and cemetery, both on lands provided by wealthy congregation member John. T. Leigh, records another aspect of the Town's history.

On April 5, 1865, the Town of Clinton became incorporated as a separate entity - "An Act to Incorporate the town of Clinton, in the township of Clinton, Franklin and Union, in the County of Hunterdon." The first town meeting was held at Weller's Hotel; John B. Weller and his brother had bought the brick hotel from Israel Smith in about 1845. The meeting was on the second Monday in April, 1865, when the following officers were chosen: Morris S. Stiger, Mayor, and as councilmen John B. Weller, Eli Bosenbury, John T. Leigh, James P. Huffman, John A. Young and Samuel Madison. John C. Besson was appointed clerk, and Nathaniel W. Voorhees was made Treasurer.

It may be coincidental that just before this time the first bank, Clinton National, was founded in town by a Board of Directors, with Robert Foster president, and Nathaniel Voorhees, father of the future governor, cashier. This building site is fitting for its purpose, being of ample proportions with a fine array of features in Italianate style. A second bank was formed in 1875, meeting in Weller's brick hotel on Center Street.

Maps of 1860 and 1873 show Clinton growing apace, with its present outline not yet achieved, and considerable available land held in a few private hands: some owned, for instance by the physician Sylvester Van Syckel, a Princeton graduate and native son. Widows occupy some of the small I-style houses. A directory of 1860 lists Holt's private academy on East Main Street. In this period, the Methodist Church replaced its first building with a larger more fashionable one, and the new Baptist Church is added to Leigh Street. The Bird's-Eye Map of 1886, however, shows the Town of Clinton in full bloom, with a train station, newspaper office, Presbyterian Church (before its facelift of 1890) and a number of fanciful tower-bedecked Queen Anne formal residences. It also shows the popularity of false fronts of parapets on buildings, especially commercial operations, but there were some on houses which still remain in place.

The popularity of iron grilles in fascias, nicely worked into classical Greek design, has been commented upon. It suggests the availability of a source. Hiram Deats, well known for his plow improvement, had a foundry in Pittstown, just five miles away and also sold his wares in two shops in Clinton: metal and sheet iron at A. Stiger and Sons and at Hoffman, Foster and Company.

Up to this time, the bridges crossing the South Branch at two locations - between the mills and over to Halstead - were periodically replaced by the Freeholders, who sometimes chose interesting new designs[20]. The Main Street Bridge, raised in 1870, is of special significance because of its early date, and very few of its type now survive in America. Designed by Francis E. Lowthorp, it is based on the pony truss web system patented by Caleb Pratt in 1844, featuring diagonal members in tension and simple pin joints. Lowthorp obtained his own patent in 1857. This bridge has been described as "an outstanding example of the early use of cast and wrought iron in truss bridges."[21] The bridge is also significant for its important role in carrying the former New Jersey

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[20] Minutes, Board of Chosen Freeholders, Hunterdon County, from beginning through 1870.

[21] Clay McEldowney, "The Bridges of Clinton"; New Jersey Historical Bridge Survey, D.O.T.

Turnpike across the river, allowing commerce and trade to flow in and out of town to great advantage.

The Town of Clinton was at its high point of achievement by the 1880s. It as picturesquely located in a rich agricultural district with almost inexhaustible limestone quarries, according to County Historian James P. Snell, who found the "village handsomely laid out" and commented that it had "mercantile trade of considerable importance."[22] It had two grist mills, one with a woolen operations as well; two banks, two hotels, and a newspaper. At the time it also had four active churches, the most recent being the Roman Catholic, and a fine public school. The school was built atop a hill on John T. Leigh's farm, on land he provided, and it was in design far more impressive than the usual rural school, judging by its representation on the 1886 Bird's-Eye Map of town. It was lost to a fire. A new school now occupies its site.

In 1881, a branch line of the Lehigh Valley Railroad was brought to the very edge of West Main Street into the service area traditionally serving the Clinton House Hotel across the street. Although the station is gone, photographs of it, as also a sketch on the 1886 map, indicate that it was on the same scale as the station in Flemington, the county seat, and was in a park-like setting. Prior to this, a coach carried passengers to the station in Annandale, a few miles away, to travel on the New Jersey Central line. With its own connection, a more sophisticated life became possible, with easy travel to distant towns, including New York. And, in turn, it made it possible for entertainers, salesmen, and others, including city dwellers escaping the summer heat, to visit. The depot, which continued in operation until recent times, was equally important to the lifeblood of the town, having three platforms for shipping of various kinds: produce, livestock, ice, lumber and coal among them.

Next to the station, a hay storage facility was first converted into a small entertainment hall, which was twice replaced. The town finally gained a building worthy of the name Music Hall, which still stands: a large tall brick gable-fronted structure, whose original appearance unfortunately has been marred by changes after its original use ended. The Music Hall presented circuses, plays, choral societies, light musicals, dramas, benefit programs, local talents, and eventually, silent and talking movies. Traveling actors came in by railroad and stayed at the two local hotels[23].

Shortly after the 1886 map was completed, disaster struck Clinton. On October 20, 1892, a devastating fire swept across Main Street. The results were crushing to a small town. The Clinton Democrat, a thriving newspaper (established 1868) said simply, "All is lost."[24] There was no fire department; the townspeople fought hard to save the houses and stores of Main Street, but the damage, when calculated, included 17 businesses destroyed and a total of 23 buildings, and 18 families were left homeless. The estimated loss was $125,000. (Houses were then valued at $1500 to $4400; businesses from $1200 to $7000). By the following October, Main Street had been rebuilt, but the fire had changed Clinton forever. As the merchants put up their buildings, they used brick or stucco. There are fewer private houses, the residents finding housing on other

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[22] Snell, op. cit. p. 544.

[23] James Simpson, "The History of the Clinton Music Hall, 1890-1920." Thesis. Music Hall nomination, State and National Registers of Historic Places.

[24] Clinton Democrat , October 31, 1891.

streets. The Clinton Fire Department was organized in April of 1892 and many of the forty charter members were the merchants who had suffered losses[25]. The opportunity to rebuild made it possible to raise the ground level of buildings above street level by a flight of steps to overcome a former problem with periodic flooding from the South Branch River.

The Great Fire of 1891 turned into an opportunity in the end to erect far larger buildings in totally new end-of-century styles. These buildings still serve the locals but also draw a wide variety of visitors, contributing to a new source of income for the town. As a streetscape, it offers an interesting combination of buildings, the fire survivors themselves reflecting the commercial enterprise from the small combination house with store front, the final building by the bridge, which still has a Greek Revival in its entrance and 1860s buildings (including the first bank). The Stockton Hardware Store has a date stone, 1892. The Elks building is another example of unique design. The Duckworth Store at the bridge corner, as illustrated in the 1886 Birds-Eye Map, was a prominent building offering stylistic interest; its rebuilding/replacement (demolishing the c. 1809 stone store attached to it) took on decided turn-of-century features in fenestration and roof treatment.

By July of 1895, the streets were lighted with electricity. A local electric company, privately owned, was housed on the present grounds of the Red Mill complex. In 1898, using funds from the estate of Daniel Grandin and land purchased by the citizens of Clinton, the Grandin Library building on East Main Street was erected. Also as a gesture of civic pride, it boasted having main facades of cast iron, a building fabric not often seen in country towns of this size. It continued into use until 1966[26].

By the turn of the century, telephone and telegraph were in use, and in time both water and waste-water companies were established and are run by the town until present times[27].

The Hunterdon County Directory of 1914 gave the population of Clinton as 836. Interestingly, many residents whose names were listed gave their occupation as farmer. The directory also contains advertisements run by Rittenhouse & Co. Clothiers and Outfitters, and Daniel Fox for coal and lumber (sash, blinds, moulding, builders' hardware, slate, cement, etc.). There were as many and more boxed advertisements for similar and additional services in all nearby towns of the region, indicating lively competition for survival[28].

With the increasing use of the automobile, Clinton won out as the hub of Northwestern Hunterdon County, quite possibly because of its size and the number of shops it had. Main Street remained the merchant center with grocery, shoe, drug, clothing, bakery, dry goods, hardware, and paint stores well into the 1950s. Doctors, lawyers, dentists, barbers, beauticians, and others offering like services could be found on Main Street. A car dealership was opened off West Main Street. The hitching posts, like those still remaining around the corner on Center Street, were eventually removed as vehicular parking replace horse tethering.

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[25] Allie McGaheran, Clinton Fire Department, A Century of Dedicated Service , passim .

[26] Old Grandin Library nomination, State and National Registers of Historic Places.

[27] Selma Gulick, Oral History; A Sketch-Book of Clinton, New Jersey.

[28] Hunterdon County Directory, p. 24.

During the decades of the teens and twenties, another house building surge occurred, and it was as up to date in current taste as the changes on Main Street, reflecting new ideas in architecture and design. These bungalows, four squares and other manifestations of classical or traditional forms added a layer of building choices, representing still another generation in a vibrant town.

The mills closed and became cultural centers. The Red Mill, on the west bank of the Raritan, is now the Historical Museum, privately owned, and Dunham's stone mill on the east bank is the Hunterdon Art Center. Both continue as landmarks and add to Clinton's cultural life and visitor attractions[29]. The 1870s truss bridge still spans the river for vehicular and pedestrian use, while proving a similar view of Main and Lower Center Streets as depicted by Barber and Howe in 1844. As part of that historic center is the Clinton House, of the same vintage, which remains in operation, modernized at ground story, where it has a large restaurant. The historic core of Clinton, the town, is still intact.

Significant Persons in Throughout the Town's History

People of consequence have been associated with the history of Clinton. These include rugged individualists and pioneers like the Hunt family that ran the mills opposite of each other at the confluence of two streams of water for so long in the 19th century that the village's first name was "Hunt's Mills."

Then there is the Taylor family in its several branches, most of whom were mill owners, as here too, but also connected with the iron forge operation three miles distant on Spruce Run known as Union Forge during he Revolution. Robert Taylor was its superintendent. Archibald, Robert's son, bought up 600 acres of land between the streams and his son John went into partnership with John Bray in opening a merchant's store opposite the mills, then starting a hotel, the Clinton House. The Taylor name, much familiar to local history, appeared again when the new Presbyterian Church opened a graveyard and received the body of Midshipman Robert Taylor for first burial (reinterment).

Another family of local stature was headed by Nathaniel Voorhees. He filled the second position, cashier, of two officials, after the first bank was founded in the village and then, under different circumstances, decided to head his own bank, thus forming the First National Bank. He also served in various positions in the local government. His son was Foster Voorhees.

Foster McGowen Voorhees, the governor of New Jersey, 1898-1902, was born in Clinton on November 8, 1856. His father, Nathaniel, was related by marriage to the prominent Leigh family of the town. He was educated locally and at Rutgers University. Voorhees became a lawyer through study in the office of William Magie, the Union County Republican State Senator. In 1888, Voorhees was elected to the New Jersey Assembly, and headed the Republican minority. In 1893, he was elected to the New Jersey Senate, and served as majority leader. In 1896, after re-election, he became Senate President. Upon the resignation of Governor Griggs, Voorhees

[29] Nomination of Clinton Historical Museum, and the Dunham/Parry Mill to the State and National Registers of Historic Places

became acting Governor in 1898. In October of the same year, Voorhees resigned his Senate seat to escape the state's law that a governor could not succeed himself. Consequently, in November 1898, he was elected Governor. Among his accomplishments was the opening of the State Village for Epileptics at Skillman, NJ, which represented an advance in the care and treatment of sufferers from this malady. He also appointed a Children's Guardian Board for foster care. In other areas, he acted to open the Rahway Prison, to construct sewer lines in Newark, and to initiate revision of school funding. In 1902 he left government service and became President of Banker's Life Insurance Company. In 1925, illness caused his retirement to his farm near High Bridge where he died in 1927. The farm property was willed to the State of New Jersey and is now Voorhees State Park. He was buried in the Presbyterian Cemetery in Clinton.

Clinton also had its professionals, who were well-educated physicians who lived in town, invested in rental properties and most of all took care of the residents' health[30]. Dr. Henry Field was among the earliest, living on what then was considered an estate in a house that he brought to Grecian stylishness. Dr. John Manners, who had more than one career, filling elected office at one time, was another. Dr. Sylvester Van Syckel was a graduate of Princeton[31].

But a person who gained celebrity status was a woman, Anna Case, who became an outstanding opera singer. Anna Case was born at 15 East Main Street, on October 29, 1889. Her father was the local blacksmith. When she was young, her family moved to South Branch, Somerset County. She assisted her father by collecting bills and cleaning up his shop. Anna seemed to have a natural gift for music, and at 15 she became the organist and choir director at Neshanic Dutch Reformed Church, earning $12 a month. She had no formal piano or organ lessons. Anna Case began to take voice lessons from Catherine Opdyke of Somerville, until Opdyke revealed that she did not have the capacity to teach Case and took her to Madame Ohrstrom-Renard in New York. On November 20, 1909, at the age of 20, Anna debuted as a cast member in "Lohengrin" at the Metropolitan Opera. Six months later her first solo came in the opera "Werther." Anna Case was the first American signer at the Metropolitan who had no European training or international reputation. She remained at the opera house from 1909 until 1920, and traveled on concert tours extensively. Case married Clarence Mackay in 1931. He was a millionaire who had founded a postal telegraph system, which later merged with Western Union. They had no children (Mackay died in 1938), but she became stepmother to his three children from a previous marriage. One of his daughters, Ellen, married Irving Berlin. Although she retired at the time of her marriage, she continued to write songs. None of her 50 songs is familiar today. There is a plaque dedicated to Anna Case in the lobby of the Metropolitan Opera House[32].

George W. Taylor, son of Archibald Taylor, was raised at "Solitude", a special elitist residential area that became High Bridge. His family was wealthy. His education included training as a Navy Midshipman. For whatever reason, Taylor transferred to the Army, and in that service built a reputation as a strong disciplinarian during the ware against Mexico. It was in that area that he met Philip Kearny, the "Jersey Devil." When the Civil War broke out, Governor Olden appointed

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[30] Paul A. Stellhorn, Editor, The Governors of New Jersey , 1664-1974, Chapter on Governor Voorhees.

[31] Snell, op. cit ., pp. 210, 219, 229, 232, 549

[32] Dereck Williamson, "Search for Lost Opera Singer from Clinton Ends in New York," in Hunterdon Review , October 31, 1973.

Taylor to command the First New Jersey Brigade. He was joined in the military by his son, Archibald, as his aide-de-camp, and by his nephew, a captain in the Third New Jersey Infantry. Taylor, a brigadier, led his brigade into McClennan's Peninsula Campaign. At the second battle of Bull Run, Taylor's unit came up against the larger forces of Thomas "Stonewall" Jackson. In the fierce battle, Taylor was mortally wounded. His body was accompanied to Clinton Station (now Annandale) on the Central Railroad by his nephew. There had been a double tragedy for New Jersey, for Kearny had died in battle the same day at Chantilly. The Daily Advertiser (Newark) published the account of Taylor's funeral. The people of Clinton, respectful of his patriotism, followed the elegant flag-draped casket from the railroad station to the Presbyterian Churchyard, where burial took place. One year later, the nephew was killed at Chancellorville, and was buried beside his uncle in the cemetery. His son Archibald survived the war, and continued in the military over a long period of time. George W. Taylor was Hunterdon County's only Civil War General[33].

History of the Town Fire Department

In October, 1891, Main Street, Clinton suffered a fire which raged for several days, destroying much of the business district as well as the dwellings of many merchants and townspeople. Because Clinton had no fire department, Mayor Johnson telegraphed for help from the existing companies in Flemington, Somerville, Easton and Phillipsburg. Flemington, Easton and Phillipsburg sent equipment by train on the Lehigh Valley Railroad.

The citizens of Clinton fought hard to save Main Street, but without fire equipment, the loss was great. Shortly after the fire, the merchants and citizens began planning a local fire department. On March 14, 1892, the Clinton Steam Engine Company No. 1 was formed. There were forty original active members, many of whom were local merchants who had sustained losses.

The first act of the Company was to purchase a steam engine, to be pulled by hand to local fires, and by horses to outlying districts. The August 1892 tax map notes: "one Amoskeag Steamer, 1500' new rubber hose, and three ladders purchased. Water supply: nearby river and cisterns." The members of the fire company purchased the equipment and paid dues to fund the company, and received no payment for their services. On April 1, 1894, the New Jersey State Firemen's Association authorized the organization of the Clinton Firemen's Relief Association for the protection and relief of injured firemen and their families. In 1898, the Company moved its equipment, previously stored in a shed, to the new firehouse - a section added to the western side of the Grandin Library Building on East Main Street. To the rear of the building stood a narrow tower in which hose was draped to dry.

Throughout the years, the Fire Company showed steady growth. It became mechanized in 1925, when the town purchased a modern fire truck. In 1938, an American LaFrance body on an International chassis was purchased to render service to the eight or ten mile radius outside of

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[33] The Daily Advertiser (Newark) as cited in Clinton Times Revisited , May 18, 1990; Taylor Papers, Hunterdon County Historical Society, Flemington, N.J.; Granite Monument in Presbyterian Cemetery.

town. The truck was sent by freight car from Elmira, New York, and was greeted by two hundred invited guests, most of whom had contributed or solicited funds over a three year period to pay for the $3900 machine. George R. Hanks, a major contributor, gave a speech, and a bottle of water was broken over the engine, christening it the "Nancy Hanks". On August 15, 1938, the membership voted to incorporate "as an association not for pecuniary profit." registered its selected name with the New Jersey Secretary of State, and became the Clinton Fire Department.
The Clinton Fire Department marked its fiftieth anniversary on March 14, 1942. On April 6 of that year, a program was presented to a full house in the Music Hall on West Main Street. The organization presented a play, written by Lester Oliver, Sr., based on the actual minutes of the first three fire company meetings. America was at war, so the play was followed by a speech by Leo A. Smith, of the State Defense Council, whose topic was "Firemen and Bomb Attacks. Mr. Smith's talk was followed by a demonstration by local firemen on how to handle incendiary bombs. The demonstration was held in the railroad freight yard adjacent to the Music Hall. At the time of the fiftieth anniversary, four charter members were living: John Rowland, Oscar Rittenhouse, John Reed and Frank Van Syckle.

Many of the fires covered in the 1940s were farm fires, and very often securing enough water to save buildings and livestock was a problem. In one 1941 fire, snow was packed against the burning wood, confining the blaze and saving several nearby buildings. In 1949, the ladies auxiliary was organized, and has been an integral part of the Department ever since. As the Clinton area became less agricultural and less rural, the nature of firefighting changed. When the Acme Grocery Store closed in 1975, the Fire Department purchased and renovated the building to accommodate its increasingly technical fire and safety equipment.

HISTORIC PRESERVATION PLANNING

Historic preservation has a complex regulation structure that, generally, dates back to the 1966 National Historic Preservation Act. In order to designate a resource as historic, a building must be located on the National or State Historic Register. These registers are inventories of historic resources that are significant for American history, if listed on the National Register, or are significant for National, State or local history, if listed on the State Register. Historic resources are not limited to buildings, but rather, also include sites, structures objects and districts. The New Jersey State Register is closely modeled on the National Register and utilizes the same forms and criteria.

Historic is generally defined as being 50 or more years old and must include one or more of the following criteria defined by the U.S. Department of the Interior, National Park Service[34].

A. Association with events that have made a significant contribution to the broad patterns of our history; or
B. Association with the lives of significant persons in or past; or

[34] U.S. Department of the Interior, National Park Service. National Register Bulletin 15.

C. Embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yield or may be likely to yield, information important in history or prehistory.

National and State protection of historic resources are similar in New Jersey. Any Federal project or project utilizing federal funds must evaluate, and if necessary, mitigate the impacts on historic resources. This is done by working with the New Jersey Historic Preservation Office and is commonly called a "Section 106" review. Similarly, State projects or State funded projects must also evaluate, and if necessary, mitigate the impacts on historic resources. Projects which may impact New Jersey Register listed properties must have prior written authorization from the Commissioner of the Department of Environmental Protection, which is obtained by working with the New Jersey Historic Preservation Office.

HISTORIC PRESERVATION IN CLINTON TOWN

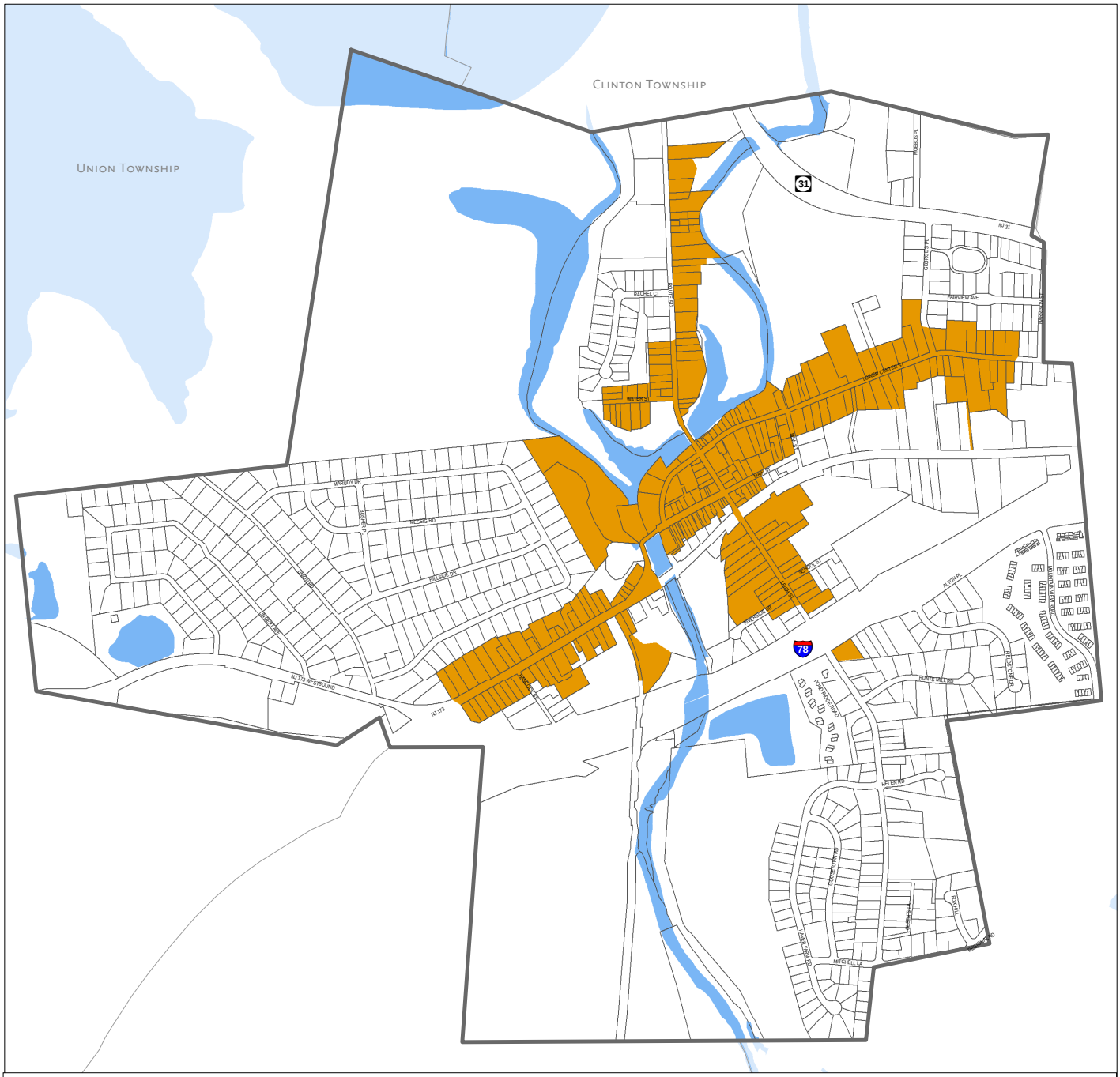
The Town created a Historic Preservation Commission, via Ordinance, in 1990. The Municipal Land Use Law (*N.J.S.A.* 40:55D-107) provides the authority for municipalities to create a voluntary or mandatory historic preservation commission. The Commission created by the Town is voluntary and, pursuant to the Ordinance creating the Commission, has the following duties and responsibilities:

- "Prepare a survey of historic sites;
- Coordinate with the Planning Board as appropriate on historic sites;
- Work with individuals, groups and other political entities to further historic interests;
- Study the advisability of Historical Districts within the Town;
- Carry out such other advisory, educational and informational functions as will promote historic preservation in Clinton;
- Establish a home for historic artifacts and provide leadership in the Community for collection, display of an enjoyment of historic memorabilia and events."

Rehabilitation of historic structures is regulated by not only the review process of State or Federal projects, described above, but also where a historic resource is the subject of the project, the New Jersey Rehabilitation Subcode. Furthermore, municipalities may prepare historic district and structure design guidelines where such planning is supported in the Master Plan.

The Town has six listings on the National and State Register of Historic Places and one structure that has been deemed eligible, via receipt of a Certificate of Eligibility. The Main Street bridge over the South Branch of the Raritan has only received a Certificate of Eligibility; it has not yet been listed on either Register. Those structures listed in the Registers include the following:

- Clinton Historical Museum – 56 Main Street
- Dunham's Mill / Parry's Mill – 7 Center Street
- M.C. Mulligan & Sons Quarry – 56 Main Street
- Music Hall – 23 West Main Street
- Old Grandin Library – 12 East Main Street



Named Historic Properties:

- I-78
- Clinton Methodist Church
- Anna Case's House
- Baptist Cemetery (Union Cemetery)
- Bonnell Tavern
- Clinton Historical Museum
- Clinton House
- Clinton Music Hall
- Clinton National Bank
- Clinton Railroad Station Depot Lehigh Valley Line
- Corner Store before 1860
- Corson's / Weller's / Union Hotel
- Dr. Henry Field House
- Dr. Van Sickle House
- Duckworth Building
- Dunham Woods
- Dunham's Mill / Parry's Mill
- Early Store (by 1860), now Town Library
- Former Baptist Church
- Former Presbyterian Manse
- Former Rittenhouse Residence
- Governor Foster Voorhees Residence
- Halstead Street Bridge
- J. T. Leigh's Earlier Residence
- John Taylor Leigh Mansion (now Municipal Building)
- Late 1950s Catholic Rectory
- M.C. Mulligan & Sons Quarry
- Main Street Bridge (SI&A #10XXoN1)
- Methodist Church Parsonage
- Mill-owner Parry Mansion
- Modern Bridge, pipe railing
- Old Grandin Library
- Presbyterian Burial Yard and Riverview Cemetery
- Presbyterian Church, Wolverton Building
- Railroad Tracks of Lehigh Valley Line
- Sometime Millinery Shop
- St. Mary's Cemetery
- The Kline House
- The Long House, Early mill-associated structure
- Town Park

Sources:
Parcels: Hunterdon County Geographic Information System digital data.

Historic District and Sites: New Jersey Historic Preservation Office

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, and Hunterdon County Geographic System digital data, but this secondary product has not been verified by NJDEP, nor Hunterdon County, and is not state- nor county-authorized.

300 150 0 300 600 900 Feet

Clinton Master Plan

Historic District & Sites

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects

In addition to these structures, the Clinton Historic District is also listed on both the state and national Historic Register. The Historic District is generally located in the areas to the east of Halstead Street, as small area surrounding the intersection of Halstead Street and Water Street, in the downtown commercial core, along the majority of Center Street, along the majority of West Main Street and along the majority of Leigh Street between Route 173 and Interstate 78. The district consists of 251 lots.

It is recommended that the necessary steps be taken to place the Main Street bridge over the South Branch of the Raritan on the State and/or National Register. It is also recommended that the Township adopt, by ordinance, the Historic District, as defined by the State and National Register.

The Town has recently completed the historic rehabilitation of 47 Leigh Street, the two and a half-story residence adjacent to the municipal building. Upon completion, this building will be the new home to the Historic Preservation Commission and selected municipal offices.

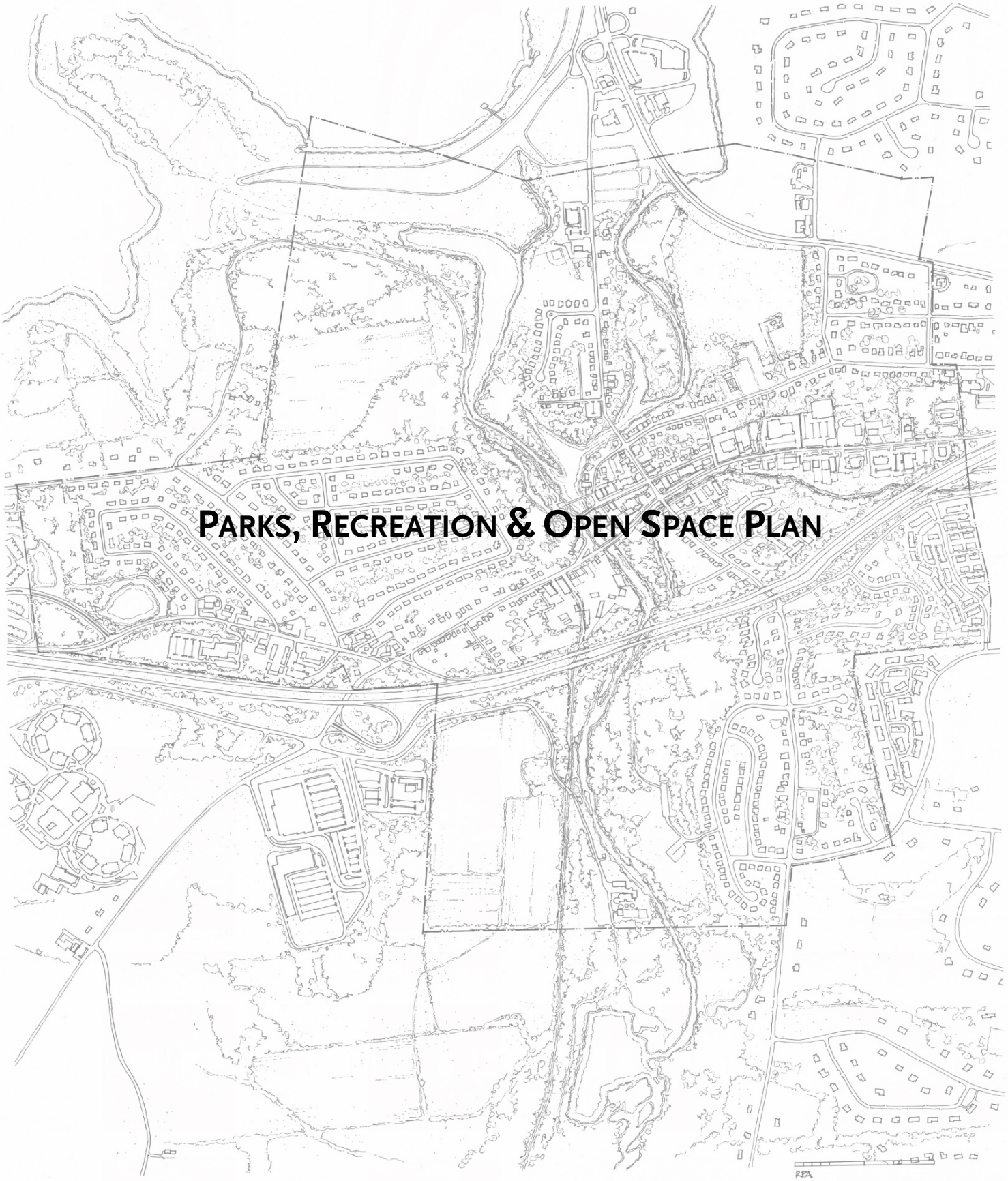
The Historic Preservation Commission conducted a Survey of Historic Sites which evaluated 240 properties. The evaluation provided an identification of each property, a description of the historic structure(s) and an indication of whether it was found to be contributing. A contributing structure is one that adds to the historical integrity or architectural qualities that make the district significant. The survey concluded that only 18, or 8%, of the surveyed structures were not contributing.

There is a dilapidated historic building, the former Bonnell's Tavern, located just outside of the Town in Union Township on a small triangular shaped lot. This building is in a prominent location in Clinton Town as it is located at the gateway to the Town from Interstate 78. The lot is separated from the rest of Union Township by Interstate 78 and is adjacent to Block 4, Lot 3 in Clinton Town. Due to the small size and configuration of the lot hosting the building and the Town's Lot 3, any development of the site will likely involve both properties. Unfortunately, the building is located to the rear of the tract and has poor visibility from the surrounding streets. It is recommended that the Town discuss with Union Township ways to provide the lot sewer and water from Clinton, which could be accomplished by relocating the building to the front of Lot 3 in Clinton or annexing the lot in Union and making it part of the Town.

The Town is in need of historic district design guidelines for lots located in the Historic District. To date, only an ordinance addressing demolitions in the Historic District has been contemplated. Guidelines would provide direction for how best to renovate and conduct new construction in the historic district. The Town's historic character is based on much more than the prevalent historic building styles; it also encompasses building materials, architectural details, accessory buildings, site design, streetscape design, landscaping and signage.

Historic preservation guidelines for the Historic District should include items such as, but not limited to:

- Building massing and scale that are appropriate for the common historic building styles in the Town;
- Architectural elements that are appropriate for the common historic building styles in the Town and how they are best applied to new construction and building rehabilitation;
  - These elements should include but not be limited to roofing, windows/shutters, doors, porches, exterior cladding and architectural details;
- Appropriate placement and design of accessory structures;
- Appropriate streetscape designs, including street trees, lighting and street furniture;
- Appropriate boundary markers, such as fences and walls; and
- Appropriate landscape designs.



Parks, Recreation & Open Space Plan

PARKS, RECREATION AND OPEN SPACE PLAN

Master Plans, of which this Plan is a part, analyze and recommend how land should be developed or redeveloped in response to economic, social and cultural factors. Open space differs in that land is intended to remain largely undeveloped. Like the built environment, open space adopts many different forms and provides a diversity of benefits to the municipality.

This Element examines existing open space and recreation facilities in the Town of Clinton and also what improvements to existing facilities are needed and what additional facilities or programs are desired by residents. The Town's parks and conserved land will be described in brief. Within the structure of the Master Plan, this Element is closely aligned with the Conservation Plan that describes the natural environment of the Town and the Community Facilities Plan that proposes policy for governmental, educational and institutional uses within the municipality. It also considers open space and recreation areas immediately beyond the municipality.

Open space includes lands for conservation and recreation. Conservation areas are intended to remain in their natural state for wildlife refuges, as buffers between developments or to protect environmentally sensitive land and water resources. Recreation facilities can be put into two categories – active and passive open space. Active recreation facilities are defined as improved land capable of hosting formal or organized recreation activities; examples include but are not limited to playgrounds, baseball fields and soccer fields. Passive recreation facilities are defined as unimproved or minimally improved land capable of hosting outdoor activities that are compatible with conservation functions; examples include but are not limited to walking trails, bicycle trails and bird watching. Large parks typically encompass more than one type of recreation. For instance, level areas may be used for ball fields, with steeper areas near streams retained for passive recreation and conservation purposes.

BENEFITS OF PARKS AND RECREATION

The Town of Clinton values the role that parks and recreation facilities play in building stronger communities. Through investing in its parks and recreation inventory, the Town assumes a proactive role in promoting physically and mentally healthy residents, strengthening communities, promoting social networks, and supporting its youth.

The benefits of ready access to parks and recreational amenities on physical and mental health are well established. Residents who engage in recreational activities reduce their risk of obesity, heart disease, diabetes, cancer and osteoporosis. Additionally, increased activity is proven to boost the immune system and increase life expectancy. Recreational activity is also associated with reduced risk of depression, improved quality of life, and diminished stress levels. Through investing in parks and recreational facilities, Clinton Town is not only improving the character of the town, but also the health and well being of its residents, the Town's most significant resource.

Additionally, parks and recreational amenities provide broader community benefits. They provide the community with central gathering points, encourage interaction between residents, and supports the development of community youth. In particular, the Town's league sports promote social bonding, instill civic pride, and build cultural diversity and harmony. Furthermore, access to recreational amenities has also been correlated to reduced crime rates, increased volunteerism, and greater community participation.

Recognizing the benefits, the Town of Clinton is actively engaged in expanding its parks and recreation facilities. The Town is working to add diverse features to its parks inventory, including boat launches, trails, and pocket parks.

LANDS FOR CONSERVATION

As is described in the Conservation Element, the Town of Clinton is home to lands that are of critical environmental importance to both the region and the state of New Jersey. The Town is located almost entirely within the Highlands Planning Area, with approximately 112.63 acres of the Town designated as being within the Protection zone. Through its land use decisions, the Town has the opportunity to conserve areas that significantly benefit the region's water quality, protect areas designated with high aquifer recharge areas, preserve critical wildlife corridors, and promote biodiversity.

The Town of Clinton acknowledges its responsibility in preserving the ecological integrity of the area. The Town is leading the region in environmental protection through incorporating sustainable practices and development principles in its Conservation and Land Use elements. Moreover, Clinton has actively conserved lands that are either of environmental significance, such as the lands associated with the Spruce Run Reservoir and Dumont Pond, or that are adjacent to critical areas.

The Town of Clinton's acquisition of land surrounding the Spruce Run Reservoir serve as a model for the Town's conservation practices. The third largest reservoir in New Jersey, the Spruce Run Reservoir is located on stream and has an 11 billion gallon capacity. Currently, Spruce Run show impacts of excessive nutrients and sediments. Moreover, tributary streams of the reservoir are showing the impacts of land use and storm-water runoff. In an effort to address these issues, the Town preserved land adjacent to the reservoir. The open space is used for a mixture of active, passive, and conservation purposes.

While the Town of Clinton is not currently proposing to acquire additional lands for conservation purposes, the Town is expanding its parks and recreation amenities that are both adjacent to natural resources and within the compact developed areas of the Town. These areas are discussed further in the section below.

EXISTING RECREATION FACILITIES

The Town of Clinton's inventory of parks and recreation amenities provide for a diverse array of uses, ranging from boating to trails. A mixture of passive and active recreation lands, the park system within Clinton Town draws on both municipal and county resources. While the description below is not an exhaustive list of the open space amenities within the Town, it provides a good representation of the wealth of resources available to Town residents.

There are several organizations that use the recreation facilities in Town. For example, the playing fields are used by the Skylands Girls Softball league, North Hunterdon Soccer team, and the American Legion Baseball team. Additional community athletic groups also use the ball fields (soccer and baseball/softball) throughout the Town.

In addition to these opportunities in Town, residents may also take part in recreation opportunities outside of the Town. Notably, residents are able to purchase a membership to the Pool Club located at Beaver Brook just outside of the Town. Additionally, the Clinton Township Skate Park located at Bundt Park (near the intersection of Route 31 and Red School House Road) is available to Clinton Town residents for a fee. However, the Township has considered removing the skate facilities from the park; it is unclear at this time if this will happen in the future. The Spruce Run School, located just north of the Town on Belvidere Avenue, offers two outdoor baseball fields and a playground that are also available to Town residents.

Spruce Run Recreation Area

Located in the northwest of the Town of Clinton, Spruce Run Recreation Area is the largest park in the municipality. It encompasses approximately 150 acres in the Town and abuts approximately 3,000 acres of State owned preserved lands. While the park includes conservation lands, Spruce Run also provides for the following activities: swimming, fishing, boating, camping, and hiking. The parks trails are part of the Highlands Trail system, and accommodate hiking, biking, and running.

Gebhardt Field

Gebhardt Field is situated to the east of the South Branch of the Raritan River and is accessible via Halstead road. The park's amenities include a baseball field, tennis courts, volley ball court, basketball court, playground, picnic pavilion, and a park office building. Both the outdoor basketball and volley ball courts are lighted. These are the only lighted outdoor active recreation facilities in the Town.

South Branch Reservation - Dunham Park Section

Dunham Park comprises 12 acres of passive recreation land that is situated between a fork in the South Branch of the Raritan River. The location of the park presents accessibility issues, as the park's entrance is obscured by surrounding development and there is no official parking facility for the site.

Clinton Public School Playing Field

Clinton Public School, which serves grades kindergarten through eight, allows residents and community organizations to utilize its playing fields during non-school hours. The field includes a baseball field, basketball court, playground and open space, which can be used to create a soccer field or volleyball field. Additionally, the field has access to the schools parking facility, which provides ample parking.

Community Center

The Community Center is a wonderful asset to the Town. Not only does it provide meeting space for community organizations it also has indoor recreation space. The building hosts the only indoor basketball court in Town and also provides space in the upstairs of the building for a variety of classes.

Hunts Mill Park

Hunts Mill Park is the Town of Clinton's second largest park, as it encompasses approximately 42 acres. It is located between the King's Crossing neighborhood and the South Branch of the Raritan. The Park includes Skurbish Pond and provides for both active and passive recreational uses. In particular, Hunts Mill Park features walking trails throughout the park, including around Skurbish Pond, a baseball field and two soccer fields.

Hunts Mill Park & Skurbish Pond

Landsdown Trail

The Landsdown Trail was once a spur line for the Lehigh Valley Railroad, connecting the town of Clinton with Landsdown. Operation on the line discontinued several decades ago. In 1993, Hunterdon County acquired the railway and converted it into a trail. The trail extends from Interstate 78 south into Franklin Township. The trail passes through wooded areas, continues along the South Branch of the Raritan River, and stretches northward beside the agricultural lands in the southwestern portion of town.

Dumont Pond

Dumont Pond is located in the western portion of Clinton Town and is accessible via Lakeview Avenue, Village Road, and West Main Street. A parking facility that services the Pond's visitors is located off of West Main Street.

Millview Park

Located to the south of Water Street, Millview Park includes approximately 10 acres of land along the banks of the South Branch of the Raritan River. The park is designed primarily for passive recreation, and serves as a buffer between the riverfront and development to the north.

Clinton Master Plan

Recreation and Open Space Plan

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
Architects
Planners
Landscape Architects

PROPOSED RECREATION FACILITIES

The majority of the Town's recreation demands are fulfilled by the existing recreation facilities. However, there remains a shortage of outdoor baseball and soccer field and indoor basketball courts. With the Town's limited land area there are minimal places that could accommodate these additional facilities. Hunts Mill Park has additional space that could be used for additional playing fields. Also, as discussed below, a neighborhood park and town or county park are proposed on the Industrial Tract. This tract would also be an appropriate location for additional active recreation facilities. Due to its distance from residential uses, this site may also be appropriate for lighted outdoor active recreation facilities.

There are a variety of recreation facilities that are not currently provided in the Town. In past the Town has not gained consensus from residents or officials as to what other types of facilities are desired. The Town may wish to conduct a survey to determine which additional facilities would be most desired by residents. The following facilities should be given consideration:

- Baseball / Softball field;
- Basketball court / covered basketball court;
- Soccer Field;
- Football field;
- Hockey Court;
- Dog park;
- Volley ball court; and/or
- Swimming pool.

Boat Launches

The waterways in Clinton Town serve as the foundation for parks and open space planning in the municipality. Clinton aims to strengthen the role of the waterways in its recreational amenities through proposing two potential locations for non-motorized boat launches (canoes, rowboats, kayaks). The first site is located to the on the Moebus Tract (Block 14, Lot 32), and will serve as the head of the future multi-use trail. The second location for a boat launch is on the Industrial Tract (Block 27, Lot 1; Block 28, Lot 1). The boat launch site will connect with the existing Landsdown Trail, and will be adjacent to a proposed park.

Extension of the Landsdown Trail

Hunterdon County has proposed to extend the Landsdown Trail north across Interstate 78 to West Main Street in the Town of Clinton. The extension would provide a pedestrian connection across the hard edge posed by Interstate 78. It is recommended that the Trail continue north through the lumber yard tract, where a right-of-way is currently provided (Block 100, Lot 1), and/or across the South Branch of the Raritan and north through the Wargo Tract (Block 23, Lot 13).

Gebhardt Field Improvements

While the existing facilities are in generally good condition, the following improvements to the Park will expand its ability to serve the Town.

- Gebhardt Field Grandstand. The existing grandstand for the baseball field is in the process of being renovated. To date, the project is in the design stage.
- Gebhardt Field Scoreboard. The Town has ordered a manual scoreboard for the baseball field that has not yet been installed.
- Gebhardt Field Dugouts. The existing dugouts are in poor condition and should be replaced.
- Gebhard Field Home Run Fence. A home run fence is needed. However, design of this fence should be sensitive to its visual impact on the residences fronting on Rachael Court.

Multi-Use Trail Along Beaver Brook

Beaver Brook runs from Clinton Township into the Town of Clinton, and connects with the South Branch of the Raritan River just north of Interstate 78. The Brook adds to the ambiance of downtown Clinton. The Town is proposing the addition of a multi-use trail along Beaver Brook to encourage recreational activity along the banks of the brook. The proposed trail would allow for hiking, biking, and jogging. The trail would begin at Leigh street and end where the brook intersected with Interstate 78, west of the Town's boundary.

Multi-Use Trail At the Moebus Tract

The proposed multi-use trail begins just north of the intersection of Halstead Street and Center Street and runs parallel to the South Branch of the Raritan River and Dunham Park. The trail will provide foot and bike access to the site of the proposed boat launch along the western boundary of the Moebus Tract.

Neighborhood Park on the Moebus Tract

The Town of Clinton proposes a neighborhood park on the Moebus Tract that is located to the east of Dunham Park, and accessible via the Moebus Tract, when developed, and a proposed multi-use trail connecting the Moebus Tract to Halstead Street, just north of Center Street. Designed to meet neighborhood needs, the park will provide for passive recreation activities along the waterfront and will complement the proposed boat launch to the north.

Pocket Park Along Route 173

Pursuant to the June 2007 Community Design Workshop, a pocket park along the eastern section of Route 173 is recommended. This park will add to the character of its downtown, will serve as a community gathering point, and will ensure that the surrounding residents have ready access to green space.

Town Park on the Industrial Tract

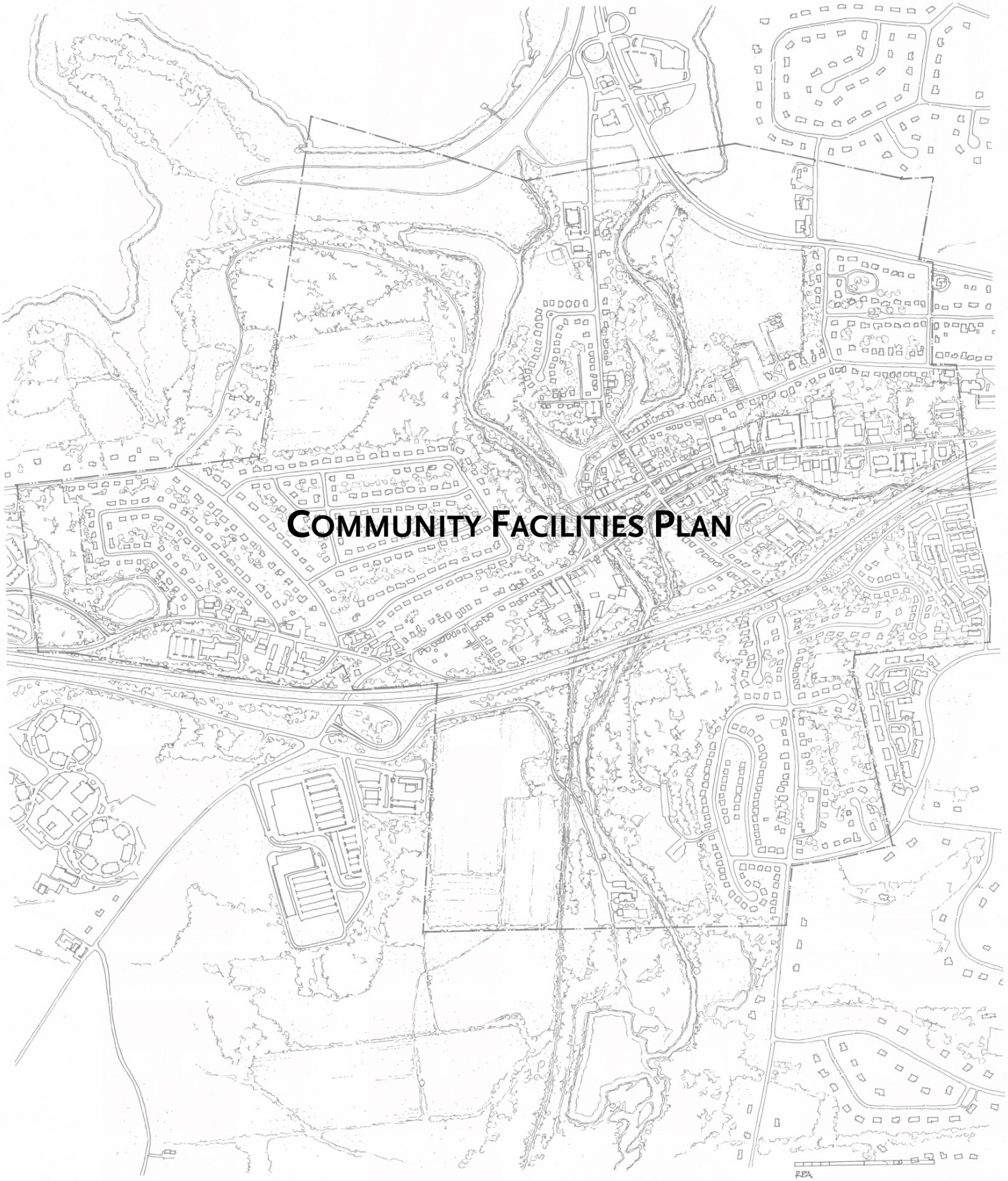
A town park is proposed for the Industrial Tract. Designed to complement the site of the future boat launch, the park will be located along the existing Landsdown trail and adjacent to the South Branch of the Raritan. The boat launch would be operated out of the proposed park, and will likely draw activity to the park.

Town or County Park on the Industrial Tract

Clinton is proposing an additional town or county park at the southern section of the Industrial Tract, along the Franklin Township border. The park will abut the existing Landsdown Trail and will provide a point for hikers to either start or end their journey along the trail. It will also relate to Franklin Township's open space acquisition plans.

MAINTENANCE & OPERATIONS OF PARKS, RECREATION & OPEN SPACE

All of the Town's recreation and open space facilities are maintained by the Town Public Works Department. The facilities are overseen and programmed, currently by the Parks and Playgrounds Commission; however, this commission may be reorganized as a new organization, know as the Board of Recreation Commissioners.



Community Facilities Plan

COMMUNITY FACILITIES PLAN

A Community Facilities Plan describes the existing community facilities in the municipality, including their location and function, and what changes to these existing facilities and what additional facilities are desired.

CLINTON PUBLIC SCHOOL

The only school located within the municipality, the Clinton Public School, serves kindergarten through eighth grade. The School is located at the end of School Street on Block 22, Lot 13. In addition to the building and the parking area, the school also offers a baseball playing field and playground. Pursuant to the School Superintendent, no expansion of the school is projected in the coming years. The school suffers from noise impacts of Interstate 78, which is directly adjacent to the south of the lot. The noise from the Interstate has a negative impact on the public's and school children's ability to enjoy the outdoor recreation areas on the property.

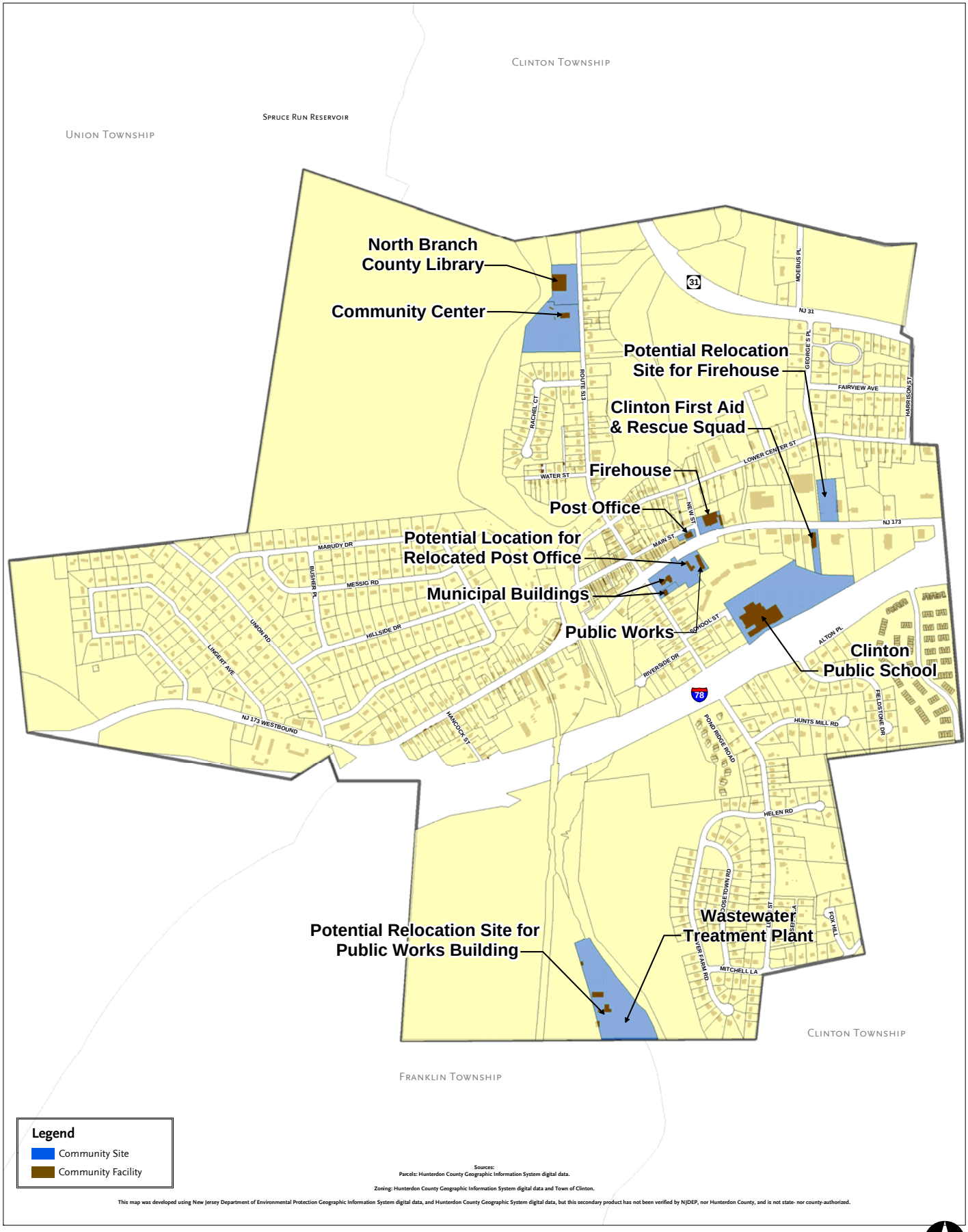
COMMUNITY CENTER

The Town Community Center is located at the northern part of Town along Halstead Street on Block 16, Lot 21. The site is adjacent to the North Branch County Library and hosts Gebhardt Field, making this area of Town a concentration of community uses. The community center provides meeting space for community organizations and indoor sports. Specifically, there is an indoor basketball court and an upstairs room used for classes such as spinning, jazzercise, tai chi and yoga.

FIRE DEPARTMENT

The Clinton Town Fire Department is located at the northeast quadrant of the New Street and Route 173 intersection on Block 21, Lot 36. The Fire Department handles all the fire department duties, including but not limited to, extinguishing building fires, resetting fire alarms and supplying water at car accidents. Besides covering Clinton, the Fire Department also services Franklin and Union Townships. This facility has a five bay garage for the fire trucks included as part of the building and administrative space inside the building.

The Fire Department building is a single story building surrounded by parking along both Route 173 and New Street, as well as along the rear yard of adjacent residences fronting on Center



Clinton Master Plan

Community Facilities Plan

Town of Clinton, Hunterdon County, NJ April 2008

Clarke Caton Hintz
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Street. This lot, at approximately .73 acres, has prime frontage along Route 173, the Town's major east-west thoroughfare and commercial street. As recommended in the June 2007 Community Design Workshop, the Fire Department should be relocated from the current location to further west on Route 173. This would not only provide opportunity for a use on the site that is better able to capitalize on the lot's frontage on Route 173, but would also provide the Fire Department the opportunity to relocate to a property that can provide expanded facilities.

FIRST AID & RESCUE SQUAD

The Clinton First Aid and Rescue Squad is located along Route 173, on Block 22, Lot 18.01. The current building housing the organization was constructed in 2004. The building provides sleeping and living quarters for the volunteers, radio rooms and meeting / conference space. Additionally, space is provided for the Squad's many vehicles, including ambulances, boats and trailers.

The First Aid and Rescue Squad services an area of 48 square miles and includes the Town, and portions of Clinton Township, Lebanon Borough, Franklin Township and Union Township. Services conducted by the Squad include vehicle extrication, water rescue, collapse, trench, rope and confined-space rescue.

MUNICIPAL OFFICES

The municipal building offices are located on two lots in the Town, Block 22, Lots 1 and 2. Lot 1 is a historic building at the corner of Leigh Street and Route 173 that has served as the municipal building for decades. Lot 2 is adjacent to Lot 1 and has frontage on Leigh Street. The building on this lot, which was previously vacant, was recently renovated in an effort to provide additional space for municipal offices. This building on Lot 2 now hosts the Construction Office, Finance Office, the Sewer and Water Office and the Historic Preservation Commission. This rearrangement has made it possible for the police offices in the original Municipal Building on Lot 1 to expand.

NORTH BRANCH COUNTY LIBRARY

This Library along Halstead Street, located on Block 16, Lot 22.01, is owned and operated by Hunterdon County. The Library was constructed in 1999 and incorporated the former Grandin Library, an endowment library that had been in the Town for 101 years. The Library offers Storytimes for children and also art exhibits. Additionally, the Library is part of the concentration of community uses along Halstead Street consisting of the Library, Community Center and Gebhardt Field.

POST OFFICE

The Town Post office is located at the northwest quadrant of the intersection of Route 173 and New Street on Block 12, Lot 8. This lot has prime frontage along Route 173, the Town's primary east-west thoroughfare and commercial street. Currently the parking area faces residents on East Main Street and therefore the lighting and early morning traffic associated with the Post Office has a negative impact on these nearby residents. Additionally, due to the site configuration, no on-site parking can be provided.

As recommended in the June 2007 Community Design Workshop, the Post Office should be relocated. The building currently housing the public works building on Block 22, Lot 1, the lot which contains the original municipal building is a viable alternative site for this community use. As discussed below, it is recommended that the Public Works building be relocated adjacent to the Industrial tract, to the site which also hosts the Wastewater Treatment Plant. Relocation of the Post Office to this site, which should only take place once the Public Works building has been relocated, would afford the Post Office additional parking for not only its own vehicles but also customers. Also, as recommended in the Circulation Plan, a crossing of the Beaver Brook on this site will provide convenient pedestrian and bicycle assess to Route 173; although note that the site currently has access to Leigh Street. It is recommended that the building currently containing the public works facility be retained since it exhibits historic characteristics and adds to the character of the area immediately surrounding the Municipal Building.

PUBLIC WORKS

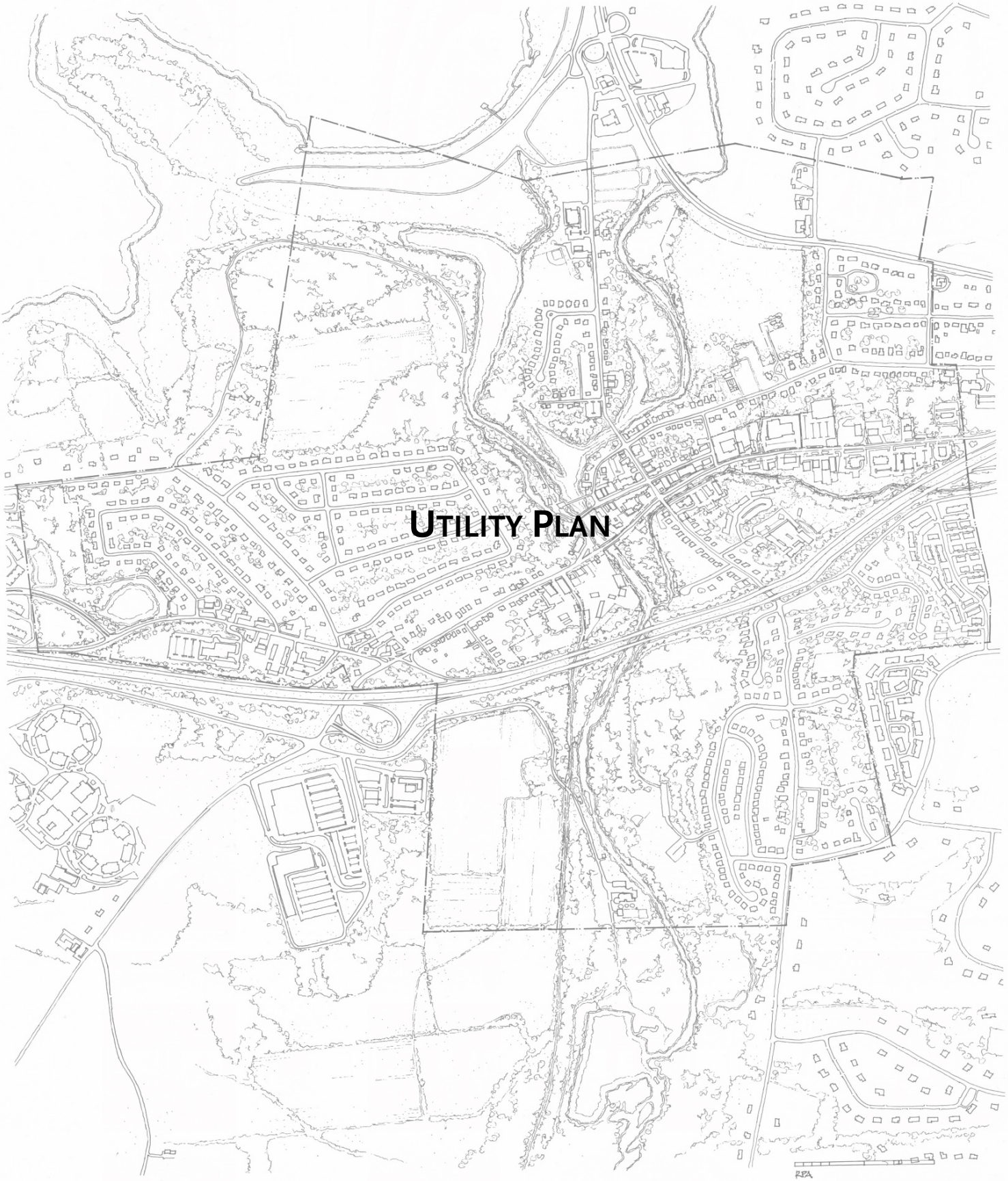
The Public Works facilities are currently located on the Municipal Building lot, Block 22, Lot 1. These facilities are inconsistent with the retail and service character of this portion of the Route 173 corridor and do not benefit from the high visibility along Route 173, one of the Town's primary commercial streets, afforded by its location. Pursuant to recommendations of the 2007 Community Design Workshop, the Public Works facilities should be relocated to the Industrial tract, where the Town's Wastewater Treatment Plant is located. This site is more consistent with the light industrial character of a public works facility. As discussed above, it is further recommended that the Post Office be relocated from its current site at the intersection of New Street and Route 173 to the building hosting the Public Works facility. This building should be retained since it exhibits historic elements that are consistent with the historic character of this section of Town.

WASTEWATER TREATMENT PLANT

The Town's Wastewater Treatment Plant is located at the southern end of Town on the Industrial Tract, specifically, Block 28, Lot 1, an 8.50 acre property. As discussed in the Utility Plan, the Wastewater Treatment Plan services all of the Town and parts of Clinton Township, Franklin Township and Union Township.

It is recommended that the Public Works facility be relocated to Lot 1. This site is more appropriate for a use with a light industrial character, such as a public works facility, due to light industrial character exhibited by the Treatment Plant.

Utility Plan



UTILITY PLAN

The Town of Clintons owns and operates a municipal wastewater treatment plant which services the Town and customers in portions of the surrounding communities including Clinton Township, High Bridge Borough, North Hunterdon Regional School District, Union Township, and Franklin Township, as well as State of New Jersey facilities. The treatment plant is located off Ramsey Lane and is adjacent to the southern municipal border with the Township of Franklin. The wastewater treatment plant was originally constructed in 1968 with improvements/upgrades added in 1975, 1987 and 1994. Treated effluent is discharged to the South Branch of Raritan River and is regulated by a State of New Jersey NJPDES discharge permit.

The Town of Clinton has adequate sanitary sewer capacity in the Town of Clinton Wastewater Treatment Plant for 20-year planning period. The intent is for the entire Town to be serviced by the public sanitary sewer system, and to eliminate the remaining individual subsurface sewage disposal systems. The only exception is the northwest corner of the Town, containing vacant public land owned by the State of New Jersey (Spruce Run Reservoir), Block 8, Lot 1 and Block 16, Lot 23 and by Hunterdon County (Parkland), Block 15, Lot 14, which are not proposed for development or sewer service.

The Town of Clinton will also continue to provide sanitary sewer service to all contract users. The allocated capacities are based on the total 2.03 mgd design capacity of the plant. This capacity should be adequate for the Town's 20-year planning period. As previously stated, an expansion of the Treatment Plant is <u>not</u> part of the Town's Wastewater Management Plan. Accordingly, the Clinton Township WMP must be amended to document ultimate buildout flows from a designated sewer service area to the Town's STP that are consistent with the current contractual flows that the Town has with the Township and private landowners within the Township.[35]

While sewer and water capacity may be available and the Town may be willing to cooperate with adjacent municipalities who desire sewer service and water, the Town is mindful of its cost to provide for and maintain the existing system for existing customers within and outside of the Town.

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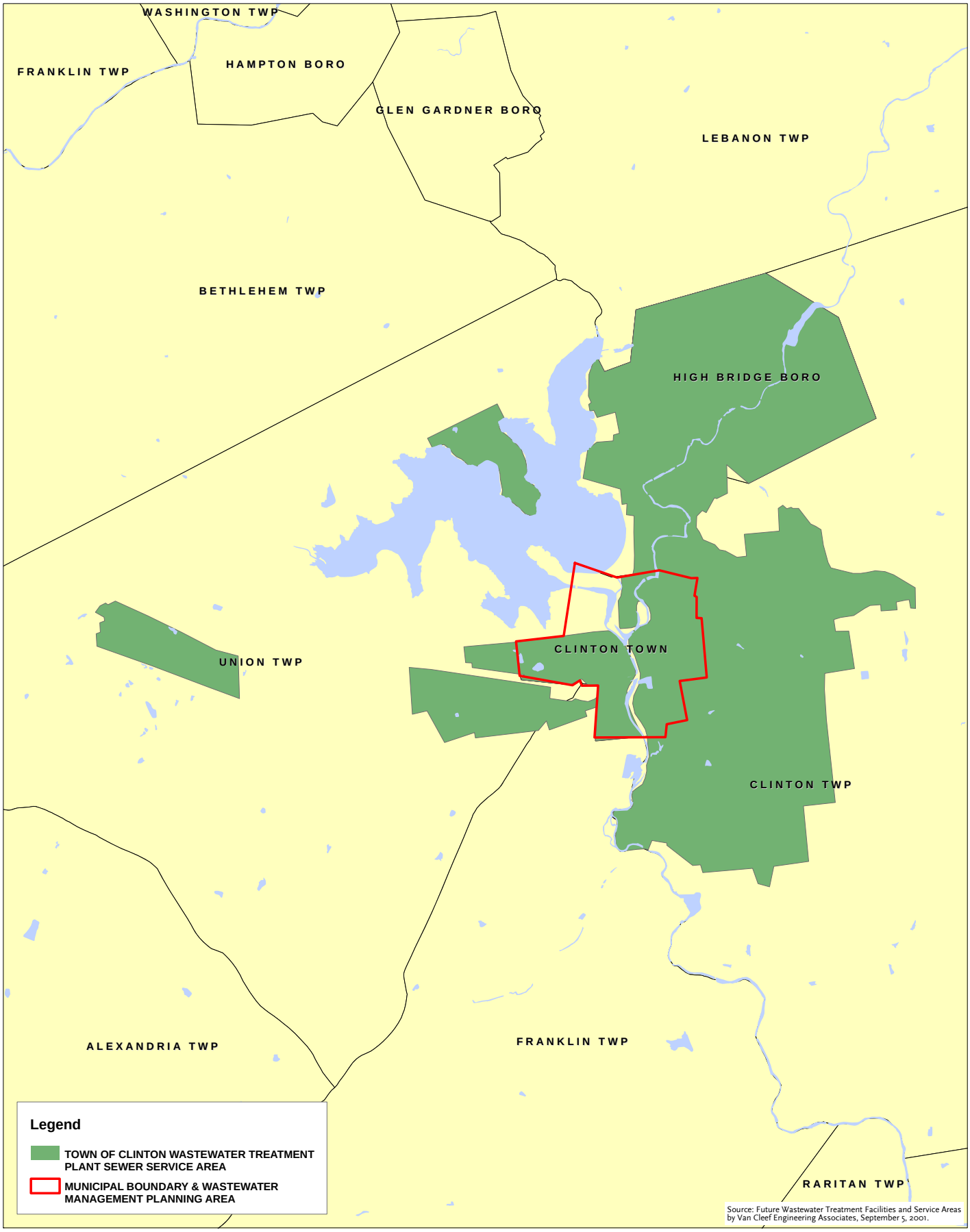
[35] "Wastewater Management Plan for Town of Clinton," prepared by Robert J. Clerico, PE, April 24, 2002. Modified June 20, 2002.



1,500 750 0 1,500 3,000 4,500 Feet

Clinton Master Plan

Sewer Service Areas

Town of Clinton, Hunterdon County, NJ April 2008

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