

Lower Connecticut River Valley Plan of Conservation and Development 2021-2031

Appendix B



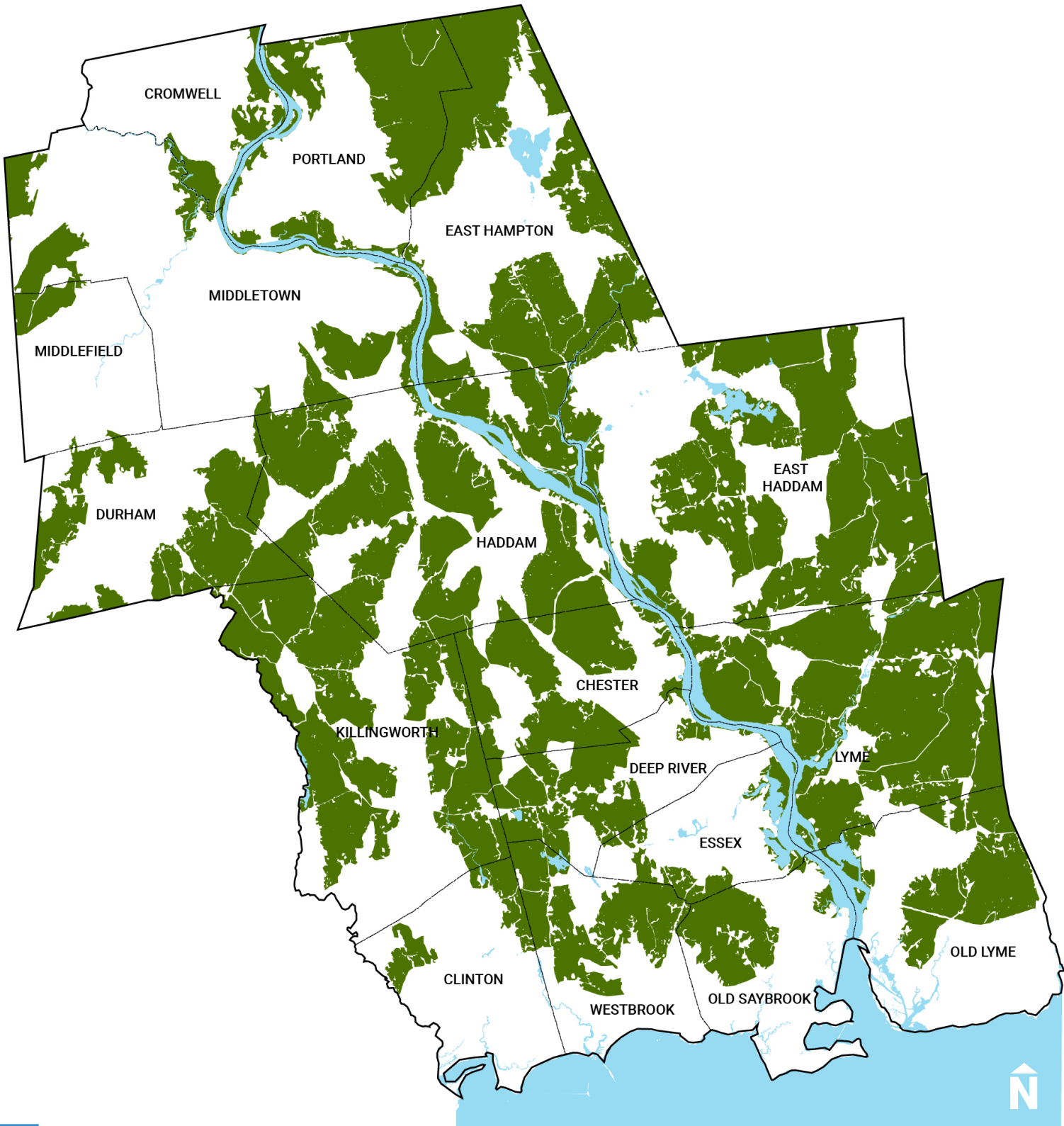
Future Land Use Input Maps

The maps on the following pages were used in the development of the Future Land Use maps. This includes the following maps:

- Primary Regional Wildlife Habitat and Natural Resource Protection Corridors
- Connecting Regional Wildlife Habitat and Natural Resource Protection Corridors
- Protected Open Space
- Public Water Supply Watershed Areas and Aquifer Protection Areas
- Flood Zones
- Highways and River Crossings
- Transit and Rail
- Town and Village Centers
- Job Centers
- Public Water Infrastructure
- Sewer Infrastructure
- Zoning
- Population Density
- Developed Land

Primary Regional Wildlife Habitat and Natural Resource Protection Corridors

This map identifies areas in the Region that are a priority for wildlife habitat and natural resource protection due to attributes such as core forest areas, wetland soils, and hydrologic features. The areas represented by this map scored highest in those features.



Connecting Regional Wildlife Habitat and Natural Resource Protection Corridors

This map identifies areas in the Region that scored lower than the primary areas but are valuable in connecting the primary areas in for the benefit of wildlife habitat and natural resource protection.



Protected Open Space

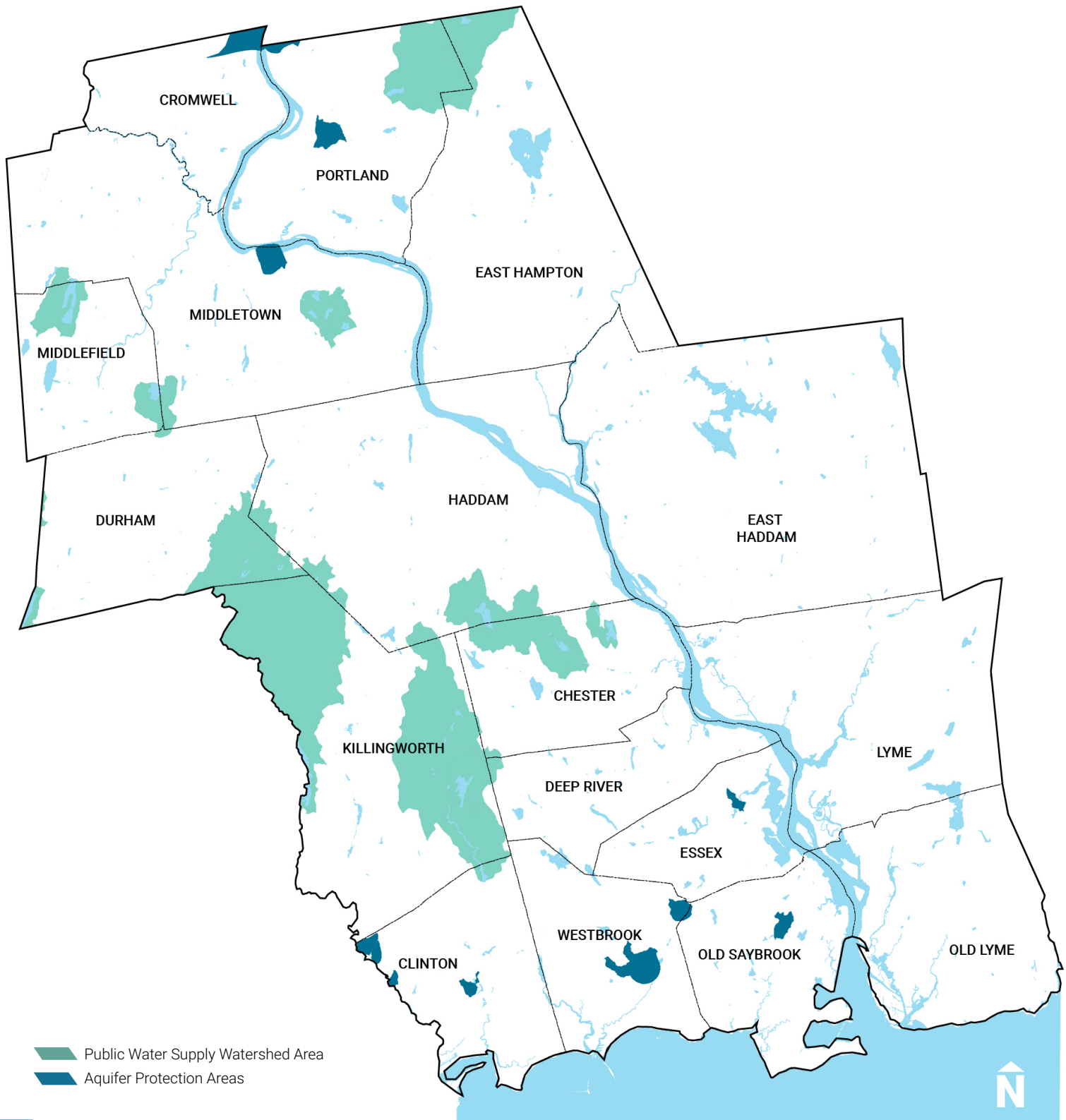
Areas mapped as open space are considered for identification as Sustainable areas due to their value to the landscape. Connecticut's 2016 Comprehensive Open Space Acquisition Strategy (Green Plan) establishes a goal of 21% protected open space statewide by 2023. This target is intended to be met through State, municipal, and private acquisitions. The Green Plan provides a strict definition of "protected" open space as "any area of land with a restriction that would limit its use to open space". This includes lands subject to conservation restrictions, deed restrictions, or certain reserved rights. The Plan defines "preserved open space" as "any area of land that has been acquired and is used for open space purposes".

This includes State parks, forests, and wildlife areas and Class I and II watershed lands. Most of the protected open space in the Region overlaps with Primary and Connecting Regional Wildlife Habitat and Natural Resource Protection Corridors.



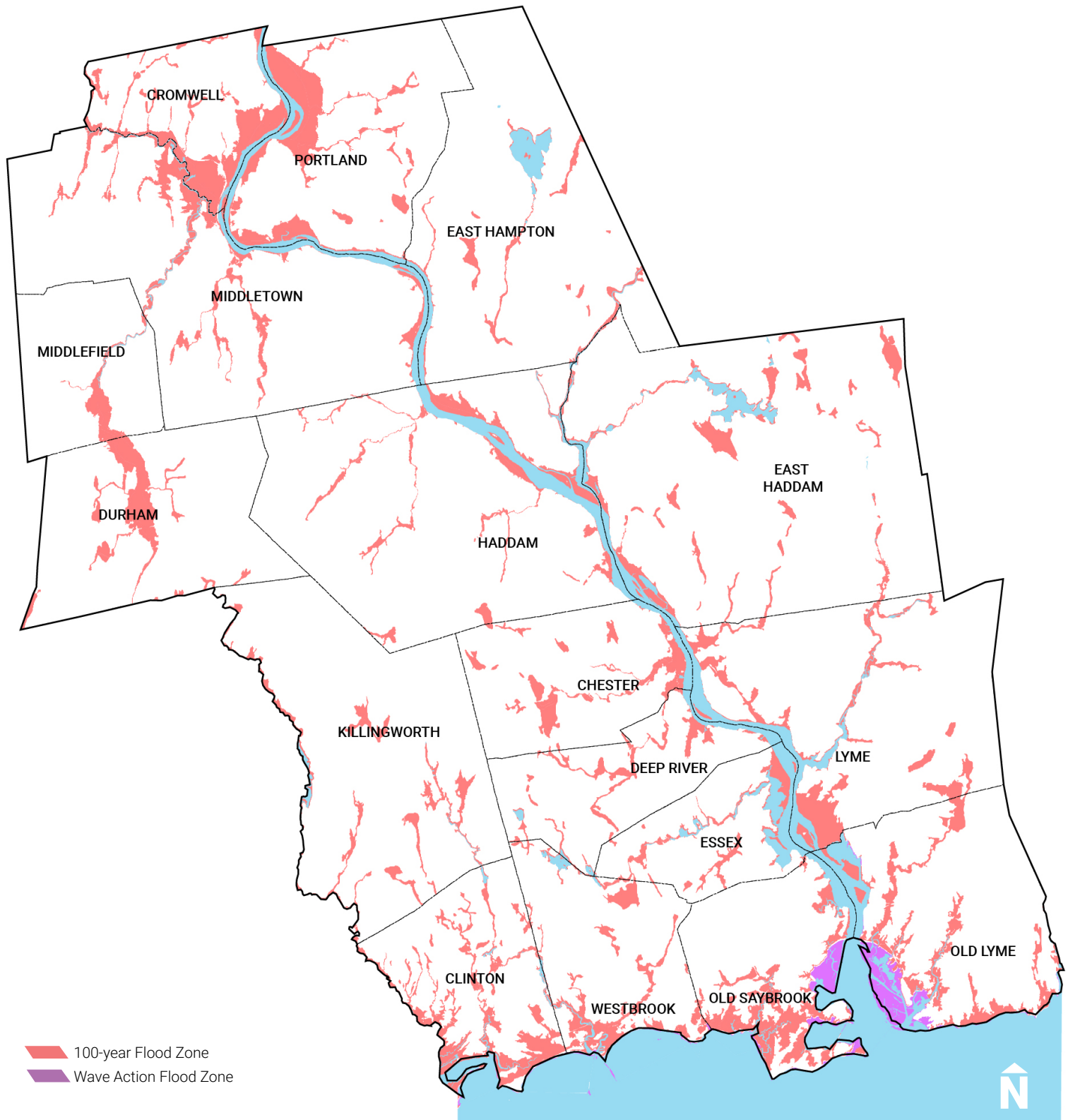
Public Water Supply Watershed Areas and Aquifer Protection Areas

Drinking water is critical to the sustainability of the Region and areas that contribute to the public water supply provide a valuable function in the protection and quality of that water. The areas shown on the map at right are public water supply watershed areas or within an aquifer protection area. Many of these areas have a diversity of land uses within them, but the protection of water quality within these areas remains a priority regardless of whether those areas are developed or undeveloped.



Flood Zones

Flooding, whether inland, along the Connecticut River, or along the shore is a challenge to the sustainability of development and land uses that are vulnerable to flooding. The map at right indicates areas within the Region that are located in the 100-year floodplain or are vulnerable to coastal storm surge flooding. While many of these areas are highly developed, the sustainability of that development remains a top priority.



Highways and River Crossings

The Region is connected by Interstate highways such as I-91 and I-95, a State expressway (Route 9), and multiple other State roadways that weave through and connect the towns in the Region to one another and to neighboring Regions. Within this system, the Region's four Connecticut River crossings (three bridge and one ferry) are critical to the Region's ability to function as collective geography.



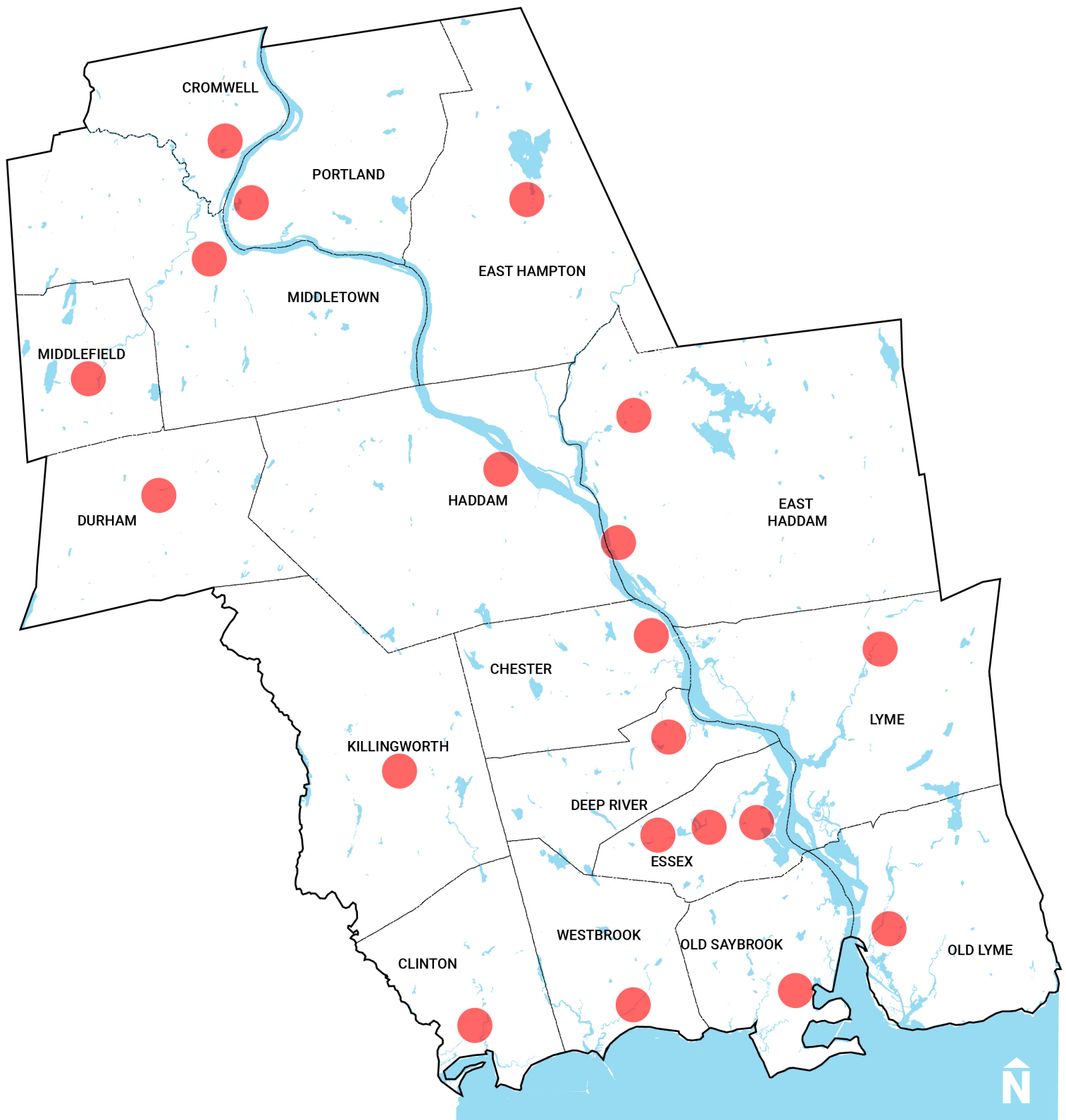
Transit and Rail

Transit service within the Region is comprised of both commuter rail and bus services. Shore Line East operates commuter rail service that parallels Route 1 and I-95 with stations in Clinton, Westbrook, and Old Saybrook. Bus service is provided by Middletown Area Transit, 9-Town Transit, and CTTransit. Most of the Region’s transit routes are concentrated along the shore and in the Middletown area.



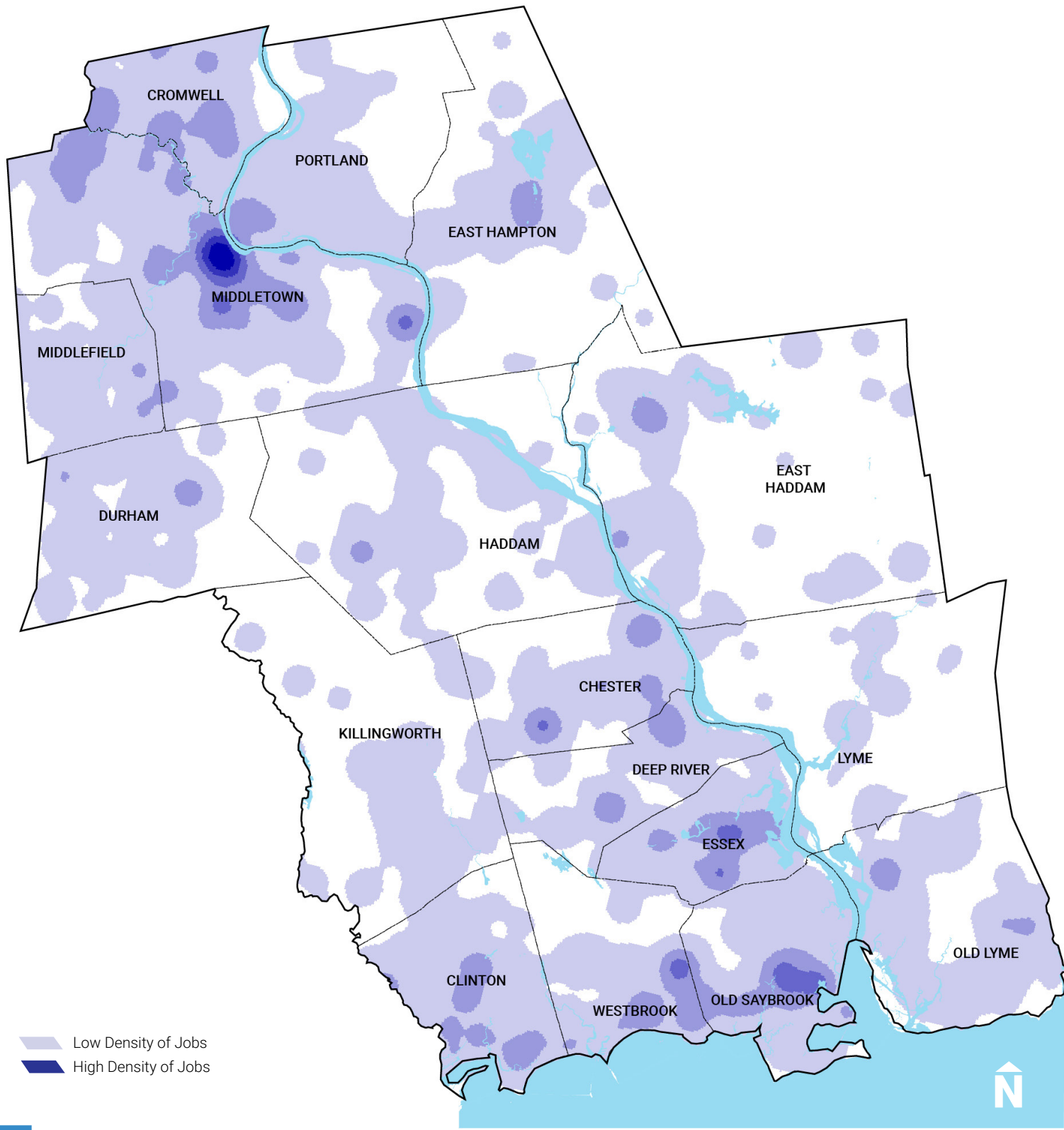
Town and Village Centers

The Region's town and village centers are areas that have potential to support multimodal transportation including bicycle and pedestrian trips. Town and village centers include historic centers and locations where municipal buildings such as town halls and libraries are located in proximity to other features such as a town green and commercial activity.



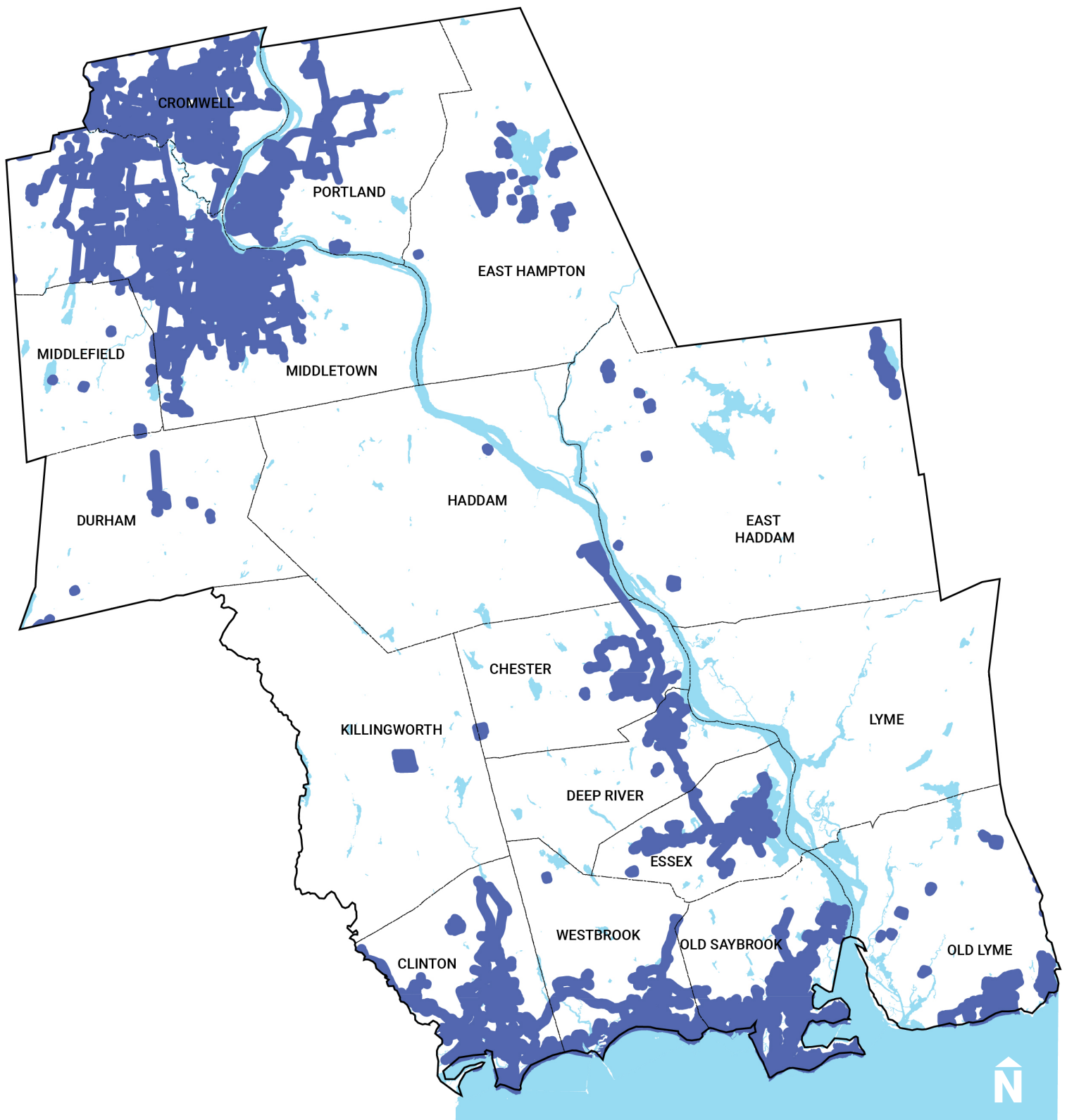
Job Centers

The Region’s jobs are located across its member towns and its city with those jobs clustered in multiple areas. The greatest concentration of jobs are found in downtown Middletown and along the I-95 corridor. The location of jobs in the Region points to areas of commerce and education, environments that act as incubators of innovation.



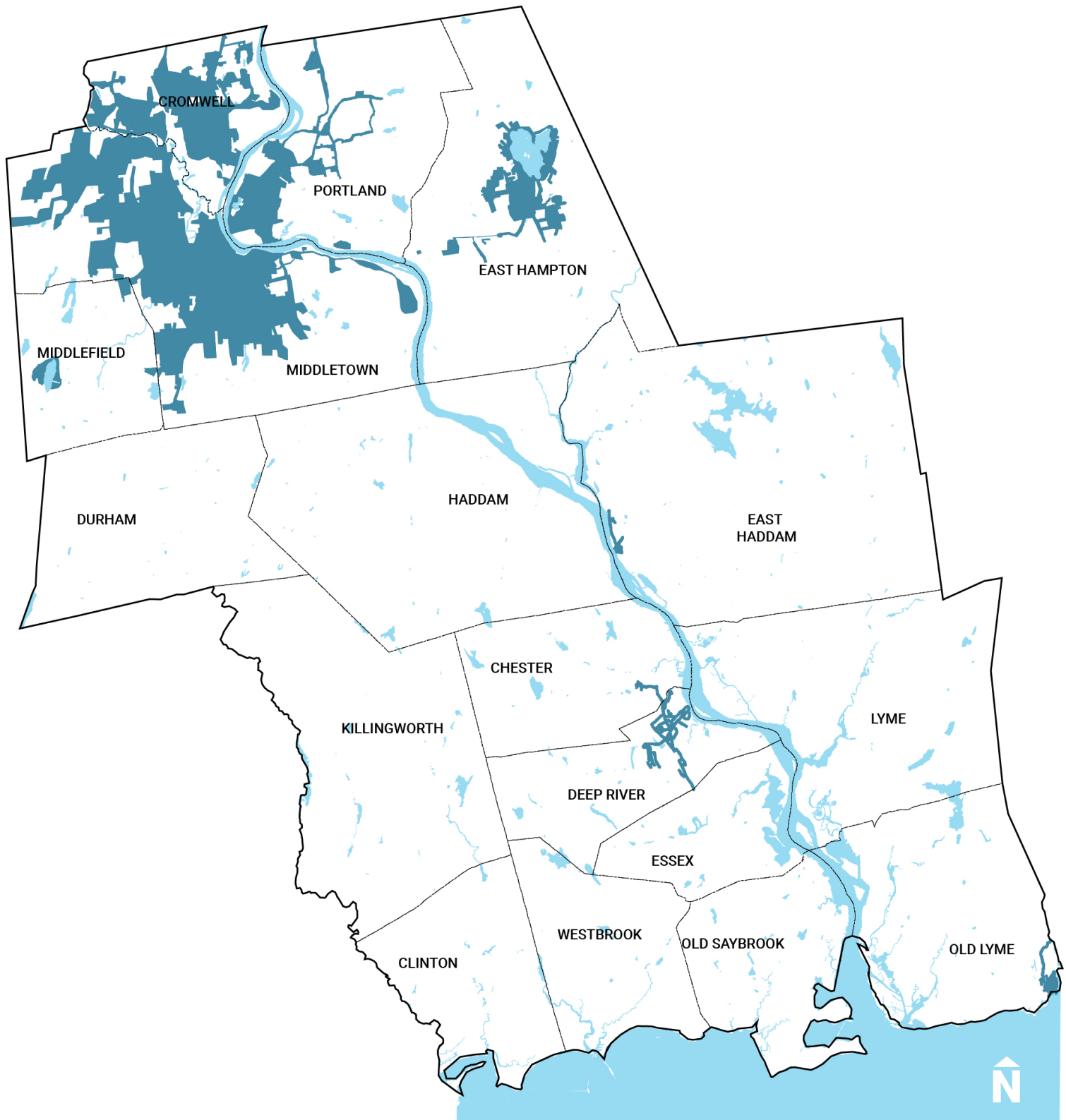
Public Water Infrastructure

Population concentration over certain densities requires public water infrastructure to support development and existence. As such, public water infrastructure represents a commitment towards the establishment and maintenance of communities in those areas. Most of the Region's public water infrastructure is located in the Middletown area, along the shore, and in a cluster spanning Chester, Deep River and Essex.



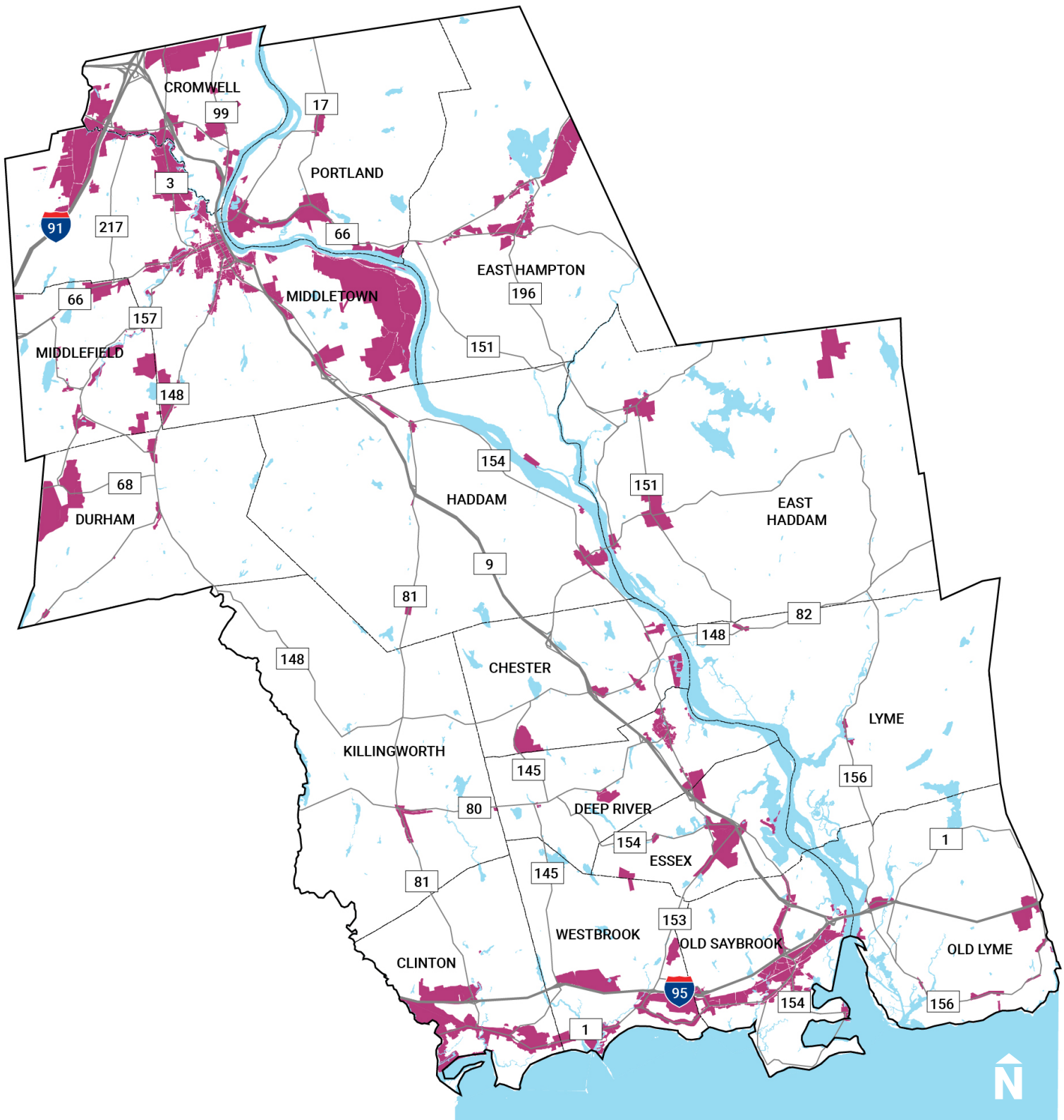
Sewer Infrastructure

As with public water infrastructure, population concentration over certain densities requires sewer infrastructure to support development and existence. Sewer infrastructure therefore represents a commitment towards the establishment and maintenance of communities in those areas. Most of the Region's sewer infrastructure is located in the Middletown area, and in smaller clusters in towns such as East Hampton and Deep River.



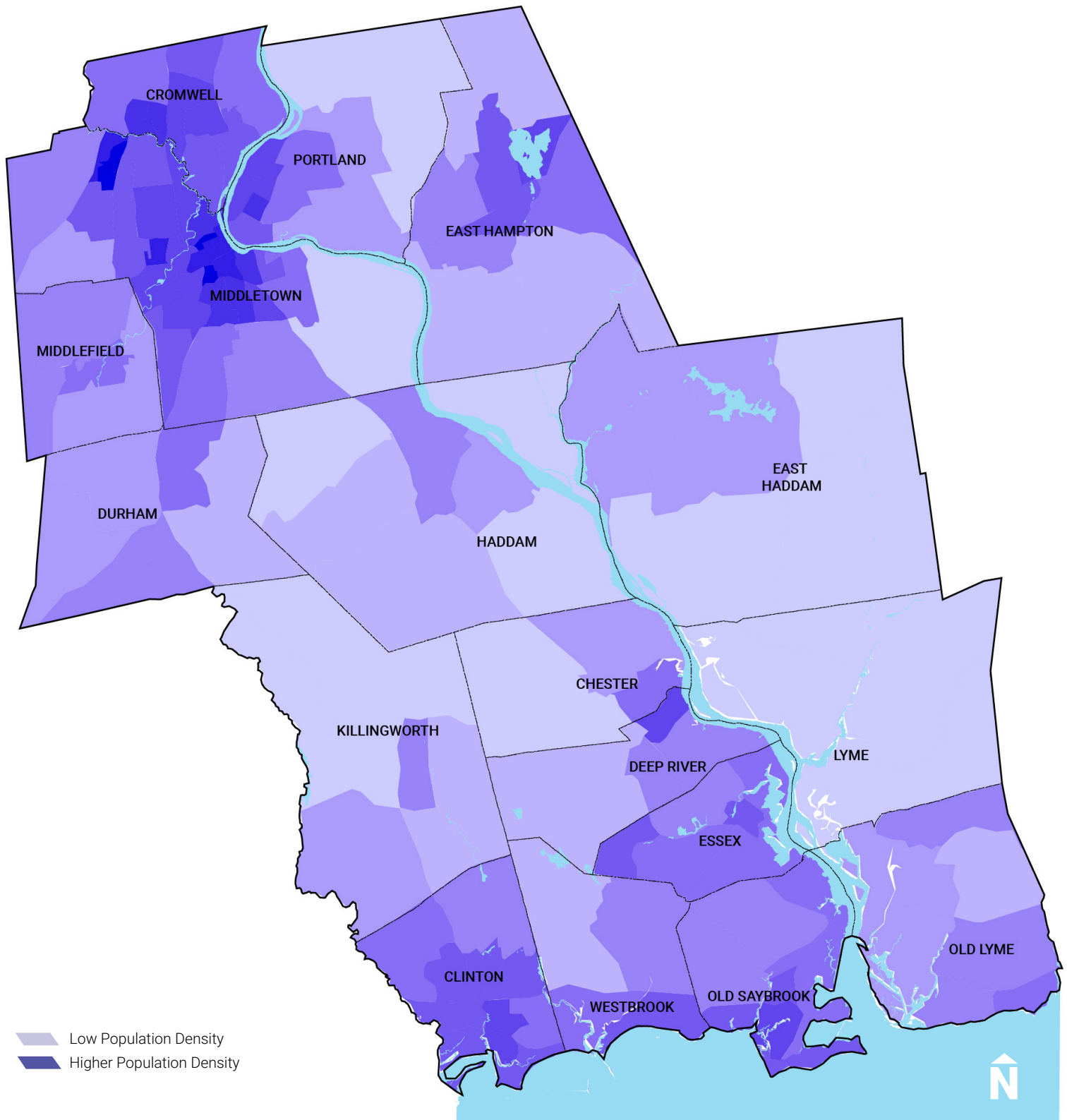
Zoning

Areas zoned for commercial, industrial, institutional, and mixed-use land uses are well positioned to accommodate innovative enterprises and institutions. These are areas of both active and potential innovation and economic development.



Population Density

Population density is a strong (but not the only) indicator of where communities are present and most concentrated. The map at right shows population density (darker shades are associated with denser populations). As might be expected, population density is highest in and around Middletown and nearest the shore. Population density also correlates with areas that are well served by transportation infrastructure and services.



Developed Land

There is a strong correlation between developed land and the presence of community. While developed land has a wide range of uses, residential development is the most typical use of developed land. Even in areas that are not residential, there is a strong association between built places and the presence of communities.

