



STORRS CENTER ALLIANCE, LLC

APPLICATION TO AMEND THE MANSFIELD ZONING MAP

**STORRS CENTER
SPECIAL DESIGN DISTRICT
MARKET SQUARE AREA**

August 29, 2012

Via Hand Delivery

August 29, 2012

JoAnn Goodwin, Chair
Mansfield Planning and Zoning Commission
Audrey P. Beck Municipal Building
4 South Eagleville Road
Mansfield, CT 06268

Re: **Storrs Center Alliance, LLC**
Application to Amend the Mansfield Zoning Map
Storrs Center Special Design District

Dear Chairman Goodwin and Members of the Commission:

On behalf of Storrs Center Alliance, LLC, I am pleased to submit the enclosed application to amend the Zoning Map relative to a portion of the Storrs Center Special Design District. This application proposes modifications to the Market Square area of Storrs Center. This area is already zoned SC-SDD. The proposed modifications include the incorporation of a new grocery store/supermarket and an overall reduction in the amount of retail/commercial space in the Market Square area.

Pursuant to the application requirements of the Zoning Regulations, this application package includes the application fee of \$280, and 15 copies of the following documents:

1. Application form and supporting information.
2. Statement of Justification.
3. Update to Master Traffic Study prepared by BL Companies, Inc.
4. Update to Master Parking Study prepared by Desman Associates.
5. Update to Master Stormwater Drainage Study prepared by BL Companies, Inc.
6. Addendum to Design Guidelines for Storrs Center.

JoAnn Goodwin, Chair
Planning and Zoning Commission
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7. Amended Preliminary Master Plan package prepared by BL Companies, Inc., including three full-size sets of the following sheets:
 - a. Amended Preliminary Master Plan for Market Square, Sheet ZC.05.a
 - b. Amended Preliminary Grading and Stormwater Management Plan for Market Square, Sheet ZC.06.a
 - c. Amended Traffic, Parking and Transit Plan for Market Square, Sheet ZC.07.a
 - d. Amended Site Utilities Plan for Market Square, Sheet ZC.08.a
 - e. Amended Pedestrian Facilities and Open Spaces Map for Market Square, Sheet ZC.09.a
 - f. Amended Phasing Plan for Market Square, Sheet ZC.10.a
 - g. Amended Preliminary Building Service and Access Plan for Market Square, Sheet ZC.11.a

Since this application is limited to proposed changes to the Market Square area of the Storrs Center Special Design District, most of the application materials focus solely on that area.

We look forward to presenting this proposal to you.

Sincerely,



Macon Toledano
Senior Vice President, Planning and Development
LeylandAlliance LLC

Enclosures

Copy to: Cynthia van Zelm, Executive Director, Mansfield Downtown Partnership

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APPLICATION TO AMEND THE ZONING MAP

(see Article XIII of the Zoning Regulations)

PZC File # _____

Date _____

1. The undersigned applicant hereby petitions the Mansfield Planning and Zoning Commission to change the zone classification of the hereinafter-described property

from Storrs Center Special Design District to Storrs Center Special Design District
(SC-SDD) (SC-SDD)

2. **Address/location** of subject property Storrs Road and Post Office Road (northeast corner)

Assessor's Map 41 Block 16 Lot(s) 13 (portion)

3. **Acreage** of subject property 2.75+, acreage of adjacent land in same ownership (if any) _____

4. **APPLICANT** Storrs Center Alliance, LLC _____
(please **PRINT**) Signature _____

Street Address See Attached Telephone _____
Town _____ Zip Code _____

Interest in property: Owner _____ Optionee _____ Lessee _____ Other _____

(If "Other", please explain) _____

5. **OWNER OF RECORD:** See Attached _____
(please **PRINT**) Signature _____

Street Address See Attached Telephone _____
Town _____ Zip Code _____

Signature _____

OR attached purchase contract _____ OR attached letter consenting to this application _____

6. **AGENTS** (if any) who may be directly contacted regarding this application:

Name Geoffrey Fitzgerald Telephone (203) 630-1406
Address BL Companies, 355 Research Parkway, Meriden, CT Zip Code 06450
Involvement (legal, engineering, surveying, etc.) Civil Engineering

Name Thomas P. Cody Telephone (860) 275-8264
Address Robinson & Cole LLP, 280 Trumbull St., Hartford, Zip Code 06103
Involvement (legal, engineering, surveying, etc.) Legal counsel CT

7. The following items must be submitted as part of this application:

X application fee

X map of subject property (5 copies) prepared by surveyor as per requirements of Article XIII, Section B.4. Map shall include areas within 500 feet of proposed rezoning, existing and proposed zone boundaries, existing streets, rights-of-way, easements, watercourses, wetlands, flood hazard areas, property lines and names and addresses of neighboring property-owners, including those across any street

(over)

8. Items to be submitted as part of this application (continued):

legally-defined boundary description of areas to be rezoned

Statement of Justification addressing approval considerations of Article XIII, Section C, and substantiating the proposal's compatibility with the Mansfield Plan of Development; the reasons for the proposed rezoning (including any circumstances or changed conditions that would justify the revision), and the effect the zone change would have on the health, safety, welfare and property values of neighboring properties and other Mansfield residents

reports and other information supporting the proposed rezoning (see Article XIII, Section B.8). List or explain.

See attached materials

(end of Applicant section)

* * * * *

(for office use only)

date application was received by the PZC _____ fee submitted _____

date of Public Hearing _____ date of PZC action _____

action: _____ approved _____ denied _____ effective date _____

comments:

signed _____
Chairman, Mansfield Planning & Zoning Commission

date _____

APPLICATION BY:

STORRS CENTER ALLIANCE, LLC

AMENDMENT TO THE MANSFIELD ZONING MAP
(PERTAINING TO THE MARKET SQUARE AREA
OF THE STORRS CENTER SPECIAL DESIGN DISTRICT (SC-SDD))

Applicant and Owner of Record Information:

Storrs Center Alliance, LLC
c/o LeylandAlliance LLC
P.O. Box 878 - 233 Route 17
Tuxedo Park, NY 10987
Telephone: 845-351-2900
Contact: Macon Toledano, Senior Vice President, Planning and Development

STORRS CENTER ALLIANCE, LLC

By: 
Macon Toledano
Duly Authorized

Note: The property that is affected by this application (the "Property") is a portion of Tax Assessor Map 16, Block 41, Lot 13. The Property is approximately 2.75 acres in size, and is depicted on the plan sheets included in the application. The Property is located at the northeast corner of Storrs Road and Post Office Road/South Eagleville Road. A portion of the Property is currently owned by Storrs Center Alliance, LLC. Storrs Center Alliance, LLC, is under contract to purchase another portion of the Property that is currently owned by the University of Connecticut.

APPLICATION BY:

STORRS CENTER ALLIANCE, LLC

AMENDMENT TO THE MANSFIELD ZONING MAP
(PERTAINING TO A PORTION OF THE STORRS CENTER
SPECIAL DESIGN DISTRICT (SC-SDD))

STATEMENT OF JUSTIFICATION

Introduction

This is an application to amend the Mansfield Zoning Map relative to one portion of the existing Storrs Center Special Design District (SC-SDD). The SC-SDD area consists of several different neighborhoods within approximately 47 acres of land generally located on the east side of Storrs Road (Route 195) between Post Office Road/South Eagleville Road on the south and land along Dog Lane on the north. At the southern end of the district, at the northeast corner of Storrs Road and Post Office Road/South Eagleville Road, is an area referred to as Market Square. This application would amend the preliminary master plan and related zoning materials to facilitate development of a new grocery store/supermarket in the Market Square area. The overall amount of retail/commercial space in the Market Square area would be reduced, as would maximum building heights.

Background

Following a competitive selection process, Storrs Center Alliance, LLC (“SCA”) was selected to be the master developer of Storrs Center. The sole member of SCA is LeylandAlliance LLC, a real estate development firm based in Tuxedo Park, New York that specializes in traditional neighborhood development. In addition to Storrs Center, LeylandAlliance is currently building traditional neighborhood developments in North Augusta, South Carolina and Warwick, New York.

The Mansfield Downtown Partnership and SCA, working with a team of professional architects, planners, scientists, engineers and legal counsel, jointly prepared materials to create a special design district for Storrs Center. In 2007, the Mansfield Planning & Zoning Commission rezoned 47 acres of land in the center of Storrs to the newly-created Storrs Center Special Design District. The intent of the new zoning designation was to facilitate the redevelopment of a portion of the downtown Storrs area that was previously developed with a mix of mainly commercial uses.

Storrs Center was envisioned to be a mixed-use neighborhood designed to create a vibrant Main Street experience within a shared public realm. Structured and surface parking would be provided in accordance with the plan to support the needs of the various neighborhoods. The developed portion of the new community would occupy

about one-third of the overall site. Approximately 30 acres would be reserved for conservation as part of an effort to establish an environmentally balanced and intelligent approach to the use of the land.

The Town of Mansfield approved a zoning permit for the first two phases of construction of Storrs Center. The first buildings are substantially complete at the northeast corner of Dog Lane and Storrs Road. The next phase is now under construction in front of the Parking Garage, which is nearing completion. Zoning permits have been approved for the Parking Garage and Intermodal Center, Village Street and Transit Pathways, and Post Office Road and the Post Office Site.

This proposed map amendment is the next logical step in the evolution of Storrs Center. From the earliest stages of planning for Storrs Center, the Market Square area was envisioned to include commercial uses that serve the daily shopping needs of Mansfield residents. An opportunity has arisen to bring a leading grocer to Storrs Center, and SCA has been actively working on planning to incorporate this exciting use into the project.

The SC-SDD regulations already allow for a supermarket use to be located within the project. This application to amend a portion of the zoning map for the SC-SDD area would reduce the overall development program in the Market Square area, including a net reduction of over 43,000 square feet of retail/commercial space as compared to the original approval. The application would also modify elements of the preliminary master plan, such as parking, landscaping, and drainage improvements, as necessary to enable the development of this supermarket.

Property Included in this Map Amendment Application

This is an application by SCA to amend the Mansfield Zoning Map pertaining to one portion of the Storrs Center Special Design District area. Specifically, the area to be amended (the "Property") is about 2.75 acres in size and is referred to as the Market Square area. The Property is a portion of Tax Assessor Map 16, Block 41, Lot 13, and it is located entirely within the area already zoned SC-SDD. The Property includes land currently owned by Storrs Center Alliance, LLC, as well as land owned by the University of Connecticut. SCA has entered into a contract with the University to purchase that portion of the Property owned by the University. It is also anticipated that the development of the supermarket would require a minor boundary line adjustment between land owned by SCA and land previously owned by SCA that is now owned by the Town following a recent conveyance for the Village Street right-of-way.

Materials Submitted in Support of Map Amendment Application

This application includes all of the information required by the Zoning Regulations to receive approval of a zoning map amendment. The materials submitted with this application include the following:

Preliminary Master Plan

The approved plans for the SC-SDD include 13 plan sheets. This application includes the following plan sheets, which focus on the Market Square Area:

1. Amended Preliminary Master Plan for Market Square, Sheet ZC.05.a
2. Amended Preliminary Grading and Stormwater Management Plan for Market Square, Sheet ZC.06.a
3. Amended Traffic, Parking and Transit Plan for Market Square, Sheet ZC.07.a
4. Amended Site Utilities Plan for Market Square, Sheet ZC.08.a
5. Amended Pedestrian Facilities and Open Spaces Map for Market Square, Sheet ZC.09.a
6. Amended Phasing Plan for Market Square, Sheet ZC.10.a
7. Amended Preliminary Building Service and Access Plan for Market Square, Sheet ZC.11.a

Update to Master Parking Study

The original Master Parking Study for Storrs Center that was approved by the Planning and Zoning Commission determined the peak parking demand that would be generated by the Storrs Center development program and compared the peak demand with the proposed parking supply. To accomplish this task, the Study identified the component land use types within the overall development program and assigned base parking demand factors to each land use type according to accepted industry data. Next, adjustments were made to each base demand factor according to accepted methodologies of shared use analysis. Shared use analysis takes into consideration proximity to the University of Connecticut, availability of transit and pedestrian connections, and the synergy of uses that are proposed. Next, parking demand was calculated by multiplying the adjusted demand factors by the equivalent units of development program across all hours of the day and evening. Finally, proposed parking supply was identified and compared with the peak parking demand. This Study concluded that the project proposed an adequate supply of parking sufficient to accommodate the peak demand generated by the entire development program for the project.

The Update to the Master Parking Study analyzes whether the proposed modifications to the Market Square area would have an effect on the provision of parking in Storrs Center. In particular, the Update to the Master Parking Study evaluates the proposed reduction in development program, the off-street surface parking lot and the elimination of the proposed underground parking. The Study Update concludes that adequate parking for the proposed Market Square modifications is provided within the proposed off-street surface parking lot.

Update to Master Traffic Study

The original Master Traffic Study for Storrs Center, approved by the Planning and Zoning Commission, was prepared by BL Companies, Inc. The Study examined the existing roadway and access conditions in the area of the Project Site. Existing intersection geometry, current peak hour traffic volumes and levels of service, average daily traffic, public transportation and accident data were presented.

The Study also examined the expected increase in traffic volumes in the area, both with and without the Project. Site access, planned improvements by others, trip distribution, site traffic volumes and full build-out traffic volumes were presented. Roadway adequacy was studied, including signalized and unsignalized intersections.

The Update to the Master Traffic Study analyzes whether the proposed modifications to the Market Square area – including the development of a 31,500 square foot grocery store and the net reduction of retail/commercial space – would have any effect on the conclusions reached in the original Master Traffic Study. The Study Update concludes that the proposed plan changes to the Market Square area will not change the fundamental analysis and conclusions of the original study.

Update to Master Stormwater Drainage Study

The original Master Stormwater Drainage Study, approved by the Planning and Zoning Commission, was prepared by BL Companies, Inc. The Study included the pre-development and post-development hydrologic conditions of the Project Site, the pre-development and post-development peak flows from the Project Site, estimated post-development drainage area characteristics and estimated post-development peak flows. The Study concluded that an estimated minimum storage of 4.3 acre feet may be necessary to maintain pre-development peak flows from the Project Site. The preliminary master plan demonstrated that the Project Site is capable of handling 4.3 acre feet of storage.

The Study also included extensive discussion of stormwater best management practices that will be used during development of the Project Site. In addition to peak flow attenuation, a variety of water quality treatment measures will be used. Infiltration will be used wherever possible. The best management practices that were proposed in the Study are consistent with the Connecticut DEEP 2004 Stormwater Quality Manual.

The original stormwater management plan was approved by the Connecticut DEEP. In addition, the project was registered under the Connecticut General Permit for Stormwater Discharges from Construction Activity and is required to adhere to all of the requirements contained in the general permit. The general permit is administered by the Connecticut DEEP.

The Update to the Master Stormwater Drainage Study analyzes whether the proposed plan changes to the Market Square area, which would slightly reduce impervious

coverage in the Market Square area, would have any effect on the conclusions reached in the original Master Stormwater Drainage Study. The Study Update concludes that the proposed plan changes to the Market Square area will not change the overall design for the stormwater drainage system, and will have no negative effect on stormwater management in Storrs Center.

Addendum to Design Guidelines

The original SC-SDD application included an extensive set of Design Guidelines covering a wide array of site and building design criteria. The Guidelines serve two purposes: to help guide architects and planners in the preparation of materials in support of future zoning permit applications within Storrs Center, and to serve as a resource during the review of zoning permit applications by town staff and the Mansfield Downtown Partnership to ensure consistency with the intent of the Storrs Center Special Design District.

The Design Guidelines have five principal sections, including overview, area-specific requirements, lot and building standards, site improvement standards, and appendices. An Addendum to the Design Guidelines has been prepared to address the proposed modifications to the Market Square area.

The Design Guidelines Addendum focuses on those sections of the Design Guidelines that pertain to the Market Square Area. The Addendum includes extensive text and imagery of the proposed modifications to the Market Square Area, including illustrative plans and sections, building composition, plan and vista orientation, and building elevation studies.

The Addendum is intended to serve as a supplement to the Design Guidelines. If, for some reason, the development of a grocery store in the Market Square area does not go forward as anticipated, then the original Design Guidelines would remain in effect. This is intended to give the Planning and Zoning Commission sufficient comfort that an appropriate set of guidelines will remain in place under any development scenario.

No Change to Potable Water and Sanitary Sewer Service Availability

The proposed changes to the Market Square area will have no effect on the provision of potable water and sanitary sewer services to Storrs Center by the University of Connecticut.

Information Requirements and Approval Considerations in Article XIII, Sections B, D

Zoning Regulations Article XIII, Section B sets forth certain requirements for information to be submitted in conjunction with any petition to amend the Zoning Map.

1. Compatibility of the proposal with respect to the Mansfield Plan of Conservation and Development: For all of the reasons set forth in this application, the applicant believes that the proposed modifications to the

Market Square area are consistent with the 2006 Mansfield Plan of Conservation and Development.

2. Reasons for the particular changes: The principal reason for the proposed zoning map amendment is to amend the approved SC-SDD plan for the Market Square area to accommodate a new supermarket.
3. Effects on the health, safety, welfare and property values of Mansfield residents: The proposed revisions to the Market Square area will not significantly change the essential character of Storrs Center, either as it was originally intended or as it is emerging during construction. The project will still include a mix of land uses, including residential, retail, restaurant and office uses. This complementary range of land uses will provide needed housing, shopping, services, and entertainment opportunities for all Mansfield residents. The project will still be pedestrian-friendly and encourage pedestrian movement both within and near the project. In particular, the Market Square area was always intended to be a commercial area serving the daily shopping needs of the community. In fact, a grocery store/supermarket has frequently been discussed as a potential anchor tenant for the Market Square area.

Zoning Regulations Article XIII, Section D sets forth the following approval considerations for the Planning and Zoning Commission:

1. The proposal is complete and contains all required application information. The applicant believes that the application is complete and contains all of the information required by the Zoning Regulations relative to a zoning map amendment.
2. The proposal is consistent with the goals, policies and recommendations contained within the Mansfield Plan of Conservation and Development. For all of the reasons stated above, the applicant believes that the proposal is consistent with the Mansfield Plan of Conservation and Development.
3. The proposal is consistent with the expression of regulatory intent and purpose contained in Article I of these regulations and Section 8-2 of the Connecticut General Statutes. This map amendment is consistent with the purpose contained in Article I of the Zoning Regulations, in that the proposal will provide a much needed supermarket to Storrs Center. The plan amendment protects the health, safety, convenience and welfare of the residents of Mansfield, as described above.
4. Any proposal to revise the Zoning Map has comprehensively considered: the size and physical characteristics of the subject area; the character and supply of land currently zoned in the subject classification; and the effect of the proposal on existing land uses in the surrounding area. This map amendment application proposes changes to the approved SDD plans for the Market

Square area of Storrs Center. In particular, changes are proposed to allow for a new supermarket to be constructed in this area. No changes in use or other changes to the text of the Zoning Regulations are proposed. All of the planning work that has been done by the Town of Mansfield, the Mansfield Downtown Partnership, the University of Connecticut and Storrs Center Alliance indicate that this proposal will have a positive impact on the existing land uses in the surrounding area.

STORRS CENTER

Update to Master Traffic Study
Storrs Center Special Design District
Phase 4 Market Square Modifications

August 29, 2012

BACKGROUND

Pursuant to Article X, Section S.3.c (iii) of the Zoning Regulations (previously referenced as Article X, Section T.3.c (iii)), BL Companies prepared a Master Traffic Study for Storrs Center in February, 2007. The Master Traffic Study was submitted as part of the application for a zoning map amendment to the Storrs Center Special Design District.

The Master Traffic Study addressed the full build out of Storrs Center and was based on development plan assumptions of 690 residential units, 164,110± square feet of retail space and 46,750± square feet of office space.

Subsequent to Planning and Zoning Commission approval, the Master Plan was approved by the State Traffic Commission (STC Certificate # 1849) along with certain traffic improvements, which are currently under construction.

PROPOSED MODIFICATIONS TO MARKET SQUARE

The modification of the Market Square development program is primarily related to the incorporation of a 31,500 square foot grocery store/supermarket into the plan, substituting for previously approved retail space. While also a retail use, markets are typically segregated from other retail uses in traffic studies due to their higher trip generation rates. Table 1 shows the overall Storrs Center development plan as originally approved and analyzed in the Master Traffic Study, and as currently proposed. There is an overall reduction in commercial space associated with the proposed Market Square modifications.

**Table 1
Development Program**

Use	Unit	Approved	Proposed
Retail/Commercial	KSF	164.1	118.9
Market	KSF	0	31.5
Office	KSF	46.75	23.3
Total Commercial Space	KSF	210.85	173.7
Residential	DU	690	690

*Thousand Square Feet (KSF)
Dwelling Units (DU)*

The approved Master Traffic Study, prepared in February of 2007 and the initial State Traffic Commission (STC) Application for Storrs Center, submitted in April of 2008, utilized trip rates for the primary components of the project as shown in Table 2

**Table 2
Peak Hour Trip Rates**

Use	Unit	AM Peak Hr	PM Peak Hr
Residential	Dwelling Unit (DU)	0.31	0.57
Retail/commercial	1000 Square feet (KSF)	1.4	4.8
Office	1000 Square feet (KSF)	1.6	1.5

In addition, due to the nature of the development and the unique project area, the computed number of trips was adjusted downwards by 10% for internal capture and a further 10% for transit/walking. A 20% pass-by trip credit was also taken for the retail uses.

Upon review of the STC application by the Bureau of Planning at CTDOT, a total 10% downward adjustment was permitted to account for all internal capture, transit and walking trips. The following tables incorporate that change. In addition, the tables do not offset the commercial space that existed at the Storrs Center area that has since been vacated or demolished. Table 3 shows the trip generation estimated for the currently approved plan, and Table 4 for the proposed Market Square modifications.

**Table 3
Peak Hour Trip Generation – Approved SC-SDD Master Traffic Study**

Use	Size	Unit	AM Peak	PM Peak
Retail/Commercial	164.1	KSF	230	787
Office	46.75	KSF	75	70
Residential	690	DU	214	393
Gross Trips			519	1250
Less 20% Retail/Commercial Pass-by			-46	-157
Less 10% Capture, Walking, Transit			-52	-125
Net Trips			421	968

Table 4
Peak Hour Trip Generation – Update to SC-SDD Master Traffic Study

Use	Size	Unit	AM Peak	PM Peak
Retail/Commercial	118.9	KSF	167	571
Market ¹	31.5	KSF	123	378
Office	23.3	KSF	37	35
Residential	690	DU	214	393
Gross Trips			541	1377
Less 20% Retail/Commercial/Market Pass by			-58	-190
Less 10% Capture, Walking, Transit			-54	-138
Net Trips			429	1049

¹ Using ITE rates for Supermarket for the morning peak and CTDOT rates for the afternoon peak.

SUMMARY

The proposed Market Square modifications result in a slightly smaller project in terms of the building program, while it is projected to generate essentially the same volume of traffic during the morning peak hour (8 additional trips), and a somewhat higher volume (81 additional trips) during the afternoon peak hour due to the incorporation of a market.

The afternoon peak hour traffic volume through the nearest intersection, Storrs Road at S. Eagleville Road and Post Office Road was anticipated to be 1,960 vehicles upon the completion of the Storrs Center project. Even if the entire projected increase in traffic utilized that intersection, the change would amount to only 4%. Under the current Master Plan build out, the intersection was projected to operate at an overall "C" level of service (considered very acceptable) with no individual traffic movements near capacity. We do not anticipate a change in the projected level of service with the proposed modifications to Market Square.

STORRS CENTER

Update to Master Parking Study
Storrs Center Special Design District
Phase 4 Market Square Modifications

August 29, 2012

BACKGROUND

The original Storrs Center Special Design District Master Parking Study by DESMAN Associates (the "Master Parking Study") was approved by the Planning and Zoning Commission as part of the overall zoning map amendment to SC-SDD. The Master Parking Study used Parking Demand Ratios for the expected auto use, which were based on research by the Urban Land Institute (ULI Shared Parking, Second Edition), the Town of Mansfield's current off-street parking requirements (Zoning Regulations), and research by DESMAN. These ratios represented the peak parking demand that would be generated for each of these uses independently. These ratios were then adjusted to better predict the interrelationship between land uses within the mixed use development. The commercial spaces, including the allowed uses of grocery stores and non-fast food restaurants in the Market Square area were reduced by 10% (auto use/walking adjustment) to account for the number of individuals who would walk or bike from nearby areas. It was then further reduced by a 10% synergy factor to reflect the number of on-site employees, residents and/or shoppers who had previously parked in association with a previous (shopper) or primary (employee/resident) trip purpose and then went to lunch or dinner. Therefore the peak parking demand ratio to be applied for the community shopping/grocery retail space in the Market Square area was reduced from 3 spaces per 1,000 square feet of gross leasable area (GLA) to 2.43 spaces per 1000 square feet of GLA.

PROPOSED MODIFICATIONS TO MARKET SQUARE

The proposed modifications to the Market Square area will replace approximately 80,000 square feet of retail/commercial space with a 31,500 square foot (plus mezzanine) community grocer and a single 5,000 square foot retail/commercial building, for a total GLA of 36,500 square feet, thereby resulting in an overall program reduction in the Market Square area of approximately 43,500 square feet when compared to the original SC-SDD approval. The updated preliminary master plan for the Market Square area includes 125 surface parking spaces and no structured parking. This represents a ratio of 3.42 spaces per 1,000 square feet of GLA for the entire Market Square area (36,500 square feet). This meets or exceeds the requirements of the Master Parking Study, even if one were to eliminate the shared use reduction in parking factors described above. Additional on-street spaces along Storrs Road and the Village Street will provide extra convenient parking to the area.

The proposed parking stall dimensions in the surface lot are 9'-0" x 18'-0", which is consistent with high turnover surface lots dimensions as presented in the Master Parking Study.

SUMMARY

A 125 space surface lot in the Market Square area will provide adequate parking to serve the proposed retail uses in this area, and is consistent with the overall approach to parking management included in the Storrs Center Special Design District Master Parking Study as originally prepared by DESMAN Associates.

STORRS CENTER

Update to Master Stormwater Drainage Study
Storrs Center Special Design District
Phase 4 Market Square Modifications

August 29, 2012

BACKGROUND

The Storrs Center Special Design District Master Stormwater Drainage Study was prepared by BL Companies pursuant to the Town of Mansfield Zoning Regulations (Article X, Section S.3.c(iv), formerly referenced as Article X, Section T.3.c (iv)).

That report was developed in order to determine how stormwater would be managed under the developed condition while minimizing disturbance and without causing adverse impacts to existing natural features, such as wetlands and vernal pools. The report detailed the proposed water quality and water quantity treatment BMPs for the site, including an analysis of post-development peak flows and an estimate of the amount of stormwater storage necessary to maintain peak flows.

This update has been prepared to address the proposed modifications to the Market Square Phase 4 portion of Storrs Center, to provide a comparison between the approved Master Stormwater Drainage Study and the proposed update and to demonstrate consistency in the design with respect to post-development peak flow rates, water quality and water quantity.

PROPOSED MODIFICATIONS TO MARKET SQUARE

The modifications to the Market Square program generally consist of a reduction in development program and a decrease in impervious coverage. The proposed program would consist of a 31,500 square foot grocery store/supermarket, 125 surface parking spaces and a 5,000 square foot outparcel building.

The proposed stormwater management for this area was previously accomplished by capturing stormwater runoff from various watersheds and conveying the flows into two distinct underground detention systems prior to discharge to proposed filter basins.

Post-Development Peak Flow Rates

Under the updated development scenario the collected stormwater will be similarly conveyed to underground detention systems prior to discharge to proposed filter basins. By matching the post-development peak flow rates in the updated scenario to the previously accepted post-development peak flow rates we are able to demonstrate that there will be no adverse impacts to the stormwater management system as a result of the updated development scenario.

Chart A - Subcatchment Watershed P-ST-B4

	Previous Approval	Updated Scenario
Drainage Area	2.167 Ac.	2.167 Ac.
Impervious Coverage	100%	100%
Time of Concentration	5 Minutes	5 Minutes
Peak Flow Rate 100-yr Event	15.20 CFS	15.20 CFS

Chart B - Subcatchment Watershed P-ST-B1, B5, B6 (combined)

	Previous Approval	Updated Scenario
Drainage Area	1.772 Ac.	1.806 Ac.
Impervious Coverage	94.8%	92.2%
Time of Concentration	6.9 Minutes	5 Minutes
Peak Flow Rate 100-yr Event	12.09 CFS	12.55 CFS

Detailed HydroCAD calculations are enclosed in Appendix A (*submitted separately*) and the Amended Postdevelopment Subwatersheds Map for Market Square, PD-3.a, is enclosed in Appendix B (*submitted separately*).

Chart A demonstrates that under the Updated development scenario the contributing drainage area at Watershed P-ST-B4 and post-development peak flow will be maintained resulting in a zero net change to the inflow and outflow to underground detention system B4.

Chart B demonstrates that under the Updated development scenario the contributing drainage area at Watershed P-ST-B1, B5, B6 increases from 1.772 acres to 1.806 acres, while the overall impervious coverage decreases from 94.8% to 92.2%, translating into an increase in greenspace of 640 +/- square feet. The updated time of concentration is reduced to 5 minutes, thereby contributing to the 0.46 CFS increase in the 100-year peak flow rate. The runoff generated from this watershed is conveyed into underground detention system P-ST-B1,B5,B6 in accordance with the previously approved design.

Under the previously approved design the 100-year peak flow rate leaving underground detention system P-ST-B1,B5,B6 was 0.87 CFS. In order to match the flow rate leaving this underground system the outlet orifice will need to be modified slightly from a 0.42' x 0.15' rectangular opening to a 0.40' x 0.15' rectangular opening. Since the 100-year peak flow rate entering the underground detention system is increasing and the peak flow rate leaving the system is being maintained, the result is an increase in peak storage volume. However, the underground system was previously sized with adequate available freeboard to allow for the increase in peak storage volume without necessitating an increase in overall system size. This results in a zero net increase to the outflow from underground system P-ST-B1,B5, B6.

Proposed Stormwater BMPs

The stormwater management system at Storrs Center has been designed to incorporate a variety of Best Management Practices (BMPs) to address water quality treatment, mitigation of proposed peak flows, groundwater recharge and stream channel protection.

Stormwater runoff from the Market Square development area will flow through and receive treatment (quality and quantity) from more than one BMP, creating a “treatment train”. This approach was developed to address stormwater quality throughout Storrs Center and includes various BMPs such as filter basins, wet meadows/dry detention, underground vault detention, water quality swale/infiltration trenches and roadside tree filter boxes.

The BMPs associated with the Market Square area originally consisted of roadside tree filter boxes, underground detention and a filter basin. Additionally, all catch basins in Storrs Center will have a minimum 4-foot sump depth, hooded outlets (SNOUT or approved equal) and in some instances runoff will be routed to an oil-grit separator (Vortech brand or approved equal) to provide water quality treatment to meet the 80% Total Suspended Solids (TSS) removal standards required in Connecticut.

The updated BMP primary treatment program for Market Square will replace a number of roadside tree filter boxes with an equivalent design featuring underground sand filtration in order to treat the water quality storm (1” rainfall) in accordance with the standards in the CTDEEP Stormwater Quality Manual. The remaining secondary treatment measures will be maintained in order to facilitate the previously adopted “treatment train” approach.

SUMMARY

The updates to the Market Square stormwater management system have been designed to mimic the previously accepted peak flow rates and water quality and quantity treatment measures to ensure compliance with the overall Master Stormwater Drainage Study. Given that the updated design is expected to generate similar runoff rates and matching discharge peak flow rates to the previously accepted study, no adverse effects are expected from the updated Market Square development program in regards to stormwater management.

ADDENDUM TO:

**STORRS CENTER
SPECIAL DESIGN DISTRICT
DESIGN GUIDELINES PURSUANT TO
MANSFIELD ZONING REGULATIONS
ARTICLE X, SECTION S.3.c (vi)
(FORMERLY REFERENCED AS ARTICLE X, SECTION T.3.c (vi))**

**ALTERNATIVE DESIGN GUIDELINES FOR
MARKET SQUARE AREA WITH SUPERMARKET**

Introduction

In 2007, the Planning & Zoning Commission approved a Zoning Map amendment for Storrs Center which consisted of rezoning 47 acres of land to Storrs Center Special Design District. The Storrs Center Special Design District Design Guidelines were approved as part of that Zoning Map amendment. In addition to lot and building standards and site improvement standards, the Design Guidelines include area-specific requirements for four distinct areas within Storrs Center. The four areas include the Town Square Area, the Village Street Area, the Residential Area, and the Market Square Area.

From the earliest stages of planning for Storrs Center, the Market Square Area was envisioned to include commercial uses that serve the daily shopping needs of Mansfield residents. An opportunity has arisen to bring a leading supermarket to the Market Square Area, and SCA has been actively working on planning to incorporate this exciting use into the project. The text of the SC-SDD regulations already allow for a supermarket use to be located within the project. An application for a Zoning Map amendment has been submitted to the Planning & Zoning Commission to enable the development of this supermarket. The area included in the Zoning Map amendment would be limited to the Market Square Area, which is already zoned SC-SDD.

To reflect the unique design considerations associated with the proposed supermarket, SCA has developed an alternative section of the Design Guidelines for the Market Square portion of Storrs Center. SCA intends to utilize these alternative guidelines for the proposed supermarket and related improvements to be located in this part of the project. The existing provisions of the Design Guidelines for the Market Square Area would remain intact in case the proposed Market Square modifications do not go forward. The following sections of the guidelines represent only those items that have been altered. All other sections and components of the Design Guidelines remain applicable to the Storrs Center Special Design District.

2.1.2 Market Square Area [this section revised]

At the south end of Storrs Center will be the Market Square Area, which will be developed principally with a supermarket and other commercial uses. The Market Square Area will play an important role in reactivating Storrs Road as the main street for the Town of Mansfield by incorporating into the center of the community essential commercial uses that serve the daily shopping needs of residents. The addition of a grocery store in the Market Square Area will complement the nearby land uses, including the municipal offices and the community center on the west side of Storrs Road, and the U.S. Post Office and ball fields on Post Office Road.

The layout of the Market Square Area is designed primarily to accommodate a downtown grocery store concept with smaller supporting commercial functions. As a central destination for the community, the Market Square Area, and specifically, the supermarket component, is conceived as a downtown market and characterized by a form that actively addresses the surrounding pedestrian environment while allowing for multi-modal access and convenient parking that will readily support the commercial uses. In keeping with the broader parameters of Storrs Center for a vibrant, walkable community, street-front elevations along Storrs Road and at the front of the store should express openness to the surrounding pedestrian environment and contribute positively to the streetscape experience. The form of the building should be characteristic of an urban market in a downtown environment and should activate street front areas adjacent to the store with windows and doors that open the store to the street and adjacent parking. The front of the store should open onto a broad sidewalk and terrace area inviting visitors and outside activity at the entry and along intentional pedestrian pathways.

The layout of the site should anticipate patrons arriving on foot, on bicycle, on the transit system, and by car. Sidewalks should be ample and inviting and should work with the buildings to identify key access points. Bicycle racks should be located in convenient proximity to the main entries. Bus stops should be located nearby along the key thoroughfares associated with the new transit facilities. In order to accommodate cars, a compact surface parking lot should provide convenient access to the supermarket and corner building. The surface parking lot should be readily accessible but visually separated from the street by landscape features that enhance adjacent sidewalks.

The architectural details of the Market Square Area will also help to create an identifiable gateway into Storrs Center from the south. The corner building at Storrs Road and Post Office Road should be designed to mark the corner at this important intersection and entry to the main street environment of downtown Storrs. Elevations should address the street front edges on Storrs Road and Post Office Road as well as the parking area. The primary elevation of the supermarket should also face south to help create a strong architectural feature addressing the gateway entry along Storrs Road approaching from the south. The elevations of both the supermarket and the corner building along Storrs Road should work together with key landscape features in the parking lot to create a strong edge to the Market Square Area along Storrs Road and to strengthen the quality of the visual and pedestrian streetscape along Storrs Road.

2.4 MARKET SQUARE AREA



Note: In the following sections 2.4.1 through 2.4.4, all text is the same as in the approved Guidelines except where noted.

2.4.1 Use Requirements

- a. [revised] Allowable Uses: Supermarket, retail, restaurant, and any other non-residential uses permitted within the SC-SDD allowed at grade with allowance for entries and lobbies to upper floors; offices and other non-residential uses allowed on upper floors and mezzanines. Parking shall be off-street surface parking with on-street parking where allowed within the SC-SDD. Surface lots at grade shall be buffered by architectural or landscape features.

2.4.2 Dimensional Requirements

- a. Building Coverage: No maximum building coverage, subject to requirements for public sidewalks and streets.
- b. Lot Size: No minimum lot size.
- c. Front Yard Setback Line: 0 foot minimum from public sidewalk, provided that the face of building shall be no less than 8 feet from back of curb.
- d. Side Yard Setback Line: 0 feet.
- e. [revised] Building Height: Minimum height shall be 18 feet. Maximum height shall be 40 feet to peak of roof, excluding spires, cupolas, steeples, chimneys and similar vertical elements, which are allowed. One story buildings may be designed with an external appearance of two stories to achieve minimum height requirements.

2.4.3 Building Design Requirements

- a. Façade Setback: 0 to 2 feet from building face at lower levels and 12 feet maximum at half level/penthouse level, if any.
- b. Eave/Cornice/Building Façade Projection: 3 feet maximum for eave/cornice. 4 feet maximum for building façade projections. Eave/cornice/building façade projections may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk.
- c. Half Level/Penthouse Area: The maximum half level or penthouse area is the habitable floor area that fits within the allowable profile for a single slope roof, including the knee wall. 3 feet minimum setback required for flat roof penthouse.
- d. Roof/Roof Profile: Sloped, flat, or combination allowed. Sloped roof profiles may include a five foot exterior knee wall from the uppermost full floor to the bottom of the eave/cornice projection. Single slope roofs should have slopes between 4-in-12 and 12-in-12. Multi-slope roofs, such as mansard, gambrel, and domed roofs, should adhere to traditional proportions. Flat roofs should have a 30 inch minimum parapet wall at building exterior façades (not required at penthouses) and should be sloped for proper drainage. Arched roofs allowed within the profile established for single sloped roofs. Gable and shed dormers allowed.
- e. Recessed Entries: 4 feet maximum depth from building face.
- f. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.
- g. Awnings: Where provided, awnings should have 4 feet minimum and 12 feet maximum depth with minimum height of 8'-0" at any point. Awnings may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
- h. Balconies: 18 inches maximum projection from building face on Storrs Road; 48 inches maximum projection elsewhere within area. Recessed balconies prohibited on Storrs Road; 6 feet maximum recessed balconies elsewhere within area. Visibly transparent balcony walls should be used on projecting balconies where feasible. Balconies may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk. 12' maximum balcony above covered arcades.
- i. Covered Arcades/Galleries: Not permitted on Storrs Road. Permitted elsewhere within the Market Square Area.

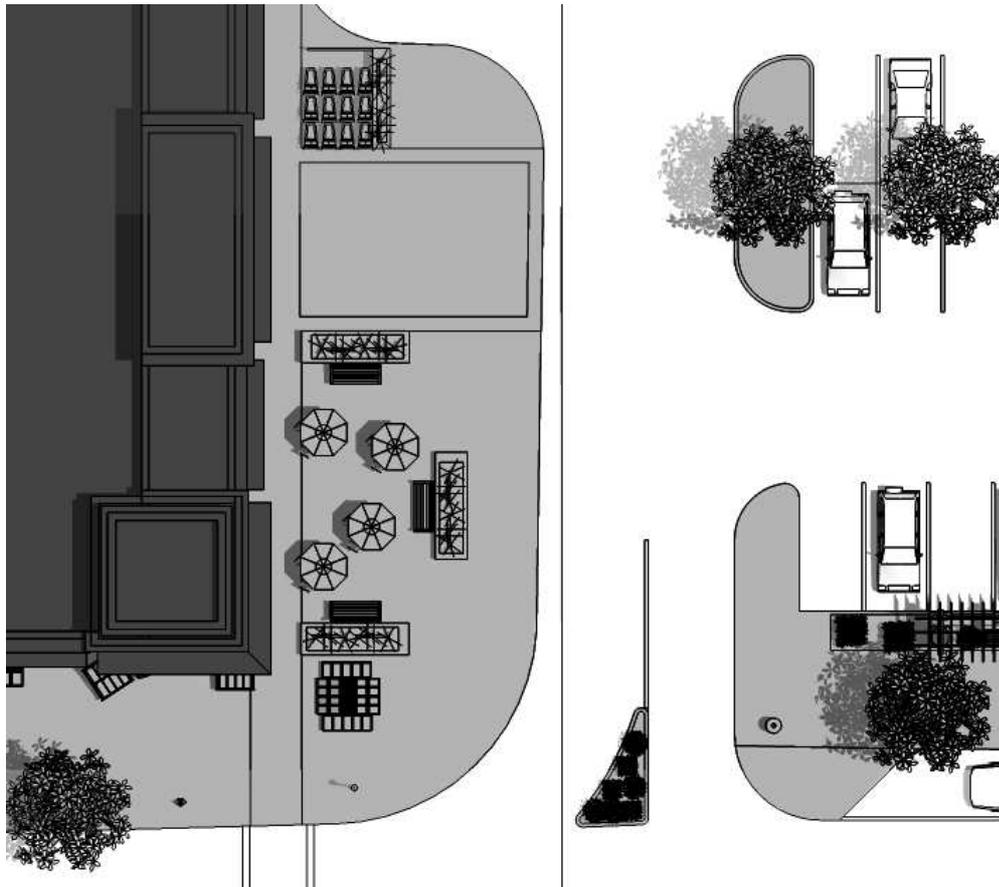
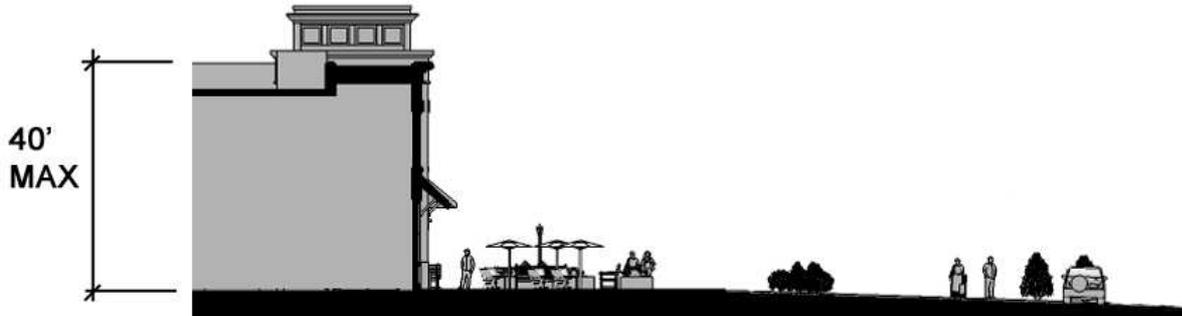
2.4.4 Site Design Requirements

- a. Lane Widths: For Storrs Road: 11 feet minimum travel lane and 10 feet minimum turning lane. For other public streets, 11 feet travel lane to be achieved wherever possible; 10 feet minimum for travel lane or turning lane.
- b. Parking Lane Widths: 8 feet minimum width for on-street, parallel parking.

- c. Fire Lanes: Any roadway which functions as a fire lane shall have a minimum total width of 20 feet. A minimum separation of 10 feet shall be required between the fire lane and the face of habitable buildings. Refer to Section 4.9.b.
- d. Turning/Curb Radius: 15 feet turning radius recommended for Market Square, Village Street and Post Office Road. In locations where a radius in excess of 15 feet is required, a flush mounted curb and surface area may be set into the street to articulate a radius of or less than 15 feet.
- e. Curb heights: For Storrs Road: 6 inch curb required except at median, which should be designed to be mountable by emergency vehicles. For Market Square, Village Street, and Post Office Road: Raised or flush curbs allowed. At street edges with raised curbs, 4 inches recommended; 6 inch maximum. For all flush curb areas, drainage and safety features must be provided.
- f. Public Sidewalks: Public sidewalk shall be a clear, continuous passage of no less than 5 feet in width. Public sidewalks may be separated from the road edges or from buildings by outdoor terraces, planting strips and the tree planting areas. Public sidewalks are required on both sides of Storrs Road and at all commercial building frontages.
- g. Terraces: Private exterior terraces are allowed at all commercial building perimeters to allow for outdoor seating, outdoor dining, and retail activities associated with adjacent businesses. Where provided, terraces shall be contiguous with sidewalk surfaces but may be distinguished by removable barriers, furniture, awnings, and different paving patterns.
- h. [revised] Sidewalk/Terrace/Planting Area: The distance from the back of curb to the building face, including planting areas, public sidewalks, and terrace areas shall typically be 12 to 24 feet along the east side of Storrs Road, 8 to 24 feet at the front side of the building facing the parking area, and 6 to 12 feet at building frontages on the Village Street and Post Office Road. The combined sidewalk and planting area on the west side of Storrs Road shall be 8 to 24 feet wide.
- i. [revised] Parking: Parallel parking on both sides of Storrs Road, subject to CT DOT requirements. Wherever feasible, parallel parking is recommended on all street edges fronting buildings subject to requirements for sidewalks, outdoor terraces, and street design.
- j. Street Trees: Required on both sides of all streets; 50 feet maximum spacing; 8 feet minimum bottom of mature canopy height. Street trees and associated landscaping zones may not impede clear passage of required minimum sidewalk.
- k. Street Lighting: Required both sides of Storrs Road and Village Street, one side of Post Office Road, and in surface parking areas; 20 feet maximum height. 18-20 feet recommended for Storrs Road; 12-14 feet recommended for Village Street.
- l. Street Furniture: Public benches, trash receptacles, and bus shelters, where applicable, should be provided on Storrs Road and Village Street; dining terraces, outdoor café/retail, and outdoor display allowed at all commercial building frontages.
- m. Fire Hydrants: Fire hydrants shall be provided along all required fire lanes and all public streets pursuant to applicable code. Refer to Section 4.9.c.

The following images are conceptual.

2.4.5 Illustrative Plans and Sections: Market Square



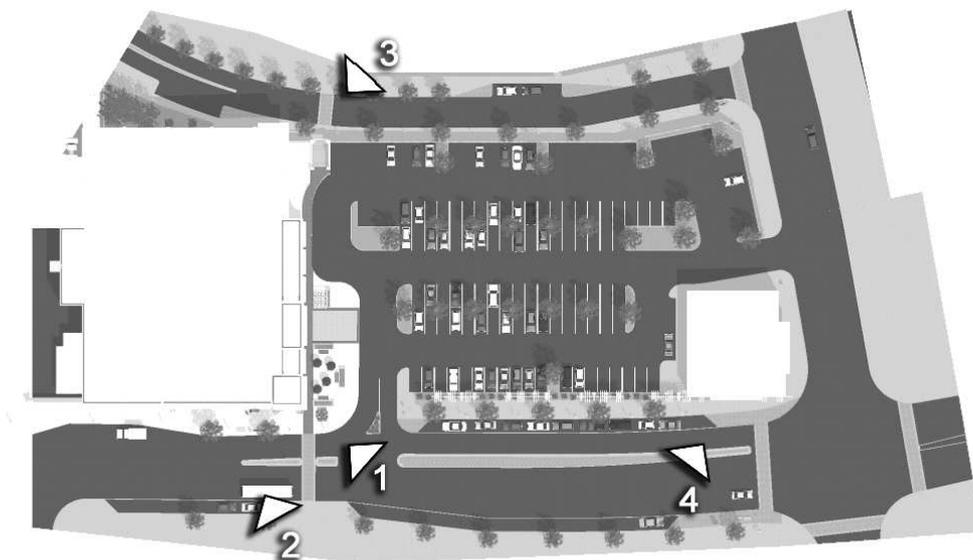
2.4.6a Building Composition - Market Square



View of Market Square from Storrs Road

The Market Square Area welcomes visitors to Storrs Center with a prominent supermarket building on the north side of the Phase 4 area. The market will be readily visible from Storrs Road, particularly when the area is approached from the south. The main elevation of the supermarket will be oriented to the south, facing the parking area. A smaller commercial building will provide a civic presence at the intersection of Storrs Road and Post Office Road. Landscape features along Storrs Road will buffer the parking and help to tie the buildings and the area together.

2.4.6b Plan and Vista Orientation



Market Square: Key Vistas

The plan diagram identifies some of the key vistas and building orientations around the Market Square Area. The approach from the south on Storrs Road is particularly important as an arrival point into the downtown area and will be addressed both by the building at the corner of Post Office Road and Storrs Road and by the primary elevations of the supermarket, including the south facing, main elevation and the elevation along Storrs Road.

2.4.6c Building Composition – Market Square: Examples of How Buildings Could Respond to Vista Considerations.



(1) View of Supermarket at Entry Area on Storrs Road

Windows and awnings lining the ground floor of the main building mass open up the market to the life of the street to activate the town market experience. A series of two-story, vertical bays enhance the orientation to the street. A strong corner feature identifies this key location as an important access point for vehicles and pedestrians alike. The corner entry feature and the main entry break the cornice to provide civic recognition and a strong, formal presence.



(2) View of Main Elevation of Supermarket on Storrs Road

Along Storrs Road, the overall mass of the building is broken down into two main parts. The more prominent main mass steps down a less formal mass along Storrs Road. Windows and awnings accentuate the main market area, opening up the retail area to Storrs Road and to passing pedestrians. A series of two story bays helps to break up the longitudinal mass with a vertical relationship to the street that addresses pedestrians and the streetscape.

2.4.6c Building Composition – Market Square: Examples of How Buildings Could Respond to Vista Considerations.



(3) View Approaching Supermarket from Village Street

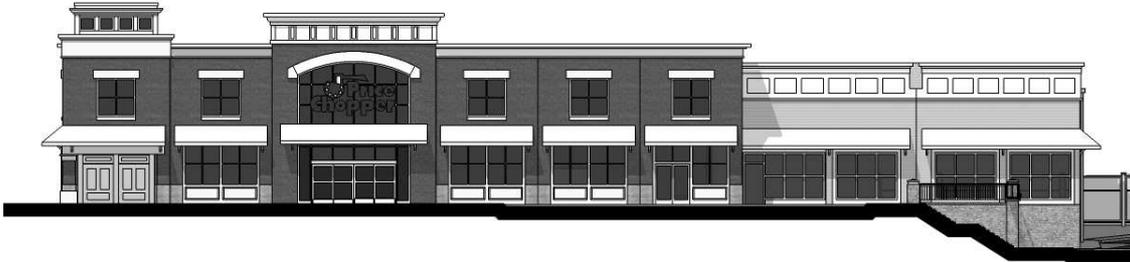
Along the front elevation of the supermarket, the main mass of the retail market is broken down into two components. The more prominent main façade drops down to a lower scaled mass that wraps around to meet the Village Street. The bay system continues but proportions and materials change to suggest a less formal frontage on this secondary street. Cohesive as a mass, this area is broken down in scale with paneling and trim that distinguish and ornament the structure



(4) View of Corner Building Approaching from North on Storrs Road

The corner of Storrs Road and Post Office Road is a critical urban intersection and serves as a transition point to downtown Mansfield and Storrs Center. The building located at this corner should have adequate mass and proximity to the two street fronts to hold the corner and begin to set up a strong edge along Storrs Road. The articulation of the Storrs Road elevation is particularly important to the creation of an active, pedestrian friendly streetscape.

2.4.6d Building Composition - Market Square: Elevation Studies



(1) Front Elevation of Supermarket

The mass of the front elevation is broken down into two smaller scaled components. Looking to the forms of traditional buildings, the main body of the market is distinguished by windows and awnings that open up the active retail area to the street front and the sidewalk. The two story articulation with second story windows gives the building a strong street front presence and repetitive bays emphasize the relationship to pedestrians. Within the main body of the larger mass, a prominent arched opening distinguishes the front entry and a corner feature accentuates the junction with the Storrs Road elevation. Further from Storrs Road, the building steps down from the main market area to a lower structure. The bay system continues but with a change in material and proportion that suggests a less formal, vernacular quality as it shifts away from the main entry and wraps around to the Village Street.



(2) Storrs Road Elevation of Supermarket (West Side)

The Storrs Road elevation continues the strategy of the front by reducing the longer mass of the building into two smaller components, changing the scale of the building and giving it more diversity along Storrs Road. The prominent corner feature is the distinguishing component of the main market area, wrapping around the corner as the first in the series of repetitive bays that make up the main body. Windows and awnings at the ground level reinforce a storefront like quality to the market, creating an active streetscape experience. Second floor windows enhance the urban prominence of the building along Storrs Road. Stepping down from the main body of the market, a secondary mass reduces the scale but maintains the two-story character with repetitive bays that are slightly adjusted in proportion. Here again, the building takes on a slightly less formal character and a more subdued vernacular quality.

2.4.6d Building Composition - Market Square: Elevation Studies



(3) Corner Building from Post Office Road (South Side)

A concept for a corner commercial building places a strong emphasis on Post Office Road and Storrs Road and the need to hold this important corner. Here, the building has adequate mass to establish a civic presence but opens up to the streetscapes with windows and awnings for a pedestrian friendly orientation. The mass of the buildings has a cohesive quality but is still broken down into bays to reduce scale and enhance orientation to the street. Stepping back at the corner to allow for the bend in the road, a corner feature, possibly an entry, is created to acknowledge the significance of the corner without detracting from the coherence of the building and the continuity of the architecture.



(4) Corner Building from Storrs Road (West Side)

At this key location, a concept for this building wraps around the corner and steps back out to the edge of the sidewalk to reinforce the need for a strong street edge along Storrs Road. Where possible, architectural features, such as columns, windows, and awnings, open up the ground floor to the streetscape while bays help to create a more vertical orientation to the sidewalk and suggest a relationship to the market structure. The building mass is broken down into smaller parts but still maintains its overall integrity and architectural consistency. Landscape features along Storrs Road buffer the parking area and help to create a possible link in the architecture of the corner building and the market.

4.3.3 Market Square Area with Supermarket [revised]

At the south end of Storrs Center will be the Market Square Area, a smaller and less formal component of the mixed-use area that will create a strong commercial presence for Storrs Center. This area should establish a physical, pedestrian-oriented connection with Town Hall and the new Community Center connection to Storrs Road. It is anticipated that the Market Square Area will include a supermarket on the northern side of the site (MS-1) and other commercial and retail venues with a focus on daily and more regional shopping needs at the south end of the site (MS-2). These uses could be complemented by restaurants located on the ground floor and offices on the upper floors.

At the ground level, storefronts should activate the streetscape and pedestrian experience. Active perimeters should be lined with wide terraces and sidewalks that would allow commercial uses to open up to the outdoors or provide a strong visual connection between the interior and exterior wherever applicable. The broad walks may include awnings, outdoor seating, outdoor retail activities, and potential space for outdoor market activities. The Market Square Area should include street trees, tree wells, and planters that will introduce shade and soften the experience of the space and, in particular, of the parking areas.

The surface of the Market Square Area should have a planar quality across the parking area, terraces, sidewalks, and streets. Street surfaces may be paved or covered in pavers. Street furnishings should include street lamps, benches, trash receptacles, bike racks, bus shelters where applicable, and, if feasible, facilities that could accommodate outdoor market activities and removable shading devices. The Market Square Area should be clearly identifiable as an important and well defined entrance to downtown Mansfield and Storrs Center, where it should have a strong visual relationship to Town Hall.

4.4.3 Off-Street Surface Parking [revised]

- a. Off-street surface parking areas should be compact and convenient to the uses in the Market Square Area.
- b. Where possible, surface parking lots should be accessible from multiple roads, including both main roads and secondary streets.
- c. Driveways to parking areas generally should not exceed 24 feet in width or be wider than the streets giving access to them or the proposed use.
- d. Parking should typically not extend past the established building line on a block.
- e. The perimeter of all parking lots should be visually screened through the walls, fences and/or landscaping with an emphasis on any portions fronting a street.
- f. In general, no more than 12 contiguous parking spaces should be allowed in a row without a landscape feature, including either landscape islands or tree wells. Where used, landscape islands should have a minimum width of 6 feet and should be planted with shade trees. Planters can be more closely spaced than islands and should be used to enhance the number of trees and amount of shade.
- g. Best management practices should be used to ensure that storm water runoff from surface parking areas is properly managed to attenuate peak flows leaving the site

and to maintain water quality consistent with state stormwater guidelines prior to release into the project-wide drainage system.

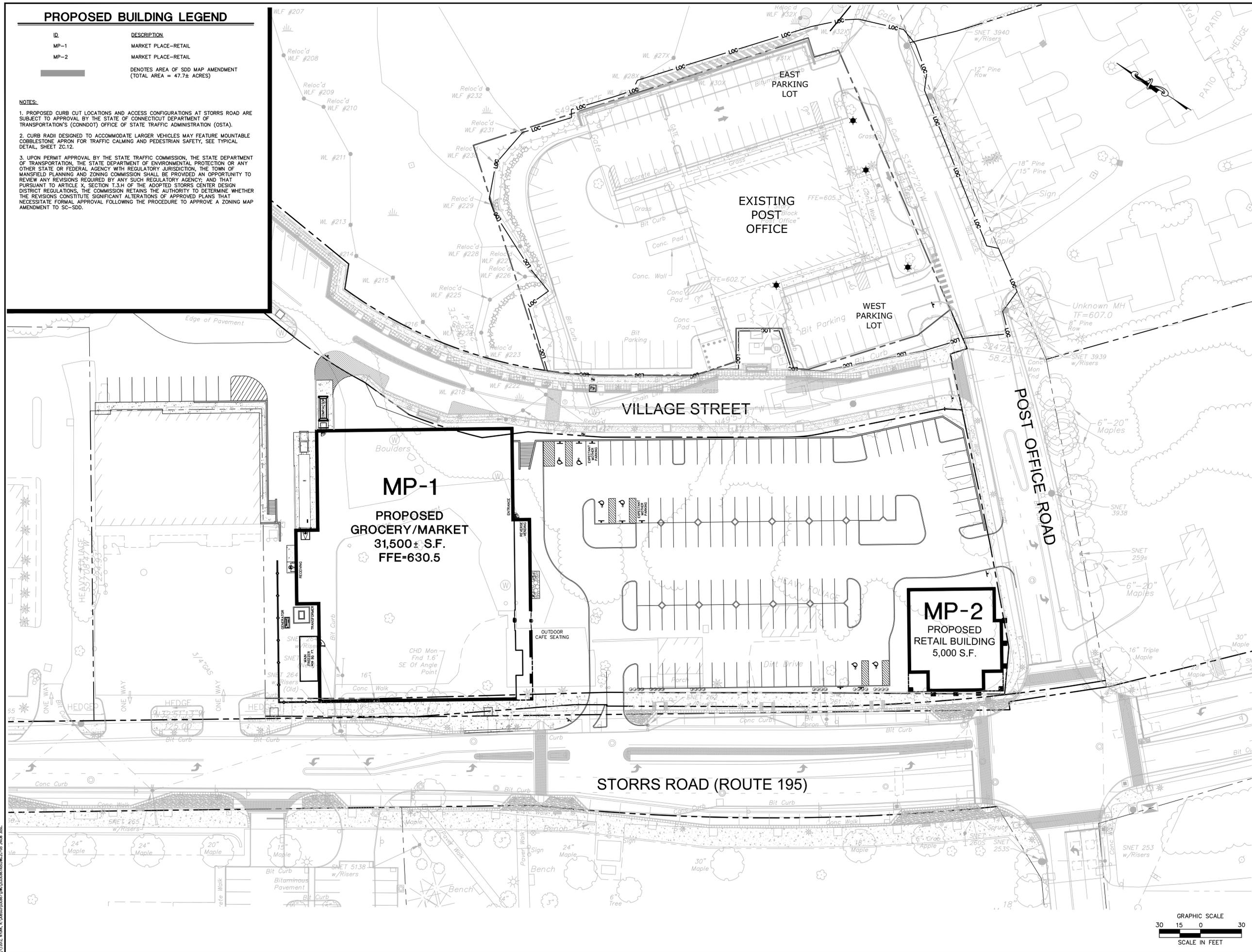
- h. Trees and plantings should be selected from the approved SC-SDD palette and should not require the use of irrigation except at initial planting.
- i. Lighting of the surface parking lot should not contribute to night sky pollution and should employ light fixtures meeting industry standards for full cut-off.

PROPOSED BUILDING LEGEND

ID	DESCRIPTION
MP-1	MARKET PLACE-RETAIL
MP-2	MARKET PLACE-RETAIL
 DENOTES AREA OF SDD MAP AMENDMENT (TOTAL AREA = 47.74 ACRES)	

NOTES:

1. PROPOSED CURB CUT LOCATIONS AND ACCESS CONFIGURATIONS AT STORRS ROAD ARE SUBJECT TO APPROVAL BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION'S (CONNDOT) OFFICE OF STATE TRAFFIC ADMINISTRATION (OSTA).
2. CURB RADII DESIGNED TO ACCOMMODATE LARGER VEHICLES MAY FEATURE MOUNTABLE COBBLESTONE APRON FOR TRAFFIC CALMING AND PEDESTRIAN SAFETY, SEE TYPICAL DETAIL, SHEET ZC.012.
3. UPON PERMIT APPROVAL BY THE STATE TRAFFIC COMMISSION, THE STATE DEPARTMENT OF TRANSPORTATION, THE STATE DEPARTMENT OF ENVIRONMENTAL PROTECTION OR ANY OTHER STATE OR FEDERAL AGENCY WITH REGULATORY JURISDICTION, THE TOWN OF MANSFIELD PLANNING AND ZONING COMMISSION SHALL BE PROVIDED AN OPPORTUNITY TO REVIEW ANY REVISIONS REQUIRED BY ANY SUCH REGULATORY AGENCY; AND THAT PURSUANT TO ARTICLE X, SECTION 1.3.H OF THE ADOPTED STORRS CENTER DESIGN DISTRICT REGULATIONS, THE COMMISSION RETAINS THE AUTHORITY TO DETERMINE WHETHER THE REVISIONS CONSTITUTE SIGNIFICANT ALTERATIONS OF APPROVED PLANS THAT NECESSITATE FORMAL APPROVAL FOLLOWING THE PROCEDURE TO APPROVE A ZONING MAP AMENDMENT TO SC-SDD.



STORRS
RETHINK MAIN STREET
CENTER



Mansfield Downtown Partnership
Helping to Build Mansfield's Future



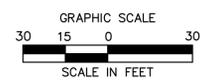
LeylandAlliance



REVISION	DATE

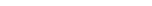
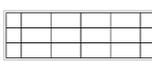
AMENDED PRELIMINARY MASTER PLAN FOR MARKET SQUARE

DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.05.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	03C667	
DATE	2012.08.29	



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PROPOSED STORMWATER LEGEND

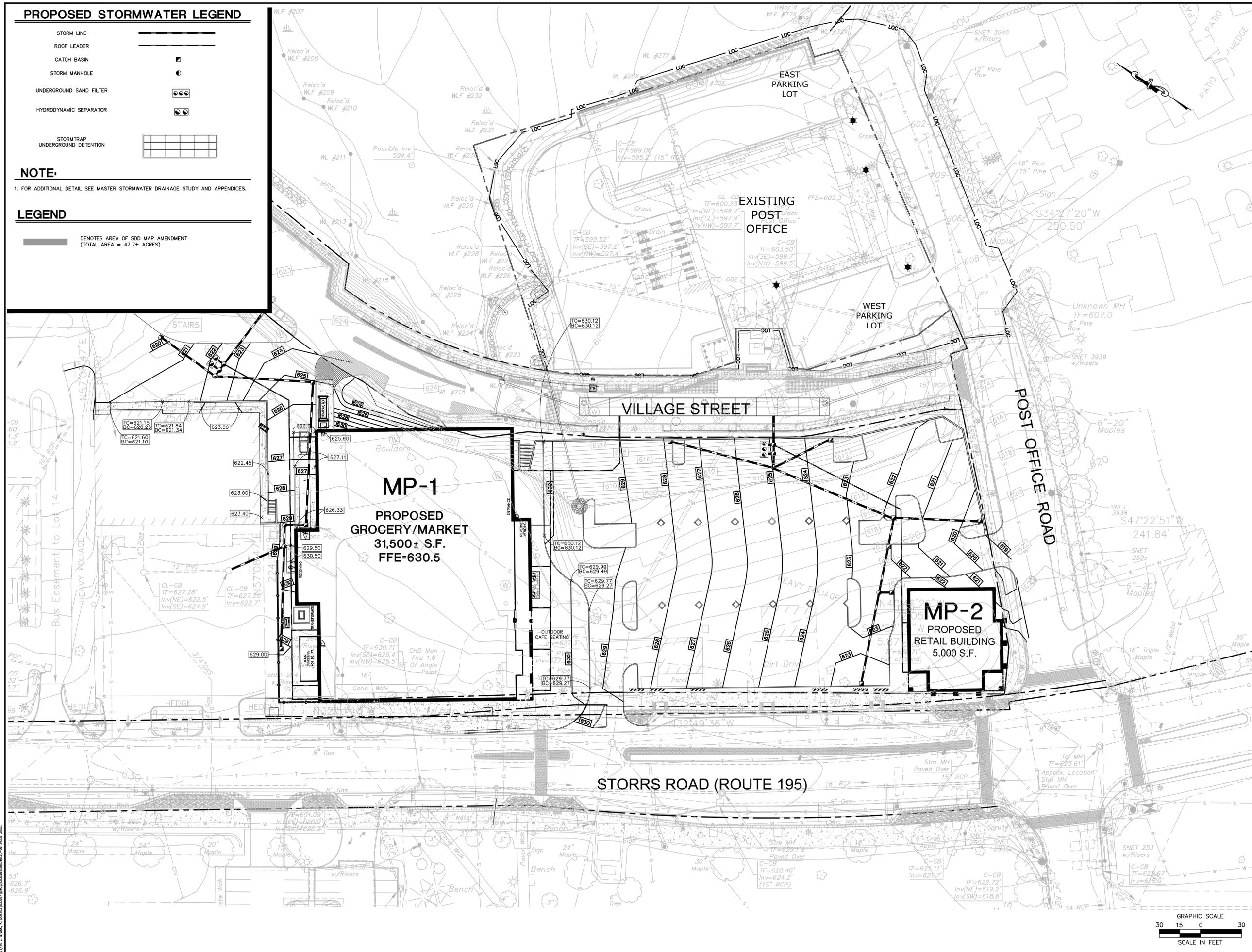
- STORM LINE 
- ROOF LEADER 
- CATCH BASIN 
- STORM MANHOLE 
- UNDERGROUND SAND FILTER 
- HYDRODYNAMIC SEPARATOR 
- STORMTRAP UNDERGROUND DETENTION 

NOTE:

1. FOR ADDITIONAL DETAIL SEE MASTER STORMWATER DRAINAGE STUDY AND APPENDICES.

LEGEND

 DENOTES AREA OF SDD MAP AMENDMENT (TOTAL AREA = 47.7± ACRES)



STORRS
RETHINK MAIN STREET
CENTER



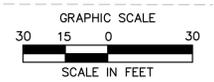
Town Builder & Master Developer



REVISION	DATE

AMENDED PRELIMINARY GRADING AND STORMWATER MANAGEMENT PLAN FOR MARKET SQUARE

DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.06.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	03C667	
DATE	2012.08.29	



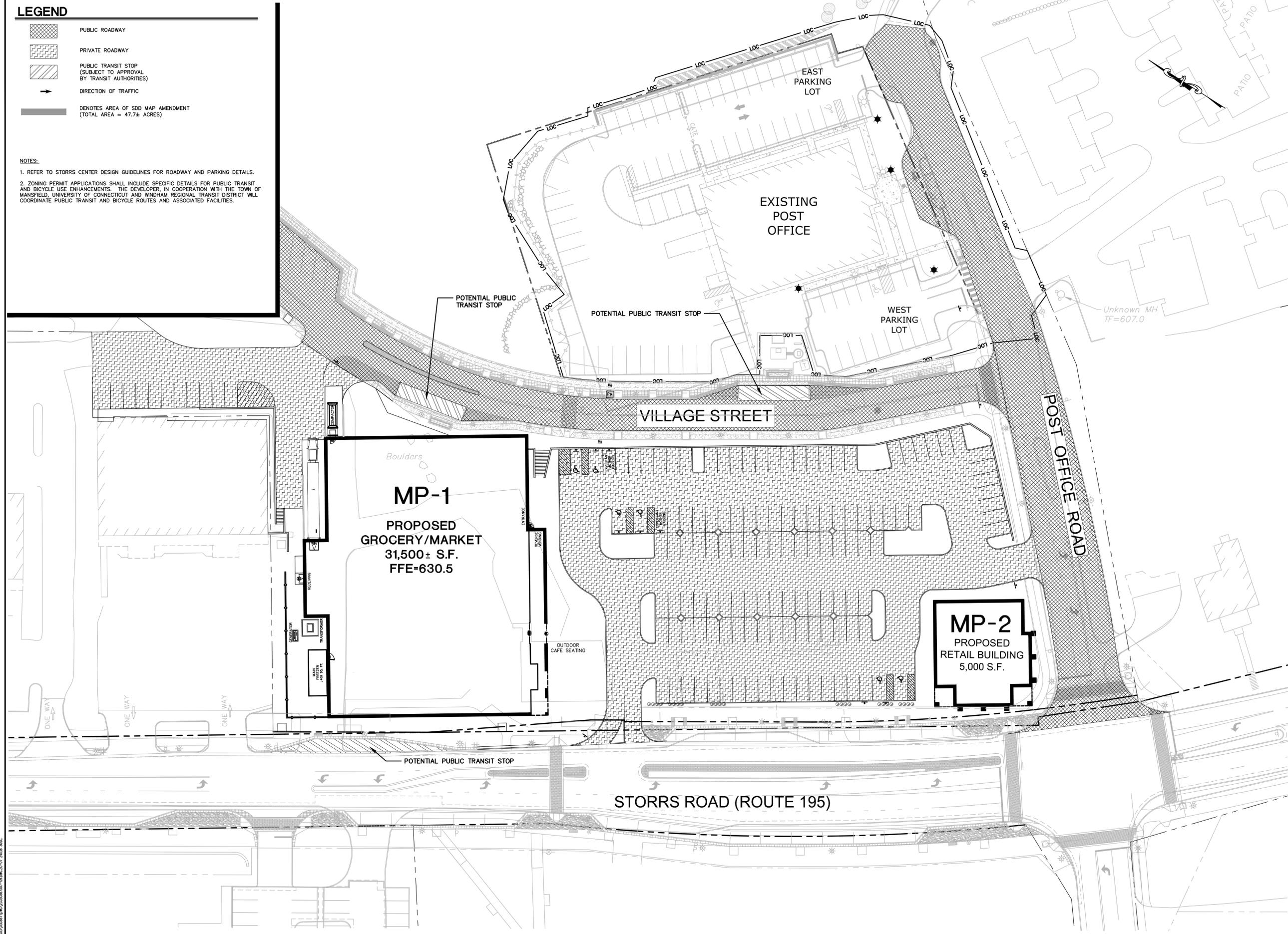
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LEGEND

-  PUBLIC ROADWAY
-  PRIVATE ROADWAY
-  PUBLIC TRANSIT STOP
(SUBJECT TO APPROVAL
BY TRANSIT AUTHORITIES)
-  DIRECTION OF TRAFFIC
-  DENOTES AREA OF SDD MAP AMENDMENT
(TOTAL AREA = 47.7± ACRES)

NOTES:
 1. REFER TO STORRS CENTER DESIGN GUIDELINES FOR ROADWAY AND PARKING DETAILS.
 2. ZONING PERMIT APPLICATIONS SHALL INCLUDE SPECIFIC DETAILS FOR PUBLIC TRANSIT AND BICYCLE USE ENHANCEMENTS. THE DEVELOPER, IN COOPERATION WITH THE TOWN OF MANFIELD, UNIVERSITY OF CONNECTICUT AND WINDHAM REGIONAL TRANSIT DISTRICT WILL COORDINATE PUBLIC TRANSIT AND BICYCLE ROUTES AND ASSOCIATED FACILITIES.



STORRS
 RETHINK MAIN STREET
CENTER



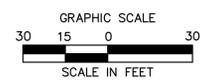
Town Builder &
 Master Developer



REVISION	DATE

**AMENDED TRAFFIC, PARKING
 AND TRANSIT PLAN FOR
 MARKET SQUARE**

DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.07.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	03C667	
DATE	2012.08.29	



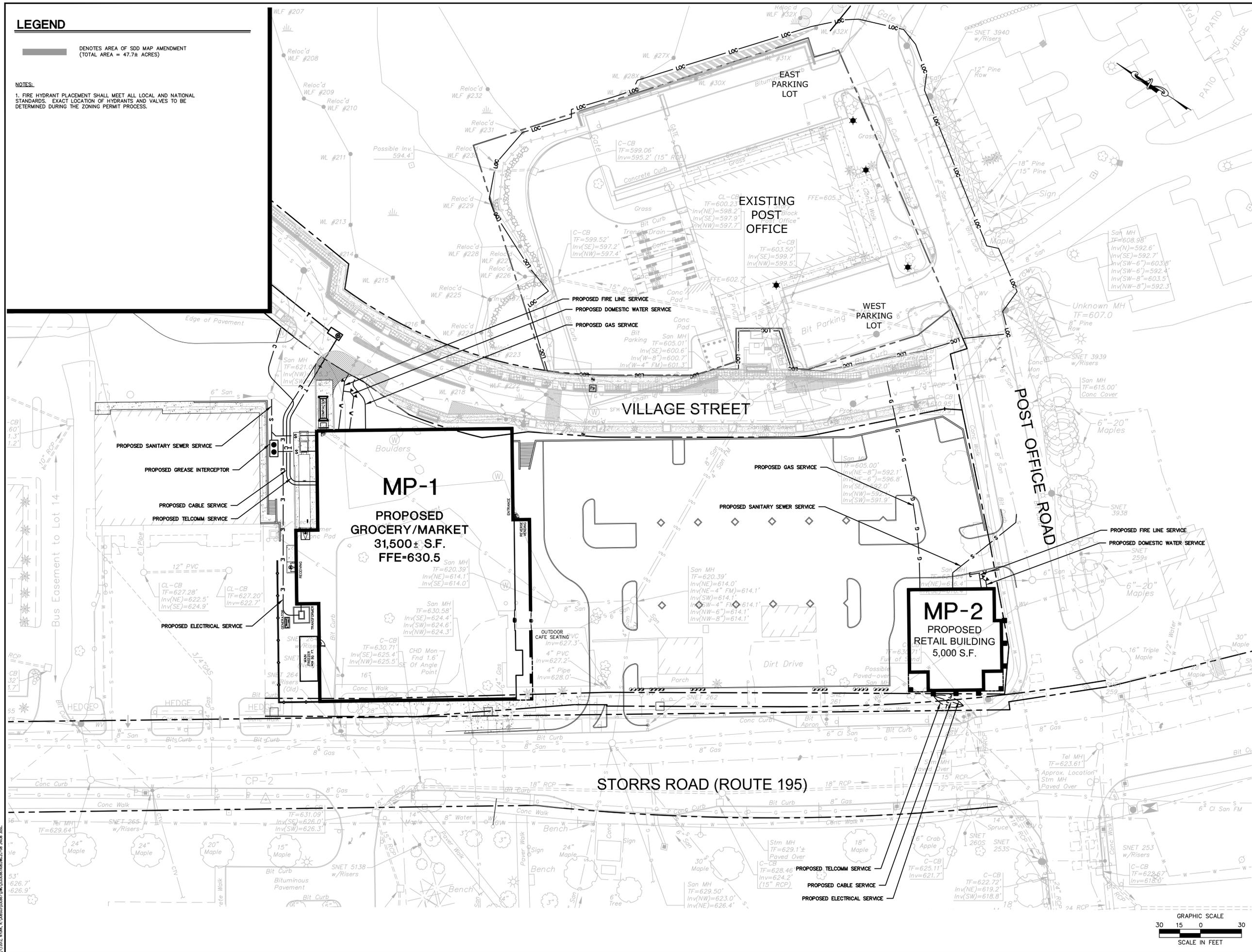
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LEGEND

— DENOTES AREA OF SDD MAP AMENDMENT
(TOTAL AREA = 47.7± ACRES)

NOTES:

1. FIRE HYDRANT PLACEMENT SHALL MEET ALL LOCAL AND NATIONAL STANDARDS. EXACT LOCATION OF HYDRANTS AND VALVES TO BE DETERMINED DURING THE ZONING PERMIT PROCESS.



STORRS
RETHINK MAIN STREET
CENTER



Mansfield Downtown Partnership
Helping to Build Mansfield's Future



Town Builder & Master Developer



ARCHITECTURE
ENGINEERING
PLANNING
LANDSCAPE ARCHITECTURE
LAND SURVEYING
ENVIRONMENTAL SCIENCES

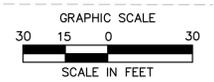


ROBINSON
& COLE LLP

REVISION	DATE

**AMENDED SITE UTILITIES
PLAN FOR MARKET SQUARE**

DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.08.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	030667	
DATE	2012.08.29	



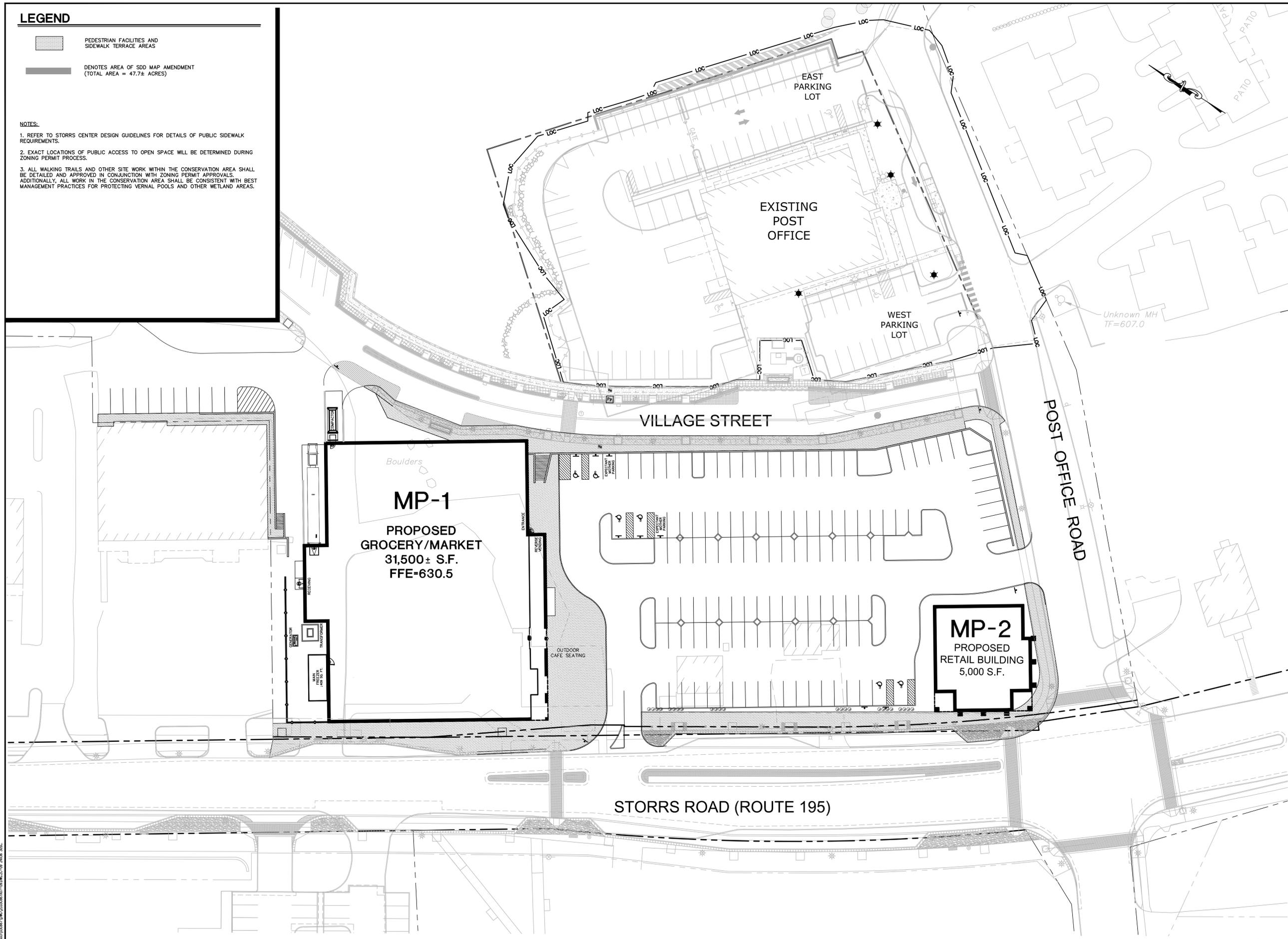
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LEGEND

-  PEDESTRIAN FACILITIES AND SIDEWALK TERRACE AREAS
-  DENOTES AREA OF SDD MAP AMENDMENT (TOTAL AREA = 47.7± ACRES)

NOTES:

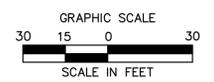
1. REFER TO STORRS CENTER DESIGN GUIDELINES FOR DETAILS OF PUBLIC SIDEWALK REQUIREMENTS.
2. EXACT LOCATIONS OF PUBLIC ACCESS TO OPEN SPACE WILL BE DETERMINED DURING ZONING PERMIT PROCESS.
3. ALL WALKING TRAILS AND OTHER SITE WORK WITHIN THE CONSERVATION AREA SHALL BE DETAILED AND APPROVED IN CONJUNCTION WITH ZONING PERMIT APPROVALS. ADDITIONALLY, ALL WORK IN THE CONSERVATION AREA SHALL BE CONSISTENT WITH BEST MANAGEMENT PRACTICES FOR PROTECTING VERNAL POOLS AND OTHER WETLAND AREAS.



REVISION	DATE

AMENDED PEDESTRIAN FACILITIES AND OPEN SPACES MAP FOR MARKET SQUARE

DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.09.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	03C667	
DATE	2012.08.29	



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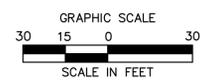
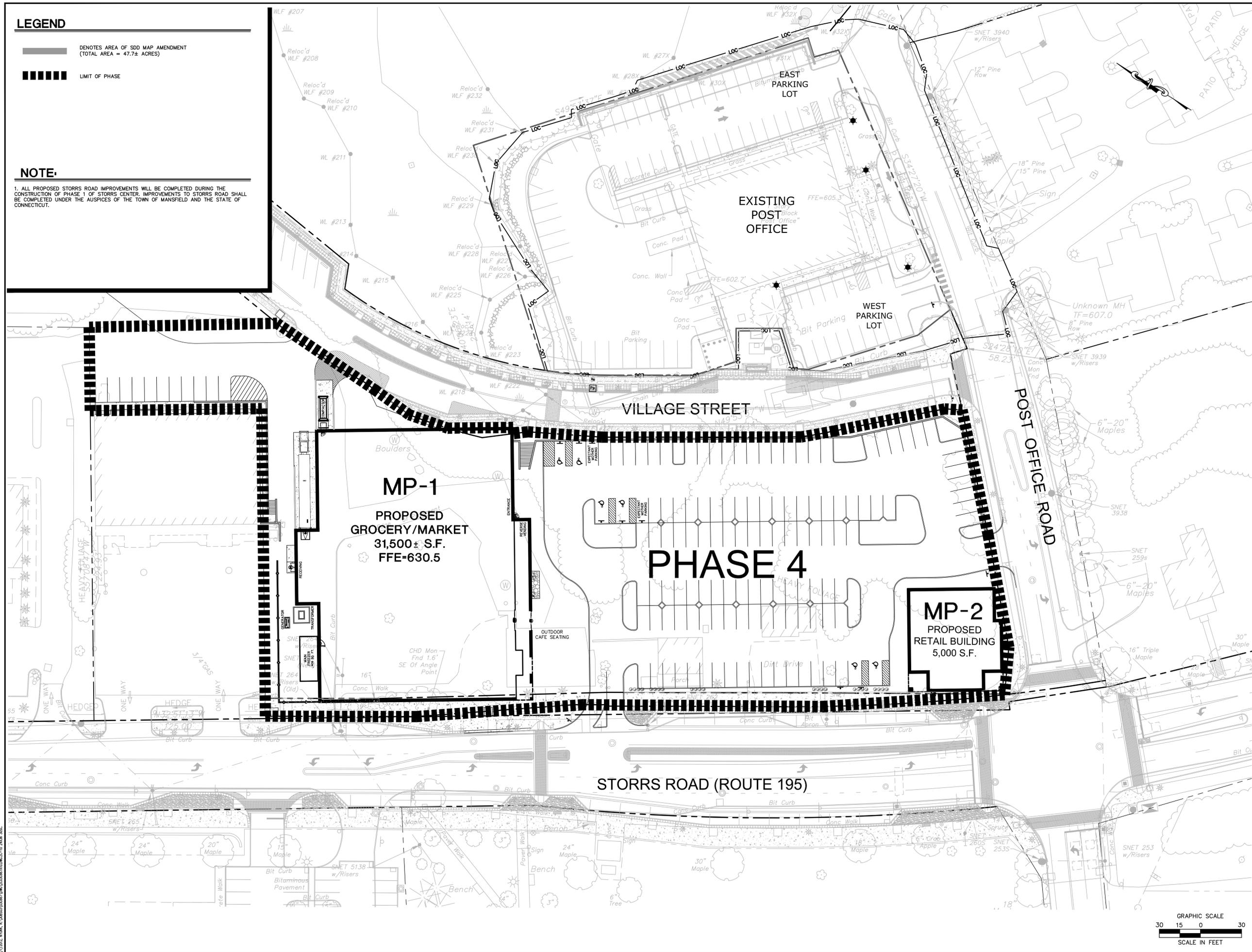
LEGEND

██████████ DENOTES AREA OF SDD MAP AMENDMENT (TOTAL AREA = 47.7± ACRES)

▬▬▬▬▬▬▬ LIMIT OF PHASE

NOTE:

1. ALL PROPOSED STORRS ROAD IMPROVEMENTS WILL BE COMPLETED DURING THE CONSTRUCTION OF PHASE 1 OF STORRS CENTER. IMPROVEMENTS TO STORRS ROAD SHALL BE COMPLETED UNDER THE AUSPICES OF THE TOWN OF MANSFIELD AND THE STATE OF CONNECTICUT.



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LAND SURVEYING
ENVIRONMENTAL SCIENCES



ROBINSON
& COLE LLP

REVISION	DATE

**AMENDED PHASING
PLAN FOR MARKET SQUARE**

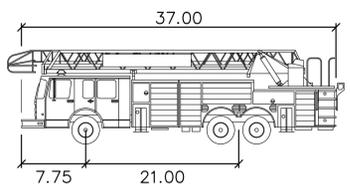
DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.10.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	03C667	
DATE	2012.08.29	

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LEGEND

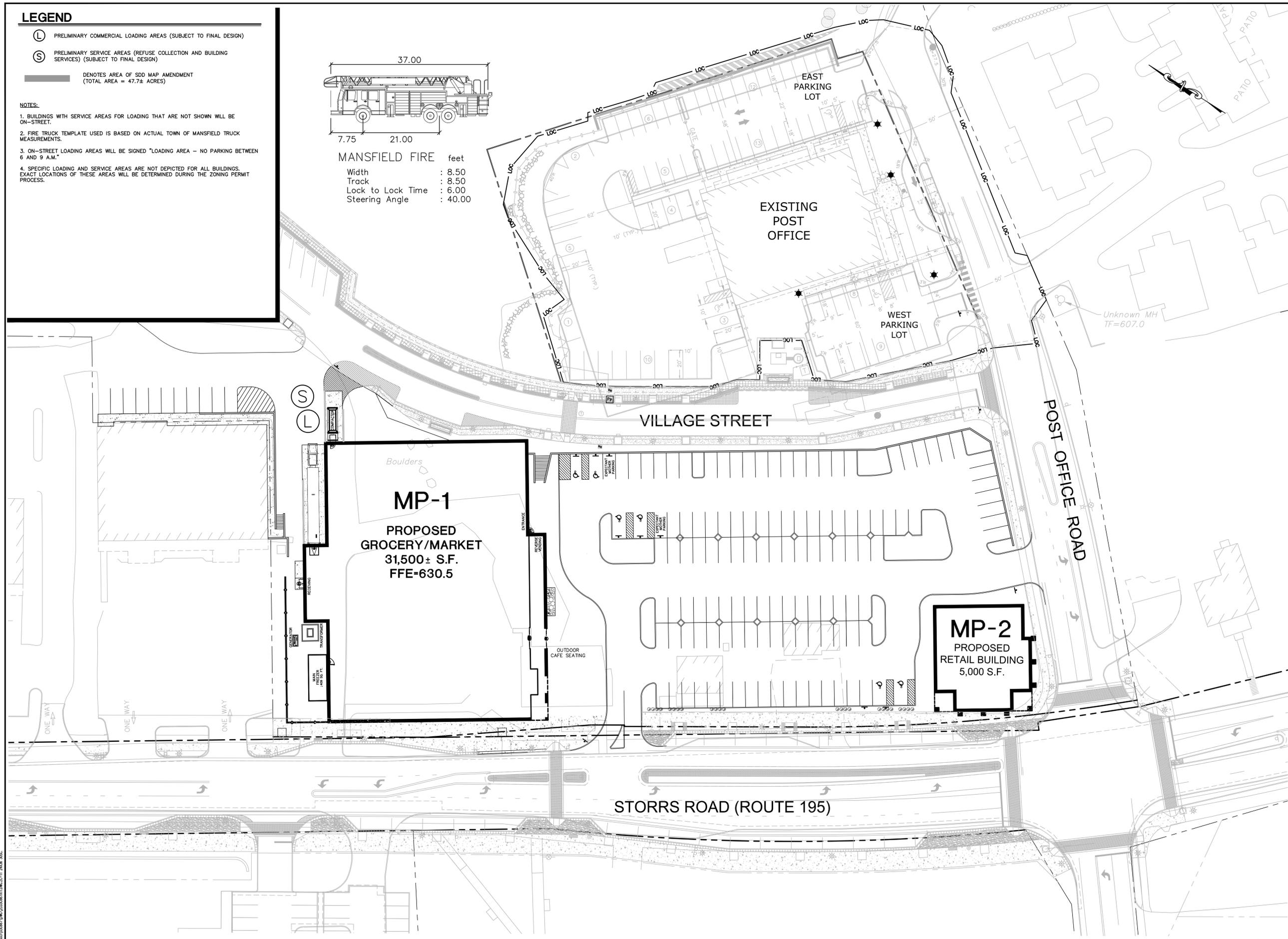
- (L) PRELIMINARY COMMERCIAL LOADING AREAS (SUBJECT TO FINAL DESIGN)
- (S) PRELIMINARY SERVICE AREAS (REFUSE COLLECTION AND BUILDING SERVICES) (SUBJECT TO FINAL DESIGN)
- DENOTES AREA OF SDD MAP AMENDMENT (TOTAL AREA = 47.7± ACRES)

- NOTES:**
1. BUILDINGS WITH SERVICE AREAS FOR LOADING THAT ARE NOT SHOWN WILL BE ON-STREET.
 2. FIRE TRUCK TEMPLATE USED IS BASED ON ACTUAL TOWN OF MANSFIELD TRUCK MEASUREMENTS.
 3. ON-STREET LOADING AREAS WILL BE SIGNED "LOADING AREA - NO PARKING BETWEEN 6 AND 9 A.M."
 4. SPECIFIC LOADING AND SERVICE AREAS ARE NOT DEPICTED FOR ALL BUILDINGS. EXACT LOCATIONS OF THESE AREAS WILL BE DETERMINED DURING THE ZONING PERMIT PROCESS.



MANSFIELD FIRE feet

- Width : 8.50
- Track : 8.50
- Lock to Lock Time : 6.00
- Steering Angle : 40.00



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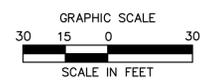


ROBINSON & COLE LLP

REVISION	DATE

AMENDED PRELIMINARY BUILDING SERVICE AND ACCESS PLAN FOR MARKET SQUARE

DESIGNED	G.F.	SHEET
DRAWN	J.U./E.L.Z.	ZC.11.a
CHECKED		
APPROVED		
SCALE	1"=30'	
PROJECT #	030667	
DATE	2012.08.29	



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