



A ceremonial presentation in honor of Presidents' Day will be held at 6:45 p.m.

TOWN OF MANSFIELD
TOWN COUNCIL MEETING
February 22, 2016
COUNCIL CHAMBERS
AUDREY P. BECK MUNICIPAL BUILDING
7:00 p.m.
AGENDA

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ADJOURNMENT

SPECIAL MEETING – MANSFIELD TOWN COUNCIL

February 6, 2016

Ravine Road Site Visit

DRAFT

Mayor Paul Shapiro called the special meeting of the Mansfield Town Council to order at 12:15 p.m.

I. ROLL CALL

Present: Kochenburger, Marcellino, Moran, Raymond, Ryan, Sargent, Shaiken, Shapiro

Excused: Kegler

II. OLD BUSINESS

1. Ravine Road (Unimproved Portion)

Members conducted a site visit.

III. ADJOURNMENT

Mr. Kochenburger moved and Mr. Shaiken seconded to adjourn the meeting at 1:15 p.m.

Motion passed unanimously.

Paul M. Shapiro, Mayor

Mary Stanton, Town Clerk

February 6, 2016

SPECIAL MEETING – MANSFIELD TOWN COUNCIL
FINANCIAL & BUDGET OVERVIEW
February 6, 2015
DRAFT

Mayor Paul Shapiro called the special meeting of the Mansfield Town Council to order at 9:00 a.m. in the Council Chamber of the Audrey P. Beck Building.

I. ROLL CALL

Present: Kegler, Kochenburger, Marcellino, Moran, Raymond, Ryan, Sargent, Shaiken, Shapiro

Staff Present: Town Manager Matt Hart, Director of Finance Cherie Trahan, Assistant Town Manager Maria Capriola, Director of Parks and Recreation Curt Vincente, Director of Public Works John Carrington, Director of Facilities Allen Corson, Director of Human Services Patricia Schneider, Library Director Leslie McDonough and Graduate Student Interns Emily Wilson and Kevin Filchak

II. NEW BUSINESS

1. Organization of the Budget

Town Manager Matt Hart explained the fund budgets and the various types of funds used by the Town.

2. Revenue and Expenditure Projections – FY 2015/2016

The Director of Finance outlined the key features of the preliminary revenues and expenditures for the current fiscal year.

3. Early Revenue Projections - FY 2016/2017

a. Preliminary October 1, 2015 Grand List

Ms. Trahan reviewed early projections for the grand list noting the changes in the list of top tax payers.

b. Major State Grants Analysis

Mr. Hart explained the recent PILOT legislation and its implications for the Town.

The Mayor suspended the meeting for a short break and resumed the meeting at 10:12 p.m.

4. Early Expenditures Projection – FY 2016/2017

a. Town Manager's Budget – Objectives & Cost Drivers

Mr. Hart reviewed the budget objectives and the cost drivers which will help determine the budget he will propose to the Council.

b. Mansfield Board of Education Budget Data (Superintendent's Proposed)

Ms. Trahan briefly outlined the highlights of the Superintendent's proposed Board of Education Budget. The Board will begin deliberations on this budget at their next meeting.

c. Regional School District 19 Budget Data (Superintendent's Proposed)

Ms. Trahan commented that the Superintendent is still finalizing his proposal to the Regional Board of Education. The Council requested the EOSmith Building Committee be asked to attend a future Council meeting.

February 6, 2016

5. Capital Improvement Program (CIP)
Mr. Hart briefly described the capital improvement program and the “pay as you go” approach used by the Town.
6. Review of Core Services
The Assistant Town Manager explained that the purpose of this document is to indicate which departmental services are required by federal law, state law, ordinance, charter, contract or policy.
7. Major Projects and Initiatives
The Town Manager commented on the major projects and initiatives which are based on his annual goals as approved by the Council.
8. Budget Calendar – Next Steps
The Town Manager’s budget is expected to be presented on March 28, 2016 with adoption scheduled for the end of April. A calendar will be distributed soon.

III. OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE COUNCIL

No comments offered.

IV. ADJOURNMENT

Mr. Shaiken moved and Mr. Ryan seconded to adjourn the meeting at 11:44 a.m.
Motion passed unanimously.

Paul M. Shapiro, Mayor

Mary Stanton, Town Clerk

February 6, 2016

REGULAR MEETING – MANSFIELD TOWN COUNCIL
February 8, 2016 Adjourned to February 9, 2016
DRAFT

Mayor Paul M. Shapiro called the regular meeting of the Mansfield Town Council to order at 7:00 p.m. in the Council Chamber of the Audrey P. Beck Building.

I. ROLL CALL

Present: Kochenburger, Marcellino, Moran, Raymond, Ryan, Sargent, Shaiken, Shapiro
Excused: Kegler

II. APPROVAL OF MINUTES

Mr. Ryan moved and Mr. Shaiken seconded to approve the minutes of the January 25, 2016 meeting as presented. The motion passed unanimously.

III. OPPORTUNITY FOR PUBLIC TO ADDRESS THE COUNCIL

Mayor Shapiro requested that due to time restraints, the public comment period be recessed at 7:30 in order to hear from our State Legislators.

Betty Wexler, Codfish Falls Road, commented on her request that the wheelchair accessible van be made available one day a month for transporting residents of the Mansfield Center for Nursing and Rehabilitation (MCNR) to medical appointments. Ms. Wexler asked the Council to see if the regulations for the grant which provided funds for the van are being followed. (Statement attached)

Shirley Katz, Eastwood Road resident and member of the Zoning Board of Appeals and Democratic Town Committee, described how access to the van would allow her husband to visit his dentist and physician. Ms. Katz relayed her experiences with private van services. (Statement attached)

Sandy Burgess, Chaplin resident and MCNR employee, stated that one of her responsibilities is arranging transportation for residents. Ms. Burgess provided a short history of the lack of transportation available to the residents of the facility.

Jane Blanshard, Sycamore Drive, spoke in favor of Ms. Wexler's request and asked the Council to explore ways to increase transportation services for all senior citizens.

Stacey Estrella, South Bedlam Road resident and MCNR recreation director, explained how difficult it is to secure transportation for outings for residents. Ms. Estrella noted that the residents of MCNR are part of the Mansfield community.

Howard Raphaelson, Timber Drive resident and member of the Recreation Advisory Committee, asked the Council to revisit the fee waiver program and the effect it has on the Parks and Recreation budget. Mr. Raphaelson asked if the funds for the Parks and Recreation Department run out will they be able to continue to operate. (Parks and Recreation Advisory Committee letter found in the February 8, 2016 packet)

Jason McGarry, South Eagleville Road, stated that this is his third appearance before the Council regarding the inherent dangers of the Rte. 32/ Rte. 275 intersection. Mr. McGarry urged the Town to take action. (Statement attached. Additional materials will be included in the February 22, 2016 packet.)

Public comments were temporarily suspended. Mayor Shapiro invited the Town's Legislative Representative to the table to discuss the upcoming session.

Public comments resumed at 8:03 p.m. Mayor Shapiro thanked the public for allowing the Legislators to speak.

Charles Naumec, Riverview Road, commented on the January 25, 2016 meeting minutes, discussed the January 6, 2016 letter from Town Attorney Kevin Deneen regarding the voting rights of non-tax paying UConn students living in University, and

February 8, 2016 adjourned to February 9, 2016

asked that a detailed discussion of the PILOT program be undertaken. (Statement attached)

Sharry Goldman, Browns Road, expressed support for the transportation issue addressed in earlier public comments and requested the Town Council reevaluate the funding structure of the Community Center. Ms. Goldman noted the expansive array of offerings at the Center and her hope that the Town will support a budget capable of funding these offerings while keeping membership affordable. (Statement attached)

Martha Kelly, Bundy Lane resident and member of the Board of Education but speaking as a private citizen, expressed her opposition to imposing a tax on residential real estate transactions to support preservation. (Statement attached)

Marty Hirschorn, Davis Road, spoke in favor of additional public support for the Community Center; in opposition to the real estate conveyance tax for open space; and asked the Council to explore all options, including regionalization, in the review of police services.

IV. REPORT OF THE TOWN MANAGER

In addition to his written report the Town Manager offered the following comments:

- A recommendation to add the subject of public transportation and accessible transportation to a future agenda
- A recommendation to invite the Regional School District #19 Building Committee to a future meeting
- Noting that a previous request that the DOT place guard rails at the Rte.275/ Rte.32 intersections was denied, the Traffic Authority will discuss submitting another request and will explore safety options used in other towns.

Council members requested that all aspects of transportation in Town be reviewed.

Mr. Ryan moved and Mr. Marcellino seconded to add Item 1a, Recommendation of the Ad hoc Committee on the Naming of Streets and Buildings, to the agenda.

The motion passed with all in favor except Ms. Raymond who abstained.

V. REPORTS AND COMMENTS OF COUNCIL MEMBERS

Mayor Shapiro reported that he recently attended a CROG meeting at which the executive director of CCM offered a presentation on a program started last fall called BEST (Bring Every Stakeholder Together). This program brings a wide variety of municipal leaders from both parties together with interest groups of all kinds in an effort to find common ground and create avenues for future conversations.

The Mayor also expressed his admiration for the talents of EO Smith students as evidenced by their production of Mary Poppins.

VI. OLD BUSINESS

None

VII. NEW BUSINESS

1a. Recommendation of the Ad hoc Committee on the Naming of Streets and Buildings

Mr. Ryan moved and Mr. Shaiken seconded to change Elsie Marsh Drive to Elsie Marsh Way.

The motion passed unanimously.

1. Meeting with State Legislators

Senator Mae Flexer and Representatives Gregg Haddad and Linda Orange agreed that there will be a robust discussion regarding the budget and the Governor's proposed changes to the budget format with the use of block grants. Representative

February 8, 2016 adjourned to February 9, 2016

Haddad discussed the reformed PILOT formulae, known as Senate Bill 1, and how it will affect the state grants allocated to Mansfield. Members discussed the PILOT funds and related spending caps, as well as the best uses for any additional money. Mayor Shapiro thanked the Legislators for their comments and continued work.

2. Questions re Student Voting and State PILOT

Town Attorney Kevin Deneen spoke to voting rights and the ability to regulate voting rights within Constitutional, Federal and State requirements and interpretations. Attorney Deneen stated that durational requirements are not permitted and once a person is admitted as an elector they may vote in all election/referenda events. (A Town Attorney supplementary opinion has been added to the Town's website) The Town Manager reviewed the sweeping reforms to the PILOT program passed in the last legislative session which include a tiered system and more protections afforded to tier one towns of which Mansfield is expected to be one.

3. Responsible Growth and Transit Oriented Development (TOD) Grant Application for Four Corners Sanitary Sewer Project

Mr. Ryan moved and Ms. Raymond seconded, effective February 9, 2016, to authorize submission of the Mansfield Four Corners Sanitary Sewer Project in accordance with the Responsible Growth and Transit-Oriented Development (TOD) Grant Request for applications and to authorize Matthew W. Hart, Town Manager, to execute the grant application and any other documents associated with administering the grant, if awarded, including any amendments thereto. Motion passed unanimously.

4. Successor Collective Bargaining Agreement for Firefighters, Local 4120

Mr. Kochenburger moved and Ms. Moran seconded, effective February 9, 2016, to authorize the Town Manager to execute the proposed successor Collective Bargaining Agreement between the Town of Mansfield and Local 4120, IAFF – Firefighters, which agreement shall enter into effect on July 1, 2014 and expire on June 30, 2017.

Motion passed unanimously.

5. Quarterly Financial Statements Dated December 31, 2015

Finance Chair Bill Ryan moved, effective February 9, 2016, to accept the Financial Statements dated December 31, 2015.

Motion passed unanimously.

VIII. REPORTS OF COUNCIL COMMITTEES

Mr. Ryan, Chair of the Finance Committee, reported that the Committee discussed the fraud risk policy and the whistleblower policy.

Ms. Moran reported that the Personnel Committee has cancelled its February 2, 2016 meeting. The Ad hoc Committee on Police Services will meet at the Police Complex in Willimantic at 5:00 p.m. on February 11, 2016.

IX. DEPARTMENTAL AND COMMITTEE REPORTS

No comments offered.

X. PETITIONS, REQUESTS AND COMMUNICATIONS

February 8, 2016 adjourned to February 9, 2016

6. Letters re: Ravine Road - Mr. Shaiken thanked the Town Manager and Public Works Department for their efforts to clear Ravine Road and commended the Public Works Director for his presentation.
7. L. Hilton (02/02/16)
8. B. Jessurun (01/25/16)
9. J. Sgro (02/04/16)
10. B. Wexler (01/12/16)
11. Conservation Commission re: Constitutional Amendment to Protect State Lands
12. Parks and Recreation Advisory Committee re: Fee Waiver Policy
13. P. Shapiro/J. Goodwin re: NEC Future Tier 1 Draft Environmental Impact Statement
14. Invitation: Gathering of Mansfield's Agricultural Community
15. Comptroller Lembo Projects \$7.1 Million Deficit with Possibility of Further Revenue Erosion
16. CRCOG: Benefits of CRCOG Membership
17. Government Finance Officers Association re: distinguished Budget Presentation Award – Mr. Hart commended the Finance Director and Budget Team on the presentation of this prestigious award.
18. Mansfield Minute – February 2016

XI. FUTURE AGENDAS

The following items were identified for future agendas:

- Accessible transportation options for senior citizens and other residents
- Region 19 Building Proposal
- The next steps of NextGen including projected enrollment numbers

Ms. Moran moved and Mr. Shaiken seconded to move into executive session to discuss Personnel in accordance with CGS §1-200(6)(a), Town Manager Employment Agreement and to include Town Manager Matt Hart.

The motion passed unanimously.

XII. EXECUTIVE SESSION

Personnel in accordance with CGS §1-200(6)(a), Town Manager Employment Agreement

Present: Kochenburger, Marcellino, Moran, Raymond, Ryan, Sargent, Shaiken, Shapiro
Also Included: Town Manager Matt Hart

XIII. ADJOURNMENT

The Council reconvened in regular session. Mr. Shaiken moved and Mr. Kochenburger seconded to adjourn the meeting at 9:58 p.m.

Motion passed unanimously.

Paul M. Shapiro, Mayor

Mary Stanton, Town Clerk

February 8, 2016 adjourned to February 9, 2016

1/12/16

Paul Shapiro, Mayor
Audrey P Beck Municipal Building
4 South Eagleville Rd. Mansfield Ct. 06268i

Dear Mayor Shapiro :

As a volunteer driver for the town of Mansfield, I was delighted when in 2012 the town received a grant to purchase a wheelchair accessible van for the purpose of providing transportation for disabled/older citizens. Section 5301 of the Federal Transit Act states the purpose very clearly.

The purpose of this letter is to further my quest to make this van available, on a very limited basis, for Mansfield citizens presently residing at 100 Warren Circle (Mansfield Center for Nursing and Rehabilitation). These citizens would need to be transported for medical appointments at locations limited to within a ten mile radius of MCNR. Each resident would be accompanied by a Certified Nurse Aide. The request is to have the use of the van one day per month.

This is not a new request by me or by the administration of MCNR. The previous Director, Kathleen Sutherland, spoke to the Town Council in the past. I have spoken on this subject to the Town Manager, the former Mayor, former Deputy Mayor, Director of Social Services, Former Director of Senior Services, Head of Volunteer Driving and at least three other council members. I have received the following responses and will refrain from commenting on them.

- Response 1. We will look into it. ?
- Response 2. Residents of MCNR are not citizens of Mansfield. ?
- Response 3, No other community provides this type of service. ?
- Response 4. The town does not have a qualified driver. ?
- Response 5. If we provide such limited service, future requests will demand more. ?
- Response 6. The liability costs for the town will increase.

As the town has wisely increased its recreation facilities (new playground and skateboard park) it would seem that insurance costs must have increased. Surely under the terms suggested, with an already insured van driver, the town could find the resources to provide transportation services which are sorely needed by MCNR, a town tax paying non profit facility.

As a volunteer driver I received an instruction manual. Included was a statement that "no services will be provided to residents of MCNR". This may have satisfied the town of Mansfield's idea of service for the disabled/elderly. I find it totally without merit. Indeed, compliance with the grant legally includes van service for residents of MCNR. In addition, the van is grossly underused.

Most sincerely,

Betty F Wexler

cc. Matt Hart

Paul Shapiro, Mayor
Audrey P. Beck Municipal Building
4 South Eagleville Rd., Mansfield, CT 06268

2/3/16

Dear Mayor Shapiro:

My husband Lewis and I have been citizens of Mansfield for 63 years. We built our home on 8 Eastwood Rd. in 1957 and have been dutifully paying the town our property taxes every year. We were pleased when the town purchased a wheelchair accessible van to provide transportation for disabled citizens. Lewis has Parkinson's disease which has affected his legs, he can't stand or walk; he is in a wheelchair all the time. He would use the town wheelchair van only 3 times a year to see his dentist on 1022 Storrs Rd. in March & August to get his teeth cleaned & checked. And in Oct. to see his doctor in Willimantic to get his eyes Examined.

Metro wheelchair Van is no longer in service. We used to pay them \$100 to go only a few miles to see the dentist. We tried dial-a-ride last year and had a horrible experience with it. When Lew is away from MCNR he is unable to use the bathroom, he has to use a chair lift and the assistance of nursing aides. Lew is taken to the bathroom before the wheelchair van arrives. He and his aid waited a whole hour before the van arrived. The man got lost and he couldn't find 195 and MCNR. When Lew got to the dentist he was late for his appointment. The appointment took 1 hour. The van was supposed to return when Lew was ready but the van took hours and it was after 4 pm before Lew returned to MCNR. All this time he was sitting in a wet diaper and sores developed on his bottom. Gianna Stebbins is a very experienced wheelchair van driver. She has taken Lew to the dentist on time and then 1 hour later picked him up and taken him back to the MCNR.

Lew has provided a great service to the town as Professor of Physical Chemistry for 36 years at the University of Connecticut. His knowledge, lucid lecture style, and understated sense of humor won him the respect and admiration of a generation of students. He also enjoyed a distinguished research career in x-ray diffraction, crystal & molecular structure. He published 60 research papers with graduate & post doctoral students. As a student he was associated with two Nobel laureates, William Lipscomb at Minnesota and Linus Pauling at Cal Tech. Lew also served the University with distinction as Acting Vice President for Graduate Education & Research & Dean of the Graduate School and later Associate Vice President of Academic Affairs. Lew was highly respected by administrators and faculty for his sound judgement and clear sense of priorities. He was elected member of many search committees & elected repeatedly to the University Senate over 30 years. He was the Chairman of the Executive Committee of the Senate 3 times. The town should be honored to provide senior center wheelchair van services 3 times a year to this wonderful person who is a longtime citizen who pays town taxes & provided services to the community.

Most sincerely, Shirley Katz

CC: Matthew W. Hart

To: Mayor Mr. Paul Shapiro

CC: State Senator Mae Flexer
State Representative Gregg Haddad
Deputy Major Mr. William Ryan
Town Manager Mr. Matthew Hart
Elected Officials of Mansfield
Residents of Mansfield
Students, faculty and staff of the University of Connecticut

From: Jason A. McGarry

Date: February 8, 2016

Subject: Intersection of Route 275, 32.

My name is Jason McGarry and I am here tonight for the third time since October 15, 2013 concerning the same unresolved danger. The eminent danger that my family, neighbors, Mansfield residents, all persons connected to UCONN, and that all drivers face every day, the unsafe intersection of Route 275, 32.

Since the October 15th meeting, there have been six accidents, three of which damaged property, and would have resulted in loss of life if chance did not prevail. One vehicle was a drug dealer, whom flipped their vehicle onto my property. Crack cocaine, a weight scale, and various weapons were found. Four months later, a second vehicle was a young woman with three of her friends, whom after attending an off campus UCONN party, narrowly missed my house and crashed approximately 105 meters into my backyard. After police conducted a sobriety test on the driver in my driveway, it was found that she had a .1686 blood/alcohol level. This past Wednesday, February 3, 2016, a car crashed onto my neighbor's property. The car was moving so fast, it jumped a three foot bank, dislodged the street sign from the ground, and threw the sign and its post twenty feet from the car. If not for the sign, the car would have crashed into my neighbor's house. When I walked over to my neighbor's house just after the accident, she stated, "I never thought this would happen to me."

Since February 5th, 2004, per records from State of Connecticut Police Department Headquarters in Middletown, which have been given to you tonight, there have been 31 accidents at the intersection of route 275 and 32. I appreciate the town's attempts to resolve the problem through continued conversations, and the challenges of this being a town and State of Connecticut problem. During this time I also contacted both Representative Haddad and Flexer's offices, submitting a possible solution. The Town of West Hartford had a similar problem, and placed a steel cable fence, reflective turn signs, and trees at the town's expense for the safety of the driver's and the owner of the property. Unfortunately, Senator Representative Haddad's Aide stated, "there was nothing we can do," and Mr. Elash, State Senator Flexer's

Aide stated, ““We received the paperwork and reviewed it” back on August 22, 2015, that being the last communication.

It has been suggested to me that I buy boulders and place them on my property. The boulder’s cost \$2,500, money that I do not have, nor should I pay since this since this is not my problem to correct. Although the boulders may offer some protection for my family and property, they do not inform drivers of the dangers of the corner, intersection at large. I have also been told to move. Moving does not solve a problem; it just shifts it to another person. The fact of the matter is, when, terrible to know that this will occur, that someone will die because of a crash. This will be due to the fact that the Town, State of Connecticut DOT, and State Representatives are unable to make physical changes to inform and protect the person’s whom live in this area, and drive through this intersection. If tonight’s meeting becomes another continued conversation with no physical changes, and someone dies as result of inaction, all town and state parties whom had the knowledge, power, and civic duty to make the necessary changes to correct this problem, will be legally guilty and morally cursed to live with this for the rest of their lives.

At the last council meeting I spoke at, I brought my wife and four children to impress upon you the severity and urgency of this problem. Please, someone should not die in a vehicle crash in order to warrant a change. Thank you for your time.

Respectfully,

Jason A. McGarry
458 South Eagleville Road

Fair Treatment of Mansfield Tax Payers

Presented by Charles R. Naumec
52 Riverview Road, Mansfield Center, CT.
860-450-1355
charles_r_naumec@sbcglobal.net

Town of Mansfield Town Council Meeting
February 9, 2016

January 25, 2016 Meeting Minutes

Stating that I “offered clarification” to my comments made at the January 11, 2016 meeting does not correct the recorded comments which is part of history. The corrected comments should be included in the amended minutes. Comments relative to the “Code of Ethics” and the definition of “on duty” for town officials are critical points.

May I suggest that an E-mail address and/or text number be provided so the public can comments on the draft of meeting minutes before they are approved by the Town Council.

Letter from Town Attorney Mr. K. M. Deneen to Mr. M. W. Hart, dated 1/6/2016 (In packet)

This letter identifies the current Connecticut General Statutes which allows non tax paying UConn students living in University housing to vote in the Town of Mansfield. These statutes define an elector and indicates which elections they may vote in. It did not indicate in which statute “including any budget meetings or budget or budget referenda” was specified. Also I did not see any rational for the \$1000.00 taxable assessment requirement for a Town residence, not a Town registered voter, to vote at the open town meeting vs student voters that pay no taxes.

I believe my main point is being missed. As I stated in the last paragraph of my letter to the Secretary of the State, dated January 7, 2016, that all my letters be reviewed by the Legislation and Elections Administration Division attorney as was previously directed for one letter requested by the Director of Constituent Services from the secretary’s office.

I believe the current Connecticut Statutes are not constitutionally acceptable. I referenced the US Constitution and the 15th and 24th Amendments in my rational.

I hoped that the elected official in and representing the Town of Mansfield would carry on this discussion with the Secretary of the State and State Government officials.

I am also interested in hearing the position of other tax paying residences of Mansfield during the previously requested Public Hearing on this subject.

CCM Government Relations & Research Document, Dated June 30, 2015 (In Packet pg. 100)

This document addresses the PILOT program as it is handled in the State FY 16 budget.

I am interested in hearing a detailed discussion of this subject tonight. I believe the new tiered system will begin in FY18. I believe the current reimbursement rates of 45% for state own property and 77% for college and hospital property stay in effect until then. With the new system (Tier One:42% college & hospital property and 32% state owned property) the funds allocated when Pilot funds account are insufficient varies between the college and hospital properties and state owned properties with state own properties getting a lesser percentage amount.

I would still like to know why there are two different reimbursement rates.

I have addressed the PILOT program concerns to the three members of the Mansfield state legislative delegation by including them as CC's on letters to the Secretary of the State and by a letter sent to them directly on October 6, 2015. It has been four months since that letter and I have not received a reply or acknowledgement. I would hope that elected officials would respond to those individuals that elected them.

Thank you,


Charles R. Naumec

Sharry L. Goldman
187 Browns Road
Storrs, CT 06268
sharrygoldman@gmail.com

February 8, 2016

To the Mansfield Town Council:

The idea of having a community center in Mansfield was raised more than twenty years ago. Over a period of the following two years or more, discussions were held in town about what it was that people wanted. Finally, on February 22 1999, the town council heard from a large number of residents about their goals for the center. I should note that there is only one member of that town council who is currently serving: Virginia Raymond.

As I reflect upon the minutes from that meeting, I am absolutely amazed at what has become of the original proposal. Yes, people wanted a pool and fitness center, but they wanted much more. They wanted a true community center: a place for people to gather and socialize and to feel part of their town at a time when there was really no center to the town, but rather a collection of small villages. It was ultimately decided that the town would use \$4 million in Pequot funds and bond \$2.5 million to build the community center. As far as operating the facility, it was agreed that the fitness and pool aspects would be operated by selling memberships to the facility, but that the public would have access to a variety of services not covered by membership.

The current brochure for the community center, lists an impressive selection of activities. Besides a wide variety of opportunities to improve one's physical fitness, there is an array of activities directed to mental, intellectual and social health. Some of these were offered previously by other town agencies or state agencies. In fact, the idea for the Mansfield Community Center originated when the University of Connecticut stopped offering access to their pool to the high school swim team and to community members for recreational swimming without expensive memberships. Beyond that, MCC now administers the Community School for the Arts. The adult education program for townspeople was once run by staff from the Mansfield Board of Education. The MCC staff now run those programs. After school and vacation child care programs formerly run at the schools are now run by MCC and located there. The center now offers "Mansfield Day" once a month where all residents have free access to all the facilities at the MCC. A special needs social club is offered twice a month. Drop in sports activities are available five days per week. The list goes on.

It is a tribute to Curt Vincente and his staff that the Mansfield Community Center has grown so far beyond our initial vision. They respond to requests for programs and services openly and creatively within their financial constraints. They have kept the financial strength of the center intact. But it comes at a cost. There are seven fewer full time staff working at MCC than when it opened in 2003. Only the most dedicated, energetic staff survive the rigors of working there, and they work with smiles on their faces. They are a remarkable team.

On Feb 22, 1999 the town council held a hearing on the proposed community center. I told the council that my primary goal was to have this center be affordable. I did not want it to be exclusive. Many of the people speaking at that hearing expressed the same goal. Besides that, in 1999 and until 2015, the town had a fee waiver program so people were not excluded from town programs by lack of means.

My concern is that the support provided by the town for the ever increasing activities and events provided to all citizens by the Mansfield Community Center has not increased appropriately in the 13 years that the center has been open. (* see funding history attached) I commend Curt and his staff for their amazing dedication, creativity and service. That said, they are not magicians. If we expect the members to fund all the programs we value but that don't generate revenue, the cost of membership will cease to be widely accessible. Beyond that, as the building ages, with heavy use, it seems unreasonable to expect maintenance and repair to be covered by memberships any more than I expect my 5 cent overdue fines to cover the cost of maintaining the public library's building.

Most Mansfield residents take advantage of programs and events at the Community Center, whether or not they are members. During hurricanes and blizzards, people come for hot showers, food and shelter. Students come for recreation after school. Citizens participate in Veteran's day events, Halloween parties, voting on Election Day, health fairs, and a list of activities too long to cover. And whether or not one is a member, every property owner benefits from the existence of the center. Realtors advertise properties as just one mile from the community center" or "just minutes from the community center". The MCC has been the envy of other towns. It is my hope that the town council will evaluate the programs offered at the Community Center and make sure the budget allows for the provision of these programs equitably so that memberships remain accessible and affordable and that the provision of services to the general public continues unimpeded. We do not want to kill the goose that laid the golden egg.

Town Budget Subsidy for Rec. Dept. since FY 2000-01

year	Total Town Budget				Subsidy to Rec dept program		
	Expenditures	Increase	percent change		change	percent change	
2000-01	28,822,290			Rec. dept historically rec'd town subsidies	76,005		
2001-02	30,203,530	1,381,240	4.79%		70,022	-5983	-7.87%
2002-03	31,466,180	1,262,650	4.18%		92,342	22,320	31.88%
2003-04	32,541,822	1,075,642	3.42%	*Comm Cntr opens Nov. 2003	41,930	(50,412)	-54.59%
2004-05	34,655,400	2,113,578	6.49%		186,474	144,544	344.73%
2005-06	37,647,650	2,992,250	8.63%		122,273	(64,201)	-34.43%
2006-07	38,839,680	1,192,030	3.17%		105,490	(16,783)	-13.73%
2007-08	41,567,340	2,727,660	7.02%	Dec. 2007 : onset of "Great Recession"	201,538	96,048	47.66%
2008-09	43,698,145	2,130,805	5.13%		75,000	(126,538)	-1.68717
2009-10	43,381,452	-316,693	-0.72%		75,000	-	0
2010-11	43,626,285	244,833	0.56%		75,000	-	0
2011-12	44,332,720	706,435	1.62%		75,000	-	0
2012-13	45,086,340	753,620	1.70%		75,000	-	0
2013-14	46,053,540	967,200	2.15%		75,000	-	0
2014-15	46,911,724	858,184	1.86%		75,000	-	0
2015-16	48,832,250	1,920,526	4.09%		75,000	-	0

February 8, 2016

Town Council
Town of Mansfield
Four South Eagleville Road
Storrs, CT 06268

Council Members:

Subject: Proposed Legislation for a Municipal Option to Create a Local Conservation Fund

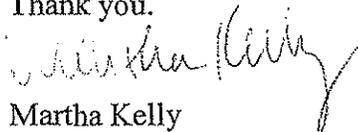
I speak tonight as a private citizen, not as a member of Mansfield's preK-8 Board of Education or its associated committees.

With interest I have read about Audubon CT's initiative to establish a permanent, reliable funding source to "replenish land conservation and stewardship efforts" in an effort to allow CT towns -- through a surcharge paid by buyers on residential real estate transactions -- to rescue expensive parcels of land within their respective jurisdictions from developers, as well as fund other preservation and public-land maintenance efforts. I support preservation; in fact, before my husband and I sold a parcel in Mansfield several years ago, we restricted the deed in perpetuity -- rock walls must remain intact, architecture of buildings must be era-appropriate, and land cannot be divided. Our own house is a testament to our mission: recycled eighteenth-century materials abound.

However, I do not support a tax on residential real estate transactions to accomplish preservation and corresponding efforts. This is the sort of tax that neither sunsets nor diminishes. On auto-pilot, their nature is to silently creep higher; their etiology can become shrouded in mystery. Hotel and car-rental invoices brim with add-ons. Utility surcharges slip past 20% of carrier charges; a telephone excise tax enacted in 1898 to fund the Spanish-American War was partially repealed 108 years later. Tacked onto airline tickets are multiple taxes and surcharges. Because regulations require airlines to tie fuel charges to the actual cost of fuel, the name of the surcharge was recently changed to "carrier imposed charges"; these fees/taxes/surcharges can double the cost of a ticket.

If municipalities in CT were enticed by development and its ensuing tax revenues and did not encourage preservation through self-discipline or zoning, if their citizens did not responsibly allocate land for preservation, if towns did not pursue land conservation on their own dime, or if their citizens did not establish a private land trust, such as Joshua's Trust, that is truly unfortunate. But taxing the buyers' portion of residential property transactions is not the answer. Notably, in the materials, I do not find that commercial developers must set aside a portion of their land-consuming projects for preservation or contribute to conservation efforts. Many of them, along with their political chums, are agents of this travesty. In that vein, why should innocent homebuyers be subjected to footing the bill?

Thank you.



Martha Kelly
29 Bundy Lane
Storrs, CT 06268

PAGE
BREAK



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; John Carrington, Director of Public Works; Kevin Deneen, Town Attorney
Date: February 22, 2016
Re: Ravine Road (Unimproved Portion)

Subject Matter/Background

At the January 25, 2016 meeting, staff presented options to address the unimproved portion of Ravine Road. In addition, many citizens addressed this subject during the public comment period. At the conclusion of the Council's discussion of this item, Mayor Shapiro expressed his sincere desire to find a compromise solution that would address the needs of the key stakeholders, including those supporting the discontinuance of that section of the road with the land reverting to the primary abutter (Spring Brook Farm) and those supporting the reopening of the road for the neighborhood and public.

Following the January 25th discussion, on February 6th the Council conducted a site visit to Ravine Road. At the time of the site visit and in response to the Mayor's suggestion calling for a compromise solution, staff presented an additional option for the Council's consideration:

- Following the installation of guiderail and other safety improvements, the Town would reopen the unimproved portion of Ravine Road.
- The Town would install gates at each end of the unimproved section, which would be left in an open position.
- The Town would negotiate an agreement or other appropriate legal instrument providing designated personnel from Spring Brook Farm with the authority to close the gates when needed to conduct farming operations. The agreement or instrument would include specific criteria, such as specific time periods during which the gate could and could not be closed, the term of the agreement and other important matters. The Town's objective would be to provide the farm with limited opportunities to conduct agricultural operations without interference from vehicular traffic, while minimizing the impact of closing the road on the neighborhood and the public.

I have reviewed this concept in a preliminary way with the proprietor of Spring Brook Farm and other residents of the Ravine Road neighborhood, and have received positive feedback on this option.

Financial Impact

Staff's estimate to install the guiderails and to make other safety improvements totals \$110,000. If Council endorses the compromise solution, staff will include this sum in the Proposed FY2016/17 Capital Improvement Program.

Legal Review

If the Council chooses to endorse the compromise option, staff would work with the Town Attorney to draft a proposed agreement or other legal instrument for the Town Council's consideration.

Recommendation

At this point staff is seeking the Council's input regarding the concept of the compromise solution outlined above. If the Council wishes to pursue this option further, staff would begin working with the Town Attorney to draft a proposed agreement or other legal instrument for the Town Council's review. In addition, staff would include a sum of \$110,000 for Ravine Road improvements in the FY2016/17 CIP.

Attachments

- 1) J. Carrington re: Unimproved Portion of Ravine Road, 1/19/2016
- 2) J. Carrington re: Ravine Road Questions Answered
- 3) Maps

TOWN OF MANSFIELD
DEPARTMENT OF PUBLIC WORKS



John C. Carrington, P.E., Director of Public Works

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MANSFIELD, CT 06268-2599
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CarringtonJC@mansfieldct.org

January 19, 2016

To: Matthew W. Hart, Town Manager
From: John C. Carrington, Director of Public Works
Regarding: Unimproved Portion of Ravine Road

Subject Matter/Background

The unimproved portion of Ravine Road has been closed since March 2015. Initially it was temporarily closed for safety due to a truck getting stuck and tipping on its side. The Traffic Authority decided to close the unimproved portion of Ravine Road, at its March 24, 2015 meeting, based on the safety of the traveling public. The reasons given were it was too narrow, especially in winter; no effective guide rail to keep vehicles on the road; and falling boulder potential.

A neighborhood meeting was held on October 1, 2015 to explain the reasons for the closure, to discuss the possible solutions and to determine if there was a neighborhood consensus.

The Department of Public Works provided five options for a solution:

1. Discontinue use and return property to abutters, install turnaround. Cost \$10,000 (revised from \$50,000 presented at neighborhood meeting).
2. Discontinue maintenance – remains Town road but no maintenance of road. Entry is gated on both sides. Cost \$1,000.
3. Improve safety conditions then open as a one way road. Cost - \$100,000 plus maintenance and plowing.
4. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas. Cost - \$110,000 plus maintenance and plowing.
5. Improve road to meet current safety and road design standards and open as a two lane road. Cost - \$2,000,000 plus maintenance and plowing.

At the meeting, the group proposed two additional options:

6. Discontinue maintenance but allow Ravine Road Residents to open gates.
7. Close the road with gates during winter.

The meeting consensus, while not unanimous, was option 4, which has a cost of \$110,000.

Staff believes the only other viable option for the Town is option 1, discontinue use and return the land to the abutters.

There is a statutory procedure for discontinuing a road:

Statutory Authority for Discontinuing Roads

CGS § 13a-49 allows the selectmen of any town, subject to approval by a majority vote at any regular or special town meeting, to discontinue all or part of a highway or private way, except when a (1) court or the legislature laid it out or (2) city or borough within the town controls the highway. The discontinuation must be in a formal "writing" signed by the selectmen.

If someone is aggrieved by a decision to discontinue a highway or private way, he or she may apply to the Superior Court for relief. The process is the same as the one for appealing decisions to lay out highways. Specifically, the aggrieved person must apply to the Superior Court for the town in which the road is located within eight months of the decision. The court must appoint a panel of three disinterested parties to hear the application and determine if the highway is "of common convenience or necessity." If it decides that it is, the town cannot discontinue the road. If it decides otherwise, the discontinuance is upheld. However, the court may set aside the panel's report for any irregularity or improper conduct by the panel (CGS § 13a-62).

Discussion

Staff has identified what it sees as the pros and cons of the two viable options:

1. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas. Cost - \$110,000 plus maintenance and plowing.

Pros:

- Allows neighborhood to access Bone Mill Road from Ravine Road
- One-way areas will slow down traffic
- Neighborhood believes that this will allow emergency responders to access Ravine Road from Bone Mill Road (However, Fire Department says it would not use unimproved portion).
- Neighborhood perceives that the unimproved way is safer during snow. (Staff disagrees with this perception.)

Cons:

- Cost (guiderail (\$73,000) and other improvements)
- Cost of annual maintenance and snowplowing ranges between \$5,000 and \$10,000.
- Will not stop cut through traffic but will slow it down.
- Potential risks to Farmer safety while moving equipment or cattle.
- Invites trespassing and unwanted recreational activity onto the farmland, negatively impacting the agricultural use.

2. Discontinue use and return property to abutters, install turnaround. Cost - \$10,000.

Pros:

- No cut through traffic
- Minimal Cost (requires construction of a turnaround, \$10,000)
- Improves farmer safety
- Decreases trespassing and unwanted recreational activity onto the farmland, reducing agricultural impact
- No maintenance or snow plowing expenditures

Cons:

- Removes secondary access to Ravine Road developed properties
- Eliminates option for residents looking to avoid southbound turn on Route 32 from Ravine Road
- Eliminates biking and walking, along the improved section of Ravine Road to Bone Mill Road, except for those provided access by landowner
- Longer trips to UCONN and Storrs Center for residents of Ravine Road

Financial Impact

Of the two viable options, the cost can range from \$10,000 for discontinuing use to \$110,000 to open the road back up with some one-way traffic areas. The annual maintenance and snow plowing ranges between \$5,000 and 10,000 annually, which needs to be considered if the road is opened.

Legal Review

The Town Attorney has researched the requirements for discontinuing use of a Town Road.

Recommendation

Staff recommends the Town Council make a decision that best uses and protects Town funds and resources, safely protects the public, and addresses the concerns of the abutters and the neighborhood.

Attachments

Neighborhood meeting briefing slides and neighborhood pros and cons of options reviewed.

Option 1 – Discontinue Use

Pros	Cons
<ul style="list-style-type: none"> ◦ Easier to Exit Bone Mill ◦ Less Traffic ◦ Jogging, Biking, Walking ◦ Farming Safer, Moving Cattle, Hay Wagons ◦ Saves Town Funds 	<ul style="list-style-type: none"> ◦ Removes Secondary entry/exit ◦ UConn Fire cannot respond ◦ Concerned with eliminating biking/walking use ◦ Increase time to Town Hall, etc... ◦ Access for Utility Companies? ◦ Turn around on Private Property

Option 2 – Discontinue Maintenance

Pros	Cons
<ul style="list-style-type: none"> ◦ No Traffic ◦ Jogging, Biking, Walking ◦ Saves Town Funds 	<ul style="list-style-type: none"> ◦ Removes Secondary entry/exit ◦ UConn Fire cannot respond ◦ Concern of minimal visibility for users ◦ Turn around on Private Property

Option 3 – One way Road

Pros	Cons
<ul style="list-style-type: none"> ◦ One way travel from Ravine Rd. to Bone Mill Road ◦ Fire, Police Response 	<ul style="list-style-type: none"> ◦ UConn Fire cannot Respond ◦ Safety Rt. 32 ◦ Farming is made difficult

Option 4 – Modified 2 way Road

Pros	Cons
<ul style="list-style-type: none"> ◦ Safer Travel ◦ Town Maintains ◦ Fire safer travel and response time (expectation of property owner when buying property on Ravine Rd.) ◦ Will Slow down Traffic 	<ul style="list-style-type: none"> ◦ UConn Fire cannot respond ◦ Safety Rt. 32 ◦ Trucks may use ◦ Will not eliminate cut through traffic

Option 6 – Same as Option 2 but allow Ravine Road residents to open gates

Pros	Cons
	<ul style="list-style-type: none"> ◦ No Secondary access to Ravine Road

*Town of Mansfield
Department of Public Works*

Ravine Road Neighborhood Meeting

John Carrington, Director of Public Works/Town Engineer
Derek Dilaj, Assistant Town Engineer
Brian LaVoie, Operations Manager

October 1, 2015

*Town of Mansfield
Department of Public Works*

Rules of this Meeting

- Be civil and neighborly
- Raise hand to speak
- Speak when acknowledged
- Don't interrupt, let person finish their point
- Ask questions in a constructive manner
- Don't leave feeling like you did not get to make your point

*Town of Mansfield
Department of Public Works*

Purpose of this Meeting

- To explain why unimproved portion of Ravine Road is currently closed.
- To explain available Town options.
- To consider other factors.
- To give neighborhood an opportunity to provide input and/or ask questions.

*Town of Mansfield
Department of Public Works*

Why is Ravine Road Closed?

- Initial temporary closure for safety due to truck getting stuck and tipping during winter.
- Legal Traffic Authority decision to close it at March 24, 2015 meeting based on safety of traveling public.
 - Reasons:
 - Too narrow, especially in winter with snow banks
 - No effective guide rail to keep vehicle on road
 - Falling boulder potential

*Town of Mansfield
Department of Public Works*

Town's Options

1. Discontinue use and return property to abutters.
2. Discontinue maintenance – remains Town road but no maintenance of road. Entry is gated on both sides.
3. Improve safety conditions then open as a one way road.
4. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas.
5. Improve road to meet current safety standards and open as a two lane road.

*Town of Mansfield
Department of Public Works*

Estimated Cost of Options

1. Discontinue use and return property to abutters.
\$50,000 – gates and cul de sac (if installed)
2. Discontinue maintenance – remains Town road but no maintenance of road. Entry is gated on both sides.
\$10,000 – gates
3. Improve safety conditions then open as a one way road.
\$100,000 plus maintenance and plowing
4. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas.
\$110,000 plus maintenance and plowing
5. Improve road to meet current safety standards and open as a two lane road.
\$2,000,000 or higher plus maintenance and plowing

Town of Mansfield
Department of Public Works

Other Factors

- If abandoned or use discontinued, need plan for turn around on paved portion.
- Some individuals use road for bicycling, running, and walking.

Town of Mansfield
Department of Public Works

Time to hear from you

What option do you prefer?

What are the positive and negatives of opening this section of Ravine Road?

For you, immediate neighbors, other taxpayers, Eversource, Public Works, Police, Fire

*Town of Mansfield
Department of Public Works*

Where do we go from here?

Traffic Authority will evaluate tonight's information and make a recommendation to the Town Manager

If action required it will involve budget adjustments, PZC and the Council

*Town of Mansfield
Department of Public Works*

If you feel you did not get to make your point, feel free to email or send a letter to Public Works

Option 1 – Discontinue Use

Option 2 – Discontinue Maintenance

Pros	Cons	Pros	Cons
<ul style="list-style-type: none"> ◦ Easier to Exit Bone Mill ◦ Less Traffic ◦ Jogging, Biking, Walking ◦ Farming Safer, Moving Cattle, Hay Wagons ◦ Saves Town Funds 	<ul style="list-style-type: none"> ◦ Removes Secondary entry/exit ◦ UConn Fire cannot respond ◦ Concerned with eliminating biking/walking use ◦ Increase time to Town Hall, etc... ◦ Access for Utility Companies? ◦ Turn around on Private Property 	<ul style="list-style-type: none"> ◦ No Traffic ◦ Jogging, Biking, Walking ◦ Saves Town Funds 	<ul style="list-style-type: none"> ◦ Removes Secondary entry/exit ◦ UConn Fire cannot respond ◦ Concern of minimal visibility for users ◦ Turn around on Private Property

Option 3 – One way Road

Option 4 – Modified 2 way Road

Pros	Cons	Pros	Cons
<ul style="list-style-type: none"> ◦ One way travel from Ravine Rd. to Bone Mill Road ◦ Fire, Police Response 	<ul style="list-style-type: none"> ◦ UConn Fire cannot Respond ◦ Safety Rt. 32 ◦ Farming is made difficult 	<ul style="list-style-type: none"> ◦ Safer Travel ◦ Town Maintains ◦ Fire safer travel and response time (expectation of property owner when buying property on Ravine Rd.) ◦ Will Slow down Traffic 	<ul style="list-style-type: none"> ◦ UConn Fire cannot respond ◦ Safety Rt. 32 ◦ Trucks may use ◦ Will not eliminate cut through traffic

Option 6 – Same as Option 2 but allow Ravine Road residents to open gates

Pros	Cons
	<ul style="list-style-type: none"> ◦ No Secondary access to Ravine Road

TOWN OF MANSFIELD
DEPARTMENT OF PUBLIC WORKS



John C. Carrington, P.E., Director of Public Works

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February 18, 2016

To: Matthew W. Hart, Town Manager
From: John C. Carrington, Director of Public Works
Regarding: Ravine Road Questions Answered

Below are the Departments responses to questions submitted to you by individual councilors.

1. I would like to know the history of the road and how it came to be used as it had been prior to its closure. Did it always bisect the Greens farm? How did that happen? Was there an established right-of-way for the Greens to use it for transport vehicles and their animals?

Ravine Road was accepted as a public road in May 1770. Historical mapping indicates several property owners abutted the roadway until at least 1869. The road pre-dated the "bisection" of the property owned by the Greens.

2. Is it true that Eversource would not be able to access the property if the road were terminated at its paved end? How big a problem is that?

The Eversource easement would continue if the road was discontinued which allows them access.

3. Was the road (before it was closed) often used by residents by driving down to Bone Mill Road? Could the intersection of Ravine and Route 32 be made safer at a reasonable cost if the road is closed?

Residents have indicated during the public information session on October 1, 2015 that access via Bone Mill is used to access the University, Storrs Center, and Town Hall and periodically during snow storms. They perceive access from Bone Mill is safer. The Mansfield Traffic Authority can request ConnDOT to review the safety of the intersection of Route 32 and Ravine Road.

4. Is there a way to make safety improvements on the dirt section of the road and keep it open both for resident (and other) traffic as well as allow the Greens to use it as they have in the past? If not, why not?

Yes, gates can be installed and remain in an always open position and a license with the Greens would allow them to close the gates when necessary for farming operations.

5. I think we need to have an estimate of the value of the road/land if the Town closed the road so we know what we are keeping, selling, or giving away. Is this possible? Thanks

Discontinuing a road pursuant to state statute does not typically involve a sale of property to an abutter. Generally, the road is deeded to an abutter without monetary consideration.

6. We heard from several speakers on both sides of the issue regarding public safety. Is there any way we could be provided with data about car accidents over an appropriate period of time (maybe the last 5 years)? Both accidents that have occurred on the dirt portion of the road and accidents at the intersection with 32? Have any accidents occurred involving farm vehicles?

Reviewing accident data from 2008-2015, there have been two accidents at the intersection of Route 32 and Ravine Road and five accidents along Ravine Road. Locations and details of the accidents can be found in Attachment A. There is no data indicating accidents with farm vehicles have occurred.

7. Can you provide any details about Ms. Green's petition in 2011 to close the road? Was there also a petition in 2001?

We cannot find any record of a 2001 petition. We did not find a petition in 2011 but Ms. Green attended the Traffic Authority meeting in March 2011. Here is a portion of the approved minutes of that meeting that discusses Ravine Road:

"Ravine Road traffic concerns – Karen Green, who owns the property on either side of the gravel section of Ravine road expressed her concerns about unnecessary traffic on Ravine Road, and its speed of travel. Hultgren explained that signage at both ends of the road had been ordered and would be erected soon. Closing (gating) the road in the winter months was discussed as was discontinuing this section of Ravine Road. (Note: GPS directions are using Ravine Road as road to and from UConn. While a correction has been filed on the appropriate web sites, this continues to be a much-too-highly travelled route. Hultgren will contact the Town attorney regarding the winter closure and the discussion will continue at the May meeting."

Below are portions of Traffic Authority approved meeting minutes later in 2011 discussing Ravine Road:

"Questionnaires have not yet been sent to the property owners on Ravine Road asking for comment on both closing off the dirt section of the road and closing it in the winter months. Hultgren said that he had contact UConn facilities about a series of directional signs on Route 32 directing people up to North Eagleville Road to get to UConn, but needed a proposal to present to them. Meitzler said he would draft up a proposed series of signs for their consideration.

Ravine Road traffic – Surveys to residents about partial or total closure of the dirt road have been sent out. Hultgren is still coordinating with UConn to place signs on Route 32 directing UConn traffic up to North or South Eagleville Road

Ravine Road – Hultgren summarized the opinions of the residents on Ravine Road regarding the possibility of closing the dirt portion of this road, noting that at least 3 residents were opposed to closing the road. As such, the Town will work

with the University and the DOT to design and install signage on Route 32 suggesting better routes to UConn than Ravine Road. As a second point of discussion regarding Ravine Road, Baruzzi and Meitzler explained that the bus company is unwilling to have a bus travel along the narrow and curvy dirt section of this road. Baruzzi said that the Ravine Road stop would therefore be either at the Bone Mill or Route 32 ends. Dorgan suggested that the stop on Route 32 has limited sight distances and higher speed traffic and as such he was concerned about the safety of this stopping point. Hultgren said he would check with Baruzzi (who had left the meeting before Dorgan arrived) to see where the stop would be, and if it was to be on the Route 32 end, get permits to install "school bus stop ahead" warning signs on Route 32."

8. When did the road become a road? For the houses that are on Ravine Road, what is the genesis of their lots? They, like the road, are abutted on all sides by the Green's farm. How long has the oldest lot on the street been a residential lot?

As indicated above, Ravine Road became a public road in May 1770. The residential lots on Ravine Lane appear to be established in the late 1940s. Many of the homes on Ravine Lane are constructed post 1950. The University maintains a structure (hydraulics laboratory) at the intersection with Bone Mill Road.

9. Can you provide any details about the state statute mentioned by people testifying? I wrote it down as 13a-141b, and it provided for a town to discontinue a road but retain right of way.

Taken directly from: The Office of Legislative Research paper dated December 24, 2003 numbered 2003-R-0897

LOCAL ROAD ABANDONMENT

"Statutory Authority for Discontinuance

Abandonment of a local road is governed by state law. The law (CGS § 13a-49) states that the selectmen of any town may, subject to approval by a majority vote at any regular or special town meeting, may discontinue in its entirety any highway or private way, or land dedicated as a highway or private way, or may discontinue any portion of it or the town's property right in the land, except when (1) it was laid out by a court or the state legislature or (2) it is within a city or borough having control of highways within its limits. The discontinuation must be in a formal "writing" signed by the selectmen.

If someone is aggrieved by a decision to discontinue a highway or private way, he may apply to the Superior Court for relief. The process is the same as the one that applies for appealing decisions of selectmen in laying out highways. Specifically, the aggrieved person must make application to the Superior Court for the town in which the road is located within eight months. The application must be heard and a determination made by a panel of three disinterested parties appointed by the court. The issue the panel must determine is whether or not the highway is "of common convenience or necessity." If the determination is in the affirmative, the discontinuance must be set aside. If in the negative, the discontinuance is upheld. However, the court may set aside the panel's report for any irregularity or improper conduct by the panel (CGS § 13a-62).

The Superior Court has the statutory authority to discontinue any highway in its judicial district that cannot be discontinued by the selectmen. This can be done upon anyone's application. However, all questions regarding the convenience and necessity of the highway must be decided by a committee appointed by the court, unless the parties agree otherwise. Anyone may appear and be heard regarding the application for discontinuance. All such applications must be served as other types of civil process on the towns in which the highway is located (CGS § 13a-50).

Right-of-Way for Abutting Property Owners

By law, a property owner abutting a discontinued or abandoned highway has a right-of-way over it for all purposes for which a public highway may be used to the nearest or most accessible highway as long as the right-of-way has not been acquired in conjunction with a limited access highway (CGS § 13a-55)."

10. Can you prepare some options for measures that could be taken to alleviate some of the traffic concerns? If the road were opened, what kind of signage can we place to discourage commercial and UConn traffic? Are there some options we can explore with GPS providers to prevent people from driving on the road? Whether or not the road re-opens, what can we do on Route 32? Can there be a sensor-driven flashing light that would activate when someone is waiting to turn left onto 32 or waiting to turn across traffic left from 32 onto Ravine?

Signage can be placed on Route 32, if the State approves, saying no thru truck traffic on Ravine Road and wayfinding signs for UCONN directing them to either North Eagleville Road or Route 44 depending on direction of travel. Signage on Ravine Road can say neighborhood traffic only similar to Willowbrook Road and no thru truck. Signage works best when it is enforced.

Public Works will attempt to contact GPS providers that Ravine Road be removed as a recommended thru road.

Any signage or flashing lights on Route 32 takes State level approval. The Traffic Authority could request a study of the intersection by the Department of Transportation for them to determine any modifications to the existing site.

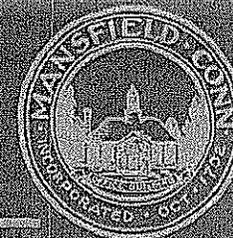
11. Can you provide a definitive answer as to who has keys to the gates on the road? Are there other blockages to the road besides the gates and if so, who placed them there (now and in the past)?

There are two locks on each gate. One is a Town lock controlled by Town employees that may require access, Public Works, Fire and Police. The other lock is the Green's lock so they can access their property when needed.

At one time other objects we used to block the road, some were placed by the Town and some placed without authorization by the others.

Ravine Road
Accident Data (2008-2015)

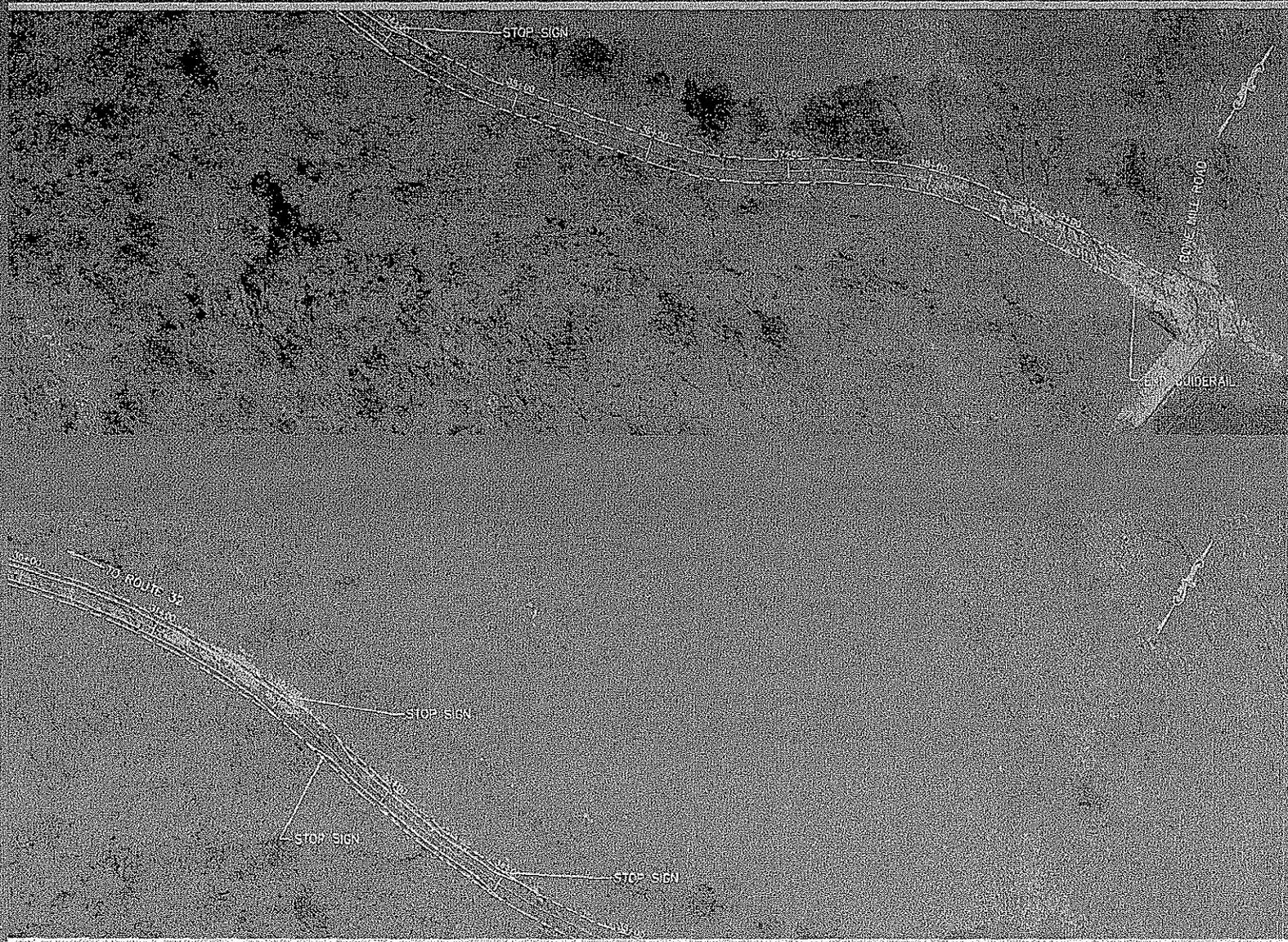
Accident ID	Date/ Time	Location	Type / Cause	Result	Road Conditions
1	1/14/2008 11:31	Intersection of Route 32 & Ravine Road	Read-End / Following too Close	Property Damage Only	Snow/Slush
2	5/17/2013 15:51	Intersection of Route 32 & Ravine Road	Fixed Object / Speed too Fast for Conditions	Property Damage Only	Dry
3	12/3/2008 20:54	Ravine Road @ STA 30+00	Fixed Object / Abnormal Road Conditions	Property Damage Only	Sand, Mud, Dirt or Oil
4	2/5/2010 8:19	Ravine Road @ STA 37+00	Fixed Object / Speed too Fast for Conditions	Property Damage Only	Sand, Mud, Dirt or Oil
5	10/6/2011 10:02	Ravine Road @ STA 5+00	Fixed Object / Speed too Fast for Conditions	Injury (No fatality)	Dry
6	4/5/2013 18:23	Ravine Road @ STA 26+00	Head On / Driver Lost Control	Property Damage Only	Sand, Mud, Dirt or Oil
7	10/18/2013 13:41	Ravine Road @ STA 24+00	Sideswipe Opposite Direction / Speed too Fast for Conditions	Property Damage Only	Dry



MATCHLINE A-A

SS

MATCHLINE B-B



MATCHLINE A-A



-96-

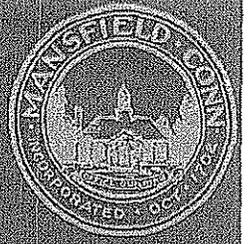


MATCHLINE B-B

MATCHLINE C-C

MATCHLINE C-C





Accident History (2008-2015)



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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MH*
CC: Maria Capriola, Assistant Town Manager; Cynthia van Zelm,
Executive Director of the Mansfield Downtown Partnership, Inc.;
Kevin Deneen, Town Attorney
Date: February 22, 2016
Re: Proposed Amendment to Ordinance Regarding Alcoholic
Beverages

Subject Matter/Background

At the January 11, 2016 meeting, the Council approved amendments to the Ordinance Regarding Alcoholic Beverages. During the course of the discussion two additional amendments were presented and approved. The Community Center was added as a location and private events were added as a permitted use. Changes were made to the wording to incorporate these amendments, however, a reference in Section 101-5(B)(2) requiring the town manager to determine that events were open to the public was not eliminated.

Recommendation

Upon advice of the town attorney the consideration of an amendment addressing the existing inconsistency is in order.

If the Town Council supports this recommendation, the following motion would be in order:

Move, to schedule a public hearing for 7:00 PM at the Town Council's regular meeting on March 14, 2016 to solicit public comment on the proposed Amendment to the Alcoholic Beverages Ordinance.

Attachments

- 1) Proposed Amendments to Ordinance Regarding Alcoholic Beverages (redline)
- 2) Proposed Amendments to Ordinance Regarding Alcoholic Beverages (clean copy)



**Town of Mansfield
Code of Ordinances**

**“Amendments to Ordinance Regarding Alcoholic Beverages”
February 22, 2016 Draft**

Chapter 101: Alcoholic Beverages

Section 101-5, Possession and Consumption of Alcoholic Liquor

- A. Except as otherwise permitted by subsection (B) hereof, no person shall consume any alcoholic liquor, or have in his or her possession any open container of alcoholic liquor, while upon or within the limits of any public highway, public area or parking area within the Town of Mansfield. The possession of an open container of alcoholic liquor or consumption therefrom by any person while in a motor vehicle parked within or upon a public area shall also be a violation hereof.
- B. Exceptions.
1. Consumption of alcoholic liquor and possession of any open container of alcoholic liquor is permitted during any public or private function, public or private festival or public or private celebration being conducted within a public building, public highway, sidewalk or parking area or on public land, limited to the area of the Storrs Center Special Design District as defined in the Mansfield Zoning Regulations, the campus of the Audrey P. Beck Municipal Building located at 4 South Eagleville Road, Mansfield, Connecticut 06268, the campus of the Mansfield Community Center located at 10 South Eagleville Road, Mansfield, Connecticut 06268 and the campus of the Mansfield Public Library located at 54 Warrenville Road, Mansfield Center, Connecticut 06250, pursuant to a written permit issued by the town manager, or person designated by the town manager to issue such permits, authorizing the sale, service or distribution of alcoholic liquor at or in connection with such public function, public festival or public celebration.
 2. An application for a permit shall be in writing directed to the town manager. The application shall state the name and address of responsible officials of the organization sponsoring the function, festival or celebration (event), shall specify the parts of the public land, public building, public highway, sidewalk or parking area in the Storrs Center Special Design District or on the campus of the Audrey P. Beck Municipal Building, the Mansfield Community Center or the Mansfield Public Library to be used during the event, specify the beginning and ending time of the event and if it continues for more than one (1) day, the hours in each day it is to be conducted, the number of people anticipated to be in attendance at the event, whether the event is open to the public and arrangements for supervision. The application shall include adequate alcohol liability insurance. The certificate of insurance must specify the “Town of Mansfield, its officers, employees and agents” as additional insured parties and must be submitted to the Town Manager together with the application. The application and accompanying documentation shall be filed at least thirty (30) calendar days before the first day of the event. The permit

shall be issued if all of the required information and accompanying documentation is provided and approved, the application is made at least thirty (30) days before the event, and the town manager or his designee determines that ~~the event will be open to the public~~ and that all necessary permits, licenses and approvals have been obtained from all government authorities having jurisdiction including, but not limited to, the state department having jurisdiction over liquor control and the granting of the permit will be in accord with the health, safety, and welfare of the Town of Mansfield. (The town manager is authorized to issue additional standards not inconsistent herewith which if not met will result in denial of said permit.)

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**Town of Mansfield
Code of Ordinances**

**“Amendments to Ordinance Regarding Alcoholic Beverages”
February 22, 2016 Draft**

Chapter 101: Alcoholic Beverages

Section 101-5, Possession and Consumption of Alcoholic Liquor

- A. Except as otherwise permitted by subsection (B) hereof, no person shall consume any alcoholic liquor, or have in his or her possession any open container of alcoholic liquor, while upon or within the limits of any public highway, public area or parking area within the Town of Mansfield. The possession of an open container of alcoholic liquor or consumption therefrom by any person while in a motor vehicle parked within or upon a public area shall also be a violation hereof.
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 2. An application for a permit shall be in writing directed to the town manager. The application shall state the name and address of responsible officials of the organization sponsoring the function, festival or celebration (event), shall specify the parts of the public land, public building, public highway, sidewalk or parking area in the Storrs Center Special Design District or on the campus of the Audrey P. Beck Municipal Building, the Mansfield Community Center or the Mansfield Public Library to be used during the event, specify the beginning and ending time of the event and if it continues for more than one (1) day, the hours in each day it is to be conducted, the number of people anticipated to be in attendance at the event, whether the event is open to the public and arrangements for supervision. The application shall include adequate alcohol liability insurance. The certificate of insurance must specify the “Town of Mansfield, its officers, employees and agents” as additional insured parties and must be submitted to the Town Manager together with the application. The application and accompanying documentation shall be filed at least thirty (30) calendar days before the first day of the event. The permit

shall be issued if all of the required information and accompanying documentation is provided and approved, the application is made at least thirty (30) days before the event, and the town manager or his designee determines that all necessary permits, licenses and approvals have been obtained from all government authorities having jurisdiction including, but not limited to, the state department having jurisdiction over liquor control and the granting of the permit will be in accord with the health, safety, and welfare of the Town of Mansfield. (The town manager is authorized to issue additional standards not inconsistent herewith which if not met will result in denial of said permit.)

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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; Allen Corson, Director of
Facilities Management
Date: February 22, 2016
Re: Presentation: Facilities Management Update

Subject Matter/Background

As part of our ongoing series of departmental presentations, Director of Facilities Management Allen Corson will provide the Town Council with an overview of departmental operations, as well as the status of current projects and initiatives.

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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *Matt*
CC: Maria Capriola, Assistant Town Manager; Linda Painter, Director of Planning and Development
Date: February 22, 2016
Re: UConn South Campus Development Environmental Impact Statement

Subject Matter/Background

In March 2015, the University of Connecticut conducted a scoping process for proposed projects collectively known as the South Campus Development. At that time, the projects included:

- New 650-bed Honors Residence Hall at the corner of Gilbert Road and Mansfield Drive, including a 700 seat dining facility. The proposed building would total approximately 210,000 square feet within a five to six story building, including an eight to nine story tower element. This project would result in the removal of an 18-space parking lot*.
- A ±30,000 square foot addition to the Fine Arts Building to add production space including paint, scenery, costume and prop shops. The addition will extend north from the Nafe Katter Theatre and west from the Drama-Music Building. This project would result in the removal of 28-34 spaces* from the adjacent parking lot.
- Removal of two houses on the south side of Gilbert Road that are contributing structures to the University of Connecticut National Register District
- Closure of Gilbert Road between Mansfield Road and Whitney Road to create a pedestrian walkway
- Modifications to Whitney Road including removal of on-street parking
- Closure of Coventry Road and Maple Lane to vehicular traffic with the exception of emergency vehicles which would utilize a new pedestrian way

*Cumulatively, UCONN anticipated that between 83 and 94 spaces would be removed due to building locations, road closures and removal of on-street parking.

The PZC and Town Council provided comments on the proposed projects related to: completion of the traffic analysis related to the master plan; completion of the NextGenCT Impact Study; need for specific actions to enhance the multi-modal

transportation system both on and off-campus; concern with traffic impacts of the proposed projects on the local road network based on the proposed buildings and changes to the street network; concern with the loss of parking; need for measures to protect Mirror Lake and Roberts Brook; mitigation measures for the loss of contributing structures to the National Register District; desire to preserve a "special tree" and the need for impacts of the SCD to be considered cumulatively with impacts of other buildings under construction such as the STEM residence hall, Science and Engineering Building and Innovation Partnership Building (see attached letter for details).

Revised South Campus Development Project

Since the original scoping, the scope of the project has been revised to only include the 30,000 square foot addition to the Fine Arts Building and removal of nine cottages as opposed to the removal of the two identified in the scoping notice. These are contributing structures to the National Register District. The EIE Executive Summary notes that removal of these structures would enable future development of the Honors Residence Hall and South Campus Commons identified in the Master Plan. The summary also notes that construction of the residence hall would be "deferred at this time to further evaluate operating budget impacts, student enrollment, and the impact of private, off-campus housing developments." As a result of the suspension of this project, the revised scope also eliminates originally contemplated closures of Gilbert Road, Coventry Road, and Maple Lane. The revised plan estimates that 81 spaces would be lost from the Fine Arts Lot as part of the proposed construction.

Public Hearing and Comment Deadline

UConn conducted a public hearing on Tuesday, February 9, 2016; no public comments were offered. Written comments are due by March 4, 2016.

Draft Comments

Per past practice, the Town Council and Planning and Zoning Commission (PZC) typically co-endorse a letter detailing the Town's official comments on proposed UConn projects. The PZC reviewed the draft EIE at its February 16, 2016 meeting and identified the following issues to be addressed in a joint letter from the Town Council and the Commission:

- **Elimination of Proposed Honors Residence Hall.** The Town is very disappointed to see that the proposed honors residence hall was removed from the project scope. While UConn's undergraduate enrollment has grown nine percent over the last five years, the number of students housed on-campus has only increased by one percent, thereby placing the burden of addressing student housing needs on the surrounding community. A new residence hall would help to alleviate some of the pressure currently being felt in neighborhoods due to conversions of owner-occupied homes to rental units. We encourage the University to reevaluate the decision to postpone construction of the new residence

hall, particularly given the current proposal to eliminate another 435 beds with the demolition of Connecticut Commons.

- **Traffic Impacts.** Due to the significant reduction in project scope, the potential for off-campus traffic impacts has also been reduced. The traffic analysis prepared as part of the EIE has been provided to Engineering staff for review and will be discussed by the Traffic Authority at its meeting on February 23rd. Any comments from the Traffic Authority regarding potential off-campus traffic impacts should be included in the official comments to UConn on the EIE.
- **Campus Master Plan Traffic Analysis.** According to UConn staff, the traffic study for the campus master plan is expected to be finalized in the coming weeks. Data from that study was used to develop the traffic analysis for the subject EIE. The Town would like the opportunity to review the master traffic study to understand the impacts of campus growth on town roads and to facilitate identification of appropriate mitigation measures.
- **Parking.** While the EIE identifies several possible mitigation measures, many of them are long-term with no specific implementation date such as the construction of a new parking garage off Bolton Road and encouraging alternative public transit and ride sharing options. While the loss of 81 spaces amounts to less than one percent of total parking available on-campus, the location of the facility on the edge of campus maximizes the potential for drivers seeking alternative parking off-campus to remain close to their destination. Additionally, these spaces support the Fine Arts Building which by its nature attracts members of the public, not just students and faculty. While these spaces are typically restricted to student and faculty use during daytime hours, those restrictions typically do not apply on evenings and weekends. The University needs to work with the Town to identify specific measures to reduce the short-term impact of the parking reduction.
- **Stormwater.** According to the EIE, the proposed project would reduce impervious cover and improve the quality of stormwater discharges to Mirror Lake. The EIE also references an ongoing Campus Drainage Master Plan update which would identify potential measures to address hydrologic issues in the Mirror Lake Drainage Area. The Town would greatly appreciate the ability to review and comment on that master plan when a draft is completed.
- **Cultural Resources.** The EIE specifies that mitigation for the removal of the nine contributing structures to the National Register District would be addressed in an MOU with the State Historic Preservation Office. As identified in the comments provided during initial scoping, the Town encourages the University to include protection and restoration of the façade and exterior of the Major Joseph Storrs House (currently Rosebrooks House) located on Route 195 opposite Moulton Road. This is an early 18th century wooden structure located at the gateway to the University. Restoration and preservation of this structure would enhance

the planned gateway while preserving an important Town asset. The University should also maintain the exteriors of the Cordial Storrs and Gilbert houses in a historically appropriate manner. The final letter should be copied to the SHPO to advise them of these recommendations as they negotiate the MOU.

Recommendation

If the Council concurs with the recommended comments, the following motion would be in order:

Move, to authorize the Mayor to co-endorse with the Chair of the Planning and Zoning Commission a letter to the University of Connecticut regarding the South Campus Development environmental impact evaluation. The draft comments contained in the February 22, 2016 memo of the Town Manager shall be used as the basis for this letter along with any additional comments identified by the Mansfield Traffic Authority.

Attachments

- 1) March 2015 Town Comments on South Campus Development Scoping
- 2) South Campus Development EIE Executive Summary



TOWN OF MANSFIELD

Elizabeth C. Paterson, Mayor

AUDREY P. BECK BUILDING
FOUR SOUTH EAGLEVILLE ROAD
MANSFIELD, CT 06268-2599
(860) 429-3330
Fax: (860) 429-6863

March 18, 2015
Mr. Paul Ferri
UConn Office of Environmental Policy
31 LeDoyt Road, U-3055
Storrs, Connecticut 06269

Subject: Proposed South Campus Development

Dear Mr. Ferri:

The Mansfield Town Council and Planning and Zoning Commission (PZC) offer the following comments and recommendations with regard to the proposed South Campus Development (SCD). It is our understanding that UConn will be preparing a full Environmental Impact Evaluation (EIE) of the proposed projects included in the SCD. The issues and concerns identified in this letter should be fully examined and addressed as part of this EIE process. As the scope of the projects to be included has changed since our December 2014 comments on the scoping for the new honors residence hall, to the extent this correspondence contains additional comments, it should be considered a supplement to the December 18, 2014 letter issued by the PZC.

- **Campus Master Plan and Next Generation Connecticut Impact Study.** In March 2014, the Town requested that the campus master plan and Next Generation Connecticut Impact Study be completed prior to the construction of any future buildings related to the NextGenCT initiative other than the STEM residence hall and engineering/science building. As part of that request, we identified the need for a comprehensive, multi-modal transportation plan for the build-out of the campus that considers impacts to the local transportation network, including off-campus improvements for vehicular, pedestrian, bike and transit circulation. While a draft master plan was completed in 2014, the traffic analysis for that master plan has not yet been completed. PZC requests that UConn inform the Town of the date that this analysis will be completed as it is critical to understanding the potential impacts of UConn's growth on both state and town roads. This analysis must be completed prior to the construction of any new buildings; ideally, the traffic study should be completed prior to the preparation of an EIE for the South Campus Development to ensure that the potential impacts of the projects on the transportation network are known and appropriate mitigation measures identified.

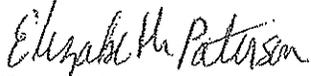
Similarly, the NextGenCT impact study is currently underway; a final report is expected in May 2015. The timing of the EIE should be coordinated with the completion of the traffic impact study to allow the information contained in the impact study to inform the EIE and any recommended mitigation measures.

- **Transportation System.** The EIE should address specific measures that will be completed as part of this project to enhance the multi-modal transportation system and reduce off-campus transportation impacts and how such improvements will be coordinated with the overall campus master plan. Consideration should be given to off-campus bicycle and pedestrian improvements as a way to mitigate impacts on local roads.

- **Traffic Analysis.** The EIE should evaluate the potential impacts of the proposed buildings and roadway changes on local roads, as well as the state road network. While the changes are intended to improve the on-campus pedestrian network, they may push additional traffic onto local streets, including but not limited to Hillside Circle, Eastwood Road, Westwood Road, Separatist Road, Hunting Lodge Road and North Eagleville Road. The analysis should identify any necessary mitigation measures including off-campus pedestrian and bikeway improvements and be made available to the Town for review and comment prior to submission to OSTA. Furthermore, as noted in the Commission's May 2014 comments on the STEM residence hall, the EIE should identify needed mitigation measures as well as performance measures and a framework for reporting and modifying approaches as needed.
- **Parking.** The proposed improvements will result in the loss of up to 94 parking spaces. The EIE must address several issues, including:
 - Current parking capacity and demand (number of permits as compared to number of parking spaces on campus);
 - Parking policies for on-campus residents such as restrictions based on number of credit hours;
 - Net number of new beds that are being constructed as part of this project and the STEM residence hall; and
 - Replacement of the spaces over the short and long-term as well as other strategies that will be implemented with regard to use and management of on-campus parking.
- **Stormwater/Mirror Lake and Roberts Brook.** The University should identify specific measures that will be used to reduce impacts on Mirror Lake and the Fenton River/Roberts Brook watersheds. While the project area is not within the Eagleville Brook Watershed, use of Low Impact Development practices should be a focus to prevent impacts on these water bodies.
- **Cultural Resources and Visual Impact.** Given the prominent location of the proposed residence hall, design of the building should be sensitive to and complement the surrounding area. The EIE should also identify mitigation options for removal of the two structures in the University of Connecticut National Historic Register District. One mitigation measure should include working with the State Historic Preservation Office (SHPO) to protect and restore the façade and exterior of the Major Joseph Storrs House (currently "Rosebrooks House") located on Route 195 opposite Moulton Road. The Major Joseph Storrs House is an early 18th century wooden structure located where the University plans its gateway and Welcome Center. Major Storrs and his family were important to the history of Mansfield. Restoration and preservation of this structure will enhance the planned gateway while preserving an important Town asset. In addition, the University should maintain the exteriors of the Cordial Storrs and Gilbert houses, as well as any other historic structures which will remain intact, in an historically appropriate manner.
- **Trees.** The scoping presentation identified the potential loss of a "Special Tree" along Mansfield Avenue as part of the construction of the residence hall. As design of the building has not been completed, consideration should be given to preserving this tree and creating a courtyard.
- **Cumulative Impacts.** All analysis completed as part of the EIE for the South Campus Development should consider the cumulative impacts of these projects and previously approved buildings that have not yet been completed, including the STEM residence hall, Science and Engineering Building and Innovation Partnership Building, as well as other projects anticipated to be under construction during the same time period.

If you have any questions regarding these comments, please contact Linda Painter, Director of Planning and Development

Sincerely,



Elizabeth Paterson
Mayor



JoAnn Goodwin
Chair, Mansfield PZC

Cc: Town Council
Planning and Zoning Commission

Executive Summary

The University of Connecticut (University or UConn) proposes to undertake projects in the area of the Storrs Campus known as the South Campus. The proposed projects are referred to collectively as the South Campus Development (SCD), construction of which is planned to start in 2016. The SCD consists of the following elements (*Figure ES-1*):

- **Fine Arts Production Facility** – Construction of an approximately 30,000 GSF addition to the Fine Arts Building to add production space including paint, scene, costume, and prop shops. The proposed addition to the existing Fine Arts Building will improve and expand theater and production facilities to support programs in the School of Fine Arts, and relocate production spaces from various locations around the campus.
- **Removal of Historic Structures** – Removal of nine houses, also referred to as cottages, – seven located between Whitney and Gilbert Roads and two on the south side of Gilbert Road. These houses are contributing structures to the University of Connecticut National Register Historic District. Removal of the nine structures will enable future development of the Honors Residence Hall and Dining Facility and the South Campus Commons identified in the Campus Master Plan.

The University, as the sponsoring agency for this project, has prepared an Environmental Impact Evaluation (EIE) pursuant to the Connecticut Environmental Policy Act (CEPA) to further evaluate the potential environmental impacts of the proposed South Campus Development.

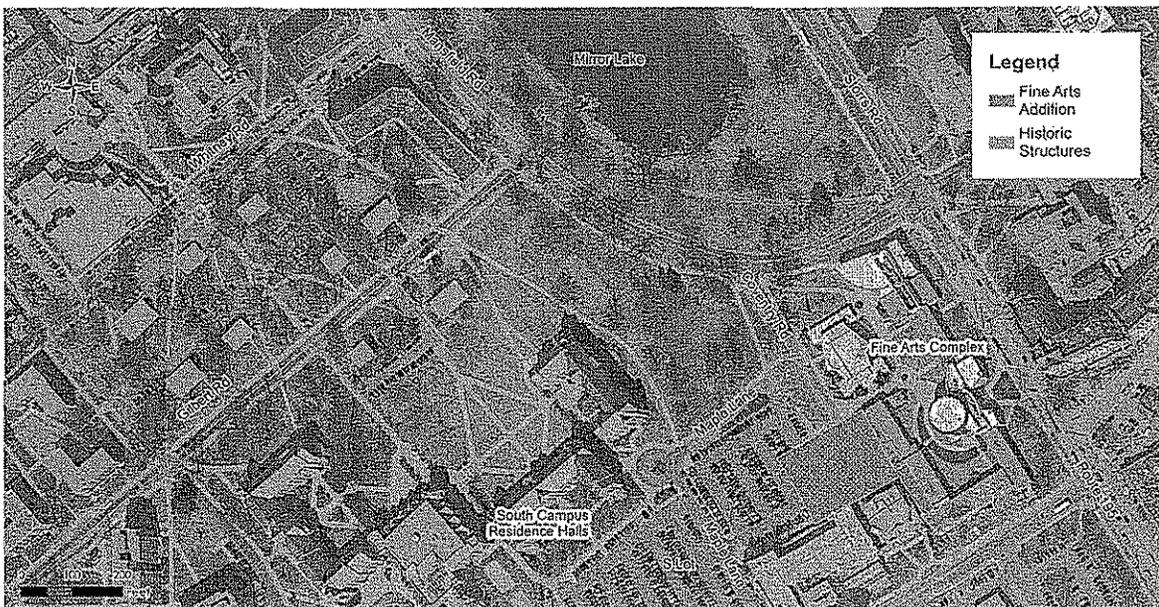


Figure ES-1. Location of South Campus Development Projects



At the time of CEPA scoping for the project, the Proposed Action included the construction of an Honors Residence Hall and Dining Facility at the corner of Gilbert Road and Mansfield Road, north-northeast of the existing South Campus Residence Halls. The residence hall design included approximately 650 beds and an integrated dining facility providing approximately 700 seats and an estimated 4,000 to 4,500 meals per day. After completing design for the Honors Residence Hall project in September 2015, the University concluded that there are uncertainties that must be evaluated prior to proceeding into the bid and construction phases on this project. The project is being deferred at this time to further evaluate operating budget impacts, student enrollment, and the impact of private, off-campus housing developments.

The University considered reasonable alternatives to the SCD projects, including the No Action alternative (i.e., “do nothing”). The alternatives evaluation for each of the SCD project elements is summarized below:

- **No Action Alternative** – The No Action alternative would fail to support the basic purpose and need for the Fine Arts Production Facility. Fine Arts production facilities would continue to be spread across various locations on campus and would not meet the need for improved and expanded theater production facilities. Under the No Action alternative, the nine vacant historic houses along Gilbert and Whitney Roads would not be required to be removed or demolished but would likely continue to deteriorate. In addition, the presence of the structures would eventually prohibit redevelopment of the South Campus area as envisioned in the Master Plan.
- **Fine Arts Production Facility** – The Depot Campus, the location adjacent to the existing Nafe Katter Theatre and Drama-Music Building, and a portion of Lot 1 were considered as possible alternatives for the Fine Arts Production Facility. The Depot Campus was not considered a long-term feasible solution due to its relatively far distance from the Fine Arts Complex and because it does not provide the contiguous, appropriately-sized space that would benefit the Fine Arts Program. The location north of the Nafe Katter Theatre and west of the Music-Drama Building would allow the Fine Arts Production Facility to be physically connected to the adjacent Fine Arts Complex and located central to the theater district on campus. Consequently, this location was selected as the preferred alternative.
- **Removal of Historic Structures** – Possible alternatives for the removal of the historic structures at #3, #4, #5, #11, #13 Gilbert Road and #421, #423, and #H27 Whitney Road are the demolition or relocation of the houses. Because all buildings are contributing structures in the University of Connecticut Historic District, mitigation developed in consultation with the State Historic Preservation Office (SHPO) would be required for either alternative. Relocation would also require significant mechanical, electrical, plumbing (MEP) and accessibility upgrades for reuse of the structures (Sasaki et al., 2015). Given the limited potential for reuse by the University, the cost associated with reuse, and the loss of National Register designation that would like occur with relocation, this was not considered a feasible alternative that would result in less environmental effect.

Direct effects resulting from the Proposed Action include the demolition of nine historic structures in the UConn National Register Historic District to allow for future development and the loss of an estimated





81 parking spaces. The impacts on the historic district will be mitigated through measures that will be outlined in a Memorandum of Understanding with the State Historic Preservation Office, which is currently being developed jointly by UConn and SHPO. No significant impacts to parking are expected since lost parking spaces can be addressed through existing capacity elsewhere on campus. The SCD projects will have minimal direct or indirect impacts on traffic operations in and around the UConn campus.

The proposed South Campus Development projects will also result in minimal increases in energy and utility usage. Adequate capacity exists for the SCD projects' related utilities and the projects will incorporate energy-efficiency provisions consistent with the University's sustainability initiatives. Given the timing of the Connecticut Water Company interconnection, the SCD projects, along with other projects currently in or beginning construction, are not anticipated to exacerbate the existing deficiency in the University's water supply system relative to peak day demand. The removal of the cottages will result in a minor decrease in water use, and the water usage associated with the Fine Arts Production Facility is minor and also represents the consolidation of activities already utilizing the campus water supply. Potential construction-related impacts include temporary impacts to vehicle and pedestrian traffic, air quality, noise, hazardous materials and solid waste, and stormwater.

The Proposed Action will also result in a slight reduction in stormwater runoff as a result of removal of the cottages and construction of the Fine Arts addition, which is to be built over an area that is currently a paved cul-de-sac. UConn is updating the Storrs Campus Drainage Master Plan to guide development of the UConn campus from a stormwater perspective, including an updated hydrologic analysis of the Mirror Lake drainage area, which has experienced an increase in impervious area since the start of UCONN 2000 as a result of campus projects and off-site development. The updated hydrologic analysis will help guide recommendations to address increases in runoff to Mirror Lake associated with past and future campus projects, which will be documented in the updated Campus Drainage Master Plan. UConn will also coordinate with CTDEEP to develop a long-term strategy to improve the Mirror Lake drainage area.

When considered collectively with other short and long-term planned development on the campus, as envisioned by the UConn Campus Master Plan, potential for cumulative effects can be assessed by examining those resources where the Proposed Action, when considered with other past, present, and reasonably foreseeable actions of the University of Connecticut have the potential for cumulative impact to various sectors of the natural and build environment. The cumulative impact analysis focused on projects within the August 2013 – 2018 timeframe which are either recently completed, under construction, or proposed for construction in the near future. The analysis found that impacts to traffic, as measured by level of service at key intersections, are unlikely to occur as a result of the projects within the timeframe considered. Longer-term growth of the student population, beyond 2018, will likely result in the need for further investigation of the Separatist Road intersection. Parking supply is currently adequate, although an increase in campus population in the absence of traffic demand management (TDM) will result in conditions where demand exceeds available supply.

Cumulative impacts to energy were assessed in the EIE using electrical, steam, and chilled water demand as surrogates. While there is electrical supply available from Eversource, and the actual net electrical demand is likely to be less than estimated when the effects of renovation and demolition occurring during 2013-2018 are taken into account, the projected increase in overall campus electrical demand from new





construction illustrates the potential for cumulative impacts to campus energy resources and reliance upon energy sources beyond the University-owned CUP. UConn is working to offset energy increases through demand mitigation and use of renewable energy, which will also support the goal of a carbon neutral campus by 2050. Adequate steam and centralized chilled water utilities are available given the proposed expansion in chilled water at the CUP and South Chiller Plant.

Cumulative impacts relative to stormwater and drainage issues are also being addressed through the ongoing update of the Storrs Campus Drainage Master Plan and associated hydrologic analysis. Despite the anticipated reduction in impervious area and runoff resulting from the proposed SCD projects, preliminary findings of the hydrologic analysis indicate that impervious cover in the Mirror Lake drainage area has increased by more than eight acres, including off-campus development, since UCONN 2000, which has resulted in an increase in flows and volumes of runoff into Mirror Lake. UConn is evaluating potential measures to address the hydrologic issues associated with Mirror Lake and the downstream Route 195 culverts in the context of the Campus Drainage Master Plan update and other related Mirror Lake regulatory requirements (i.e., CTDEEP dam safety compliance) and campus water quality improvement initiatives.

The cumulative effects of University actions in the 2013-2018 timeframe on water supply have already been assessed through the University's Water Supply EIE and ROD (Milone & MacBroom, 2012; 2013) and revisited in the recent Master Plan. Even with no conservation efforts in place, the Master Plan assessment found that the need for additional water supply to address daily demand is not foreseen through 2030 and additional supply to address peak demand would only be required after 2025. UConn will continue to aggressively implement water conservation efforts on campus to further reduce average and peak daily water demand, which could offset the projected shortage in water supply to meet anticipated peak daily demands after 2025 under a 30% conservation scenario. These results are consistent with the findings of the Water Supply EIE and ROD, when the CWC Connection is incorporated into the estimate of available supply.

The University plans to remove nine former faculty houses that are within the University of Connecticut National Register Historic District to allow for future development projects. UConn is working with SHPO to develop a Memorandum of Understanding (MOU) that will identify mitigation measures to offset adverse impacts to historic resources. Mitigation for the cumulative impacts to historic resources associated with the removal or relocation of the nine Faculty Row houses will also be addressed through the MOU between the University and SHPO (See *Appendix C*).

The Proposed Action, as well as other projects undertaken or planned as part of UConn 2000, UConn 21st Century, and NextGenCT, all support goals of improved student opportunity and economic growth for the State of Connecticut. While the cost of attendance at UConn has risen over the past 2 decades, the University is consistent with peer institutions on many assessments of affordability and in general has improved the student experience at UConn as demonstrated by increased retention and graduation rates. The two prior initiatives have resulted in a net economic benefit to the local community and the State and NextGenCT is anticipated to produce similar cumulative economic benefits.

Anticipated impacts and proposed mitigation measures to avoid, minimize, or offset potential adverse impacts are summarized in *Table ES-1*.



Table ES-1. Summary of Impacts and Proposed Mitigation

Resource Category	Impacts	Proposed Mitigation
Traffic, Parking, and Circulation	<ul style="list-style-type: none"> • Minimal new vehicle trips with no adverse impact on traffic operations in and around the UConn campus • No impact on transit service. • Loss of an estimated 81 existing parking spaces in the South Campus area. The loss of parking will be offset in the short-term through re-distribution of parking to other lots on campus. • Potential spill-over parking impacts on adjacent Town parking lots and streets 	<ul style="list-style-type: none"> • A proposed South Campus parking garage located off of Bolton Road, as identified in the Campus Master Plan, would provide long-term mitigation for the loss of parking associated with the SCD. • Other roadway changes identified in the Master Plan to improve campus traffic circulation include connection of Bolton Road and South Eagleville Road and the extension of Whitney Road to Hillside Road. • Parking enforcement on campus to mitigate potential spill-over parking impacts. • The use of Transportation Demand Management (TDM) approaches is anticipated to reduce long-term parking demand by encouraging alternative public transit and carpooling/ridesharing options. • Combination of reassignment of parking permit spaces, availability of spaces in campus parking garages, increasing use of other transportation modes, and implementation of TDM measures mentioned above.
Air Quality	<ul style="list-style-type: none"> • No new stationary sources of emissions. • Elimination of existing stationary sources associates with the 9 cottages. 	<ul style="list-style-type: none"> • None
Noise	<ul style="list-style-type: none"> • Consistent with residential setting. 	<ul style="list-style-type: none"> • None
Water Resources	<ul style="list-style-type: none"> • Improved quality of stormwater discharges to Mirror Lake. • Reduction in impervious area and stormwater runoff to Mirror Lake. • No direct flooding impacts; project area is located outside of mapped flood hazard areas. 	<ul style="list-style-type: none"> • Stormwater management system designs will be consistent with the CTDEEP <i>Connecticut Stormwater Quality Manual</i> (as amended), the CTDEEP Construction Stormwater General Permit, and CTDEEP Flood Management Certification requirements. UConn is evaluating potential measures to address the hydrologic issues in the Mirror Lake drainage area in the context of the Campus Drainage Master Plan update and other related Mirror Lake regulatory requirements (i.e., CTDEEP dam safety compliance) and campus water quality improvement initiatives. <p><u>Fine Arts Production Facility</u></p> <ul style="list-style-type: none"> • No detention or infiltration is proposed since the project would result in a net reduction in impervious cover and the site soils are not conducive to infiltration. • The drainage system will include deep sump catch basins and a hydrodynamic separator or

Table ES-1. Summary of Impacts and Proposed Mitigation

Resource Category	Impacts	Proposed Mitigation
		<p>similar underground water quality structure to treat runoff from the parking lot adjacent to the Fine Arts Production Facility.</p> <ul style="list-style-type: none"> • Non-structural source controls and pollution prevention measures (parking lot sweeping, catch basin cleaning, drainage system and stormwater treatment system operation and maintenance, etc.) will be implemented.
Wetlands, Watercourses, and Natural Communities	<ul style="list-style-type: none"> • No threatened/endangered species. • No wetlands. 	<ul style="list-style-type: none"> • None
Cultural Resources	<ul style="list-style-type: none"> • Removal of nine contributing structures, originally built for faculty housing, in the UConn National Register Historic District. • Asbestos containing materials (ACM) and other hazardous building materials in the historic residential structures proposed for demolition, including PCB-containing light ballasts and other regulated waste materials. • Lead-impacted soils around the historic residential structures. 	<ul style="list-style-type: none"> • Developing Memorandum of Understanding with the State Historic Preservation Office to mitigate removal of the nine Faculty Row houses that are slated for removal or relocation to allow for the development/redevelopment of the South Campus as envisioned by the Campus Master Plan. • Refer to mitigation measures for Solid Waste and Hazardous Substances relative to the management and disposal of hazardous building materials associated with the historic structures, including lead-impacted soils.
Visual and Aesthetic Character	<ul style="list-style-type: none"> • New construction will be consistent with current visual setting. • Existing cottages are no longer consistent with the scale of buildings in the South Campus area. 	<ul style="list-style-type: none"> • None
Geology, Topography, and Soils	<ul style="list-style-type: none"> • No unique features or farmland soils. • Lead-impacted soils around the historic residential structures. 	<ul style="list-style-type: none"> • If needed, development of a soil management plan to address potential fill material or other impacted soils encountered during construction. • Soil remediation may be necessary for lead-impacted soils around the historic residential structures prior to demolition.
Utilities and Services	<ul style="list-style-type: none"> • Adequate capacity exists or will be provided by the South Campus Development projects relative to electrical service, emergency power, telecommunications, steam, sanitary sewers and wastewater treatment, and natural gas. • The University will meet its overall peak water demands, including for the South Campus 	<ul style="list-style-type: none"> • Demand mitigation or increased internal electrical supply will be needed to reduce dependencies on electricity from Eversource. • The building construction will incorporate best practices of sustainability with a minimum goal of Leadership in Energy & Environmental Design (LEED) Silver. The project design will also address the guidelines and requirements of the Connecticut High Performance Building Standards, as well as strategies and recommendations promoted by the UConn



Table ES-1. Summary of Impacts and Proposed Mitigation

Resource Category	Impacts	Proposed Mitigation
	<p>Development projects, by augmenting its supply with the additional supply to be provided pursuant to an executed agreement to interconnect with the Connecticut Water Company (CWC). The CWC interconnection is planned to come online no later than by the end of 2016. The Proposed Action, along with other projects currently in or beginning construction, could marginally exacerbate the existing deficiency in the system relative to peak day demand until the CWC interconnection is available.</p> <ul style="list-style-type: none"> • Construction of the Fine Arts Production Facility and removal of the nine cottages will reduce existing impervious area. • Reduction in impervious area and stormwater runoff to Mirror Lake. 	<p>Climate Action Plan and other ongoing energy efficiency and sustainability initiatives at the Storrs campus.</p> <ul style="list-style-type: none"> • Should the South Campus Development projects be completed prior to completion of the CWC interconnection, mitigation would consist of continuing to promote water conservation throughout the system. • Stormwater management system designs will be consistent with the CTDEEP Connecticut Stormwater Quality Manual (as amended), the CTDEEP Construction Stormwater General Permit, and CTDEEP Flood Management Certification requirements (refer to the Water Resources section above for specific stormwater management design elements). • UConn is evaluating potential measures to address the hydrologic issues in the Mirror Lake drainage area in the context of the Campus Drainage Master Plan update and other related Mirror Lake regulatory requirements (i.e., CTDEEP dam safety compliance) and campus water quality improvement initiatives.
<p>Public Health and Safety</p>	<ul style="list-style-type: none"> • Sufficient Public Health & Safety services are in place for students, faculty, staff, and visitors. 	<ul style="list-style-type: none"> • None
<p>Solid Waste and Hazardous Substances</p>	<ul style="list-style-type: none"> • Solid waste generated by the proposed facility is consistent with existing waste streams on campus. • Asbestos containing materials (ACM) and other hazardous building materials in the historic residential structures proposed for demolition, including PCB-containing light ballasts and other regulated waste materials. • Lead-impacted soils around the historic residential structures. 	<ul style="list-style-type: none"> • Prior to demolition, a Connecticut-licensed asbestos abatement contractor should be retained to remove ACM that may be impacted by demolition activities. • Prior to demolition, a qualified contractor should be retained to properly remove and dispose of the identified hazardous building materials and universal wastes that may be impacted by demolition activities. • A qualified contractor should be utilized to ensure that lead based paint is properly managed and disposed of when the buildings are demolished. • Prior to the disposal of materials generated during building demolition, lead coated materials should be subject to TCLP analysis to evaluate whether the waste streams must be disposed as a lead hazardous material or as general construction debris. • Soil remediation may be necessary for lead-impacted soils around the historic residential structures prior to demolition.



Table ES-1. Summary of Impacts and Proposed Mitigation

Resource Category	Impacts	Proposed Mitigation
Socioeconomics	<ul style="list-style-type: none"> Anticipated socioeconomic benefit at the campus, local, and state levels. 	<ul style="list-style-type: none"> None
Land Use Planning	<ul style="list-style-type: none"> Consistent with campus, local, regional, and state plans. 	<ul style="list-style-type: none"> None
Construction Period		
Traffic, Parking, and Circulation	<ul style="list-style-type: none"> Minor, temporary disruptions to traffic in the immediate area of construction. 	<ul style="list-style-type: none"> Use of construction-phase traffic management measures to maintain efficient traffic operations during the construction period including construction phasing to minimize disruptions to traffic, signage, and detours. UConn has established contractor parking restrictions which require constructor parking to be at the Depot Campus of Bergin Property (both on Route 44) during the academic year and at perimeter, on-campus lots, outside of the academic year, with the exception of 3 parking spaces allowed on campus at construction field offices. UConn has restricted construction vehicle access from the following local roads: Hillyndale Road, Eastwood Road, Westwood Road, Hillside Circle, Hunting Lodge Road, Separatist Road, and North Eagleville Road.
Air Quality	<ul style="list-style-type: none"> Construction activities may result in short-term impacts to ambient air quality due to direct emissions from construction equipment and fugitive dust emissions. 	<ul style="list-style-type: none"> Contractors will be required to comply with air pollution control requirements in UConn <i>Environmental, Health, and Safety Policies, Regulations, and Rules for Construction, Service, and Maintenance Contractors</i>, including reference to such requirements in contract documents. Ensure proper operation and maintenance of construction equipment. Limit idling of construction vehicles and equipment to three minutes. Implement traffic management measures during construction. Implement appropriate controls to prevent the generation and mobilization of dust.
Noise	<ul style="list-style-type: none"> Heavy construction equipment associated with site development may result in temporary increases in noise levels in the immediate area of construction. 	<ul style="list-style-type: none"> Contractors will be required to comply with noise control requirements in UConn <i>Environmental, Health, and Safety Policies, Regulations, and Rules for Construction, Service, and Maintenance Contractors</i>, including reference to such requirements in contract documents. Ensure proper operation and maintenance of construction equipment. Construction contractors should make every reasonable effort to limit construction noise impacts.

Table ES-1. Summary of Impacts and Proposed Mitigation

Resource Category	Impacts	Proposed Mitigation
Stormwater and Water Quality	<ul style="list-style-type: none"> • Exposure of soil increases potential for erosion and sedimentation. 	<ul style="list-style-type: none"> • Use of appropriate erosion and sediment controls during construction, consistent with the <i>2002 Connecticut Guidelines for Soil Erosion and Sediment Control</i> (as amended) and the August 21, 2013 <i>General Permit for Stormwater and Dewatering Wastewaters from Construction Activities</i>.
Hazardous Materials and Solid Waste	<ul style="list-style-type: none"> • Temporary on-site storage and use of fuels and other materials associated with construction vehicles and equipment. • Generation of solid waste including construction and demolition debris. • Asbestos containing materials (ACM) and other hazardous building materials in the historic residential structures proposed for demolition, including PCB-containing light ballasts and other regulated waste materials. • Lead-impacted soils around the historic residential structures. 	<ul style="list-style-type: none"> • Contractors will be required to comply with requirements for construction-related hazardous materials and solid waste in UConn <i>Environmental, Health, and Safety Policies, Regulations, and Rules for Construction, Service, and Maintenance Contractors</i>, including reference to such requirements in contract documents. • If needed, development of a soil management plan to address potential fill material or other impacted soils encountered during construction. • Hazardous or regulated materials or subsurface contamination encountered during construction will be characterized, managed, and disposed of in accordance with the soil management plan and applicable state and federal regulations. • Construction-related solid waste will be handled and disposed of in a manner that meets current regulations and University standards. Construction and demolition debris will be managed in accordance with applicable state and federal regulations and the University's contractor policies. • The feasibility of material reuse/recycling will be assessed during construction. • Refer to mitigation measures for Solid Waste and Hazardous Substances relative to the management and disposal of hazardous building materials associated with the historic structures, including lead-impacted soils.



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; Linda Painter, Director of Planning and Development
Date: February 22, 2016
Re: UCONN Student Recreation Center Scoping Process

Subject Matter/Background

The University of Connecticut is proposing to construct a new 200,000 square foot student recreation center on the site of the Connecticut Commons residence halls on Hillside and Whitney Roads. This action would result in the loss of 435 beds of student housing; however, the new STEM residence hall will be completed by the fall of 2016. This residence hall will have 725 beds, resulting in a net increase of 290 beds even with the elimination of Connecticut Commons. UConn has identified a goal of having the student recreation center achieve a LEED Gold certification.

A site location map and conceptual site layout plan are attached to this memo for your information.

Scoping Meeting and Comment Deadline

The University held public scoping meeting for this project on February 18, 2016. The scoping process provides the Town with the opportunity to identify specific issues that we would like UCONN to consider as the institution determines whether an Environmental Impact Evaluation (EIE) is needed. Written comments must be submitted by March 3, 2016.

Potential Impacts

As the scoping presentation was held after preparation of this memo, there was limited information for staff to review. However, given the location of the proposed project, the fact that it is designed to serve the student population and that it entails redevelopment of an existing site, staff does not expect the project to have significant traffic impacts off-campus.

It should also be noted that the UConn Master Plan identified two potential sites on Hillside Road for the student recreation center; this area is intended to be transformed into a "Vibrant Student Hub": Y lot (located to the rear of the South Campus Residence Halls) and the site of the current fieldhouse adjacent to Gampel Pavilion. The Connecticut Commons site was identified for

redevelopment with approximately 210,000 square feet of housing (estimated at 700 beds). While the site selected is consistent with the goal of creating a vibrant student hub on Hillside Road, it will result in the loss of on-campus housing.

There will be a net increase in on-campus beds when the new STEM residence hall is completed; however, there will only be an increase of 290 beds instead of the 725 originally anticipated due to the demolition of 435 beds at Connecticut Commons. The loss of 435 beds at Connecticut Commons is also magnified by the decision to remove a proposed 650 bed Honors Residence Hall from the South Campus Development EIE.

Given recent growth at the university, continued expansion of on-campus housing was a priority addressed in the Mansfield Tomorrow POCD. Specifically, Goal 7.3, Strategy C, Action 2 states: "Continue to encourage UConn to house an average of 70% of undergraduates in on-campus housing over each five-year period." The UConn Master Plan included the following language as part of the executive summary:

The need for quality, affordable campus housing to accommodate current and future enrollment drives the need for housing expansion and modernization. At present, the new STEM Residence Hall in the hilltop residential quad is under construction and the new Honors Residence Hall by Mirror Lake is in the design phase. Additional sites for residence halls have been identified in the Master Plan. The size and timing of these projects will be carefully coordinated with enrollment growth and a larger strategy for rehabilitation and modernization of existing residence halls.

The following table identifies enrollment growth over the past five years:

Academic Year	Undergrad FT	Undergrad PT	Total Undergrad	Total Grad	Total Enrollment	Students Living On Campus
Fall 2010	16,614	717	17,331	4,172	21,503	12,546
Spring 2011	16,028	801	16,829	3,907	20,736	12,121
Fall 2011	17,057	751	17,808	4,202	22,010	12,341
Spring 2012	16,452	832	17,284	3,913	21,197	12,220
Fall 2012	16,727	790	17,517	4,168	21,685	12,469
Spring 2013	16,065	927	16,992	3,941	20,933	11,625
Fall 2013	17,219	807	18,026	4,122	22,148	12,668
Spring 2014	16,698	877	17,575	3,969	21,544	12,199
Fall 2014	17,900	492	18,392	4,191	22,583	12,711
Spring 2015	16,947	803	17,750	4,139	21,889	12,089
Fall 2015	18,129	691	18,820	4,390	23,210	12,723

In summary, while full-time undergraduate enrollment has increased by 1,515 students (9%) over the last five years, the number of students living on campus has only increased by 177 students (1%). It should be noted that the number of

undergraduate students housed on campus has increased by 436 students (3.5%) due to a shift away from on-campus graduate student housing. This shift has helped UConn to maintain its average of housing 70% of undergraduates on campus based on full-time undergraduate enrollment.

Draft Comments

Per past practice, the Town Council and Planning and Zoning Commission (PZC) typically co-endorse a letter containing the Town's official comments on proposed UConn projects. The PZC reviewed the project at its February 16, 2016 meeting and identified the following issues to be addressed in a joint letter from the Town Council and Commission:

- **Demolition of Connecticut Commons.** The Town is very disappointed to see that the proposed location for the student recreation center will require the elimination of 435 beds of on-campus student housing with no plans to replace those beds in the near future. The potential sites for this facility identified in the campus master plan adopted last year did not include this location nor did those alternatives include elimination of on-campus housing. Enrollment has grown substantially over the last five years without a corresponding increase in on-campus housing. The STEM residence hall currently under construction would have added 725 beds to the current inventory; however, the demolition of Connecticut Commons will reduce the net gain to 290 beds.

These decisions are placing the burden of addressing student housing needs on the surrounding community. This impact has been felt throughout town as owner-occupied homes are converted to rental units. The Mansfield Tomorrow Plan of Conservation and Development identified a goal of having UConn continue to house an average of 70% of undergraduate students on-campus. Furthermore, the UConn master plan adopted last year also identified the need for additional on-campus housing. Failing to significantly increase the inventory of available beds in the short term will impact the ability to renovate and/or redevelop existing residence halls without reducing availability of on-campus housing below current levels.

We strongly encourage UConn to identify and pursue construction of new on-campus housing such as the recently suspended honors residence hall to meet these needs over the short term. Alternatively, the University could pursue construction of the student recreation center on one of the sites originally identified in the master plan, thereby eliminating the need to demolish Connecticut Commons until more housing is in place.

- **Sustainability.** The Town supports UConn's goal of obtaining LEED Gold certification for the proposed building and encourages the University to include implementation of multiple strategies recommended in the

Sustainability Framework Plan adopted as part of the larger campus master plan.

- **Stormwater.** The Town encourages UConn to implement Low-Impact Development and Green Infrastructure practices as part of the project to improve stormwater quality and reduce impacts to the watershed.

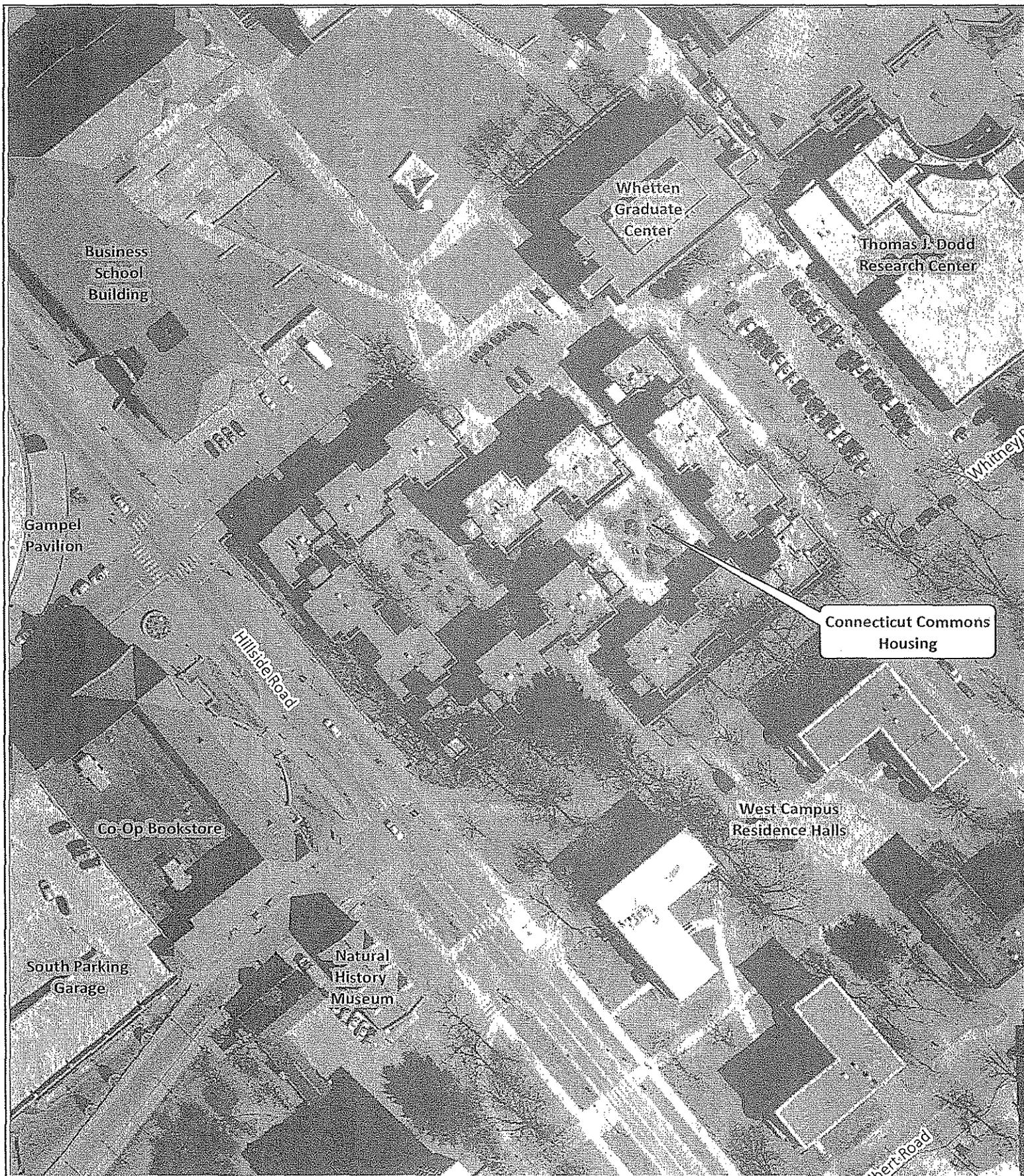
Recommendation

If the Council concurs with the recommended comments, the following motion would be in order:

Move, to authorize the Mayor to co-endorse a letter to the University of Connecticut with the Chair of the Planning and Zoning Commission regarding the Student Recreation Center scoping process. The draft comments contained in the February 22, 2016 memo of the Town Manager shall be used as the basis for this letter.

Attachments

- 1) Project Maps



SOURCE(S):
2006 Aerial photography from UConn

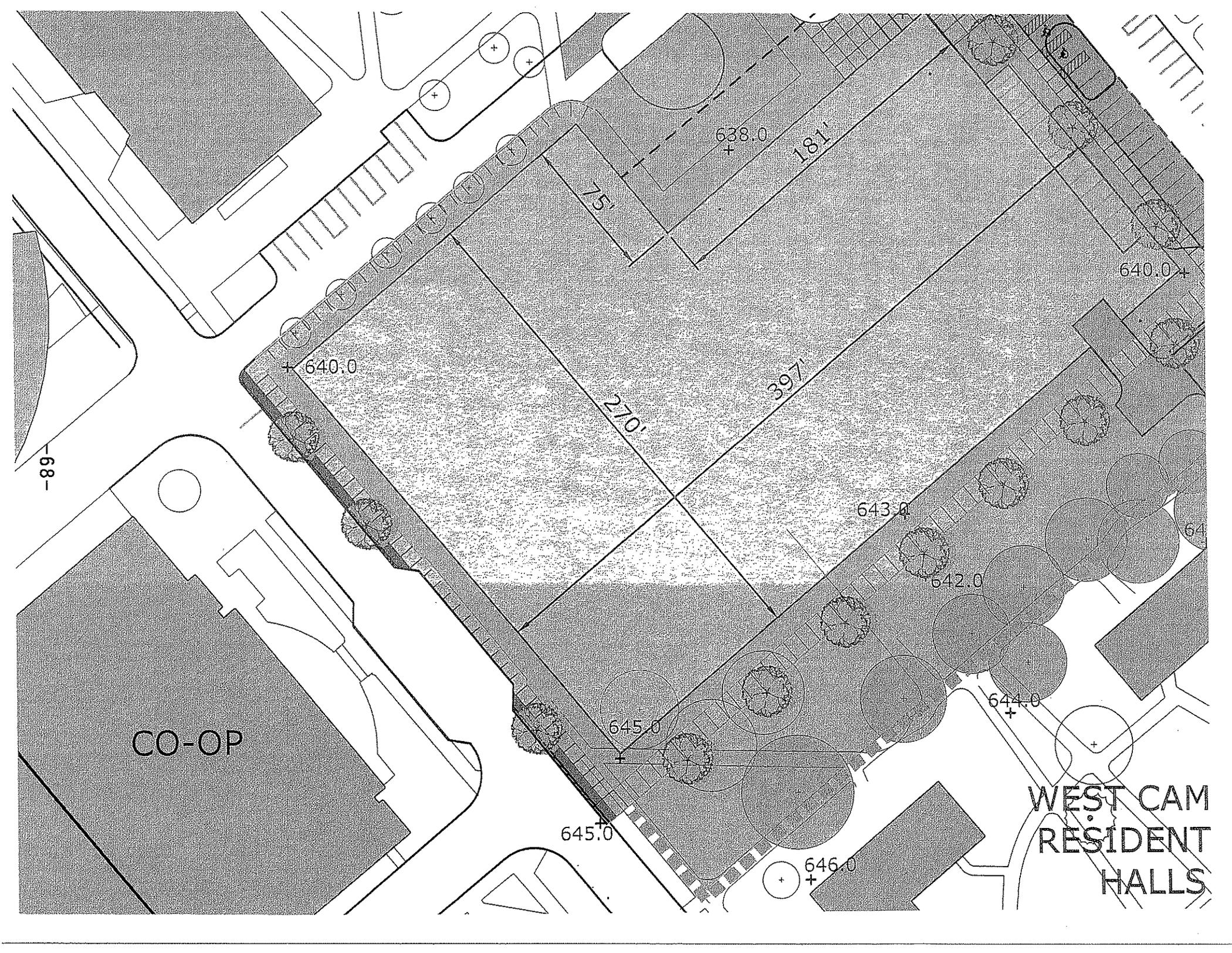
Student Recreation Center Location Plan

LOCATION:
University of Connecticut
Storrs, CT

N
Environmental Impact Evaluation
Construction of Student Recreation Center
MXD: W:\Design\1958-103-DE\GIS\ScopingNoticeFigure.mxd

Map By: beckym
MMI#: 1958-103-1
Original: 12/16/2015
Revision: 1/27/2016
Scale: 1 inch = 100 feet

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CO-OP

WEST CAM
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HALLS

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397'

-89-



**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MH*
CC: Maria Capriola, Assistant Town Manager
Date: February 22, 2016
Re: Town-University Relations Committee Updated Memorandum of Understanding

Subject Matter/Background

Attached please find a proposed revised Memorandum of Understanding between the Town of Mansfield and the University of Connecticut regarding the Town-University Relations Committee. The Town and the University initially formed the Committee in 1992. In 2013 the parties last revised the composition of the membership and the charge to the Committee (see attached Memorandum of Understanding dated December 2013).

The two key changes are:

- Reducing Committee membership from 18 to 13, therefore reducing the number of members needed for a quorum from 9 to 7. The Committee has struggled with regularly reaching a quorum for over a year; and
- Changing the name of the *Mansfield Community Campus Partnership* to *Community Campus Partnership (CCP)*. CCP would now be a sub-committee of the Town University Relations Committee, and organized on an as-needed basis.

At its February 9, 2016 meeting, the Town University Relations Committee unanimously approved recommending the proposed revised Memorandum of Understanding to the Town Council for approval.

Recommendation

If the Town Council concurs with the Town-University Relations Committee recommendation to revise the Memorandum of Understanding, the following motion is in order:

MOVE, effective February 22, 2016, to authorize Mayor Paul M. Shapiro to execute the attached Memorandum of Understanding between the Town of Mansfield and the University of Connecticut regarding the Town-University Relations Committee.

Attachments

- 1) Proposed MOU between the Town and the University regarding the Town-University Relations Committee
- 2) 2013 MOU between Town and the University regarding the Town-University Relations Committee
- 3) 1992 Town Council Resolution Establishing Town-University Relations Committee

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE TOWN OF MANSFIELD, CONNECTICUT
AND
THE UNIVERSITY OF CONNECTICUT

This Committee shall be known as the Town-University Relations Committee.

This Committee shall discuss issues of interest to the Town and the University, as it has since its inception in 1992. These discussions have proven to be valuable in distributing information about ventures and initiatives of interest to all parties and in resolving disagreements.

The Committee shall be co-chaired by the Mayor of Mansfield or his/her designee and the President of the University or his/her designee.

There shall be five representatives from the Town, five representatives from the University, and two representatives from the Student Body.

The Committee shall establish on an as needed basis a subcommittee to serve as the Community-Campus Partnership (CCP). The CCP will work to address neighborhood quality of life issues of interest to the Town and the University and shall operate according to guidelines approved by the Town-University Relations Committee. The membership of the CCP shall consist of a combination of students, residents and staff as designated by the Town and the University.

The Committee shall meet a minimum of four times per year. As required by law, the Committee shall establish its regular meeting schedule annually and file it with the Mansfield Town Clerk by January 31st of each year.

The Town / University Relations Committee shall be constituted as follows:

From the Town (6)

- The Mayor or his/her designee
- Town Manager or Assistant Town Manager in the Manager's absence
- An additional member of the Town Council, designated by the Town Council
- Two other citizens of Mansfield, designated by the Town Council
- One representative from the Mansfield Planning and Zoning Commission

The municipal representatives will serve two-year terms if not ex officio appointments, with terms ending June 30. Members are eligible for reappointment.

From the University (5)

- The President or his/her designee
- The Director of Planning or his/her designee
- The Vice President for Student Affairs or his/her designee
- The Designee from the Office of Environmental Policy
- The Director of Off-Campus Student Services

From the Student Body (2)

- The President of Undergraduate Student Government or her/his designee
- The Chair of the External Affairs Committee of the Undergraduate Student Government or her/his designee

Paul M. Shapiro
Mayor, Town of Mansfield

Susan Herbst
President, University of Connecticut

(Date)

(Date)

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE TOWN OF MANSFIELD, CONNECTICUT
AND
THE UNIVERSITY OF CONNECTICUT

Revised December, 2013

This Committee shall be known as the Town-University Relations Committee.

This Committee shall discuss issues of interest to the Town and the University, as it has since its inception in 1992. These discussions have proven to be valuable in distributing information about ventures and initiatives of interest to all parties and in resolving disagreements.

There shall be eight representatives from the Town (at least one of which shall be a member of the business community), seven representatives from the University, two representatives from the Student Body, and one representative from the Mansfield Community-Campus Partnership.

The Committee will establish its regular meeting schedule annually and file it with the Mansfield Town Clerk by January 31st as required by law.

The Committee shall be co-chaired by the Mayor of Mansfield or his/her designee and the President of the University or his/her designee.

The Town / University Relations Committee shall be constituted as follows:

From the Town (8)

- The Mayor or his/her designee
- Town Manager
- A member of the Planning and Zoning Commission, designated by the PZC
- An additional member of the Town Council, designated by the Town Council
- Mansfield Resident Trooper Coordinator/Sergeant
- A member representing the Mansfield business community, designated by the Town Council
- Two other citizens of Mansfield, designated by the Town Council

These will be two-year terms if not ex officio appointments, with terms ending June 30. Members are eligible for reappointment.

From the University (7)

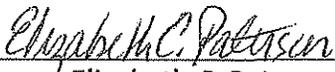
- The President or his/her designee
- The Director of Planning or his/her designee
- The Vice President for Student Affairs
- The Designee from the Office of Environmental Policy
- The Chief of Police/Director of Public Safety or his/her designee
- The Director of Logistics Administration
- The Director of Off-Campus Student Services

From the Student Body (2)

- The President of Undergraduate Student Government or her/his designee
- The Chair of the External Affairs Committee of the Undergraduate Student Government or her/his designee

From the Mansfield Community-Campus Partnership (1)

- A student, resident, or staff representative from the Mansfield Community-Campus Partnership, selected by the Partnership.



Elizabeth C. Paterson
Mayor, Town of Mansfield



Susan Herbst
President, University of Connecticut

12/12/13

(Date)

12/17/13

(Date)

UNIVERSITY-TOWN RELATIONS COMMITTEE

By consensus the following was recommended for presentation to University officials as a Memo of Understanding.

This Committee shall be known as the University-Town Relations Committee

There shall be seven representatives from the University and seven from the Town.

At least one of the University representatives shall be a student, and at least one of the Town representatives shall be a member of the business community.

The committee shall meet at least four times per year.

Meeting locations shall rotate between a University building and a town building.

The Committee shall be co-chaired by the Mayor of Mansfield and by the Associate Vice President for Government Affairs.

So passed unanimously.

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**Town of Mansfield
Agenda Item Summary**

To: Town Council
From: Matt Hart, Town Manager *MWH*
CC: Maria Capriola, Assistant Town Manager; Cherie Trahan, Director of Finance
Date: February 22, 2016
Re: Approval of 2016/17 Budget Review Calendar

Subject Matter/Background

Attached please find the proposed Budget Review Calendar for FY 2016/17, as prepared by the Director of Finance and the Town Manager. The calendar includes budget workshops as well as two public information sessions and a public hearing.

Please note that we may need to adjust the calendar as needed, depending on workload, Council business and other factors.

Recommendation

Staff recommends that the Town Council adopt the schedule as presented.

If the Council concurs with this suggestion, the following motion is in order:

Move, to adopt the Proposed Budget Review Calendar for fiscal year 2016/17 as presented by the Director of Finance and the Town Manager.

Attachments

- 1) Proposed 2016/17 Budget Review Calendar

FY 2016/17 Budget Review Schedule

March 28 Monday 5:30pm – 7:00pm	Budget Presentation Budget Message Budget in Brief Guide to the Budget Revenue Summaries Expenditure Summaries	Council Chambers Beck Building
March 30 Wednesday 6:30pm – 9:30pm	Budget Review General Government Public Safety	Council Chambers Beck Building
April 05 Tuesday 6:30pm – 9:30pm	Budget Review Community Services Community Development Public Works	Council Chambers Beck Building
April 07 Thursday 6:30pm – 9:30pm	Budget Review Board of Education Town Wide Operating Transfers Capital Improvement Program	Council Chambers Beck Building
April 12 Tuesday 7:00pm – 8:30pm	Public Information Session Manager's Proposed Budget Review	Council Chambers Beck Building
April 14 Thursday 6:30pm – 9:30pm	Budget Review Town Aid Road Fund Parks & Recreation Program Fund Mansfield Discovery Depot Other Operating Fund Debt Service Fund Enterprise Funds	TBD

April 20 Wednesday 6:30pm – 9:30pm	Budget Review Internal Service Funds Cemetery Fund/Long Term Investments Eastern Highlands Health District Fund Mansfield Downtown Partnership Fund Supplementary Data	Council Chambers Beck Building
April 21 Thursday 6:30pm – 9:30pm	Budget Discussion Flagged Items Additions and Reductions	Council Chambers Beck Building
April 25 Monday 7:00pm	Public Hearing on Budget at Regular Council Meeting	Council Chambers Beck Building
April 27 Wednesday 6:30pm – 9:30pm	Adoption of Budget	Council Chambers Beck Building
May 02 Monday 7:00pm	Region 19 Annual Meeting on Budget	EO Smith Media Center
May 3 Tuesday	Region 19 Budget Referendum	Ashford, Mansfield, Willington
May 04 Wednesday 7:00pm – 8:30pm	Public Information Session Town Council Adopted Budget	Council Chambers Beck Building
May 10 Tuesday 7:00pm	Annual Town Meeting	Mansfield Middle School Auditorium
If Petitioned	Budget Referendum	Council Chambers Beck Building
If Petitioned	Special Town Council Meeting	Council Chambers Beck Building

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Committee on Committees

February 16, 2016

At the February 16, 2016 meeting of the Committee on Committees, the following recommendations were approved:

The appointment of John Riesen to the Commission on Aging for a term ending 9/1/2018.

The appointment of Althea Carr Neel and the reappointment of Lisa Dahn to the Mansfield Advocates for Children for terms ending June 30, 2019

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Mary L. Stanton

Item #8

Subject: FW: Ravine Road

From: Stella S. Ross [<mailto:stelross@gmail.com>]
Sent: Sunday, February 07, 2016 8:32 AM
To: PlanZoneDept <PlanZoneDept@MANSFIELDCT.ORG>
Subject: Ravine Road

To Whom It May Concern:

We don't live on Ravine Road; however, we have good friends who do, and we know the road well. We've had some wonderful walks down that road, with our dogs, and with kids over the years. The shortcut drive to UConn and beyond was also very convenient. Times change.

We are writing to express our hope that Ravine Road will remain accessible to pedestrians and bicycles. Otherwise, how does a neighborhood remain viable?

Thank you.

Stella Ross

and Eric Schultz
239 Hanks Hill Road
Storrs, CT 06268
USA

Mary L. Stanton

From: Charles Galgowski <Cgalgowski@charter.net>
Sent: Monday, February 08, 2016 1:34 PM
To: Town Clerk
Subject: Ravine Road

To the Mansfield Town Council,

I am writing to say thank you to the Mansfield Town Council and in particular to Mayor Paul Shapiro for the way the January 25, 2016 Town Council meeting was conducted in regards to the variety of strong concerns citizens have about Ravine Road. Mayor Shapiro did an outstanding job setting the tone of the meeting in the way he asked all meeting listeners to remain calm and allow each speaker to be heard. He was also very patient and helpful to some speakers not comfortable in front of a microphone getting their opinions expressed. Thank you.

Charles Galgowski,

117 Baxter Road, Storrs, CT

Paul Shapiro, Mayor
Audrey P. Beck Municipal Building
4 South Eagleville Rd., Mansfield, CT 06268

2/3/16

Dear Mayor Shapiro:

My husband Lewis and I have been citizens of Mansfield for 63 years. We built our home on 8 Eastwood Rd. in 1957 and have been dutifully paying the town our property taxes every year. We were pleased when the town purchased a wheelchair accessible van to provide transportation for disabled citizens. Lewis has Parkinson's disease which has affected his legs, he can't stand or walk; he is in a wheelchair all the time. He would use the town wheelchair van only 3 times a year to see his dentist on 1022 Storrs Rd. in March & August to get his teeth cleaned & checked. And in Oct. to see his doctor in Willimantic to get his eyes Examined.

Metro wheelchair Van is no longer in service. We used to pay them \$100 to go only a few miles to see the dentist. We tried dial-a-ride last year and had a horrible experience with it. When Lew is away from MCNR he is unable to use the bathroom, he has to use a chair lift and the assistance of nursing aides. Lew is taken to the bathroom before the wheelchair van arrives. He and his aid waited a whole hour before the van arrived. The man got lost and he couldn't find 195 and MCNR. When Lew got to the dentist he was late for his appointment. The appointment took 1 hour. The van was supposed to return when Lew was ready but the van took hours and it was after 4 pm before Lew returned to MCNR. All this time he was sitting in a wet diaper and sores developed on his bottom. Gianna Stebbins is a very experienced wheel Chair van driver. She has taken Lew to the dentist on time and then 1 hour later picked him up and taken him back to the MCNR.

Lew has provided a great service to the town as Professor of Physical Chemistry for 36 years at the University of Connecticut. His knowledge, lucid lecture style, and understated sense of humor won him the respect and admiration of a generation of students. He also enjoyed a distinguished research career in x-ray diffraction, crystal & molecular structure. He published 60 research papers with graduate & post doctoral students. As a student he was associated with two Nobel laureates, William Lipscomb at Minnesota and Linus Pauling at Cal Tech. Lew also served the University with distinction as Acting Vice President for Graduate Education & Research & Dean of the Graduate School and later Associate Vice President of Academic Affairs. Lew was highly respected by administrators and faculty for his sound judgement and clear sense of priorities. He was elected member of many search committee & elected repeatedly to the University Senate over 30 years. He was the Chairman of the Executive Committee of the Senate 3 times. The town should be honored to provide senior center wheelchair van services 3 times a year to this wonderful person who is a longtime citizen who pays town taxes & provided services to the community.

Most sincerely, Shirley Katz

CC: Matthew W. Hart

town van

town van

RUFUS JANE BLANSHARD [rufusblanshard@sbcglobal.net]

Sent: Sunday, February 07, 2016 5:26 PM

To: Paul M. Shapiro

Attachments: Scan 5.jpeg (330 KB)

Dear Paul, I'm attaching a letter from Cynthia Wickless (she doesn't have a scanner) and would like to add a couple of thoughts of my own.

I find it very disheartening that after our years of dealing with Kevin's untiring efforts to find reasons never to do anything, we seem to have much the same situation. It's always about how things are impossible, never "let's try to find a way to do that!" It's unconscionable that excuses are being made for not driving rehab patients to their appointments. And I might add that a group of us old ladies were talking last night and wondering why we can't get rides to things like bridge clubs and hairdressers as well as medical appointments. Why does it always have to be medicinal? Sincerely, Jane Blanshard

February 4, 2016

Paul Shapiro, Mayor
Audrey P Beck Municipal Building
4 South Englewood Road, 06268

Dear Mayor Shapiro

There are many benefits to living in a semi-rural setting like Mansfield, particularly when one is young and mobile. The drawbacks become more obvious and pressing when one becomes old and infirm.

I have watched elderly people transfer their family members who live at MCNR into cars to take them to local doctors' appointments while our town van sits unused in the Senior Center parking lot. This seems unnecessary to me. I support Mrs Wickless's proposal to allow residents of Mansfield Center for Nursing and Rehabilitation access to the van on a limited basis.

What is this van for if not to help our senior and/or disabled citizens? Is not a medical appointment as necessary as a recreational outing? Surely there is time and space for both.

Please consider allowing MCNR residents the use of the van to go to the doctor. This would help the resident and the family.

Thank you

Cynthia Wickless
resident of Mansfield for 45 years

PAGE
BREAK

October 15, 2013

Addressed the Mansfield Town Council concerning my house, 458 South Eagleville Road being burglarized. Presented suggestions to improve the neighbor and traffic problem as well.

January 28, 2014

Attended Traffic Authority Meeting concerning speed bumps and the other problems with the area.

April 22, 2014

State of Connecticut: No speed bumps due to the road being a State Road, but parking signs placed in church parking lot.

June 11, 2014 Crash Pictures

First accident on property includes: damages, crack cocaine found in person's vehicle. Police report also found in Police Reports Folder.

October 12, 2014 Crash Pictures

Second crash on property includes: damages, DUI testing in driveway of property, investigation document. Police report also found in Police Reports Folder.

October 14, 2014

Addressed the Town Council for second time concerning the problem.

June 5, 2015 Crash Pictures

Most recent crash also found on the police report.

June 15, 2015 E-mail from

Sent by Henault, Joy L. [mailto:Joy.Henault@ct.gov] to Mr. Carrington

Mr. Carrington,

This is in response to your letter regarding the intersection of Route 32 and Route 275 in the town of Mansfield.

The Division of Traffic Engineering reviewed the subject area:

- The latest available three year crash data did not reveal a pattern of run-off the road crashes.
- The existing signing was found to be adequate.
- The traffic control signal is operating according to the plan of record.
- Illumination exists at the intersection. The illumination warrant analysis indicates that the intersection of Route 32 and Route 275 does not meet the criteria for the installation of additional illumination.

If you have any questions, please contact Mr. Kevin Ng, the investigating traffic engineer, at (860) 594-2757 or via email to yi.ng@ct.gov.

August 13, 2015

UCONN Letter (Correction Letter on December 2, 2014)
Council "Sustained Contact" with Mr. McGarry

August 15, 2015

Letters send with documents concerning accidents and West Hartford's solution.

August 27, 2015

Called both Representative Gregg Haddad's Office, Representative Mae Flexer's Office
Ms. Mary Ann (Rep. Haddad's Receptionist) "There is nothing we can do"
Mr. Andrew Elash (Rep. Mae Flexer) "We received the paperwork and reviewed it"

December 17, 2015

Mr. Jason A. McGarry was awarded the Connecticut War Time Medal by Senator Mae Flexer,
Senator Gregg Haddad.

February 3, 2015

Third on property accident, neighbor's house.
My neighbor's response, "I never thought this would happen to me!"
Police Case Number

Pictures of Traffic Accidents 32-275

June 11, 2014
October 12, 2014,
February 17, 2015
March 31, 2015
June 5, 2015
February 3, 2016

Easement of State of Connecticut

Blueprint and paperwork of the ConnDOT's easement of 852 sq.ft. of property on the corner of
route 32, 275. Title search for said easement.

West Hartford

Copy of the Town of West Hartford's changes to Rosedale Intersection due to vehicular crashes
and safety of home owner, pictures of corner, letter to homeowner.

Police Reports

List of all police incidents at the junction of route 32/275 from January 5, 2004 to June 7, 2015
Copies of full police reports associate with the property 458 South Eagleville Road.

Mansfield

Correspondence with Town of Mansfield Town Council, Town of Mansfield Traffic Authority,
Town of Mansfield Town Manager's Secretary, Daily Campus UCONN article, burglaries in
area.

To: Representative Gregg Haddad
From: Jason A. McGarry
Date: August 15, 2015

The State of Connecticut is acquiring easement of a portion of my property on the corner of routes 275, 32. This will limit the placement of protection for my property, and there is the possibility that the state will acquire more property in the future as stated by Mr. Geanacopolulos, Representative Division of Rights of Way. This will reduce the safety of my family, and the motorists. I implore you to please help make the necessary changes for the safety of my family, and bring awareness for the drivers.

The state has said that guardrails "are not justified," due to the ConnDOT's use of guardrails, and the Town of Mansfield suggested "fencing or markers" at the owner's expense to alert drivers of the turn. From 1/5/2004-6/7/2015, there have been 23 traffic accidents without injuries, and 6 traffic accidents with injuries. This does not include DUIs and traffic stops. In regards to the two vehicles that crashed onto my property on 6/11/2014 and 10/12/14, per the police report, both were aware of the turn, but failed to execute the turn properly. This more than illustrates the need for protection, and this also reflects that visibility was not a factor to alerting motorists of the turn as recommendations by the Town of Mansfield's focus was addressing.

I have included the digital copies of the Town of West Hartford's solution where a resident experienced a similar situation as our town and my property. The Town of West Hartford erected a steel cable fence, along with trees, and signs, to protect the citizen and their property, and alert drivers of the potential danger. **There was no expense to the property owner.** All my family and I are asking is for the Town of Mansfield to give the same protect to its resident as any other town.

I have included, at your request, all of the documentation and research I have done concerning roadside incidents at the area of 32/275, and the solutions to the current problem. I have lived in Mansfield since 1998, and in my current resident since 2004, and have not experience these problems until the Mansfield Downtown Region was started. Both the Town and the State's actions and information are outdated and insufficient due to the change in traffic patterns caused by the increase infrastructure in the Mansfield Downtown Region. Also, the bridge on 275 will be replaced this fall, increasing traffic along 275 to the junction of 32.

I would be open to the state acquiring my entire property through eminent domain, especially if the town and the state will not install proper protection. I appreciate you taking action in the matter, but unfortunately, what the Town of Mansfield and State of Connecticut has presented through continued conversation is not enough to protect my family.

If you are unable to bring forth changes as West Hartford provided to protect my family and motorists' awareness of the corner by the end of September, I will reach out for more resources through a signed petition from town residents, faculty, students, and staff at UCONN, and seek out conversation with newspaper and television media in the entire State of Connecticut. . My family and I are done with continued conversations, we need safety!

Respectfully,

Jason A. McGarry
458 South Eagleville Road
Storrs, CT 06268

To: State Representative Mae Flexer
From: Jason A. McGarry
Date: August 15, 2015

My name is Jason McGarry and I am seeking your assistance since you and Representative Haddad are my representatives for the Town of Mansfield. I have lived in Mansfield since 1998, and since last year, I have been in conversation with the Town of Mansfield and Representative Haddad to increase the safety for my family. But unfortunately, no changes have occurred.

On two occasions within a six month period, two vehicles crashed into my property. I have asked for guardrails to stop vehicles crashing into my property. The state has said that guardrails "are not justified," due to the ConnDOT's use of guardrails, and the Town of Mansfield suggested "fencing or markers" at the owner's expense to alert drivers of the turn. From 1/5/2004-6/7/2015, there have been 23 traffic accidents without injuries, and 6 traffic accidents with injuries near my property. This does not include DUIs and traffic stops. In regards to the two vehicles that crashed onto my property on 6/11//2014 and 10/12/14, per the police report, both were aware of the turn, but failed to execute the turn properly. This more than illustrates the need for protection, and this reflects that visibility was not a factor to alerting motorists of the turn as recommendations by the Town of Mansfield focus on addressing.

I have included the digital copies from the Town of West Hartford where a resident experienced a similar situation as our Town and my property. The Town of West Hartford erected a steel cable fence, along with trees, and signs, to protect the citizen and their property, and alert drivers of the potential danger. **There was no expense to the property owner.** All my family and I are asking is for the Town of Mansfield to give the same protect to its resident as any other town.

I have included, at your request, all of the documentation and research I have done concerning roadside incidents at the area of 32/275, and the solutions to the current problem. I have lived in Mansfield since 1998, and in my current resident since 2004, and have not experience these problems until the Mansfield Downtown Region was started. Both the Town and the State's actions and information are outdated and insufficient due to the change in traffic patterns caused by the increase infrastructure in the Mansfield Downtown Region. Also, the bridge on 275 will be replaced this fall, increasing traffic along 275 to the junction of 32.

I appreciate you taking action in the matter since what the Town of Mansfield and State of Connecticut has presented through continued conversation is not enough to protect my family.

Being a veteran of the United States Military, and you being chair for Veterans' Affairs, it is my hope that you can assist Representative Haddad with making the changes necessary to protect my wife and four children.

Respectfully,

Jason A. McGarry
458 South Eagleville Road
Storrs, CT 06268



THE PUBLIC SCHOOLS OF MANSFIELD, CONNECTICUT

KELLY M. LYMAN, SUPERINTENDENT

Audrey P. Beck Building
Four South Eagleville Road
Mansfield, CT 06268
Phone: (860) 429-3350
Fax: (860) 429-3379

February 12, 2016

Matt Hart
Town Manager
Town of Mansfield
Mansfield, Connecticut 06268

Dear Matt:

I wish to advise you that at the meeting of February 11, 2016, the Mansfield Board of Education voted eight in favor with one opposed the following motion:

The Mansfield Board of Education adopts the Superintendent's proposed budget for fiscal year 2016-2017 with the following amendments:

- Reduce the Library & Media Personnel (-\$37,000)
- Reduce Special Education Certified Classroom Instruction and benefits accounts (-\$96,070)
- Reduce Employee Benefits: Board – Medical Insurance (-\$30,000)
- Add one Special Education paraeducator position including benefits (+\$31,430)

The adopted budget for 2016-2017 is \$22,980,500 (+4.35%).

I will furnish a detailed copy of the budget for you and the Town Council members prior to the meeting the Board of Education has with the Town Council which has yet to be determined.

Sincerely,

Kelly M. Lyman

PAGE
BREAK

MANSFIELD DOWNTOWN PARTNERSHIP 2016 EVENTS

Item # 11

Saturday, May 14

MANSFIELD PUP CRAWL

9.30 AM

Begins and ends at Mansfield Town Square
Free and open to the public

Friday, August 19

FAMILY FILM NIGHT

Time 8.30 PM

Mansfield Town Square
Free and open to the public

Thursday, June – July

SUMMER CONCERTS ON THE SQUARE

6.30 - 8.00 PM

Mansfield Town Square
Free and open to the public

Sunday, September 18

CELEBRATE MANSFIELD FESTIVAL

Noon - 4.00 PM

On and around the Mansfield Town Square
Free and open to the public

Saturday, June 18

JOHN E. JACKMAN TOUR DE MANSFIELD

7.00 AM - 12.00 PM

Mansfield Community Center
Open to the public; Registration fees apply

Saturday, October 15

MANSFIELD PUP CRAWL

9.30 AM

Begins and ends at Mansfield Town Square
Free and open to the public

Friday, June 24

FAMILY FILM NIGHT

Time 8.30 PM

Mansfield Town Square
Free and open to the public

Saturday, October 29

TRICK-OR-TREAT IN STORRS CENTER

4.00 - 5.00 PM

On and around the Mansfield Town Square
Free and open to the public

Friday, July 29

FAMILY FILM NIGHT

Time 8.30 PM

Mansfield Town Square
Free and open to the public

Saturday, December 3

WINTER WELCOME

Time TBD

On and around the Mansfield Town Square
Free and open to the public



Mansfield Downtown Partnership
Helping to Build Mansfield's Future

 /MansfieldDowntownPartnership

 @DowntownStorrs

 @DowntownStorrs

PAGE
BREAK

Connecticut Water Company
93 West Main Street
Clinton, CT 06413-1600

Office: 860.669.8636
Fax: 860.669.9326
Customer Service: 800.286.5700
www.ctwater.com



Enclosed is a copy of our current "*Straight From the Tap*," bill insert which we are sending this quarter to customers in your community. It contains useful information and we wanted you to see yourself what we are sharing with customers in case you get comments or questions.

CT Water Company strives to provide regular communications on our water quality and service, and we are available if you or anyone in your community has a question or concern about their water.

The topics discussed in our Winter "*Straight From the Tap*" edition include:

- Protecting your pipes and water meter from freezing
- A reminder to make sure hydrants are visible and accessible
- Information about periodic water meter changes
- Communicating with customers during emergencies

Given the recent incident in Flint, Michigan there is certainly a heightened awareness of water quality and you may receive questions from residents. Feel free to refer any of those questions to us or have them call our customer service team at 1-800-286-5700. We can assure you that the circumstances in Flint were unique and we have the people and programs in place at Connecticut Water to maintain and monitor the water quality in our service areas. The water we provide meets all state and federal drinking water standards and is safe to drink. Enclosed is a handout "*Facts About Lead In Drinking Water*," which provides additional information on what happened in Flint, and what we are doing to ensure the quality of the water here in CT. This information, as well as our Annual Water Quality reports, are on our website at www.ctwater.com > Customers > Water Quality Report.

Each quarter, we will send you the current "*Straight From the Tap*" bill insert. Feel free to post the document to your municipal website. We can provide you with an electronic version suitable for the internet. The most recent four issues can also be downloaded at www.ctwater.com > Customers > Bill Inserts and Facts Sheets.

We appreciate your interest and look forward to hearing from you at any time. If you have any questions about the water quality or service in your town, please contact Dan Meaney at 860.664.6016 or email us at publicaffairs@ctwater.com.

Straight from the Tap Connecticut Water



your bill online by check or credit card at www.ctwater.com

Ready for Winter?



Winter is upon us and we know it can bring severe storms. Connecticut Water works hard to ensure reliable water service by planning for power outages and other events that could affect our

operations. Our crews are available 24/7 if a weather event occurs. All of our critical water supply, treatment, and distribution facilities have emergency generators, and we have operational flexibility to maintain service in our systems.

Customers can take steps to ensure safe access for our employees and to protect pipes and meters which may freeze.

Protect Your Pipes and Water Meter

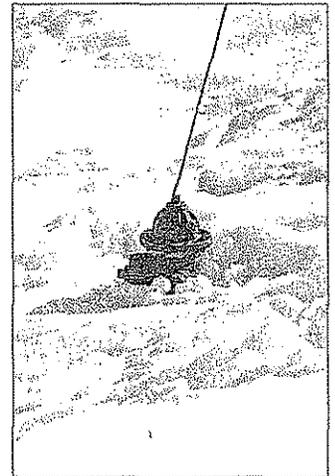
If pipes are not protected and freeze, the cost to repair the pipe, meter, and any water damage caused when pipes thaw is the customer's responsibility.

- Make sure room heat can freely circulate around the meter and water pipes.
- Wrap pipes with insulation; and make sure underground water pipes are buried at least five feet.
- Check for cracks in an outside water meter's vault cover; seal cracks in windows, walls or doors near the meter and pipes.
- Consider increasing the thermostat setting in the room when bitter cold temperatures are forecasted.

For additional suggestions please see our fact sheet Preventing Winter Freeze-Ups at www.ctwater.com > Customers > Bill Inserts and Fact Sheets, or call one of our Customer Service representatives at 1-800-286-5700.

Allow Access to Hydrants and Meters

- Fire fighters can lose precious minutes to access a hydrant if it is buried in the snow. If there is a hydrant near your property, please consider taking a few minutes to clear it after a storm.
- Help us keep our employees safe by providing a clear path to the meter reading equipment on the outside of your home and to your entry way should there be a scheduled service appointment.

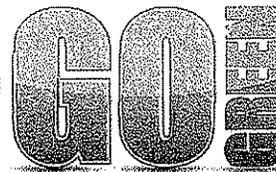


More than 25% of our customers have already signed up for e-billing. Care to join them?

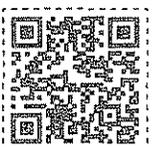
E-billing saves you time, money and helps protect the environment.

1. Enrolling is easy and free. Once enrolled, you will get an email notifying you when your bill is issued.
2. You can set up automatic payments, which can save you even more time and eliminate late payments.

Sign up at <http://ctwaterbillpay.osgview.com>



Scan to enroll



Sign Up for Electronic Billing Today!

-98-Convenience • Security • Savings • Accessibility

Help us Reach You in an Emergency

Connecticut Water uses an automated telephone system to quickly notify our customers regarding water quality, service or other important customer information. In addition, we provide information for customers on our:

- Website: www.ctwater.com
- Facebook: www.facebook.com/CTWtr
- Twitter: www.twitter.com/CTWater



Please make sure you receive these notifications by ensuring we have up to date contact information.

If you haven't already provided us with your phone and email contact information, please call our Customer Service team at 1-800-286-5700 so we can add the information to your account. You can also update this yourself by visiting www.ctwater.com/notification and entering your contact information directly.

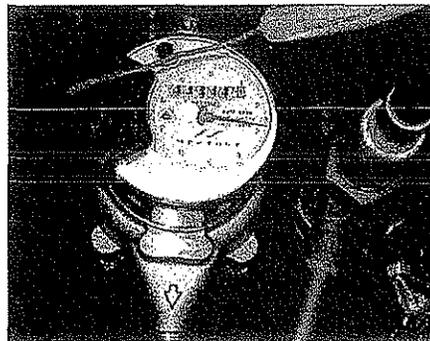
Connecticut Water employees are passionate about delivering life sustaining, high-quality water to families and communities. Many of our employees live in the communities we serve and are involved as volunteers to support our neighbors. As a company, we have been involved in numerous local activities including Trails Day hiking, water treatment plant tours, career fairs, food drives, coat drives and touch-a-truck events. We are also committed to helping those in need to make ends meet. Our employees have organized, and Connecticut Water has supported multiple food drives, coat and blanket drives, pet food drives and toy drives. We are your water company and your neighbors.



Families in need in our service communities had brighter holidays thanks to the generosity of our employees. A van full of toys was donated thanks to the efforts of our field service and call center employees who raised more than \$1,750 for toys and other employees who purchased toys for the donation. Our people also collected food for local social service agencies.

Changing Your Water Meter

Water meters measure the amount of water delivered to each customer's property (shown as "usage" on your water bill). They provide the basis for billing but also help us plan for the amount of water we need to supply in our systems and to size the sources and treatment systems to meet customer demands.



It is important that the meter readings are accurate. The Connecticut Public Utilities Regulatory Authority (PURA) requires us to replace water meters every 16 years to ensure they maintain their accuracy and reliability.

Because the water meter is usually located in the basement of the customer's premise we need to schedule an appointment to perform the service. The entire visit usually takes about a half-hour, and is performed at no cost to the customer.

If your water meter is due for replacement in 2016, you will receive a phone call from us to schedule a convenient appointment for the replacement. If we are not able to contact you by phone, a letter will follow.

Please schedule your meter replacement as soon as you are notified yours is due for replacement. This is a regulatory requirement of PURA and if the meter replacement is not scheduled it could result in the interruption of your water service.

Holidays

February 15 – President's Day



Customer Service and 24-hour Emergencies 1-800-286-5700

If you have comments or suggestions, send an e-mail to PublicAffairs@ctwater.com.

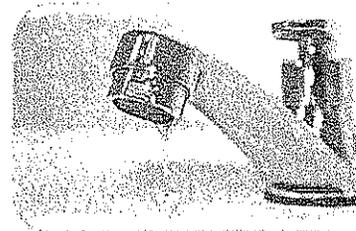


Lead in drinking water has been in the news recently with the situation going on in Flint, Michigan. The specifics in the Flint case are unique and we want to assure you that we do not have similar circumstances in our systems at Connecticut Water.

- Connecticut Water conducts extensive water quality testing at our sources and within our distribution system.
- We have not detected lead in any of our sources of supplies or distribution system.
- We fully comply with the EPA requirements regarding sampling for lead in drinking water and have provided documentation to State health officials of our results.
- We are confident in the water quality that we provide our customers.

Q. What happened in Flint, Michigan?

- A. The situation in Flint was triggered when they changed their water supply source to one with significantly different water chemistry characteristics without corresponding measures to provide for corrosion control designed to maintain the conditions of their pipe system. It appears it was further compounded when there was not a timely response to customer inquiries and response to water quality test results.



Q. What is being done in Connecticut Water's systems so that this does not happen here?

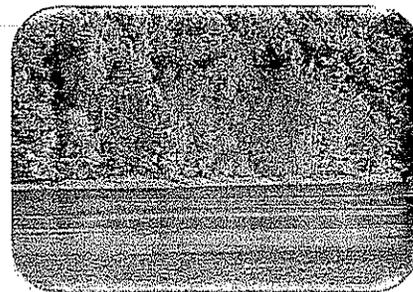
- A. Regular water quality testing is done in all of our water systems and continues to show that the water delivered to our customers is in compliance with state and federal drinking water standards and is safe to drink. Ongoing sampling is done for a host of water quality standards, with more than 170,000 samples tested annually at state certified laboratories. Our water quality testing data is regularly reviewed for potential changes or trends and any customer water quality complaint is escalated to professionals in our water quality team.

Q. Where can customers review water quality test results for their system?

- A. Water quality reports are made available annually to all of our customers and are on our website at www.ctwater.com >Customers > Water Quality Report.

Q. What is done specifically to protect our water sources?

- A. Connecticut Water has an extensive program of water quality protection that includes land ownership, watershed inspections, and source water quality monitoring. These programs are overseen by the State of Connecticut Department of Public Health. Further, Connecticut is the only state that prevents water bodies that have sewer treatment plant discharges, or receive other waste discharges, from being used as drinking water supply sources.

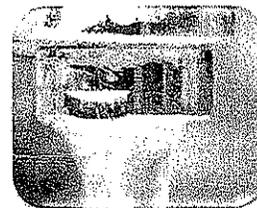


Q. What is done specifically to protect customers from lead in water?

A. In addition to limiting our supplies to quality sources with source protection measures, we also have a comprehensive approach to control lead in our water systems. This approach includes sampling and chemical addition in our treatment and distribution systems for corrosion control to maintain water quality and protect our customers from the potential for lead to enter their drinking water. We have a program in place, as required under Federal law, to minimize the potential for lead to enter your drinking water.

Q. How does lead get into the water in a customer's home?

A. Lead typically enters drinking water as a result of corrosion, or wearing away, of materials in household plumbing containing lead. These materials include lead-based solder that in the past had been used to join copper pipe, brass and chrome-plated brass faucets, and in some cases, the service line that connects your house to the water main, if the pipe is made of lead.



Q. What has been done to limit the risks of lead in household plumbing?

A. In 1986, Congress banned the use of lead solder containing greater than 0.2% lead, and restricted the lead content of faucets, pipes and other plumbing materials to 8.0%, however the internal plumbing in older homes may still contain lead piping.

In homes where there is still lead in internal plumbing and fixtures, under certain pH conditions, lead may dissolve into the drinking water after it has sat in the internal plumbing for some time. As such, sampling under our lead and copper program intentionally focuses on homes with older plumbing and samples are taken with the first water drawn from the tap in the morning.

Q. What does the Company do if they detect lead in a customer's water?

A. We monitor for lead from customer's homes to confirm that the chemical treatment processes remain effective. In instances where the lead in a customer's home is above the action level set by Federal Standards (15 part per billion), we notify the customer right away. If 10% or more of the samples collected from a public water system are above the Federal Standards we notify all customers within the service area.



Q. What can you do if you are concerned about lead in your internal plumbing?

A. See the Center for Disease Control at <http://www.cdc.gov/nceh/lead/tips/water.htm> or the US EPA to learn more, including steps you can take to reduce your risk of consuming lead from drinking water.



If you need additional information on this topic or have specific questions, please feel free to contact Connecticut Water Company Customer Service staff at 1.800.286.5700.

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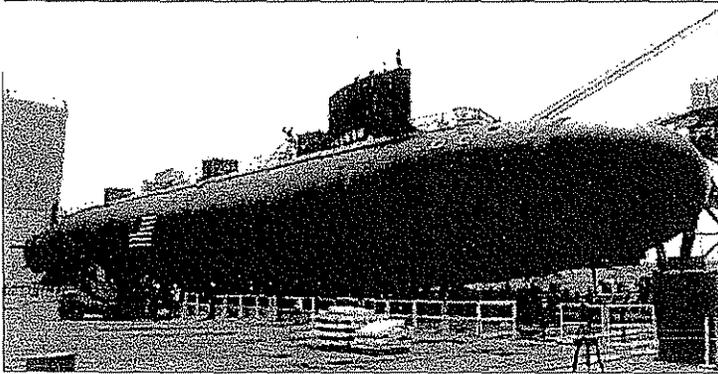
CONNECTIONS

Education News From Northeastern Connecticut

volume 36, number 2

www.eastconn.org

Winter 2016



EASTCONN will help train eastern Connecticut job-seekers in advanced manufacturing skills as Electric Boat seeks to hire workers to build a new, \$17.6-million submarine fleet for the Navy.

EASTCONN Joins EWIB Effort to Build Electric Boat Job Force

Over the next few years, EASTCONN will help eastern Connecticut workers build their advanced-manufacturing skills, as Electric Boat prepares to hire hundreds of new employees to build Navy submarines.

In 2014, the U.S. Navy awarded a \$17.6 billion contract to Electric Boat to build 10 Virginia-class submarines over the next five years. To fulfill its contract, which is a boon to eastern Connecticut's regional economy, the Groton-based submarine manufacturer must hire about 350 new, highly skilled trade workers, among them, welders, pipe fitters, and other advanced-manufacturing specialists.

Last fall, the Department of Labor, through its Workforce Innovation Fund (WIF), granted \$6 million to the Eastern Connecticut Manufacturing Pipeline Initiative to build a skilled labor force specifically for Electric Boat's submarine contract, and also to fill the workforce needs of the region's small manufacturing businesses. The Pipeline Initiative is being administered by the Eastern Connecticut Workforce Investment Board (EWIB), in collaboration with multiple partners, as well as the governor's office and EASTCONN.

"EASTCONN's contribution to EWIB's impressive workforce-building enterprise will be to provide contextualized reading and math skills for about 25% of the job candidates who are being recruited to build Electric Boat submarines," said EASTCONN's

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Mansfield's Goodwin Earns National Blue Ribbon Status

Mansfield's Dorothy C. Goodwin Elementary School has been designated a U.S. Department of Education 2015 National Blue Ribbon School in the "Exemplary High-Performing Schools" category. Goodwin was one of only four Connecticut schools to earn the distinction in 2015.

Last winter, Goodwin Principal Susan Muirhead was notified that the Connecticut State Department of Education had nominated her school for 2015 Blue Ribbon status. (Exemplary High-Performing Schools have their state's highest-achieving students, in the top 15%, in English and math.)



A handful of happy Dorothy C. Goodwin Elementary School third-graders pose proudly in front of a banner that announces their high-achieving school's National Blue Ribbon designation.

She was asked if Goodwin would like to apply. She said yes.

A committee of 17 Goodwin stakeholders, including Muirhead, parents, teachers and staff worked hard on a 26-page application. They submitted it and waited.

And life went on.

Finally, last fall, Muirhead got the good news via e-mail.

"I was elated, and I was really proud of the hard work our students and staff put in every day," Muirhead said.

Muirhead, who didn't immediately tell her staff, quietly arranged for a celebration. She brought in sparkling apple cider and appetizers, and after inviting Superintendent Kelly M. Lyman and Mansfield's Board of Education chair, she called an "emergency" meeting of her Goodwin staff. When they arrived, they found a room filled with royal blue balloons, blue ribbon pins for

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everyone and some great news. They were thrilled.

"It was wonderful," Muirhead said, simply. "The Mansfield district has always supported education so strongly ... This [award] is a reflection of Mansfield's dedication to education, our wonderful parents, a supportive community and our great students. I have a very talented staff that I'm blessed to work with."

Muirhead traveled with a Goodwin teacher to Washington, D.C., to receive Goodwin's Blue Ribbon plaque and attend a celebration with other Blue Ribbon winners from across the nation.

Goodwin's PTO donated T-shirts for both students and staff printed with the National Blue Ribbon logo and Goodwin School. Goodwin enrolls 208 students, taught and cared for by 45 teachers and staff.

As the U.S.D.E. Web site described it: "The National Blue Ribbon School award affirms the hard work of students, educators, families, and communities in creating safe and welcoming schools where students master challenging content."



Visit EASTCONN's Facebook page to see Pix

EASTCONN's Technology Council builds a robot fitted with an iPad that gives its controller ability to see and move remotely. EASTCONN's Science Council members build DaVinci bridges. Supers and Troopers meet to discuss social media dangers. Regional Staff Development Council hosts CSDE Talent Officers, who share CSDE updates and details about nation's new K-12 law, ESSA (Every Student Succeeds Act).



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"And the 2015 CABE Awards go to..."

Every year, the Connecticut Association of Boards of Education (CABE) acknowledges schools' efforts from the year before to communicate with students, parents and communities about important information and the great work being done in district schools.

The annual CABE communications contest, which is open to both private and public schools, draws hundreds of entries statewide.

This year, the CABE Awards of Excellence for Educational Communications contest selected numerous publications and special projects that were submitted for 2015 in the under-2,000-student category by northeastern Connecticut's Woodstock Academy and EASTCONN.

Woodstock Academy won first place in CABE's Social Media category, as well as for its audio/video project, "Woodstock Academy Alumnus Speaks and Performs with Symphony Band." The school also won honorable mentions for two special projects: the Woodstock Academy Viewbook and the Woodstock Academy Web site.

Also in the under-2000-student category, EASTCONN took first place for its Annual Board Update 2014-2015, as well as for its 2015-2016 Programs and Services brochure. EASTCONN won six additional honorable mentions for its Facebook page; its Annual Report 2013-2014 to the CSDE; its Arts at the Capitol Theater (ACT) Program of Studies, 2015-2016; its "I have a student..." brochure; its "Celebrating Learning Calendar, 2015-2016; and its recently redesigned ACT arts magnet high school Web site at www.eastconn.org/act.



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Arseneault, who was a Tech Ed student himself in high school, said he is proud to work with non-traditional students, grades 6-9-12, from diverse backgrounds.

"I believe that every student needs to have a place and to have an experience in high school that can help guide them in the future," Arsenault said.

Commissioner Wentzell summed it up nicely at the rally: "Peter Arsenault is the kind of teacher who not only prepares his students for the challenges of college and career, but also inspires them to think bigger about what they can accomplish in the world. We congratulate Mr. Arsenault, Bacon Academy and Colchester Public Schools on this well-deserved honor."

The Milken Educator Awards have been given annually since 1987 to exceptional educators who are furthering excellence in the nation's schools. Principals, teachers and specialists are considered, without their knowledge, by a blue-ribbon panel appointed by each state's department of education. Winners can use the \$25,000 in any way they choose.

To see a video of the surprise Bacon Academy ceremony, visit www.colchesterct.org and click on Milken Educator Award Info.